

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2026 Legislative Session

Resolution No. CR-027-2026
Proposed by Council Member Dernoga
Introduced by Council Member Dernoga
Co-Sponsors _____
Date of Introduction April 14, 2026

RESOLUTION

1 A RESOLUTION concerning

2 *2010 Approved Master Plan for Subregion 1 – Minor Master Plan and Sectional Map*

3 *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, minor amendments
6 to the *2010 Approved Master Plan for Subregion 1* – in particular, to evaluate and potentially
7 update certain recommendations for the physical development and redevelopment of certain
8 portions of Planning Areas 60, 61, and 62 in order to align with *Plan Prince George’s 2035*
9 (Plan 2035) recommendations for the Muirkirk MARC Neighborhood Center, the Konterra Local
10 Town Center, and the Innovation Corridor – and initiating a concurrent Sectional Map
11 Amendment for a portion of Planning Areas 60, 61, and 62.

12 WHEREAS, pursuant to its authority set forth in the Regional District Act within the Land
13 Use Article, Annotated Code of Maryland, the County Council of Prince George’s County,
14 sitting as the District Council for that portion of the Maryland-Washington Regional District in
15 Prince George’s County (“District Council”), approved the *2010 Approved Master Plan for*
16 *Subregion 1 and its concurrent Sectional Map Amendment* via its adoption of CR-58-2010 on
17 June 23, 2010; and

18 WHEREAS, in accordance with the procedures set forth in the Zoning Ordinance of Prince
19 George’s County, Maryland, the District Council also approved certain recommendations
20 regarding the physical development of certain locations within Planning Areas 60, 61, and 62;
21 and

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

4 WHEREAS, on May 6, 2014, via adoption of CR-26-2014, the County Council of Prince
5 George's County, Maryland, sitting as the District Council, approved the current applicable
6 General Plan for the County, *Plan Prince George's 2035* (Plan 2035), setting forth a
7 comprehensive blueprint for long-term growth and development for that portion of the
8 Maryland-Washington Regional District in Prince George's County; and

9 WHEREAS, Plan 2035 specifies clear, implementable policies and strategies to achieve its
10 vision for land use, economic prosperity, transportation and mobility, natural environment,
11 housing and neighborhoods, historic preservation, arts and culture, urban design, healthy
12 communities, and public facilities in the County; and

13 WHEREAS, since the time of the *2010 Approved Master Plan and Sectional Map*
14 *Amendment for Subregion I*, the commercial office, retail, and mixed-use real estate markets
15 have evolved considerably both countywide and within Planning Areas 60, 61, and 62; and

16 WHEREAS, the District Council finds a considerable amount of development
17 recommended in and anticipated by the *2010 Approved Master Plan and Sectional Map*
18 *Amendment for Subregion I* has not come to fruition; and

19 WHEREAS, the District Council finds that there is a need to evaluate the potential for
20 market-driven and achievable land use and economic development recommendations within
21 Planning Areas 60, 61, and 62; and

22 WHEREAS, the District Council finds that recommendations for office, retail, and/or
23 mixed-use development in Planning Area 60, 61, and 62 may be difficult to achieve during the
24 remaining horizon of the Master Plan and that additional flexibility may be necessary to ensure
25 continued economic viability of current commercially-zoned properties; and

26 WHEREAS, the District Council finds that opportunities exist to enhance the transit-
27 oriented development potential of the Muirkirk MARC Station; and

28 WHEREAS, demand for transportation, logistics, warehousing, and data processing and
29 storage creates considerable economic development opportunities for Planning Areas 60, 61, and
30 62 that did not exist at the time of the *2010 Approved Master Plan and Sectional Map*
31 *Amendment for Subregion I*; and

1 WHEREAS, from October 2025 through January of 2026, the Prince George's County
2 Planning Department conducted analyses of the *2010 Approved Master Plan and Sectional Map*
3 *Amendment for Subregion 1* and existing conditions within Planning Areas 60, 61, and 62; and

4 WHEREAS, these analyses found that the minor plan amendment study area benefits from
5 its proximity to I-95, the Intercounty Connector (ICC), and the MARC station, which strengthen
6 regional accessibility and given the amount of available land, is poised to capture the bulk of
7 residential units and industrial/flex space of the greater Subregion 1. The study area is positioned
8 to become one of Prince George's County's most significant mixed-use and employment
9 destinations, anchored by the long-term buildout of the mixed-use districts at Konterra Town
10 Center and Muirkirk MARC station. Development trends suggest continued demand for
11 industrial and logistics uses, improved connectivity, enhanced integration of parks and open
12 space, strengthened multimodal access to transit, and refined land use relationships within
13 Centers and their surroundings.

14 WHEREAS, the District Council finds it a public planning objective to ensure that the 2010
15 *Master Plan for Subregion 1* implements the recommendations of Plan 2035 in light of the
16 current and anticipated market for development and redevelopment in Planning Areas 60, 61,
17 and 62 in the future; and

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

23 WHEREAS, it is the finding of the District Council that the proposed minor amendments
24 will not fall within the parameters of Section 27-3502(i)(3), as the amendments proposed herein
25 will not: (1) change a General Plan center designation; (2) require major transportation or public
26 facilities analysis or revised water and sewer classification; or (3) amend the County's growth
27 boundary; and

28 WHEREAS, it is the desire of the District Council to process a Sectional Map Amendment
29 concurrently with this minor amendment to the *2010 Approved Master Plan for Subregion 1* in
30 accordance with Section 27-3502 and 3503 of the Zoning Ordinance, to provide, if warranted, a
31 strong interrelationship between land use recommendations in approved plans and the zoning of

1 land; and

2 WHEREAS, the boundaries of the Minor Plan and Sectional Map Amendments shall be
3 limited to an area north of MD 212 (Powder Mill Road/Ammendale Road/Virginia Manor
4 Road/Ritz Way), Pine Street, and Distribution Drive, east of Old Baltimore Pike/Cedarhurst
5 Drive and the City of Laurel municipal boundary, south of MD 198 (Sandy Spring Road, and
6 west of the County line (as illustrated in Attachment A); and

7 WHEREAS, upon approval of this Resolution, and in accordance with applicable law, the
8 proposed minor amendments to the *2010 Approved Master Plan for Subregion 1* shall be subject
9 to all applicable notice and public hearing requirements to seek public comment on the minor
10 amendments to the Master Plan and concurrent sectional map amendment.

11 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
12 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
13 Regional District in Prince George's County, Maryland, that, in accordance with Sections 27-
14 3502 and 3503 of the Zoning Ordinance, the Prince George's County Planning Board of the
15 Maryland-National Capital Park and Planning Commission is hereby directed to initiate a minor
16 amendment to the *2010 Approved Master Plan for Subregion 1* and the Prince George's County
17 Planning Director is hereby directed to prepare a concurrent Sectional Map Amendment for that
18 portion of Planning Areas 60, 61, and 62 subject to the proposed minor amendments, as follows:

19
20 **MINOR AMENDMENT NUMBER 1**

21 Replace plan references of "Rural Tier" to "Rural and Agricultural Areas" in the table of
22 contents and on pp. 1, 9, 10, 37, 42, 44, 140, and 185.

23
24 **MINOR AMENDMENT NUMBER 2**

25 Replace plan references of "Developing Tier" to "Established Communities" in the table of
26 contents and on pp. 1, 9, 10, 28, 44, and 55.

27
28 **MINOR AMENDMENT NUMBER 3**

29 Add "2026 Minor Plan Amendment Summary" section with associated tables and maps
30 before Executive Summary:

31 **2026 Minor Plan Amendment Summary**

The District Council initiated a minor plan amendment with a concurrent sectional map amendment (SMA) for the 2010 Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61, 62, and 64) (Subregion 1 Master Plan) on April 14, 2026 via CR-XX-2026.

The Master Plan for Planning Areas 60, 61, 62 and 64 received approval for a minor plan amendment (CR-XX-2026) and concurrent sectional map amendment (CR-XX-2026) in DATE. Plan amendments are outlined in CR-XX-2026, and administrative corrections are noted in PGCPB 2026-XX. Details of the sectional map amendment can be found in PGCPB 2026-XX. Links to resolutions can be found in the project timeline table below.

<u>Project Timeline</u>		
<u>Action</u>	<u>Date</u>	<u>Resolution</u>
<u>Minor Plan Amendment and Sectional Map Amendment Initiation</u>	<u>DATE</u>	<u>CR-XX-2026</u>
<u>Joint Public Hearing</u>	<u>DATE</u>	<u>N/A</u>
<u>Planning Board Work Session and Action</u>	<u>DATE</u>	<u>PGCPB 2026-XX</u> <u>PGCPB 2026-XX</u>
<u>District Council Work Session</u>	<u>DATE</u>	<u>N/A</u>
<u>District Council Action</u>	<u>DATE</u>	<u>CR-XX-2026</u> <u>CR-XX-2026</u>
<u>Full Commission</u>	<u>DATE</u>	<u>M-NCPPC No. 2026-XX</u>

The following is a high-level overview of the minor plan amendments and sectional map amendment. More detailed information regarding these changes can be found in the Appendix of this plan.

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<u>Updates to Master Plan</u>	<u>Section</u>	<u>Page</u>
<u>A comprehensive list of approved minor plan amendments</u>	<u>Appendix A</u>	<u>XXX</u>
<u>Additional information on the sectional map amendment</u>	<u>Appendix B</u>	<u>XXX</u>

The Subregion 1 Master Plan and Sectional Map Amendment were completed and approved in 2010. The adoption of *Plan 2035* in 2014 changed the overarching policy framework for development in Prince George’s County and in Subregion 1. In addition, there have been major changes to the way people shop, work, and commute since 2010. To respond to these policy, market, and societal changes, a Minor Plan Amendment was prepared in 2025-2026 to update the Subregion 1 Master Plan.












The Minor Plan Amendment prepared in 2025-2026 applies to part of the Subregion 1 area, not to the entire Subregion 1 area (see Map A). The original recommendations, policies, and strategies set out in the Subregion 1 Master Plan for geographical areas outside the planning area of the Minor Plan Amendment remain in effect.

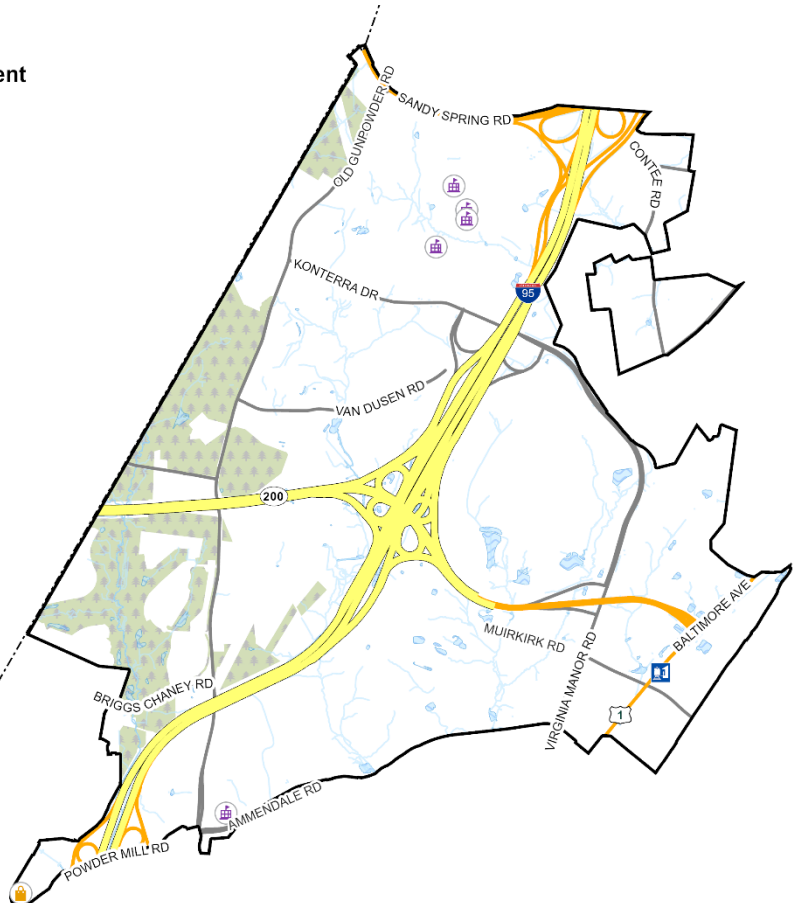
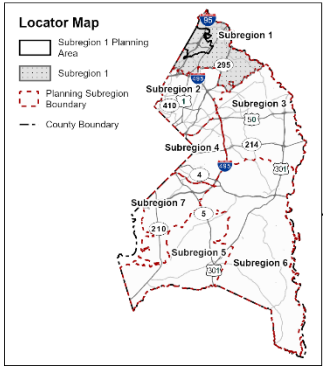
Minor Plan Amendment Study Area

The minor plan amendments and concurrent SMA changed plan text and zoning for the properties within the defined minor plan amendment study area boundary (Map A).

Map A: 2026 Minor Plan Amendment Study Area

**Map A: 2026 Minor Plan Amendment
Study Area Features**

-  Subregion 1 Study Area
-  County Boundary
-  Shopping Centers
-  Schools
-  Rail Transit Stop - Existing
-  Stream
-  Water Body
-  Parks
-  Freeway
-  Highways & Major Roads
-  Other Roads



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Plans and policies, approved since 2010, helped to shape the 2026 Minor Plan Amendment as listed below.

Summary of 2026 Minor Plan Amendment Resources

2013 Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (Formula 2040)

The 2013 Functional Master Plan replaced the County’s previous 1982 plan for expanding and enhancing park, facilities, and programs across the County. It recommends transitioning from many small neighborhood recreational centers to larger multigenerational centers to offer a greater range of facilities to broader populations. Increasing multi-modal connections to parks, neighborhoods, schools, and activity centers is also encouraged to expand recreational

1 opportunities and support community health and wellness. The plan divides the
2 County into nine service areas, and the study area falls into Park Service Area 1.

3
4 **2014 Plan Prince George's 2035 Approved General Plan (Plan 2035)**

5 Plan 2035 refined policy guidance in from the 2002 General Plan
6 by establishing growth policy areas for the County,
7 including Local Centers, Established Communities, and the Rural and
8 Agricultural Areas. The Plan updated the Future Land Use categories to better
9 align with this growth framework and to support more strategic development
10 patterns. Key revisions included strengthening mixed-use designations to promote
11 walkability, encourage transit-supportive densities along major corridors, and
12 encourage both vertical and horizontal integration of residential, retail, and office
13 uses. Residential land uses were reorganized to better differentiate between
14 suburban neighborhoods and areas planned for greater urban density.
15 Employment designations were also refined to differentiate industrial and
16 logistics uses, employment campuses, and mixed-use employment centers,
17 aligning land use policy more closely with economic development objectives.

18
19 Plan 2035 places Subregion 1 within two growth policy areas, the Established
20 Communities and the Rural and Agricultural Areas and designates Konterra as a
21 Town Center and the Muirkirk MARC as a Neighborhood Center.

22
23 Approximately one-half of the subregion falls within the Established
24 Communities, which Plan 2035 envisions as areas “most appropriate for context-
25 sensitive infill and low- to medium-density development. Plan 2035 recommends
26 maintaining and enhancing existing public services (police and fire/EMS),
27 facilities (such as libraries, schools, parks, and open space), and infrastructure in
28 these areas (such as sidewalks) to ensure that the needs of existing residents are
29 met.” (page 20)

30
31 Local Centers are focal points of concentrated residential development and

1 limited commercial activity serving Established Communities. Local Town
2 Centers anchor large areas of suburban subdivisions and include a range of auto-
3 accessible uses. They are less dense and intense than other centers, follow a
4 horizontal development pattern, and typically have a walkable “core” or town
5 center. Local Neighborhood Centers are primarily residential areas that offer
6 neighborhood-serving retail and office uses and may have some transit access, but
7 overall fewer transit options than other center types. (Table 16, page 108)

8
9 The remainder of the subregion falls within the Rural and Agricultural Areas,
10 where the Plan 2035 seeks to preserve large amounts of land for woodland,
11 wildlife habitat, recreation and agriculture pursuits, and preservation of the rural
12 character and vistas that now exist.

13
14 Plan 2035 also places some Subregion 1 properties “that are located within the
15 Growth Boundary, but which have not been approved for a water and sewer
16 category change (which would allow for denser development) in Future Water
17 and Sewer Service Areas” to be “holding zones in which near-term development
18 is deferred until additional residential capacity is required.” (page 20)

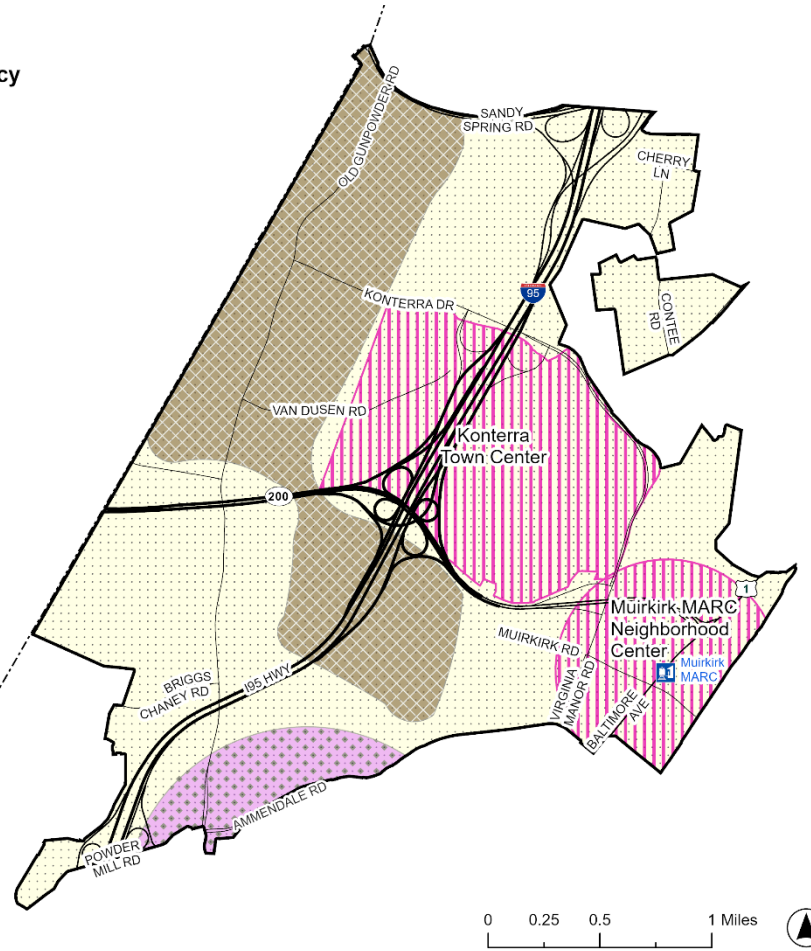
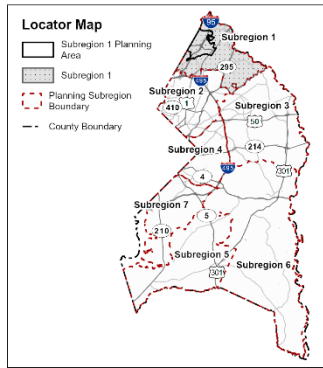
19
20 Additionally, some Subregion 1 properties fall within the Plan 2035 Employment
21 Areas and more specifically the Innovation Corridor. Plan 2035 “recommends
22 continuing to support business growth” by improving connectivity and creating
23 synergies especially in the Innovation Corridor that has “the highest
24 concentrations of economic activity in our four targeted industry clusters and has
25 the greatest potential to catalyze future job growth, research, and innovation in the
26 near- to mid-term.” (pages 19-23)

27
28 Map B: Plan 2035 Growth Policy Areas

Map B: General Plan Growth Policy

-  Subregion 1 Planning Area
-  County Boundary
-  General Plan Center (2035)
-  Established Communities
-  Employment Areas
-  Future Water & Sewer Service Areas*
-  Rail Transit Stop - Existing

*Future Water & Sewer Service Areas are within Established Communities



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2022 Land Preservation, Parks, and Recreation Plan (LPPRP)

The plan documents over 28,000 acres of parkland managed by the County’s Department of Parks and Recreation and outlines key needs and opportunities for expanding local trail networks, regional and local parks, preserving natural resources and agricultural lands, and addressing gaps in recreational access. It integrates objectives from the County’s other planning efforts, including Formula 2040 and Plan 2035.

Countywide Map Amendment (CMA)

The CMA updated zoning classifications across the County to align with the new zoning ordinance adopted in 2022. This comprehensive rezoning replaced outdated zones with modernized categories designed to support implementation of Plan 2035. The update introduced new residential districts, mixed-use zones that

1 promote walkable, transit-oriented centers, and revised employment and industrial
2 zones that better reflect the County’s land use and economic development
3 priorities.

4 5 **2025 Go Prince George’s Preliminary Plan**

6 The 2025 Go Prince George’s Preliminary Master Plan of Transportation is a
7 functional master plan designed with a comprehensive, equity-driven,
8 people-focused mobility approach to implement Plan 2035. Once adopted and
9 approved, it will replace the 2009 Countywide Master Plan of Transportation. The
10 plan enhances and expands trails, bikeways, sidewalks, transit, and the road
11 network to equitably move people, support transportation network companies and
12 micromobility, efficiently transport goods and services, and provide better
13 commutes, safer streets and curbside management, and expanded mobility via air
14 and water. The 2026 Minor Plan Amendment looks to 2025 Go Prince George’s
15 Preliminary Plan for transportation policy guidance however, amended plan text
16 according to this 2025 Preliminary Plan, may further be updated following Master
17 Plan of Transportation adoption and approval.

18 19 **2025 Subregion 1 Minor Plan Amendment Market Study**

20 A market study was prepared to inform updates to the Subregion 1 Master Plan.
21 The study’s analysis projects that Prince George’s County will see sustained
22 employment and household growth over the next 25 years, in line with, if not
23 slightly higher than, recent historical patterns. These projections reflect continued
24 economic diversification, as well as momentum in sectors where the County can
25 leverage its existing anchors, like Education & Health Services and Leisure &
26 Hospitality. The subregion’s study area is expected to support demand for a range
27 of residential, commercial, and industrial uses, much of which will be
28 concentrated in Konterra Town Center (East and West), and Konterra South.
29 Neighborhood-serving retail, industrial, and medical office uses were identified as
30 growth opportunities with near-term potential. Most future development is
31 anticipated to occur along the I95 corridor and around the Muirkirk MARC

1 station.

2 **2025-2026 Community Engagement**

3 As part of the Minor Master Plan Amendment process for Subregion 1 in 2025–
 4 2026, engagement activities kicked off with a Town Hall Meeting held in July
 5 2025, then a Community Listening Session held in November 2025, followed by
 6 an in-person Public Open House in January 2026. Additionally, an online survey,
 7 hosted on SurveyMonkey, was available between December 1 and December 19,
 8 2025. These events provided opportunities for residents, businesses, and
 9 stakeholders to share their perspectives on future development and priorities
 10 within the subregion. Activities included interactive stations such as mapping
 11 exercises, six-word stories, Love/More/Less prompts, and written comment
 12 opportunities. These activities enabled participants to express and record their
 13 preferences and priorities for future development in and design of the study area.
 14 Results from the exercises were compiled and reviewed to inform the formulation
 15 of preliminary recommendations for the Konterra Town Center (East and West),
 16 Konterra South, and Muirkirk MARC station areas of Subregion 1.

17
 18 **Minor Plan Amendment**

19 These minor plan amendments did not fundamentally change the goals and
 20 objectives of the master plan and instead made modifications to (1) revise center
 21 and growth policy area terminology to be consistent with Plan 2035, (2) update
 22 policies and strategies to guide development within the study area especially at
 23 Konterra Town Center (East and West), Konterra South, and Muirkirk MARC
 24 Neighborhood Center, (3) change the future land use for a select number of
 25 properties within the study area, and (4) through the concurrent SMA,
 26 recommends changes to the zoning for a select number of properties within the
 27 study area.

28
 29 (1) Terminology:

30 The Master Plan is based upon growth concepts from the 2002 General
 31 Plan, which refers to Tiers, Centers and Corridors. The County's

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current development goals, guided by Plan 2035, also utilize the term centers to designate areas for future growth.

<u>2002 General Plan Growth Concepts</u>		<u>2014 Plan 2035 Growth Policy Areas</u>
<u>Rural Tier</u>		<u>Rural and Agricultural Areas</u>
<u>Developing Tier</u>		<u>Established Communities</u>
<u>Developed Tier</u>		<u>Established Communities</u>
<u>Corridor</u>		<u>N/A</u>
<u>Metropolitan Center</u>		<u>N/A</u>
<u>Regional Center</u>		<u>N/A</u>
<u>Community Center</u>		<u>N/A</u>

While the 2002 General Plan center classifications are no longer recognized, they are still areas of importance within the plan boundary. Therefore, the minor plan amendments have replaced most plan references, including maps and figures, from “Rural Tier” to “Rural and Agricultural Area”, from “Developing Tier” and “Developed Tier” to “Established Communities.” Most references to Corridors have also been removed for consistency with Plan 2035.

(2) Updated Policies and Strategies:

See minor plan amendments outlined in Appendix A

(3) Future Land Use Designation Changes:




The Future Land Use Map (Map 13), outlines the changes to land uses both as a result of this minor plan amendment and for consistency with current land uses and zoning classifications. Changes in land uses create more opportunities for development consistent with the plan’s vision, goals, policies, and strategies.

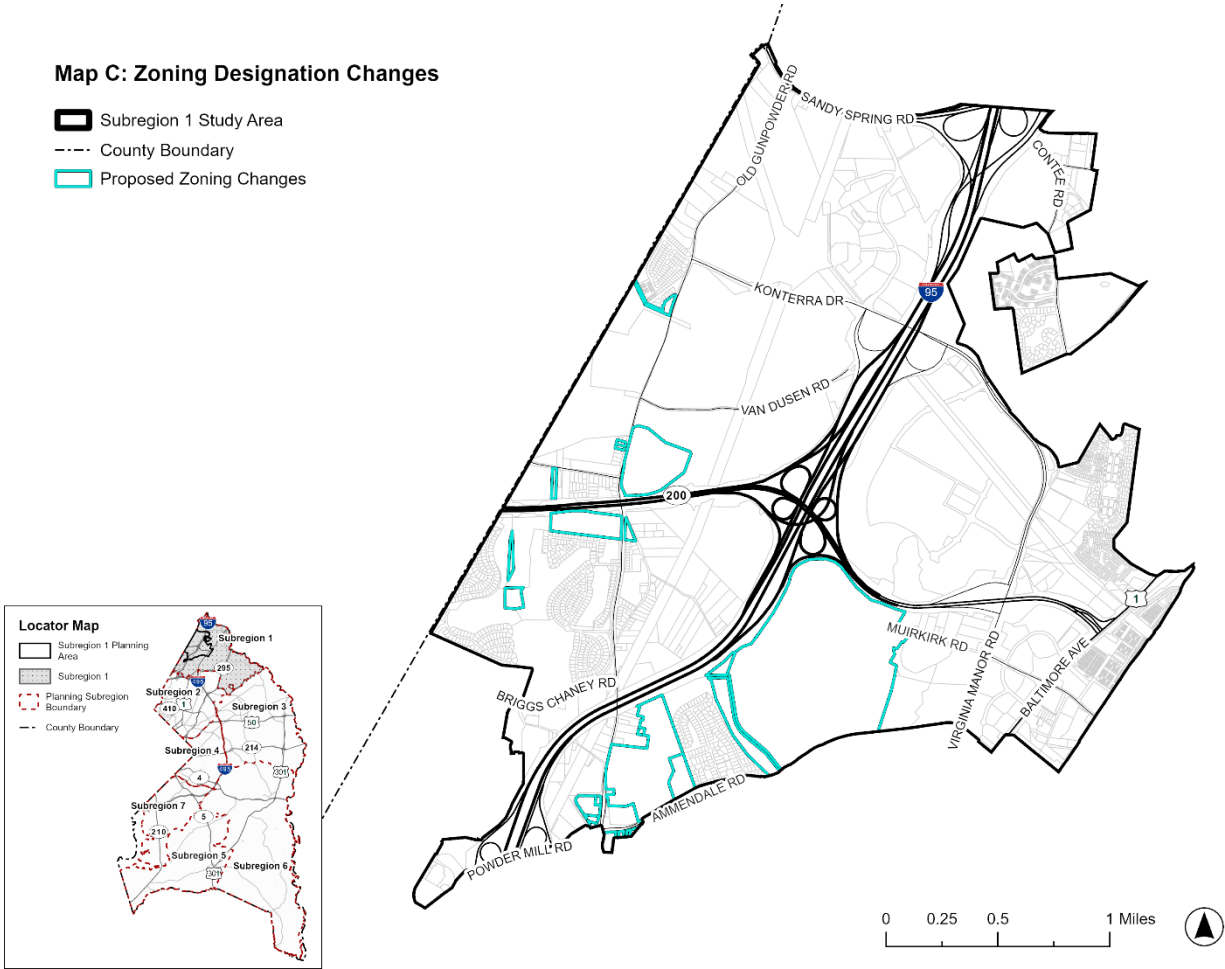
(4) Zoning Designation Changes:

The concurrent SMA implements the minor plan amendments and changes the zoning of parcels (Map C). These rezonings allow for the implementation of the vision, goals, policies, and strategies identified in this Minor Plan Amendment.

Map C: Proposed Parcels for Rezoning

Map C: Zoning Designation Changes

-  Subregion 1 Study Area
-  County Boundary
-  Proposed Zoning Changes



MINOR AMENDMENT NUMBER 4

1 Amend the Plan Purpose section of the Introduction chapter to reflect the current General
2 Plan on pp. 3:

3 “The Subregion 1 Master Plan and Sectional Map Amendment establish
4 development policies, objectives and strategies that are consistent with the
5 recommendations of the 2014 Plan Prince George’s 2035 Approved General Plan
6 (Plan 2035) and the 2002 Prince George’s County Approved General Plan.”

7 8 **MINOR AMENDMENT NUMBER 5**

9 Amend the Relationship to Other Plans and Policies section of the Introduction chapter to
10 add a reference to current City of Laurel reference documents on pp. 4:

11 “...regarding parks and recreation facilities. The City of Laurel further revised its
12 Master Plan in 2016 and is in the process of developing a new Master Plan as of
13 March 2026.”

14 15 **MINOR AMENDMENT NUMBER 6**

16 Amend the Relationship to Other Plans and Policies section of the Introduction chapter to
17 create a new sub-section addressing the 2025 Maryland’s Sustainable Growth Planning
18 Principles inserted after the 1992 Maryland Economic Growth, Resource Protection and
19 Planning Act sub-section on pp. 5:

20 “2025 Maryland’s Sustainable Growth Planning Principles

21 House Bill 286 (2025) replaced the 12 visions above with 8 planning principles
22 contained in Section 1-201(b) of the Land Use Article of the Maryland Code and
23 listed below.

24 Land

25 Optimize productivity of working landscapes, including farms and forests, and
26 fisheries, and prioritize development within population centers that are in
27 proximity to existing infrastructure and facilities.

28 Transportation

29 Prioritize transportation networks that create energy efficient, affordable, and
30 reliable access to jobs, housing, and services.

Housing

Enable a mix of quality housing types and affordability options to accommodate all who want to live in the state.

Economy

Allow for adaptive reuse, mixed–use, and context appropriate new development that responds to changing markets and innovations.

Equity

Engage all sectors of the community in plan development to ensure diverse voices are heard and the needs of underserved populations are prioritized.

Resilience

Integrate resiliency measures that will minimize the impacts of rapid and unexpected natural– and human–caused threats on communities.

Place

Provide for public spaces that encourage social interaction and value cultural, historical, and natural resources.

Ecology

Protect and restore sensitive ecological systems and conserve natural resources, including forests, agricultural areas, and waterways.”

MINOR AMENDMENT NUMBER 7

Amend the Introduction to the Development Pattern Elements chapter to reflect the current General Plan on pp. 9:

“[The 2002 *Prince George’s County Approved General Plan*] Plan 2035 designates [three] growth policy [tiers] areas, each with its own unique characteristics[and associated vision, goals, policies and strategies]. [The General Plan] Plan 2035 places portions of Subregion 1 within [two growth policy tiers,] the [Developing Tier] Established Communities and the [Rural Tier] Rural and Agricultural Areas and designates [one possible future regional] two local centers (Konterra Town Center and Muirkirk MARC)[and one corridor (US 1) within the Subregion 1 area].

1 The Development Pattern Element of this master plan applies the 2002 General
 2 Plan and Plan 2035 vision [for tiers, centers, and corridors] to Subregion 1 [and
 3 refines the General Plan goals] to reflect the area’s unique characteristics and
 4 location. It also divides the US 1 Corridor into four focus areas and has specific
 5 recommendations for the planned Konterra Town Center (East and West)
 6 development, Konterra South, and eight living areas. General recommendations
 7 for the entire master plan area that are found in the infrastructure elements section
 8 also apply here, unless specifically stated otherwise.”

10 **MINOR AMENDMENT NUMBER 8**

11 Delete strategy under Policy 1 of the Rural and Agricultural Areas section of the
 12 Development Patterns chapter on pp. 10:

- 13 • ...purifier of water and air.
- 14 [• Identify the Spicknall Farm and Turkey Flight LLP properties on Old
 15 Gunpowder Road as being eligible to participate in the Purchase of Development
 16 Rights (PDR) or HARPP programs for agricultural preservation and in any future
 17 Transfer of Development Rights program adopted by the county.]

19 **MINOR AMENDMENT NUMBER 9**

20 Amend the Residential Background sub-section of the Established Communities section of
 21 the Development Patterns chapter to insert recent market analysis information on pp. 11:

22 “...growing steadily. This growth will persist, as Fort Meade adds new personnel
 23 and construction of the Intercounty Connector (ICC) [is] has been completed....
 24 ...retail and restaurant centers. The [future] Brickyard development located at the
 25 Muirkirk MARC station [will] offers [an opportunity for] transit-oriented
 26 development, particularly [upon the] after completion of the ICC. Workforce
 27 housing is best accommodated within new mixed-income developments with
 28 transit access.

29 The 2025 market analysis prepared for the 2026 Minor Plan Amendment indicates
 30 that Prince George’s County and the broader Washington–Baltimore region are

1 expected to continue adding households over the next several decades, supporting
 2 steady demand for new housing. Within Subregion 1 and the Study Area, recent
 3 development trends show growing demand for townhomes and rental apartments,
 4 in addition to traditional single-family homes. Attached housing and multifamily
 5 units provide more attainable price points for young professionals, smaller
 6 households, and workforce residents who support the area’s retail, service,
 7 education, and health care sectors.

8 The Study Area is projected to support approximately 6,700 additional housing
 9 units through 2045. Konterra Town Cener (East and West), Konterra South, and
 10 development at the Muirkirk MARC station offer strong opportunities to
 11 accommodate a share of this growth in locations that are walkable, transit-
 12 accessible, and integrated with retail and employment uses. These areas are
 13 particularly well suited for moderate- to higher-density multifamily and
 14 townhouse development, including mixed-income and workforce housing options
 15 that expand access to transit and daily services. In addition, the City of Laurel has
 16 annexed a number of properties north of Konterra Drive and Contee Road and
 17 changed the zoning categories to allow for the development of townhouses and
 18 apartments.”

19 **MINOR AMENDMENT NUMBER 10**

20
 21 Amend the Retail Background sub-section of the Established Communities section of the
 22 Development Patterns chapter to insert recent market analysis information on pp. 11:

23 “...Arundel Mills Mall to the northeast. [Although not located in Subregion 1, the
 24 planned Greenbelt Station Shopping Mall will also compete with Subregion 1
 25 retail. It is located inside the Capital Beltway just south of Subregion 1 and is
 26 planned to include more than one million square feet of retail, combined with one
 27 million square feet of office and residential uses with direct access to Metro and
 28 MARC rail stations. The Konterra Town Center will serve Prince George’s,
 29 Montgomery and Howard Counties with high-end national and regional
 30 retailers.]...

1 The area has one main north-south commercial corridor, US 1/Baltimore Avenue,
2 with several smaller commercial districts on cross streets.

3 The 2025 market analysis prepared for the 2026 Minor Plan Amendment indicates
4 retail activity in Subregion 1 continues to be concentrated along the US
5 1/Baltimore Avenue corridor and within several established shopping centers.
6 While these centers continue to serve the surrounding neighborhoods, recent
7 market analysis indicates that residential growth in Prince George’s County has
8 outpaced the expansion of neighborhood-serving retail and entertainment uses.
9 This gap presents an opportunity to introduce new retail, dining, and service uses
10 in strategic locations within the Study Area.

11 Future retail growth is expected to focus on walkable, mixed-use environments
12 rather than additional standalone strip centers. Konterra Town Center is
13 positioned to provide quality national, regional, and local retailers, supported by
14 its visibility from I-95 and proximity to a growing residential base. Smaller-scale
15 retail opportunities may also emerge near the Muirkirk MARC station and along
16 targeted nodes within the sections of Focus Areas 2 and 3 that fall within the
17 study area, particularly where mixed-use and residential density increases.

18 Retail development should prioritize neighborhood-serving goods and services,
19 restaurants, entertainment, and experiential uses that complement new housing
20 and employment growth. Future retail should be integrated into mixed-use
21 projects, designed to support pedestrian activity, and connected to surrounding
22 neighborhoods, transit facilities, and open space networks. Large-format or auto-
23 oriented retail uses should be carefully sited and designed to minimize visual and
24 functional impacts on adjacent residential and mixed-use areas.”

25 26 **MINOR AMENDMENT NUMBER 11**

27 Amend the Office, Flex, and Industrial Background sub-section of the Established
28 Communities section of the Development Patterns chapter to insert recent market analysis
29 information on pp. 12:

30 “...Future demand for office and flex space is projected to support construction of

1 150,000 to 250,000 square feet along US 1 in the next 10 years and then increase
2 during the 2015 to 2025 period with completion of the ICC.

3 The 2025 market analysis prepared for the 2026 Minor Plan Amendment indicates
4 office and flex uses are concentrated in business campuses along US 1 and I-95,
5 including the Konterra Business Campus and surrounding employment parks. The
6 traditional suburban office market has experienced slower growth in recent years,
7 reflecting broader regional and national trends. Future office demand within
8 Subregion 1 is expected to be more modest and strategic, emphasizing adaptable
9 workspace that can accommodate a range of tenants, including professional
10 services, technology firms, small businesses, and growing local enterprises.

11 Over time, the most competitive employment areas will function as integrated,
12 mixed-use environments rather than isolated office parks. Amenity-rich
13 environments include convenient access to restaurants, retail, open space, and
14 transit; high-quality building design; walkable streets; shared public spaces; and
15 opportunities for employees to live nearby. Locations that combine employment
16 with housing, services, and recreational amenities are better positioned to attract
17 and retain businesses and workers. In this context, Konterra Town Center (East
18 and West), Konterra South, and areas surrounding the Muirkirk MARC station
19 offer strong long-term potential for employment growth integrated with
20 residential and retail development, creating more complete and connected activity
21 centers.

22 Industrial and flex areas along US 1 are expected to continue supporting
23 important employment functions, particularly for logistics, service, and
24 production-oriented uses. Over time, these areas may evolve through
25 modernization, reinvestment, or selective redevelopment that improves building
26 quality, site design, and connectivity. Where appropriate, industrial and flex uses
27 may coexist with complementary residential and commercial development,
28 particularly in locations with access to transit and improved infrastructure. Future
29 employment growth is therefore anticipated to occur through phased reinvestment
30 and integration, rather than large-scale expansion of single-use office or industrial

1 Strategies...

2 • As development is proposed, coordinate the timing and location of planned
3 parkland, trail connections, and recreational facilities to ensure adequate access to
4 open space as growth occurs. Focus on linking isolated residential areas to the
5 mixed-use and transit-oriented development areas of Konterra Town Cener (East
6 and West) and Muirkirk MARC station.”

7
8 **MINOR AMENDMENT NUMBER 15**

9 Amend Policy 4 and related strategies of the Established Communities section of the
10 Development Patterns chapter on pp. 13:

11 Policy 4: Improve [vehicular] motor vehicle, bicycle, and pedestrian [circulation]
12 connectivity and safety.

13 Strategies

14 • Fill gaps in the existing shared use path (trail), sidewalk, and on-street
15 networks.”

16
17 **MINOR AMENDMENT NUMBER 16**

18 Insert new related strategy for Policy 5 of the Established Communities section of the
19 Development Patterns chapter on pp. 13:

20 “...and tax breaks.

21 • Provide infrastructure needed for increased use of electric vehicles,
22 micromobility systems, bicycle and pedestrian travel and public transit services—
23 such as charging stations, docking stations, bicycle racks and storage equipment,
24 bus shelters, waste receptacles, benches, etc.

25 • Define design guidelines...”

26
27 **MINOR AMENDMENT NUMBER 17**

28 Amend the Konterra Town Center Background sub-section of the Centers and Corridors
29 section of the Development Patterns chapter on pp. 15:

30 “The C-R-C Zone is no longer appropriate for the 253 acres on the west side of I-
31 95 for two reasons. First, the zone requires an upscale regional mall meeting

1 specific criteria. Enclosed malls are generally inconsistent with current market
 2 trends and the mixed-use vision for Konterra Town Center. And...

3 ... while the east side is [a] vacant and just beginning to [un]develop[ed]. In the
 4 ...and in the Wellington community in the City of Laurel. On Konterra Town
 5 Center East, though it is currently vacant and uninhabited, the site has a Detailed
 6 Site Plan (DSP-08011), approved in 2008, for mixed-use development of 2,161
 7 multifamily dwelling units and approximately 2.2 million square feet of
 8 retail/commercial, hotel and office in the core area.”

9 10 **MINOR AMENDMENT NUMBER 18**

11 Repeal and amend Goals of the Konterra Town Center sub-section of the Centers and
 12 Corridors section of the Development Patterns chapter on pp. 15:

- 13 “• [Compact, m]Mixed-use development at moderate to high densities.
 14 • Define the physical element [to foster a sense of community] that creates
 15 community identity and pride.
 16 • [Transit-supportive and transit-serviceable development and multimodal
 17 transportation opportunities.] Balance multimodal transportation system that
 18 invites pedestrians, bicyclists, and transit riders, as well as motorists.
 19 • Pedestrian-oriented and transit-[oriented] accessible building, landscape and
 20 streetscape design.
 21 • Quality relationships between the built and natural environments.
 22 • Integrated residential areas, parks, greenways, community gathering spaces,
 23 schools, shopping and entertainment districts, and employment opportunities.”

24 25 **MINOR AMENDMENT NUMBER 19**

26 Amend Policy 1 of the Konterra Town Center sub-section of the Centers and Corridors
 27 section of the Development Patterns chapter on pp. 15:

28 “Policy 1: Plan sufficient density and connectivity to Established Communities to
 29 sustain a fully realized town center program.”

30 31 **MINOR AMENDMENT NUMBER 20**

1 • Incorporate larger-format, experiential and destination-oriented uses that
 2 complement the overall mixed-use program, generate activity throughout the day
 3 and evening, and function as regional draws while maintaining strong pedestrian
 4 connections, high-quality design, and appropriate buffering from adjacent uses, in
 5 portions of the Town Center (Konterra East and West) with direct visibility and
 6 access from I-95.”

8 **MINOR AMENDMENT NUMBER 23**

9 Repeal and amend strategies in support of Policy 6 of the Konterra Town Center sub-
 10 section of the Centers and Corridors section of the Development Patterns chapter on pp. 17:

11 “[• Assign a high priority on pedestrian and bicycle use that encourages
 12 independence from the automobile with a hierarchy of development that emanates
 13 from the core.]

14 • Incorporate a linear park and greenways network, serving as a central feature
 15 and network of open space, trails and primary community and placemaking
 16 infrastructure that link activity and residential pods with surrounding
 17 neighborhoods.

18 • Construct on-road bikeways, such as protected bike lanes on arterial roads and
 19 standard bike lanes and bicycle boulevards on collectors and select neighborhood
 20 streets to complement the linear park and greenways network. All streets should
 21 have standard sidewalks on both sides, or wider sidewalks as needed in high
 22 pedestrian use areas.

23 • Install clear wayfinding sign systems, and lighting, where appropriate, for year-
 24 round trail and shared use path usability. Connect shared use paths directly to
 25 sidewalks, internal and cul de sac streets, and public building entrances.

26 • Install raised crossings and signals at shared use path mid-block crossings;
 27 include grade separations for crossings at major roadways and freeway and
 28 railroad crossings.

29 • Include features, such as small plazas, periodic seating nodes, fitness stations,
 30 viewing areas overlooking natural features, and interpretation of significant
 31 human and landscape history in linear park and greenway network facility design.

- 1 • Provide trailheads and parking at select locations, to serve tourists and others.
- 2 • Design north-south and east-west connections as trail spines which frame
- 3 development pods as follows:
- 4 - North-South connections include safe crossings of MD 200 and Konterra
- 5 Drive/Virginia Manor Road.
- 6 - East-West connections include safe crossings of I-95 and the railroad
- 7 tracks as well as filling gaps of the trail paralleling MD 200.
- 8 • Avoid gated trail segments, clarify park and trail ownership, and provide
- 9 multiple public access points at perimeter roads, including ADA compliant
- 10 grades, widths, and rest areas to ensure equitable and public access.
- 11 • Integrate new facilities into a broader bike and trail network that connects the
- 12 Laurel area to the Beltsville and College Park area to provide connectivity to
- 13 central Prince George’s County, Montgomery County, and the District of
- 14 Columbia.”

15

16 **MINOR AMENDMENT NUMBER 24**

17 Insert a new strategy in support of Policy 7 of the Konterra Town Center sub-section of the

18 Centers and Corridors section of the Development Patterns chapter on pp. 17:

- 19 “...to fulfill the town center’s ultimate vision.
- 20 • Secure trail easements and alignments with the subdivision of land, require
 - 21 initial trail spines(s) with first development approvals, and ensure interim trail
 - 22 continuity during phased buildout.”

23

24 **MINOR AMENDMENT NUMBER 25**

25 Insert a new Policy 8 and supportive strategy after Policy 7 in the Konterra Town Center

26 sub-section of the Centers and Corridors section of the Development Patterns chapter on pp. 17:

- 27 “Policy 8: Update water and sewer categories as necessary within centers to
- 28 accommodate future growth.
- 29 Strategies
- 30 • Property owners work with the Department of Permitting, Inspections, and
 - 31 Enforcement (DPIE) through the category change process to acquire water and

1 sewer category 3 for all properties within centers.

2 • Fund and construct systemic renovations and retrofits to maintain and expand
3 the capacity of public water supply and sewer systems to meet center and infill
4 development demand.”

5
6 **MINOR AMENDMENT NUMBER 26**

7 Insert a new Policy 9 and supportive strategies after Policy 7 in the Konterra Town Center
8 sub-section of the Centers and Corridors section of the Development Patterns chapter on pp. 17:

9 “Policy 9: Guide development in Konterra West to leverage regional access while
10 supporting a connected, mixed-use environment, complementing Konterra East.
11 Strategies

12 • Locate a mix of employment, destination-oriented commercial, and
13 complementary residential uses that take advantage of visibility and access from
14 I-95 and reinforce the overall Town Center Edge land use framework.

15 • Limit the visual and functional impacts of large format uses and parking areas
16 through building placement, landscaping, buffering, and integrated site design.

17 • Where feasible, construct multimodal connections across I-95 for strong internal
18 circulation and connectivity between Konterra Town Center East and West.

19 • Integrate open space, green infrastructure, and stormwater management features
20 into development in Konterra West to enhance environmental performance and
21 provide visual relief along major transportation corridors.”

22
23 **MINOR AMENDMENT NUMBER 27**

24 Repeal, revise, and amend the introduction to the US 1/Baltimore Avenue Corridor sub-
25 section of the Centers and Corridors section of the Development Patterns chapter on pp. 17:

26 “...As a result, there exists a tension between the uses lining US 1 and adjacent
27 residential neighborhoods.

28 While employment and industrial uses remain a defining component of the US 1
29 Corridor, portions of the corridor include business parks and employment areas
30 that may evolve over time to accommodate a broader mix of uses permitted under
31 existing zoning, including limited residential and neighborhood-serving

1 commercial uses. Such evolution will require careful planning to ensure
 2 appropriate transitions, continued employment function, and compatibility with
 3 surrounding neighborhoods.

4 [Three significant projects planned for the future include a] An extension to
 5 Kenilworth Avenue[, the Intercounty Connector (ICC),] and the future regional
 6 center at Konterra Town Center[, and all] will have implications for future land
 7 uses along the corridor. The Kenilworth Avenue extension has the potential to
 8 absorb much of the regional traffic that currently uses US 1 to access points north
 9 and south, thereby creating the potential to reorient Rhode Island Avenue and Old
 10 Baltimore Road to more local uses and create stronger connections to adjacent
 11 neighborhoods. Maryland Route 200, the Intercounty Connector (ICC), was fully
 12 operational in 2014.

13 The Kenilworth Avenue extension, by lessening traffic, will allow for more
 14 pedestrian-oriented streetscape and open space improvements along thoroughfares
 15 such as Rhode Island Avenue, Baltimore Pike and US 1. This project has not been
 16 prioritized by the Maryland Department of Transportation, in part due to
 17 opposition from the City of Greenbelt. The importance of this project will
 18 increase with the build out of Konterra Town Center and the potential relocation
 19 of the Bureau of Engraving and Printing to the Beltsville Agricultural Research
 20 Center.

21 [The retail development planned for] Retail in the Konterra Town Center is likely
 22 to attract traditional retail operations to its more modern facilities while lessening
 23 the demand for retail space in the more outdated facilities on US 1...

24 **MINOR AMENDMENT NUMBER 28**

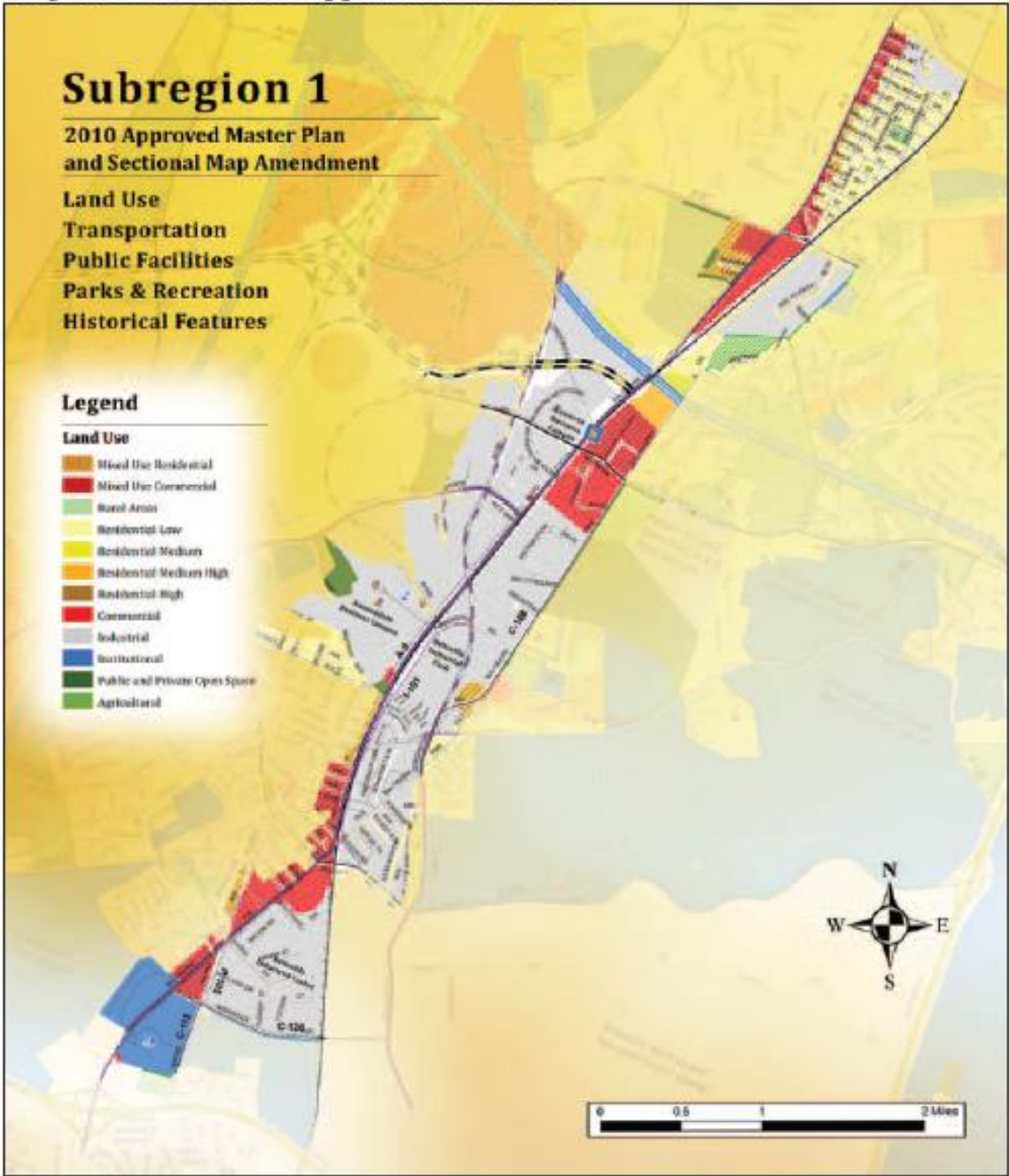
25 Replace Map 2: US 1 Corridor Approved Land Use on pp. 18:

- 26 • Add Subregion 1 Minor Plan Amendment Study Area, Planning Subregion
- 27 Boundary, and Camden and Penn Line to map and legend
- 28 • Update land use categories in map and legend
- 29 • Revise roadway labeling and symbology
- 30

1

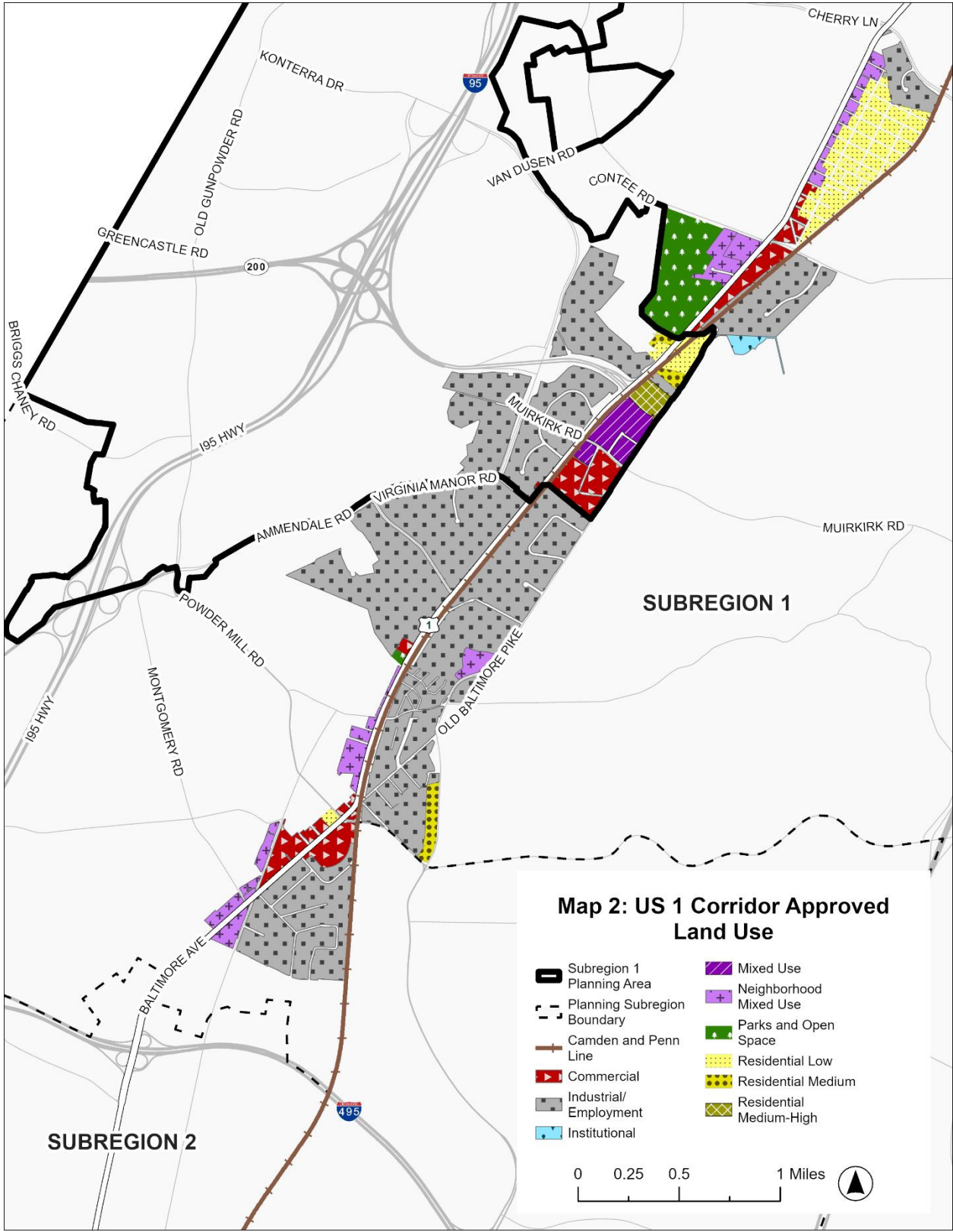
[

Map 2: US 1 Corridor Approved Land Use



2

]



1
2
3

MINOR AMENDMENT NUMBER 29

- 1 • Improve pedestrian circulation throughout the area, especially across Muirkirk
 2 Road to the MARC station site. Ensure that any future evolution of land uses
 3 within walking distance of the MARC station is supported by a connected street
 4 network, high-quality pedestrian and bicycle infrastructure, and integrated open
 5 space that strengthens access to transit and connections to surrounding
 6 neighborhoods.
- 7 • Evaluate zoning and regulatory tools to better align with the approved mixed-
 8 use land use vision near the Muirkirk MARC station, while ensuring compatibility
 9 with existing employment uses and maintaining appropriate transitions. Evaluate
 10 for potential evolution to a more walkable, transit-supportive development pattern
 11 that may include employment uses, residential development, and neighborhood-
 12 serving commercial activity, while maintaining appropriate transitions to any
 13 remaining industrial operations.”

14 **MINOR AMENDMENT NUMBER 32**

15 Insert a new strategy in support of Policy 5 in the Focus Area 2 sub-section of the US
 16 1/Baltimore Avenue Corridor sub-section of the Centers and Corridors section of the
 17 Development Patterns chapter on pp. 27:

18 “...just south of the station area.

- 19 • Complete the shared-use path along the west side of Route 1 from MD 212
 20 Ammendale Road to Maryland National Memorial southern property line.”

21 **MINOR AMENDMENT NUMBER 33**

22 Repeal, revise, and amend the background paragraphs in the Focus Area 3 sub-section of
 23 the US 1/Baltimore Avenue Corridor sub-section of the Centers and Corridors section of the
 24 Development Patterns chapter on pp. 28:

25 “...Muirkirk Road and US 1. The Intercounty Connector (ICC) divides Area 3 in
 26 half, providing a prime location for gateway development. [Planned
 27 d]Development of the area [now] includes the Brickyard development...

28 **MINOR AMENDMENT NUMBER 34**

1 1/Baltimore Avenue Corridor sub-section of the Centers and Corridors section of the
2 Development Patterns chapter on pp. 33:

3 “• Redevelop the northern portion of the [study] focus area from the Maple Street
4 right-of-way to Cherry Lane with a mixed-use development along the east side of
5 US 1...”

6 7 **MINOR AMENDMENT NUMBER 37**

8 Repeal, revise, and amend the introduction to the Mineral Resources and Green Building
9 Opportunities sub-sections of the Environmental Infrastructure section of the Infrastructure
10 Elements chapter on pp. 39:

11 “Mineral Resources

12 Sand, gravel, and clay constitute the principal mineral resources in the northern
13 portion of the county.... The subregion alone contained 1,000 acres identified as
14 having a high potential for the commercial extraction of sand and gravel—the
15 majority of which lies in the Konterra Town Center area and has since been
16 extracted [or is currently being mined]....

17 Green Building Opportunities

18
19 Sustainable site design and building techniques, [in accord with Leadership in
20 Energy and Environmental Design (LEED®) standards,] create a built
21 environment that is in harmony with protecting natural resources, is cost-
22 effective to build and maintain, and maximizes human comfort and well-
23 being....”

24 25 **MINOR AMENDMENT NUMBER 38**

26 Amend and insert new strategies in support of Policy 2 in the Environmental Infrastructure
27 section of the Infrastructure Elements chapter on pp. 41:

28 “permit the intrusion of pollutants.

29 • Utilize the 2010 Approved Water Resources Functional Master Plan [countywide
30 water resources functional master plan when it becomes available,] to address the
31 relationship of planned growth to water resources for both waste disposal and safe

1 drinking water and include an analysis of water resource protection areas,
 2 groundwater resources, water quality standards, TMDLs, and wastewater and
 3 stormwater management....

4 • Implement the following best management practices...

5 - Consider opportunities in the Indian Creek subwatershed for wetland
 6 creation on sites that were previously mined. Provide wider stream buffers
 7 along the west side of the Konterra South property to protect the Indian Creek
 8 watershed.

9 - Develop a comprehensive...

10 • Investigate possible historic contaminants on parts of the Konterra and Muirkirk
 11 properties and evaluate remediation options. If necessary, delay future development
 12 until remediation of the contamination of the land and surrounding area is
 13 completed.

14 • Within aquifer recharge areas on the Konterra properties, prioritize preserving
 15 open green space and integrating sustainable features, including native planting,
 16 permeable pavement, and stormwater management features, to allow for
 17 groundwater recharge.”

18 **MINOR AMENDMENT NUMBER 39**

19 Amend strategy in support of Policy 4 in the Environmental Infrastructure section of the
 20 Infrastructure Elements chapter on pp. 42:

21 “• Encourage the use of green building techniques that reduce energy
 22 consumption. New building designs should strive to incorporate the latest
 23 environmental technologies in project buildings and site design. As
 24 redevelopment occurs, the existing buildings should be reused and redesigned to
 25 incorporate energy and building material efficiencies. It is recommended that new
 26 buildings in the Konterra Town Center and US 1 corridor be built to meet modern
 27 green building techniques [the Leadership in Energy and Environmental Design
 28 (LEED) certification]....”

29 **MINOR AMENDMENT NUMBER 40**

1 Revise the Roadways sub-section of the Transportation section of the Infrastructure
2 Elements chapter on pp. 43-44:

3 “...These improvements included improved access to I-95, the major north-south
4 route through the Subregion 1 area, [the construction of A-44, a new east- west
5 access-controlled facility,] and the construction of A-56, a facility that was
6 planned to help relieve traffic issues along US 1....

7 2. Konterra Transportation Network: ...The current plans for Konterra Town
8 Center show a greater emphasis on mixed-uses, and different uses have moved
9 within the site. Plan 2035 identifies Konterra as a Town Center, intended to
10 function primarily in an automobile-oriented context with limited and on-demand
11 bus service and access to nearby higher-capacity transit services. The roadway
12 needs are being reevaluated within this master plan to ensure that Konterra Town
13 Center is well-connected to major roadway facilities, with an emphasis on
14 achieving direct connection to major transit services and improving pedestrian,
15 bicycle, and trail infrastructure. As demand requires, a shuttle bus with associated
16 bus stops should be implemented to connect to the Muirkirk MARC station, as
17 identified in the Development Standards approved by DSP-08011 or as
18 updated....

19 4. Intercounty Connector: During preparation of the 2010 plan, the Intercounty
20 Connector facility has been fully funded for construction west of US 1 by the
21 Maryland Transportation Authority of the Maryland Department of
22 Transportation. To the east of US 1, the Bowie and Vicinity Master Plan and the
23 adopted update to the Countywide Master Plan of Transportation in 2009 deleted
24 the A-44 facility from the master plan...

25 The recommendations in this updated plan from 2009, particularly within the
26 highway element...

27 The issues raised by the information in Table 1 should be considered in concert
28 with the policies and strategies in Chapter VII of the adopted update to the *Master*
29 *Plan of Transportation* in 2009...”
30

MINOR AMENDMENT NUMBER 41

1
2 Revise the Transit sub-section of the Transportation section of the Infrastructure Elements
3 chapter on pp 44:

4 “An integrated multimodal transportation system including transit is essential to
5 attracting the quality of development that is envisioned by this plan, [and] by the
6 2002 General Plan, and Plan 2035. In connection

7 ...1. **Transit within the US 1 Corridor:** Even with the construction of the A-56
8 roadway, there is a growing need for transit to relieve future traffic congestion in
9 the corridor. Although much of the need would eventually be met by the
10 extension of Metrorail that, is under study by the [Maryland Mass Transit
11 Administration] Washington Metropolitan Area Transit Authority, bus services
12 and facilities will still need improvements.

13 **2. Transit Service to Konterra:** As a future town center, Konterra should be
14 connected to [line-haul, high-capacity-] transit services as available. Creating a
15 transit orientation within Konterra as it develops will be necessary to attain the
16 desired patterns and densities of [nonresidential] mixed-use development that are
17 recommended for this site. As demand requires, a shuttle bus with associated bus
18 stops should be implemented to connect to the Muirkirk MARC station, as
19 identified in the Development Standards approved by DSP-08011 or as
20 updated. ...”

MINOR AMENDMENT NUMBER 42

21
22
23 Revise the Bicycle, Pedestrian and Equestrian Facilities sub-section of the Transportation
24 section of the Infrastructure Elements chapter on pp 45:

25 “...A variety of trail groups utilize the trails and parks in the Subregion 1 area.
26 Fairland Regional Park includes an extensive natural and hard surface trail
27 network that is used by pedestrians, mountain bikers and equestrians...

28 ... by bicycle or walking. Mitigation funds from the construction of the ICC
29 project were used to extend sections of trails along Old Gunpowder Road to
30 ultimately connect to the Paint Branch trail system in College Park. Parallel north-

1 south trail systems should be included in the Konterra East and South
 2 development.

3 The last time...”

4 **MINOR AMENDMENT NUMBER 43**

5 Amend the freeways strategy in support of Policy 1 in the Roadways sub-section of the
 6 Transportation section of the Infrastructure Elements chapter on pp. 45-46:

7 “...The following are recommended freeway facilities:

8 2. F-12—Intercounty Connector was [to be] constructed consistent with
 9 Maryland Transportation Authority plan ... future addition of ramps to and from
 10 the west at the proposed [MC] UM-105 facility to serve the Konterra Town
 11 Center West site and a full interchange at [A-56] UM-103 (Konterra
 12 Drive/Virginia Manor Road). Additional access to the Intercounty Connector
 13 and I-95 network should be studied to optimize non-residential development
 14 possibilities and facilitate traffic flows related to Konterra Town Center West
 15 and Konterra South. Consistent with Go Prince George’s, a shared-use path is
 16 recommended along this facility to connect Konterra Town Center (East and
 17 West) and Konterra South to the Little Paint Branch Trail and Montgomery
 18 County, with possibilities for expansion along Virginia Manor Road, Konterra
 19 Drive, and the Muirkirk Bridge extension...”

20 **MINOR AMENDMENT NUMBER 44**

21 Amend the arterials strategy in support of Policy 1 in the Roadways sub-section on pp. 46:

22 “...The following are recommended arterial facilities:

23 1. A-1—MD 198, Sandy Spring Road/Fort Meade Road to be widened to a six-lane
 24 section with a shared-use path through the entire planning area. ...

25 5. A-8—Powder Mill Road/Ammendale Road/Ritz Way [as] to be widened[exists
 26 as] to a [four- to] six-lane section between [Cherry Hill Road] I-95 and US 1 with
 27 accompanying shared-use path.

28 6. A-9—US 1, Baltimore Avenue to be improved to a four-lane section with median
 29
 30

1 and pedestrian facilities north of Sunnyside Avenue. Consider a grade separation at
 2 Contee Road combined with a connector roadway (similar to the configuration at US
 3 I/Muirkirk Road) as a long-range means of relieving future traffic congestion. Between
 4 MD 212 and MD 200 obtain additional right-of-way with any redevelopment to meet
 5 design standards for sidewalks and extend shared-use path north to the Intercounty
 6 Connector trail. North of MD 200, a study should be conducted to identify a
 7 parallel bicycle facility...

8 8. A-59—[an unnamed new roadway to be constructed as a four lane divided facility
 9 between Old Gunpowder Road and I-95.] MD 206 (Konterra Drive) exists as four
 10 lanes between Old Gunpowder Road and I-95 now, but as the area develops it will be
 11 determined if there is a need to widen to six lanes as the area develops. Go Prince
 12 George’s additionally recommends the bike lane to be upgraded to barrier-
 13 separated bicycle facility.”

14 **MINOR AMENDMENT NUMBER 45**

15 Amend the major collectors strategy in support of Policy 1 in the Roadways sub-section of
 16 the Transportation section of the Infrastructure Elements chapter on pp. 46-48:
 17

18 “...The following are recommended major collector facilities:

19 1. MC-101—Old Gunpowder Road to be widened to a four-lane facility as follows:

20 ...to the extent possible.

- 21 • Within the longer term, [north of the MD 200 facility,] widen to a four-lane
 22 divided facility with median within a 100-foot right-of-way, possibly
 23 including a barrier-separated bicycle facility.
- 24 • North of MD 200, the facility should include a shared-use path with future
 25 study for a similar facility south. The facility [will include a relocated
 26 section to the east of the area of existing industrial uses] should include the
 27 following traffic control elements:
 - 28 ○ A roundabout at the intersection of Old Gunpowder Road, proposed A-
 29 59 (Konterra Drive), and the entrance to Bentley Park.

- 1 ○ A roundabout or a signal (when warranted) at Greencastle Road. An
 2 entrance to the proposed Konterra park/school site would potentially
 3 become a fourth leg of this intersection.
- 4 ○ A roundabout or a signal (when warranted) at the entrance to Fairland
 5 Regional Park adjacent to The Gardens Ice House. This would include a
 6 relocation of existing Van Dusen Road to the south to become the fifth leg
 7 of this intersection.
- 8 ● South of the MD 200, the facility[, widen to a four-lane facility
 9 with left-turn lanes at public street and other major intersections
 10 within a 90-foot right-of-way.] should include the following traffic
 11 control elements:
- 12 [- A roundabout at the intersection of Old Gunpowder Road, proposed
 13 A-59 Konterra Drive, and the entrance to the Fairland Park
 14 Community.
- 15 - A roundabout or a signal (when warranted) at the entrance to
 16 Fairland Regional Park adjacent to The Gardens Ice House. This
 17 would include a relocation of existing Van Dusen Road to the south to
 18 become the fourth leg of this intersection.
- 19 - A roundabout or a signal (when warranted) at Greencastle Road. An
 20 entrance to the proposed Konterra park/school site would potentially
 21 become a fourth leg of this intersection.]...
- 22 - Add a trail that connects the existing and planned routes through the
 23 Fairland Park and the [Fairland Community] Bentley Park
 24 development north...
- 25 - As Konterra West is developed on the east side of Old Gunpowder
 26 Road, a trail should connect the Fairland Park [east] north to Route
 27 198, with connections to the trail on the west side of Old Gunpowder
 28 Road. In addition, there should be a trail network that connects Old
 29 Gunpowder Road and the recreational facilities to Konterra Town
 30 Center West and continue on to Konterra Town Center East.

1 2. MC-102—Van Dusen Road to be widened to a four- lane divided facility with
 2 shared-use path between [A-56] UM-103 (Konterra Drive) and City of Laurel
 3 line/Olive Branch Way [Old Sandy Spring Road. The roadway will transition
 4 onto a new alignment approaching A-56].

5 3. MC-103—[an unnamed new roadway]Konterra Boulevard West to be
 6 constructed as a four-lane divided facility with barrier-separated bicycle facility
 7 between A-8 (MD 212 Ammendale Road/Virginia Manor Road) and [A-56] F-12
 8 (MD 200) through the Konterra [Town Center] South site.

9 [4. MC-104—an unnamed new roadway to be constructed as a four-lane divided
 10 facility between C-119 and A-56 within the Konterra Town Center site. The
 11 cross-section for this facility may be modified at the time of conceptual site plan
 12 in accordance with the recommendations of county Department of Public Works
 13 and Transportation and M-NCPPC transportation staff.

14 5. MC-105—an unnamed new roadway to be constructed as a four-lane divided
 15 facility between F-12 and A-59 within the Konterra Town Center site. The cross-
 16 section for this facility may be modified at the time of conceptual site plan in
 17 accordance with the recommendations of county Department of Public Works and
 18 Transportation and M-NCPPC transportation staff.]

19 [6.] 4. MC-106—Muirkirk Road to be widened to a four- lane, 100-foot facility
 20 between Longwood Drive and MD-197 as follows:

- 21 • [The following improvements to existing intersections will be constructed
 22 by Brick Yard as that site develops:
 - 23 - At Cedarhurst Drive, provision of an eastbound exclusive left-turn lane
 24 along Muirkirk Road (in addition to the two lanes eastbound which
 25 exist).
 - 26 - At the Conway Road/MARC entrance intersection, provision of
 27 signalization when warranted.
- 28 • Muirkirk Road from Virginia Manor Road west to A-3 (which will
 29 run north from Ammendale Road through Konterra Town Center

1 East) shall minimally provide for a 90 foot right of way and be
 2 constructed as properties develop along the right-of-way. This
 3 provides for future bus connections from Konterra Town Center
 4 East employment areas to the MARC.]

- 5 • Within the nearer term, left-turn lanes...”

6 **MINOR AMENDMENT NUMBER 46**

7
 8 Insert a new urban center streets strategy in support of Policy 1 between the major
 9 collectors and collector facilities strategies in the Roadways sub-section of the Transportation
 10 section of the Infrastructure Elements chapter on pp. 48:

- 11 • Maintain, improve, and construct urban center streets as required by current
 12 and future development according to the 2024 Urban Street Design
 13 Standards. Mixed-use boulevards are significant roadways comprised of two
 14 to four lanes that travel through the heart of medium- to high-density mixed-
 15 use centers. They experience heavy transit, pedestrian and bicycle activity
 16 and, as such, require slow vehicular speeds, wide sidewalks, and short
 17 crossings to ensure the safety of all users. Separated bike lanes, which are
 18 physically separated from adjacent travel lanes with a vertical element, are
 19 recommended on this type of roadway unless traffic volumes are fewer than
 20 6,000 vehicles per day. Rights-of-way are generally between 76 and 114 feet
 21 where underground drainage is provided. The cross-section for these
 22 facilities may be modified at the time of conceptual site plan in accordance
 23 with the recommendations of County Department of Public Works and
 24 Transportation and M-NCPPC transportation staff.

25 The following are recommended urban center street facilities:

- 26 1. UM-100 (Konterra Boulevard East) to be constructed as a new roadway between
 27 UM-102 Fashion Place C-119 and A-56UM-103 (MD 206 Virginia Manor
 28 Road/Konterra Drive) with barrier-separated bicycle facility within the Konterra
 29 Town Center East site.
- 30 2. UM-102—Fashion Place to be constructed as a new roadway with barrier-

- 1 separated bicycle facility between UM-104 (Old Baltimore Pike) and UM-103
 2 (MD 206 Virginia Manor Road/Konterra Drive) within the Konterra Town
 3 Center East site. The facility will be four lanes between UM-103 and UM-100
 4 and then reduced to two lanes between UM-100 and UM-104.
- 5 3. UM-103—MD 206 (Virginia Manor Road/Konterra Drive) to be constructed as a
 6 four-lane roadway with barrier separated bicycle facility to be implemented
 7 between I-95 and A-8 (MD 212 Ritz Way) near Konterra Town Center East.
- 8 4. UM-104—Old Baltimore Pike to be constructed as a four-lane facility with
 9 barrier-separated bicycle facility between Distribution Drive and Muirkirk Road.
 10 The facility will connect to A-56 south of center boundary. The cross-section for
 11 this facility may be modified at the time of conceptual site plan in accordance
 12 with the recommendations of County Department of Public Works and
 13 Transportation and M-NCPPC transportation staff. The facility will require at
 14 least 26 feet of horizontal ROW acquisition.
- 15 5. UM-105—an unnamed new roadway to be constructed as a four-lane facility
 16 between MD 200 and A-59 (Konterra Drive) within the Konterra West site.
- 17 6. UM-106 —Muirkirk Road to be widened to a four- lane, 100-foot facility between
 18 Longwood Drive west to MC-103/UM-104 (which will run north from Ammendale
 19 Road through Konterra Town Center East) and be constructed as properties develop
 20 along the right-of-way. This provides for future bus connections from Konterra Town
 21 Center East employment areas to the Muirkirk MARC station:
- 22 • At the Conway Road/MARC entrance intersection, provision of signalization when
 23 warranted should be constructed by Brick Yard as necessary.
- 24 7. UM-107—Konterra Boulevard West to be constructed as a new four lane roadway
 25 with barrier separated bicycle facility from F-12 (MD 200) to UM-103 (Konterra
 26 Drive/Virginia Manor Road) within the Konterra East site. Includes grade separation
 27 from MD 200.
- 28 8. UM-108— an unnamed proposed roadway that connects UM-105 and UM-107
 29 (Konterra Boulevard East) with a bridge across I-95 to be constructed as a four-
 30 lane roadway with barrier separated bicycle facility.

MINOR AMENDMENT NUMBER 47

Amend the collector facilities strategy in support of Policy 1 in the Roadways sub-section of the Transportation section of the Infrastructure Elements chapter on pp. 48-49:

“...The following are recommended collector facilities:

1. C-103—Montpelier Drive between Muirkirk Road and MD 197. This roadway is recommended to remain at two lanes, with the extension to Muirkirk Road to be implemented only after a community outreach effort, within which a range of traffic calming, traffic safety, and pedestrian safety improvements are recommended for concurrent implementation. The extension to Muirkirk Road has been long-planned, but the failure to make the extension over four decades has established patterns for traffic flow that have created different expectations. The consequence of the long-standing state of affairs needs to be addressed in any extension proposal.

An extension shall not be considered a high priority. In addition, with respect to both the existing roadway and any future extension, there should be an evaluation of the center turn lane configuration and its utility. For traffic calming, creating a median island with left-turn lanes at appropriate intersections should be evaluated. In addition, the roadway should be striped for bike lanes.

[2. C-104—Briggs Chaney Road between Montgomery County and Old Gunpowder Road, to be widened to a four-lane section.

3. C-110—Greencastle Road between Montgomery County and Old Gunpowder Road to be widened to a four-lane section.

4. C-119—an unnamed new roadway to be constructed as a four-lane facility between MC-103 and A-56 within the Konterra Town Center site.

5.] 2. C-120—Sunnyside Avenue between US 1 and A-56 to be widened to a four-lane section.

[6. C-121—an unnamed new roadway to be constructed as a four-lane facility between MC-105 and MC-103 within the Konterra Town Center site.

7.] 3. C-201—Cherry Hill Road between Montgomery County and Planning Area 68, to be widened to a four-lane section.

The following facilities are recommended to be maintained at their current width—either two lanes or four lanes—with frontage, pedestrian, and safety improvements as deemed necessary:

1. C-101—Beltsville Drive between MD 212 and Calverton Boulevard (four lanes).
2. C-103—Brock Bridge Road between MD 197 and Anne Arundel County (two lanes).
3. C-104—Briggs Chaney Road between Montgomery County and Old Gunpowder Road, remain two lanes with existing shared-lane markings or bike-on-shoulder signage in the future to add sidewalks and bicycle accommodations.
- [3.] 4. C-105—Sweitzer Lane between A-59 (Konterra Drive) and MD 198 (four lanes) future study of bicycle accommodations.”
- [4.] 5. C-106—Contee Road between US 1 and MD 197(four lanes).
- [5.] 6. C-107—Powder Mill Road between Montgomery County and Cherry Hill Road (two lanes).
- [6. C-108—Old Baltimore Pike between A-56 and Muirkirk Road (four lanes).]
7. C-110—Greencastle Road between Montgomery County and Old Gunpowder Road remain two lanes with shared-lane markings or bike-on-shoulder signage.
- [7.] 8. C-111—...
- [8.] 9. C-112—...
- [9.] 10. C-113—...
- [10.] 11. C-114—...
- [11.] 12. C-118—...”

MINOR AMENDMENT NUMBER 48

Amend the strategies in support of Policy 2 of the Roadways sub-section of the Transportation section of the Infrastructure Elements chapter on pp 50:

“• Include in streets, roads, and highways project planning the consideration of implementing high occupancy vehicle lanes, bus pull-off bays, sidewalks, signage, and other enhancements where appropriate, along routes that provide access to rail transit stations, that serve current or future bus or bus rapid transit (BRT) service,

1 and that serve multifamily, compact, or infill development, with emphasis on
2 [General Plan] corridors.

3 • Increase the connectivity of bikeways established within street, road, or highway
4 rights-of-way, especially in the vicinity of current or future transit stations and bus
5 services and in areas of multifamily, compact, or infill development, with
6 emphasis on [General Plan corridors as well as] off-road trails and trail systems....

7 • Design intersections and crossings to enhance safety, legibility, and comfort,
8 particularly near mixed-use areas and transit-served locations of Konterra Town
9 Center East and West and the Muirkirk MARC station.

10 • Improve network connectivity and system integrity by eliminating gaps that
11 impede transit service and improving safety for all users using engineering,
12 education, and enforcement to reduce traffic accidents.

13 - Revise the Planning Board’s [“Guidelines for the Analysis of the Traffic
14 Impact of Development Proposals”] 2022 Transportation Review Guidelines
15 to include all links with 20 percent or more of site-generated traffic in a traffic
16 impact study area.

17 - [To support construction of off-site transportation improvements by developer
18 applicants, consider legislation to reference the third-party right-of- way
19 acquisition language in Section 23-142(f) of the Road Ordinance within
20 Section 24-124 of the Subdivision Ordinance.]

21 - All streets where bus...

22 • Improve transportation system performance...

23 - In the design of internal residential subdivision streets, apply the traffic
24 volume criteria from the DPW&T Neighborhood Traffic Management
25 Program and the trip generation rates from the [“Guidelines for the
26 Analysis of the Traffic Impact of Development Proposals”]2022
27 Transportation Review Guidelines to determine:”...
28

29 **MINOR AMENDMENT NUMBER 49**

30 Insert new Table 2A after Table 2 on pp. 53-54:

31 “Table 2A: 2026 Minor Amendment Updates to Existing and Proposed Road

1

Facilities (Within the Study Area)

<u>Identificatio n</u>	<u>Name</u>	<u>Limits (W to E and/or N to S)</u>	<u>Proposed Right-of-Wa y</u>	<u>Proposed No. of Lanes</u>
<u>F-1</u>	<u>I-95</u>	<u>Capital Beltway to Howard County</u>	<u>300–400 feet</u>	<u>8</u>
<u>F-12</u>	<u>MD 200 (Intercounty Connector)</u>	<u>Montgomery County to US 1</u>	<u>200–300 feet</u>	<u>6</u>
<u>A-1</u>	<u>MD 198 (Sandy Spring Road)</u>	<u>Montgomery County to I-95</u>	<u>120 feet</u>	<u>6</u>
<u>A-8</u>	<u>MD 212 (Powder Mill Road / Ammendale Road / Ritz Way)</u>	<u>Cherry Hill Road to US 1</u>	<u>120 feet</u>	<u>6</u>
<u>A-9</u>	<u>US 1 (Baltimore Avenue)</u>	<u>MD 212 (Ritz Way) to Cherry Lane</u>	<u>90–120 feet</u>	<u>4–6</u>
<u>A-59</u>	<u>Konterra Drive</u>	<u>Old Gunpowder Road to I-95</u>	<u>120 feet</u>	<u>4–6</u>
<u>MC-101</u>	<u>Old Gunpowder Road</u>	<u>MD 212 (Ammendale Road/Powder Mill Road) to MD 198 (Sandy Spring Road)</u>	<u>100 feet</u>	<u>4</u>
<u>MC-102</u>	<u>Van Dusen Road</u>	<u>MD 206 (Konterra Drive) to City of Laurel line/Olive Branch Way</u>	<u>100 feet</u>	<u>4</u>
<u>MC-103</u>	<u>Konterra Boulevard West</u>	<u>MD 212 (Virginia Manor Road/ Konterra Drive) to MD 200 (Intercounty Connector)</u>	<u>100 feet</u>	<u>4</u>

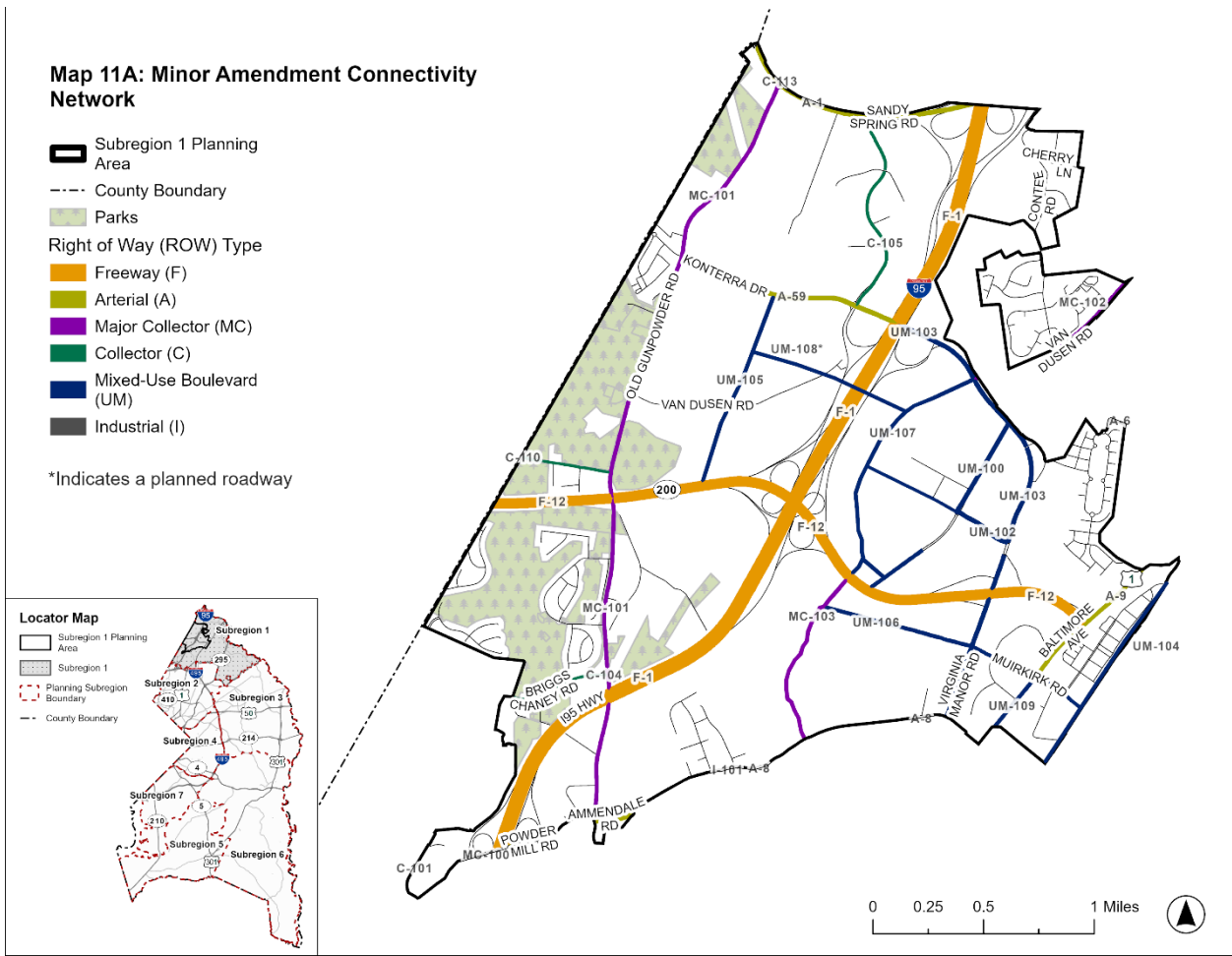
<u>Identification</u>	<u>Name</u>	<u>Limits (W to E and/or N to S)</u>	<u>Proposed Right-of-Way</u>	<u>Proposed No. of Lanes</u>
<u>UM-100</u>	<u>Konterra Boulevard East</u>	<u>UM-102 (Fashion Place) to MD 206 (Virginia Manor Road/Konterra Drive)</u>	<u>114 feet</u>	<u>4</u>
<u>UM-102</u>	<u>Fashion Place Extended</u>	<u>UM-107 to MD 206 (Konterra Drive)</u>	<u>80-114 feet</u>	<u>2-4</u>
<u>UM-103</u>	<u>MD 206 (Virginia Manor Road/Konterra Drive)</u>	<u>I-95 to Ritz Way</u>	<u>114 feet</u>	<u>4</u>
<u>UM-104</u>	<u>Old Baltimore Pike</u>	<u>Distribution Drive to Muirkirk Road</u>	<u>96 feet</u>	<u>4</u>
<u>UM-105</u>	<u>To Be Named</u>	<u>MD 200 (Intercounty Connector) to A-59</u>	<u>100 feet</u>	<u>4</u>
<u>UM-107</u>	<u>Konterra Boulevard West</u>	<u>MD 200 (Intercounty Connector) to MD 206 (Konterra Drive/Virginia Manor Rd)</u>	<u>100 feet</u>	<u>4</u>
<u>UM-108</u>	<u>To Be Named</u>	<u>UM-105 to UM-107</u>	<u>100 feet</u>	<u>4</u>
<u>C-101</u>	<u>Beltsville Drive</u>	<u>MD 212 (Powder Mill Road) to Calverton Boulevard</u>	<u>100 feet</u>	<u>4</u>
<u>C-104</u>	<u>Briggs Chaney Road</u>	<u>Montgomery County to Old Gunpowder Road</u>	<u>60-80 feet</u>	<u>2</u>
<u>C-105</u>	<u>Sweitzer Lane</u>	<u>MD 206 (Konterra Drive) to MD 198</u>	<u>80 feet</u>	<u>4</u>

<u>Identificatio</u> <u>n</u>	<u>Name</u>	<u>Limits (W to E</u> <u>and/or N to S)</u>	<u>Proposed</u> <u>Right-of-Wa</u> <u>y</u>	<u>Proposed</u> <u>No. of</u> <u>Lanes</u>
<u>C-110</u>	<u>Greencastle Road</u>	<u>Montgomery County</u> <u>to Old Gunpowder</u> <u>Road</u>	<u>60-80 feet</u>	<u>2</u>

1
2
3

MINOR AMENDMENT NUMBER 50

Insert new Map 11A: Minor Amendment Connectivity Network after Map 11 on pp. 55.



4
5
6
7
8

MINOR AMENDMENT NUMBER 51

Amend the strategies in support of Policy 3 of the Roadways sub-section of the Transportation section of the Infrastructure Elements chapter on pp 55:

1 “...as funding becomes available.

- 2 • Consider adding to the Planning Board’s [“Guidelines for the Analysis of the
3 Traffic Impact of Development Proposals”] 2022 Transportation Review
4 Guidelines a test of the proposed development’s propensity to minimize (or
5 generate) vehicle trips...”

6
7 **MINOR AMENDMENT NUMBER 52**

8 Amend Policy 1 and supportive strategies in the Transit section on pp. 57:

9 “Policy 1: Encourage an integrated, multimodal mass transit system, including
10 public parking facilities, that provides efficient and user-friendly service [to
11 supplement and, within centers and along corridors supplant, the private
12 automobile].

13 Strategies

- 14 • Improved bus transit linking Konterra Town Center to existing rail stations as
15 Konterra Town Center develops. In particular, enhanced bus services will be
16 necessary as [nonresidential] mixed-use land uses develop. [This strategy
17 includes a centrally located multimodal facility and transit center or hub
18 within Konterra Town Center.]
- 19 • Consider l[L]ocating a future multimodal transit center within the Konterra
20 East Town Center. This multimodal transit center would be an integral part of
21 the town center featuring [bicycle] multimodal amenities and a local and
22 regional bus transfer stop.... from Greenbelt. Future site plans and permit
23 plans for Konterra Town Center East [core sh]could preserve a station
24 location along with the needed alignment to connect the station with other
25 regional transit services and amenities.
- 26 • Coordinate with Howard County...”

27
28 **MINOR AMENDMENT NUMBER 53**

29 Update reference in Policy 2 of the Transit section on pp. 57:

30 “Policy 2: Transportation adequacy evaluations for new development and

1 redevelopment within the planning area should reflect the need to develop,
 2 modify, or expand multimodal transportation systems and facilities that will help
 3 both to achieve [2002 General Plan] Plan 2035 transportation goals and
 4 implement the land uses envisioned by this plan.”

5 6 **MINOR AMENDMENT NUMBER 54**

7 Amend Policy 3 of the Transit section on pp. 57:

8 “Policy 3: Integrate transit with streets and roadways to ensure that new land uses
 9 and redevelopment in this plan are fully transit supportive and will increase transit
 10 usage and ridership sufficiently to help justify the expansion of major transit
 11 services into this portion of the county. As part of the evaluation of rail extensions
 12 from Greenbelt, publicly-provided options should be explored for an intermodal
 13 link between Metrorail and MARC commuter rail in the metropolitan Washington
 14 area and the Baltimore Metrorail and light rail systems.”

15 16 **MINOR AMENDMENT NUMBER 55**

17 Update references in Policy 3 of the Bicycle, Pedestrian and Equestrian Facilities sub-
 18 section of the Transportation section of the Infrastructure Elements chapter on pp. 59:

19 “Policy 3: Develop bicycle-friendly roadways in conformance with the latest
 20 standards and guidelines, including the [1999] 2024 American Association of
 21 State Highway and Transportation Officials (AASHTO) Guide for the
 22 Development of Bicycle Facilities.

23 Strategies

24 ...project (Gunpowder Road to US 1).

- 25 • As existing roads are resurfaced, restriped, and improved, they should be
- 26 striped in conformance with the [1999] 2024 AASHTO Guide...”

27 28 **MINOR AMENDMENT NUMBER 56**

29 Update references in supportive strategies of Policy 5 of the Bicycle, Pedestrian and
 30 Equestrian Facilities sub-section of the Transportation section of the Infrastructure Elements

1 chapter on pp. 60:

2 ...at the Capital Beltway.

- 3 • Provide designated, in-road bicycle lanes along US 1. The bike lanes will
- 4 extend the existing bike lanes along the IKEA frontage. Pavement markings and
- 5 signage should be in conformance with the [1999] 2024 AASHTO Guide for the
- 6 Development of Bicycle Facilities.

7 **MINOR AMENDMENT NUMBER 57**

8 Update references and amend strategies for Policy 6 of the Bicycle, Pedestrian and
 9 Equestrian Facilities sub-section of the Transportation section of the Infrastructure Elements
 10 chapter on pp. 60-61:

11 “• Rhode Island Avenue Trolley Trail: Several segments of this planned rail-trail
 12 have been implemented to the south of the [study] Subregion 1 area...

- 13 • MD 197 side path: ...This trail will also provide access to the existing
- 14 Washington, Baltimore and Annapolis (WB&A) Trail to the south of the [study]
- 15 Subregion 1 area...”

- 16 • Baltimore-Washington (B-W) Parkway Trail:... additional bicycle connectivity
- 17 within the [study] Subregion 1 area...

18 ...connections to Fairland Regional Park.

- 19 • Engage with the local mountain biking community to strategize sustainable
- 20 natural surface trails and connectivity to Fairland Regional Park (priority over
- 21 equestrian-related strategies)

- 22 • Activate and provide trail connections from Muirkirk MARC station to Dinosaur
- 23 Park

- 24 • Prioritize regional trail connectivity referencing

- 25 ○ the 2023 Fairland and Briggs Chaney Master Plan for connections to
- 26 Montgomery County

- 27 ○ the 2009 City of Laurel Bikeway Master Plan for connections to the City of
- 28 Laurel

- 29 ○ and the 2025 Maryland State Transportation Trails Strategic Plan for

connections statewide.”

MINOR AMENDMENT NUMBER 58

Repeal and replace the Background of the Parks and Recreation section of the Infrastructure Elements chapter on pp. 61-62:

“The Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Parks and Recreation (DPR) [provides comprehensive park facilities and recreational programs to residents in Prince George’s County.] provides park and recreation facilities throughout Prince George’s County and Subregion 1 and is guided by major long-range plans – primarily Formula 2040 supported by the 2022 *Land Preservation, Parks and Recreation Plan (LPPRP)* – which establish parkland, facility and service standards for all communities. Neighboring municipality, the City of Laurel is outside of the purview of M-NCPPC’s metropolitan park district. The City of Laurel operates its own park and recreation system for its residents.

Table 3 itemizes existing parkland within Subregion 1, as of February 2026. While Subregion 1 contains a substantial amount of protected land, the distribution and accessibility of active recreation facilities remain uneven in certain areas. For planning purposes, Formula 2040 divides the county into nine park service areas that provides parks and recreation facilities within a 15-minute drive time to all residents.

The 2022 LPPRP and Formula 2040 guide decisions regarding park acquisition, facility investment, and trail expansion throughout the County, including Subregion 1. Parkland is acquired through multiple mechanisms, including Program Open Space funding, fee-simple purchase, mandatory dedication during subdivision review pursuant to Section 24-4601, Mandatory Dedication of Parkland, easements through agricultural preservation programs, and developer construction of park facilities. Recent acquisitions such as the Konterra Parcel and the former Cross Creek Golf Course represent important additions to the park system and create opportunities to address service gaps, enhance stream valley

1 protection, and expand recreational offerings in Subregion 1.

2 As Konterra Town Center (East and West) continues to develop, it provides a
3 significant opportunity, consistent with approved and future conceptual and
4 detailed site plans, to advance County park and recreation goals within a
5 walkable, mixed-use environment. The integration of neighborhood parks, linear
6 greenways, and trail connections into the Town Center framework can help
7 reduce existing parkland deficits while strengthening connections to the broader
8 regional park and trail system. Coordinated planning between development
9 approvals and parkland dedication will be essential to ensure that new residents
10 and employees have convenient access to open space, recreational facilities, and
11 interconnected trail networks.

12 [Table 3 itemizes existing M-NCPPC parkland in Subregion 1. For planning
13 purposes, Subregion 1 is divided into park communities. A park community is an
14 aggregation of Metropolitan Washington Council of Government (COG) Analysis
15 Zones within a 15-minute driving time of community park and recreation
16 facilities.

17 The Department of Parks and Recreation of M-NCPPC is responsible for
18 acquiring property, and planning, developing, operating, policing, and
19 maintaining the Prince George’s County park and recreation program. Within the
20 county park system, a wide variety of programs are offered at the neighborhood,
21 community, regional, and county levels. The City of Laurel is outside of the
22 purview of M-NCPPC’s metropolitan park district. The City of Laurel operates its
23 own park and recreation system for its residents.

24 M-NCPPC continues to acquire land and develop new park facilities. Acquisitions
25 and facilities are either funded or built through the Capital Improvement Program
26 or by developers per conditions of development approval of private property
27 under provisions in Subtitle 24.134-135 of the Subdivision Ordinance. These
28 mandatory dedications or park facility projects will be added to the M-NCPPC
29 park inventory when properties are conveyed to M-NCPPC or after the
30 completion of construction.]”

1
2 **MINOR AMENDMENT NUMBER 59**

3 Amend the Parkland Standards sub-section of the Parks and Recreation section of the
4 Infrastructure Elements chapter on pp. 62:

5 “Parkland service evaluations in Subregion 1 are based on the established park
6 communities, which operate as DPR Park Service Areas for Formula 2040
7 compliance.

8 Subregion 1 does not meet the 15 acres of neighborhood/ community parks per
9 1,000 persons nor the 20 acres of stream valley, regional parkland standards per
10 1,000 persons. Subregion 1 will need additional parkland to meet the standards in
11 2020 based on projected population of the subregion. Currently, parkland acreage
12 needs are not met based on 2005 population. Table 4 shows current parkland
13 acreage deficit for 2005 and the projected deficit for 2020. Based on projected
14 population growth, additional parkland will be required to close this gap and
15 ensure residents have equitable access to both active recreation facilities and
16 protected natural areas.

17 The federal properties, including the Beltsville Agricultural Research Center and
18 Patuxent Research Refuge, comprise a substantial area in Subregion 1. If these
19 properties were considered as open space, they would satisfy the stream valley/
20 regional park acreage needs. However, they do not provide for public recreation.
21 Should these properties be declared as surplus land in the future by the federal
22 government, this would provide a great opportunity to acquire parkland toward
23 meeting acreage goals for active recreation and conservation. In addition,
24 Konterra Town Center will offer opportunities for parkland development to ease
25 the deficit.

26 Consistent with Formula 2040 and the 2022 LPPRP, park planning in Subregion 1
27 should move beyond acreage totals alone and consider a holistic level of service
28 approach. This includes evaluating proximity to parks, equitable distribution of
29 facilities, and the quality and functionality of park amenities. As new
30 development occurs, particularly in centers and transit-oriented areas, the

1 acquisition and dedication of parkland should prioritize parks within walking
 2 distance of residents, as well as expansion of stream valley corridors that
 3 contribute to environmental resilience and green infrastructure. Under Section
 4 24-4507 (Parks and Recreation Adequacy), subdivision applications must
 5 demonstrate adequate access to parks and recreation facilities.

6 Addressing the parkland deficit will require a coordinated strategy that includes
 7 the subdivision process, targeted land acquisition, developer-built facilities, and
 8 strategic capital investment. Emphasis should be placed on closing gaps in access,
 9 improving connectivity to the trail network, and ensuring that future residents
 10 benefit from parks that support health, wellness, environmental stewardship, and
 11 community identity.”

12 **MINOR AMENDMENT NUMBER 60**

13 Amend the Ballfields sub-section of and add a new Fairland Regional Park sub-section to
 14 the Parks and Recreation section of the Infrastructure Elements chapter on pp. 62-63:
 15

16 “[It is] The 2010 plan recognized that there is a need for more ballfields to meet
 17 the needs for the boys and girls clubs, organized youth leagues, and informal
 18 pick-up games. The 2022 LLRP recommends a level of service (LOS) for
 19 ballfields at 1 per 18,500 population for level 1 facilities, 1 per 29,000 population
 20 for level 2 facilities, and 1 per 22,500 population for level 3 facilities. Park
 21 Service Area 1 is in need of additional level 1 and level 3 ballfields to meet LOS
 22 requirements.

23 Fairland Regional Park

24 As part of the approval of the preliminary plan of subdivision of Konterra Town
 25 Center East, approximately 41 acres along Old Gunpowder Road were dedicated
 26 to M-NCPPC in 2023 and have since been incorporated into Fairland Regional
 27 Park. This parkland provides a significant opportunity to address recreational
 28 needs within Subregion 1 while supporting regional access and connectivity.

29 [across from the skating center is to be dedicated to M-NCPPC. A group of
 30 citizens is to work with M-NCPPC staff to help design a new playing field

1 complex to maximize the usage of the 42 acres. In addition, within the eastern
2 portion of this parkland, the new Pre-K to 8 school is to be constructed. The intent
3 is to have the school incorporate some of the 41 acres into its design so that it
4 shares the necessary facilities. A project has been added to the M-NCPPC CIP
5 Budget as the “Konterra Sports Park,” also known as the Fairland East Park. The
6 sports park must have strong connectivity to the Fairland Regional Park on the
7 west side of Old Gunpowder Road, and it is very important that, through trails,
8 sidewalks, and bike lanes, it have strong connectivity to Konterra Town Center
9 East.] The site, referred to as the Konterra Parcel, is being evaluated through the
10 ongoing Department of Parks and Recreation master planning effort for the
11 Fairland Regional Park and facilities and adjacent properties (the Northern Area
12 Maintenance Facility at Fairland and Gunpowder Golf Course) to determine
13 appropriate recreational programming, access, and phasing. The Fairland
14 Regional Park master planning process will also include a feasibility study to
15 determine the feasibility of implementing the Formula 2040 recommendation for
16 an expansion of the existing facilities and park amenities into a Multigenerational
17 Center at this location. Strong connectivity to the adjacent parks and surrounding
18 development areas, including Konterra Town Center (East and West) and
19 Konterra South, should remain a priority through trails, sidewalks, and shared-use
20 paths. [A centerpiece of the Fairland East Park will be an artificial surface, multi-
21 purpose field with substantial seating to serve as a premier home field for area
22 youth football and soccer teams]. Recreational facilities within the future
23 Konterra parcel park should be designed to support a range of active recreation
24 needs and user groups, with flexibility to adapt to changing demand over time,
25 consistent with Department of Parks and Recreation planning and implementation
26 processes. [The Fairland East Park is located near the center of Subregion I and is
27 intended to be shared by schools, recreation councils and boys and girls clubs
28 from Laurel, Calverton and Beltsville].

29 This plan recognizes that final park programming, facility design, and phasing for
30 the park and adjacent facilities will be determined through Department of Parks
31 and Recreation master planning and capital programming, and should remain

1 flexible to respond to evolving community needs and development conditions.

2 Konterra has also recognized the subregion’s need for additional parkland, and/or
3 park/school sites. The [initial] Konterra Town Center East dedication of 41
4 acres— adjacent to the Fairland Regional Park—provided for a more efficient and
5 useful assemblage of parkland. Additionally, the land was sized to allow for a
6 transition to a park/school location should such a decision be made by M-NCPPC
7 and the County in the future. However, the current land constraints at the Fairland
8 Regional Park, and need for expansion to a Multigenerational Center, presents
9 challenges to continue to have a park and school at this location. Hence, the site
10 would require further assessment and coordination with PGCPs during the
11 Fairland Regional Park master planning process to identify an alternate location
12 for the school.

13 Konterra [has] had previously identified and M-NCPPC [has] had reviewed other
14 approximate locations within the northern area of the subregion in which parcels
15 or assemblages could be acquired as parkland and/or park/school sites as deemed
16 necessary. Konterra [has] had designated these areas, inclusive of the potential
17 parkland parcels, for future development. At such time as development of the
18 lands proceeds, the parcels or some portion thereof could be proffered for
19 dedication. Additionally, Konterra and M-NCPPC have explored the potential for
20 the advanced acquisition or advanced dedication of some of the parcels which
21 may satisfy dedication requirements imposed at the time development proceeds.
22 Such a process would allow the subregion to benefit from the acquisition long
23 before any density associated with the parkland need exists and concurrently
24 address some of the parkland deficiency that currently exists. Assuming such an
25 agreement can be entered into by the parties or can be implemented pursuant to
26 legislation, the exhibit showing the Transportation Network for the Northern Area
27 of Subregion I shows the approximate locations where properties could be
28 acquired in exchange for future dedication credits. These areas include: the Bond
29 Property near Old Gunpowder Road, the Sandy Spring Road property near
30 Route 198, the Fleister tract on Contee Road, several parcels in the area south of
31 the ICC near Ammendale Road and the property on Virginia Manor Road near the

1 east entranceway to Konterra Town Center East.”

2
3 **MINOR AMENDMENT NUMBER 61**

4 Amend the goals of the Parks and Recreation section of the Infrastructure Elements chapter
5 on pp. 63:

6 “...These rates comply with standards set by [the National Recreation and Parks
7 Association, the State of Maryland, and the 2002 General Plan] Formula 2040.”

8
9 **MINOR AMENDMENT NUMBER 62**

10 Repeal and amend the strategies in support of Policy 2 in the Parks and Recreation section
11 of the Infrastructure Elements chapter on pp. 63:

- 12 • “Implement the recommendations identified in the current Formula 2040 and
13 LPPRP to help meet the Level of Service (LOS) needs for indoor and
14 outdoor recreation.
- 15 • Work with the Board of Education...
- 16 • [Construct and open the Laurel-Beltsville Senior Center.]...
- 17 • Consider providing a variety of recreational facilities in the parks, such as
18 skate parks, community gardens, and off-leash dog areas.
- 19 • Build recreational facilities that meet American with Disabilities Act and the
20 Consumer Product Safety Code.
- 21 • Complete a master plan for Fairland Regional Park (to be approved after the
22 Subregion 1 Minor Plan Amendment) to determine the feasibility of a
23 multigenerational center and other upgrades to surrounding parkland.”

24
25 **MINOR AMENDMENT NUMBER 63**

26 Amend the strategies in support of Policy 4 of the Parks and Recreation section of the
27 Infrastructure Elements chapter on pp. 64:

- 28 • “Develop an east to west off-road trail connection from Fairland Regional
29 Park to South Laurel east of the Baltimore-Washington Parkway.
- 30 • Prioritize east–west and north–south off-road trail connections to strengthen

1 linkages between Fairland Regional Park, Konterra East, West, and South
 2 development areas, Muirkirk MARC station, and surrounding
 3 neighborhoods.

- 4 • Use road right-of-way trail facilities on bridges to cross I-95 and the
- 5 Baltimore-Washington Parkway. Enhance trail crossings of I-95 through the
- 6 use of shared-use paths and other off-road facilities within public rights-of-
- 7 way.
- 8 • Use road right-of-way trail facilities to connect stream valley trails.
- 9 • Complete the Little Paint Branch Trail through BARC and the Trolley Trail.
- 10 • Prioritize completion of missing segments of the Little Paint Branch Trail
- 11 and associated trail systems within and adjacent to Konterra Town Center
- 12 (East and West) and Konterra South, including coordination with federal
- 13 landowners where applicable.
- 14 • Complete a multiuse trails system through the Patuxent River Park that
- 15 accommodates hikers, bikers, equestrians, and small boats.”

16 **MINOR AMENDMENT NUMBER 64**

17 Amend the strategies in support of Policy 5 of the Parks and Recreation section of the
 18 Infrastructure Elements chapter on pp. 64:
 19

- 20 • Where practical, conserve a minimum of a 200-foot- wide stream valley
- 21 corridors along Paint Branch, Little Paint Branch, Indian Creek, Patuxent
- 22 River [, Beaverdam Creek, Beaver Branch, Crows Branch, and Walker
- 23 Branch] and other tributaries, with corridor widths and management
- 24 approaches informed by environmental conditions, watershed needs, and
- 25 adjacent land use context.
- 26 • Provide wider stream buffers along the west side of the Konterra South
- 27 property to protect the Indian Creek watershed.
- 28 • Expand the Patuxent...
- 29 • ...both recreation and conservation.
- 30 • Consider acquiring the County surplus property at 11731 Old Gunpowder
- 31 Road, Beltsville, MD 20705 and 4207, 4209, 4211, 4213, and 4217

Ammendale Road, Beltsville, MD 20705 (Tax Account #s 0000463, 0016683, 0015610, 0017384, 0022863, 0040766) to expand parkland and open spaces, meet recreational demand, and protect natural and historic resources.

MINOR AMENDMENT NUMBER 65

Repeal and replace Table 3 on pp. 65:

[Table 3: Existing Parkland in Neighborhood and Community Parks

Park Community	Park Name	No.	Acres
NG	Pheasant Run Community Park	M12	47
	South Laurel Neighborhood Park	M18	11
	Subtotal Acres		58
NH	Bedford Neighborhood Park	M07	15
	Contee Road Neighborhood Park	M08	7
	Deerfield Run Community Center	M58	23
	Deerfield Run Neighborhood Playground	M01	3
	Larchdale Neighborhood Park/School	M02	4
	Longwood Community Park	M72	41
	Montpelier Forest Neighborhood Park	M11	7
	Montpelier Neighborhood Park	M10	10
	Muirkirk Neighborhood Park	M04	5
	Muirkirk South Community Park	M67	28
	Muirkirk West Neighborhood Park	M22	14
	North Point Neighborhood Playground	M05	2
	Oakcrest Neighborhood Recreation Center	M14	3
	Snow Hill Manor Neighborhood Park	M06	16
	Snowden Oaks Community Park	M60	42
Springfield Road Community Park	M66	26	

	Vansville Neighborhood Recreation Center	M15	13
	Subtotal Acres		259
NI	T. Howard Duckett Community Recreation Center	M61	15
	West Laurel Community Park	M13	22
	Subtotal Acres		37
NJ	Bellsville Community Center Park	M62	30
	Bellsville Community Park/School	M63	21
	Bellsville Neighborhood Mini-Park	S15	0
	Bellsville Neighborhood Park	M21	10
	Calverton Community Park	M88	28
	Calverton Neighborhood Park/School	M16	13
	Cherrydale Neighborhood Park	M03	8
	Chestnut Hills Neighborhood Park	M17	11
	Cross Creek Community Park	M25	23
	Cross Creek Connector Trail	M23	4
	Northern Area Maintenance Facility	M83	0
	Old Gunpowder Road Community Park	M24	30
	Sunnyside Neighborhood Park	M19	9
	Subtotal Acres		187
Grand Acreage Total for Neighborhood and Community Parks			541

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Table 3: Existing Parkland in Subregion 1

<u>PARKID</u>	<u>PARKNAME</u>	<u>OWNER</u>	<u>ACREAGE</u>
<u>M01</u>	<u>Deerfield Run Park</u>	<u>M-</u> <u>NCPPC</u>	<u>3.46</u>
<u>M02</u>	<u>Larchdale Park</u>	<u>M-</u> <u>NCPPC</u>	<u>4.39</u>
<u>M03</u>	<u>Cherryvale Park</u>	<u>M-</u> <u>NCPPC</u>	<u>7.68</u>

<u>M04</u>	<u>Muirkirk Park</u>	<u>M-</u> <u>NCPPC</u>	<u>4.83</u>
<u>M05</u>	<u>North Point Park</u>	<u>M-</u> <u>NCPPC</u>	<u>1.97</u>
<u>M06</u>	<u>Snow Hill Manor Park</u>	<u>M-</u> <u>NCPPC</u>	<u>16.14</u>
<u>M07</u>	<u>Bedford Park</u>	<u>M-</u> <u>NCPPC</u>	<u>14.89</u>
<u>M08</u>	<u>Contee Road Park</u>	<u>M-</u> <u>NCPPC</u>	<u>6.91</u>
<u>M10</u>	<u>Montpelier Park</u>	<u>M-</u> <u>NCPPC</u>	<u>9.67</u>
<u>M11</u>	<u>Montpelier Forest Park</u>	<u>M-</u> <u>NCPPC</u>	<u>5.78</u>
<u>M12</u>	<u>Pheasant Run Park</u>	<u>M-</u> <u>NCPPC</u>	<u>46.18</u>
<u>M13</u>	<u>West Laurel Park</u>	<u>M-</u> <u>NCPPC</u>	<u>21.85</u>
<u>M14</u>	<u>Oakcrest Park Building</u>	<u>M-</u> <u>NCPPC</u>	<u>3.46</u>
<u>M15</u>	<u>Vansville Park Building</u>	<u>M-</u> <u>NCPPC</u>	<u>13.08</u>
<u>M16</u>	<u>Calverton Park</u>	<u>M-</u> <u>NCPPC</u>	<u>13.15</u>
<u>M17</u>	<u>Chestnut Hills Park</u>	<u>M-</u> <u>NCPPC</u>	<u>10.91</u>
<u>M18</u>	<u>South Laurel Park</u>	<u>M-</u> <u>NCPPC</u>	<u>10.53</u>
<u>M19</u>	<u>Sunnyside Park</u>	<u>M-</u> <u>NCPPC</u>	<u>8.67</u>

<u>M21</u>	<u>Beltsville West Park</u>	<u>M-</u> <u>NCPPC</u>	<u>7.67</u>
<u>M22</u>	<u>Muirkirk West Park</u>	<u>M-</u> <u>NCPPC</u>	<u>14.66</u>
<u>M23</u>	<u>Cross Creek Connector Trail</u>	<u>M-</u> <u>NCPPC</u>	<u>3.84</u>
<u>M24</u>	<u>Old Gunpowder Road Park</u>	<u>M-</u> <u>NCPPC</u>	<u>29.71</u>
<u>M25</u>	<u>Cross Creek Park</u>	<u>M-</u> <u>NCPPC</u>	<u>21.98</u>
<u>M26</u>	<u>Vansville School Community Center</u>	<u>BOE</u>	<u>0.19</u>
<u>M57</u>	<u>Snow Hill Manor Historic Site</u>	<u>M-</u> <u>NCPPC</u>	<u>22.23</u>
<u>M58</u>	<u>Deerfield Run School Community Center</u>	<u>BOE</u>	<u>0.17</u>
<u>M60</u>	<u>Snowden Oaks Park</u>	<u>M-</u> <u>NCPPC</u>	<u>43.73</u>
<u>M61</u>	<u>T. Howard Duckett Community Center</u>	<u>WSSC</u>	<u>16.40</u>
<u>M62</u>	<u>Beltsville Community Center</u>	<u>M-</u> <u>NCPPC</u>	<u>17.95</u>
<u>M63</u>	<u>Beltsville North Park</u>	<u>M-</u> <u>NCPPC</u>	<u>21.04</u>
<u>M66</u>	<u>Springfield Road Park</u>	<u>M-</u> <u>NCPPC</u>	<u>26.82</u>
<u>M67</u>	<u>Muirkirk South Park</u>	<u>M-</u> <u>NCPPC</u>	<u>27.76</u>
<u>M68</u>	<u>Fairland Athletic Center</u>	<u>M-</u> <u>NCPPC</u>	<u>1.66</u>
<u>M69</u>	<u>Fairland Aquatic Center</u>	<u>M-</u> <u>NCPPC</u>	<u>1.88</u>
<u>M70</u>	<u>Abraham Hall Historic Site</u>	<u>M-</u>	<u>3.91</u>

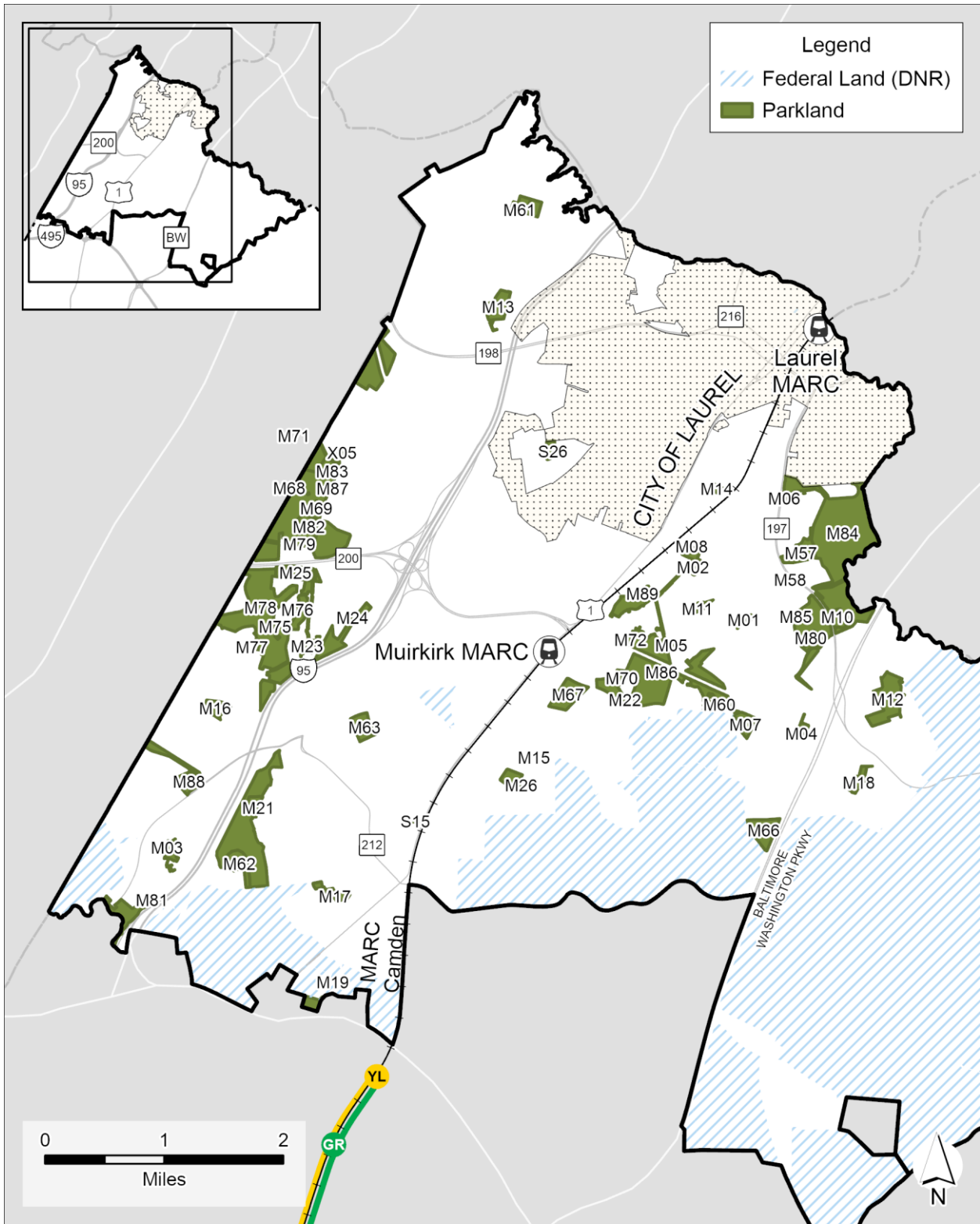
		<u>NCPPC</u>	
<u>M71</u>	<u>Gunpowder Golf Course</u>	<u>M-</u> <u>NCPPC</u>	<u>14.89</u>
<u>M72</u>	<u>Longwood Park</u>	<u>M-</u> <u>NCPPC</u>	<u>58.59</u>
<u>M75</u>	<u>Cross Creek Maintenance</u>	<u>M-</u> <u>NCPPC</u>	<u>0.47</u>
<u>M76</u>	<u>Cross Creek Pool</u>	<u>M-</u> <u>NCPPC</u>	<u>0.54</u>
<u>M77</u>	<u>Cross Creek Park Building</u>	<u>M-</u> <u>NCPPC</u>	<u>0.55</u>
<u>M78</u>	<u>Little Paint Branch Stream Valley Park</u>	<u>M-</u> <u>NCPPC</u>	<u>374.78</u>
<u>M79</u>	<u>Fairland Regional Park</u>	<u>M-</u> <u>NCPPC</u>	<u>166.18</u>
<u>M80</u>	<u>Montpelier Arts Center</u>	<u>M-</u> <u>NCPPC</u>	<u>4.00</u>
<u>M81</u>	<u>Paint Branch Stream Valley Park III</u>	<u>M-</u> <u>NCPPC</u>	<u>24.07</u>
<u>M82</u>	<u>Gardens Ice House</u>	<u>PRIVATE</u>	<u>9.00</u>
<u>M83</u>	<u>Northern Area Maintenance Facility at Fairland</u>	<u>M-</u> <u>NCPPC</u>	<u>3.07</u>
<u>M84</u>	<u>Patuxent River Park I</u>	<u>M-</u> <u>NCPPC</u>	<u>226.57</u>
<u>M85</u>	<u>Montpelier Historic Site & Museum</u>	<u>M-</u> <u>NCPPC</u>	<u>65.34</u>
<u>M86</u>	<u>Blue Ponds Park</u>	<u>M-</u> <u>NCPPC</u>	<u>70.13</u>
<u>M87</u>	<u>Storm Water Management Demonstration Building</u>	<u>M-</u> <u>NCPPC</u>	<u>0.12</u>

<u>M88</u>	<u>Riderwood Park</u>	<u>M-</u> <u>NCPPC</u>	<u>27.93</u>
<u>M89</u>	<u>Dinosaur Park</u>	<u>M-</u> <u>NCPPC</u>	<u>3.63</u>
<u>S15</u>	<u>Beltsville Heights Park</u>	<u>M-</u> <u>NCPPC</u>	<u>0.24</u>
<u>S26</u>	<u>Beltsville-Laurel Senior Activity Center</u>	<u>COUNTY</u>	<u>6.62</u>
<u>X05</u>	<u>Bentley Park</u>	<u>M-</u> <u>NCPPC</u>	<u>3.06</u>
	<u>Acreage Total for Parks</u>		<u>1524.91</u>

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MINOR AMENDMENT NUMBER 66

Insert new Map I: Existing Parkland in Subregion 1 after Table 3 on pp. 66.



**Parkland
Subregion 1 Minor Amendment**

For any assistance with this map, please contact the Information Management Division at ppd-gis@ppd.mncppc.org or 301-952-3918.

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MINOR AMENDMENT NUMBER 67

Amend title of Table 6 and insert a new Table 6A after Table 6 in the Background Schools sub-section of the Public Facilities section of the Infrastructure Elements chapter on pp. 69-70:

“Table 6: Existing Public School Enrollment and Capacity in Subregion 1 (as of 2010)”...

“Table 6A: Existing Public School Enrollment and Capacity in Subregion 1 (as of December 2025)”

<u>Type</u>	<u>Public School</u>	<u>Address</u>	<u>2025 Enrollment</u>	<u>Utilization Rate</u>
<u>Elementary Schools</u>	<u>Vansville ES</u>	<u>6813 Ammendale Road</u>	<u>644</u>	<u>77%</u>
	<u>Montpelier ES</u>	<u>9200 Muirkirk Road</u>	<u>555</u>	<u>91%</u>
	<u>Deerfield Run ES</u>	<u>13000 Laurel Bowie Road</u>	<u>476</u>	<u>84%</u>
	<u>James H. Harrison ES</u>	<u>13200 Larch dale Road</u>	<u>319</u>	<u>90%</u>
	<u>Oaklands ES</u>	<u>13710 Laurel Bowie Road</u>	<u>478</u>	<u>117%</u>
	<u>Bond Mill ES</u>	<u>16001 Sherwood Avenue</u>	<u>451</u>	<u>94%</u>
	<u>CMIT North ES (Public Charter)</u>	<u>6151 Chevy Chase</u>	<u>605</u>	<u>N/A</u>
	<u>Calverton ES</u>	<u>3400 Beltsville Road</u>	<u>753</u>	<u>128%</u>
	<u>Laurel ES</u>	<u>516 Montgomery Street</u>	<u>424</u>	<u>86%</u>
	<u>Scotchtown Hills ES</u>	<u>15950 Dorset Road</u>	<u>611</u>	<u>98%</u>
<u>Middle Schools</u>	<u>Martin Luther King Jr. MS</u>	<u>4545 Ammendale Road</u>	<u>589</u>	<u>69%</u>
	<u>Dwight D. Eisenhower MS</u>	<u>13725 Briarwood Drive</u>	<u>1044</u>	<u>100%</u>
	<u>CMIT North MS (Public Charter)</u>	<u>6100 Frost Place</u>	<u>487</u>	<u>N/A</u>

<u>High Schools</u>	<u>High Point HS</u>	<u>3601 Powder Mill Road</u>	<u>2865</u>	<u>138%</u>
	<u>Laurel HS</u>	<u>8000 Cherry Lane</u>	<u>2105</u>	<u>113%</u>
	<u>CMIT North HS</u> <u>(Public Charter)</u>	<u>14800 Sweitzer Lane</u>	<u>589</u>	<u>N/A</u>
<u>K-8 Schools</u>	<u>Beltsville Academy</u>	<u>4300 Wicomico Avenue</u>	<u>1067</u>	<u>126%</u>
<u>Specialty Schools</u>	<u>Frances Fuches Early Childhood Learning Center</u>	<u>11011 Cherry Hill Road</u>	<u>365</u>	<u>140%</u>
	<u>James Duckworth Regional (K-12)*</u>	<u>11201 Evans Trail</u>	<u>88</u>	<u>73%</u>

*this school will be replaced in mid-2028 for a modern ES that will pull students from Calverton ES, Cherokee Lane ES, Beltsville Academy”

MINOR AMENDMENT NUMBER 68

Amend Current and Projected Enrollment sub-section of Schools of the Public Facilities section of the Infrastructure Elements chapter on pp. 71-73:

Current and Projected Enrollment

“There are 14 public schools within the Subregion 1 [study] area. Of these schools, eight have 2008 enrollments within their state-rated capacities. Five elementary, one middle and two high schools are between 75 percent and 99 percent capacity. In the 2008-2009 school year, elementary schools serving the [study] Subregion 1 area were operating at 102 percent capacity; middle schools were operating at 90 percent capacity, and high schools at 97 percent capacity.

School overcrowding is of concern particularly on the elementary school and secondary levels within the [study] Subregion 1 area. As of 2010, [F]five elementary schools: Bond Mill, Calverton, Deerfield Run, Laurel and Scotchtown Hills are at 105 percent capacity or greater. Calverton Elementary School is more overcrowded than the other comprehensive public schools that serve the [study] Subregion 1 area, at 130 percent capacity.”...

“... This plan includes the redrawing of school boundaries. The [study] Subregion 1 area will be a part of the 3rd Regional Area Plan. The details of this plan are

1 scheduled for implementation in 2011.

2 Target public school utilization range is 80-95%. The utilization rate for a school
 3 year is expressed as the percentage of adjusted full-time enrollment (or fulltime
 4 equivalent) divided by the state-rated capacity.^[1]

5 As of December 2025, Oakland Elementary School, Calverton Elementary
 6 School, Scotchtown Hills Elementary School, Dwight D. Eisenhower Middle
 7 School, High Point High School, Laurel High School, Beltsville Academy, and
 8 Frances Fuches Early Childhood Learning Center are operating above the
 9 recommended utilization rate. In school year 2026-2027, adjustments to
 10 attendance areas for Vansville Elementary School and Martin Luther King Jr.
 11 Middle School, which are currently underutilized, and Beltsville Academy and
 12 Buck Lodge Middle School (outside Subregion 1), which are currently
 13 overutilized, should help balance enrollment and optimize facility utilization. By
 14 adjusting attendance area boundaries, PGCPS aims to decrease the variance in
 15 utilization, reducing the need for temporary spaces and improving access to
 16 electives and programs. PGCPS also notes two new school replacement projects
 17 in the Subregion, James Duckworth Elementary School with an estimated
 18 completion in 2028 and High Point High School with an estimated completion in
 19 2032.

20
 21 [1] Prince George’s County Planning Department. “Pupil Yield Factors & Public
 22 School Clusters 2024-25 Update.” *The Maryland-National Capital Park and*
 23 *Planning Commission*. March 2025.
 24 [https://pgplanning.org/resource_library/pupil-yield-factors-public-school-clusters-](https://pgplanning.org/resource_library/pupil-yield-factors-public-school-clusters-2024-2025-update/)
 25 [2024-2025-update/](https://pgplanning.org/resource_library/pupil-yield-factors-public-school-clusters-2024-2025-update/)”

26 27 **MINOR AMENDMENT NUMBER 69**

28 Update a reference in the strategies supporting Policy 2 of the Schools sub-section of
 29 Infrastructure Elements on pp. 74:

- 30 • “Renovate existing school facilities in the Subregion 1 [study] area with the
 31 greatest need based on the Parson’s facilities condition assessment.”

MINOR AMENDMENT NUMBER 70

Amend the Fire and Rescue Facilities sub-section of the Public Facilities section of the Infrastructure Elements chapter on pp. 75:

Fire and Rescue Facilities

...”This plan reaffirms the recommendations of the PSFMP for the Fire and EMS facilities that serve the [study] Subregion 1 area.”

MINOR AMENDMENT NUMBER 71

Amend the County Police Facilities sub-section of the Public Safety sub-section of the Public Facilities section of the Infrastructure Elements chapter on pp. 74

...in the vicinity of Van Dusen Road (now Konterra Drive) and Virginia Avenue (now Fashion Place). This plan reaffirms the recommendations of the PSFMP for the police facilities that serve the subregion area. The County has produced a feasibility study for renovating the existing station or building a new facility at the same site and is evaluating these options, as well as options for a new site.

MINOR AMENDMENT NUMBER 72

Amend the Background of the Economic Development section to include recent market study information in the Economic Development, Urban Design and Historic Preservation chapter on pp. 77-78:

“...Within Subregion 1, the Konterra Town Center and Brickyard development provide the best opportunities for [high-density condominium development.] high-to-moderate density multifamily development...

...in a better competitive market to attract companies.

Over the 16-year period between the preparation of the 2010 Master Plan and the 2026 Minor Plan Amendment, socioeconomic trends such as e-commerce and working from home, have brought about major changes in today’s commercial and industrial real estate markets.

Retail

1 The 2025 market study prepared for the 2026 Minor Plan Amendment finds that
2 Subregion 1 attracts a significant amount of retail spending from buyers around
3 the region. Most of that expenditure centers around big box retail, such as hard
4 and soft goods. Meanwhile, there is “leakage”—the gap between household
5 expenditures and actual retail sales—in neighborhood-serving categories (e.g.,
6 grocery, services, fitness, etc.) and entertainment, signaling that residents are
7 having to leave the area for these uses. Paired with very low vacancy rates of less
8 than 3.0% across Subregion 1, these spending patterns highlight opportunities for
9 adding neighborhood-serving retail and entertainment uses, especially as the local
10 household base continues to grow.

11 The market study projects demand for approximately 550,000 square feet of retail
12 space in the study area over the next 20 years, especially for neighborhood-
13 serving retail and entertainment categories such as Grocery & Drug, Services,
14 Entertainment & Fitness, and Food & Beverage.^[1] As the study area develops,
15 there is potential to diversify the retail offerings.

16 In the near term, development will likely take a more vehicular-oriented form,
17 such as grocery-anchored retail and/or large-format entertainment. In the future
18 there will likely be opportunities to expand retail into the ground floors of
19 vertically mixed-use buildings, and to add lifestyle-based (outdoor, athletic,
20 household) retail options. As such, a certain degree of flexibility is key to ensure
21 the regulatory environment does not inhibit the ability of the market to act on
22 opportunities, which may change over time.

23 **Office**

24 In the office market, the market study projects demand for up to 740,000 square
25 feet of additional office in the study area, including 610,000 square feet of
26 traditional office and 130,000 square feet of medical office.^[2] Medical office
27 supply and demand are currently near equilibrium in the study area, limiting near-
28 term opportunities to add. As new residential units are added, however, demand
29 for medical space will grow proportionally. Additionally, there is likely an
30 opportunity for expanded medical office development around UM Laurel Medical

1 Center.

2 Over the long term, the study area could attract traditional office users seeking
3 newer spaces in amenity-rich locations, once retail and public spaces are
4 established. However, newer spaces are costly to build, and rents will need time to
5 reach levels that make new construction feasible, supporting the finding that this
6 opportunity will be longer term.

7 **Industrial**

8 Industrial development in central suburbs tends be characterized by medium-sized
9 footprints, while large-scale facilities typically locate near airports in outlying
10 locations. This trend is reflected in Subregion 1 and in the study area: the
11 Konterra Business Campus has primarily attracted mid-sized facilities
12 (approximately 100,000 to 250,000 square feet) rather than large campuses
13 (500,000 to over 1.0 million square feet) to-date. There is continued potential for
14 growth in this segment of the industrial market.

15 At the same time, other parts of the study area offer a rare combination of large,
16 contiguous parcels in an exceptionally strategic location—conditions that make
17 these parcels strong candidates for attracting large-scale facilities, provided that
18 necessary zoning changes are implemented. Elsewhere in the region, development
19 by such users has been constrained by limited land availability, restrictive zoning,
20 and inadequate access, creating a window of opportunity for the study area to
21 capture this type of development.

22 The market study projected demand for 2.3 million square feet of additional
23 industrial/flex space in the study area through 2045.^[3] While the study area's
24 proximity to major transportation corridors benefits all potential land uses, it is
25 particularly advantageous for industrial development. Unlike other uses, industrial
26 projects do not depend on a built-up amenity base or the area's evolution into a
27 suburban mixed-use environment to support large footprints. Instead, new
28 development represents a near-term opportunity—one with significant upside if a
29 large-scale, catalytic user can be attracted, especially in areas outside the primary
30 mixed-use core.

1 In addition to these uses, data centers represent another potential opportunity,
 2 especially near the Burtonsville Substation. Unlike traditional industrial uses, this
 3 use does not rely on typical market-based demand. Careful consideration of
 4 energy and water infrastructure as well preservation of environmental resources
 5 should be factored into data center site analysis and selection.

6
 7 ^[1] RCLCO Real Estate Consulting, Mixed-Use Market Analysis in Support of
 8 Minor Plan Amendment, 2025.

9 ^[2] RCLCO Real Estate Consulting, Mixed-Use Market Analysis in Support of
 10 Minor Plan Amendment, 2025.

11 ^[3] RCLCO Real Estate Consulting, Mixed-Use Market Analysis in Support of
 12 Minor Plan Amendment, 2025.”

13 **MINOR AMENDMENT NUMBER 73**

14
 15 Insert new strategies in support of Policy 1 of the Economic Development section on pp.

16 78:

- 17 • “Rezone the Konterra South property to enable the delivery of large-scale
 18 logistics and distribution uses.
- 19 • Provide buffers and screening, such as landscaping, berms, fences, or walls
 20 between residential and logistics/distribution uses at Konterra South. This may
 21 involve locating the residential uses on the western area of the site, near
 22 existing residential areas, and orienting loading docks away from the existing
 23 residential uses along Gordon Avenue and Benjamin Street.
- 24 • Guide the future location of data centers in the study area, based on the
 25 recommendations of the 2025 Qualified Data Center Task Force Report^[1], as
 26 follows:
 - 27 Consider amending the zoning ordinance to prohibit or strengthen
 28 development standard requirements for data center development in mixed-
 29 use zones such as Town Activity Center and Neighborhood Activity
 30 Center.
 - 31 Consider amending the zoning ordinance to prohibit or strengthen

1 development standard requirements for data center development in
 2 Residential, Rural zones.

3 [1] Prince George’s County, “Qualified Data Centers Task Force Report,”
 4 November 2025.”...

6 **MINOR AMENDMENT NUMBER 74**

7 Repeal a strategy under Policy 3 of the Economic Development section of the Economic
 8 Development, Urban Design and Historic Preservation chapter on pp. 79:

- 9 • “[Rezone the Muirkirk MARC train station site to allow for a variety of uses
 10 at higher densities, as appropriate for a transit-oriented development
 11 location.]”

13 **MINOR AMENDMENT NUMBER 75**

14 Insert new strategies in support of Policy 4 of the Economic Development section of the
 15 Economic Development, Urban Design and Historic Preservation chapter on pp. 79-80:

- 16 • “Consider amending the zoning ordinance primary use table (Sec. 27-5101) to
 17 enable the delivery of large-format entertainment uses by special exception in
 18 the Town Activity Center Core and Edge zones.”
- 19 • Reposition retail...
 20 ...and/or promote an unsafe, low-quality setting.
- 21 • Locate uses such as hotels, wellness services, and retail in proximity to
 22 Fairland Regional Park, as necessary, to support sports tourism.”

24 **MINOR AMENDMENT NUMBER 76**

25 Amend the Background of the Urban Design, US 1 Corridor section of Economic
 26 Development, Urban Design and Historic Preservation chapter on pp. 82:

27 “...To address these challenges, the urban design element provides a variety of
 28 policies and strategies to promote more economically viable, visually appealing
 29 and people-oriented development along the corridor. To remain competitive over
 30 time, portions of the corridor characterized by business parks and employment
 31 uses within the Muirkirk MARC station center may evolve to include a broader

1 mix of complementary uses, including neighborhood-serving amenities, provided
 2 that development patterns, transitions, and connectivity are carefully planned and
 3 integrated.”

4
 5 **MINOR AMENDMENT NUMBER 77**

6 Amend the Fundamental Design Principles of the Urban Design, US 1 Corridor section of
 7 the Economic Development, Urban Design and Historic Preservation chapter on pp. 82:

8 ***Pedestrian-Oriented Design***

9 “...to explore local businesses and public places on foot. Pedestrian-oriented
 10 design should also reinforce connections between employment areas, transit
 11 facilities, parks, and surrounding neighborhoods, in locations near the Muirkirk
 12 MARC station and planned transit investments.”

13
 14 **MINOR AMENDMENT NUMBER 78**

15 Amend the strategies in support of policies and add a new Policy 8 in the Urban Design, US
 16 1 Corridor section of the Economic Development, Urban Design and Historic Preservation
 17 chapter on pp. 84-87:

18 “Policy 2: Enhance the visual quality and identity of the US 1 Corridor through
 19 streetscape improvements.

20 Strategies

- 21 • Provide attractive gateways to the US 1 Corridor at I-495, at the entrance to
 22 Beltsville near BARC (south), at Quimby Avenue (north), at MD 200 (ICC),
 23 Muirkirk MARC station, and at the entrance to the retail area south of Contee
 24 Road.”...

25
 26 “Policy 3: Establish distinct streetscape zones, each with its own unique character,
 27 that correspond with surrounding land use areas (see Map 12).

28 Strategies

- 29 • ... Establish a highly pedestrian-oriented streetscape in the vicinity of the
 30 MARC station/proposed Metrorail station area; clarify vehicle access points to
 31 this area from US 1 and from the [proposed] Intercounty Connector.”...

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“Policy 4: Create a pedestrian- and transit-friendly corridor.

Strategies

- Ensure safe and comfortable pedestrian circulation throughout the planning area through the inclusion of new and improved sidewalks, pedestrian crossings, and other pedestrian amenities on sidewalks. Design intersections and crossings to enhance safety, legibility, and comfort, particularly near the Muirkirk MARC station mixed-use area. Provide buffers between motorized and non-motorized traffic and clearly marked crosswalks.
- Prioritize mixed-use...
- ...Ensure adequate pedestrian-scale lighting throughout the [sector] master plan area.”

“Policy 6: Create a network of trails, open spaces and public focal places with clearly articulated connections, safe pedestrian and bicycle routes, and places for public gatherings.

Strategies

- ...along Indian Creek.
- Coordinate open space and trail investments with redevelopment and infill opportunities around the Muirkirk MARC station to reinforce walkable development patterns and enhance access between employment areas, transit, and surrounding neighborhoods.
- Create a series...”

“Policy 8: Ensure compatible transitions within and around evolving employment areas including the Muirkirk MARC station center and Konterra Business Campus area.

Strategies

- Apply appropriate land use, scale, buffering, and design transitions and preserve the employment nature, in areas where employment and industrial uses may incorporate some residential or neighborhood-serving commercial

1 uses.

- 2 • As required by the zoning ordinance, provide site design that utilizes buffers,
 3 screens, and transitions between new mixed-use or residential uses and
 4 adjacent industrial or employment operations through building orientation,
 5 fencing, setbacks, landscape treatments, and circulation design.
- 6 • Integrate neighborhood-serving commercial uses in mixed-use or
 7 employment-focused developments rather than as isolated strip retail.
- 8 • Strengthen pedestrian, bicycle, and internal circulation connections within
 9 employment areas to support safe access to transit, open space, and nearby
 10 neighborhoods as land use patterns evolve. Prioritize short, compact, walkable
 11 blocks in any future redevelopment.
- 12 • Define streets and public space edges by minimizing the visual dominance of
 13 parking, loading, and service areas and using intentional site design, for
 14 example, locating parking, loading, and service areas to the rear of buildings.
- 15 • Design parking areas and structures to support shared use, long-term
 16 flexibility, and reduced visual impacts along public rights-of-way.
- 17 • Use durable, high-quality materials and architectural articulation that
 18 contribute to long-term value and visual cohesion.
- 19 • Integrate green infrastructure, stormwater management, and preservation of
 20 natural features as visible and functional components of the development
 21 pattern.
- 22 • Preserve and use environmental features, such as stream corridors, wooded
 23 areas, and topography, to inform site layout and contribute to a connected
 24 open space system.
- 25 • Prevent industrial/employment truck cut through traffic on neighborhood/local
 26 streets by fronting and prioritizing primary access to industrial/employment
 27 uses on higher occupancy roadways.”

28

29 **MINOR AMENDMENT NUMBER 79**

30 Amend the Background of the Urban Design, Konterra Town Center East section of the
 31 Economic Development, Urban Design and Historic Preservation chapter on pp. 88:

1 “As part of the preparation of the 2010 Master Plan, Konterra conducted a multi-
 2 meeting Charrette process that involved representation of major civic associations
 3 proximate to the Konterra Subregion I land area.... the District Council (CSP
 4 07003, Preliminary Plan 4-07108 and DSP 08011). Design guidelines were
 5 originally approved with CSP-07003 and were updated for the core area through
 6 DSP-08011.”

MINOR AMENDMENT NUMBER 80

9 Amend the Policies and Strategies of the Urban Design, Konterra Town Center East section
 10 of the Economic Development, Urban Design and Historic Preservation chapter on pp. 88-89:

11 “Policy 1: Promote pedestrian- and transit-oriented design principles.

12 Strategies

- 13 • ...[Establish]Consider the use of arterial streets as one-way couplets at the
 14 edges of the town center, where applicable, to promote pedestrian
 15 improvements and ensure ease of traffic movement within the town center.
- 16 • Incorporate a network of open space, trails and placemaking infrastructure
 17 that link activity and residential pods with surrounding uses.
- 18 • Establish interconnected street networks that reduce reliance on single access
 19 points and limit excessive curb cuts.
- 20 • Design intersections and crossings to enhance safety, legibility, and comfort,
 21 particularly near mixed-use areas and transit-served locations. Provide buffers
 22 between motorized and non-motorized traffic and clearly marked crosswalks.”

23
 24 “Policy 2: Create a sense of place that encourages a 24 hour environment by
 25 integrating urban design concepts with elements of placemaking.

26 Strategies

- 27 • ...Integrate moderate- and high-density housing within the core town center,
 28 [and surrounding the core commercial area.]”
- 29 • Ensure that the configuration of shops in the town center balances pedestrian
 30 and auto comfort, visibility, and accessibility.
- 31 • Encourage architectural design that reinforces and vitalizes streets and public

1 spaces, by providing an ordered variety of entries, windows, bays, and
2 balconies along public ways. Emphasize ground-level transparency,
3 prominent entrances, and pedestrian-oriented architectural detailing.

- 4 • Promote the use of greens and plazas as prominent civic components in
5 appropriate areas throughout the town center core. Site these public focal and
6 neighborhood gathering places in visible and accessible locations and provide
7 opportunities for flexible programming, temporary activation, and community
8 events.
- 9 • Regional office and commercial uses often require large surface parking areas.
10 Due to concerns with sustainability and water [qualify]quality, these situations
11 should be evaluated and limited, where appropriate, acknowledging the need
12 to meet the requirements of the market. Breaking large lots into smaller blocks
13 or with plantings will visually enhance the parking areas.
- 14 • Frame streets and public spaces with buildings that establish a defined street
15 edge, activate the public realm, and minimize the visual dominance of
16 parking, loading, and service areas.
- 17 • Use coordinated streetscape elements—including street trees, lighting,
18 signage, furnishings, and paving—to establish recognizable districts and
19 gateways.
- 20 • Provide gradual transitions in height, massing, and intensity between the
21 mixed-use center and the employment areas and adjacent residential
22 neighborhoods across Virginia Mannor Road/Konterra Drive.
- 23 • Design parking areas and structures to support shared use, long-term
24 flexibility, and reduced visual impacts along public rights-of-way.
- 25 • Use durable, high-quality materials and architectural articulation that
26 contribute to long-term value and visual cohesion.
- 27 • Integrate green infrastructure, stormwater management, and preservation of
28 natural features as visible and functional components of the development
29 pattern.
- 30 • Preserve and use environmental features, such as the Ammendale Branch and
31 Scotch Run stream corridors, wooded areas, and topography, to inform site

1 layout and contribute to a connected open space system.”
 2

3 **MINOR AMENDMENT NUMBER 81**

4 Amend the Vision and Background of the Urban Design, Konterra Town Center West
 5 section of the Economic Development, Urban Design and Historic Preservation chapter on pp.
 6 90:

7 ***Vision***

8 “Konterra Town Center West, acts as a transition from the higher-density, urban
 9 core at Konterra Town Center East and is distinguished by a lower density [than
 10 Konterra Town Center East], with a carefully cultivated diversity of uses. The
 11 unique mix of uses in close proximity creates a synergistic, sustainable urban
 12 community with a cohesive and identifiable presence along the I-95 corridor and
 13 internal streets.”...

14
 15 ***Background***

16 “...Konterra Town Center West’s mixed use will be less vertically integrated than
 17 Konterra Town Center East, but will still allow for a variety of office, residential,
 18 hotel, civic, and commercial components. [Larger retailers, including non-
 19 traditional department stores] Lower-rise commercial uses, whose size and/or
 20 surface parking requirements are inconsistent with Town Center East’s character,
 21 can be integrated into a more linear design character within Town Center West by
 22 implementing elements that limit or buffer parking field visibility from I-95.....

23 ...from the centers of Konterra Town Center East and West more plausible.

24 Konterra West is located immediately west of I-95 and north of MD 200. The
 25 property is divided by an existing utility right-of-way, which creates two distinct
 26 development areas within the site. The portion of the property adjacent to I-95 is
 27 appropriate for a mix of commercial, employment, and other uses that benefit
 28 from regional visibility and access. Development in this area should be designed
 29 to reinforce the overall mixed-use framework of the Town Center while
 30 minimizing visual and functional impacts on surrounding areas. The western

1 portion of Konterra West may accommodate a range of residential and
 2 complementary uses at a lower overall intensity than Konterra East. Residential
 3 uses should be predominantly single-family detached housing. Development in
 4 this area should provide appropriate transitions in scale, incorporate open space
 5 and multimodal connections, and contribute to a balanced land use pattern within
 6 the broader Town Center. The property owner has previously dedicated land for
 7 public park purposes, which will contribute to the broader park and open space
 8 framework serving the Subregion.”

10 **MINOR AMENDMENT NUMBER 82**

11 Insert a new goal after the existing goals in the Urban Design, Konterra Town Center West
 12 section of the Economic Development, Urban Design and Historic Preservation chapter on pp.
 13 90:

14 “...and other gathering places).

- 15 • Appropriate mix of uses including residential, office, commercial to be
 16 envisioned and delivered in the context of the larger Konterra project.”

18 **MINOR AMENDMENT NUMBER 83**

19 Amend the Policies and Strategies of the Urban Design, Konterra Town Center West
 20 section of the Economic Development, Urban Design and Historic Preservation chapter on pp.
 21 90-91:

22 “Policy 1: Promote pedestrian- and transit-oriented design principles.

23 Strategies

- 24 • Establish a pattern of streets and blocks, scaled to the needs of pedestrians by
 25 minimizing large-sized blocks, dead end streets, single access points,
 26 excessive curb cuts, and culs-de-sac.”...
 27 ...within the town center.
- 28 • Create direct, visible, and safe pedestrian and bicycle routes linking
 29 neighborhoods, transit facilities, employment areas, parks, schools, and
 30 commercial destinations including Konterra Town Center East and Muirkirk
 31 MARC station. Provide buffers between motorized and non-motorized traffic

1 and clearly marked crosswalks.

- 2 • Design intersections and crossings to enhance safety, legibility, and comfort.
- 3 • Use major trails or green corridors, where appropriate, as organizing spines
- 4 that frame development areas and reinforce east–west and north–south
- 5 connectivity.”

6

7 “Policy 2: Create a sense of place by integrating urban design concepts with

8 elements of placemaking.

9 Strategies

- 10 • ...Ensure that buildings reinforce and vitalize streets and public spaces, by
- 11 providing an ordered variety of entries, windows, bays, and balconies along
- 12 public ways. Frame streets and public spaces with buildings that establish a
- 13 defined street edge and activate the public realm.
- 14 • Promote the use of greens and plazas as prominent civic components to core
- 15 commercial areas that allows for flexible programming, temporary activation,
- 16 and community events.
- 17 • Provide gateway features, unique architecture, and community focal points.
- 18 • Use coordinated streetscape elements—including street trees, lighting,
- 19 signage, furnishings, and paving—to establish recognizable core and edge
- 20 areas and gateways.
- 21 • Provide gradual transitions in height, massing, and intensity between mixed-
- 22 use areas east of the power lines and adjacent residential neighborhoods west
- 23 of the power lines.
- 24 • Locate buildings to define streets and public spaces while minimizing the
- 25 visual dominance of parking, loading, and service areas.
- 26 • Design parking areas and structures to support shared use, long-term
- 27 flexibility, and reduced visual impacts along public rights-of-way.
- 28 • Use durable, high-quality materials and architectural articulation that
- 29 contribute to long-term value and visual cohesion.
- 30 • Integrate green infrastructure, stormwater management, and preservation of
- 31 natural features as visible and functional components of the development

1 pattern.

- 2 • Preserve and use environmental features, such as stream corridors, wooded
 3 areas, and topography, to inform site layout and contribute to a connected
 4 open space system.”

5
 6 **MINOR AMENDMENT NUMBER 84**

7 Amend the 2. Mixed-Use Core and Commercial Buildings and Regional Retail Intent paragraph
 8 of the Design Guidelines sub-section in the Urban Design section of the Economic Development,
 9 Urban Design and Historic Preservation chapter on pp. 93:

10 “...Town Center West is designated as a regional retail destination, providing a
 11 variety of large-scale retail anchors (freestanding and attached); ancillary shops;
 12 and restaurants, including [drive-through and] outside dining. Innovative design
 13 of parking areas will be necessary to accommodate some large retailers.”

14
 15 **MINOR AMENDMENT NUMBER 85**

16 Insert a new Konterra South sub-section after the Konterra Town Center West sub-section
 17 in the Urban Design section of the Economic Development, Urban Design and Historic
 18 Preservation chapter on pp. 100:

19 **“KONTERRA SOUTH**

20 **Vision**

21 Konterra South is an identifiable employment, logistics and warehousing node
 22 along the I-95 corridor with ancillary retail and residential uses. Compared to
 23 Konterra Town Center East, the mix of uses is less vertically integrated and
 24 instead broken into smaller lots with appropriate buffers and stormwater
 25 management facilities. An internal vehicle network and large parking expanses
 26 are shielded from the public roadway.

27 **Background**

28 Konterra South is bordered by I-95 on the west, Virginia Manor Road on the east
 29 and Ammendale Road MD Route 212) to the south. It is also bordered to the north
 30 by MD 200 (the ICC). The property is approximately 350 acres and was formerly

1 used as a sand and gravel mining operation. The property is currently in the RR
 2 zone and is immediately adjacent to industrial uses on the east and south. The
 3 property contains a wooded area which operates as a buffer to the existing single-
 4 family detached housing located to the west.

5 Policy 1: Establish land use, connectivity, and open space strategies in Konterra
 6 South that support coordinated growth, appropriate transitions, and long-term
 7 integration with the Town Center and surrounding areas.

8 Strategies

- 9 • Mix industrial and employment uses, neighborhood-serving commercial, and
 10 residential development, with appropriate buffering and transitions in height,
 11 massing, and intensity both within Konterra South and to adjacent areas.
- 12 • Establish a connected framework of streets, trails, and shared-use paths
 13 through Konterra South to improve east–west and north–south connectivity
 14 between neighborhoods, parks, and activity areas. Integrate trails, sidewalks,
 15 and internal streets into a cohesive multimodal system rather than treating
 16 them as separate facilities. Prioritize short, compact, walkable blocks, limiting
 17 single access points and excessive curb cuts. Provide buffers between
 18 motorized and non-motorized traffic and clearly marked crosswalks.
- 19 • Preserve and use environmental features, such as stream corridors, wooded
 20 areas, and topography, to inform site layout and contribute to a connected
 21 open space system. Use major trails or green corridors, where appropriate, as
 22 organizing spines that frame development areas and reinforce east–west and
 23 north–south connectivity.
- 24 • Use coordinated streetscape elements—including street trees, lighting,
 25 signage, furnishings, and paving—to establish recognizable districts and
 26 gateways.
- 27 • Provide gradual transitions in height, massing, and intensity between mixed-
 28 use centers, employment areas, and adjacent residential neighborhoods.

- 1 • Locate buildings to define streets and public spaces while minimizing the
2 visual dominance of parking, loading, and service areas.
- 3 • Design parking areas and structures to support shared use, long-term
4 flexibility, and reduced visual impacts along public rights-of-way.
- 5 • Use durable, high-quality materials and architectural articulation that
6 contribute to long-term value and visual cohesion.
- 7 • Integrate green infrastructure, stormwater management, and preservation of
8 natural features as visible and functional components of the development
9 pattern.

10 **Design Guidelines**

11 **Access and Circulation**

12 Konterra South will be served by a coordinated access and circulation framework
13 consistent with the Master Plan of Transportation. Access points along planned
14 roadways should be designed to balance regional connectivity with safe and
15 efficient internal circulation. An internal street network should distribute traffic
16 appropriately and support future development patterns while minimizing conflicts
17 with surrounding areas.

18 A connected pedestrian and trail system should complement the vehicular
19 network and provide safe, direct connections between development areas, open
20 spaces, and surrounding neighborhoods. Pedestrian infrastructure should be
21 integrated into the overall street design and not function as an afterthought.

22 **Parking**

23 Access to individual lots should generally occur from an internal street network in
24 order to limit curb cuts along major roadways. Parking areas should be designed
25 to minimize visual impacts from public rights-of-way through the use of
26 landscaping, grading, berming, and thoughtful building placement.

27 Surface parking should be organized to support safe circulation and incorporate
28 landscape elements that provide shade, screening, and visual buffering. Over time,

1 parking design should allow flexibility for shared parking or reconfiguration as
2 development patterns evolve.

3 **Open Space and Landscape**

4 Open space within Konterra South should reinforce natural features and
5 contribute to a connected green framework. Stream corridors, healthy woodlands,
6 and environmentally sensitive areas should be preserved and integrated into a
7 broader open space system that supports recreation, stormwater management, and
8 habitat protection.

9 Landscaping along public rights-of-way should establish a cohesive identity and
10 enhance the visual quality of the area. Street trees, planting areas, and landscaped
11 setbacks should contribute to a unified character while maintaining flexibility for
12 different development types.

13 Major entrances should be designed to create a clear sense of arrival through
14 coordinated signage, planting, and site design elements.

15 **Building Placement and Site Design**

16 Natural features, including stream corridors and topography, should inform the
17 location of internal streets and building areas. Site grading should be minimized
18 in steep areas where feasible, and development should respond to existing
19 landforms.

20 Buildings should be positioned to frame streets, reinforce internal circulation, and
21 create a cohesive campus-like or mixed-use environment, depending on ultimate
22 development patterns. Materials and architectural design should contribute to a
23 consistent and high-quality image.

24 Loading and service areas should be oriented and screened to reduce visibility
25 from public streets and adjacent properties.

26 Emphasize ground-level transparency, prominent entrances, and pedestrian-
27 oriented architectural detailing.

28 **Implementation Framework**

1 Future zoning and development approvals should support the realization of these
2 design principles while maintaining a certain degree of flexibility to respond to
3 evolving market conditions and infrastructure capacity. Land use and zoning tools
4 should be evaluated to ensure consistency with the overall Town Center
5 framework and adjacent properties.”

6 **MINOR AMENDMENT NUMBER 86**

7 Amend the Councilmanic District 1 sub-section paragraph of the Beltsville sub-section of
8 the Living Areas chapter on pp. 111:

9 “Councilmanic District 1

10 Major Subdivisions: [Applewalk,] Ammendale, Beltsville Heights, Chestnut
11 Hills, Eleven Acres, Fleetwood Estates, Forest Farm, Franklin Farms, Home
12 Acres, Melclare Manor, Montpelier Condos, Montgomery Estates, Rocky Acres.
13 Neighborhood Organizations: Cross Creek Community[, Gunpowder Citizens
14 Association].”

15
16 **MINOR AMENDMENT NUMBER 87**

17 Amend the Major Issues and Concerns sub-section paragraph of the Beltsville sub-section
18 of the Living Areas chapter on pp. 114:

19 “Issue: Public Facilities

20 Concern

21 • Some of the school facilities are overcrowded and poorly maintained. [In
22 addition, there are some outdated community trails and park play equipment in
23 South Laurel.] Residents would like to see more open space.”

24
25 **MINOR AMENDMENT NUMBER 88**

26 Repeal and insert new Major Policies and Strategies with the Beltsville sub-section of the
27 Living Areas chapter on pp. 114:

28 “Policy: Preserve and Maintain Living Environment

29 ...in areas not zoned for such uses.

30 • Rezone property at 12011 Old Gunpowder Road (formerly the Spicknall

1 Farm), on the north side of MD 212 (Ammendale Road) approximately less
 2 than a quarter mile east of the intersection with Old Gunpowder Road, to
 3 reconcile split zoning.

4 •Consider rezoning the property at 4320 Ammendale Road to the Residential,
 5 Rural (RR) zone so any future redevelopment of the site matches the character
 6 of surrounding uses. The existing religious institution use, previously an office
 7 building, has been in operation since 1997.

8 Policy: Preserve and Maintain Natural Environment

9 ... from future development.

10 • Preserve as much of the natural environment as possible, provide for a trail
 11 system that links with the surrounding network, and seek the provision of land for
 12 park and recreation activities on the property located at 12011 Old Gunpowder
 13 Road (formerly the Spicknall Farm).

14 [• Preserve the existing agricultural and open space character and assets on the 73-
 15 acre Turkey Flight LLC (TMG: 012F2, Parcel 12) property and the 5.6-acre and
 16 1.9-acre Spicknall (TMG: 012F1, Parcels 6 and 7 respectively) properties by
 17 encouraging the use of the R-R Zone clustering subdivision techniques and/or the
 18 potential Transfer of Development Rights (TDR) tool to maintain a large part of
 19 or the entire properties for agricultural use and open space.]...

20 Policy: Promote Economic Development

21 Strategy

22 • Rezone property at the northwest corner of MD 212 (Ammendale Road) and
 23 Old Gunpowder Road (the Tidler-Wardlaw properties) to accommodate
 24 employment uses such as a logistics facility to take advantage of access to
 25 regional transportation facilities.”

26
 27 **MINOR AMENDMENT NUMBER 89**

28 Insert new strategy with the Calverton sub-section of the Living Areas chapter on pp. 117:
 29 “public loans and tax breaks.

1 • Encourage commercial property landowners of the Calverton Shopping Center
 2 and surroundings to evaluate redevelopment opportunities.”
 3

4 **MINOR AMENDMENT NUMBER 90**

5 Amend the Councilmanic District 1 sub-section paragraph and insert previously misplaced
 6 descriptive text in Residential sub-section of the Gunpowder section of the Living Areas chapter
 7 on pp. 118:

8 “Councilmanic District 1

9 Major Subdivisions: Cross Creek Community, Greencastle Manor, Gunpowder.

10 Neighborhood Organizations: Cross Creek Community[, Gunpowder Citizens
 11 Association].

12 Major Land Uses

13 Residential

14 ...The residentially zoned Gould properties west of Konterra Town Center West
 15 may include different single family product type with a density yield comparable
 16 to the adopted R-R zoning.

17 The Konterra properties totaling approximately 344 acres, situated west of the
 18 PEPCO right-of-way and east of Old Gunpowder Road contain parcels of
 19 residentially zoned land. This area includes land situated south of Route 198, on
 20 the east side of Old Gunpowder Road up to the borders of Greencastle and the
 21 ICC. The conceptual plan produced by the 2006 Konterra Charrette, proposed
 22 mixed residential and low density residential for this area. As a part of Konterra
 23 Town Center East subdivision approval (Preliminary Plan 4-07108),
 24 approximately 41 acres of this RR zoned land will be dedicated for parkland. The
 25 M-NCPPC Capital Budget contains funding for a park development project on
 26 this site. The parkland is strategically situated adjacent to the existing Fairland
 27 Regional Park south of Van Dusen and east of Old Gunpowder Road. A mixed,
 28 low density residential development pattern has been established for the area as a
 29 result of the recent approval of the Fairland Park Residential community situated

1 north of the Regional Park and Gunpowder Golf Course on the west side of Old
 2 Gunpowder Road. The Fairland Park Residential community, while maintaining
 3 an RR Zone density, included single-family attached and detached lots through
 4 the use of the conservation subdivision process. The parcels on the east side of
 5 Old Gunpowder Road should have a similar mixed, low density residential
 6 development pattern that could include a mixture of single-family lots (attached
 7 and detached) while providing a density consistent with an RR Zone yield (the
 8 density yield could be consistent with R-80 zoned development if inclusive of any
 9 parkland/school dedication or acquisition pursuant to an agreement with M-
 10 NCPPC on dedication and acquisition). This development pattern could be
 11 achieved pursuant to comprehensive design zone or as the result of changes to the
 12 Zoning Ordinance.

13 The transportation infrastructure for the northern part of Subregion I, proximate to
 14 Konterra, as shown on the transportation system map, denotes the potential
 15 realignment of Old Gunpowder Road to the east away from the I-2 industrial
 16 properties north of Minnick Road. The potential realignment (also shown in the
 17 2006 Konterra Conceptual Plan) directs thru traffic away from the existing
 18 industrial properties (potentially creating a cul-de-sac at those properties) and
 19 moves the alignment southeasterly through the existing Konterra properties. If
 20 this is realignment occurs, the potential exists to create a neighborhood shopping
 21 center and including public safety facilities on the western side of the realigned
 22 Old Gunpowder Road as shown on the Konterra Conceptual Plan. Such amenities
 23 could serve much of the existing and future residential communities along Old
 24 Gunpowder Road, reduce convenience/household shopping trips onto Route 198,
 25 and concurrently create an enhanced road character away from the industrial
 26 development.

27 Residential density lost as a result of land conveyed or dedicated for public
 28 use...”

MINOR AMENDMENT NUMBER 91

31 Amend the strategy of the Repair and Maintain Roads policy in the Gunpowder section of the

1 Living Areas chapter on pp. 121:

2 “...along Greencastle Road.

- 3 • Explore the feasibility of [E]extending Briggs Chaney Road to Muirkirk Road,
- 4 over I-95.”

5

6 **MINOR AMENDMENT NUMBER 92**

7 Remove previously misplaced descriptive text in Residential sub-section of North Beltsville
8 section of the Living Areas chapter on pp.123:

9 “...Konterra Town Center West will provide horizontal mixed-use development
10 surrounded by lower-density, single-family homes, and open space.

11 [The Konterra properties totaling approximately 344 acres, situated west of the
12 PEPCO right of way and east of Old Gunpowder Road contain parcels of
13 residentially zoned land. This area includes land situated south of Route 198, on
14 the east side of Old Gunpowder Road up to the borders of Greencastle and the
15 ICC. The conceptual plan produced by the 2006 Konterra Charrette, proposed
16 mixed residential and low density residential for this area. As a part of Konterra
17 Town Center East subdivision approval (Preliminary Plan 4-07108),
18 approximately 41 acres of this R-R zoned land will be dedicated for parkland. The
19 M-NCPPC Capital Budget contains funding for a park development project on
20 this site. The parkland is strategically situated adjacent to the existing Fairland
21 Regional Park south of Van Dusen and east of Old Gunpowder Road. A mixed,
22 low density residential development pattern has been established for the area as
23 a result of the recent approval of the Fairland Park Residential community situated
24 north of the Regional Park and Gunpowder Golf Course on the west side of Old
25 Gunpowder Road. The Fairland Park Residential community, while maintaining
26 an R-R Zone density, included single-family attached and detached lots through
27 the use of the conservation subdivision process. The parcels on the east side of
28 Old Gunpowder Road should have a similar mixed, low density residential
29 development pattern that could include a mixture of single-family lots (attached
30 and detached) while providing a density consistent with an R-R Zone yield (the
31 density yield could be consistent with R-80 zoned development if inclusive of any

1 parkland/school dedication or acquisition pursuant to an agreement with M-
 2 NCPPC on dedication and acquisition). This development pattern could be
 3 achieved pursuant to comprehensive design zone or as the result of changes to the
 4 Zoning Ordinance.

5 The transportation infrastructure for the northern part of Subregion I, proximate to
 6 Konterra, as shown on the transportation system map, denotes the potential
 7 realignment of Old Gunpowder Road to the east away from the I-2 industrial
 8 properties north of Minnick Road. The potential realignment (also shown in the
 9 2006 Konterra Conceptual Plan) directs thru traffic away from the existing
 10 industrial properties (potentially creating a cul-de-sac at those properties) and
 11 moves the alignment southeasterly through the existing Konterra properties. If
 12 this is realignment occurs, the potential exists to create a neighborhood shopping
 13 center and including public safety facilities on the western side of the realigned
 14 Old Gunpowder Road as shown on the Konterra Conceptual Plan. Such amenities
 15 could serve much of the existing and future residential communities along Old
 16 Gunpowder Road, reduce convenience/household shopping trips onto Route 198,
 17 and concurrently create an enhanced road character away from the industrial
 18 development.]”

19 20 **MINOR AMENDMENT NUMBER 93**

21 Repeal and insert strategies of the Improve and Maintain Public Facilities policy in the
 22 Gunpowder section of the Living Areas chapter on pp. 121:

23 “Policy: Improve and Maintain Public Facilities
 24 Strategy

25 [• Preserve the Gunpowder Golf Course to ensure that it continues to exist as a
 26 county facility available to the public by coordinating with Montgomery County
 27 to determine a workable solution for revenue and operational issues.]

28 • Improve Fairland Regional Park by maintaining the forest coverage along
 29 existing streams, resolving accessibility challenges, and ensuring a quality park
 30 experience that includes passive and active recreational uses (e.g., golf, tennis,
 31 hiking, and biking) that align with the goals of the Department of Park and

1 Recreation's Formula 2040.”

2
3 **MINOR AMENDMENT NUMBER 94**

4 Revise the Commercial/Industrial sub-section of the North Beltsville section of the Living
5 Areas chapter on pp. 123-124:

6 “...could be developed as an institutional, industrial, or commercial “campus”
7 with ancillary retail and residential uses. While presently zoned...or corporate use.
8 Due to the changed economic conditions since the 2010 Master Plan, Konterra
9 South should be considered as a potential employment park and placed in the IE
10 Zone.

11 However, rezoning should only be allowed for a signature development project
12 that maximizes the proximity to I-95 and the ICC. For example, such a project
13 [w]ould be a major institutional use, government facility, office park campus of a
14 major corporation, etc. [The preferred zone for such a rezoning likely would be
15 the I-3 Zone.] Any future rezoning... Martin Luther King, Jr. Middle School. If
16 Konterra South develops as an employment park, consideration would need to be
17 given to where to locate parkland and/or school sites to serve the area.”

18
19 **MINOR AMENDMENT NUMBER 95**

20 Insert new Major Policies and Strategies with the North Beltsville sub-section of the Living
21 Areas chapter on pp. 126:

22 Policy: Medical Services

23 Strategies

- 24 • Construct supporting medical office and other uses in the vicinity of the
25 University of Maryland Laurel Medical Center.
26 • Incorporate a senior housing component into future residential development,
27 especially in the vicinity of the University of Maryland Laurel Medical Center, to
28 facilitate aging in place and easier access to medical services.

29
30 **MINOR AMENDMENT NUMBER 96**

31 Amend the Strategies of the Vansville section of the Living Areas chapter on pp. 138:

1 “Policy: Preserve and Maintain Living Environment
2 Strategy

3 • Establish guidelines that ensure that new development is compatible with the
4 current character of the neighborhood particularly where redevelopment occurs
5 near the Muirkirk MARC station and the Brickyard area, and provide appropriate
6 transitions between uses in scale, height, and intensity.”...

7 “Policy: Repair and Maintain Roads”

8 ... at Muirkirk Road and Kenilworth Avenue.

9 • Add multimodal facilities on urban center streets connecting the Muirkirk
10 MARC station to Konterra Town Center East. ...

11 “Policy: Encourage Economic Development”

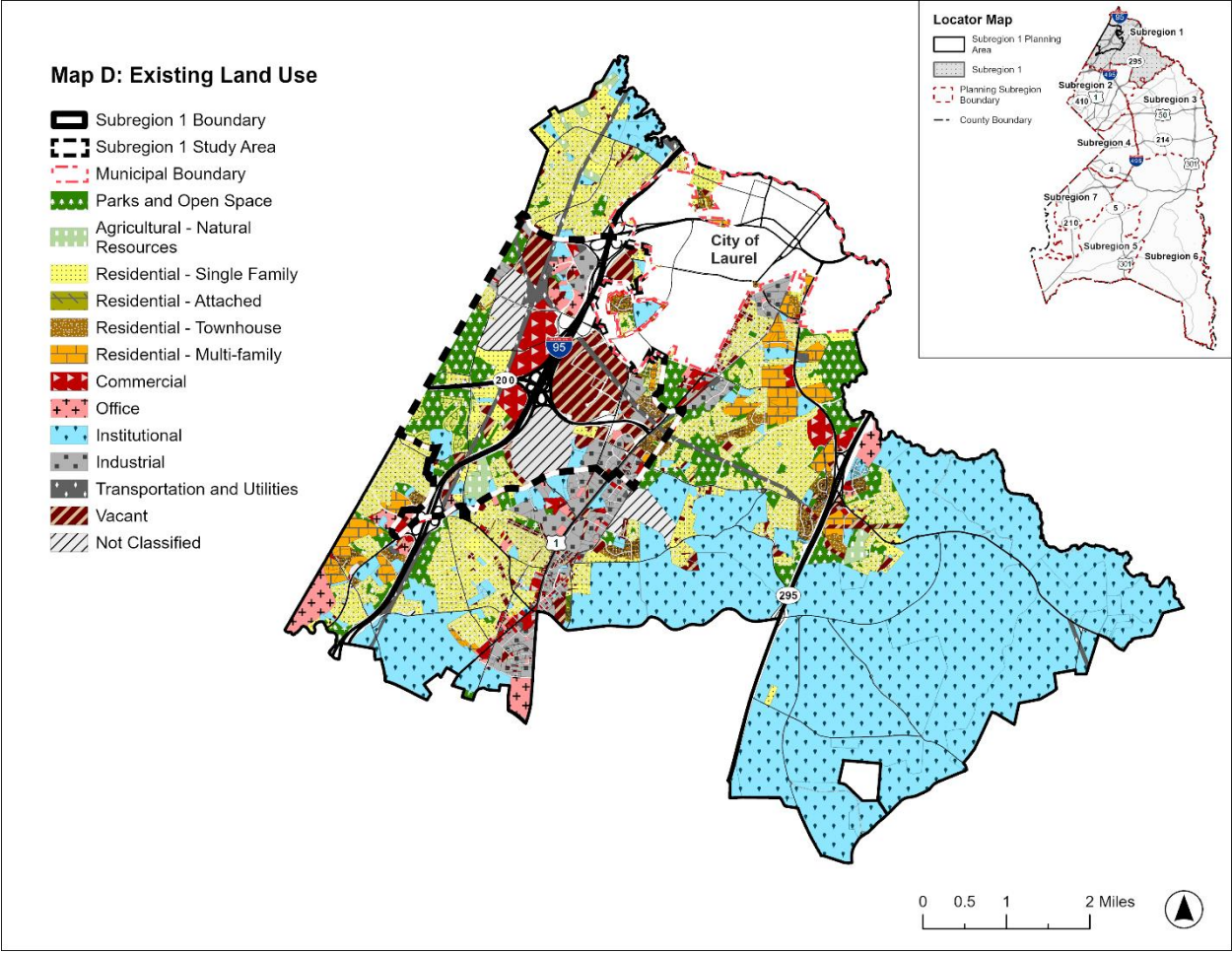
12 ...county government loans and tax breaks.

13 • Develop the Muirkirk MARC station parking lot area into a mix of high-density
14 uses, as appropriate for a transit-oriented location.”

15
16 **MINOR AMENDMENT NUMBER 97**

17 Insert a new map before Map 13 on pp. 160:

18 Map D: Existing Land Use for Subregion 1



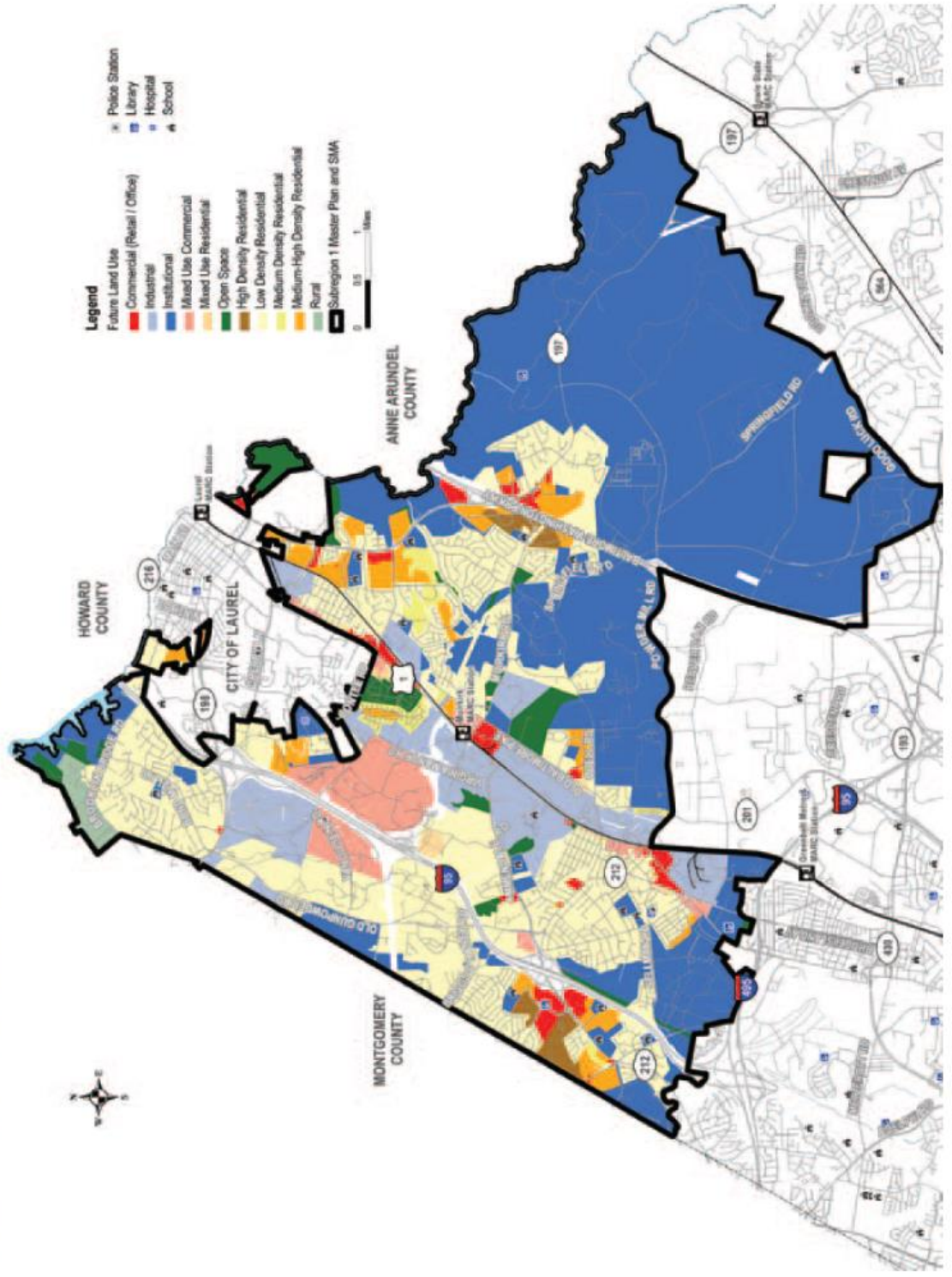
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MINOR AMENDMENT NUMBER 98

Replace Map 13: Approved Future Land Use for Subregion 1 on pp. 160:

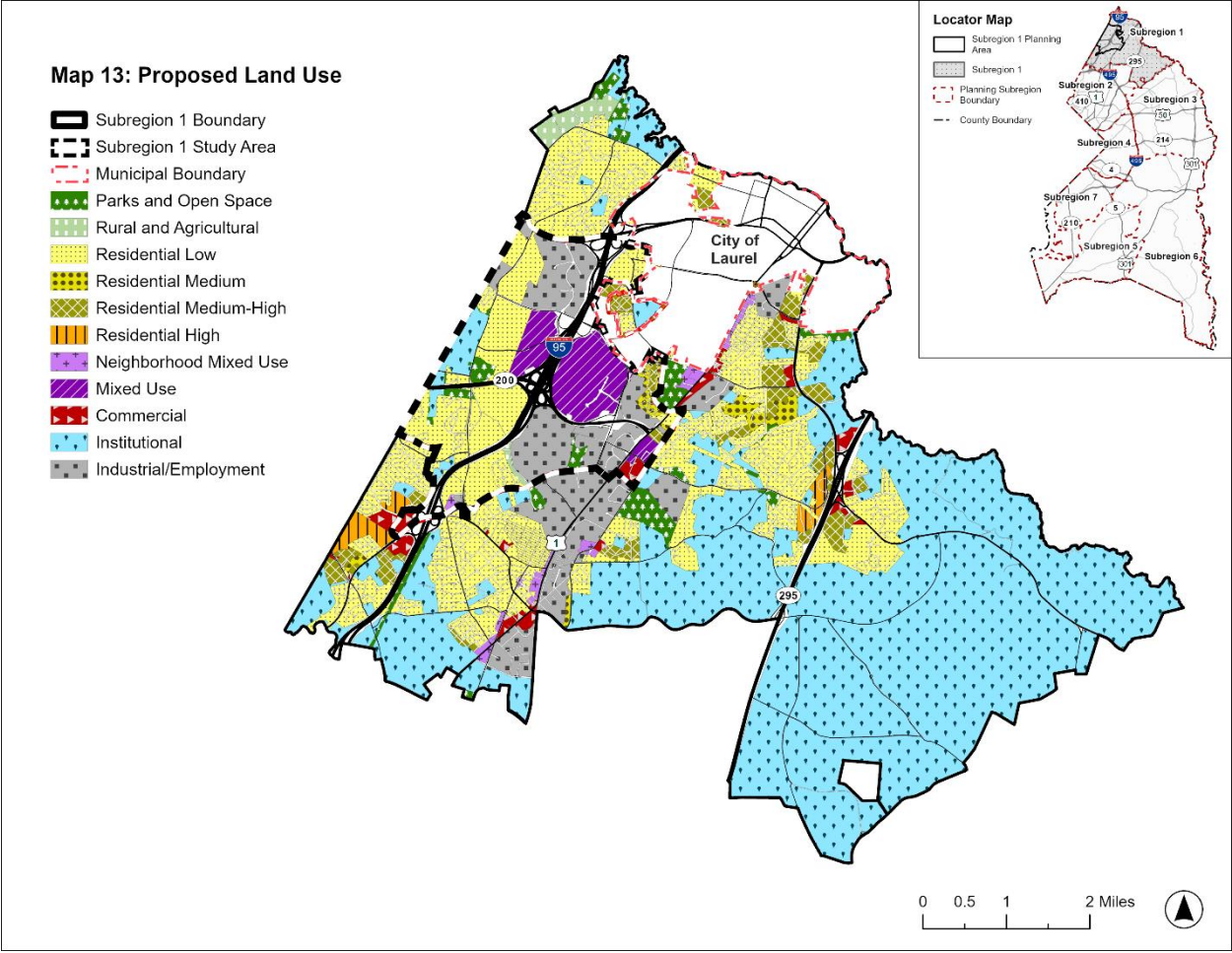
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Map 13: Approved Future Land Use for Subregion 1



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MINOR AMENDMENT NUMBER 99

Insert a new table after Map 13 on pp. 161:

Table I: Future Land Use Categories

<u>Color</u>	<u>Designation</u>	<u>Description</u>	<u>Density (Dwelling Units Per Acre)</u>
	<u>Mixed-Use</u>	<u>Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e., commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another. Large-scale mixed-use development should be limited to designated Centers and other areas where it currently exists.</u>	<u>Based on Center</u>
	<u>Neighborhood Mixed-Use</u>	<u>Traditional retail/shopping areas that are transitioning to a mix of residential, shopping, eating, and drinking, and other neighborhood-serving amenities. Neighborhood Mixed-Use areas are located outside of designated Centers, often along arterial roadways and at key intersections and interchanges.</u>	<u>(≤48)</u>

<u>Color</u>	<u>Designation</u>	<u>Description</u>	<u>Density (Dwelling Units Per Acre)</u>
	<u>Commercial</u>	<u>Retail and business areas, including employment uses, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial.</u>	<u>N/A</u>
	<u>Industrial/Employment</u>	<u>Manufacturing and industrial parks, warehouses, and distribution. May include other employment, such as office and services.</u>	<u>N/A</u>
	<u>Institutional</u>	<u>Uses such as military installations, hospitals, sewage treatment plants, and schools.</u>	<u>N/A</u>
	<u>Residential High</u>	<u>Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments</u>	<u>(>20)</u>
	<u>Residential Medium-High</u>	<u>Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.</u>	<u>(> 8 and </= 20)</u>
	<u>Residential Medium</u>	<u>Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).</u>	<u>(> 3.5 and </= 8)</u>

<u>Color</u>	<u>Designation</u>	<u>Description</u>	<u>Density (Dwelling Units Per Acre)</u>
	<u>Residential Low</u>	<u>Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.</u>	<u>(> 0.5 and <= 3.5)</u>
	<u>Rural and Agricultural</u>	<u>Low-density residential uses with areas of agricultural and forestry production. Agricultural land (cropland, pasture, farm fields), forest, and very low-density residential.</u>	<u>(<= 0.5)</u>
	<u>Parks and Open Space</u>	<u>Parks and recreation areas, publicly owned open space (federal, state, county, municipal, and M-NCPPC), and privately owned open space.</u>	<u>N/A</u>

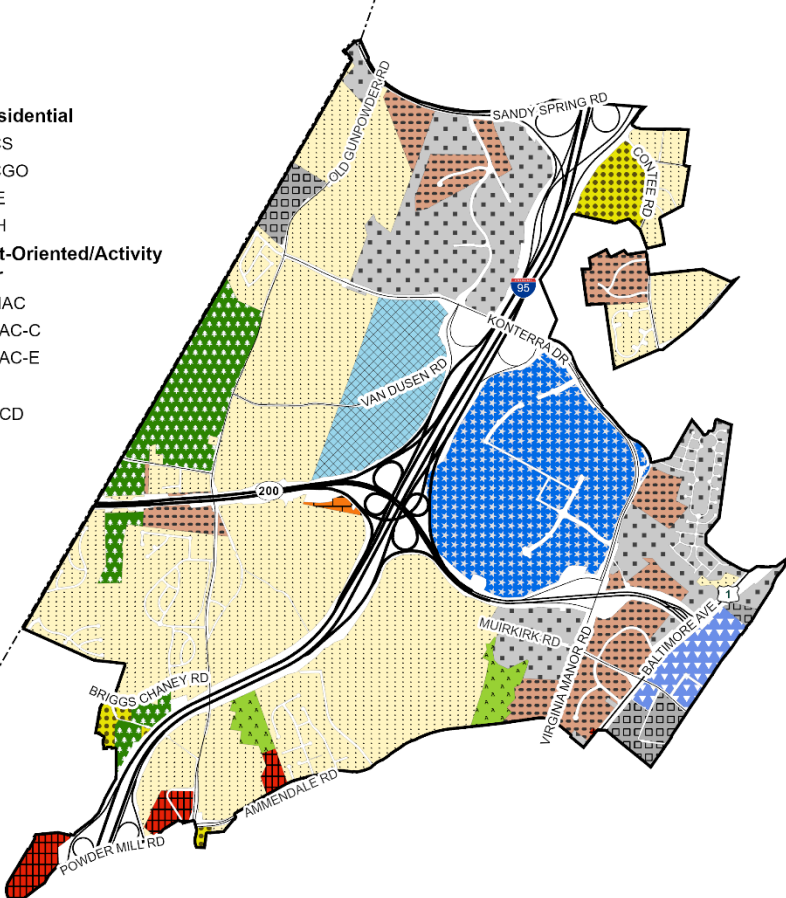
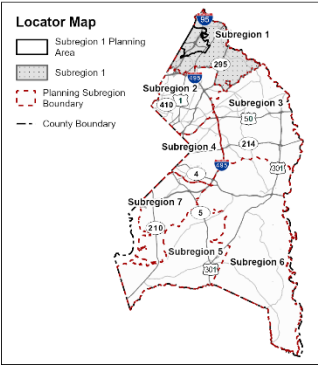
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MINOR AMENDMENT NUMBER 100

Insert new Map 14A: 2026 Minor Plan Amendment Existing Zoning after Map 14 on pp. 162.

Map 14A: Existing Zoning

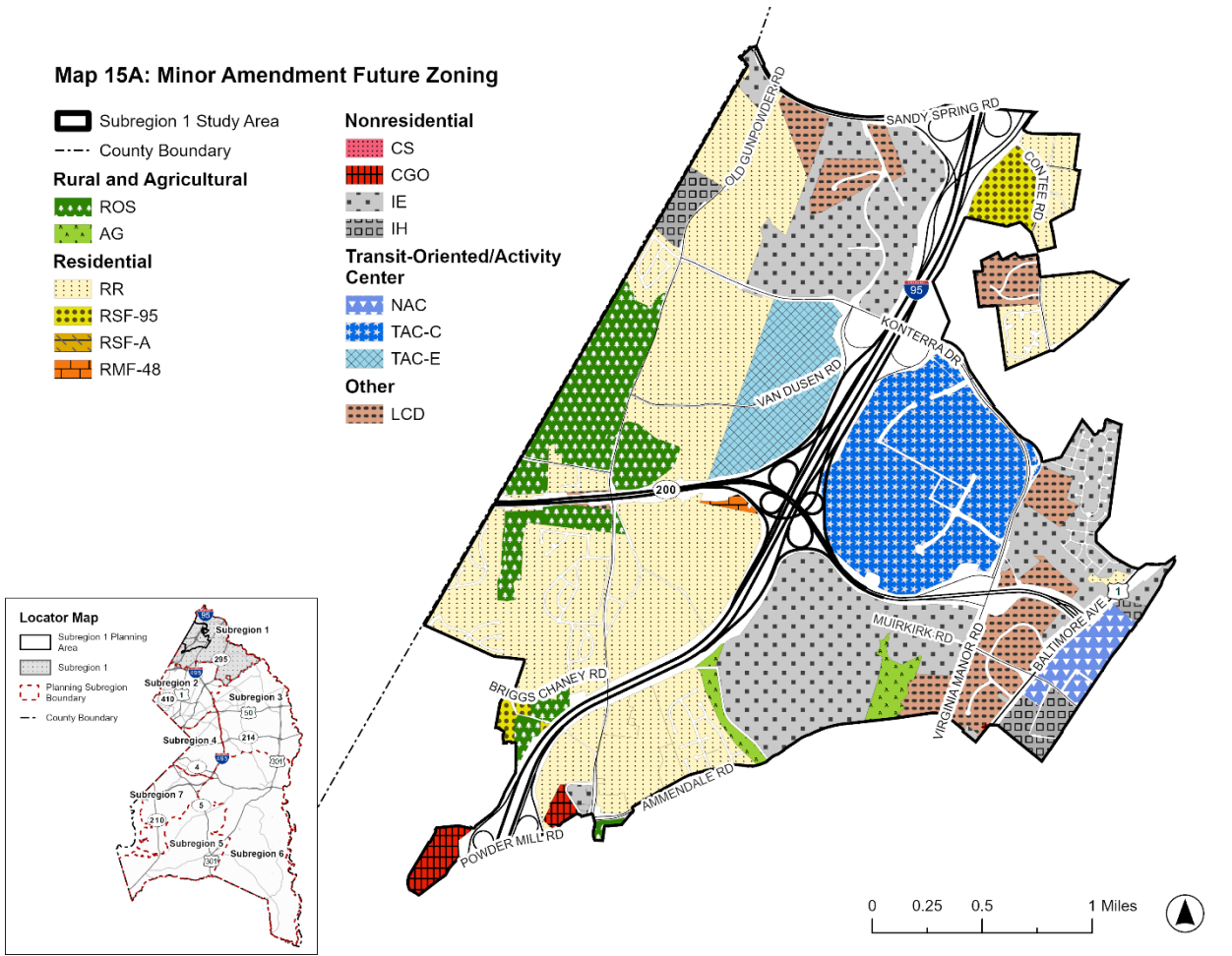
- Subregion 1 Study Area
- County Boundary
- Rural and Agricultural**
 - ROS
 - AG
- Residential**
 - RR
 - RSF-95
 - RSF-A
 - RMF-48
- Nonresidential**
 - CS
 - CGO
 - IE
 - IH
- Transit-Oriented/Activity Center**
 - NAC
 - TAC-C
 - TAC-E
- Other**
 - LCD



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MINOR AMENDMENT NUMBER 101

Insert new Map 15A: 2026 Minor Plan Amendment Approved Zoning after Map 15 on pp. 163.



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BE IT FURTHER RESOLVED that the Prince George’s County Planning Department shall recommend, if necessary, specific amendments to the text, maps, and graphics of the 2010 Master Plan and, if necessary, the County Zoning Map to reflect the outcome of its evaluation of the economic and development potential of the areas of the Planning Areas 60, 61, and 62 identified in this Resolution and this analysis and the outcome of its engagement of the public and interested stakeholders to solicit input and feedback on opportunities and challenges facing the identified areas of these Planning Areas; and

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 amendments to the 2010 Approved Master Plan for Subregion 1 and comment on the concurrent proposed Sectional Map Amendment; and

BE IT FURTHER RESOLVED that, pursuant to Section 27-3502(i)(1) of the County

1 Zoning Ordinance, the County Council of Prince George’s County, Maryland, sitting as the
2 District Council, and the Prince George’s County Planning Board of the Maryland-National
3 Capital Park and Planning Commission shall conduct a joint public hearing to receive testimony
4 and public comments concerning the proposed minor amendments to the *2010 Approved Master*
5 *Plan for Subregion 1* and concurrent proposed sectional map amendment, and said joint public
6 hearing will be held on June 8, 2026 in accordance with standards of the County’s Zoning
7 Ordinance; and

8 BE IT FURTHER RESOLVED that, pursuant to Section 27-3502(i)(5) of the County
9 Zoning Ordinance, following the joint public hearing, the Prince George’s County Planning
10 Board “shall take action [by resolution] on the proposed minor plan amendment to adopt, adopt
11 with amendments, remand, or disapprove the minor plan amendment”; and

12 BE IT FURTHER RESOLVED, that, pursuant to Section 27-3502(i)(5) of the County
13 Zoning Ordinance “if a sectional map amendment is also being considered concurrently with the
14 minor plan amendment, the Planning Board shall make a recommendation on the sectional map
15 amendment by resolution in accordance with Section 27-3503(b)(4), Review and
16 Recommendation by Planning Board; and

17
18 BE IT FURTHER RESOLVED that the Clerk of the Council shall transmit a copy of this
19 Resolution to the Prince George’s County Planning Board of the Maryland-National Capital Park
20 and Planning Commission in accordance with the procedural requirements of Section 27-3502 of
21 the County Zoning Ordinance.
22

Adopted this 14th day of April, 2026.

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: _____

Krystal Oriadha
Chair

ATTEST:

Donna J. Brown
Clerk of the Council