

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

Resolution No. CR-028-2026  
Proposed by Council Member Harrison  
Introduced by Council Members Harrison, Dernoga and Ivey  
Co-Sponsors \_\_\_\_\_  
Date of Introduction April 14, 2026

**RESOLUTION**

1 A RESOLUTION concerning

2 *2013 Approved Subregion 5 Master Plan and Sectional Map Amendment* – Minor Master Plan  
3 *Amendment and Sectional Map Amendment* – Initiation.

4 For the purpose of initiating, pursuant to the local zoning laws for that portion of the Maryland-  
5 Washington Regional District situated in Prince George’s County, Maryland, minor amendments  
6 to the *2013 Approved Subregion 5 Master Plan and Sectional Map Amendment* – in particular, to  
7 update specific recommendations for the physical development and redevelopment of portions of  
8 Planning Areas 81A, 81B, 83, 84 and 85A in order to align with *Plan Prince George’s 2035*  
9 (Plan 2035) recommendations for the Brandywine Town Activity Center, and to incorporate the  
10 recommendations of the Medical Innovation Campus Feasibility Study that are relevant to the  
11 Sector Plan – and initiating a concurrent Sectional Map Amendment for portions of Planning  
12 Areas 81A, 81B, 83, 84 and 85A.

13 WHEREAS, pursuant to its authority set forth in the Regional District Act within the Land  
14 Use Article, Annotated Code of Maryland, the County Council of Prince George’s County,  
15 sitting as the District Council for that portion of the Maryland-Washington Regional District in  
16 Prince George’s County (“District Council”), approved the *2013 Approved Subregion 5 Master*  
17 *Plan and Sectional Map Amendment* via its adoption of CR-80-2013 and CR-81-2013 on July  
18 24, 2013; and

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

1 81A, 81B, 83, 84 and 85A; and

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

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

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

14 WHEREAS, since the time of the 2013 *Approved Subregion 5 Master Plan and Sectional*  
15 *Map Amendment*, the office, retail, mixed-use, flex/industrial, agritechnology and agritourism  
16 markets have evolved considerably both countywide and within Planning Areas 81A, 81B, 83,  
17 84 and 85A; and

18 WHEREAS, the District Council finds it a public planning objective to strengthen the 2013  
19 *Approved Subregion 5 Master Plan and Sectional Map Amendment* to better align with Plan  
20 2035, the Preliminary Go Prince George's Master Plan of Transportation, and recent studies on  
21 sand and gravel mining and qualified data centers in light of the current and anticipated market  
22 for development and redevelopment in Planning Areas 81A, 81B, 83, 84 and 85A in the future;  
23 and

24 WHEREAS, since the time of the 2013 *Approved Subregion 5 Master Plan and Sectional*  
25 *Map Amendment* the office, retail, mixed-use, flex/industrial, agritechnology and agritourism  
26 markets have evolved considerably both countywide and within Planning Areas 81A, 81B, 83,  
27 84 and 85A; and

28 WHEREAS, from July through December of 2025, the Prince George's County Planning  
29 Department conducted analyses of the 2013 Subregion 5 Master Plan, reviewed existing  
30 conditions including a market study, and executed community outreach within Planning Areas  
31 81A, 81B, 83, 84 and 85A; and

1           WHEREAS, the commercial market analysis and community engagement efforts  
2 demonstrates public desire and market support for additional medical offices, flex/industrial  
3 space, and retail, including restaurants and other goods and services in Accokeek and  
4 Brandywine; and

5           WHEREAS, the District Council supports transit-oriented development at the proposed  
6 Southern Maryland Rapid Transit stops along MD 5, including the redevelopment of  
7 Brandywine Town Center to a walkable, vertically mixed-use center with pedestrian-friendly  
8 urban design features; and

9           WHEREAS, the commercial market analysis highlights the potential for increased density,  
10 retail, and a makerspace at MD 210 and Livingston Road; and

11           WHEREAS, there is a significant need to support the economic viability of farming in  
12 Prince George’s County, including innovation in farming technologies and the enhanced  
13 opportunity for value-added agriculture; and

14           WHEREAS, there is a lack of diverse housing products available within Planning Areas  
15 81A, 81B, 83, 84 and 85A

16           WHEREAS, demand for transportation, logistics, warehousing, and data processing and  
17 storage creates considerable economic development opportunities for Planning Areas 81A, 81B,  
18 83, 84 and 85A that did not exist at the time of the 2013 Master Plan; and

19           WHEREAS, the District Council finds that the proposed minor amendments will fall within  
20 the parameters authorized by the provisions of Section 27-3502(i)(2), as the plan amendments  
21 proposed herein: (1) advance defined public objectives; (2) involve no more than 50% of the  
22 applicable plan area, and are not limited to a single parcel of land or landowner; and (3) are  
23 limited to specific issues regarding public planning objectives. The proposed minor amendments  
24 are targeted improvements that relate to specific various public planning objectives that impact  
25 different parts of the plan area, but do not impact more than 50% of the area in total; and

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

31           WHEREAS, it is the desire of the District Council to process a Sectional Map Amendment

1 concurrently with this minor amendment to the 2013 *Subregion 5 Master Plan and Sectional*  
2 *Map Amendment* in accordance with Section 27-3502 and 3503 of the Zoning Ordinance, to  
3 provide a strong interrelationship between land use recommendations in approved plans and the  
4 zoning of land; and

5 WHEREAS, proposed rezonings in the Sectional Map Amendment focus on areas with  
6 concentrations of commercial, mixed-use, and potential agricultural tourism and innovation,  
7 housing diversity, medical innovation, and makerspaces and affect less than 50 percent of the  
8 land area in the Subregion 5 Master Plan area; and

9 WHEREAS, upon approval of this Resolution, and in accordance with applicable law, the  
10 proposed minor amendments to the 2013 *Approved Subregion 5 Master Plan and Sectional Map*  
11 *Amendment* shall be subject to all applicable notice and public hearing requirements to seek  
12 public comment on the minor amendments to the Master Plan and concurrent sectional map  
13 amendment.

14 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
15 County, Maryland, sitting as the District Council for that part of the Maryland-Washington  
16 Regional District in Prince George’s County, Maryland, that, in accordance with Sections 27-  
17 3502 and 3503 of the Zoning Ordinance, the Prince George’s County Planning Board of the  
18 Maryland-National Capital Park and Planning Commission is hereby directed to initiate a minor  
19 amendment to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* and  
20 the Prince George’s County Planning Director is hereby directed to prepare a concurrent  
21 Sectional Map Amendment for that portion of Planning Areas 81A, 81B, 83, 84 and 85A subject  
22 to the proposed minor amendments, as follows:

23 **MINOR AMENDMENT NUMBER 1**

24 Insert new section before p. ii:

25 **“Minor Plan Amendment Summary**

26 The District Council initiated a minor plan amendment with a concurrent  
27 sectional map amendment (SMA) for the 2013 *Approved Subregion 5*  
28 *Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan) on  
29 April 14, 2026 via CR-XX-2026.

30 The Approved Subregion 5 Master Plan and Sectional Map Amendment  
31

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.

<b><u>Project Timeline</u></b>		
<b><u>Action</u></b>	<b><u>Date</u></b>	<b><u>Resolution</u></b>
<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 Subregion 5 Master Plan and Sectional Map Amendment were completed and finally approved in 2013. The adoption of *Plan 2035* in 2014 changed the overarching policy framework for development in Prince George’s County and in Subregion 5. In addition, there have been major changes to the way people shop, work, and commute since 2013. To respond to these policy, market, and social changes, a Minor Plan Amendment was prepared in 2025-2026 to update the Subregion 5 Master Plan.

1                   **2026 MINOR PLAN AMENDMENT IN RELATION TO RECENT**  
2                   **PLANS**

3                   **2013 Formula 2040: Functional Master Plan for Parks, Recreation**  
4                   **and Open Space (Formula 2040)**

5                   The 2013 Functional Master Plan replaced the County’s previous 1982  
6                   plan for expanding and enhancing parks, facilities, and programs across  
7                   the County. It recommends transitioning from many small neighborhood  
8                   recreational centers to larger multigenerational centers to offer a greater  
9                   range of facilities to broader populations. Increasing multi-modal  
10                  connections to parks, neighborhoods, schools, and activity centers is also  
11                  encouraged to expand recreational opportunities and support community  
12                  health and wellness.

13  
14                  **2014 Plan Prince George's 2035 Approved General Plan (Plan 2035)**

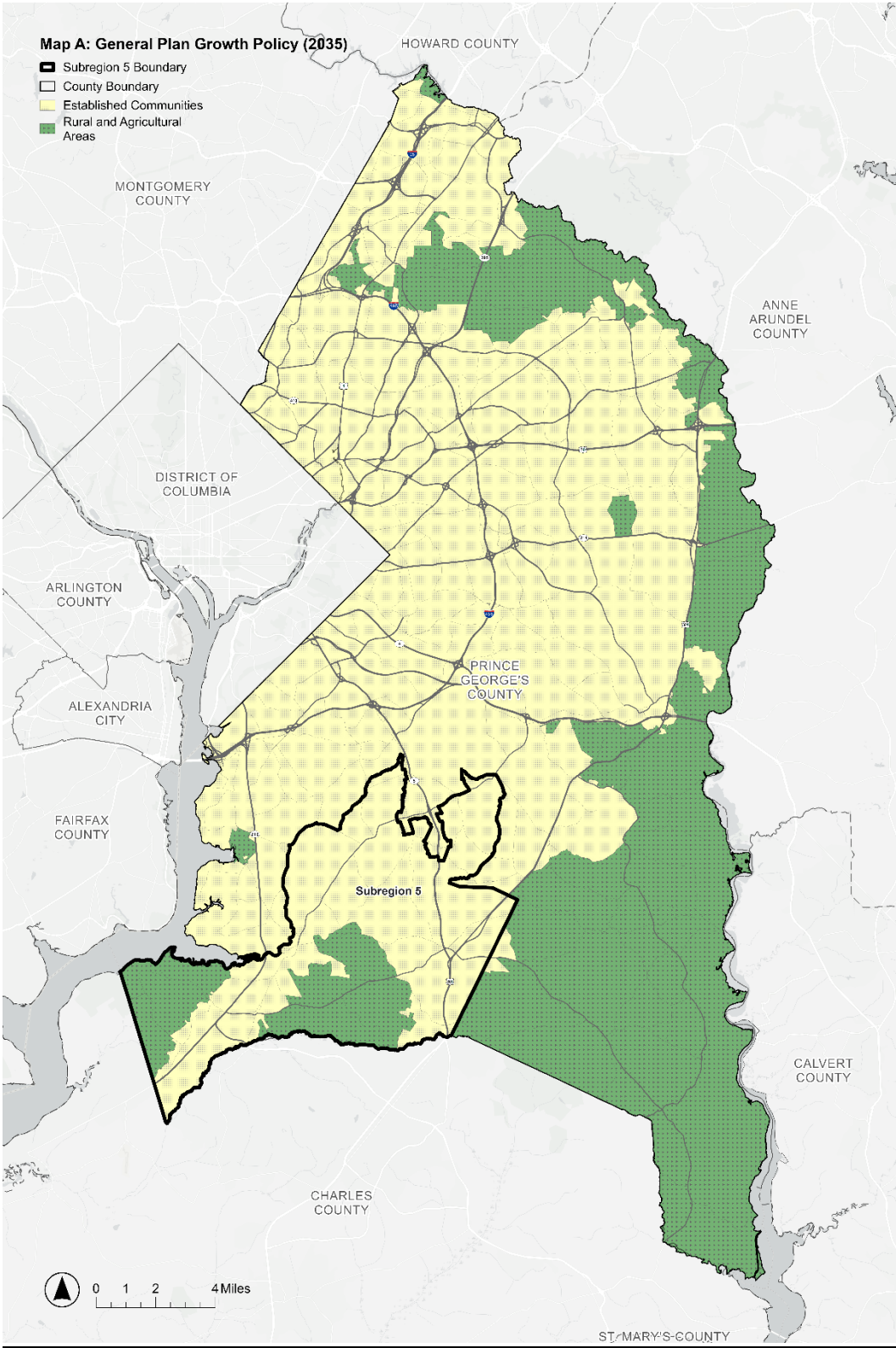
15                  The 2014 General Plan refined policy guidance from the 2002 General  
16                  Plan by establishing growth policy areas for the county,  
17                  including Local Centers, Established Communities, and the Rural and  
18                  Agricultural Areas. The Plan updated the Future Land Use categories to  
19                  better align with this growth framework and to support more strategic  
20                  development patterns. Key revisions included strengthening mixed-use  
21                  designations to promote walkability, encourage transit-supportive  
22                  densities along major corridors, and encourage both vertical and horizontal  
23                  integration of residential, retail, and office uses. Residential land uses  
24                  were reorganized to better differentiate between suburban neighborhoods  
25                  and areas planned for greater urban density. Employment designations  
26                  were also refined to differentiate industrial and logistics uses, employment  
27                  campuses, and mixed-use employment centers, aligning land use policy  
28                  more closely with economic development objectives.

29  
30                  Plan 2035 also designates Future Water and Sewer Service areas which  
31                  help to phase growth by creating holding zones in which near-term

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development is deferred until additional residential capacity is required.

Map A: Plan 2035 Growth Policy Areas



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Table A: Proportion of General Plan Growth Policy Areas in Subregion 5

<u>Policy Area</u>	<u>County Square Miles</u>	<u>County % in Policy Areas</u>	<u>Sub 5 Square Miles</u>	<u>Sub 5 % in Policy Areas</u>	<u>Sub 5 % of County</u>
<u>Established Communities</u>	<u>323</u>	<u>68%</u>	<u>54</u>	<u>73%</u>	<u>17%</u>
<u>Rural &amp; Agricultural Areas</u>	<u>150</u>	<u>32%</u>	<u>20</u>	<u>27%</u>	<u>13%</u>
<u>Total</u>	<u>473</u>	<u>100%</u>	<u>74</u>	<u>100%</u>	<u>15%</u>

**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.

**2022 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 promote walkable, transit-oriented centers, and revised employment and industrial zones that better reflect the County’s land use and economic development priorities.

**2025 Preliminary Master Plan of Transportation**

The 2025 Go Prince George’s Preliminary Master Plan of Transportation is a functional master plan designed with a comprehensive, equity-driven, people-focused mobility approach to implement Plan 2035. Once adopted

1 and approved it will replace the 2009 Countywide Master Plan of  
2 Transportation. The plan enhances and expands trails, bikeways,  
3 sidewalks, transit, and the road network to equitably move people, support  
4 transportation network companies and micromobility, efficiently transport  
5 goods and services, and provide better commutes, safer streets and  
6 curbside management, and expanded mobility via air and water. The 2026  
7 Minor Plan Amendment looks to the 2025 Preliminary Master Plan of  
8 Transportation for transportation policy guidance however, amended plan  
9 text according to the Preliminary Plan may further be updated following  
10 adoption and approval of the 2025 Preliminary Master Plan of  
11 Transportation.

### **2025 Maryland Sustainable Growth Planning Principles**

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13  
14 The 2026 Minor Plan Amendment also considers the Maryland  
15 Sustainable Growth Planning Principles that were approved by Governor  
16 Moore on April 8, 2025. This Minor Plan Amendment supports these new  
17 principles of Land, Transportation, Housing, Economy, Equity,  
18 Resilience, Place, and Ecology. In particular, the Minor Plan Amendment  
19 recommends the enhanced productivity of farms and forests while  
20 directing development towards Brandywine Center. Transportation  
21 recommendations seek to improve the connectivity of the network for all  
22 modes. As part of this project. Economic development, particularly  
23 vertical and horizontal mixed-use in Brandywine and along the MD 5  
24 Corridor is a cornerstone of this plan. Lastly, the community engagement  
25 phase was carried out in a way that sought diverse voices.

### **MINOR PLAN AMENDMENT INPUTS**

#### **2025 Subregion 5 Minor Plan Amendment Market Study**

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27  
28 A market study was prepared to inform updates to the Subregion 5 Master  
29 Plan. This document considered local and regional trends, as well as  
30 competing markets to determine the level of support for various retail  
31

1 types, flex/industrial space, hotels and other hospitality options, and office  
2 uses. In addition to these industries, the Commercial Market study  
3 analyzed the opportunity for specialized uses including agritechology,  
4 agritourism, a makerspace, and a Fortune 500 Company in the Subregion.  
5 Lastly, the market study identified key nodes at Timothy Branch,  
6 Brandywine, and along the MD 210 Corridor that had particularly strong  
7 demand specific uses.

### 8 9 **2025-2026 Community Engagement**

10 As part of the Minor Master Plan Amendment process for Subregion 5 in  
11 2025–2026, engagement activities included a two Community Listening  
12 Sessions held in November 2025, followed by an agriculturally focused  
13 Listening Session in December. There were approximately 105 attendees  
14 across the three events, as well as 18 respondents to an online survey  
15 hosted on SurveyMonkey available between November 3 and November  
16 30. These events provided opportunities for residents, businesses, and  
17 stakeholders to share their perspectives on future development and  
18 priorities within the subregion. Consistent with Prince George’s County’s  
19 broader engagement approach, activities included interactive stations such  
20 as mapping exercises, six-word stories, Love/More/Less prompts, and  
21 written comment opportunities. These activities enabled participants to  
22 express and record their preferences and priorities for future development  
23 in the planning area. Results from the exercises were compiled and  
24 reviewed to inform the formulation of preliminary recommendations for  
25 Subregion 5.

### 26 27 **Minor Plan Amendment**

28 The minor plan amendments did not fundamentally change the goals and o  
29 bjectives of the master plan and instead made modifications to (1) revise  
30 center and growth policy area terminology to be consistent with 2014 Plan  
31 Prince George’s 2035 Approved General Plan (Plan 2035), (2) update

1 policies and strategies to guide development within the plan area  
2 especially in Accokeek and Brandywine Town Center, (3) change the  
3 future land use for a select number of properties within the plan area, (4)  
4 change the zoning for a select number of properties within the plan area.

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6 **AMENDMENT SUMMARY**

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8 **(1) Terminology:**  
9 The Master Plan is based upon growth concepts from the 2002 General Pla  
10 n, which refers to Tiers, Centers and Corridors. The County’s current  
11 development goals, guided by Plan 2035, also utilize the term centers to  
12 designate areas for future growth.

13  
14 While the 2002 General Plan center classifications are no longer  
15 recognized, they are still areas of importance within the plan boundary. Th  
16 erefore, the minor plan amendments have  
17 replaced all plan references, including maps and figures, from “Rural  
18 Tier” to “Rural and Agricultural Area”, from “Developing Tier” and  
19 “Developed Tier” to “Established Communities.” References to Corridors  
20 have also been removed for consistency with Plan 2035. Lastly, references  
21 to “Brandywine Community Center” to “Brandywine Town Center”

<b><u>2002 General Plan Growth Concepts</u></b>		<b><u>2014 Plan 2035 Growth Policy Areas</u></b>
<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>Brandywine</u> <u>Community</u> <u>Center</u>	→ —	<u>Brandywine</u> <u>Town Center</u>
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- (2) Updated Policies and Strategies: See minor plan amendments outlined in Appendix A
- (3) Future Land Use Designation Changes: See Map X
- (4) Zoning Designation Changes: See SMA”

**MINOR AMENDMENT NUMBER 2**

Amend Table II-1: Proportion of Land Use Policy Tiers in Subregion 5 on p. 9.

“Table II-1: Proportion of 2002 General Plan Land Use Policy Tiers in Subregion 5”

**MINOR AMENDMENT NUMBER 3**

Replace Table II-3: Land Use/Land Cover on p. 20.

“Table II-3: Land Use/Land Cover

[

	<b>Developing Tier</b>		<b>Rural Tier</b>		<b>Subregion 5 Total</b>	
	<b>Acres</b>	<b>Percent</b>	<b>Acres</b>	<b>Percent</b>	<b>Acres</b>	<b>Percent</b>
<b>Resource Lands</b>	<b>23,555</b>	<b>68%</b>	<b>10,872</b>	<b>85%</b>	<b>34,428</b>	<b>73%</b>
Agriculture	5,088	15%	1,989	16%	7,077	15%
Forest	17,557	51%	8,397	66%	25,954	55%
Extractive/Basin	846	2%	380	3%	1,226	3%
Wetland	64	0%	107	1%	171	0%
<b>Development Lands</b>	<b>11,086</b>	<b>32%</b>	<b>1,886</b>	<b>15%</b>	<b>12,972</b>	<b>27%</b>
Residential	9,167	26%	1,886	15%	11,053	23%
Non-Residential	1,919	6%	0	0%	1,919	4%
<b>Total Land Area</b>	<b>34,641</b>	<b>100%</b>	<b>12,758</b>	<b>100%</b>	<b>47,399</b>	<b>100%</b>

Source: Maryland Department of Planning, 2002 Land Use/Land Cover database]

<b><u>Land Use Category</u></b>	<b><u>Total Acres</u></b>	<b><u>% of Land Area</u></b>
<b><u>Residential – Single Family</u></b>	<u>13,724</u>	<u>32.30%</u>
<b><u>Vacant*</u></b>	<u>10,556</u>	<u>24.90%</u>
<b><u>Parks and Open Space</u></b>	<u>5,906</u>	<u>13.90%</u>
<b><u>Agricultural – Natural Resources</u></b>	<u>5,270</u>	<u>12.40%</u>
<b><u>Institutional</u></b>	<u>2,338</u>	<u>5.50%</u>

<b><u>Transportation and Utilities</u></b>	1,542	3.60%
<b><u>Not Classified</u></b>	1,493	3.50%
<b><u>Residential – Townhouse</u></b>	440	1.00%
<b><u>Industrial</u></b>	435	1.00%
<b><u>Office</u></b>	251	0.60%
<b><u>Commercial</u></b>	240	0.60%
<b><u>Institutional – Church</u></b>	214	0.50%
<b><u>Residential – Multifamily</u></b>	22	0.10%
<b><u>Residential – Attached</u></b>	13	0.00%
<b><u>Mixed Use</u></b>	2	0.00%
<b><u>Total</u></b>	42,445	100.00%

1 \*Many parcels categorized as vacant are forested.

2 SOURCE: Prince George’s Planning Department GIS, 2023

3 Notes:

4 Totals may not add up due to rounding and ArcGIS conventions.

5 Does not include any area measures for right-of-way.”

6 **MINOR AMENDMENT NUMBER 4**

7 Replace plan references to “Rural Tier” with “Rural and Agricultural Areas” in  
 8 Abstract, Foreword, and Table of Contents, and on pp. 27, 29-30, 33-34, 39, 42, 53-56,  
 9 59, 78-79, 81-82, 99, 142, and 150-154.

10 **MINOR AMENDMENT NUMBER 5**

11 Replace plan references to “Developing Tier” with “Established Communities” in  
 12 Abstract, Forward, Table of Contents, and on pp. 39, 42, 79, 82, 94, 129, 133, 142-143,  
 13 and 154.

14 **MINOR AMENDMENT NUMBER 6**

15 Replace plan references to “tier boundaries” with “policy area boundaries” on p.  
 16 39.

17 **MINOR AMENDMENT NUMBER 7**

18 Amend Chapter III: A Vision for Subregion 5 to reflect the current General Plan  
 19 and the Southern Maryland Rapid Transit project on p. 28:

1 “Brandywine develops into the center envisioned in [the 2002 *Prince*  
 2 *George’s County Approved General Plan*] Plan 2035. It is a large, mixed-  
 3 use community within the MD 5/US 301 corridor with transit-oriented  
 4 neighborhoods designed so residents and employees can walk to nearby  
 5 SMRT bus or light rail commuter stations....”

#### 6 **MINOR AMENDMENT NUMBER 8**

7 Amend Chapter IV: Land Use and Development Pattern to modernize the introductory  
 8 information to reflect Plan 2035 on p. 29:

9 “[The 2002 Prince George’s County Approved General Plan land use policy  
 10 areas that form] Plan 2035’s growth policy areas form the basis of the goals,  
 11 policies, and strategies in this master plan [are the Developing Tier, Rural  
 12 Tier, and Centers and Corridors]. This chapter provides specific planning  
 13 recommendations for the communities of Accokeek, Brandywine, and  
 14 Clinton/Tippett in the context of the General Plan policy areas. [Transition  
 15 areas are provided to encourage the retention of open, natural areas in  
 16 strategic locations where land in the Developing Tier is contiguous to land  
 17 in the Rural Tier]. Aviation also influences land use recommendations  
 18 within Subregion 5. This chapter addresses ongoing planning work to  
 19 ensure compatibility of future land uses surrounding Joint Base Andrews  
 20 and [two] one general aviation airports.”

21 “...Lastly, amendments to the 2002 General Plan development pattern policy  
 22 areas are addressed.”

#### 23 **MINOR AMENDMENT NUMBER 9**

24 Replace Chapter IV’s section on Future Land Use Categories on p. 30:

25 “[The Subregion 5 Future Land Use map (Map IV-1: Future Land Use) designates  
 26 land in the Developing Tier as residential low, residential medium, institutional,  
 27 and public and private open space. Commercial and industrial areas are  
 28 distributed among the subregion’s communities with concentrations in  
 29 Brandywine and Clinton. Future land use in the Rural Tier is designated “rural,”  
 30 reflecting the County’s goal to preserve rural resources, character, and open  
 31 space. Public parks and open space in the Rural Tier these areas are primarily in

1 Piscataway National Park and in the Mattawoman Creek watershed. For land  
 2 within the 2013 Approved Central Branch Avenue Corridor Revitalization Sector  
 3 Plan (CBA), Map IV-1: Future Land Use shows four mixed-use categories, four  
 4 commercial land use categories, and one industrial land use category.

5  
 6 The Subregion 5 Future Land Use map has several purposes:

- 7 • It is a policy map that provides the basis for classification of land into zoning  
 8 districts that regulate the use of land (that is, what uses can occur where and  
 9 under what conditions), as well as the subdivision and development of land.
- 10 • It serves as a guide to the County’s desires and interests for future land  
 11 development, preservation, and conservation. Where land is not currently  
 12 zoned in accordance with the Future Land Use map, the map shows where  
 13 applications for floating zones or comprehensive design zones would be  
 14 supported, provided the proposal was in accordance with the subregion master  
 15 plan’s goals, policies, or strategies.
- 16 • It includes the Rural/Developing Tier boundary line, dividing the Rural Tier,  
 17 with its set of goals and objectives, from the Developing Tier, which has a  
 18 different set. This policy line affects eligibility for public water and sewer  
 19 service and the application of transportation and fire standards under the  
 20 County’s public facility requirements.
- 21 • The map serves as a guide to decision makers regarding water and sewer  
 22 allocations.]”

23 “The Subregion 5 Future Land Use Map (Map IV-1: Future Land Use) is  
 24 both a policy and implementation tool. It translates the vision for  
 25 Brandywine as a Local Town Center and the preservation goals for the  
 26 Rural and Agricultural Area into a spatial framework that guides zoning,  
 27 infrastructure investment, and long-term growth decisions. In addition to  
 28 directing land use patterns, the map supports coordinated public  
 29 investment and reinforces the County’s broader growth management  
 30 objectives.

The Subregion 5 Future Land Use Map serves several purposes:

- It serves as a policy guide for the classification of land into zoning districts that regulates land use
- It informs public facility and infrastructure investment decisions by illustrating the County’s intended long-term land use pattern.
- It supports the policy boundary between Established Communities and the Rural and Agricultural Area, which affects eligibility for public water and sewer service and the application of public facility requirements.
- It guides decision-makers in evaluating development proposals, rezonings, and future master plan amendments to ensure consistency with the adopted vision for Subregion 5.”

**MINOR AMENDMENT NUMBER 10**

Replace Table IV-1 Future Land Use Map Designations, Descriptions, and Applicable Zones (Subregion 5) on p. 31.

“Table IV-1: Future Land Use [Map] Designations, Descriptions, and Applicable Zones [(Subregion 5)

<b>Designation</b>	<b>Intent/Type of Land Uses, Densities</b>	<b>Applicable Zones</b>
Commercial	Retail and business areas, including employment such as office and service uses.	C-O, C-A, C-S-C, C-M, C-R-C
Industrial	Manufacturing and industrial parks, warehouses and distribution. May include other employment such as office and service uses.	I-1, I-2, I-4, E-I-A
Mixed Use	Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Different mixed use areas may vary with respect to their dominant land uses; i.e.	M-X-T, M-X-C, M-U-T-C, M-U-I, M-A-C, L-A-C

	commercial uses may dominate overall land use in one mixed use area, whereas residential uses may dominate in another.	
Institutional	Uses such as military installations, sewerage treatment plants, schools.	Any zone
Residential high	Residential areas over 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	R-H, R-10, R-10A
Residential medium-high	Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	R-30, R-T, R-18, R-18C
Residential medium	Residential areas between 3.5 and eight dwelling units per acre. Primarily single-family dwellings (detached and attached).	R-55, R-M, R-T, R-20, R-35
Residential low	Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.	R-E, R-R, R-L, V-L, V-M, R-S, R-80
Residential low – transition area	Residential areas up to two dwelling units per acre. Primarily single-family detached dwellings. Minimum 60 percent open space through required conservation subdivisions.	R-R, R-E, R-A, R-L, V-L
Rural	Agricultural land (cropland, pasture, farm fields), forest, very low density residential. The county's intent is for these areas to remain rural and to conserve these areas' natural resources, primarily forest and forest resources, for future generations. New residential development is permitted at densities that generally range from .5 to .2 dwelling unit per acre.	R-O-S, O-S, R-A

Public parks and open space	Parks and recreation areas, publicly owned natural areas.	R-O-S
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<u>Designation</u>	<u>Description</u>	<u>Density (Dwelling Units Per Acre)</u>	<u>Applicable Zones</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>TAC-E, TAC-C, LTO-E, LTO-C, RTO-L, RTO-H, LMUTC</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>CGO, CS, CN</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>IE, IH</u>
<u>Institutional</u>	<u>Uses such as military installations,</u>	<u>N/A</u>	<u>All zones</u>

	<u>hospitals, sewage treatment plants, and schools.</u>		
<u>Residential High</u>	<u>Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments</u>	<u>(&gt;20)</u>	<u>RMF-48, RMF-20, RMF-12</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>(&gt; 8 and &lt;= 20)</u>	<u>RMF-20, RMF-12, RSF-A</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>(&gt; 3.5 and &lt;= 8)</u>	<u>RMH, RSF-65, RSF-95</u>
<u>Residential Low</u>	<u>Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.</u>	<u>(&gt; 0.5 and &lt;= 3.5)</u>	<u>RR, RE</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>(&lt;= 0.5)</u>	<u>AG, AR</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>	<u>ROS</u>

”

**MINOR AMENDMENT NUMBER 11**

Amend Chapter IV’s section Description and Location of Recommended Land Uses on pp. 31-34:

“...[The largest concentration of existing commercial land use is in Clinton: east and west of the MD 5/MD 223 intersection, composed of two shopping centers, plus a neighborhood-oriented crossroads at the MD 223/Old Branch Avenue/Brandywine Road intersection (see Chapter III

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1 for details). Another commercial concentration in Clinton is to the north at  
2 MD 5/Coventry Way and Old Alexandria Ferry Road]...”

3 “Industrial areas are designated [in the following locations:] in Brandywine  
4 east of MD 5/US 301, [in Clinton on Kirby Road, and along Old  
5 Alexandria Ferry Road adjacent to Joint Base Andrews. A] and in a few  
6 other [industrial] areas [are] in scattered locations, such as the  
7 manufacturing plant in Accokeek...”

8 “[Residential medium high and residential high areas can be developed as  
9 single-family or townhouse development and are limited to several small  
10 areas in Clinton east of Clinton Park Shopping Center, and west of MD 5  
11 near the Southern Maryland Hospital Center. Other r]Residential [medium  
12 high and residential high] Medium-High areas are designated in [or]  
13 proximity to the [near the future Brandywine Community Center]  
14 Brandywine Town Center...”

15 “[Residential low—transition areas respond to the direction in the  
16 approved goals, concepts and guidelines (November 20, 2007) for this  
17 master plan to examine the appropriateness of the land use designations  
18 along the boundary between the Developing Tier and the Rural Tier.  
19 Residential low—transition areas support the 2005 Approved Countywide  
20 Green Infrastructure Plan and its designation of a portion of the  
21 Mattawoman watershed as a Special Conservation Area by encouraging  
22 residential subdivision designs that incorporate large, natural, undeveloped  
23 areas. In a transition area] Future residential development adjacent to the  
24 Rural and Agricultural Areas is encouraged to use the conservation  
25 subdivision technique [is strongly recommended]. Conservation  
26 subdivisions are required to be clustered, to be built in less  
27 environmentally sensitive areas, and to have a minimum conservation  
28 requirement of [6]70 percent in the [O-S] AG Zone, [5]60 percent in the  
29 [R-A]AR Zone, and [4]50 percent in the RE[-E and R-R] zone[s].  
30 [Residential low-transition areas adjacent to the Rural Tier provide for  
31 more environmentally-sensitive residential subdivision design, which is

1 particularly important in the Mattawoman Creek watershed where the  
2 protection of water quality is paramount (Chapter V: Environment).

3 In transition areas, future low-density single-family detached residential  
4 development is intended, with large amounts of open space serving as the  
5 transition area in the Developing Tier, along and adjacent to the Rural  
6 Tier. Residential low-transition areas are eligible for public water and  
7 sewer service. In addition, residential low-transition areas should meet the  
8 following criteria:

- 9 • Contiguous to Rural Tier boundaries.
- 10 • In large blocks rather than small individual parcels.
- 11 • In subdivided areas with minimum five-acre lots. Lots as small as  
12 approximately two acres can be included if part of a larger parcel of  
13 land.

14 Rural areas are located in the designated Rural Tier, generally north of  
15 Mattawoman Creek (the County line), east of the Potomac River, and  
16 south of Floral Park Road, excluding land along MD 210 and the US  
17 301/MD 5 corridor. Consistent with 2002 General Plan policy, the Rural  
18 Tier is envisioned to protect large amounts of land for woodland, wildlife  
19 habitat, recreation and agriculture pursuits, and to preserve the rural  
20 character and vistas that now exist.]”

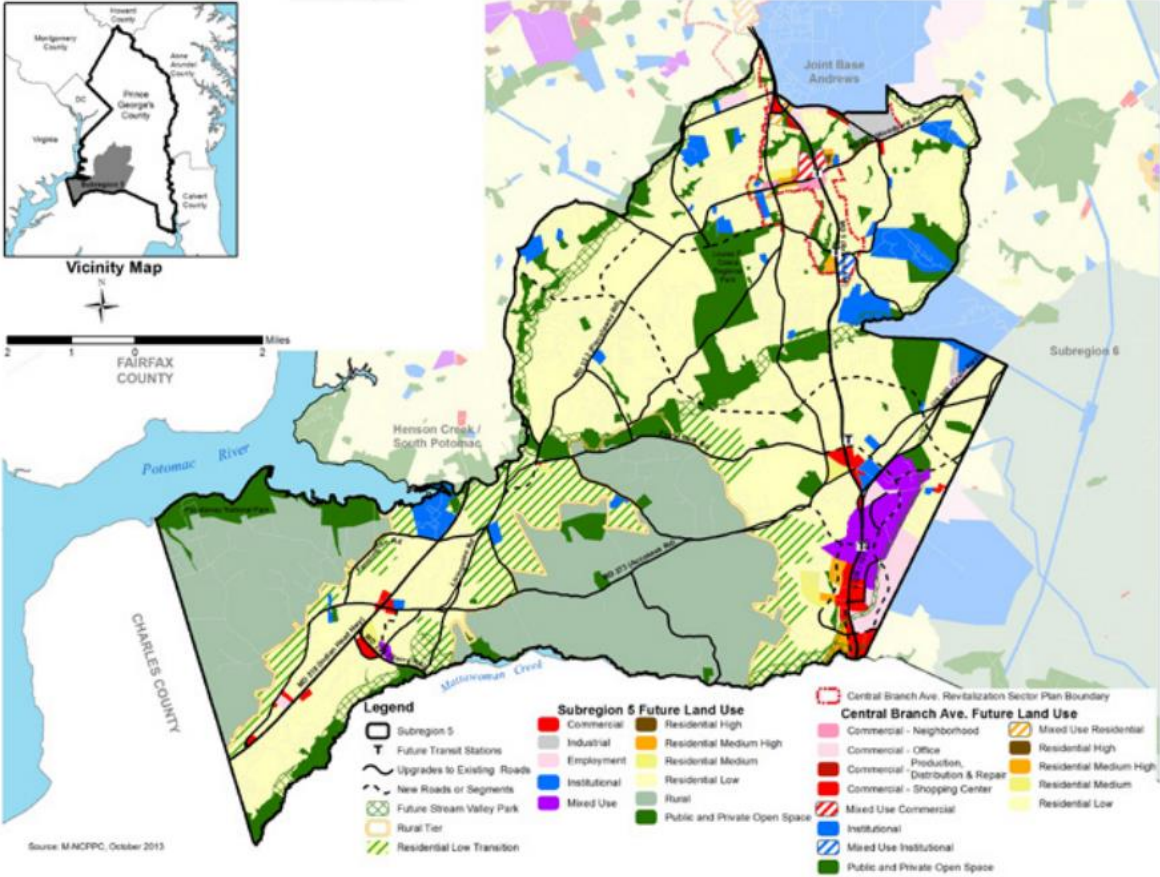
21 “The Rural and Agricultural Areas are designated by Plan 2035 to preserve  
22 agricultural land, rural character, natural resources, and open space while  
23 supporting the long-term economic viability of farming. The future land use  
24 framework of this plan supports emerging agricultural enterprises such as  
25 agritech operations, value-added processing, farm-based innovation facilities,  
26 and agritourism uses that expand farm income while maintaining rural  
27 character in the Rural and Agricultural Areas. These uses may include  
28 research and controlled-environment agriculture, small-scale processing,  
29 direct-to-consumer sales, educational farm experiences, and destination-

1 oriented rural attractions, provided that they are compatible with surrounding  
2 agricultural operations and environmental resources. Public parks and open  
3 space in this area are concentrated in Piscataway National Park and the  
4 Mattawoman Creek watershed, reinforcing environmental conservation and  
5 long-term resource protection goals...”

6 “The Brandywine [Community] Town Center, (Map IV-1: Future Land  
7 Use), is intended to be developed with mixed residential and non-  
8 residential uses at moderate densities and intensities, with a strong  
9 emphasis on transit-oriented development proximate to a future transit  
10 node. The boundaries of this 550-acre [community] center are defined on  
11 the Future Land Use map (Map IV-4: Brandywine Community Center and  
12 Surrounding Area and Map IV-5: Brandywine Community Center Core  
13 and Edges.”

14 **MINOR AMENDMENT NUMBER 12**

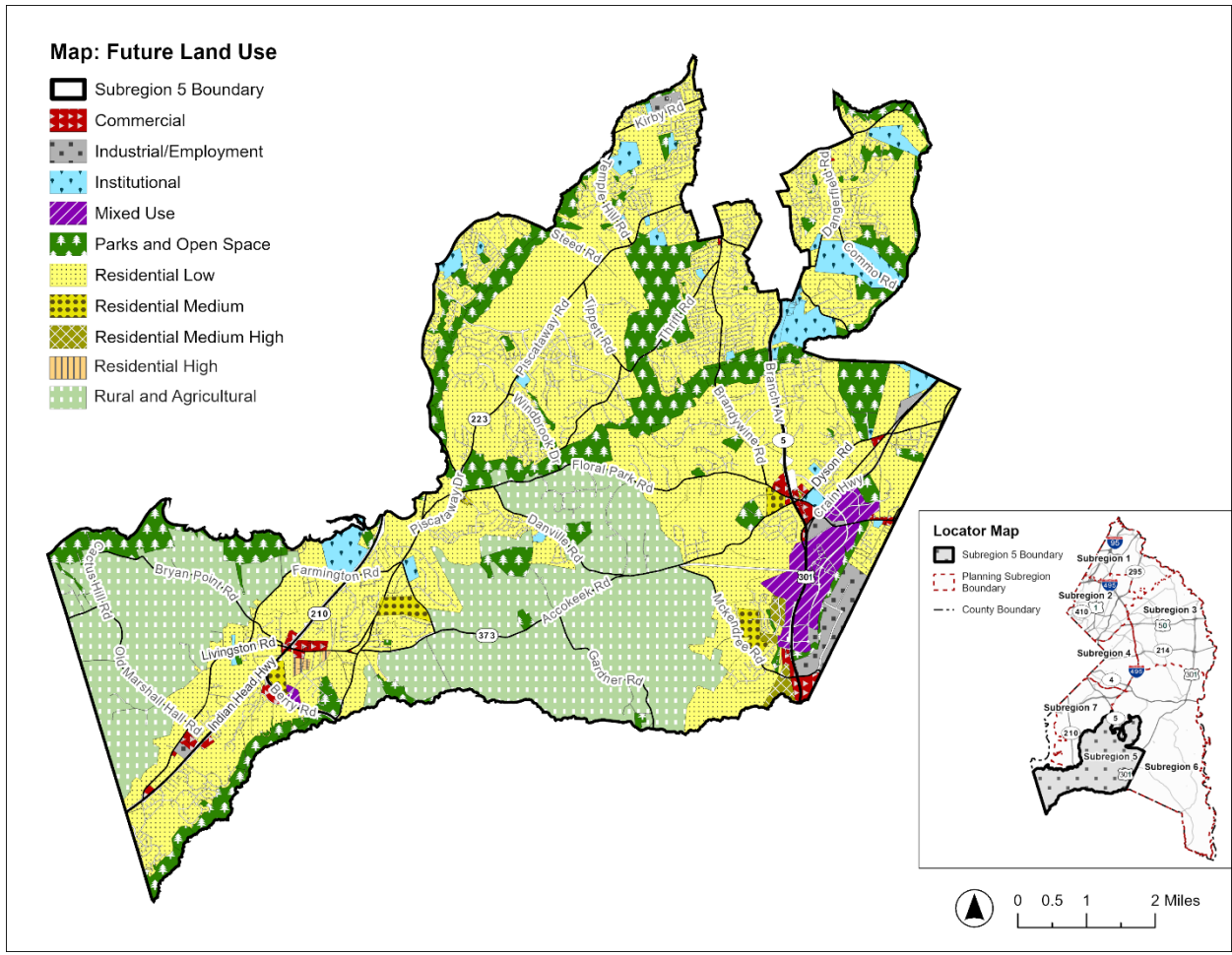
15 Replace Map IV-1: Future Land Use Map on p. 32:



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**MINOR AMENDMENT NUMBER 13**

Delete Chapter IV’s section discussing the Unique Land Use Categories in the CBA Sector Plan in Subregion 5 on pp. 34-35.

**MINOR AMENDMENT NUMBER 14**

Amend the background information of the Communities section in Chapter IV on pp. 35:

“As described in Chapter III, Subregion 5 is divided into three communities: Accokeek, Brandywine, and Clinton/Tippett. This section describes the plan’s broad vision and recommendations for the future character and development of these communities with an emphasis on directing growth to nodes on MD 210, MD 5, MD 301, and the Brandywine Town Center while preserving rural, agricultural, and environmental resources.”

**MINOR AMENDMENT NUMBER 15**

Amend the design guidelines for the Livingston Road Corridor in Chapter IV on p. 37:

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- 1 • “Highlight [gateways into Accokeek from MD 210, such as enhancing  
2 the MD 210/Livingston Road intersection with additional landscape  
3 features and identifying signage] the MD 210 and Livingston Road  
4 Corridors as gateways into Accokeek that signal a transition in  
5 character and foster a sense of arrival. Priority focus areas include:
- 6 ○ MD 210/Livingston Road intersection
  - 7 ○ MD 210/Farmington Road intersection
  - 8 ○ Md 210/Berry Road intersection
  - 9 ○ Livingston Road/Accokeek Road intersection
  - 10 ○ Livingston Road & vicinity of Accokeek Post office
  - 11 • Gateway improvements may include landscape features, identifying  
12 signage, art, enhance pedestrian connections and community gathering  
13 spaces
  - 14 • Improve the MD 210 and Livingston Road intersection
    - 15 ○ Enhance and add pedestrian crossings where needed
    - 16 ○ Remove slip lane from Livingston Road onto MD 210 northbound  
17 [Retain the transportation concept recommended in the 1993 Subregion V  
18 master plan for an interchange at Livingston Road and MD 210, with  
19 Livingston Road to remain at grade and MD 210 going underneath, to  
20 retain character and community connectivity between the east and west  
21 sides of MD 210.]”

#### **MINOR AMENDMENT NUMBER 16**

22 Amend the Brandywine Community section in Chapter IV on p. 42:

23 “[The Future Land Use map shows a small area on the west side of MD 5  
24 at Moores Road for residential use since access to MD 5 will be  
25 terminated when MD 5 becomes a freeway making the area unsuitable for  
26 commercial use.]...”

27  
28 “As in Accokeek, rural character is an important consideration of  
29 Brandywine nearest the [Rural Tier] Rural and Agricultural Areas

1 particularly where development pressure interfaces with sensitive  
 2 environmental resources. The response, in the master plan, to these  
 3 concerns is to designate western portions of [the Developing Tier]  
 4 Established Communities in Brandywine as Residential Low-Transition  
 5 Area (Map IV-1: Future Land Use).”

6 **MINOR AMENDMENT NUMBER 17**

7 Amend the Community Strategies in Chapter IV on pp. 44-45:

- 8 • “[Prepare a Brandywine village preservation and revitalization study.  
 9 The study should address infill development, redevelopment,  
 10 transportation, and circulation patterns including truck traffic, design  
 11 considerations, and community aspects such as historic and  
 12 archeological considerations. The Brandywine Revitalization and  
 13 Preservation Study was completed and published in February 2012.]
- 14 • Accelerate road improvements in Clinton/Tippett along MD 223 and the  
 15 construction of alternative routes through identification of new funding  
 16 sources.
- 17 • Facilitate the completion of A-54 to widen the roadway and include a  
 18 shared-use path.
- 19 • Develop a staging plan to manage development in a way that minimizes  
 20 the worsening roadway level of service along MD 223.”
- 21 • “Rezone land in north Subregion 5 in proximity to MD 5 to CGO to  
 22 support the development of a Medical Innovation Campus at MedStar  
 23 Southern Maryland Hospital Center...”
- 24 • “[Work with the community, specifically the Accokeek Development  
 25 Review District Commission (ADRDC) and the State Highway  
 26 Administration, to ensure that the improvements result in an attractive  
 27 well-designed corridor (see the Livingston Road design guidelines in this  
 28 chapter)]
- 29 • [Apply the corridor guidelines in this plan to future development in the  
 30 Livingston Road corridor.]”

- 1 • “Implement the recommendations of the Accokeek Gateway Study to  
2 transform MD 210 and Livingston Road into attractive and safe  
3 corridors with context-appropriate wayfinding, street furniture, public  
4 art, plantings, and other gateway elements...”
- 5 • “[Implement pedestrian and bicycle improvements to improve  
6 connectivity, especially in the older portions of Clinton around the MD  
7 223/Brandywine Road/Old Branch Avenue intersection, and in the  
8 areas around Woodyard Crossing shopping center]...”
- 9 • “Facilitate the development of micro-units, cottage clusters, or other  
10 missing housing types that support aging in place and workforce  
11 housing in locations with adequate infrastructure and supportive  
12 zoning.
- 13 • [Prepare a Clinton sector plan to clarify land use goals and strategies  
14 and further refine the recommendations of this master plan for the  
15 Clinton community. The approval of the 2013 Central Branch Avenue  
16 Corridor Revitalization Sector Plan (PGCPB No. 13-09 and CR-24-  
17 2013) implemented the above strategy.]”

#### **MINOR AMENDMENT NUMBER 18**

19 Amend the heading and reference in the Table of Contents of “C. CENTER AND  
20 CORRIDOR” to “C. BRANDYWINE CENTER AND MD 5 CORRIDOR”.

#### **MINOR AMENDMENT NUMBER 19**

22 Amend the background information of the Brandywine Center and MD 5 Corridor  
23 section in Chapter IV on p. 45:

24 “[The 2002 General Plan directs growth in Prince George’s County to  
25 designated Centers and Corridors. The vision for centers is to promote  
26 development of mixed residential and nonresidential uses at moderate to  
27 high densities and intensities in context with surrounding neighborhoods  
28 and with a strong emphasis on transit-oriented design. “The Centers in the  
29 Developing Tier should be developed at densities that are high enough to  
30 generate ridership that justifies the cost of extending rail transit. They  
31 should be developed at sufficient intensities with integrated mixed land

1 uses, sustain existing bus service, and create additional opportunities for  
2 more walk-, bike-, or drive-to-transit commuting.” Within Subregion 5,  
3 the 2002 General Plan targets growth in a “possible future community  
4 center” in Brandywine, and along the MD 5 (Branch Avenue) Corridor.  
5 This master plan sets forth goals, policies and strategies to promote growth  
6 in these designated areas. The definition of the Brandywine Community  
7 Center is refined in terms of its boundaries, future land use and circulation  
8 patterns. The planned residential land uses in the MD 5 Corridor provide  
9 the keystone for future transit-oriented development at strategically  
10 located corridor nodes identified on Map IV-1: Future Land Use.]”  
11 “Plan 2035 prioritizes growth and reinvestment within designated Centers  
12 due to their access to transit or major highways. The vision for these areas  
13 is to promote “medium- to medium-high residential development, along  
14 with limited commercial uses, to these locations, rather than scattering  
15 them through the Established Communities. These centers are envisioned  
16 as supporting walkability, especially in their cores and where transit  
17 service is available” (p. 19, Plan 2035). Centers are intended to function as  
18 focal points of activity, with densities sufficient to sustain transit service  
19 and to create meaningful opportunities for walking, bicycling, and other  
20 multimodal commuting options.-This master plan establishes goals,  
21 policies, and strategies that align with Plan 2035’s centers-first growth  
22 strategy and emphasis on equitable access to housing, employment,  
23 services, and transportation options.”  
24 “Within Subregion 5, Brandywine is designated as a Local Town Center  
25 and serves as the primary focal point for future mixed-use growth. The  
26 MD 5 (Branch Avenue) Corridor supports this framework by connecting  
27 established communities and accommodating strategically located nodes  
28 where reinvestment, transit-supportive development, and context-sensitive  
29 intensification can occur to support the upcoming SMRT project.  
30 The boundaries, future land use pattern, and circulation framework of the  
31 Brandywine Town Center reflect current and projected market conditions,

1 infrastructure capacity, and contemporary planning guidance for complete,  
 2 mixed-use communities.”

3 “Along the MD 5 Corridor, planned residential and mixed-use land uses  
 4 are focused at identified nodes shown on Map IV-1: Future Land Use,  
 5 including those associated with the planned SMRT line, to ensure that  
 6 growth is coordinated, phased, and capable of supporting future transit and  
 7 public investment over time.”

### 8 **MINOR AMENDMENT NUMBER 20**

9 Amend the goals of the Brandywine Center and MD 5 Corridor section in Chapter IV on  
 10 p. 45:

- 11 • “[Establish a mixed-use, transit-oriented Brandywine Community  
 12 Center along MD 5 between the area near the MD 5/US 301  
 13 interchange and north of the intersection of MD 5  
 14 McKendree/Cedarville roads.]
- 15 • Continue to develop Brandywine as a mixed-use, transit-supportive  
 16 Town Center with a balanced mix of housing, employment, services,  
 17 and civic uses.
- 18 • Direct the majority of future growth in Subregion 5 to Brandywine,  
 19 while reinforcing the stability, character, and long-term viability of  
 20 established communities and rural and agriculture areas.
- 21 • Expand existing concentrations of population and employment along  
 22 the MD 5 Corridor, “[particularly in Clinton, at corridor nodes, and  
 23 within the Brandywine Community Center] in a manner that aligns  
 24 with Plan 2035’s Centers-first growth strategy, prioritizes reinvestment  
 25 in areas with planned transit, and provides housing at transit-  
 26 supportive densities.”

### 27 **MINOR AMENDMENT NUMBER 21**

28 Replace plan references of “Brandywine Community Center” with “Brandywine Town  
 29 Center” on pp. 27, 34, 39, 41, 46-53, 78, 82, 114, 120, 121, 133 .

### 30 **MINOR AMENDMENT NUMBER 22**

1 Amend the introduction of the Brandywine Town Center in Chapter IV on pp. 46-47:

2 “...[The 2002 General Plan reinforced, in part, the 1993 master plan’s  
3 recommendations by characterizing the Brandywine area as a “possible  
4 future Community Center.” The intent was to encourage the establishment  
5 of a focal point for residential and non-residential activity, developed at  
6 densities that are high enough to produce transit ridership sufficient to  
7 justify the cost of extending and maintaining transit service along MD 5.  
8 In addition, high transit ridership would mitigate the area’s traffic  
9 congestion, air pollution, and energy consumption.]”

10 “The 2002 General Plan reinforced, in part, the 1993 master plan’s  
11 recommendations by characterizing the Brandywine area as a possible  
12 future Community Center. This early designation established the intent to  
13 concentrate residential and nonresidential activity in a defined location at  
14 densities capable of supporting transit service along MD 5. Plan 2035  
15 advanced this concept by designating the area as the Brandywine Town  
16 Center, reaffirming its role as a focal point for mixed-use development,  
17 transit-supportive densities, and coordinated public investment. Together,  
18 these plans emphasize the importance of compact development patterns  
19 that support transit ridership and economic growth here, while helping to  
20 mitigate traffic congestion, air pollution, and energy consumption...”

21 “One input to determine the type and scale of land uses recommended  
22 within the Brandywine [Community] Town Center and its surrounding  
23 area is a review of the current and future [(year 2030)] economic potential  
24 of the area. In [By 2030] the long term, residential development in the  
25 Brandywine area alone will be able to support a community retail center  
26 and office space. The ability of the Brandywine [Community] Town  
27 Center to attract larger amounts of commercial and office development,  
28 particularly the concentrations necessary to support transit, depends on the  
29 way in which Brandywine distinguishes itself from the automobile-  
30 oriented commercial and business uses located in Waldorf (Charles  
31 County) (the closest major concentration of non-residential uses).

1 Developing the Brandywine Town [Community] Center as a high-amenity,  
 2 pedestrian-oriented center could create the necessary distinction from  
 3 Waldorf and strengthen Brandywine’s role as the primary employment  
 4 and activity center within Subregion 5. A strong “sense of place” achieved  
 5 through design features would create an identity for Brandywine that  
 6 would be unique in this region of Prince George’s County.”

7 “Another aspect of Brandywine’s economic potential can be achieved by  
 8 leveraging the recently developed industrial space east of the Town Center  
 9 to strengthen Brandywine’s regional role in logistics and distribution...”

10 “The core is envisioned as a mixed-use area containing moderate to high  
 11 density residential [(15 to 30 dwelling units per acre)], commercial, and  
 12 employment uses that would generate approximately 25 employees per  
 13 acre...”

14 “Commercial uses may be clustered in pods, rather than mixed among  
 15 residential uses where appropriate to buffer residential areas and minimize  
 16 auto-oriented development patterns[, and residential densities would range  
 17 from 4 to 20 dwelling units per acre].”

### 18 **MINOR AMENDMENT NUMBER 23**

19 Amend the Recreation and Trails, Environmental Considerations, Transportation  
 20 Network, Design Considerations of the Brandywine Town Center section in Chapter IV on pp.  
 21 47-51:

22 “On-road bicycle lanes or [sidepaths] shared-use paths are envisioned for  
 23 major roads in the vicinity (Chapter VI: Transportation). Additional trails  
 24 and small parks should be built as a part of new development. Trails and  
 25 parks should be linked together, and designed to protect sensitive natural  
 26 resources and to provide direct, safe connections between neighborhoods,  
 27 the Town Center, and future transit facilities. [South of the community  
 28 center, a 50- acre community park on McKendree Road, adjacent to the  
 29 Mattawoman Watershed Park, is recommended (Chapter VII: Public  
 30 Facilities).]...”

1 “[Finally, the designation of some land southwest of Accokeek Road as  
2 Residential Low-Transition Area will also help to protect tributaries of  
3 Mattawoman Creek.]...”

4 • “The upgrade-in-place of MD 5/US 301 to an access-controlled freeway  
5 is planned and [This] may include collector-distributor lanes between the  
6 MD 5/US 301 merge and the McKendree Road interchange. This road  
7 would primarily serve regional through traffic between southern  
8 Maryland, I-495, and US 50.

9 • [A full interchange at the junction of MD 5/US 301 and A-55. The  
10 design of this interchange could be either a full diamond or a half-  
11 diamond on the south side of MD 373, relocated. The alignment of A-  
12 55 is moved south compared to the 1993 Master Plan, to provide  
13 spacing between this interchange and adjacent interchanges at  
14 McKendree/Cedarville Road and MD 5.]...”

15 \* “A crossing near the southern end of Matapeake Business Drive  
16 (UM-503[I-500]) would avoid crossing the actively used Soil Safe  
17 property (the employment land use east of Timothy Branch), but  
18 might have greater environmental impacts on Timothy Branch  
19 compared to the A-63 alignment.

20 \* A crossing in the vicinity of the proposed transit station, to align  
21 with the A-55 interchange and the northern end of [I-500]UM-503  
22 might have lesser environmental impacts than the southern crossing,  
23 but would cut through the Soil Safe property.”

24 “Through a separate process, the Maryland Transit Administration (MTA)  
25 is working with Prince George’s County and Charles County on the  
26 Southern Maryland Rapid Transit Planning and Environment Linkages (PEL)  
27 Study, investigating options for transit service [right-of-way preservation]  
28 between White Plains in Charles County and the Branch Avenue Metrorail  
29 Station, using the MD 5/US 301 corridor. The transit mode could be bus  
30 rapid transit (BRT), [or] light rail transit (LRT), or hybrid rail. [and would

1 generally run along the eastern edge of MD 5/US 301](Chapter VI:  
2 Transportation).

3 In addition to the transit station in the core of the Brandywine [Community]  
4 Town Center, a second station is shown to serve Timothy Branch in certain  
5 scenarios. Additionally, another station is being considered near the  
6 [planned] MD 5/A-63 interchange...”

7 “[Urban design considerations such as architectural scale, bulk, and style,  
8 street and sidewalk widths, vegetation, and building materials are crucial  
9 details that make a place attractive, livable, and establish a community’s  
10 unique character. Guidelines regarding such elements can help to reinforce  
11 community character, while allowing appropriate design flexibility.  
12 Developing design guidelines with the community could not be achieved  
13 within the master plan’s time frame.]”

14 “Urban design plays a critical role in shaping Brandywine as a cohesive  
15 Local Town Center rather than a series of individual, auto-oriented  
16 projects. The design principles in the strategies below provide high-level  
17 policy guidance to inform future development, redevelopment, and public  
18 investment within the Town Center.

19 The principles articulate the desired character, organization, and public  
20 realm qualities that should guide land use decisions, zoning  
21 implementation, infrastructure planning, and development review.  
22 Collectively, they support the creation of a walkable core, coordinated  
23 transitions to surrounding areas, and a distinct sense of place along the  
24 MD 5 corridor.”

#### 25 **MINOR AMENDMENT NUMBER 24**

26 Amend the MD 5 (Branch Avenue) Corridor section in Chapter IV on p. 51-52:

27 “The 2002 General Plan designate[s]d MD 5 as one of seven growth  
28 corridors in the County. The intent of this designation is to concentrate  
29 development and encourage redevelopment at key points along designated  
30 major transportation routes. Within the former Developing Tier, the  
31 General Plan’s vision [is] was for corridor development that is of

1 moderate density and compatible with the surrounding community.”

2 “The planned transit corridor along MD 5 [supports the General Plan’s

3 corridor concept] remains a key organizing element for future growth in

4 Brandywine, and the master plan emphasizes preservation of right of way

5 for the transit route (Chapter VI: Transportation). [As described in the

6 previous section a] A transit node is planned in Brandywine in Brandywine

7 at the MD 5/A-63 interchange north of TB. [This station is envisioned as

8 being park-and-ride oriented and serving a broader regional catchment.

9 Land use in the area surrounding the transit station (on both sides of MD 5)

10 would be a mix of commercial and institutional uses east and west of MD 5.

11 Medium-density residential uses are envisioned for the area between

12 Brandywine Road and Accokeek Road on the west side of the interchange]

13 In the near term, the area may function with a significant park-and-ride

14 component serving a broader regional catchment. Over time, as transit

15 service and market demand evolve, development surrounding the station

16 should transition toward a compact, mixed-use, transit-supportive pattern

17 organized around a defined street and block network. Land uses in the

18 station area should be vertically and horizontally integrated, with

19 neighborhood-serving commercial, employment, institutional, and

20 residential uses configured to support walkable access to transit. Medium-

21 density residential areas between Brandywine Road and Accokeek Road

22 should provide appropriate transitions to adjacent neighborhoods while

23 reinforcing direct pedestrian and bicycle connections to the station area...

24 Future development along MD 5 should incorporate context-sensitive

25 design standards that address building placement, access management,

26 parking configuration, landscape buffering, and streetscape improvements.

27 Consolidation of curb cuts, shared access between parcels, and coordinated

28 signage standards will be critical to transforming the corridor from an auto-

29 dominated arterial into a series of well-defined nodes that support

30 reinvestment while protecting adjacent communities and rural lands from

31 strip commercial encroachment.”

**MINOR AMENDMENT NUMBER 25**

Remove the Central Branch Avenue Corridor Revitalization Sector Plan section on p. 52:

“[The MD 5 Corridor is envisioned as a transit way composed of either bus rapid transit (BRT) or light rail transit (LRT), including three transit stops in Clinton. Alternatives include a station in the northeast quadrant of MD 5/MD 223, near or as part of the Clinton Park Shopping Center; in the southeast quadrant of MD 5/MD 223, adjacent to a residential neighborhood; or on the west side of MD 5 in conjunction with the existing park and ride. Transit stations are also identified adjacent to the Southern Maryland Hospital Center at MD 5/Surratts Road and at MD 5 at either Coventry Way or Allentown Road. Any of these locations could allow for more dense redevelopment near the station as the area becomes more transit-oriented. The Maryland Transit Administration is studying alternative alignments for BRT or light rail along the corridor. This concept promotes the redevelopment or densification of land near these transit nodes as pedestrian and transit-oriented development. Furthering this concept, on April 2, 2013, the Prince George’s County District Council approved the Central Branch Avenue Corridor Revitalization Sector Plan (PGCPB No. 13-09 and CR-24-2013). Following are summaries of the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan (CBA) recommendations for three focus areas in Clinton:

- At the Southern Maryland Hospital transit node, CBA envisions new housing, local serving retail, a plaza and ample open space conveniently located at the heart of an expanded medical campus. The sector plan designates Institutional Mixed Use as the future land use of the medical center to allow a range of accessory uses common at medical complexes. It designates Residential Medium-High in the southwest quadrant of MD 5 and Surratts Road, opposite the hospital.
- The Downtown Clinton focus area incorporates areas adjacent to the intersections of MD 223/MD 5 and MD 223/Old Branch Avenue and

1 Brandywine Road. This area is envisioned, in the CBA sector plan, as  
 2 transformed into a vibrant, mixed use, transit-supported destination  
 3 spanning Branch Avenue, providing a range of housing types and new  
 4 office development that residents and workers can safely walk or  
 5 bicycle to and from. The CBA sector plan recommends a multi-use  
 6 boulevard in a portion of Woodyard Road (MD 223). In this portion,  
 7 MD 223 is reconstructed as an attractive boulevard that provides for,  
 8 but separates local, through, and nonvehicular traffic. A new  
 9 connected street grid contributes to the synergy of the area.

- 10 • In the Coventry Way Village focus area the CBA sector plan  
 11 recommends increasing employment land uses such as production,  
 12 distribution, repair, and contractor businesses serving Joint Base  
 13 Andrews, and moderate-density residential development clustered  
 14 around the planned transit station. Key design principles strive to  
 15 ensure good connectivity along Coventry Way between Alexandria  
 16 Ferry Road (and Joint Base Andrews) and Old Branch Avenue, and  
 17 multimodal access to transit. For detailed information about the  
 18 planning recommendations for each of these focus areas, see the 2013  
 19 Approved Central Branch Avenue Corridor Revitalization Sector Plan,  
 20 Chapter IV, Strategic Plan for Redevelopment and Revitalization]”

#### 21 **MINOR AMENDMENT NUMBER 26**

22 Amend the Strategies in section C. Brandywine Center and MD 5 Corridor on p. 53:

- 23 • “Prepare a Brandywine village preservation and revitalization study  
 24 that identifies priority mixed-use blocks, infrastructure sequencing,  
 25 public realm improvements, and catalytic sites needed to establish a  
 26 walkable core and coordinated development pattern. The study should  
 27 address infill development, redevelopment, transportation, and  
 28 circulation patterns including truck traffic, design considerations, and  
 29 community aspects such as historic and archeological considerations.
- 30 • Direct near-term growth and redevelopment towards the Brandywine  
 31 Town Center identified within Plan 2035 to reduce development

1                    pressure on rural and low-density residential areas.

- 2                    • [As part of the community based process, d]Develop a design plan for  
3                    the Brandywine Community Center to establish the palette of  
4                    architectural styles, building materials, exterior finishes, street and  
5                    sidewalk cross-sections, and other design elements to be used in the  
6                    center.
- 7                    • Develop best site design and stormwater management practices to be  
8                    used in the Brandywine [Community] Town Center for protection of  
9                    water quality in Mattawoman Creek.
- 10                  • Designate properties within one-quarter mile of the proposed station  
11                  locations to zoning classifications that will facilitate the highest  
12                  intensities of mixed-use, pedestrian-oriented, and transit-supportive  
13                  development closest to the SMRT stations.
- 14                  • Continue to work with MTA to preserve right-of-way for the Southern  
15                  Maryland Rapid transit service (SMRT) in the MD 5/US 301 corridor,  
16                  particularly at Brandywine Crossing and the location of the proposed SMRT  
17                  stops at Timothy Branch.
- 18                  • [Encourage infill development along the MD 5 corridor, specifically at  
19                  potential transit nodes in Clinton.]
- 20                  • Construct the tallest buildings adjacent to the SMRT stations.  
21                  Buildings at this location should contain a vertical mix of uses,  
22                  including multifamily residential and office uses on upper floors and  
23                  convenience retail, eating and drinking establishments, offices, or  
24                  personal service uses on the ground floor.
- 25                  • Facilitate horizontal mixed-use development patterns within  
26                  Brandywine that integrate residential, commercial, and employment  
27                  uses across coordinated blocks rather than isolated single-use projects.

- 1 • Retain sufficient land for flex/industrial uses on the east side of  
2 Brandywine Town Center while effectively screening industrial uses  
3 from abutting residential and commercial.
- 4 • Provide a broader range of compatible housing types within the Local  
5 Town Center, including townhomes, duplexes, triplexes, middle-  
6 density options, multifamily, age-targeted housing, and workforce  
7 housing.
- 8 • Coordinate land use phasing, transportation improvements, and transit  
9 investments to ensure that higher-density development occurs  
10 concurrent with, or after, the provision of supporting infrastructure and  
11 public services.
- 12 • Work with property owners and developers to identify the design  
13 features for creating a unique, memorable public gateways adjacent to  
14 the SMRT stations including:
- 15 • Distinctive streetscape design
  - 16 • Wayfinding
  - 17 • Signage
  - 18 • Interactive public art design features that celebrate the broader  
19 community
- 20 • Create a high-quality, inclusive, and interconnected public realm that  
21 serves the needs of a diverse population and creates unique spaces that  
22 promotes and accommodates 24-hour activity.
- 23 • Activate the public realm by allowing eating and dining establishments  
24 to add outdoor seating; evaluate and amend the County Code as  
25 necessary to implement this strategy.

- 1 • Improve pedestrian and bicycle connectivity across MD 5/US 301 to  
2 reduce the barrier effect of the expressway and strengthen functional  
3 relationships between community center core and edge areas.
- 4 • Adhere to the design considerations prescribed below where feasible.
- 5 1. Development Pattern and Block Structure
- 6 • Organize development into interconnected streets and blocks that  
7 define public space and reduce reliance on large-format, internally  
8 oriented site layouts.
- 9 • Establish a recognizable “core” area with buildings arranged to  
10 frame streets and civic spaces.
- 11 • Encourage incremental infill that contributes to a cohesive district  
12 pattern rather than isolated parcels with independent access and  
13 circulation.
- 14 • Phase development in a manner that reinforces long-term street  
15 connectivity and avoids creating permanent superblocks.
- 16
- 17 2. Land Use Integration and Transitions
- 18 • Support a horizontally and/or vertically integrated mix of housing,  
19 employment, retail, dining, medical office, and civic uses  
20 consistent with Brandywine’s role as a Local Town Center.
- 21 • Locate the most active uses within the walkable core and at key  
22 intersections.
- 23 • Ensure appropriate transitions in height, scale, and intensity  
24 between mixed-use areas and adjacent residential neighborhoods.
- 25 • Encourage small-format retail, neighborhood-serving commercial,  
26 and flexible employment spaces that can evolve over time with  
27 market demand.
- 28
- 29 3. Building Orientation and Street Presence
- 30 • Orient buildings toward public streets, internal main streets, or  
31 civic open spaces rather than toward parking lots.

- 1 • Emphasize active ground-floor frontages along primary streets and  
2 near transit nodes.  
3 • Locate primary entrances along sidewalks or shared-use paths to  
4 reinforce walkability.  
5 • Encourage architectural variation that contributes to identity while  
6 maintaining compatibility in scale and materials.  
7

#### 8 4. Parking and Site Design

- 9 • Prioritize placement of parking to the side or rear of buildings  
10 wherever feasible.  
11 • Break up large parking areas into smaller blocks with landscape  
12 islands and green infrastructure.  
13 • Minimize curb cuts along MD 5 and other primary streets;  
14 consolidate access points to improve safety and walkability.  
15 • Integrate shared parking strategies and structured parking where  
16 appropriate over time.  
17

#### 18 5. Public Realm and Open Space

- 19 • Incorporate visible and accessible civic spaces such as greens,  
20 plazas, and pocket parks within the Town Center core.  
21 • Design open spaces to support flexible programming, including  
22 seasonal events, markets, and community gatherings.  
23 • Provide shade, seating, lighting, and pedestrian-scale amenities to  
24 enhance comfort and usability.  
25 • Use native landscaping and low-impact design techniques to  
26 manage stormwater and reinforce local environmental character.  
27

#### 28 6. Mobility and Connectivity

- 29 • Create a fine-grained pedestrian and bicycle network that connects  
30 neighborhoods to the Town Center core, schools, parks, and transit  
31 facilities.

- 1 • Design streets to balance vehicular access with pedestrian safety
- 2 through traffic calming, enhanced crossings, and street trees.
- 3 • Provide clearly delineated pedestrian pathways from parking areas
- 4 to building entrances.
- 5 • Preserve right-of-way for planned transit improvements while
- 6 ensuring interim development does not preclude future multimodal
- 7 enhancements.

#### 8 7. Identity and Placemaking

- 10 • Establish coordinated gateway elements along MD 5 and at key
- 11 intersections to signal arrival into the Town Center.
- 12 • Encourage public art, wayfinding, and landscape features that
- 13 reinforce Brandywine’s identity.
- 14 • Promote development that reflects regional character without
- 15 imposing uniform architectural style.

#### 17 8. Environmental Stewardship

- 18 • Incorporate green infrastructure, bioretention, and stormwater
- 19 management as visible design features.
- 20 • Protect environmentally sensitive areas while integrating trails and
- 21 open space where appropriate.
- 22 • Encourage development patterns that reduce vehicle miles traveled
- 23 through mixed-use proximity and improved walkability.”

#### 24 **MINOR AMENDMENT NUMBER 27**

25 Amend the heading and reference in the Table of Contents of “D. RURAL TIER” to “D.  
26 RURAL AND AGRICULTURAL AREAS” on pp.

#### 27 **MINOR AMENDMENT NUMBER 28**

28 Amend the goals of the Rural and Agricultural Areas section of Chapter IV on p. 53:

- 29 • “Preserve the [Rural Tier] Rural and Agricultural Areas and
- 30 implement the recommendations of [2002 General] Plan 2035 [with
- 31 the same density of allowed future development as in adjacent

1           planning areas] to strengthen protections against incremental  
 2           development and land fragmentation.

- 3           • Preserve access to mineral resources where sufficient and  
 4           economically viable mining potential exists with clear expectations for  
 5           reclamation and long term-term agricultural, forestry, or renewable  
 6           energy reuse as called for by the 2020 Sand and Gravel Mining Study.
- 7           • [Conserve valuable agricultural and other natural resource lands before  
 8           they are developed.]”

### 9           **MINOR AMENDMENT NUMBER 29**

10          Amend the strategies of the Rural and Agricultural Areas section on p. 59:

- 11           • “Designate [Rural Tier] land in the Rural and Agricultural Area[in the  
 12           lowest density residential zoning category that is available] as Rural  
 13           Residential (RR), Residential Estate (RE), Agricultural-Residential  
 14           (AR), and Agriculture and Preservation (AG) with the consideration for  
 15           supportive land uses and amenities that directly serve the agricultural  
 16           industry.
- 17           • “Amend the Zoning Ordinance to allow greater flexibility for farm-  
 18           based marketing, processing, and related uses, such as farm stands and  
 19           agritourism, and agritech as follows:”
- 20           • “...Include agritechnology facilities, such as indoor and vertical  
 21           farming, controlled-environment agriculture, automation and  
 22           robotics-based systems, and renewable energy-supported  
 23           operations, in the Rural and Agricultural Area, and establish clear  
 24           performance standards to ensure compatibility with rural  
 25           character.”
- 26           • “Streamline approvals for and provide economic development  
 27           incentives for agritechnology and agritourism.”
- 28           • “[Continue to p]Protect land throughout the [Rural Tier] Rural and  
 29           Agricultural Area through fee simple and easement acquisition and other  
 30           means, including dedications and restrictions through the development

process...”

- “Publicize and conduct outreach among [Rural Tier] Rural and Agricultural Area landowners regarding land preservation program options, including voluntary donations of easements to local land trusts...”
- “[Review and amend as necessary the effectiveness of conservation subdivision code requirements (Section 24-152) in preserving viable agricultural lands.]”
- “Require mitigation for activities that use soil productivity classes I, II, and III agricultural or forest soils in the [Rural Tier] Rural and Agricultural Area in Subregion 5.”

**MINOR AMENDMENT NUMBER 30**

Amend the language in the Aviation section of Chapter IV to reflect the decommissioning of Washington Executive Airport on p. 63:

“There [are two] is one active general aviation airports in Subregion 5. Potomac Airfield is located along Tinkers Creek, east of Allentown Road in Rose Valley. Washington Executive Airport is located west of Piscataway Road and south of Steed Road and is no longer in use.”

**MINOR AMENDMENT NUMBER 31**

Amend the strategies of the Green Infrastructure section of Chapter V on p.71:

“As agricultural needs change, support the transition of pasture land to native grassland or other native species in general (trees, shrubs).”

**MINOR AMENDMENT NUMBER 32**

Amend the policies of the Water Quality, Stormwater Management, and Groundwater section of Chapter V on p. 76:

- “Encourage **the** restoration and enhancement of water quality in degraded areas and the preservation of water quality in areas not degraded by implementing stormwater management techniques and filtering systems such as rain gardens.”

**MINOR AMENDMENT NUMBER 33**

1 Amend the strategies of the Water Quality, Stormwater Management, and Groundwater  
2 section of Chapter V on p. 77:

- 3 • “Encourage the use of conservation tillage to minimize surface soil  
4 disturbance during planting and reduce soil erosion as well as sediment  
5 runoff.
- 6 • Encourage alternative crop rotation of cover crops such as winter  
7 wheat, rye, or barley and contour farming to reduce soil erosion and  
8 absorb excess nitrogen and phosphorous that remains in the soil after  
9 the summer crop has been harvested...”
- 10 • “Encourage reduction of pesticides, herbicides, and fertilizers through  
11 Integrated Pest Management (IPM) in both agricultural and non-  
12 agricultural settings including farms and home gardens...”
- 13 • “Protect and preserve existing forests and wetlands through existing  
14 land conservation and protection programs such as the Maryland  
15 Agricultural Land Preservation Foundation (MALPF) or the Maryland  
16 Environmental Trust (MET).
- 17 • Provide for expanded educational, recreational and aesthetic  
18 opportunities in floodways and floodplains.”

19 **MINOR AMENDMENT NUMBER 34**

20 Update reference and amend the strategies of the Watersheds section of Chapter V on p.  
21 82:

- 22 • “Revise the countywide stormwater management ordinance to  
23 incorporate revisions in the Maryland Stormwater Design Manual  
24 (revised May 2009 and draft updates from September 2025) and other  
25 enhanced stormwater management policies...”
- 26 • “Require mining companies to achieve post mining reclamation and  
27 land stabilization that meets environmental needs, with a strong  
28 emphasis on reforestation, and consideration for grassland creation...”
- 29 • “Conduct groundwater flow modeling to estimate future groundwater  
30 conditions using pumping tests, tracer tests, and geophysical

1 methods.”

2 **MINOR AMENDMENT NUMBER 35**

3 Update reference in the policies of the Chesapeake Bay Critical Area section of Chapter  
4 V on p. 83:

- 5 • “Enhance the County’s Critical Area protection program in response to  
6 local, regional, and statewide initiatives and legislative changes  
7 including the 2025 Maryland General Assembly House Bill 1470 that  
8 aims to address the legal challenges faced by property owners.”

9 **MINOR AMENDMENT NUMBER 36**

10 Amend the strategies of the Air Quality and Greenhouse Gas Emissions section of  
11 Chapter V on p. 84:

- 12 • “Design development and redevelopment projects to reduce overall car  
13 ratios within development and minimize the need for motor vehicle  
14 trips (Chapter IV: Land Use and Development Pattern)...”
- 15 • “Encourage the use of clean energy sources such as solar, [and] wind  
16 power, hydropower, biomass energy, geothermal energy, and tidal  
17 energy.”

18 **MINOR AMENDMENT NUMBER 37**

19 Amend the strategies of the Green Building and Energy Efficiency section of Chapter V  
20 on p. 86:

- 21 • “Consider vehicle fleet improvements: as vehicles are replaced,  
22 continue and increase hybrid or alternative-fuel or fully electric  
23 vehicle purchases.”

24 **MINOR AMENDMENT NUMBER 38**

25 Amend the strategies of the Sand and Gravel Mining section of on p. 88:

- 26 • “Continue to review proposed mining projects for impacts on the  
27 integrity of the master plan, using the following guidelines:  
28 \* Mining operations should minimize impacts on scenic, historic,  
29 cultural, or recreational assets.  
30 \* Post-extraction uses should support the plan’s preservation goals

1 with mined land reclaimed for agricultural [and] forest uses.

2 \* Additional considerations for post-extraction uses should be  
3 community uses such as parks and trails, or for renewable energy  
4 installations if appropriate.

- 5 • Educate the community on the mining process and special exception  
6 review process for mining operations.”

#### 7 **MINOR AMENDMENT NUMBER 39**

8 Amend the overview of Chapter VI: Transportation on p. 91:

9 “...The future transportation network will improve traffic flow on major  
10 roadways, establish new roads and connections in the community, and  
11 increase opportunities to use public transit. It will also enhance sidewalks,  
12 bikeways, shared-use paths, and trails that link the communities within  
13 Subregion 5. Designated scenic and historic roads will be conserved and  
14 enhanced as a defining element of community character, linked to the  
15 historic development patterns of the county. New developments designed  
16 as transit-oriented communities will complement future SMRT bus rapid  
17 transit or light rail stations in Brandywine and Clinton...”

#### 18 **MINOR AMENDMENT NUMBER 40**

19 Amend the Transportation Issues sub-section of the Roads section of Chapter VI p. 92:

- 20 • “... They are in need of upgrades and improvements to [serve current  
21 transportation needs] make them safe and accommodating for  
22 bicycling, walking, and accessing transit services.
- 23 • Continuous traffic flows along certain roads, especially at peak hours,  
24 create difficult and/or dangerous situations for residents exiting their  
25 driveways or small side streets onto main roads, especially when  
26 making left turns. These conditions also make it unsafe for pedestrians  
27 to cross these roads and bicyclists to travel along them...”

#### 28 **MINOR AMENDMENT NUMBER 41**

29 Amend the Major Network Roads in Subregion sub-section of the Roads section of  
30 Chapter VI on p. 93:

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- “MD 5 (Branch Avenue): MD 5 is a major commuter route linking Southern Maryland to Washington, D.C. The short segment of MD 5 from Subregion 6 (adjacent to the southwest boundary of [JBA] Joint Base Andrews) to MD 223 (Woodyard Road) has already been upgraded to a freeway. This plan recommends that MD 5 be upgraded to a full controlled-access facility with new interchanges at Surratts Road and MC-503/C-517.
  - US 301 (Crain Highway): As a major link between Baltimore, southern Maryland, and Richmond, Virginia, US 301 carries a large volume of regional through traffic. US 301 crosses Subregions 3, 5, and 6. [The past master plan] Consistent with the 2025 Preliminary Master Plan of Transportation, this plan recommends an upgrade of existing US 301 to freeway status along its entire length from US 50 in Bowie, southward to the Charles County line. Collector-distributor lanes are recommended between the MD 5/US 301 merge and the McKendree Road interchange. Full interchanges are recommended at the junction of MD 5/US 301 and UM-500 Calm Retreat Boulevard and McKendree/Cedarville Road (MC-502/A-55). New interchanges are recommended at: Mattawoman Road (A-55), C-528/Dyson Road or Missouri Avenue; C-607/Rosaryville Road; and MD 382 (Croom Road).”
  - “MD 210 (Indian Head Highway): MD 210 is a major commuter route linking Southern Maryland to Washington, D.C. Consistent with the 2025 Preliminary Master Plan of Transportation, this plan recommends upgrading the existing MD 210 to expressway status from I-95/495 southward to the Charles County Line”
  - “MD 223 (Woodyard Road/Piscataway Road): MD 223 currently experiences heavy traffic volumes, especially between [Steed] Livingston Road/Piscataway Road and Rosaryville Road, as it is the only major route that crosses Subregion 5 from east to west. MD 223 functions as the subregion’s “Main Street” by connecting residential subdivisions and local commercial

1 centers to the major north-south roads.”

- 2 • “MD 228 (Berry Road): MD 228 connects MD 210 and MD 301 and  
 3 frequently carries high traffic volumes. This plan recommends that  
 4 MD 228 be upgraded to an expressway from MD 210 to the Charles  
 5 County Line.”

#### 6 **MINOR AMENDMENT NUMBER 42**

7 Amend the Existing Conditions description of the Roads section of Chapter VI on p. 93-  
 8 94:

9 “As part of [this previous] the 2013 master plan[ning preparation]  
 10 process[es], the existing road network was reviewed in relation to traffic  
 11 volumes from existing development and projected traffic volumes from  
 12 approved but not developed ‘pipeline’ development, and road  
 13 improvements that are either funded through the state’s Consolidated  
 14 Transportation Program (CTP), the County’s Capital Improvement  
 15 Program (CIP), or conditioned for funding and construction by  
 16 developers...”

17 “Since 1992, [eight] several major improvements have either been made  
 18 [to] or are planned for the Subregion 5 road network [or are  
 19 imminent](Table VI-1: Roadway Improvements, 1992 – 2008)...  
 20 [Although not constructed yet, two additional projects are in the Prince  
 21 George’s County FY 2008–2013 Approved CIP: one has money allocated  
 22 for design or construction in budget year FY 2008, and the other is  
 23 currently under construction. The remaining project is the interchange at  
 24 MD 5, MD 373, and MD 381. It is in the Maryland State Highway  
 25 Administration’s (SHA) FY 2007–2012 Consolidated Transportation  
 26 Program (CTP).] The Prince George’s County FY2026-2031 Approved  
 27 CIP includes funding for bridge replacement work along Brandywine  
 28 Road, which is a key corridor in Subregion 5 and connects with MD  
 29 381/MD 5. Funds for resurfacing and other improvements have also been  
 30 approved for several roadways across the Subregion.  
 31 The Maryland State Highway Administration’s (SHA) FY 2026-2031

1 Consolidated Transportation Program (CTP) continues to include four  
 2 projects in the Subregion – two along MD 5, an upgrade to the existing  
 3 road and an interchange (flyover) project along US 301/MD  
 4 5/Mattawoman-Beantown Road as well as a study of Piscataway Road.  
 5 While these projects remain unfunded, the MD 210 project to improve  
 6 safety and mobility along MD 210 and provide grade-separated  
 7 interchanges has been funded until FY 2029. [Although it is not funded for  
 8 construction, it is fully designed. Additional road projects are listed in the  
 9 CIP and the CTP, but are not funded for construction.]”

10 “As of January 2008, 22 intersections in Subregion 5 and two road  
 11 segments failed to meet adequacy standards (Table VI-3: Inadequate Road  
 12 Segments and Intersections in Subregion 5 (as of 2008)). Of the 24  
 13 inadequate locations, two [are] were links, 14 [are] were signalized  
 14 intersections, and eight [are] were unsignalized intersections. MD 5 ha[s]d  
 15 the largest number of inadequacies, followed by US 301, MD 223, MD  
 16 210, and Temple Hills Road.

17 Despite approved developer-funded and government-programmed  
 18 improvements, the following roads in Subregion 5 [are] were projected to  
 19 experience failing Level of Service E or F conditions:

- 20 • MD 223 (Woodyard/Piscataway Road) east of MD 5.
- 21 • MD 210 (Indian Head Highway) from Subregion 7 to MD 373  
 22 (Accokeek Road).
- 23 • MD 381 (Brandywine Road) between MD 223 and Piscataway Creek.
- 24 • Farmington Road east of MD 210.
- 25 • Steed Road, Surratts Road between MD 381 and Dangerfield Road,  
 26 and Temple Hills Road north of Kirby Road.

27 The two failing roadway links included a long segment along MD 5 south  
 28 of Surratts Road and a segment of MD 223 between MD 5 and  
 29 Brandywine Road. These roadway links [are] were evaluated in separate  
 30 state planning studies to identify potential improvement strategies. A

1 County CIP project, listed in the design phase, [will]addressed two failing  
 2 Brandywine Road intersections at Surratts Road and Thrift Road.  
 3 Improvements to the MD 223/Old Branch Avenue/Brandywine Road  
 4 intersection [will be] are anticipated to be developer-funded as a condition  
 5 of development approval.  
 6 The [currently] failing intersection locations [are] were all in the  
 7 Developing Tier and [are] were primarily along or near the MD 5  
 8 Corridor. Other major roads with failing intersections [are]were US 301,  
 9 MD 223, MD 210, Brandywine Road, and Temple Hills Road. Two of the  
 10 failing MD 5 intersections at MD 373 (Accokeek Road) and Brandywine  
 11 Road [are] were designated for replacement by a single grade-separated  
 12 interchange through the state’s Consolidated Transportation Program  
 13 (CTP), but the project is currently not funded for construction. Developer-  
 14 funded improvements have been constructed at the MD 5/Surratts Road  
 15 intersection, but further upgrades are necessary to address congestion, and  
 16 an interchange is recommended in this plan.”

### MINOR AMENDMENT NUMBER 43

17  
 18 Amend the Major Transportation Studies sub-section of the Roads section of Chapter VI  
 19 on p. 96-99:

20 “The Maryland State Highway Administration (SHA) [is undertaking] has  
 21 undertaken two major planning studies within Subregion 5[, ]: the US 301  
 22 Waldorf Area Transportation Improvement Project and the MD 223  
 23 Piscataway Road/Steed Road. A brief description of each study follows:  
 24 The Maryland State Highway Administration (SHA) is continuing to  
 25 study[ing] potential transportation solutions for US 301 traffic between the  
 26 US 301/MD 5 interchange and Turkey Hill Road in Charles County, south  
 27 of Waldorf. This study is [the latest in] part of a long series of studies of  
 28 US 301, which began in 1981 with various access control studies and  
 29 continued with the Eastern Bypass Corridor Study and the Washington  
 30 Bypass Joint Study...”

31 “The County [does] did not at the time support new alignment alternatives

1 for US 301 within Subregions 5 or 6 because of the impacts that these  
 2 alignments would have on land in the Rural Tier...”  
 3 “MD 223 Piscataway Road/Steed Road to MD 5  
 4 SHA has initiated a long-term planning study of MD 223 between Floral  
 5 Park Road and MD 4 (in Subregion 6). The overall study ha[s]d three  
 6 segments: MD 4 to MD 5, MD 5 to Steed Road, and Steed Road to Floral  
 7 Park Road. During 2008, only the Steed Road to MD 5 segment was an  
 8 active project planning study (A-54) and funding for that study was  
 9 deferred. The purpose of the study [is] was to improve safety conditions  
 10 and increase the existing roadway capacity to accommodate projected  
 11 traffic volumes. Alternatives [will] examined the number of lanes,  
 12 intersection improvements, and bicycle and pedestrian facilities. The  
 13 remaining two MD 223 segments are intended to be funded for project  
 14 planning studies at a later date.”

15 **MINOR AMENDMENT NUMBER 44**

16 Replace Table VI-5: Recommended Road Improvements at Buildout, Beyond 2030 on  
 17 pp. 103-104.

18 “Table VI-5: Recommended Road Improvements at Buildout[, Beyond 2030]

19 [

Identification	Road Name	Limits	Proposed Right-of-Way	Proposed Lanes
<b>New and upgraded Roads</b>				
F-9	Branch Avene (MD 5)	Charles County to Subregion 7	300’	6-8****
F-10*	Crain Highway (US 301)	MD 5 to Subregion 6	300’-450’	6-8
F-11	Indian Head Highway (MD 210)	MD 228 to Subregion 7	Varies	6-8
E-5	Indian Head Highway (MD 210)	Charles County to MD 228	250’	4
E-7	Berry Road (MD	Charles County	250’	4

	228)	to MD 210		
A-53	Woodyard Road (MD 223)	MD 5 to Subregion 6	120'	6
A-54	Piscataway Road/Woodyard Road (MD 223)	MD 210 to MD 5	Varies (120' minimum)	4-6, Multi-lane boulevard
A-55*	Accokeek Road/Acchokeek Road Relocated (MD 373)	MD 210 to US 301/MD 5 (at McKendree Road)	Varies (120' minimum)	4-6
A-63*	Brandywine Employment Spine Road	A-55 to F-9 at C-522	120'	6
A-65	Old Fort Road Extended	MD 223 to MD 5	Varies (80' minimum)	2-4
MC-500	Temple Hills Road	MD 223 to Subregion 7	80'-100'	4
MC-501	Old Alexandria Ferry Road	MD 223 to MD 5	80'-100'	4
MC-502	West Brandywine Spine Road	MD 5 to A-55	100'	4
MC-503	Matapeake Business Drive	A-55 (south of Timothy Branch) to A-55 (at A-63)	100'	4
MC-703	Old Fort Road Extended	C-719 to MD 223	80'-100'	4
C-510	Dangerfield Road	Surratts Road to MD 223	80'	4
C-511	Coventry Way	Old Branch Avenue to Old	80'	4

		Alexandria Ferry Road		
C-512	Kirby Road	Temple Hills Roda to Old Branch Avenue	80'	4
C-513	Old Branch Avenue/Brandywine Road	Floral Park Road to MD 5 (at Brandywine interchange) to MD 5 (at Kirby Road)	80'	4
C-514	Surratts Road Extended	MD 223 to Brandywine Road	80'	4
C-515	Temple Road Extended	C-514 to MD 223	80'	4
C-516	Steed Road	MD 223 to Allentown Road	80'	4
C-517	Shady Oak Parkway	MD 5 to Dyson Road	80'	4
C-518	Hyde Field/Edelen Collector Facility	MC-703 to Steed Road	80'	4
C-519	Gallahan Road	MD 223 to Old Fort Road South	80'	2-4
C-520	Windbrook Drive	Thrift Road to MD 223	80'	2
C-521	Thrift Road	Tippett Road to Windbrook Drive	80'	2-4
C-523	Livingston Road	MD 223 to Subregion 7	80'	4

C-524	Livingston Road/Bealle Hill Rd.	MD 373 to A-54	80'	4
C-525	Livingston Road	MD 210 (at Independence Road) to MD 210 (at MD 373)	80'	2-4
C-526	Manning Road East	MD 210 to MD 228	80'	4
C-527*	Accokeek Road	A-55 to MD 5 at the Brandywine interchange	80'	4
C-528	Dyson Road	A-63 to C-610	80'	4
C-529	Farmington Road	Livingston Road to MD 210	80'	4
C-530	Berry Road	MD 373 to A-54	80'	4
C-531	Danville Road	MD 373 to Floral Park Road	80'	4
C-532	Gardner Road	Charles County to MD 373	80'	4
C-533	Tippett Road	Thrift Road to MD 223	80'	4
C-609	Surratts Road	Brandywine Road to Subregion 6	80'	2-4
C-610	Cherry Tree	A-63 to	80'	4

	Crossing Road Relocated	Subregion 6		
C-613*	MD 381 (Brandywine Road/Brandywine Road Extended)	F-9 at the Brandywine interchange to Subregion 6	80'	4
C-617	Cedarville Road	A-63 to Subregion 6	80'	2-4
C-718	Allentown Road	Old Fort Place to Steed Road	80'	4
C-719	Old Fort Road South/Old Fort Place	Gallahan Road to Allentown Road	80'	4
P-500	Bealle Hill Road	MD 228 to MD 373	60'	2
P-501	Manning Road East	MD 228 to MD 373	60'	2
P-503	Pinta Street Extended	Kirby Road to Chris-Mar Avenue	60'	2
P-504*	McKendree Road	MC-502 to MD 373	60'	2
P-505	Missouri Avenue	MD 381 to Dyson Road	60'	2
P-510	Windbrook Drive	Floral Park Road	60'	4
P-511	Thrift Road	Tippett Road to Brandywine Road	60'	4
P-512	Floral Park Road	MD 223 to Brandywine	60'	4

		Road		
I-502	Louie Pepper Drive	MD 223 to Bellefonte Lane	70'	2
I-503*	Short Cut Road	A-63 to Brandywine Road	70'	2
<b>New and upgraded interchanges</b>				
F-9	(MD 5) at Surratts Road Interchange			
F-9	(MD 5) at A-65/C-613 Interchange			
F-9	(MD 5) at A-63/C-522 Interchange			
F-9**	(MD 5) at F-10 (US 301) Interchange			
F-9	(US 301/MD 5) at A-55 Interchange			
F-9	(US 301/MD 5) at A-55/C-502 Interchange			
F-10	(US 301) at A-63 Interchange			
F-11	(MD 210) at Farmington Road Interchange			
F-11	(MD 210) at MD 373 (Livingston Road) Interchange, if deemed necessary, with MD 373 going over MD 210			
F-11	(MD 201) at E-7 (MD 228, Berry Road) Interchange			
E-7	(MD 228) at Manning Road East Interchange			

- 1 \* Alignment revised from 1993 Subregion V Master Plan.
- 2 \*\* Existing interchange to be reconstructed.
- 3 \*\*\* Includes two reversible lanes or six lanes plus fixed guideway transit facility.]

4

<u>M</u> <u>P</u> <u>O</u> <u>T</u> <u>ID</u>	<u>F</u> <u>a</u> <u>c</u> <u>i</u> <u>l</u> <u>i</u> <u>t</u> <u>y</u> <u>N</u> <u>a</u> <u>m</u> <u>e</u>	<u>F</u> <u>r</u> <u>o</u> <u>m</u>	<u>T</u> <u>o</u>	<u>T</u> <u>y</u> <u>p</u> <u>e</u>	<u>M</u> <u>i</u> <u>n</u> <u>RO</u> <u>W</u>	<u>B</u> <u>i</u> <u>c</u> <u>y</u> <u>c</u> <u>l</u> <u>e</u> <u>/</u> <u>S</u> <u>h</u> <u>a</u> <u>r</u> <u>e</u> <u>d</u> <u>-</u> <u>U</u> <u>s</u> <u>e</u> <u>F</u> <u>a</u> <u>c</u> <u>i</u> <u>l</u> <u>i</u> <u>t</u> <u>y</u>	<u>N</u> <u>o</u> <u>t</u> <u>e</u> <u>s</u>	<u>N</u> <u>u</u> <u>m</u> <u>b</u> <u>e</u> <u>r</u> <u>o</u> <u>f</u> <u>L</u> <u>a</u>
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								<u>ne</u> <u>s</u>
<u>U</u> <u>M</u> = <u>50</u> <u>0</u>	<u>Calm Retreat</u> <u>Boulevard</u>	<u>Northwest</u> <u>End of</u> <u>Calm</u> <u>Retreat</u> <u>Subdivisio</u> <u>n</u>	<u>Mattawoman Drive</u>	<u>U</u> <u>M</u> ( <u>A</u> ):	<u>114</u>	<u>Barri</u> <u>er</u> <u>separ</u> <u>ated</u> <u>bicyc</u> <u>le</u> <u>facilit</u> <u>y</u>	<u>Incl</u> <u>udes</u> <u>inter</u> <u>chan</u> <u>ge</u> <u>with</u> <u>US</u> <u>301 /</u> <u>MD</u> <u>5</u> <u>(Rob</u> <u>ert</u> <u>Crai</u> <u>n</u> <u>High</u> <u>way)</u>	<u>4</u>
<u>U</u> <u>M</u> = <u>50</u> <u>2</u>	<u>General Lafayette</u> <u>Boulevard</u>	<u>Calm</u> <u>Retreat</u> <u>Boulevard</u>	<u>Chadds Ford Dr</u>	<u>U</u> <u>M</u> ( <u>B</u> )	<u>98</u>	<u>Barri</u> <u>er</u> <u>separ</u> <u>ated</u> <u>bicyc</u> <u>le</u> <u>facilit</u> <u>y</u>	<u>Ade</u> <u>quat</u> <u>e</u> <u>RO</u> <u>W</u> <u>exist</u> <u>s to</u> <u>add</u> <u>bicy</u> <u>cle</u> <u>lane</u> <u>s</u> <u>thro</u>	<u>4</u>

							ugh targe ted reco nstru ction	
<u>U</u> <u>M</u> = <u>50</u> <u>3</u> ( <u>M</u> <u>C-</u> <u>50</u> <u>3)</u>	<u>Matapeake</u> <u>Business Drive</u>	<u>SE Robert</u> <u>Crain Hwy</u>	<u>Mattawoman Drive</u>	<u>U</u> <u>M</u> ( <u>B</u> )	<u>98</u>	<u>Barri</u> <u>er-</u> <u>separ</u> <u>ated</u> <u>bicyc</u> <u>le</u> <u>facilit</u> <u>y</u>	( <u>Mat</u> <u>apea</u> <u>ke</u> <u>Busi</u> <u>ness</u> <u>Driv</u> <u>e</u> ): <u>Med</u> <u>ian</u> <u>can</u> <u>be</u> <u>elim</u> <u>inate</u> <u>d</u> <u>wher</u> <u>e</u> <u>RO</u> <u>W is</u> <u>nece</u> <u>ssar</u> <u>y to</u> <u>acco</u> <u>mm</u> <u>odat</u>	<u>4</u>

						<u>e</u> <u>bicy</u> <u>clist</u> <u>s</u> <u>and</u> <u>pede</u> <u>stria</u> <u>ns.</u> <u>Muc</u> <u>h of</u> <u>corri</u> <u>dor</u> <u>is</u> <u>unbu</u> <u>ilt as</u> <u>of</u> <u>Nov</u> <u>emb</u> <u>er</u> <u>15.</u> <u>2024</u>	
<u>U</u> <u>M</u> <u>-</u> <u>50</u> <u>3</u>	<u>Mattawoman Drive</u>	<u>Matapeake</u> <u>Business</u> <u>Drive</u>	<u>Branch Drive / Ring</u> <u>House Road</u>	<u>U</u> <u>M</u> <u>(</u> <u>A</u> <u>)</u>	<u>114</u>	<u>Barri</u> <u>er-</u> <u>separ</u> <u>ated</u> <u>bicyc</u> <u>le</u> <u>facilit</u> <u>y</u>	<u>-</u> <u>4</u>

<u>F-9</u>	<u>Branch Avenue (MD 5)</u>	<u>Charles County</u>	<u>MD 5 Branch Avenue</u>	<u>F</u>	<u>300'</u>	<u>Share d-Use Path</u>	<u>=</u>	<u>8</u>
<u>F-9</u>	<u>Branch Avenue (MD 5)</u>	<u>US 301</u>	<u>Old Crain Highway</u>	<u>F</u>	<u>300'-450'</u>	<u>Share d-Use Path</u>		<u>6</u>
<u>F-10*</u>	<u>Crain Highway (US 301)</u>	<u>MD 5</u>	<u>Old Crain Highway</u>	<u>F</u>	<u>300'-450'</u>	<u>Share d-Use Path</u>	<u>=</u>	<u>6-8</u>
<u>F-11</u>	<u>Indian Head Highway (MD 210)</u>	<u>Pine Lane</u>	<u>I-95/I-495</u>	<u>F</u>	<u>300-460'</u>	<u>Share d-Use Path</u>	<u>=</u>	<u>6-8</u>
<u>E-5</u>	<u>Indian Head Highway (MD 210)</u>	<u>Charles County</u>	<u>Pine Lane</u>	<u>E</u>	<u>250'</u>	<u>Share d-Use Path</u>	<u>=</u>	<u>6</u>
<u>E-7</u>	<u>Berry Road (MD 228)</u>	<u>Charles County</u>	<u>MD 210</u>	<u>E</u>	<u>250'</u>	<u>N/A</u>	<u>=</u>	<u>6</u>
<u>A-53</u>	<u>Woodyard Road (MD 223)</u>	<u>MD 5</u>	<u>Subregion 6</u>	<u>A</u>	<u>80'</u>	<u>Share d-Use Path</u>	<u>=</u>	<u>6</u>
<u>A-54</u>	<u>Piscataway Road/Woodyard Road (MD 223)</u>	<u>MD 210</u>	<u>MD 5</u>	<u>A</u>	<u>120' min</u>	<u>N/A</u>	<u>=</u>	<u>4-6</u>
<u>A-55</u>	<u>Accokeek Road/Accokeek</u>	<u>MD 210</u>	<u>US 301/MD 5 (at McKendree Road)</u>	<u>A</u>	<u>120' min</u>	<u>Share d-</u>	<u>=</u>	<u>4-6</u>

	<u>Road Relocated (MD 373)</u>					<u>Use Path</u>		
<u>A-63*</u>	<u>Brandywine Employment Spine Road (MD 373)</u>	<u>Brandywine e Road – East of MD 5</u>	<u>Brandywine Road West of MD 5</u>	<u>A</u>	<u>Varie s (120' min)</u>	<u>Share d- Use Path</u>	<u>=</u>	<u>4</u>
<u>M C- 50 0</u>	<u>Temple Hills Road</u>	<u>MD 223</u>	<u>Subregion 7</u>	<u>M C</u>	<u>80- 100</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>M C- 50 1</u>	<u>Old Alexandria Ferry Road</u>	<u>MD 223</u>	<u>MD 5</u>	<u>M C</u>	<u>80- 100</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>M C- 50 2</u>	<u>West Brandywine Spine Road</u>	<u>MD 5</u>	<u>A-55</u>	<u>M C</u>	<u>100</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>M C- 70 3</u>	<u>Old Fort Road Extended</u>	<u>C-719</u>	<u>MD 223</u>	<u>M C</u>	<u>80- 100</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 0</u>	<u>Dangerfield Road</u>	<u>Surratts Road</u>	<u>MD 223</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 2</u>	<u>Kirby Road</u>	<u>Temple Hills Road</u>	<u>Old Branch Avenue</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 3</u>	<u>Old Branch Avenue/Brandywin e Road</u>	<u>Floral Park Road</u>	<u>MD 5 (at Brandywine</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>

			<u>interchange) to MD 5 (at Kirby Road</u>					
<u>C- 51 4</u>	<u>Surratts Road Extended</u>	<u>MD 223</u>	<u>Brandywine Road</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 5</u>	<u>Temple Hills Road Extended</u>	<u>C-514</u>	<u>MD 223</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 6</u>	<u>Steed Road</u>	<u>MD 223</u>	<u>Allentown Road</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 7</u>	<u>Shady Oak Parkway</u>	<u>MD 5</u>	<u>Dyson Road</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 8</u>	<u>Hyde Field/Edelen Collector Facility</u>	<u>MC-703</u>	<u>Steel Road</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C- 51 9</u>	<u>Gallahan Road</u>	<u>MD 223</u>	<u>Old Fort Road South</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2- 4</u>
<u>C- 52 0</u>	<u>Windbrook Drive</u>	<u>Thrift Road</u>	<u>MD 223</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>C- 52 1</u>	<u>Thrift Road</u>	<u>Tippett Road</u>	<u>Windbrook Drive</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2- 4</u>
<u>C- 52 3</u>	<u>Livingston Road</u>	<u>MD 223</u>	<u>Subregion 7</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>

<u>C-524</u>	<u>Livingston Road/Bealle Hill Road</u>	<u>MD 373</u>	<u>Subregion 7</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C-525</u>	<u>Livingston Road</u>	<u>MD 210 (at Independence Road)</u>	<u>MD 210 (at MD 373)</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2-4</u>
<u>C-526</u>	<u>Manning Road East</u>	<u>MD 210</u>	<u>MD 228</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C-527</u>	<u>Accokeek Road</u>	<u>A-55</u>	<u>MD 5 (at Brandywine Interchange)</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C-528</u>	<u>Dyson Road</u>	<u>A-63</u>	<u>C-610</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C-529</u>	<u>Farmington Road</u>	<u>Livingston Road</u>	<u>MD 210</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>C-530</u>	<u>Berry Road (MD 228)</u>	<u>MD 373</u>	<u>A-54</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>C-531</u>	<u>Danville Road</u>	<u>MD 373</u>	<u>Floral Park Road</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>C-532</u>	<u>Gardner Road</u>	<u>Charles County</u>	<u>MD 373</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>C-533</u>	<u>Tippett Road</u>	<u>Thrift Road</u>	<u>MD 223</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2</u>

<u>C-609</u>	<u>Surratts Road Extended</u>	<u>Brandywine Road</u>	<u>Subregion 6</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2-4</u>
<u>C-610</u>	<u>Cherry Tree Crossing Road Relocated</u>	<u>A-63</u>	<u>Subregion 6</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C-613</u>	<u>MD 381 (Brandywine Road/Brandywine Road Extended)</u>	<u>F-9 at the Brandywine interchange</u>	<u>Subregion 6</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C-617</u>	<u>Cedarville Road</u>	<u>A-63</u>	<u>Subregion 6</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>2-4</u>
<u>C-718</u>	<u>Allentown Road</u>	<u>Old Fort Place</u>	<u>Steed Road</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>C-719</u>	<u>Old Fort Road South/Old Fort Place</u>	<u>Gallahan Road</u>	<u>Allenton Road</u>	<u>C</u>	<u>80</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>P-500</u>	<u>Beale Hill Road</u>	<u>MD 228</u>	<u>MD 373</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>P-501</u>	<u>Manning Road East</u>	<u>MD 228</u>	<u>MD 373</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>P-503</u>	<u>Pinta Street Extended</u>	<u>Kirby Road</u>	<u>Chris-Mar Ave</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>P-504</u>	<u>McKendree Road</u>	<u>MD-502</u>	<u>MD 373</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>2</u>

<u>P-505</u>	<u>Missouri Avenue</u>	<u>MD 381</u>	<u>Dyson Road</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>P-510</u>	<u>Windbrook Drive</u>	<u>Floral Park Road</u>	<u>=</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>P-511</u>	<u>Thrift Road</u>	<u>Tippett Road</u>	<u>Brandywine Road</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>P-512</u>	<u>Floral Park Road</u>	<u>MD 223</u>	<u>Brandywine Road</u>	<u>P</u>	<u>60</u>	<u>N/A</u>	<u>=</u>	<u>4</u>
<u>I-502</u>	<u>Louie Pepper Drive</u>	<u>MD 223</u>	<u>Bellefonte Lane</u>	<u>I</u>	<u>70</u>	<u>N/A</u>	<u>=</u>	<u>2</u>
<u>I-503</u>	<u>Short Cut Road</u>	<u>A-66</u>	<u>Brandywine Road</u>	<u>I</u>	<u>70</u>	<u>N/A</u>	<u>=</u>	<u>2</u>

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**MINOR AMENDMENT NUMBER 45**

Amend the Adequacy Criteria sub-section of the Roads section of Chapter VI on p. 105:

“...[LOS adequacy thresholds by General Plan policy tier are as follows:

- Developing Tier: LOS D
- Rural Tier: LOS C]

Plan 2035 replaces tier designations with Transportation Service Areas.

- TSA 1 (area wide): LOS E
  - Regional Transit Districts: LOS E
- Local Centers: LOS E
  - TSA 2 (area wide): LOS D
- Local Centers: LOS D
  - TSA 3: LOS C”

**MINOR AMENDMENT NUMBER 46**

Amend the Policies of the Roads section of Chapter VI on p. 107:

- “Achieve consistency between the County’s Capital Improvement Program (CIP), the state’s Consolidated Transportation Program (CTP) road improvement projects, and the recommended improvements in the [approved master plan] the 2025 Preliminary Master Plan of Transportation when approved...”
- “Pursue and establish a variety of dedicated funding sources and strategies to complete the recommended [2030 and] 2025 Preliminary Master Plan of Transportation buildout transportation network.”
- “Ensure that transportation facilities are constructed in a timely fashion that will support planned growth[; the]. The proposed transportation facilities are identified in [the 2030 road network] the 2025 Preliminary Master Plan of Transportation (Table VI-5 Recommended Road Improvements at Buildout). [(Table VI-4: Recommended Road Improvements by 2030) should be completed within the 2030 timeframe.]...”
- “[Ensure that transportation facilities are adequate prior to approval of new development or rezoning proposals.] Fund, [and] approve, and implement transportation facilities identified in the CIP.
- Continue to support and implement the recommendations in the 2009 *Approved Countywide Master Plan of Transportation* and the 2025 Preliminary Master Plan of Transportation, once approved.
- [Maintain significant amounts of land designated for future low-density residential development to mitigate congestion generated by local traffic.]”

**MINOR AMENDMENT NUMBER 47**

Amend the Strategies of the Roads section of Chapter VI on p. 108:

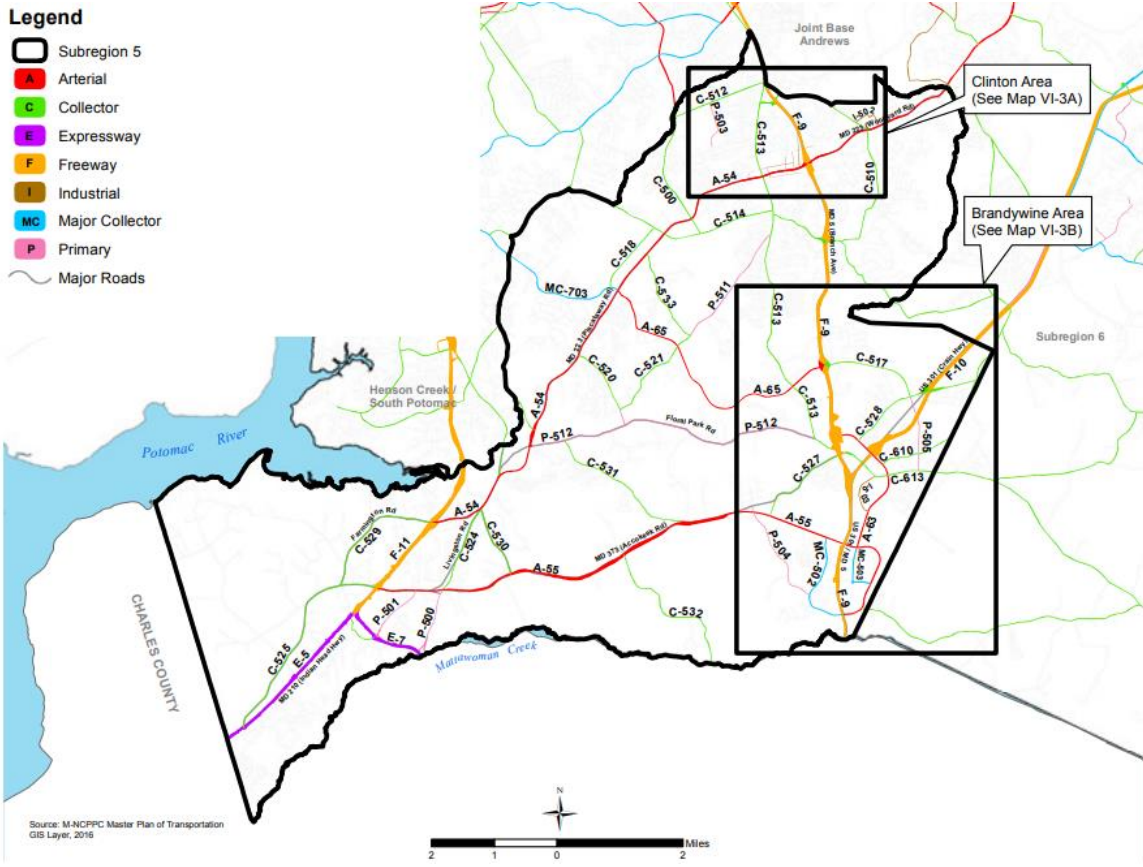
- “Construct streets in the Brandywine Town Center in accordance with the approved Urban Street Design Standards typology per Section 27-

1                   6202 of the Zoning Ordinance...

- 2                   • “[Conduct an annual evaluation of the CIP and CTP preliminary
- 3                   recommendations to ensure consistency with the recommendations in
- 4                   the 2009 Approved Countywide Master Plan of Transportation. The
- 5                   annual review should also evaluate APF requirements, plan priorities,
- 6                   and growth patterns to identify and recommend additional CIP
- 7                   projects.]”
- 8                   • “[Implement short-term strategies to reduce congestion on roads
- 9                   carrying comparatively high-traffic volumes relative to their built
- 10                  capacity.] Improve signalization on high-traffic volume roads to
- 11                  mitigate congestion. Candidate roads would include Brandywine
- 12                  Road, Temple Hills Road, Old Alexandria Ferry Road, and Surratts
- 13                  Road...”
- 14                  • “[Evaluate the adequate public facilities ordinance, specifically the
- 15                  “Guidelines for the Analysis of the Traffic Impact of Development
- 16                  Proposals” to see whether establishing geographic policy areas—to
- 17                  analyze road capacity and serve as the geographic basis for restricting
- 18                  or deferring development in specific areas until road inadequacies are
- 19                  addressed—would better address the road adequacy issues.]...”
- 20                  • “Implement the *2009 Approved Countywide Master Plan of Transportation*
- 21                  (MPOT) and the 2025 Preliminary Master Plan of Transportation (once
- 22                  approved) policies and strategies for streets, roads, and highways as they
- 23                  apply to new development applications and the preparation of plan
- 24                  recommendations.”
- 25                  • “Designate key intersections across US 301 to provide safe, multimodal links
- 26                  between the west side and the east side of the Town Center.
- 27                  • Implement complete street elements along Livingston Road in Accokeek
- 28                  between Branch Library and John Dailey Road.
- 29                  • Expand the Priority Funding Area along MD 5, US 301, and MD 223 to
- 30                  enable access to more infrastructure funding.”

**MINOR AMENDMENT NUMBER 48**

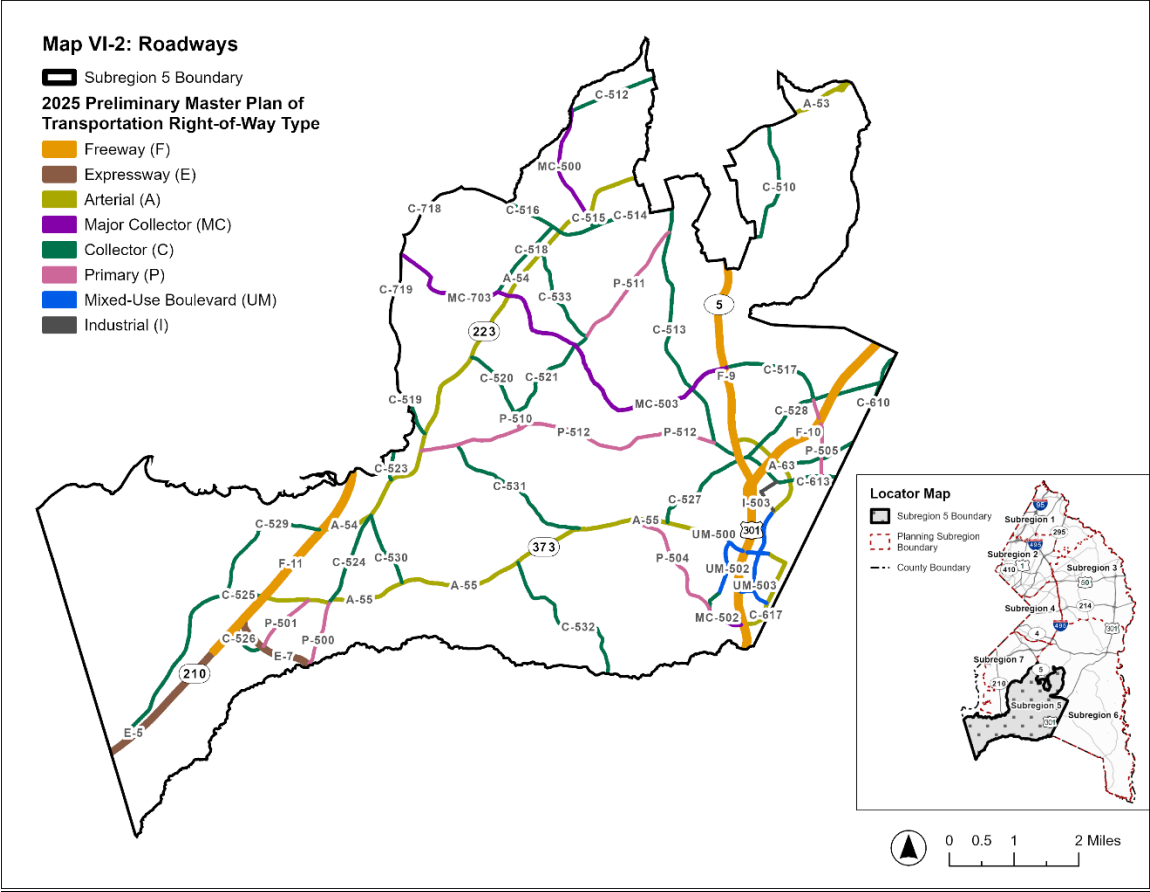
Replace Map VI-2: Roadways on p. 109:



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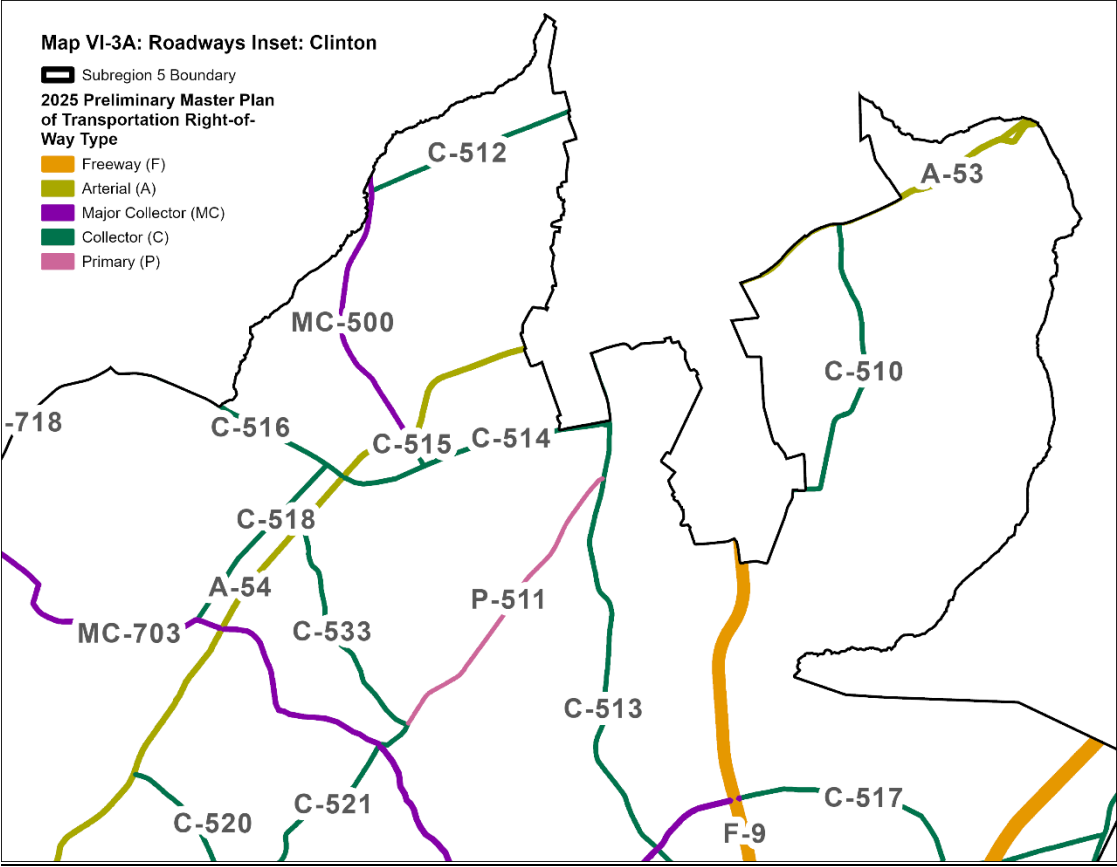


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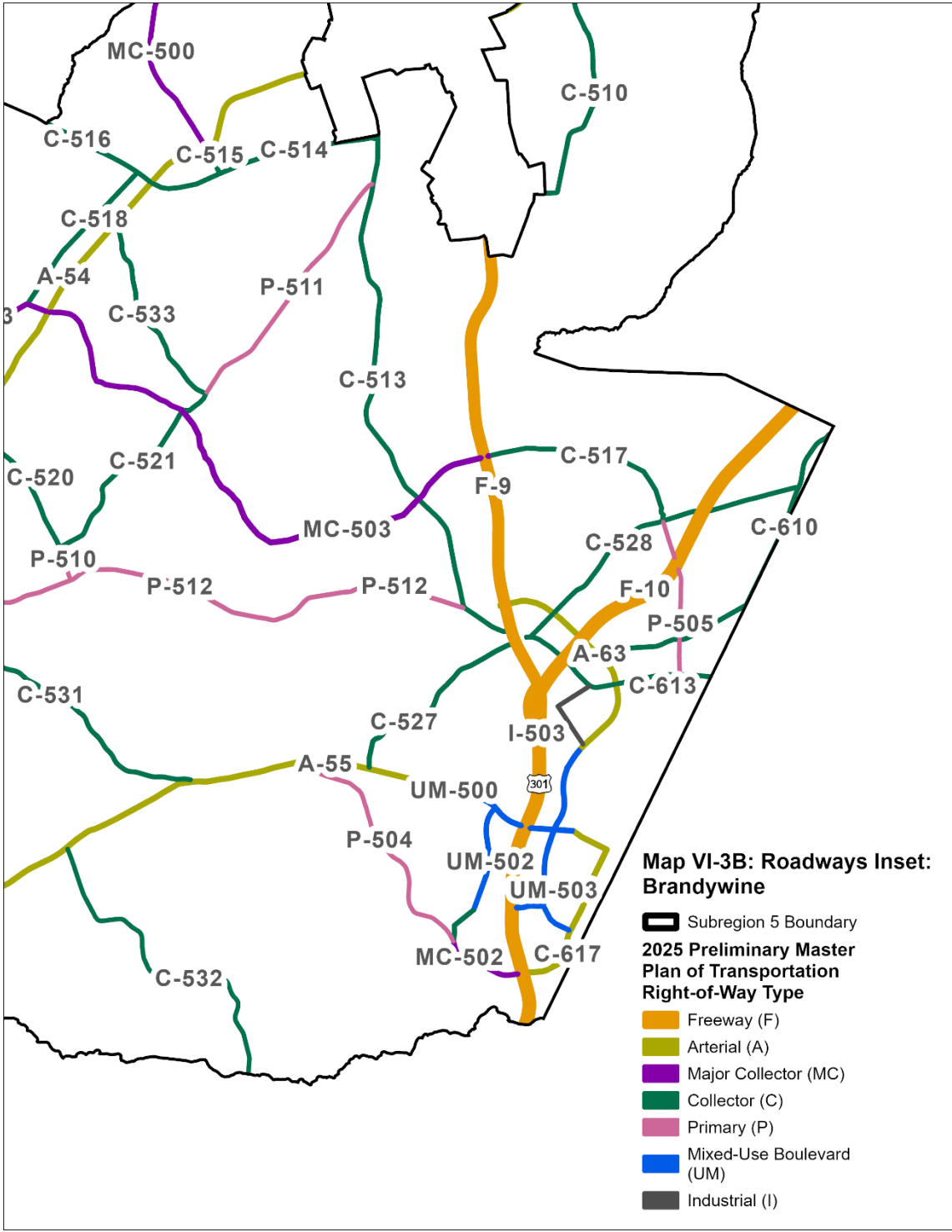
**MINOR AMENDMENT NUMBER 49**

Replace Map VI-3: Roadway Insets: Clinton and Brandywine p. 110:





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**MINOR AMENDMENT NUMBER 50**

Amend the background information of the Transit section of Chapter VI on p. 112:

“The Bus,” operated by the Prince George’s County Department of Public Works & Transportation (DPW&T), [The County-operated TheBus

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1 service] has two routes in [the northern portion of] the subregion. Route  
2 P84 connects Brandywine Crossing to the [Route 30 connects the Clinton  
3 Park-and-Ride Lot to the] Branch Avenue Metrorail Station. Route P85  
4 connects the Branch Avenue Metrorail Station with Medstar Southern  
5 Maryland Hospital Center. [via Piscataway Road and Temple Hills Road;  
6 Route 32 connects the Clinton Park-and-Ride Lot to the Naylor Road  
7 Metrorail Station (at the MD 5/Suitland Parkway interchange near the  
8 District of Columbia line) via Woodyard Road, Old Alexandria Ferry  
9 Road, and Coventry Way.] Updates to the schedule became effective June  
10 30, 2025.

11 DPW&T [The County] also offers paratransit services throughout the  
12 subregion. Call-A-Bus offers demand-response, curb-to-curb service for  
13 residents who are not served by or cannot use existing bus or rail services.  
14 Priority is given to senior and disabled persons. Call-A-Cab is a  
15 transportation assistance program that provides mobility at a reduced cost  
16 for County seniors (age 60+) and/or County persons with disabilities.  
17 MetroAccess, a complimentary service in Prince George's County, is a  
18 shared-ride, door-to-door, paratransit service for people whose disability  
19 prevents them from using TheBus. Senior Transportation Services (STS)  
20 provides regularly scheduled transportation throughout Prince George's  
21 County to senior and disabled County residents.

22 [The northern parts of the subregion are served by WMATA Metrobus  
23 routes C11 and C13, which connect Clinton to the Branch Avenue  
24 Metrorail Station. Metrobus routes W13 and W14 also operate through the  
25 northwestern portion of the subregion, utilizing Old Fort Road South and  
26 Allentown Road, and terminating in Washington, D.C.]

27 The Maryland Transit Administration (MTA) operates multiple express  
28 commuter bus [service] routes [along MD 5 and MD 210 between  
29 Washington, D.C.,] in Subregion 5. Commuter Bus Route 735 operates  
30 along MD 5 between Washington, DC, and Charlotte Hall, MD, and stops  
31 at the Brandywine Park & Ride. Commuter Bus Route 640 operates along

1 MD 210 between Washington, DC, and Waldorf, MD, and stops at the  
 2 Accokeek Park & Ride. Commuter Bus Route 650 operates along MD 210  
 3 between Washington, DC, and La Plata, MD, and also stops at the  
 4 Accokeek Park & Ride. [and three southern Maryland counties (Calvert,  
 5 Charles, and St. Mary’s); however, none of these routes stop in Subregion  
 6 5.] Several other MTA bus routes from other areas in Southern Maryland  
 7 to Washington, DC, travel through the subregion but do not stop in the  
 8 subregion. Updates to the schedule became effective July 1, 2024.

9 [The Clinton Park-and-Ride Lot and the Accokeek Park-and-Ride Lot are  
 10 the only park and-ride lots in the subregion.] The subregion has two State  
 11 Highway Administration (SHA) park & ride lots. [The 424-space Clinton  
 12 lot is located on Stuart Lane and Woodyard Road (MD 223) near MD 5,  
 13 and is served by TheBus routes 30 and 32 and Metrobus routes C11 and  
 14 C13.] The 246-space Brandywine Park & Ride lot is located on MD 5 at  
 15 Brandywine Road. The 492-space Accokeek Park & Ride lot is located on  
 16 MD 373 (Livingston Road), east of [at] MD 210, [and is served by  
 17 Metrobus Route W19 which connects to the Southern Avenue Metrorail  
 18 Station. The Branch Avenue Metrorail Station, located near Auth Way  
 19 (near the I-95/I-495/MD 5 interchange), and is the most convenient Metro  
 20 Station for residents of Subregion 5.] SHA Park & Rides are free and can  
 21 accommodate carpools and van pools. No permits are required, and lots  
 22 are open 24 hours, seven days a week, unless otherwise noted. Overnight  
 23 parking is permitted.

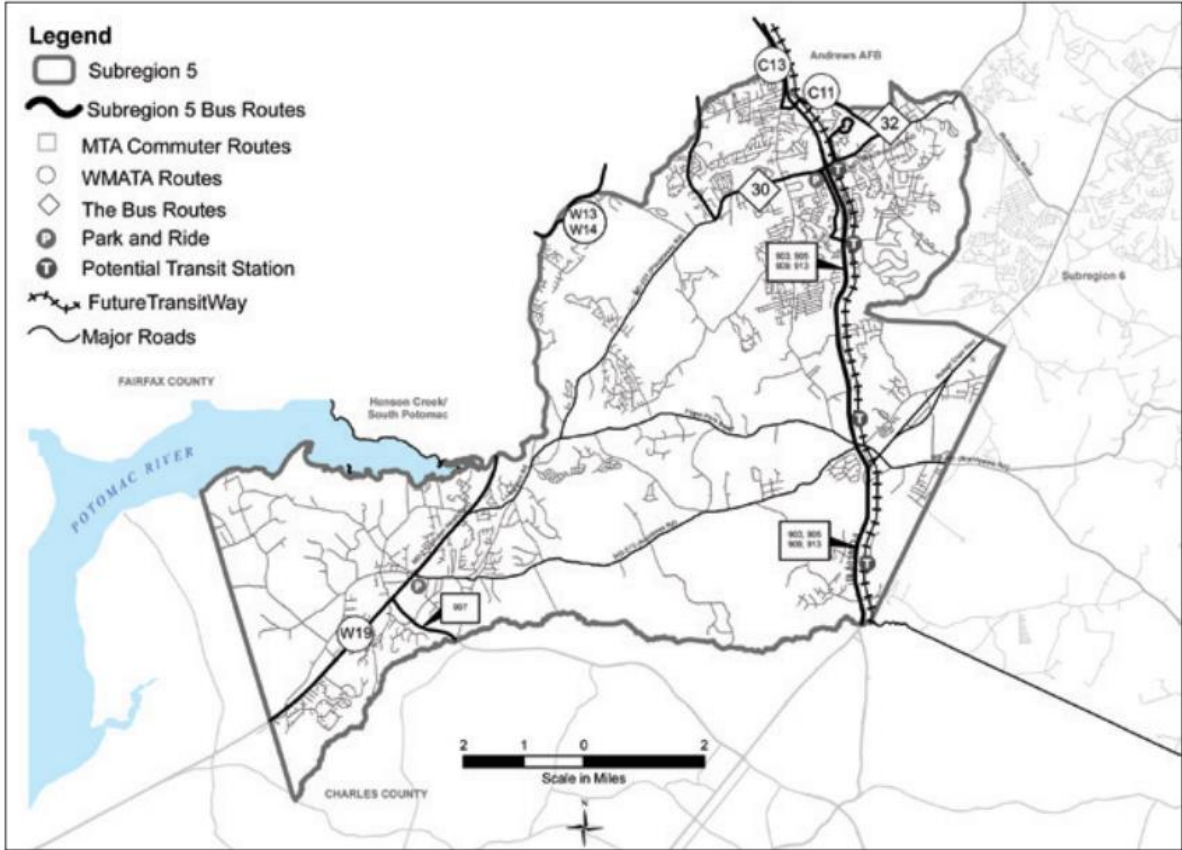
24 The Maryland Transit Administration (MTA) [is conducting] conducted  
 25 the Southern Maryland Transit Study along the MD 5 and US 301 corridor  
 26 in Prince George’s County and Charles County. The purpose of the study  
 27 [is] was, with public inputs, to designate a preferred alignment for either a  
 28 bus rapid transit (BRT) or light rail transit (LRT) system in the MD 5  
 29 corridor to address future transit needs. This study [is concentrating]  
 30 concentrated on alignments that link southern Maryland to the Branch  
 31 Avenue Metrorail Station. MTA is moving forward with planning for the

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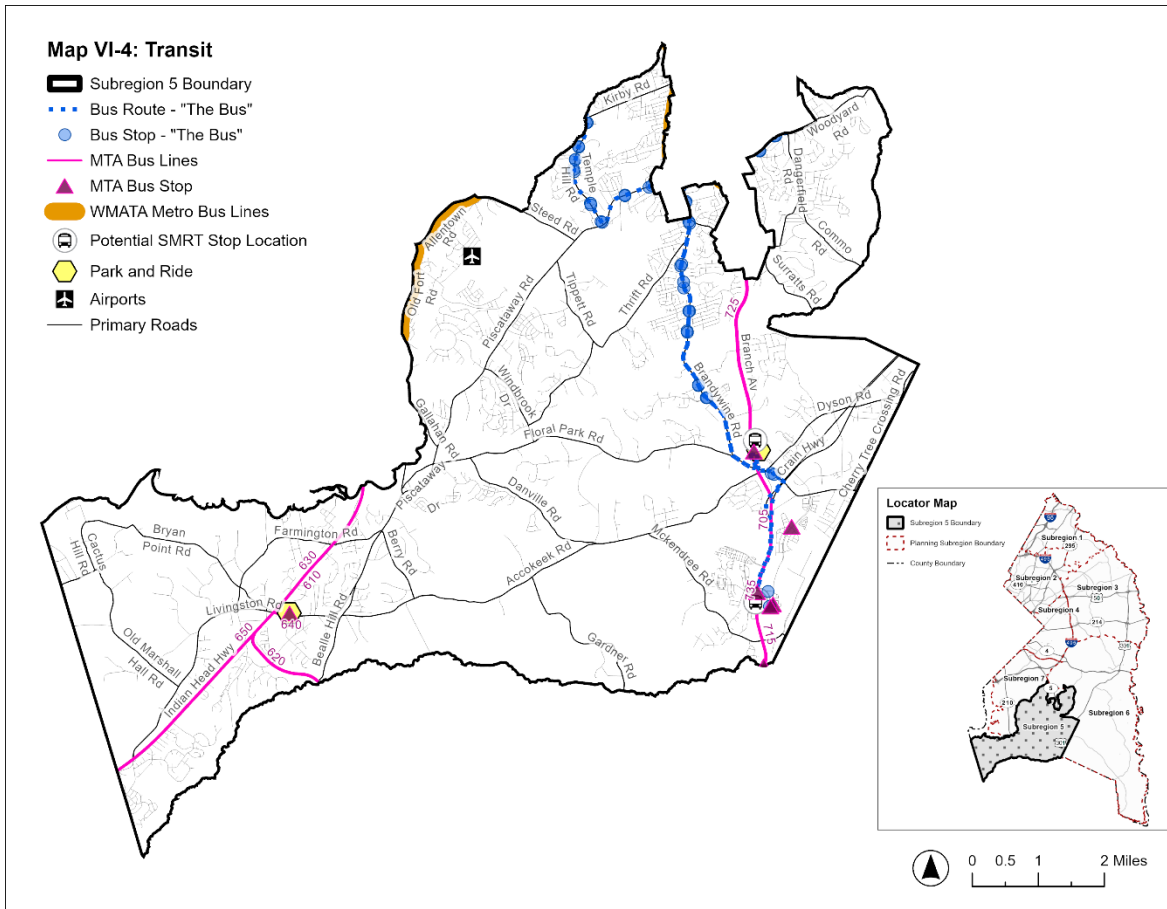
Southern Maryland Rapid Transit (SMRT) line. This service would be very attractive for existing and future residents of Brandywine and Clinton.”

**MINOR AMENDMENT NUMBER 51**

Replace Map VI-4: Transit on p. 113 with a new map:



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**MINOR AMENDMENT NUMBER 52**

Amend the Policies of the Transit section of Chapter VI on p. 114:

- “...Preserve right-of-way in the MD 5/US 301 corridor in Subregion 5 for the planned SMRT bus-rapid transit, [or] light rail, or hybrid rail transit service and station areas.”

**MINOR AMENDMENT NUMBER 53**

Amend the Strategies of the Transit section of Chapter VI on p. 114:

- “Implement the recommendations for a transit system contained in the MTA’s Southern Maryland Transit Corridor Preservation Study, a precursor to the Southern Maryland Rapid Transit (SMRT) Study.
- Pursue the expansion of commuter bus service from the recommended Brandywine Community Center to the Branch Avenue Metrorail Station. This could be accomplished by expanding existing MTA bus service and would assist in providing regional transit mobility. It

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1 would also strengthen market demand for [transit] SMRT service in  
 2 the MD 5 corridor, expediting the implementation of such service.

- 3 • Pursue the expansion of bus transit services to link Brandywine and  
 4 the Branch Avenue Metrorail Station until the full [MD 5] SMRT  
 5 transit system is implemented. This will support the land use  
 6 recommendations that envision the Brandywine Community Center as  
 7 a major transit-oriented mixed-use node.
- 8 • Develop a complementary set of circulator bus routes to connect  
 9 passengers within the Brandywine area (the community center edges  
 10 and beyond, as described in Chapter IV: Land Use and Development  
 11 Pattern) and other neighborhoods near future stations to the corridor  
 12 transit services once SMRT BRT or LRT service is implemented  
 13 within the MD 5 corridor...”
- 14 • “Implement the following recommendations for transit services for the  
 15 Brandywine [Community] Town Center:
  - 16 ○ Construct two or more SMRT BRT/LRT transit stations and provide  
 17 related circulator bus service.
  - 18 ○ The use of structured parking at the Brandywine [Community] Town  
 19 Center [transit] SMRT station to accommodate park-and-ride users,  
 20 thereby preserving a larger land area for future mixed-use transit-oriented  
 21 development.
  - 22 ○ The use of structured or surface parking to serve the proposed SMRT  
 23 transit station at the MD 5/A-63 interchange in the area north of the  
 24 Brandywine Community Center.
  - 25 ○ Obtain dedicated right-of-way for SMRT transit along MD 5 and US 301  
 26 as part of planned future upgrades of these roads to freeways.
- 27 • Establish a multimodal hub in the Town Activity Center (Core) area  
 28 east of MD 301 to facilitate easy connections between the planned  
 29 SMRT rapid transit line and other local modes of transportation within



1 When possible, all on- and off-road facilities should be designed and  
 2 constructed according to the recommendations of the [2000] 2025 Manual  
 3 *on Uniform Traffic Control Devices* (MUTCD), [Millennium Edition,] and  
 4 the [1999] 2024 Guide for the Development of Bicycle Facilities,  
 5 American Association of State Highway and Transportation Officials  
 6 (AASHTO)..."

7 "A variety of facilities are needed to improve the walkability in Clinton.  
 8 This plan recommends select stream valley trails, [sidepaths] shared-use  
 9 paths, on-road bicycle facilities (such as designated bike lanes), and  
 10 sidewalk construction as part of a comprehensive, multi-modal network  
 11 allowing residents to make trips by walking or bicycling..."

#### **MINOR AMENDMENT NUMBER 55**

12 Amend the Sidewalks subsection of the Sidewalks, Bikeways, and Trails section of  
 13 Chapter VI on p. 115:

14 "Generally, sidewalks are planned for all roads within all areas containing  
 15 concentrations of people. [Pedestrians can use sidepaths, sidewalks, and  
 16 trail connections that serve multiple types of users.] Standard-sized  
 17 sidewalks with generous vegetated buffers from the road are needed along  
 18 roads that currently do not contain pedestrian facilities. Sidewalks  
 19 encourage local foot-traffic, improve the health of people in the area, and  
 20 provide safe access to transit, commercial, and service areas."

#### **MINOR AMENDMENT NUMBER 56**

21 Amend the Bikeways subsection of the Sidewalks, Bikeways, and Trails section of  
 22 Chapter VI on pp. 115-116:

23 "[Bikeways] On-Road Dual-Route Bicycle Facilities  
 24 Dual routes are roads that contain an off-road bicycle and pedestrian  
 25 facility and an on-road bicycle facility. [An appropriate on-road  
 26 component of a dual-route facility would be a shared use roadway, where  
 27 the bicyclist shares the road with vehicles, or a painted bike lane. Even a  
 28 wide, outside curb lane or a paved road shoulder can be used by bicyclists.  
 29 Off-road components of a dual-route facility would be either a sidepath or  
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1 wide sidewalk that could be used by bicyclists, equestrians and  
 2 pedestrians. Dual routes are planned along most of the major roadways  
 3 where four or more travel lanes are proposed.]”  
 4 “Connectivity is crucial to the overall usability of the [trail] bicycle and  
 5 pedestrian network, and this plan emphasizes an interconnected network  
 6 of facilities that also serve transportation and recreation needs [functional  
 7 purposes, such as commuting to work or school]. Table VI-6:  
 8 Recommended Major On-Road Pedestrian and Bicycle Improvements lists  
 9 the recommended on-road dual-route facilities in Subregion 5. When  
 10 possible, these facilities will contain both an on-road and an off-road  
 11 bicycle component. Recommended [trails] shared-use path facilities are  
 12 shown on Map VI-5: Trails...”

### **MINOR AMENDMENT NUMBER 57**

14 Amend the Trails description of the Sidewalks, Bikeways, and Trails section of Chapter  
 15 VI on p. 116:

16 “Preserving and protecting land in stream valleys for parks, open space,  
 17 and trails has been planning policy in Prince George’s County for many  
 18 years. However, in the Southern parts of the County, environmental  
 19 factors have made development of paved stream valley paths (also known  
 20 as Greenway Trails) expensive, hard to maintain, and in conflict with  
 21 environmental protection regulations and practices. Specifically,  
 22 challenges are manifested in the following ways:

- 23 • Forest loss that exceeds our increasingly small margins of what is  
 24 acceptable.
- 25 • Opening up of existing native landscapes to the spread of invasive  
 26 species.
- 27 • Negative impacts to stream water quality and riparian habitat.
- 28 • Intrusion into wetlands, and provision of boardwalk and bridge  
 29 structures that are expensive and logistically difficult to sustain and  
 30 maintain.

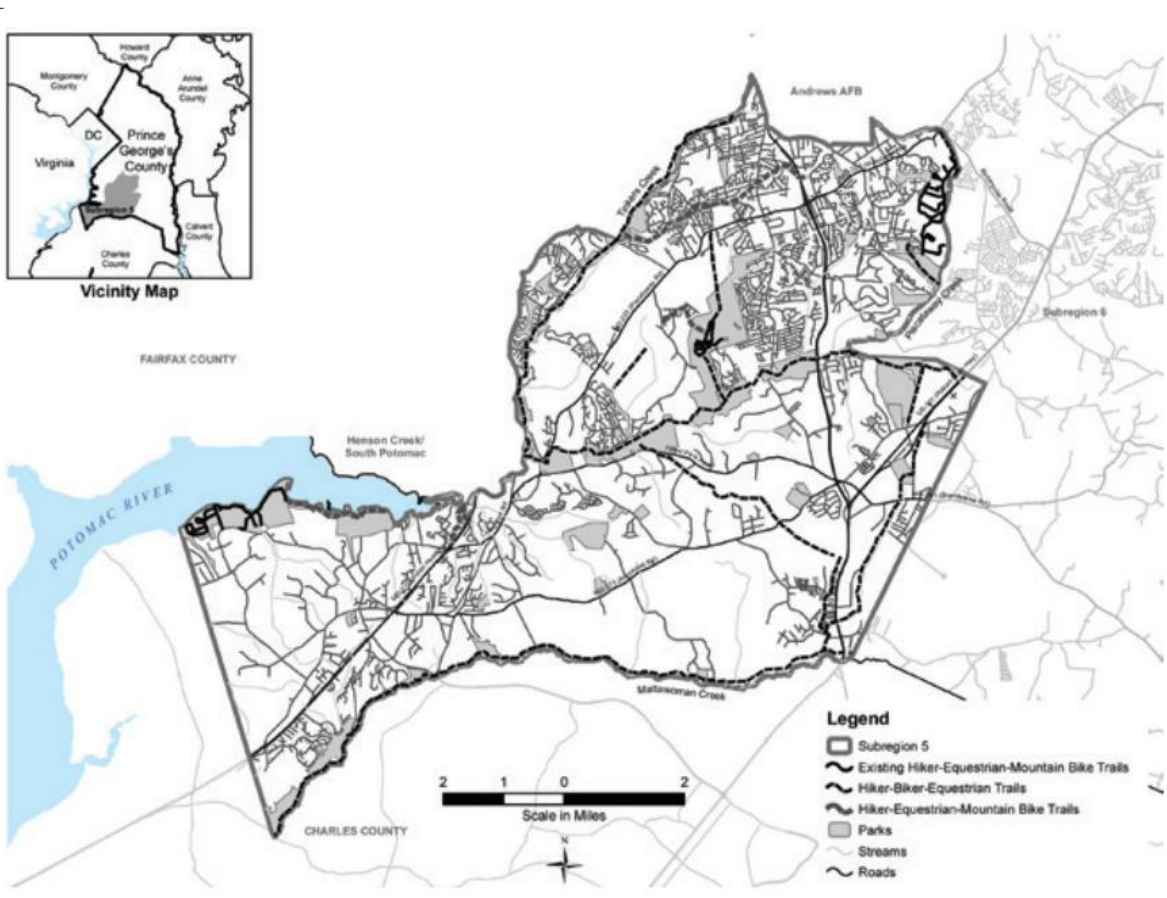
- 1 • Building in unstable floodplains while climate change makes flood  
2 impacts greater with each passing year.
- 3 • Expensive provision of grade-separated highway or railroad crossings.  
4 For these reasons, only a few, select stream valley corridors are  
5 appropriate for planned shared use paths. Instead, existing and expanded  
6 roadway corridors must be the focal point for accommodating the planned  
7 shared use path network. This shift can be accomplished without total loss  
8 of a high-quality greenway experience, by ensuring that some shared use  
9 paths along roadways are created in linear park/greenway settings.  
10 Primary Shared Use Paths in 28-40+ foot “green” landscapes (natural or  
11 groomed) can be created along select arterial or collector roads in areas  
12 where new development is taking place.  
13 Secondary Shared Use Paths (Sidepaths), with minimum roadway offsets,  
14 can be created along other main roads to ensure that the Dual-Route  
15 provision for bicycle and pedestrian accommodation is not lost. The  
16 planned Secondary Shared Use Paths will maintain the overall  
17 connectivity and continuity in the network.  
18 This approach to trail development will optimize the investment for both  
19 transportation and recreation. It keeps the path system within residential,  
20 commercial and employment areas making them realistic options for  
21 transportation use. And retains the recreational value that trails provide,  
22 i.e. access to outdoor greenspace in a similar manner that parks provide for  
23 urban areas.  
24 Roads that are not listed in the table are considered “shared use roads,”  
25 which typically have a wide outside lane or shoulder and low traffic  
26 volumes and require no further paving or striping improvements to safely  
27 accommodate bicycles. Until such time as these roads are planned for  
28 improvements, they will remain open-section roads and be considered as  
29 shared use roadways.
- 30 [Preserving and protecting land in stream valleys for parks, open space,  
31 and trails has been planning policy in Prince George’s County for many

1 years. Most off-road trails recommended in Subregion 5 (Map VI-5:  
2 Trails) are in stream valley corridors, and are particularly important  
3 because they connect to destinations throughout the region. Sidepaths are  
4 recommended in this plan to serve as multi-use trails along roadways.  
5 Sidepaths are typically separated from the roadway by a planted area or  
6 some other separation. As with on-road bicycle facilities, all trail designs  
7 should refer to the AASHTO guide before planning and construction.  
8 Trails are recommended in this plan to serve mostly recreational users and  
9 to provide connections between various land uses and destinations. Trails  
10 can be completely natural or compacted surfaces. Paved trails of asphalt or  
11 concrete are appropriate in some areas, including the interior areas of  
12 parks, schools, and subdivisions. Most of the existing and planned natural-  
13 surface and compacted-surface trails can be designed to accommodate  
14 pedestrians, bicyclists, and equestrians. Many existing trails are displayed  
15 in Map IV-5: Trails and are located within the major parks in the  
16 subregion: Piscataway Creek Stream Valley Park, Cosca Regional Park,  
17 and Piscataway National Park. Piscataway National Park also contains  
18 portions of the Potomac National Heritage Trail, which stretches from  
19 Piscataway National Park to Broad Creek and National Harbor. The  
20 portions of the National Heritage Trail in Piscataway Park include natural  
21 surface trails and a waterfront boardwalk, although some gaps exist in the  
22 overall network. Bicycle access to these trails is provided along  
23 Farmington Road West and Bryan Point Road, which function as  
24 relatively low volume, shared-use bikeways. Roads that are not listed in  
25 the table are considered “shared use roads,” which typically have a wide  
26 outside lane or shoulder and low traffic volumes and require no further  
27 paving or striping improvements to safely accommodate bicycles. Until  
28 such time as these roads are planned for improvements, they will remain  
29 open-section roads and be considered as shared use roadways.]”

30 **MINOR AMENDMENT NUMBER 58**

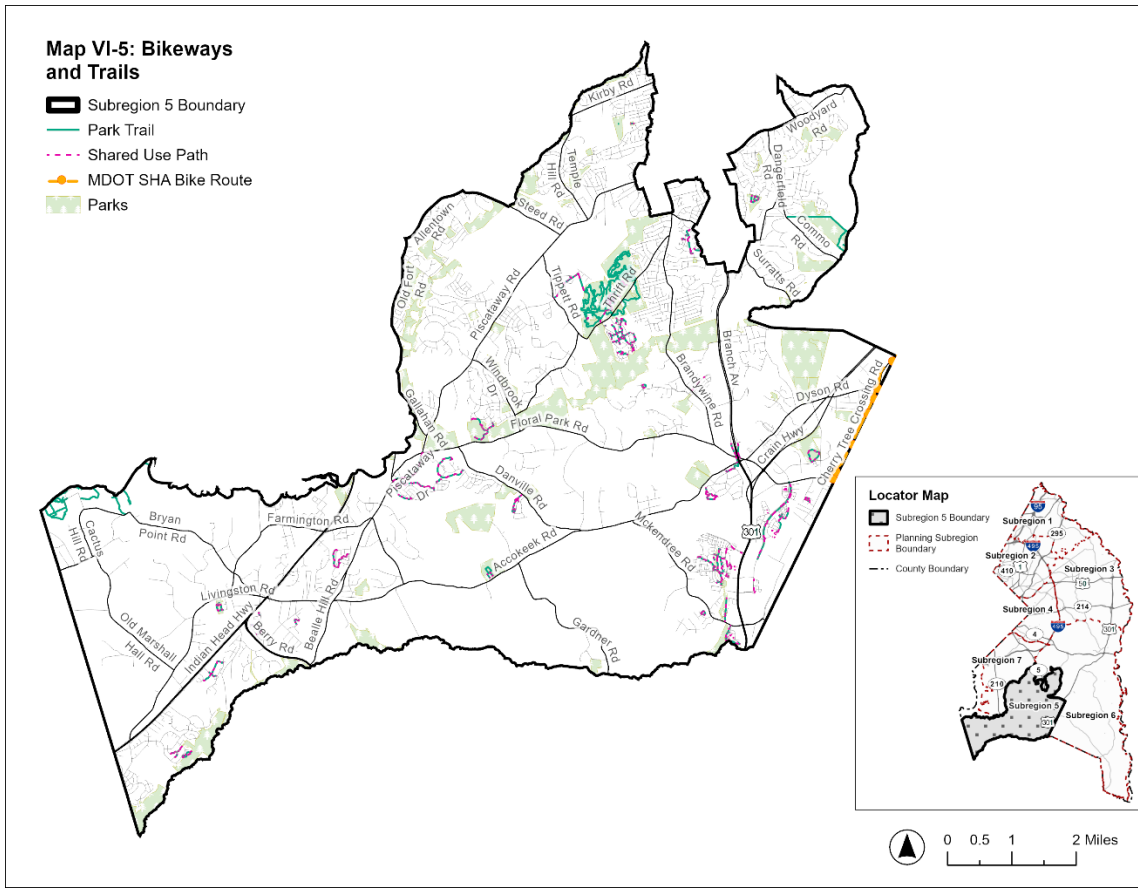
31 Replace Map VI-5: Bikeways and Trails on p. 117:

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**MINOR AMENDMENT NUMBER 59**

Amend the Policies of the Sidewalks, Bikeways, and Trails section of Chapter VI on p. 118:

- “[Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.] Provide bicycle and pedestrian accommodations on all new, widened, and rehabilitated roadways in the plan area in accordance with the 2025 Preliminary Master Plan of Transportation, Urban Street Design Standards, and County Codes. Retrofit connecting road sections to ensure that improved accommodations are provided in useful and usable segments.
- [Promote dual-route facilities along all of the major road transportation corridors.] Utilize dual-route facilities on most of the major road corridors and most collector roadways to ensure provision of accommodations for pedestrians, youth and novice cyclists and experienced cyclists...”

- “[Promote safe pedestrian and bicycle facilities in and around public schools, and in population centers such as Clinton and Brandywine.] Utilize a mix of Primary and Secondary Shared Use Paths to connect population centers, neighborhoods, commercial areas, public facilities, parks, school, transit services and employment centers, including Brandywine and Clinton.
- Create micro-mobility opportunities at key locations.”

**MINOR AMENDMENT NUMBER 60**

Replace Table VI-6: Recommended Major On-Road Pedestrian and Bicycle Improvements on p. 119.

“Table VI-6: Recommended Major On-Road Pedestrian and Bicycle Improvements  
[

<b>Road</b>	<b>Limits</b>	<b>Facility Type</b>
Accokeek Road (MD 373)	Livingston Road to Brandywine Avenue; A-55 to Floral Park Road	Dual Route
Allentown Road	Steed Road to Old Fort Road	Dual Route
Berry Road (MD 228)	MD 210 to Charles County line	Dual Route
Brandywine Road	MD to Charles County line	Dual Route
Cherry Tree Crossing Road	A-63 to Rosaryville Road	Dual Route
Coventry Way	Old Branch Avenue to Alexandria Ferry Road	Dual Route
Dangerfield Road	Surratt Road to Woodyard Road	Dual Route
Floral Park Road	Piscataway Road to Brandywine Road	Dual Route
Gallahan Road	Piscataway Road to Farmington Road East	Dual Route
Kirby Road	MD 210 to Accokeek Road	Dual Route
Livingston Road/Bealle Hill	Charles County line to	Dual Route

Road	Subregion 7	
Manning Road	MD 210 to Accokeek Road	Dual Route
MD 210	Charles County line to Subregion 7	Dual Route
MD 223	Floral Park Road to Subregion 6	Dual Route
Old Alexandria Ferry Road	MD 5 to Dangerfield Road	Dual Route
Old Branch Avenue/Brandywine Road	Floral Park Road to MD 5 at Kirby Road	Dual Route
Old Fort Place	Allentown Road to Old Fort Road	Dual Route
Old Fort Road East	Old Fort Road to Branch Avenue	Dual Route
Steed Road	MD 223 to Allentown Road	Dual Route
Surratt Road	Brandywine Road to Tippett Road	Dual Route
Temple Hills Road	Piscataway Road to Kirby Road	Dual Route
Thrift Road	Windbrook Drive to Brandywine Road	Dual Route
Indian Head Highway (MD 210)	MD 228 to Beltway	Sidepath
Berry Road (MD 228)	Charles County to MD 210	Sidepath
Dyson Road	Accokeek Road to Cherry Tree Crossing Road	Sidepath
Tippett Road	Piscataway Road to Thrift Road	Dual Route

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<u>MPOT ID</u>	<u>Road</u>	<u>Limits</u>	<u>Classification</u>	<u>Facility Type</u>
A-55	Accokeek Road	Livingston Road to Brandywine	Primary	Dual Route

	<u>(MD 373)</u>	<u>Avenue; A-55 to Floral Park Road</u>		
<u>C-718</u>	<u>Allentown Road</u>	<u>Steed Road to Old Fort Road</u>	<u>Secondary</u>	<u>Future Study Needed</u>
<u>C-513</u>	<u>Brandywine Road</u>	<u>MD 223 to Charles County line</u>	<u>Secondary</u>	<u>Future Study Needed</u>
<u>P-512</u>	<u>Floral Park Road</u>	<u>Piscataway Road to Brandywine Road</u>	<u>Primary</u>	<u>Dual Route</u>
<u>C-519</u>	<u>Gallahan Road</u>	<u>Piscataway Road to A-65</u>	<u>Secondary</u>	<u>Dual Route</u>
<u>C-523/C-524</u>	<u>Livingston Road/Bealle Hill Road</u>	<u>Piscataway Road to Farmington Road East</u>	<u>Secondary</u>	<u>Dual Route</u>
<u>E-5</u>	<u>MD 210</u>	<u>Charles County line to Subregion 7</u>	<u>Primary</u>	<u>Dual Route</u>
<u>A-53/A-54</u>	<u>MD 223</u>	<u>Floral Park Road to Subregion 6</u>	<u>Primary</u>	<u>Dual Route</u>
<u>C-516</u>	<u>Steed Road</u>	<u>MD 223 to Allentown Road</u>	<u>Primary</u>	<u>Dual Route</u>
<u>MC-500</u>	<u>Temple Hills Road</u>	<u>Piscataway Road to Kirby Road</u>	<u>Primary</u>	<u>Dual Route</u>
<u>C-521</u>	<u>Thrift Road</u>	<u>Windbrook Drive to Brandywine Road</u>	<u>Primary</u>	<u>Dual Route</u>
<u>F-11</u>	<u>Indian Head Highway (MD 210)</u>	<u>MD 228 to Beltway</u>	<u>Primary</u>	<u>Shared Use Path</u>
<u>E-7</u>	<u>Berry Road (MD 228)</u>	<u>Charles County to MD 210</u>	<u>Primary</u>	<u>Dual Route</u>
<u>C-528</u>	<u>Dyson Road</u>	<u>Accokeek Road to Cherry Tree Crossing Road</u>	<u>Primary</u>	<u>Dual Route</u>

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**MINOR AMENDMENT NUMBER 61**

1 Amend and revise the Strategies of the Sidewalks, Bikeways, and Trails section of  
2 Chapter VI on p. 120-121:

- 3 • “Retrofit the roads in the Clinton area that are recommended for  
4 sidewalks and shared-use paths [sidepaths] in this plan to make the  
5 area more pedestrian friendly.
- 6 • The following specific sidewalks are recommended in the Clinton  
7 area:
  - 8 \* Temple Hills Road. Provide continuous sidewalks and designated  
9 bike lanes or shared-use paths along both sides.
  - 10 \* Kirby Road and Old Alexandria Ferry Road. Provide continuous  
11 sidewalks [along both sides] on one side. Provide a Primary or  
12 Secondary Shared Use Path on the other. Provide Green Bike  
13 Lanes for on-street cycling.
  - 14 \* Old Fort Road Extended (formerly known as A-65). A [sidepath]  
15 shared-use path trail has been approved for construction through  
16 several development projects. It will provide a safe and convenient  
17 pedestrian connection between several residential communities and  
18 to the Tinkers Creek Stream Valley Trail. In addition to shared-use  
19 path [sidepath] construction, designated bike lanes should also be  
20 provided to safely accommodate on-road bicycle traffic. As of  
21 November 2024, portions of the sidepath have been constructed;  
22 however, the project has not been completed in its entirety.
  - 23 \* Thrift Road. A bikeway or shared-use path [sidepath].  
24 Communities abutting Cosca Regional Park do not have safe, non-  
25 motorized access to the park. A [side] shared-use path along Thrift  
26 Road would provide this access.
- 27 • [Construct the following Off-Road trails:] Develop identified sections  
28 of the following Trails as opportunities arise:
  - 29 [\* Potomac Heritage Trail Connector Trails: Work with the National  
30 Park Service to provide natural surface trail connections between  
31 the existing trails along the south side of Piscataway Creek. A

1 possible link along the existing Mockley Point trail could provide a  
 2 continuous trail from the National Colonial Farm to the trails to the  
 3 south side of Piscataway Creek. Also, coordination with the  
 4 National Park Service and the Critical Area Commission should  
 5 continue to implement the planned trail connection from King  
 6 Charles Terrace to Piscataway Drive, which will provide a safe  
 7 connection for bicyclists and pedestrians around Piscataway Creek.  
 8 No trails are planned along private roads in the Moyaone Reserve.]

9 \* Piscataway Creek Stream Valley Trail: Piscataway Creek is one of  
 10 the primary stream valley trail recommendations in southern Prince  
 11 George’s County and runs through portions of both Subregions 5  
 12 and 6. Significant segments of the stream valley have been  
 13 acquired by the Department of Parks and Recreation as  
 14 development has occurred. Existing trails are located in the  
 15 northeast portion of the subregion and will be connected to the  
 16 Piscataway Creek Stream Valley Trail. DPR studies find that a trail  
 17 from the Potomac to the Piscataway is largely infeasible and is  
 18 likely to manifest as certain limited segments. [In conjunction with  
 19 the Charles Branch Trail in Subregion 6, the Piscataway Creek  
 20 Trail will be part of a “cross-country” connection linking the  
 21 Potomac River at Fort Washington with the Patuxent River  
 22 Greenway near Jug Bay. This trail will also link to the extensive  
 23 trail system and recreational facilities at Cosca Regional Park]  
 24 Connectivity should be provided in the form of a shared-use path  
 25 from Hillantrae Park to Cosca Regional Park and Brandywine  
 26 Road.

27 \* Tinkers Creek Stream Valley Trail: This trail will connect to the  
 28 Pea Hill Branch and Piscataway Creek trails, provide access to the  
 29 Clinton area, and provide access between adjoining residential  
 30 communities if feasible. The riparian area along this stream valley  
 31 is highly erodible. A portion of the trail has been approved for

1 construction through the Bevard North development.

2 \* Pea Hill Branch Stream Valley Trail: This local stream valley trail  
3 will improve pedestrian access in the Clinton area and connect to  
4 the Tinkers Creek Trail if feasible. Additional feasibility analysis is  
5 necessary.

6 \* Burch Branch Stream Valley Trail: This trail will connect the  
7 bikeway along Floral Park Road with the stream valley trail along  
8 Piscataway Creek. It will also provide a trail connection through  
9 the open space network to the west of the Brandywine Community  
10 Center core (Chapter IV: Land Use and Development Pattern).  
11 Although further study of viability and a determination of  
12 appropriate surface type is needed.

13 \* Mattawoman Creek Stream Valley Trail: This trail will run the  
14 entire length of Mattawoman Creek in Prince George's County,  
15 and will connect to Charles County's trail system. A segment of  
16 this trail and trailhead facility has been approved for construction  
17 through the Homeland development near the Charles County  
18 boundary in Accokeek. Access to Mattawoman Creek should also  
19 be provided for canoes and kayaks as part of the development of a  
20 water trail. This corridor should be studied further to evaluate the  
21 feasibility of a paved or natural surface trail.

22 \* Timothy Branch Steam Valley Trail: [This trail will stretch along  
23 Timothy Branch between Dyson Road and Mattawoman Creek. It  
24 will provide access to the Brandywine Community Center.] At the  
25 recommendation of the Department of Parks and Recreation,  
26 portions of the Timothy Branch Trail in Brandywine have been  
27 moved away from the stream and provided along the east side of  
28 Mattawoman Drive. Further development in Brandywine needs to  
29 ensure that this Shared Use Path is fully connected from the  
30 Southern Area Aquatic & Recreation Center to the Mattawoman  
31 Creek and Rose Creek Trails at McKendree Road. This should

1 include a high quality trail crossing of MD 301 at Mattapeake  
 2 Business Drive.

3 \* Butler Branch Stream Valley Trail: This trail will provide trail  
 4 access from the planned Piscataway Creek Trail to the extensive  
 5 existing trails in Cosca Regional Park. A shared-use path along  
 6 Butler Branch just west of the Bonniwood community may not be  
 7 feasible, unless is it located well west of the stream using M-  
 8 NCPPC land that is currently being farmed.

9 \* Rose Creek Trail: This trail corridor runs north south in  
 10 Brandywine on the west side of MD 301. It provides much needed  
 11 bicycle and pedestrian connectivity to this rapidly developing  
 12 community center.

13 \* CSX Herbart Branch Rail Trail: Work with CSX, State and  
 14 Charles County to preserve the currently CSX owned Herbert  
 15 Branch rail line through right-of-way purchase and or railbanking  
 16 and development of an interim shared use path. CSX does not  
 17 currently have any customers on the line that runs from  
 18 Brandywine to Eagle Harbor. The State is involved because by  
 19 COMAR regulations, they have the first right to buy the line prior  
 20 to CSX selling to any other party..

- 21 • Develop bicycle facilities in conformance with the [1999] 2024  
 22 AASHTO Guide for the Development of Bicycle Facilities.
- 23 • Construct electric-assist bicycle and electric scooter infrastructure  
 24 adjacent to the SMRT stations.
- 25 • Expand the on-road and off-road facilities that connect the major  
 26 population centers with transit-related facilities.
- 27 • [Complete sidepaths and bike lanes in] Develop Primary and  
 28 Secondary Dual-Route bicycle facilities, and sidewalks in Brandywine  
 29 and areas of higher population to increase connectivity in Subregion 5.  
 30 Emphasize the following roads: MD 223, Piscataway Road, Temple

1 Hills Road, Livingston Road, Old Branch Avenue, Steed Road,  
2 Allentown Road, Old Fort Place, and Gallahan Road.

- 3 • [Develop street and sidewalk/trail connections between adjacent  
4 subdivisions as new development occurs.] Between adjacent  
5 subdivisions, develop multi-modal street connections, or  
6 sidewalk/shared use path only connections...”
- 7 • “[Encourage developers at employment destinations to provide new  
8 sidewalks, bicycle trails, lockers, bike friendly intersection  
9 improvements, and trail connections as part of their development  
10 proposals.] Ensure the provision of new sidewalks, bicycle trails,  
11 lockers, bike friendly intersection improvements, and trail connections  
12 as part of the development process...”
- 13 • “Install bicycle signage and safety improvements along designated  
14 shared-use roadways when development occurs or roadways are  
15 upgraded. Bikeway improvements may include paved shoulders,  
16 [painted] marked bike lanes, and bike signage.
- 17 • [When possible, a] All on- and off-road facilities should be designed  
18 and constructed according to the recommendations of the *Manual on*  
19 *Uniform Traffic Control Devices* (MUTCD), [Millennium Edition,  
20 2000,] 2025, and the *Guide for the Development of Bicycle Facilities*,  
21 [1999] 2024, *American Association of State Highway and*  
22 *Transportation Officials* (AASHTO).”

### **MINOR AMENDMENT NUMBER 62**

24 Amend the overview of the Conservation and Enhancement of Special Roadways section  
25 of Chapter VI on p. 122:

26 “... Several reports have inventoried the countywide historic and scenic  
27 assets for conservation and enhancement, these include the 1984 Scenic  
28 Roads Study; the 1988 Rural Historic Landscapes and Scenic Roads  
29 Study, Subregion V; the 1992 Historic Sites and Districts Plan; and the  
30 2005 Analysis of the 1828 Levy Court Road Survey; and the 2022 Prince

George’s County Scenic and Historic Roadways Assessment.”

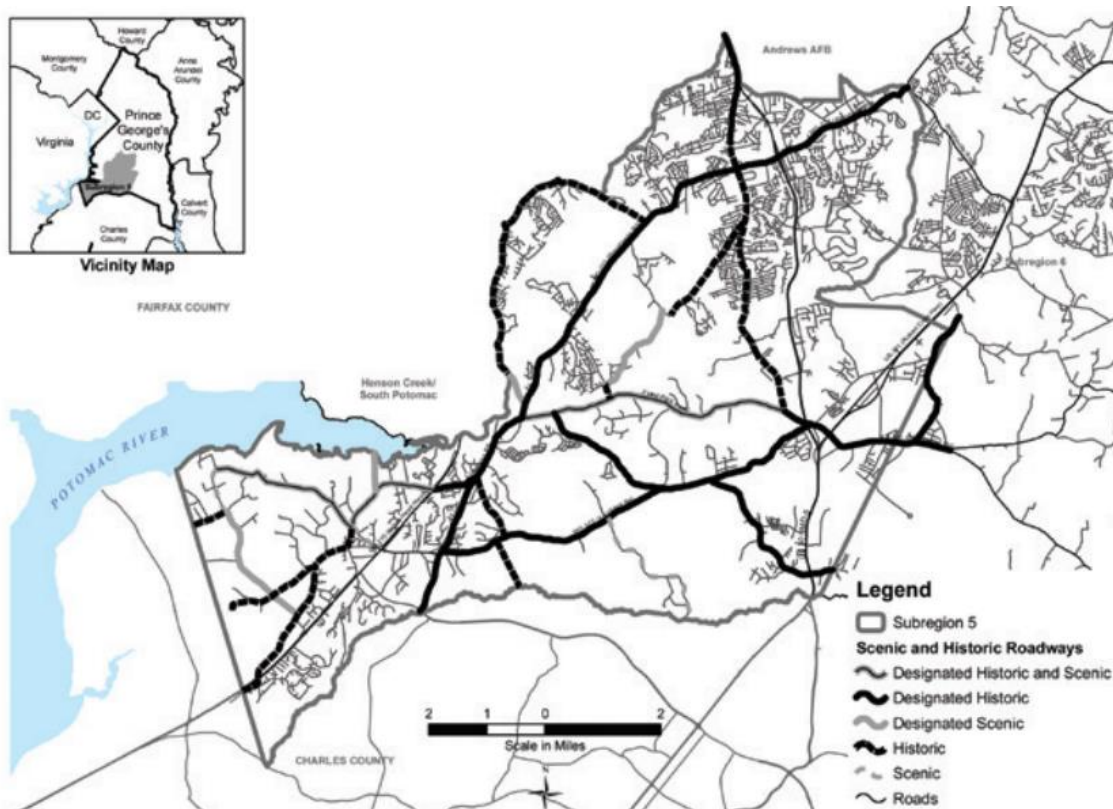
**MINOR AMENDMENT NUMBER 63**

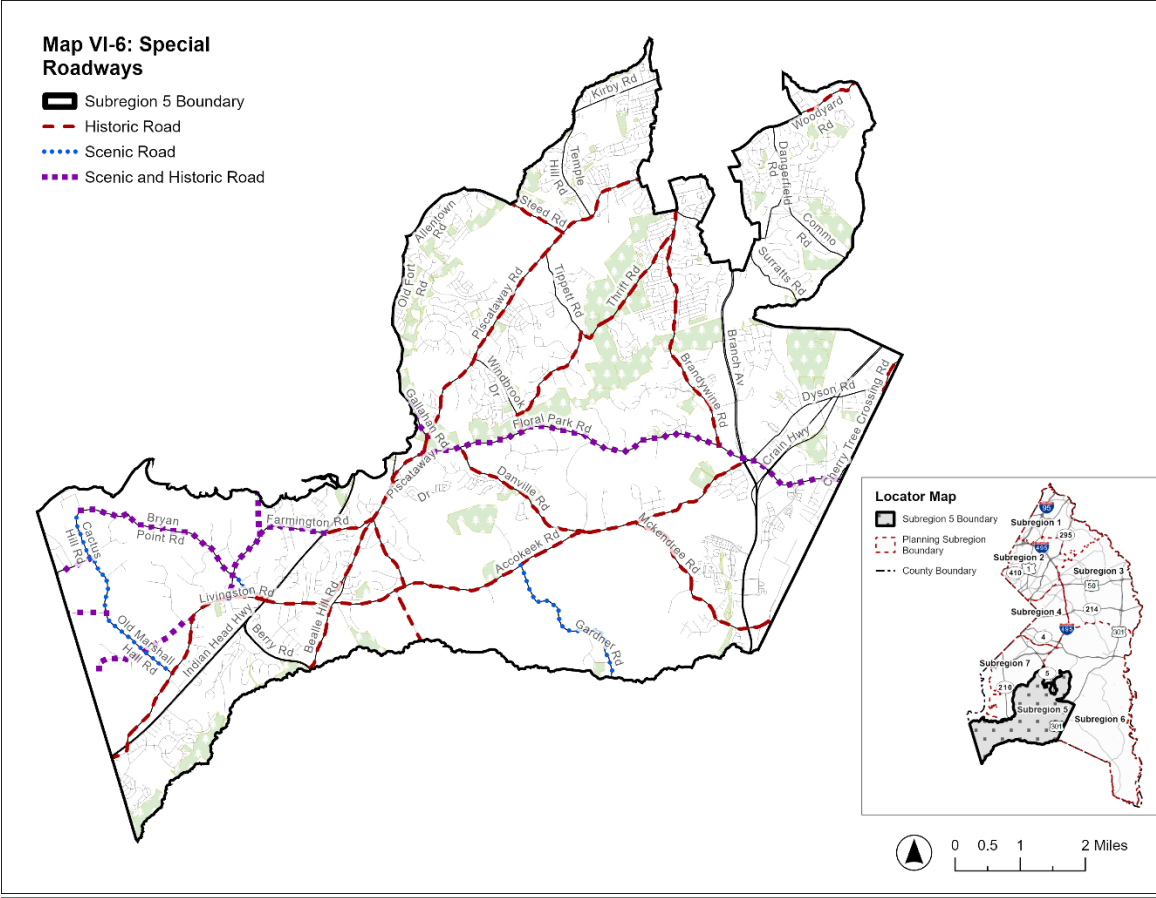
Delete a strategy within the Strategies of the Conservation and Enhancement of Special Roadways section of Chapter VI on p. 123:

“[During the review of applications that involve work within the right-of-way of a designated roadway, consider a variety of techniques to protect the scenic and historic qualities of the designated roads. These techniques include alternative ways to circulate traffic, the use of the historic road section as one leg of a needed dual highway, provision of bypass roads, and limiting certain types of development and signs in the viewshed.]”

**MINOR AMENDMENT NUMBER 64**

Replace Map VI-6: Designated Special Roadways on p. 125:





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**MINOR AMENDMENT NUMBER 65**

Replace Table VI-7: Designated Special Roadways on pp. 126-127.

“Table VI-7: [Designated Special Roadways] Scenic and Historic Road Inventory  
[

Road Names	Limits of Roadway	Functional Class	Source	Designated Historic	Designated Scenic	Planning Area
Accokeek Road (MD 373)	Bealle Hill Road to 0.9 mi W of Branch Avenue (MD 5)	Arterial Parkway	1992 HS & D Plan	Yes	No	84/85A
Accokeek Road	0.4 mi west of Branch	Expressway/Arterial	1992 HS & D Plan	Yes	No	85A

(MD 373)	Avenue (MD 5) to MD 5					
Accokeek Road (MD 373)	0.9 mi west of MD 5 to 0.4 mi west of Branch Avenue (MD 5)	Expressway/Arterial	1992 HS & D Plan	Yes	No	85A
Accokeek Road West	Livingston Road to End	Arterial	1828 Levy Court Survey	Yes	Yes	83
Bealle Hill Road	Berry (MD 228) to Accokeek (MD 373)	Primary	1993 Subregion 5	Yes	No	84
Bealle Hill Road	Accokeek Rd (MD 373) to Livingston Road	Primary	1993 Subregion 5	Yes	No	84
Berry Road	Livingston Road to Accokeek Road	Collector	1828 Levy Court Survey	Yes	No	84
Brandywine Road (County)	Marbury Road to Piscataway Road/Woodyard Road	Collector (C-513)	1828 Levy Court Survey	Yes	No	81A
Brandywine Road (County)	Marbury Road to Kathleen	Collector (C-513)	1828 Levy Court Survey	Yes	No	85A

	Lane					
Brandywine Road (MD 381)	“Timothy Branch” (Kathleen Lane) to CSX RR tracks (Subregion 6 boundary)	Major Collector/Collector (C-614)	1828 Levy Court Survey	Yes	Yes	85A
Bryan Point Road	Main Boulevard to Accokeek Road East/Livingston Road	Local	1828 Levy Court Survey	Yes	No	83
Bryan Point Road	Farmington Road W to National Colonial Farm	Local	1993 Subregion 5	Yes	Yes	83
Bryan Point Road	Main Boulevard to Farmington Road West	Local	CR-113-1992	Yes	Yes	83
Cactus Hill Road	Old Marshall Hall Road to Bryant Point Road	Local	Subregion 5 Master Plan	No	Yes	83
Cedarville Road	A-55 to Chalk Point RR	Collector	1992 HS&D Plan	Yes	No	85A
Cedarville	US 301 to A-	Collector	1992 HS&D	Yes	No	85A

e Road	55		Plan			
Danville Road	Accokeek Rd (MD 373) to Floral Park Road	Rural Collector (C-521)	1993 Subregion 5	Yes	No	84
Farmington Road/We st	Livingston Road to 650 Farmington Road West	Rural Collector	1993 Subregion 5	Yes	Yes	83
Farmington Road East	MD 210 to Livingston Road	Collector	1993 Subregion 5	Yes	No	84
Floral Park Road	Livingston Road to Piscataway Road (MD 223)	Local	1828 Levy Court Survey	Yes	No	84
Floral Park Road	Piscataway Road (MD 223) to Brandywine Road	Local	1993 Subregion 5	Yes	Yes	84/85A
Gallahan Road	Piscataway Road (MD 223) to 12600 Gallahan Road/Old Piscataway	Collector (C-519)	1828 Levy Court Survey	Yes	Yes	81B
Gallahan Road	12600 Gallahan	Collector (C-519)	1828 Levy Court Survey	Yes	Yes	81B

	Road to Old Fort Road					
Gardener Road	Accokeek Road (MD 373) to Charles County	Local	Staff Recommendation	No	Yes	84/85A
Livingston Road	Accokeek Road West to Charles County	Collector & Arterial	1828 Levy Court Survey	Yes	No	83/84
Livingston Road	Bealle Hill Road to Floral Park Road	Collector	1828 Levy Court Survey	Yes	No	84
Livingston Road	Farmington Road West to Indian Head Highway	Collector	1828 Levy Court Survey	Yes	No	84
Livingston Road	Bealle Hill Road to Farmington Road East	Collector	1993 Subregion 5	Yes	No	84
Livingston Road	Farmington Road East to Floral Park Rd	Arterial	1993 Subregion 5	Yes	No	80/84
Marshall Hall Road	Old Marshall Hall Road to Charles County	Local	Staff Recommendation	Yes	Yes	83

McKendree Road	US 301 to 0.6 mi W of US 301 (A-55)	Major collector	1993 Subregion 5	Yes	No	85A
Old Branch Avenue	Brandywine Road to Baldwin Avenue	Local	1993 Subregion 5	Yes	No	81A
Old Farmington Road West	St Barnabas Road to (Just short of) Woodyard Road/Piscataway Road	Collector	1828 Levy Court Survey	Yes	No	81A
Old Farmington Road West	650 Old Farmington Road West to Livingston Road	Collector	1828 Levy Court Survey	Yes	No	83
Old Marshall Hall Road	Cactus Hill Road to Charles County	Local	Staff Recommendation	Yes	Yes	83
Old Marshall Hall Road	Livingston Rd to Old Colonial Lane/Cactus Hill Road	Local	1984 Scenic Roads	No	Yes	83
Piscataway Road (MD 223)	Floral Park Road to Woodyard Road	Arterial	1828 Levy Court Survey	Yes	No	84/81A

Sharperville Road	Accokeek Road to Charles County	Local	1828 Levy Court Survey	Yes	No	84
Steed Road	Piscataway Road (MD 223) to Allentown Road	Major Collector (C-516)	1828 Levy Court Survey	Yes	No	81B
Thrift Road	Tippett Road to Brandywine Road	Local	1828 Levy Court Survey	Yes	No	81A/81B
Wharf Road	Farmington Road W to Piscataway Bay	Local	1993 Subregion 5	Yes	Yes	83
Windbrook Drive	Floral Park Road to Thrift Road	Local	1828 Levy Court Survey	Yes	No	81B/85A
Woodyard Road	Old Branch Avenue to Old Alexandria Ferry Road	Arterial (A-53)	1828 Levy Court Survey	Yes	No	81A
Woodyard Road	Rosaryville Road to Old Alexandria Ferry Road	Arterial (A-53)	1828 Levy Court Survey	Yes	No	81A

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**Su Design Road Road Func Source Mas Plan Additional Adiac Featur**

<u>Section</u>	<u>Location</u>	<u>Name</u>	<u>Way</u>	<u>Limitations</u>	<u>Class</u>	<u>Year</u>	<u>Plan</u>	<u>Area</u>	<u>Recognition</u>	<u>Land Use</u>	<u>Notes</u>
<u>5</u>	<u>Historic</u>	<u>Bealle Hill Rd to 0.9 mi W of Branch Ave (MD 5);</u>	<u>0.9 mi W of Branch Ave (MD 5);</u>	<u>0.9 mi W of Branch Ave; 0.4 mi W of Branch Ave</u>	<u>Arterial Park way / Expr essway / Arterial</u>	<u>1992</u>	<u>Subregion 5</u>	<u>84 / 85A / 85A</u>	<u>Mount Vernon Viewshed</u>	<u>Residential-Agricultural, Reserved Open Space, Rural Residential, Residential-Estate, Commercial Office</u>	<u>Mattawoman Creek SCA; Underwood-Bealle House HES; Asbury Church &amp; Cemetery HES; Tree Canopy; Woodland Conservation Area</u>

			<u>Ave</u> <u>to</u> <u>MD</u> <u>5</u>						
<u>5</u>	<u>Scenic</u> <u>/Historic</u>	<u>Accokeek</u> <u>Road</u> <u>West</u>	<u>Livingston</u> <u>Road</u> <u>to</u> <u>end</u>	<u>Arterial</u>	<u>1828</u> <u>Levy</u> <u>Court</u> <u>Survey</u>	<u>Subregion</u> <u>5</u>	<u>83</u>	<u>Mount</u> <u>Vernon</u> <u>Viewshed</u>	<u>Rural-Agricultural,</u> <u>Residential-Estate,</u> <u>Commercial Shopping Center</u>  <u>Piscataway</u> <u>National Park</u> <u>SCA;</u> <u>MALP</u> <u>F-Danverton</u> <u>Farm;</u> <u>Woodland</u> <u>Conservation Area;</u> <u>Priority</u> <u>Preservation;</u> <u>Tree Canopy</u>
<u>5</u>	<u>Historic</u>	<u>Bealle Hill</u> <u>Road</u>	<u>Berry Rd</u> <u>(MD</u> <u>228)</u> <u>to</u>	<u>Primary</u>	<u>Subregion</u> <u>5</u> <u>Master Plan;</u> <u>1828</u>	<u>Subregion</u> <u>5</u>	<u>84</u>	<u>Mount</u> <u>Vernon</u> <u>Viewshed</u>	<u>Rural-Agricultural,</u> <u>Rural Residential</u>  <u>Mattawoman</u> <u>Creek</u> <u>SCA;</u>

			<u>Accokeek Rd (MD 373); Accokeek Rd to Livingston Rd; Livingston Rd to Charles County</u>		<u>Levy Court Survey</u>				<u>ntial</u>	<u>Tree Canopy</u>
<u>5</u>	<u>Historic</u>	<u>Berry Road</u>	<u>Livingston Road to Accokeek Road</u>	<u>Collector</u>	<u>1828 Levy Court Survey</u>	<u>Subregion 5</u>	<u>84</u>	<u>Mount Vernon Viewshed</u>	<u>Rural Residential, Rural-Agricultural, Rural-Estate</u>	<u>Tree Canopy; Woodland and Conservation Area</u>
<u>5</u>	<u>Scenic /Historic</u>	<u>Bran dywine Road (Cou</u>	<u>Marbury Rd to Kathleen</u>	<u>Collector</u>	<u>1828 Levy Court Survey</u>	<u>Subregion 5</u>	<u>85A / 81A</u>	<u>Booth's Escape SB</u>	<u>Mixed-Use TOD, Reserved</u>	<u>Woodland and Conservation Area;</u>

		<u>nty)</u>	<u>Ln;</u> <u>Marb</u> <u>ury</u> <u>Rd to</u> <u>Pisca</u> <u>tawa</u> <u>y Rd</u> <u>/</u> <u>Woo</u> <u>dyard</u> <u>Rd</u>						<u>Open</u> <u>Space,</u> <u>Comm</u> <u>ercial</u> <u>Misc.,</u> <u>Ancill</u> <u>ary</u> <u>Comm</u> <u>ercial,</u> <u>Rural</u> <u>Reside</u> <u>ntial,</u> <u>Reside</u> <u>ntial-</u> <u>Estate,</u> <u>Light</u> <u>Industr</u> <u>ial</u>	<u>Tree</u> <u>Canop</u> <u>y</u>
<u>5</u>	<u>Scenic</u> <u>/Histor</u> <u>ic</u>	<u>Bran</u> <u>dywi</u> <u>ne</u> <u>Road</u> <u>(MD</u> <u>381)</u>	=	=	=	=	=	<u>Booth's</u> <u>Escape SB</u>	<u>Rural</u> <u>Reside</u> <u>ntial,</u> <u>Mixed</u> <u>-Use</u> <u>TOD,</u> <u>Comm</u> <u>ercial</u> <u>Office,</u> <u>Shopp</u> <u>ing</u> <u>Center</u> <u>2</u>	<u>Chapel</u> <u>of the</u> <u>Incarn</u> <u>ation</u> <u>HES;</u> <u>Old</u> <u>Bank</u> <u>of</u> <u>Brand</u> <u>ywine</u> <u>HES;</u> <u>Nation</u> <u>al</u>

									<u>Comm</u> <u>ercial</u> <u>Misc.</u> , <u>Light</u> <u>Industr</u> <u>ial,</u> <u>Local</u> <u>Activit</u> <u>y</u> <u>Center</u>	<u>Regist</u> <u>er –</u> <u>Early</u> <u>Family</u> <u>Histori</u> <u>c</u> <u>District;</u> <u>Woodl</u> <u>and</u> <u>Conser</u> <u>vation</u> <u>Area;</u> <u>Tree</u> <u>Canop</u> <u>y</u>
<u>5</u>	<u>Scenic</u> <u>/</u> <u>Scenic</u> <u>=</u> <u>Histori</u> <u>c /</u> <u>Histori</u> <u>c</u>	<u>Brya</u> <u>n</u> <u>Point</u> <u>Road</u>	<u>Main</u> <u>Bldv</u> <u>to</u> <u>Farm</u> <u>ingto</u> <u>n Rd</u> <u>W;</u> <u>Main</u> <u>Bldv</u> <u>to</u> <u>Acco</u> <u>keek</u> <u>Rd E</u> <u>/</u> <u>Livin</u>	<u>Local</u>	<u>CR-</u> <u>113-</u> <u>1992;</u> <u>1828</u> <u>Levy</u> <u>Court</u> <u>Survey;</u> <u>Subregi</u> <u>on 5</u> <u>MP</u>	<u>Subr</u> <u>egio</u> <u>n 5</u>	<u>83</u>	<u>Mount</u> <u>Vernon</u> <u>Viewshed</u>	<u>Rural</u> <u>Reside</u> <u>ntial,</u> <u>Comm</u> <u>ercial</u> <u>Shopp</u> <u>ing</u> <u>Center</u> <u>, Open</u> <u>Space</u>	<u>Piscata</u> <u>way</u> <u>Nation</u> <u>al Park</u> <u>SCA;</u> <u>Nation</u> <u>al</u> <u>Regist</u> <u>er –</u> <u>Moyao</u> <u>ne</u> <u>Reserv</u> <u>e;</u> <u>Accok</u> <u>ee</u>

			<u>gston Rd; Farm ington Rd W to National Colonial Farm</u>						<u>Creek Archaeologic al Site HES; Woodl and Conser vation Area; Reserv ed Open Space; Tree Canop y</u>	
<u>5</u>	<u>Scenic</u>	<u>Cactus Hill Road</u>	<u>Old Mars hall Rd to Brya nt Point Rd</u>	<u>Local</u>	<u>Staff Recom mendati on</u>	<u>Subr egio n 5</u>	<u>83</u>	<u>Mount Vernon Viewshed</u>	<u>Open Space</u>	<u>Piscata way Nation al Park SCA; Nation al Regist er – Moyao ne Reserv e; Tree Canop</u>

										y
<u>5</u>	<u>Historic</u>	<u>Danville Road</u>	<u>Accokeek Rd (MD 373) to Floral Park Rd</u>	<u>Collector</u>	<u>Subregion 5 Master Plan</u>	<u>Subregion 5</u>	<u>84</u>	<u>Mount Vernon Viewshed</u>	<u>Reserved Open Space. Residential Low Development. Residential-Agricultural</u>	<u>Tree Canopy; Woodland Conservation Area</u>
<u>5</u>	<u>Historic</u>	<u>Farmington Road East</u>	<u>MD 210 to Livingston Road</u>	<u>Arterial</u>	<u>Subregion 5 Master Plan</u>	<u>Subregion 5</u>	<u>84</u>	<u>Mount Vernon Viewshed</u>	<u>Rural-Estate, Rural Residential, Commercial Miscellaneous</u>	<u>Tree Canopy</u>
<u>5</u>	<u>Scenic/Historic</u>	<u>Farmington Road West</u>	<u>Livingston Road to 650 Farm</u>	<u>Collector</u>	<u>Subregion 5 Master Plan</u>	<u>Subregion 5</u>	<u>83</u>	<u>Mount Vernon Viewshed</u>	<u>Priority Preservation, Rural Residential</u>	<u>Piscataway National Park SCA; National</u>

			<u>ingto</u> <u>n Rd</u> <u>West</u>						<u>ntial,</u> <u>Open</u> <u>Space</u>	<u>al</u> <u>Regist</u> <u>er –</u> <u>Moyao</u> <u>ne</u> <u>Reserv</u> <u>e;</u> <u>MALP</u> <u>F –</u> <u>Bonnie</u> <u>; Tree</u> <u>Canop</u> <u>y</u>
<u>5</u>	<u>Histori</u> <u>c/</u> <u>Scenic</u> <u>=</u> <u>Histori</u> <u>c</u>	<u>Flora</u> <u>l</u> <u>Park</u> <u>Road</u>	<u>Pisca</u> <u>tawa</u> <u>y Rd</u> <u>(MD</u> <u>223)</u> <u>to</u> <u>Bran</u> <u>dywi</u> <u>ne</u> <u>Rd;</u> <u>Livin</u> <u>gston</u> <u>Rd to</u> <u>Pisca</u> <u>tawa</u> <u>y Rd</u> <u>(MD</u> <u>223)</u>	<u>Colle</u> <u>ctor /</u> <u>Local</u>	<u>Subregi</u> <u>on 5</u> <u>MP;</u> <u>1828</u> <u>Levy</u> <u>Court</u> <u>Survey</u>	<u>Subr</u> <u>egio</u> <u>n 5</u>	<u>84 /</u> <u>85A</u>	<u>Mount</u> <u>Vernon</u> <u>Viewshed</u>	<u>Reside</u> <u>ntial-</u> <u>Agricu</u> <u>ltural,</u> <u>Reside</u> <u>ntial</u> <u>Low</u> <u>Devel</u> <u>opmen</u> <u>t.</u> <u>Local</u> <u>Activit</u> <u>y</u> <u>Center</u>	<u>Nation</u> <u>al</u> <u>Regist</u> <u>er –</u> <u>Piscata</u> <u>way</u> <u>Villag</u> <u>e</u> <u>Histori</u> <u>c</u> <u>Distric</u> <u>t;</u> <u>Stanto</u> <u>n-</u> <u>Blanch</u> <u>ard</u> <u>House</u> <u>HES;</u>

										<u>Hardy's Tavern HES; Dr. Edgar Hurr HES</u>
<u>5</u>	<u>Scenic</u>	<u>Gardner Road</u>	<u>Accokeek Road (MD 373) to Charles County</u>	<u>Collector</u>	<u>Staff Recommendation</u>	<u>Subregion 5</u>	<u>84/85 A</u>	<u>Mount Vernon Viewshed</u>	<u>Reserved Open Space, Residential-Agricultural</u>	<u>Special Conservation Area – Mattawoman Creek Stream Valley; Woodland Conservation Area; Tree Canopy</u>
<u>5</u>	<u>Historic</u>	<u>Livingston Road</u>	<u>Old Piscatawa</u>	<u>Collector / Local</u>	<u>1828 Levy Court</u>	<u>Henson Cree</u>	<u>Mount Vernon</u>	<u>Priority Preservation; Rural</u>	<u>National Register</u>	

			<u>y</u> <u>Road</u> <u>to</u> <u>Old</u> <u>Saint</u> <u>John's</u> <u>Way;</u> <u>Beall</u> <u>e Hill</u> <u>Road</u> <u>to</u> <u>Farm</u> <u>ingto</u> <u>n</u> <u>Road</u> <u>East;</u> <u>Swan</u> <u>Cree</u> <u>k</u> <u>Road</u> <u>to Ft.</u> <u>Wash</u> <u>ingto</u> <u>n</u> <u>Road</u> <u>; Fort</u> <u>Wash</u> <u>ingto</u> <u>n</u> <u>Road</u>	<u>/</u> <u>Arter</u> <u>ial</u>	<u>Survey;</u> <u>Subregi</u> <u>on 5</u> <u>Master</u> <u>Plan;</u> <u>1992</u> <u>HCBP</u> <u>Plan</u>	<u>k</u> <u>80;</u> <u>Subr</u> <u>egio</u> <u>n 5</u> <u>80;</u> <u>Hen</u> <u>son</u> <u>Cree</u> <u>k</u> <u>80;</u> <u>Subr</u> <u>egio</u> <u>n 5</u> <u>84;</u> <u>Subr</u> <u>egio</u> <u>n 5</u> <u>83</u>	<u>on</u> <u>View</u> <u>shed</u>	<u>Residentia</u> <u>l; Light</u> <u>Industrial;</u> <u>Residentia</u> <u>l-</u> <u>Agricultur</u> <u>al;</u> <u>Commerci</u> <u>al</u> <u>Shopping</u> <u>Center;</u> <u>Commerci</u> <u>al</u> <u>Miscellane</u> <u>ous</u>	<u>er –</u> <u>Piscata</u> <u>way</u> <u>Villag</u> <u>e</u> <u>Histori</u> <u>c</u> <u>Distric</u> <u>t;</u> <u>Histori</u> <u>c</u> <u>Enviro</u> <u>nment</u> <u>al</u> <u>Settin</u> <u>g – St.</u> <u>James</u> <u>Hill;</u> <u>Tree</u> <u>Canop</u> <u>y</u>
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			<u>to</u> <u>Old</u> <u>St.</u> <u>John'</u> <u>s</u> <u>Way:</u> <u>Farm</u> <u>ingto</u> <u>n</u> <u>Road</u> <u>East</u> <u>to</u> <u>Flora</u> <u>l</u> <u>Park</u> <u>Road</u> <u>; Ft.</u> <u>Wash</u> <u>ingto</u> <u>n</u> <u>Road</u> <u>to W.</u> <u>Livin</u> <u>gston</u> <u>Road</u> <u>;</u> <u>Farm</u> <u>ingto</u> <u>n</u> <u>Road</u> <u>West</u>						
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			<u>to</u> <u>India</u> <u>n</u> <u>Head</u> <u>High</u> <u>way;</u> <u>Acco</u> <u>keek</u> <u>Road</u> <u>West</u> <u>to</u> <u>Charl</u> <u>es</u> <u>Coun</u> <u>ty;</u> <u>Beall</u> <u>e Hill</u> <u>Road</u> <u>to</u> <u>Flora</u> <u>l</u> <u>Park</u> <u>Road</u> <u>;</u> <u>Beall</u> <u>e Hill</u> <u>Road</u> <u>to</u> <u>Charl</u> <u>es</u> <u>Coun</u>						
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			ty							
<u>5</u>	<u>Scenic / Historic</u>	<u>Mars Hall Road</u>	<u>Old Mars hall Road to Charles County</u>	<u>Local</u>	<u>Staff Recommendation</u>	<u>Subregion 5</u>	<u>83</u>	<u>Mount Vernon Viewshed</u>	<u>Open Space, Residential-Agricultural, Priority Preservation</u>	<u>Special Conservation Area – Piscataway National Park; HALS -DE, Daniel ; Historic Environmental Setting – Dr. William G. Hardy House; Tree Canopy</u>
<u>5</u>	<u>Historic</u>	<u>McKendree</u>	<u>Accokeek</u>	<u>Primary /</u>	<u>Subregion 5</u>	<u>Subregion 5</u>	<u>85A</u>	<u>=</u>	<u>Priority</u>	<u>Historic</u>



										Canopy
5	Scenic / Historic	Old Branch Ave. (MD-5)	=	=	=	=	Booth's Escape SB	Commercial Misc., One-family Detached Residential, Reserved Open Space, Light Industrial, Commercial Office	Historic Environmental Setting - Church & Cemetery; Tree Canopy	=
5	Historic	Piscataway Road (MD 223)	Floral Park Road to Woodyard Road	Arterial	1828 Levy Court Survey	Subregion 5	84/81 A/81 B	Reserved OS, Residential-Estate, Rural Residential, Residential-Agricultural, Ancillary Commercial,	National Register - Piscataway Village Historic District	=

								<u>Residential Low Development, Residential Suburban Development, Local Activity Center, Commercial SC, One-family Detached Residential, Townhouse</u>		
<u>5</u>	<u>Historic</u>	<u>Sharpeville Road</u>	<u>Accokeek Road to Charles County</u>	<u>Local</u>	<u>1828 Levy Court Survey</u>	<u>Subregion 5</u>	<u>84</u>	<u>Mount Vernon Viewshed</u>	<u>Priority Preservation, Rural-Agricultural</u>	<u>Special Conservation Area – Mattawoman Creek Stream Valley ; Tree</u>

										Canopy
5	<u>Historic</u>	<u>Thrift Road</u>	<u>Windbrook Road</u> <u>to Bran dywine Road</u>	<u>Collector</u>	<u>1828 Levy Court Survey</u>	<u>Subregion 5</u>	<u>81A/81B</u>	<u>Reserved OS; Residential-Estate; Residential-Agricultural/Woodland Conservation; Residential Low Dev; Residential Suburban Dev; Townhouse; Open Space; One-family Detached Residential</u>	<u>Historic Environmental Setting - Thrift School House; Historic Environmental Setting - Wyoming and Cemetery; Tree Canopy</u>	=
5	<u>Scenic / Historic</u>	<u>Wharf Road</u>	<u>Farmington Road</u>	<u>Local</u>	<u>Subregion 5</u>	<u>Subregion 5</u>	<u>83</u>	<u>Mount Vernon Viewshed</u>	<u>Open Space; Rural Residence</u>	<u>Historic Environmental</u>

			<u>W to</u>						<u>ntial;</u>	<u>al</u>
			<u>Pisca</u>						<u>Priorit</u>	<u>Setting</u>
			<u>tawa</u>						<u>y</u>	<u>=</u>
			<u>y</u>						<u>Preser</u>	<u>Accok</u>
			<u>Bay</u>						<u>vation</u>	<u>eeck</u>
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5	<u>Historic</u>	<u>Windbrook Drive</u>	<u>Floral Park Road</u> <u>to Thrift Road</u>	<u>Collector</u>	<u>1828 Levy Court Survey</u>	<u>Subregion 5</u>	<u>81B/85A</u>	=	<u>Reserved Open Space;</u> <u>Residential-Agricultural;</u> <u>Rural Residential</u>	<u>Tree Canopy</u>
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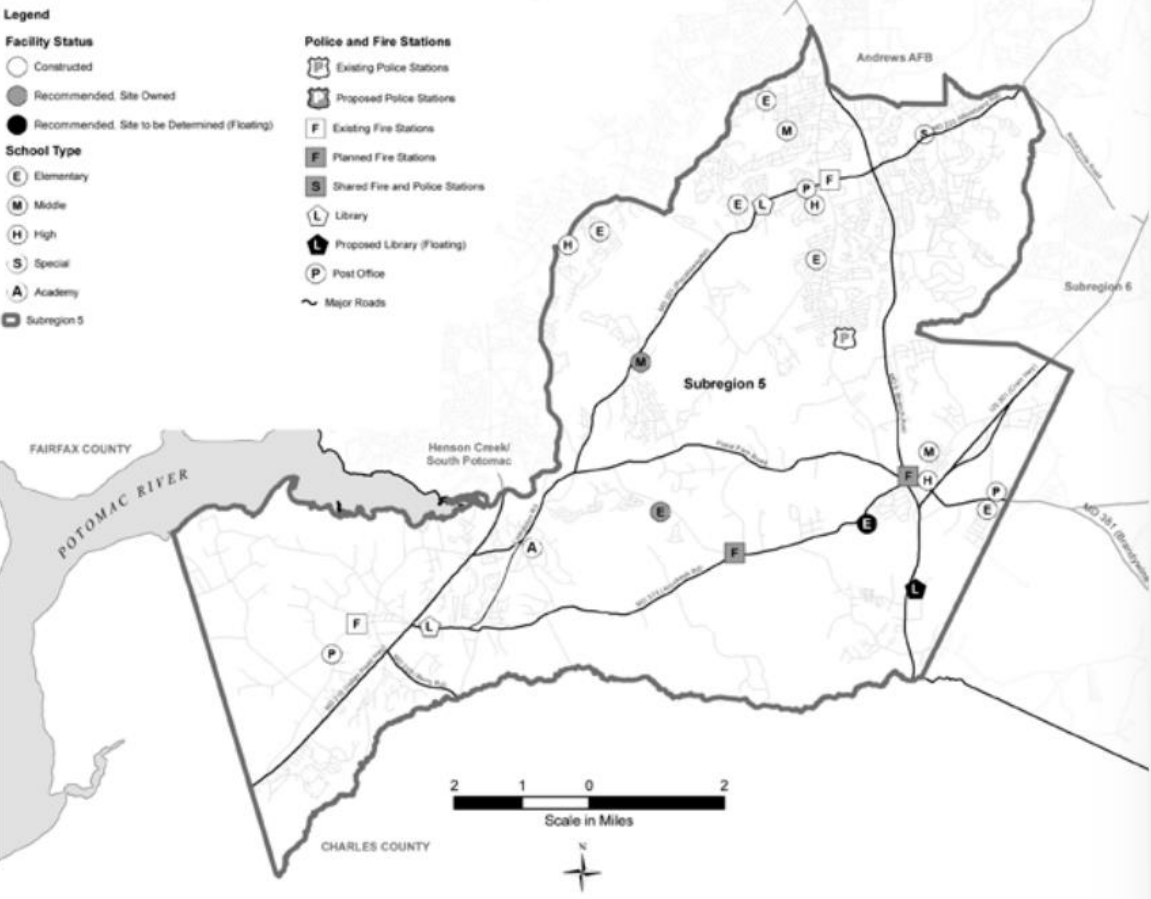
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**MINOR AMENDMENT NUMBER 66**

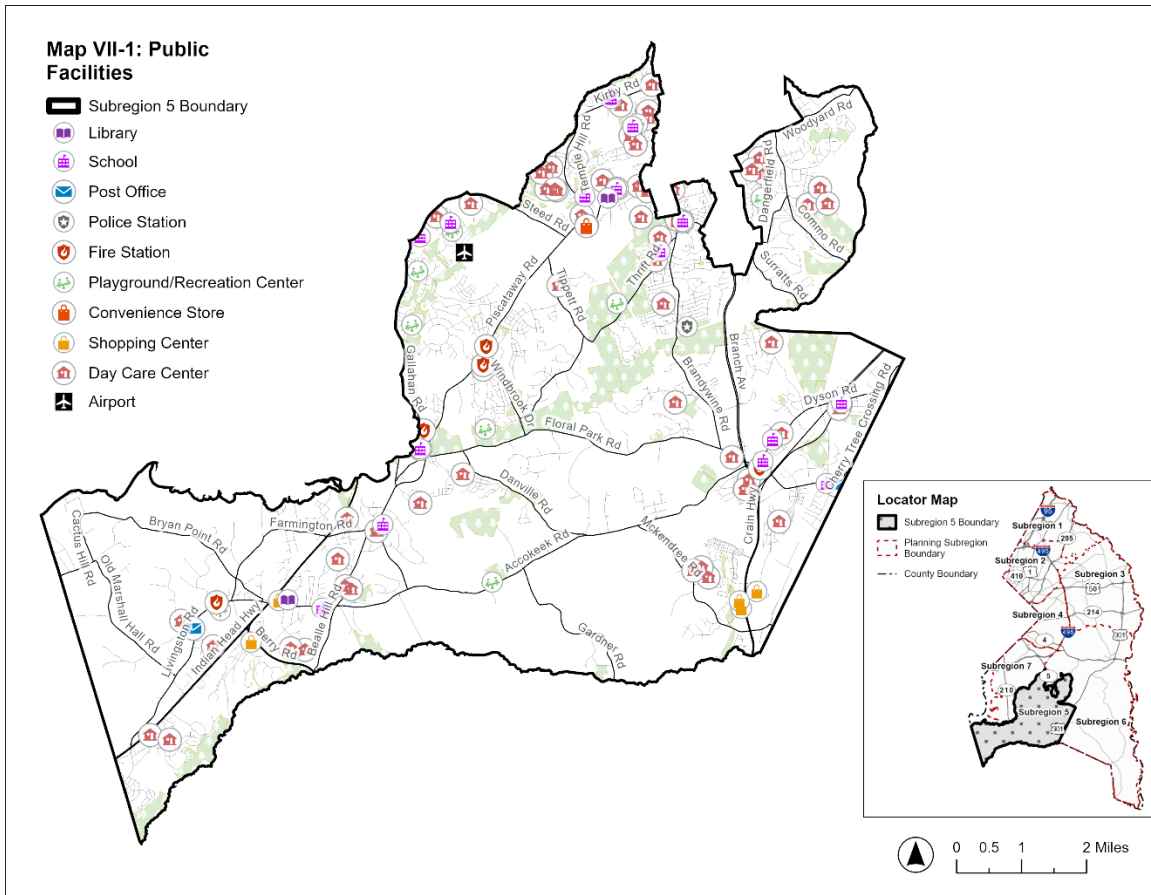
Replace Map VII-1: Public Facilities on p. 130:

[



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**MINOR AMENDMENT NUMBER 67**

Amend the Strategies within the Public Schools section of Chapter VII: Public Facilities on p. 132:

- “Acquire [one] two elementary school sites in [a] locations that will serve future residential development. Consider one near Floral Park Road in Accokeek and another near Lakeview at Brandywine....”
- Open the Early Elementary Campus at Brandywine Elementary for grades PreK-2nd
- Open the Brandywine Academy for grades 3rd-8th
- Demolish Gwynn Park Middle School. Build a new Brandywine K-8 school on Gwynn Park Middle School Site.”

**MINOR AMENDMENT NUMBER 68**

Amend the introduction to the Libraries section of Chapter VII on p. 133:

“There are two library branches of the Prince George’s County Memorial

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1 Library System located in Subregion 5. These facilities are the Accokeek  
 2 Branch located on Livingston Road in Accokeek and the Surratts-Clinton  
 3 Branch located on MD 223 in Clinton (Map VII-1). [The FY 2014-2019  
 4 CIP contains a project for rehabilitation and expansion at the Surratts-  
 5 Clinton Branch.]

6 Data collected by the library system has shown that internet usage has  
 7 grown rapidly over the past several years and public access computers are  
 8 being fully utilized by the public in county libraries. This growing demand  
 9 for public access computers and Wi-Fi may necessitate larger buildings or  
 10 other means to provide service. With the changing use of libraries by  
 11 county residents, there is a need to fully explore all of the ways to provide  
 12 library services and their implications for new and existing facilities. One  
 13 example is co-locating a makerspace inside a library branch or alongside  
 14 one. A makerspace is a collaborative area with various tools and  
 15 technologies for shared use that encourages creativity and hands-on  
 16 learning.

17 Current library standards recommend one library branch per 40,000 to  
 18 80,000 residents. The plan projects that by 2030 the population in the  
 19 subregion will reach approximately 82,000 people.”

#### 20 **MINOR AMENDMENT NUMBER 69**

21 Amend the Strategies of the Libraries section of Chapter VII on p. 133:

- 22 • “Utilize excess land at the Accokeek Branch as a potential location  
 23 for an artists’ Makerspace.
- 24 • Collaborate with the Accokeek Arts Alliance and other artist groups  
 25 to identify appropriate tools and resources to support the arts and their  
 26 enjoyment...”
- 27 • “Continue to evaluate and improve existing library facilities and  
 28 services, including computing and internet services as well as  
 29 improving digital literacy and digital equity among residents.”

#### 30 **MINOR AMENDMENT NUMBER 70**

31 Amend the Fire and Rescue sub-section of the Public Safety section in Chapter VII on p.

1 134:

2 “Based on current service demands and response time criteria, [the  
3 PSFMP recommends the relocation of the Brandywine Fire/EMS station  
4 from its present location in Subregion 6 to a site in the vicinity of  
5 Brandywine Road and Dyson Road in Subregion 5. The] the PSFMP  
6 [also] recommends that a new station (Piscataway) be constructed near the  
7 intersection of Brandywine Road and Danville Road.  
8 These facilities are funded in the current CIP. Company 25 (Clinton) is  
9 budgeted for renovation; [Company 40 (Brandywine) is budgeted for  
10 replacement;] and the  
11 Piscataway Fire/EMS station, which will be located near the intersection  
12 of Danville Road and Brandywine Road, is budgeted for construction in  
13 the current CIP.”

14 **MINOR AMENDMENT NUMBER 71**

15 Insert a new “Existing Recreation Paths and Trails” sub-section in the Parks and  
16 Recreation section after the existing text on p. 135:

17 “Existing Recreation Paths and Trails  
18 In Subregion 5, a small number of shared use paths, paved loop trails in  
19 parks, natural surface trails, and subdivision-based path networks exist to  
20 provide residents with opportunities for walking, strolling, rolling, cycling,  
21 jogging, inline skating, hiking, mountain biking, equestrian use,  
22 enjoyment of the outdoors and related outdoor activities, such as fishing,  
23 birding, and forest bathing.

24 Six paved Loop Trails are available for walking and jogging for health  
25 maintenance and physical fitness, at the following parks: Accokeek Park,  
26 Accokeek East Park, Cosca Regional Park, Fox Run Park, Simmons Acres  
27 Park, and the Southern Area Aquatic Recreation Center (SAARC). The  
28 walking loop at SAARC was recently opened in 2024. While not a  
29 complete loop, Hillantrea Park also offers a paved path for short walks  
30 along a small stretch of Piscataway Creek.

31 Extensive path networks are also provided in five residential

1 developments, including Floral Park Estates, Chaddsford, Summit Creek,  
 2 Dobson Ridge, and along the Timothy Branch stream valley behind new  
 3 subdivisions on Mattawoman Drive in Brandywine.

4 An extensive Natural Surface Trail Network is available for hiking,  
 5 mountain biking and equestrian use at Cosca Regional Park. Hiking,  
 6 wildlife photography and nature appreciation is popular at Cheltenham  
 7 Wetlands Park. Hiking, and heritage appreciation is also available on  
 8 select National Park Service properties in the Subarea, such as National  
 9 Colonial Farm and Piscataway Park.

10 Linear Stream Valley Shared Use Paths are less common in this Subarea,  
 11 with the Rose Creek Trail, a paved shared use path in Brandywine being  
 12 the primary existing facility, with additional segments planned by  
 13 developers or the M-NCPPC Department of Parks and Recreation.”

#### 14 **MINOR AMENDMENT NUMBER 72**

15 Amend portions of the Parks and Recreation section of Chapter VII p. 138:

16 “[Timothy Branch, which is located east and west of US 301/Crain  
 17 Highway, offers many opportunities for preservation and passive  
 18 recreation. A portion of Timothy Branch runs adjacent to Rose Creek  
 19 Connector Trail, which is accessed from McKendree Road. The existing  
 20 trail will ultimately connect with the Chaddsford community to the north  
 21 and Mattawoman Stream Valley Park to the south. Timothy Branch also  
 22 runs behind the new Brandywine Crossing shopping center. Acquisition of  
 23 the branch will be explored from this location to Brandywine Road with  
 24 an eventual trail connection to Brandywine Area Community Park.  
 25 Population growth in the subregion will increase the demand for  
 26 recreational programs and activities at community centers. Subregion 5  
 27 currently contains one community center, Stephen Decatur Community  
 28 Center, in Clinton. The facility is scheduled to receive a renovation and  
 29 expansion in the spring of 2014. The South Clinton Community Center,  
 30 originally slated for a new facility at Cosca Regional Park, has shifted to a  
 31 new, planned aquatic facility for the southern area. The new facility,

1 known as the Southern Area Aquatic and Recreation Complex (SAARC),  
 2 to be built at Brandywine Area Park, will meet the recreation needs of a  
 3 greater population in southern Prince George’s County. SAARC is a new  
 4 multi-generational facility funded for design and construction in the FY  
 5 2014 – FY 2019 Capital Improvement Program (CIP). The facility will  
 6 include an aquatic venue, as well as other recreation components to serve  
 7 the recreational and leisure needs of all age groups. This facility is slated  
 8 for completion in the summer of 2016. In addition, the new Fort  
 9 Washington Forest Community Center, located just outside of Subregion 5  
 10 on MD 210, is a new, 22,000 square-foot venue that includes a  
 11 gymnasium, a fitness room, a computer lab, multi-purpose rooms, a teen  
 12 lounge area, and an arts and crafts room (Map VII-2: Existing and Future  
 13 Parks and Community Centers).]

14 Providing north-south shared use paths in Brandywine (the only center in  
 15 the southern part of the County) is a high priority. Plans call for  
 16 developing a continuous Rose Creek Trail from Accokeek Road (MD 373)  
 17 and the Lakeview at Brandywine subdivision south to Dobson Ridge at  
 18 McKendree Road and the Mattawoman Creek Trail recently built in that  
 19 subdivision. A parallel path is planned along the Timothy Branch to  
 20 connect the SAARC in north Brandywine with Dobson Ridge at  
 21 McKendree Road. Parts of the Timothy Branch Trail may run in natural  
 22 areas along the stream, while other sections are being built on  
 23 Mattawoman Drive. This path system will provide north-south bicycle and  
 24 pedestrian transportation and recreation on each side of MD 301 and a  
 25 friendlier non-motorized route to the commercial development along that  
 26 arterial roadway.”

### 27 **MINOR AMENDMENT NUMBER 73**

28 Amend the Policies of the Parks and Recreation section of Chapter VII on p. 139:

- 29 • “Prioritize development of additional shared-use paths, loop trails,  
 30 natural surface trails, and residential path networks in the developing  
 31 parts of the Subregion.”

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- Maintain dialogue with CSX Railroad about the potential abandonment of the Popes Creek Branch railroad and Herbert Subdivisioin, to ensure that M-NCPPC has the opportunity to acquire the line and convert it to a Shared Use Path (Rail-Trail)."

**MINOR AMENDMENT NUMBER 74**

Delete the following Strategies of the Parks and Recreation section on p. 139:

- “[Construct the Accokeek East Community Park and recreation center as shown in the FY 09–FY14 CIP]”
- “[Fifty-acre community park on McKendree Road adjacent to Mattawoman Watershed Park.]”
- “Construct the Southern Area Aquatic and Recreation Complex at Brandywine Area Park.]”
- “[Renovate and expand the Stephen Decatur Community Center.]”

**MINOR AMENDMENT NUMBER 75**

Amend Table VII-4: Proposed Parkland Acquisitions on p. 139:

“

<b>Park Facility</b>	<b>Park Type</b>	<b>Status</b>	<b>Map Number</b>
30-acre community park adjacent to mattawoman creek	Community	Short term need	A-1
40-acre community park adjacent to Mattawoman Creek	Community	Short term need	A-2
[Accokeek East community park and recreation center	Community	In FY 09–14 CIP]	
50-acre community park – Livingston Road and Accokeek Road West	Community	Long term need	A-3
50-acre local park – Livingston Road and Floral Park Road Near Piscataway Stream Valley Park	Neighborhood	Long term need	A-4
50-acre community park—Gardner Road adjacent to Mattawoman Watershed Park	Community	Long term need	A-5
40-acre community park—Bryan Point Road	Community	Long term need	A-6

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<b>Park Facility</b>	<b>Park Type</b>	<b>Status</b>	<b>Map Number</b>
50-acre community park—McKendree Road adjacent to Mattawoman Watershed Park	Community	Short term need	B-1
70-acre community park—Floral Park	Community	Short term	B-2

Road near Springfield Road		need	
60-acre local park—Accokeek Road near McKendree Road	Neighborhood	Long term need	B-3
[Southern Area Aquatic and Recreation Complex	Regional	Short Term Need	B-4]

1 ...”

2 **MINOR AMENDMENT NUMBER 76**

3 Amend the introduction to the Solid Waste Management/Recycling section of Chapter  
4 VII on p. 141:

5 “The County’s primary waste acceptance facility is the Brown Station  
6 Road Municipal Solid Waste Facility about four miles north of Upper  
7 Marlboro in Subregion 6. [The facility is closing in 2011.] The County has  
8 decided not to develop a new landfill within the County, and instead  
9 intends to ship its refuse to one of the large commercial landfills operating  
10 in the mid-Atlantic region...”

11 “The County has an aggressive recycling program that, as of [2008] 2022,  
12 achieved a recovery rate of [39] 49.8 percent...”

13 **MINOR AMENDMENT NUMBER 77**

14 Amend the Policies and Strategies in the Solid Waste Management/Recycling section of  
15 Chapter VII on p. 141:

16 “Policy 3

- 17 • Explore adaptive reuse possibilities for former landfill sites

18 Strategies

- 19 • Facilitate remediation of former landfill sites to mitigate  
20 environmental impacts.
- 21 • Develop renewable energy sources on brownfield sites where feasible.
- 22 • Implement Policy Recommendation 3 of the Qualified Data Center  
23 Task Force report to establish an “overlay zone that incentivizes  
24 brownfield and other underperforming sites for data center  
25 development.”

**MINOR AMENDMENT NUMBER 78**

Amend the overview of Chapter VIII: Economic Development on p. 145:

“Economic Development is one of the highest priority goals in the 2002 Prince George’s County Approved General Plan and also in Plan 2035...”

**MINOR AMENDMENT NUMBER 79**

Amend the Economic Trends and Outlook section of Chapter VIII on pp. 145-146:

“...Subregion 5 has a relatively low jobs-to-population ratio compared to the County as a whole: 0.32 jobs per person compared to 0.4 for the county as a whole<sup>2</sup>, reflecting its general status as a residential, bedroom community, with relatively few jobs. As of 2008, approximately 70 percent of the jobs in Subregion 5 were in Clinton, 20 percent in Brandywine, and 10 percent in Accokeek (Table II-2: Population, Dwelling Units, and Employment).

In support of the 2026 Minor Plan Amendment a Commercial Market Analysis was conducted. One of the main conclusions of the 2025 Commercial Market Analysis in Support of Minor Plan Amendment<sup>[1]</sup> is that Subregion 5 benefits from available land, strong household growth, and key anchors that create a foundation for targeted commercial growth. Land prices along the major roads that pass through the subregion are competitive against the backdrop of the Washington, DC Metro land market. The MD 210 corridor south of Accokeek offers an opportunity for agritechnology, leveraging strong industrial demand across the region and proximity to agricultural production areas. Brandywine and the area near Joint Base Andrews offer opportunities for retail and industrial development.

<sup>[1]</sup> RCLCO Real Estate Consulting, 2025...”

“... The growth expected to occur at Joint Base Andrews (JBA) over the next ten years will impact employment in Subregion 5. The number of personnel assigned to Joint Base Andrews [is] was expected to increase by

1 2,700 before 2020. A portion of this increase (400 positions) [is]was  
 2 related to Base Realignment and Closure (BRAC) and [is expected by]  
 3 occurred around 2011...”

4 **MINOR AMENDMENT NUMBER 80**

5 Replace the Industrial sub-section of the Industrial, Office and Retail section of Chapter  
 6 VIII on p. 146-147:

7 “[Land once considered appropriate for employment—or industrial  
 8 development along railroad rights-of-way and major highways—is now  
 9 obsolete and inappropriate in many locations. An example of this is the  
 10 Villages of Timothy Branch development in Brandywine. In 2008, the  
 11 District Council approved a change from industrial zoning to residential  
 12 and commercial zoning in an area that had been planned for employment  
 13 land use for several decades.

14 Findings of the 2010 Prince George’s County Industrial Land Needs and  
 15 Employment Study include the following:

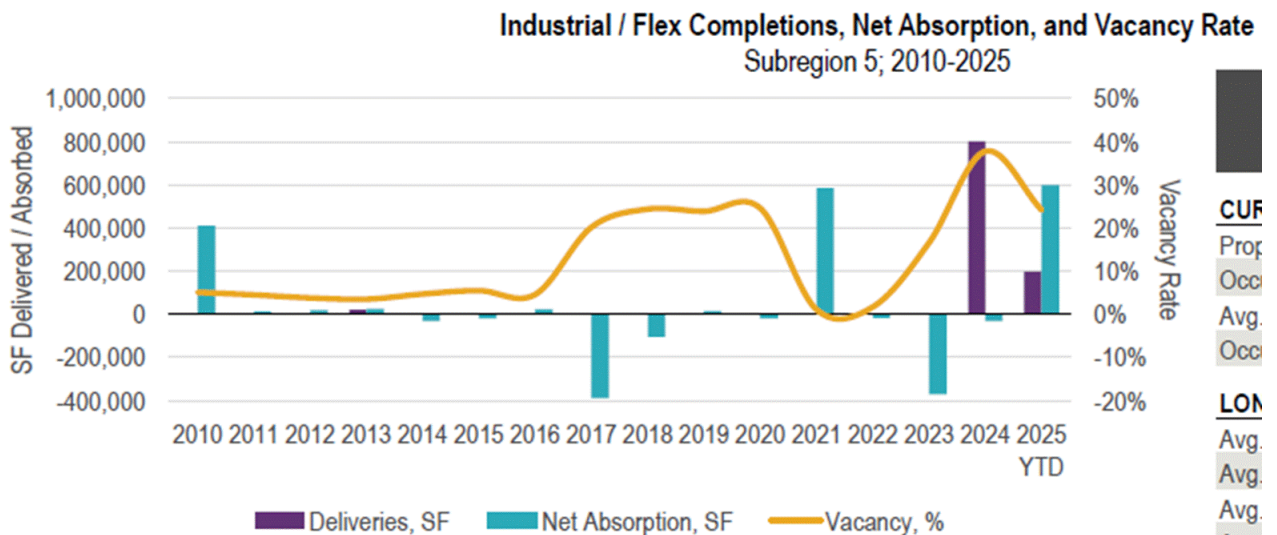
- 16 • The County has an oversupply of industrially zoned land in Subregions  
 17 3, 4, and 5.
- 18 • Countywide, approximately 4,000 acres could potentially be rezoned  
 19 from industrial to other uses without adversely affecting the  
 20 availability of industrial land.
- 21 • Subregion 5 was among three planning subregions under the greatest  
 22 pressure for rezoning of industrial land, the others being Subregion 3  
 23 (Bowie) and Subregion 4 (inside the Beltway north and south of MD  
 24 214, Central Avenue).
- 25 • As of 2007 the total acreage of industrially zoned land in Subregion 5  
 26 was 2,220 acres, accounting for 20 percent of the countywide total of  
 27 industrially zoned land.<sup>4</sup> In contrast, the rentable building area in  
 28 Subregion 5 accounted for just 3.4 percent (1.7 million square feet) of  
 29 the County total. Of the industrially zoned land, 1,324 acres, or 60  
 30 percent, was undeveloped, a significantly higher share than the

1 countywide total of 45 percent (Table VIII-1: Subregion 5 Industrially  
 2 Zoned Land).

3 Prince George’s County BRAC Action Plan, September, 2007.

4 As of December 2015, there were 845 acres of industrially zoned land in  
 5 Subregion 5.]

6 After years of limited development, Subregion 5 is starting to see growth  
 7 in its industrial market. This is evident in recent industrial projects such as  
 8 Elion Logistics Park in Brandywine, which in 2024 accounted for a  
 9 significant share of the uptick in delivery of industrial properties in the  
 10 subregion. In 2025 nearby Clinton saw the addition of nearly 200,000  
 11 square feet, which was leased by the U.S. Government Services  
 12 Administration. As land continues to grow more scarce and more  
 13 expensive elsewhere in the DC Metro region, Subregion 5 is likely to  
 14 grow increasingly appealing to users seeking entry to the market.  
 15 An additional opportunity for industrial growth in Subregion 5 is  
 16 agritechnology. The combination of low land prices by metropolitan  
 17 standards and easy access to the agricultural producers in the Rural and  
 18 Agricultural could be appealing to investors in this industrial sector. As  
 19 gleaned from 2025 community engagement, the ongoing shift in  
 20 agricultural production from commodities crops to growing food for local  
 21 consumption could also increase the emphasis placed on innovation.



22

Source: RCLCO Real Estate Consulting; CoStar.”

**MINOR AMENDMENT NUMBER 81**

Replace Table VIII-1: Industrially Zoned Land on p. 147 with the following:

“[

<b>Zoning District</b>						
Acres	I-1	I-2	I-3	I-4	E-I-A	Total
Total	623	566	275	75	680	2,219
Developed	189	159	117	56	375	896
Vacant	434	407	159	19	305	1,324
Percent Vacant	70%	72%	58%	25%	45%	60%

[M-NCPPC, June 2008 72% 159 58% Note: Due to rounding some columns or rows may not add up to the total amount.

Based on a recent industrial land use evaluation by M-NCPPC, the following categorizations and recommendations are made:]

<u>Acres</u>	<u>IE</u>	<u>IH</u>	<u>Total</u>
<u>Total</u>	<u>302</u>	<u>310</u>	<u>612</u>
<u>Developed</u>	<u>299</u>	<u>205</u>	<u>504</u>
<u>Vacant</u>	<u>3</u>	<u>105</u>	<u>108</u>
<u>% Developed</u>	<u>99.0%</u>	<u>66.1%</u>	<u>82.4%</u>
<u>% Vacant</u>	<u>1.0%</u>	<u>33.9%</u>	<u>17.6%</u>

“

**MINOR AMENDMENT NUMBER 82**

Replace Table VIII-2: Industrially Categories and Recommendations on p. 147 with the following:

“Table VIII-2: Industrial Categories and Recommendations

[

<b>Industrial Area</b>	<b>Categorization*</b>	<b>Recommendations</b>
Woodyard Road/Old Alexandria Ferry Road	Healthy (Type 5)	Provide this established industrial area with adequate

		infrastructure
US 301 and Brandywine Road	Deindustrializing and transitioning [(Type 3)]	Given a decline in the demand for industrial zoned land; transition to other zones to respond to market change
Steed and Piscataway Roads/Hyde Field	Not characterized (Airport use)	Consider an alternative development plan to replace the Washington Executive Airport in the long term

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\* Industrial lands were characterized using a five point scale: Type 1, no demand for industrial space; Type 2, a history of industrial activity, but high vacancy rates and a drop in rental rates; Type 3, a history of industrial activity and weak demand; Type 4, evidence of healthy industrial activity; and Type 5, industrial areas that are healthy.]

<u>Industrial Area</u>	<u>Categorization</u>	<u>Recommendations</u>
<u>US 301 and Brandywine Road</u>	<u>Deindustrializing and transitioning</u>	<u>Given a decline in the demand for industrial zoned land; transition to other zones to respond to market change.</u>
		<u>Expand Brandywine Town Activity Center Zoning to the West side of 301 to increase development potential and the creation of holistic circulation throughout the site</u>
		<u>Encourage the location of agritech users in this industrial/flex space</u>
		<u>Encourage the redevelopment of the existing Brandywine Shopping Center to better align with transit-oriented design principals and orient retail to the proposed SMRT stops instead of parking</u>

<u>Steed and Piscataway Roads/Hyde Field</u>	<u>Not characterized (airport use)</u>	<u>Consider an alternative development plan to replace the Washington Executive Airport in the long term</u>
--	--	--

”

**MINOR AMENDMENT NUMBER 83**

Replace the Office sub-section of the Industrial, Office and Retail section of Chapter VIII on pp. 147-148:

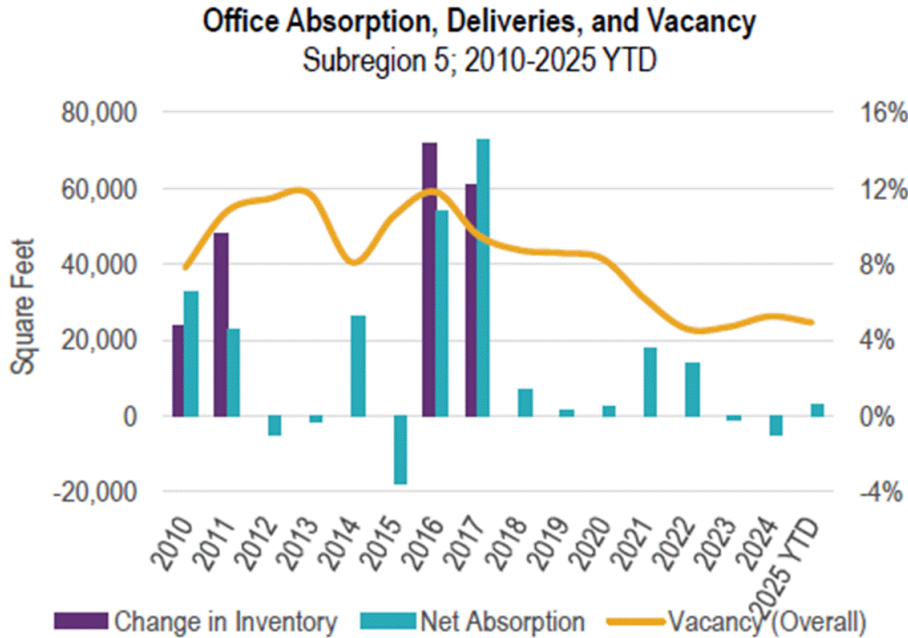
“[Current office use in Subregion 5 is predominately local serving. The strongest office use in Subregion 5 is medical offices. Based on data obtained from CoStar (an online data base of commercial real estate properties), 55 percent of office use is medical. This is probably influenced by the presence of Southern Maryland Hospital. The number of medical offices in Subregion 5 is an opportunity to foster a specialized employment industry that could attract quality development and other economic benefits.

Commercial Office land use in Subregion 5 is concentrated along MD 223, Old Branch Avenue, and Old Alexandria Ferry Road. In particular, the area surrounding the intersection of Coventry Way and MD 5 has the advantage of being located at the southern boundary of Joint Base Andrews (JBA). Its proximity to the Capital Beltway should encourage large office development proposals. Such proposals in this northern Clinton area would strengthen the existing stock of commercial office space.

Interestingly, much of the office development in northern Clinton is not zoned C-O (Commercial-Office) or C-A (Commercial-Ancillary), where professional and medical offices would be expected to locate. Most commercial zoning in this area is C-M (Commercial Miscellaneous), which allows many highway-oriented commercial uses as well as typical commercial office development. This explains the number of gas stations, auto repair shops, and storage warehouses in this area, creating a

1 hodgepodge of uses that do not fully capture the area’s employment  
2 generating potential. If more of the zoning for professional offices were  
3 shifted from the southern portion of Subregion 5 to the northern section of  
4 Clinton, it is likely that a more balanced office market would develop.  
5 Future office demand through 2030 is projected to total about 600,000  
6 square feet. While the net new demand appears to be only 70,000 square  
7 feet (600,000 minus 530,000 existing) additional demand can be expected  
8 from the need to replace some of the existing Class C space in Clinton and  
9 to provide office space in the Brandywine Community Center.]

10 The traditional office inventory in Subregion 5 is composed of older  
11 buildings, with most large buildings relying on government tenants.  
12 Medical office has performed well and has comprised the majority of  
13 recent construction, with two deliveries in 2016 and 2017. Given minimal  
14 development, the Subregion has a low vacancy rate of 4.9% today. Despite  
15 the low vacancy rate, there is likely little opportunity for major office  
16 development in the area, as it lacks the locational amenities that large  
17 corporations prioritize. As the household base grows, there may be  
18 opportunities for smaller, neighborhood-serving users (e.g., real estate,  
19 insurance, etc.). Medical office will likely be the most attractive office  
20 opportunity as the area has both an aging and a growing household base.  
21 MedStar Southern Maryland Hospital Center has the potential to act as an  
22 anchor for medical office development in Clinton and Brandywine.  
23



Source: RCLCO, CoStar.”

**MINOR AMENDMENT NUMBER 84**

Replace the Retail sub-section of the Industrial, Office and Retail section of Chapter VIII on p.148:

“[Retail occupancy in Subregion 5 is healthy, as illustrated by an overall vacancy rate of only three percent (Table VIII-3: Shopping Centers). As of 2008, the eight shopping centers in the subregion had a total net leasable area of 1.1 million square feet available in 158 stores.

The amount of retail development in Subregion 5, mostly located in Clinton, is deemed sufficient to meet the consumer needs of residents and the retail-level 1,500 1,600 6,018 0 28,368 job needs of workers in the subregion. Still, additional growth in the subregion through 2030 is projected to generate demand for 250,000 to 350,000 square feet of community retail for day-to-day needs, including eating and drinking establishments.

Most, if not all of this projected demand will be supported by the development of Brandywine Crossing, a shopping center consisting of approximately 780,000 square feet, primarily for convenience goods.

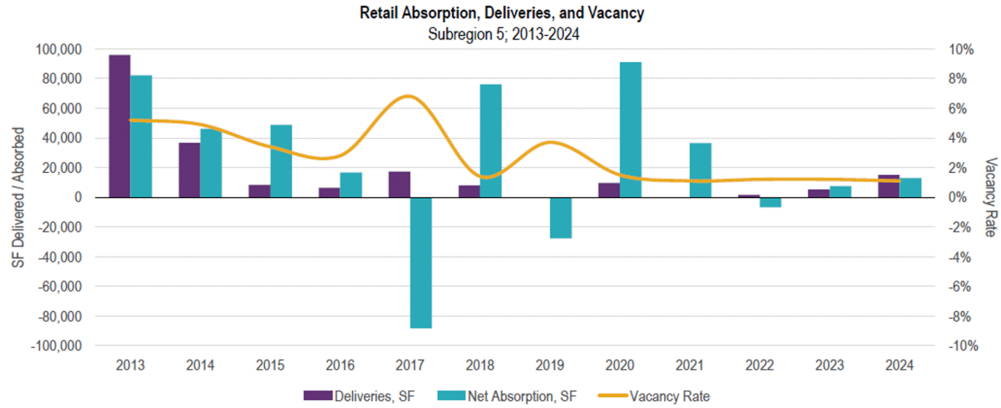
Another development is on the west side of US 301, south of Chaddsford

1 Drive. This development is to include a 120,000 square foot neighborhood  
2 retail center with an anchor grocery store.

3 In general, to support economic development in Subregion 5, land is  
4 available to encourage small office clusters to develop in the Clinton area,  
5 support retail demand in the Brandywine area, and retain the existing  
6 amount of commercial land in Accokeek.]

7 The retail inventory in Subregion 5 is well-occupied, in part due to  
8 minimal new development over the past decade. In Subregion 5, retail  
9 development has grown at the same pace as housing development, leading  
10 to a tight retail market as the need for grocery, dining, and other household  
11 services has increased. These supply and demand conditions have led to  
12 favorable market fundamentals, although the relative lack of household  
13 density in this area may still limit the ability to attract the tenants needed  
14 to realize the opportunity for new additions.

15 Since 2020, the retail environment in Subregion 5 has seen an average  
16 vacancy of 1.2%, a relatively low vacancy level compared to the 5.0%  
17 industry standard for a healthy retail market. While vacancies rose  
18 temporarily in 2017 when a handful of tenants vacated an aging property  
19 slated for renovations, the market was quick to rebound following those  
20 improvements, signaling appetite for higher-quality space. Since then,  
21 vacancies have been consistently low, as there has been limited new  
22 development, and strong household growth has put pressure on the  
23 existing retail inventory. As the region continues to grow, new retail will  
24 be necessary to serve the new household base, and opportunities to realize  
25 this demand are likely to grow over time as household densities increase.  
26



**Source:** RCLCO Real Estate Consulting; CoStar.”

**MINOR AMENDMENT NUMBER 85**

Amend the Policies of the Industrial, Office and Retail section of Chapter VIII on p. 149:

- “[Before a new commercial shopping center is approved for development, a market analysis should demonstrate that there is sufficient support in the intended retail market area to justify the amount and type of commercial development proposed.]
- Improve streetscaping and gateways at MD 210 and Livingston Road to create a sense of place and improve commercial viability.
- Enhance Accokeek Village and Manokeek Village to support pedestrian-oriented retail.
- Identify a specific area of Subregion 5 that could accommodate data center development in the future base on the findings of the County’s Qualified Data Center Task Force.”

**MINOR AMENDMENT NUMBER 86**

Amend the Strategies of the Industrial, Office and Retail section of Chapter VIII on p. 149:

- “[Retain the two existing commercial areas, Accokeek Village and Manokeek Village, including the undeveloped land northeast of Manokeek Village, zoned M-X-T (Mixed-Use Transportation Oriented).]
- [Support preservation and enhancement of Livingston Road] Maintain

1 existing character along Livingston Road except at the commercial  
 2 node at Livingston Road and MD 210 where expanded retail and  
 3 higher density residential are recommended. (Chapter IV: Land Use  
 4 and Development Pattern).

- 5 • [Retain the 2008 level of commercial land use in Accokeek.]
- 6 • Facilitate the development of small-scale multifamily housing within  
 7 walking distance of buildings with retail uses.
- 8 • Expand commercially zoned land on the north side of Livingston Road  
 9 between Accokeek Branch Library and John Dailey Road to support  
 10 opportunities in Accokeek.
- 11 • Enhance viability of new retail by providing higher density zones in  
 12 proximity to Accokeek Village Shopping Center.
- 13 • Use compact, pedestrian-oriented development patterns and urban  
 14 design typologies that will raise land values and help attract more  
 15 retail investment and jobs at Accokeek.
- 16 • Rezone select parcels at Beretta Drive and MD 210 to CS to increase  
 17 the supply of available land for flex industrial and commercial-service  
 18 uses.
- 19 • Develop and implement an agritechnology opportunities  
 20 communications campaign to raise awareness among potential  
 21 investors and developers.
- 22 • Establish business investment incentives at existing and future  
 23 shopping centers to support tenant improvements, storefront upgrades,  
 24 and small business expansion that enhances walkability and street  
 25 activation.

26  
 27 [Designate the areas surrounding Matapeake Drive, at its intersection with US  
 28 301, as the Brandywine Community Center for mixed use development  
 29 (residential, retail, and commercial) as described in detail in Chapter IV: Land  
 30 Use and Development Pattern.

- 1 • Retain the employment-industrial land use designation for land east of  
2 US 301 and south of Timothy Branch.
- 3 • Retain the commercial land use surrounding T.B.]
- 4 • Transform Brandywine Town Center into a compact, walkable, mixed-  
5 use district near the proposed SMRT station locations. (For urban  
6 design recommendations, please see Chapter IV, Land Use and  
7 Development Patterns.)
- 8 \* Work with the Prince George’s County Economic Development  
9 Corporation (PGCEDC) to retain and recruit quality tenants to  
10 locate near the stations, while also ensuring that the other SMRT  
11 station areas complement, rather than compete with, each other, or  
12 other commercial centers in the County along MD 5 (Branch  
13 Avenue).
- 14 \* Integrate neighborhood-scale retail, service, eating and drinking  
15 establishments into the ground floor of residential buildings.
- 16 \* Concentrate new ground-floor commercial uses in properties  
17 developed within one-quarter of the proposed station locations.
- 18 \* Supply new housing at a level that would make Fortune 500  
19 company offices, high-end sit-down dining, and regional  
20 entertainment venues viable.
- 21 \* Adhere to the urban design recommendation in the Land Use and  
22 Development Patterns chapter to catalyze Brandywine’s  
23 walkability and transit-supportiveness.
- 24 • Prepare an application for a MDOT Transit Oriented Development  
25 Designation for the area around the future Brandywine SMRT station.
- 26 \* Upon receipt of this designation, submit an application for the  
27 Capital Grant and Revolving Loan Fund to design and construct  
28 the reimagined Brandywine.
- 29 • Continue to attract medical office users in Brandywine to increase  
30 healthcare access in Southern Prince George’s County by:
- 31 \* Utilizing existing medical offices as anchors to create an industry

1 cluster along the MD 5 Corridor from Medstar Southern Maryland  
 2 Hospital to Brandywine.

- 3 \* Forming partnerships between the County Health Department and  
 4 care providers to incentivize locating in Brandywine.  
 5 \* Incorporating design features in Brandywine that would improve  
 6 physical and mental wellbeing to support the medical field  
 7 • Attract agritech users and production/logistics facilities to the  
 8 industrially zoned land east of Brandywine Crossing.

9 [Clinton and Tippett

- 10 • Prepare a Clinton Sector Plan and Sectional Map Amendment  
 11 **(Chapter IV: Land Use and Development Pattern)** to address<sup>1</sup>:  
 12 \* Infill and redevelopment along MD 223—between a point just  
 13 west of its intersection with Old Branch Avenue/ Brandywine  
 14 Road and the Clinton Park Shopping Center east of MD 5—to  
 15 emphasize walkability and create a sense of place.  
 16 \* Redevelopment of land near a future MTA bus rapid transit or light  
 17 rail transit stop, most likely on the east side of MD 5 near or as part  
 18 of the Clinton Park shopping center, to encourage transit-ridership.  
 19 \* Additional opportunities to develop commercial offices in the  
 20 north Clinton area.  
 21 \* New office development to strengthen the existing office stock and  
 22 promote the medical sector as a specialized  
 23 employment niche for employment growth.  
 24 \* Retain existing office/employment areas along Old Alexandria  
 25 Ferry Road and Kirby Road.  
 26 \* Ensure future land use and development is compatible with Joint  
 27 Base Andrews Accident Potential Zones and noise contours along  
 28 the west side of Old Alexandria Ferry Road. **(Chapter IV: Land**  
 29 **Use and Development Pattern).**

30 <sup>1</sup> The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*  
 31 *and Sectional Map Amendment* implemented this strategy.]”

**MINOR AMENDMENT NUMBER 87**

Amend the overview of the Agriculture section of Chapter VIII on p. 150:

“... As noted in **Chapter II: Background**, in 2008 approximately 140 parcels greater than 10 acres in size in Subregion 5 had agricultural tax assessments. These parcels totaled approximately 7,600 acres, mostly in the [Rural Tier] Rural and Agricultural Area.” Countywide, as of 2002<sup>[5]</sup>, there were approximately 450 farms generating \$12.2 million in sales and supporting approximately 1,130 jobs...”

“<sup>[5]</sup> The most recent Census of Agriculture.”

“...The Minor Plan Amendment recognizes the growing importance of agritourism and agritech as complementary land uses that can enhance farm income, support innovation in agricultural production, and reinforce the long-term sustainability of the rural economy. The policies that follow are intended not only to preserve land, but to ensure that agriculture and forestry can continue to flourish as economically viable, evolving industries. Supporting actions related to economic development, business assistance, strategic planning, and marketing are further discussed in Chapter VIII: Economic Development.

**MINOR AMENDMENT NUMBER 88**

Amend the overview of the Goals section of Chapter VIII on p. 150:

- “...Advance the development of innovation hubs or test sites on large agricultural parcels where researchers can collaborate on improving production efficiency and environmentally sensitive farming practices.”

**MINOR AMENDMENT NUMBER 89**

Amend the Policies of the Agriculture section of Chapter VIII on p. 151:

- “Promote the continued transition of agriculture from a tobacco base to a more urban, market-driven agricultural base.
- Increase economic opportunities for farmers by enlarging the number of commercial uses and activities that can be undertaken on farms.
- Increase farmer’s access to regional retail food markets to sell their products.
- Support the development of new agricultural enterprises and

1 agricultural product markets as part of a long-term strategy to enhance  
2 the agricultural economy.

- 3 • Support agriculture, agritourism, and agriculture-related industrial and  
4 commercial uses that are compatible with rural character.
- 5 • Attract agritechnology companies to the Rural and Agricultural Areas  
6 of the County to develop controlled-environment farms (greenhouses  
7 and vertical farms)”

#### 8 **MINOR AMENDMENT NUMBER 90**

9 Amend the Agriculture strategies in Chapter VIII on p. 151:

- 10 • “Develop an agricultural marketing program that will continue to  
11 support agricultural transition away from tobacco and enhance market  
12 access for local farmers.
- 13 • Ensure that the amount of industrially zoned land within a 5-mile  
14 radius of the Rural and Agricultural areas is adequate for development  
15 of a meat processing facility.
- 16 • Prepare a feasibility study and marketing plan for a meat processing  
17 facility (including a slaughterhouse, butcher shop, and meatpacking  
18 plant) to support value-added agriculture.
- 19 • Consider a public-private partnership as a vehicle for facility  
20 development.
- 21 • Identify a site with the following criteria to attract a meat processor to  
22 via a public-private-partnership:
  - 23 ○ 2.5 acres or larger
  - 24 ○ Currently used as Agricultural – Natural Resource lands or  
25 undeveloped
  - 26 ○ Greater than 1/3 of a mile away from a residentially zoned  
27 property or active residential uses
  - 28 ○ Within 1 mile of a Primary, Collector, Major Collector, Arterial,  
29 Expressway, or Freeway
  - 30 ○ Within water and sewer categories W-3, W-4, W-5, and S-3, S-4,  
31 S-4 respectively

- 1                   ○ Not in the floodplain...
- 2                   • “Explore the viability of a County-supported agribusiness incubation
- 3                   and processing facility development to encourage entrepreneurship at
- 4                   the farm level.
- 5                   • Advocate for collaboration between local universities, community
- 6                   colleges and agricultural training programs to help generate a skilled
- 7                   workforce within the region.
- 8                   • Expand businesses that support rural supply chain such as farm
- 9                   robotics maintenance, equipment fabrication and agricultural software
- 10                  development...”

#### **MINOR AMENDMENT NUMBER 91**

Amend the Sand and Gravel Mining Goals in Chapter VIII on p. 153:

“The County balances the need for the extraction of sand and gravel resources, and related activities, with the potential negative impact and nuisance to nearby properties and the environment, including restricting sand and gravel mining to the [Rural Tier] Rural and Agricultural Area...”

“Over time, cost associated with these issues could lead to disinvestment in the industry and its eventual relocation. Improving the public’s understanding and acceptance of the industry and protecting long-term access to the resource is the focus of the following policies and strategies. The 2020 study on Sand and Gravel Mining in Prince George’s County (M-NCPPC) assessed the social, economic, and environmental impacts of mining activity and set forth recommendations for managing the industry in the future. Those recommendations are reflected in the policies and strategies below.”

#### **MINOR AMENDMENT NUMBER 92**

Amend the Policies sub-section of the Sand and Gravel Mining section on p. 154:

- 28                  • “Realize the economic benefits associated with the County’s abundant
- 29                  sand and gravel resources by protecting resources from preemption
- 30                  until the material is extracted.
- 31                  • Re-use former sand and gravel mines as new environmental, social
- 32                  and/or economic assets.

- Restrict sand and gravel mining to the [Rural Tier]Rural and Agricultural Area, with enhanced buffering between sand and gravel mining and communities in the [Developing Tier]Established Communities.”

**MINOR AMENDMENT NUMBER 93**

Amend the Strategies sub-section of the Sand and Gravel Mining section on p. 154:

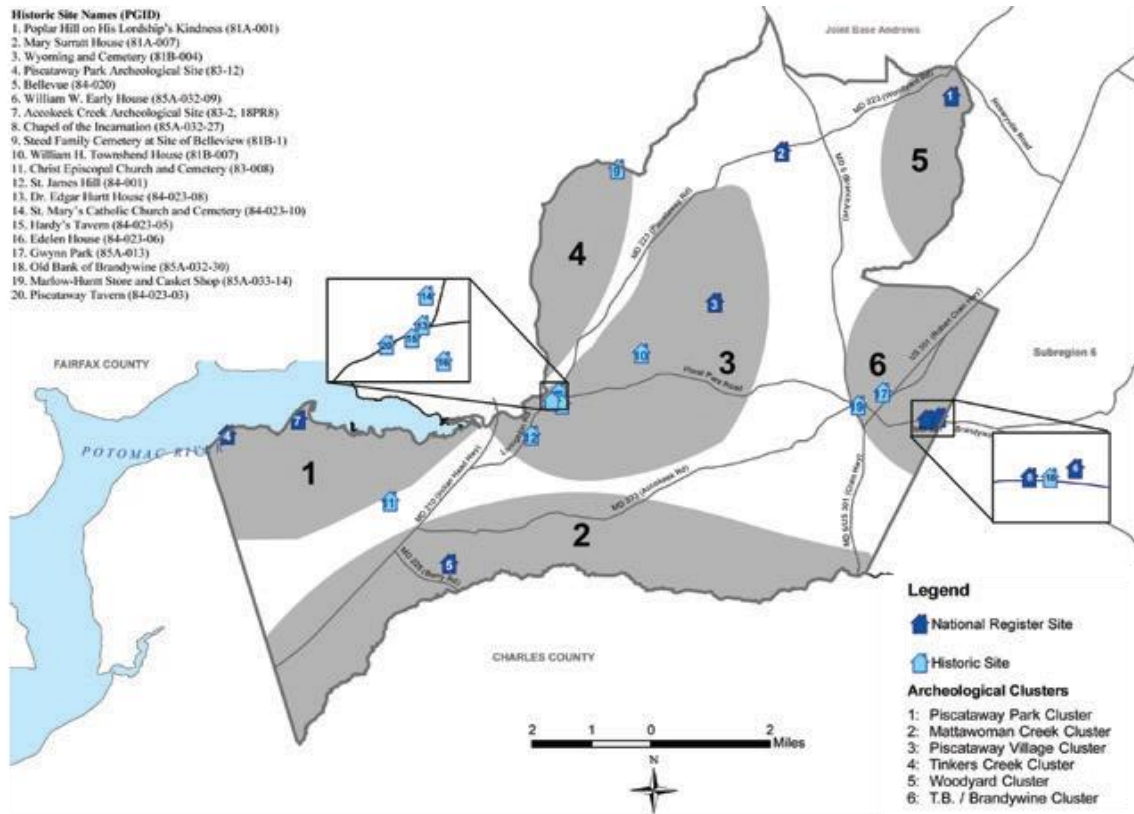
- “Align the County’s Special Exception requirements with the (longer) term of the Maryland state mining permit.
- Reclaim mines within the Priority Preservation Area to support the County’s woodland conservation and agricultural preservation efforts.
- Stabilize closed or abandoned rubble fills and landfills and prioritize the sites for use as sources of renewable energy or reforestation areas.
- Evaluate closed sand and gravel mines, outside the Established Communities and the PPA, as sites for renewable energy production, if they meet appropriate criteria.
- Coordinate with Maryland Department of Natural Resources and U.S. Fish and Wildlife Service on opportunities to recreate specialized habitats on closed sand and gravel mines...”

**MINOR AMENDMENT NUMBER 94**

Replace Map IX-1: Historic Sites and Archeological Clusters on p. 158:

**Historic Site Names (PGID)**

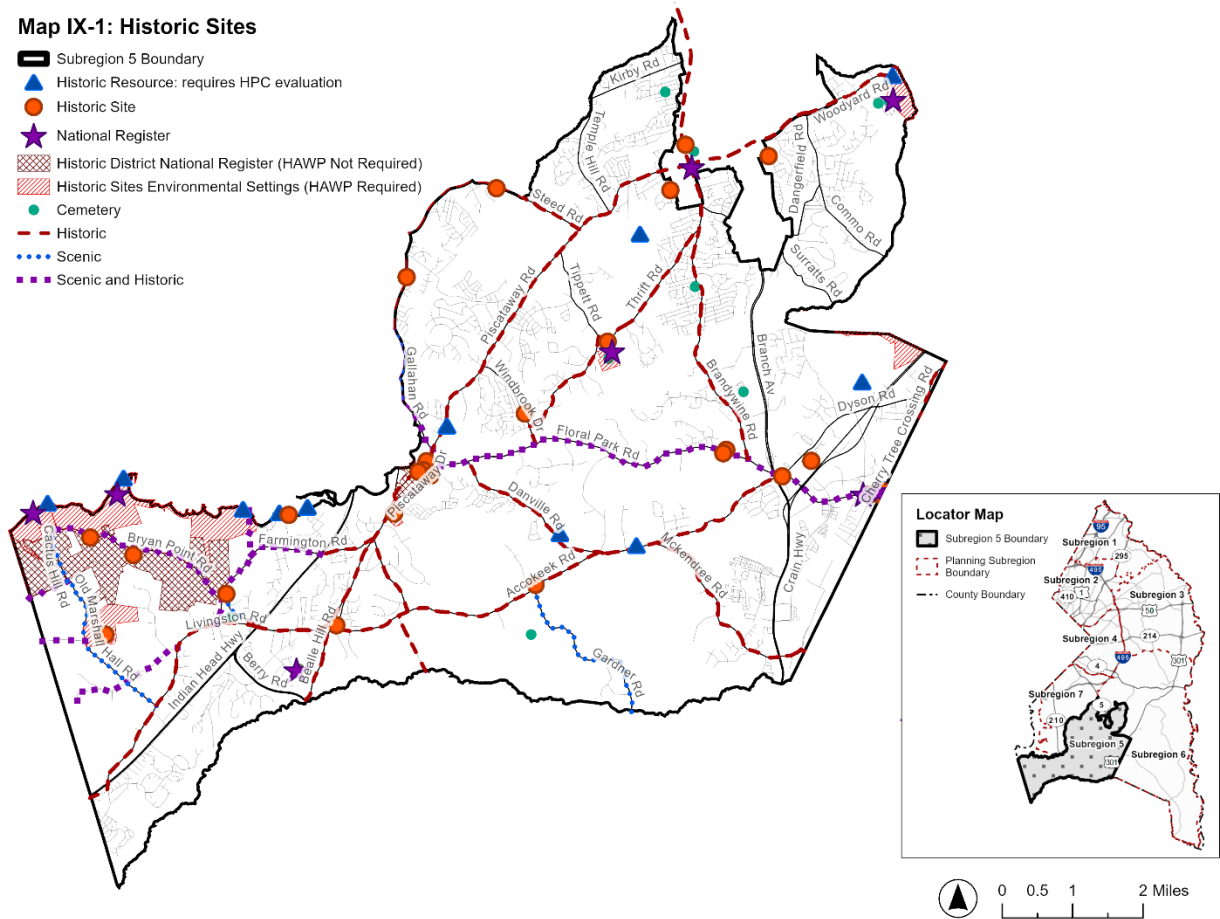
1. Poplar Hill on His Lordship's Kindness (81A-001)
2. Mary Summit House (81A-007)
3. Wyoming and Cemetery (81B-004)
4. Piscataway Park Archeological Site (83-12)
5. Bellevue (84-020)
6. William W. Early House (85A-032-09)
7. Accokeek Creek Archeological Site (83-2, 18PR8)
8. Chapel of the Incarnation (85A-032-27)
9. Steed Family Cemetery at Site of Bellevue (81B-1)
10. William H. Townshend House (81B-007)
11. Christ Episcopal Church and Cemetery (83-008)
12. St. James Hill (84-001)
13. Dr. Edgar Hartt House (84-023-08)
14. St. Mary's Catholic Church and Cemetery (84-023-10)
15. Hardy's Tavern (84-023-05)
16. Edelen House (84-023-06)
17. Gwynn Park (85A-013)
18. Old Bank of Brandywine (85A-032-30)
19. Marlow-Harrit Store and Casket Shop (85A-053-14)
20. Piscataway Tavern (84-023-03)



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[

**Map IX-1: Historic Sites**



**MINOR AMENDMENT NUMBER 95**

Amend the Strategies of Chapter IX: Historic Preservation on p. 159:

- “[Prepare historic cemetery preservation guidelines to assist] Assist property owners with cemetery maintenance in accordance with the 2010 Cemetery Preservation Manual.”
- Ensure that archeological sites are preserved in place for future research and are interpreted for the public using visual displays, guided tours, hands on activities making history accessible and fostering a connection to the past...”
- “Continue to preserve, inventory ,and archive funerary objects of the Piscataway People...”
- “Market the tax credit programs (local, state, and federal) for rehabilitation of historic buildings and provide educational tools to

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1                    residents as well to take advantage of the program..."

- 2                    • "[Expand and enhance the Mary Surratt House and Museum site by  
3                    acquiring adjacent property fronting Woodyard Road to capitalize on  
4                    the full potential of this national landmark.<sup>1</sup> ]"

5                    BE IT FURTHER RESOLVED that the Prince George's County Planning Department shall  
6                    recommend, if necessary, specific amendments to the text, maps, and graphics of the 2013  
7                    Master Plan and, if necessary, the County Zoning Map to reflect the outcome of its evaluation of  
8                    the economic and development potential of the portions of Planning Areas 81A, 81B, 83, 84 and  
9                    85A identified in this Resolution and this analysis and the outcome of its engagement of the  
10                  public and interested stakeholders to solicit input and feedback on opportunities and challenges  
11                  facing the identified areas of these Planning Areas; and

12                  BE IT FURTHER RESOLVED that, pursuant to Section 27-3502(i) of the County Zoning  
13                  Ordinance, the Prince George's County Planning Board "shall take action [by resolution] on the  
14                  proposed minor plan amendment to adopt, adopt with amendments, remand, or disapprove the  
15                  minor plan amendment"; and

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

21                  BE IT FURTHER RESOLVED that, pursuant to Section 27-3502(i) of the County Zoning  
22                  Ordinance, the County Council of Prince George's County, Maryland, sitting as the District  
23                  Council, and the Prince George's County Planning Board of the Maryland-National Capital Park  
24                  and Planning Commission shall conduct a joint public hearing to receive testimony and public  
25                  comments concerning the proposed minor amendments to the *2013 Approved Master Plan for*  
26                  *Subregion 5* and concurrent proposed sectional map amendment, and said joint public hearing  
27                  will be held on June 9, 2026 in accordance with standards of the County's Zoning Ordinance;  
28                  and

29                  BE IT FURTHER RESOLVED that the Clerk of the Council shall transmit a copy of this  
30                  Resolution to the Prince George's County Planning Board of the Maryland-National Capital Park  
31                  and Planning Commission in accordance with the procedural requirements of Section 27-3502 of

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2

the County Zoning Ordinance.

Adopted this 14<sup>th</sup> 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