

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

Legislative Session _____ 1990 _____

Bill No. _____ CB-16-1990 _____

Chapter No. _____ 29 _____

Proposed and Presented by _____ The Chairman (by request -
_____ Board of Elections _____

Introduced by _____ Council Members Casula, Castaldi, Bell,
_____ Wineland and Pemberton _____

Co-Sponsors _____

Date of Introduction _____ June 12, 1990 _____

BILL

AN ACT concerning

Election Districts

FOR the purpose of correcting and updating the description of
election districts in order to facilitate the compilation of data
from the 1990 census for reapportionment.

BY repealing and reenacting with amendments:

SUBTITLE 8. ELECTIONS.

Sections 8-113,

8-114,

8-116,

8-117,

8-118, and

8-120

The Prince George's County Code

(1987 Edition, 1988 Supplement).

SECTION 1. BE IT ENACTED by the County Council of Prince

George's County, Maryland, that Sections 8-113, 8-114, 8-116, 8-117, 8-118, and 8-120 of the Prince George's County Code, be and the same are hereby repealed and reenacted with the following amendments:

SUBTITLE 8. ELECTIONS.

DIVISION 1. ELECTION DISTRICTS.

Sec. 8-113. Kent No. 13.

Beginning at [a point where] the intersection of the center [line] lines of Enterprise Road [(Md. 556)] (Md. 193) and Annapolis Road (Md. 450) [intersect], thence [running] westerly with the center line of Annapolis Road to the center line of [the proposed George N. Palmer] Martin Luther King, Jr. Highway (Md. 704) (formerly George N. Palmer Highway) [which is also the Old Washington, Baltimore and Annapolis Right-of-Way), thence southwesterly with the center line of the proposed George N. Palmer Highway to the center line of the existing George N. Palmer Highway], thence [continuing] westerly and southwesterly with [said] the center line of [George N. Palmer] Martin Luther King, Jr. Highway to the center line of Bald Hill Branch, thence southerly with the center line of Bald Hill Branch to the center line of Ardwick-Ardmore Road, thence northwesterly with the center line of Ardwick-Ardmore Road to the center line of [the confluence of Bald Hill Branch and another branch which runs in a northeasterly direction (at a point just north of Ardwick-Ardmore Road), thence southwesterly with the center line of the small branch to the eastward projection of the northerly line of Glenarden Heights, (as Recorded in Plat Book 2, Page 4), thence following said projection and the northerly boundary line of Glenarden Heights in a westerly direction to the boundary line of the incorporated Town of

Glenarden, thence northerly and westerly following said incorporated Town of Glenarden boundary lines to the center line of George N. Palmer Highway (Md. 704)] Martin Luther King, Jr. Highway, thence southwesterly with the center line of [said George N. Palmer] Martin Luther King, Jr. Highway to the [southeasterly projection of the center line of Piedmont Avenue thence northwesterly with said projection and the center line of Piedmont Avenue to the center line of Johnson Avenue, thence northwesterly with the center line of Johnson Avenue to the center line of Tyler Street, thence northeasterly with the center line of Tyler Street to a tributary of Beaverdam Creek, thence westerly with the center line of said branch and the projection thereof to the center line of Pennsy Drive, thence westerly with the center line of Pennsy Drive to a point which is the southwest corner of Parcel G of the Ardwick Industrial District (as Recorded in Plat Book 52 at Page 63), thence northerly and easterly with the westerly line of said subdivision to the center line of Beaverdam Creek, thence northerly with the center line of Beaverdam Creek] center line of Landover Road, (Md. 202), thence westerly with the center line of Landover Road to the center line of CONRAIL (formerly the Pennsylvania Railroad), thence southwesterly with the center line of CONRAIL [southwesterly] to the [westerly line of Section 12, Cheverly (as Recorded in Plat Book 36 at Page 60), thence southerly with said westerly line and the extension thereof to the center line of] [center line of Cheverly Avenue, thence southerly and easterly with the center line of Cheverly Avenue to the] center line of Columbia Park Road, thence

southerly and easterly with the center line of Columbia Park Road to the center line of Cabin Branch Drive, thence southeasterly with the center line of Cabin Branch Drive to the center line of Sheriff Road, thence easterly with the center line of Sheriff Road to the center line of [George N. Palmer Highway (Md. 704)] Martin Luther King, Jr. Highway, thence southwesterly with the center line of [George N. Palmer] Martin Luther King, Jr. Highway to the center line of Hill Road, thence southeasterly with the center line of Hill Road [to a westerly projection of the northerly line of the Willow Hills Subdivision (as Recorded in Plat Book 85 at Page 15), thence with the projection and northerly line of the Willow Hills Subdivision northeasterly to a point on Brightseat Road, approximately 2000 feet north of the northern boundary of Thomas G. Pullen Junior High Middle School, thence with the center line of Brightseat Road southerly] to the center line of Central Avenue, (Md. 214), thence [westerly] easterly with the center line of Central Avenue to the center line of Ritchie Road, thence southerly with the center line of Ritchie Road to the center line of Ritchie-Marlboro Road, thence easterly with the center line of Ritchie-Marlboro Road to the center line of White House Road, thence easterly and northeasterly with the center line of White House Road to the center line of Largo Road (Md. 202), thence [easterly] northwesterly with the center line of Largo Road to the center line of [Western Branch, thence northerly with the center line of Western Branch to the center line of Northeast Branch, thence northeasterly with the center line of Northeast Branch] Kettering Drive, thence

northerly with the center line of Kettering Drive to the center line of Central Avenue, thence easterly with the center line of Central Avenue to the center line of Enterprise Road [(Md. 556)] Md. 193, thence northerly with the center line of Enterprise Road to the point of beginning.

Sec. 8-114. Bowie No. 14.

Beginning at the intersection of the [westerly boundary line of the Patuxent Fish & Wildlife Refuge] center line of Telegraph Road and the Patuxent River, thence southwesterly with the center line of Telegraph Road [southerly with the westerly boundary line of the Patuxent Fish & Wildlife Refuge] to the center line of Laurel-Bowie Road (Md. 197), thence [easterly] northwesterly with the center line of Laurel-Bowie Road to the center line of Powder Mill Road, thence southerly and westerly with the center line of Powder Mill Road to the center line of Soil Conservation Road, thence southerly with the center line of Soil Conservation Road to the center line of Greenbelt Road, (Md. 193), thence westerly with the center line of Greenbelt Road to the center line of [Bald Hill Branch,] Cipriano Road, thence southerly with the center line of [Bald Hill Branch] Cipriano Road to the center line of Good Luck Road, thence easterly with the center line of Good Luck Road to the center line of 96th Avenue, thence southerly with the center line of 96th Avenue to the center line of Lanham-Severn Road (Md. 564), thence [easterly] northeasterly with the center line of Lanham-Severn Road [about 600 feet to a small branch, a tributary of Folly Branch, thence southeasterly with] to the center line of [said small branch to the

center line of Folly Branch] Glenn Dale Road, thence southerly with the center line of [Folly Branch] Glenn Dale Road to the center line of [the proposed George N. Palmer Highway, (which is also the old Washington, Baltimore and Annapolis Railroad Right-of-Way), thence southwesterly with the center line of said proposed George N. Palmer Highway to the center line of] Annapolis Road (Md. 450), thence easterly and northeasterly with the center line of Annapolis Road to the center line of [Crain Highway] [(] Md. Rt. 3 [)], thence northeasterly with the center line of [Crain Highway] Md. Rt. 3 to [the center line of] the Patuxent River, thence [northerly] northwesterly with the [center line of the] Patuxent River to the point of beginning.

Sec. 8-116. Hyattsville No. 16.

Beginning at [at point where] the intersection of the center [lines] line of Kenilworth Avenue (Md. 201) and [Greenway Drive intersect, thence westerly and northerly with the center line of Greenway Drive to the easterly projection of] the northeasterly common boundary line of the Town of Edmonston, thence westerly with the [projection and] northeasterly boundary line of the Town of Edmonston to the [intersection of the] common boundary line between Edmonston and Riverdale [town incorporated lines], thence southerly, westerly and northerly with the common boundary line between the municipalities of Riverdale and Edmonston to the Hyattsville-Riverdale common boundary line, thence continuing westerly and northerly along said common boundary line to the center line of East-West Highway (Md. 410), thence westerly with the center line of

East-West Highway and the University Park-Hyattsville common boundary line to the center line of Queens Chapel Road, thence leaving the University Park and Hyattsville municipal boundary lines and continuing westerly [on] with the center line of East-West Highway to the western boundary line of the City of Hyattsville, thence following the municipal boundary line of Hyattsville southerly, southeasterly and westerly to the center line of [Northwest Branch] Ager Road, thence [easterly and] southeasterly with the center line of [Northwest Branch, which is also the southerly boundary line of the City of Hyattsville, to] Ager Road to the center line of Hamilton Street, thence easterly with the center line of Hamilton Street to the center line of Queens Chapel Road, thence southwesterly with the center line of Queens Chapel Road to the center line of Northwest Branch, thence easterly and southeasterly with the center line of Northwest Branch to the center line of the Alexandria Branch of the Baltimore and Ohio Railroad, thence southerly with the center line of the Alexandria Branch of the Baltimore and Ohio Railroad to the southwesterly projection of the center line of Windom Road, thence easterly with said projection and the center line of Windom Road to the center line of Kenilworth Avenue (Md. 201), thence northeasterly with the center line of Kenilworth Avenue to the point of beginning.

Sec. 8-117. Chillum No. 17.

Beginning at the point where the boundary line between Prince George's and Montgomery Counties is intersected by the center line of Mt. Pisgah Road and running thence with the center line of Mt.

Pisgah Road southeasterly to the center line of Adelphi Road, thence southeasterly with the center line of Adelphi Road to the center line of East-West Highway (Md. 410), thence westerly with the center line of East-West Highway to the westerly municipal boundary line of the City of Hyattsville, thence [southerly following] southwesterly and westerly with the center line of said municipal boundary line[s] to the center line of [Northwest Branch] Ager Road, thence [easterly and] southeasterly with the center line of [Northwest Branch] Ager Road to the center line of Hamilton Street, thence easterly with the center line of Hamilton Street to the center line of Queens Chapel Road, thence southwesterly with the center line of Queens Chapel Road to the center line of Northwest Branch, thence easterly and southeasterly with the center line of Northwest Branch to the center line of the Baltimore and Ohio Railroad, thence southwesterly with the center line of the Baltimore and Ohio Railroad to the District of Columbia-Prince George's County boundary line, thence northwesterly with the boundary line between the District of Columbia and Prince George's County to the boundary line between Prince George's and Montgomery Counties, thence northeasterly with said boundary line to the point of beginning.

Sec. 8-118. Seat Pleasant No. 18.

Beginning at a point where the center line of CONRAIL (formerly the Pennsylvania Railroad) crosses the Prince George's County-District of Columbia boundary line south of Kenilworth Avenue (Md. 201), [and running] thence northeasterly with the center line of CONRAIL to the [westerly line of Section 12, Cheverly (as Recorded

in Plat Book 36 at Page 60), thence southerly with said westerly line of Section 12, Cheverly] [center line of Cheverly Avenue, thence southerly and easterly with the center line of Cheverly Avenue to the] center line of Columbia Park Road, thence easterly with the center line of Columbia Park Road to the center line of Cabin Branch Drive, thence southeasterly with the center line of Cabin Branch Drive to the center line of Sheriff Road, thence easterly with the center line of Sheriff Road to the center line of [George N. Palmer Highway (Md. 704)] Martin Luther King, Jr. Highway (Md. 704) (formerly George N. Palmer Highway), thence southwesterly with the center line of [George N. Palmer] Martin Luther King, Jr. Highway to the center line of Hill Road, thence southeasterly with the center line of Hill Road to [a westerly projection of the northerly line of the Willow Hills Subdivision (as Recorded in Plat Book 85 at Page 15), thence with the projection and northerly line of the Willow Hills Subdivision northeasterly to a point on Brightseat Road, approximately 2000 feet north of the northern boundary line of Thomas G. Pullen Junior High Middle School, thence with the center line of Brightseat Road southerly to] the center line of Central Avenue (Md. 214), thence [westerly] easterly with the center line of Central Avenue to the center line of Ritchie Road, thence southerly with the center line of Ritchie Road to the center line of Walker Mill Road, thence westerly with the center line of Walker Mill Road to the center line of Marlboro Pike, thence northwesterly with the center line of Marlboro Pike to the Prince George's County-District of Columbia boundary line,

thence northeasterly with said boundary line to East Corner, thence northwesterly still with said boundary line to the point of beginning.

Sec. 8-120. Lanham No. 20.

Beginning at the intersection of the center lines of Good Luck Road and 96th Avenue, thence southerly with the center line of 96th Avenue to the center line of Lanham-Severn Road (Md. 564), thence [easterly] northeasterly with the center line of Lanham-Severn Road [about 600 feet to a small branch, a tributary of Folly Branch, thence southeasterly with the center line of said small branch to the center line of Folly Branch, thence southerly with the center line of Folly Branch to the center line of the proposed George N. Palmer Highway (Md. 704), which is also the old Washington, Baltimore and Annapolis Railroad Right-of-Way, thence southwesterly with the center line of the proposed] to the center line of Glenn Dale Road, thence southerly with the center line of Glenn Dale Road to the center line of Annapolis Road, thence westerly with the center line of Annapolis Road to the center line of [George N. Palmer] Martin Luther King, Jr. Highway [to the center line of the existing George N. Palmer Highway, thence still southwesterly with the center line of] , thence westerly and southwesterly with the center line of [George N. Palmer] Martin Luther King, Jr. Highway to the center line of Bald Hill Branch, thence [southerly] southeasterly with the center line of Bald Hill Branch [to the confluence of Bald Hill Branch and another branch which runs in a

northeasterly direction (at a point just north of Ardwick-Ardmore Road), thence southwesterly with the center line of the small branch to the eastward projection of the northerly line of Glenarden Heights (as Recorded in Plat Book 2 on Page 4), thence following said projection and the northerly boundary line of Glenarden Heights Subdivision in a westerly direction to the boundary line of the incorporated Town of Glenarden, thence westerly following said Town of Glenarden municipal boundary line to the center line of George N. Palmer Highway (Md. 704), thence southwesterly with center line of George N. Palmer Highway to the southeasterly projection of the center line of Piedmont Avenue, thence northwesterly with said projection and the center line of Piedmont Avenue to the center line of Johnson Avenue, thence northwesterly with the center line of Johnson Avenue to the center line of Tyler Street, thence northeasterly with the center line of Tyler Street to a tributary of Beaverdam Creek, thence westerly with the center line of said branch to the center line of Pennsy Drive, thence westerly with the center line of Pennsy Drive to a point which is the southwest corner of Parcel G of the Ardwick Industrial District (Recorded in Plat Book 52 at Page 63), thence northerly and easterly with the westerly lines of said subdivision to the center line of Beaverdam Creek, thence northerly with the center line of Beaverdam Creek,] to the center line of Ardwick-Ardmore Road, thence northwesterly with the center line of Ardwick-Ardmore Road to the center line of Martin Luther King, Jr. Highway, thence southwesterly with the center line

of Martin Luther King, Jr. Highway to the center line of Landover Road (Md. 202), thence westerly with the center line of Landover Road to the center line of CONRAIL (formerly the Pennsylvania Railroad), thence northeasterly with the center line of CONRAIL [northeasterly] [to the eastward projection of the center line of Old Ardmore Road] to the center line of [the] John Hanson Highway, thence westerly with the center line of [said projection and Old Ardmore Road] [the] John Hanson Highway to the center line of Ardwick-Ardmore Road, thence northwesterly with the center line of Ardwick-Ardmore Road to the center line of Annapolis Road (Md. 450), thence [southwesterly] northeasterly with the center line of Annapolis Road to the center line of [Decatur Street, thence northwesterly with the center line of Decatur Street to the center line of 71st Avenue, thence northerly with the center line of 71st Avenue to the center line of Flint Ridge Drive, thence northwesterly with the center line of Flint Ridge Drive to the center line of 70th Place, thence northeasterly with the center line of 70th Place to the center line of the westerly projection of Gallatin Street, thence southeasterly with said projection and the center line of Gallatin Street to the southwesterly projection of the westerly line of the Board of Education property (as Recorded in Liber 1547, Folio 528), thence northerly, easterly and southeasterly with said property line to the southwesterly line of Parcel B-1, Glenridge Shopping Center, thence northwesterly, northeasterly and southeasterly with Parcel B-1 to the most southerly point of Parcel

E, Reservation Plat, East-West Highway Extended (as Recorded in Plat Book 61 at Page 45), thence northeasterly with Parcel E and partially with Haywoods Addition to West Lanham (as Recorded in Plat Book 55 at Page 7), which is the western line of Lot 13, Block B of said subdivision, thence northwesterly with the boundary line of West Lanham Estates (as Recorded in Plat Book 42 at Page 32), thence continuing northwesterly with the boundary line of Parcel E, Reservation Plat, East-West Highway Extended, to the southwestern corner of Lanham Woods Subdivision, Section 4-A (as Recorded in Plat Book 42 at Page 62), thence easterly following the southerly boundary line of Lanham Woods Subdivision (as Recorded in Plat Book 30 at Page 64, Book 29 at Page 78 and Plat Book 27 at Page 25, to the center of] Finns Lane, thence northwesterly with the center line of Finns Lane to the center line of Riverdale Road, thence westerly with the center line of Riverdale Road to the center line of Auburn Avenue, thence north[westerly]easterly with the center line of Auburn Avenue to the center line of Good Luck Road, thence easterly with the center line of Good Luck Road to the point of beginning.

SECTION 2. BE IT FURTHER ENACTED that this Act shall become effective forty-five (45) calendar days after the date it becomes law and that the amendments adopted in Section 1 of this Act shall be effective January 1, 1991.

Adopted this 3rd day of July, 1990.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: _____
Jo Ann T. Bell
Chairman

ATTEST:

Jean M. Schmuhl, CMC
Clerk of the Council

APPROVED:

DATE: July 12, 1990

BY: _____
Parris N. Glendening
County Executive

EFFECTIVE: AUGUST 27, 1990

KEY:

Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Shading indicates changes made to existing law in CB-59-1986
which become effective January 1, 1991.