

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2021 Legislative Session

Bill No. CR-128-2021

Chapter No. _____

Proposed and Presented by Council Members Glaros, Harrison, Hawkins, Taveras, Turner

Introduced by Council Members Glaros, Harrison, Hawkins, Taveras, Turner, Davis,
Dernoga, Franklin, Ivey and Anderson-Walker

Co-Sponsors _____

Date of Introduction November 2, 2021

RESOLUTION

1 A RESOLUTION concerning

2 Planning Area Boundaries

3 For the purpose of reapproving, as an Act of the County Council of Prince George’s County,
4 Maryland, sitting as the District Council for the part of the Maryland-Washington Regional
5 District in Prince George’s County, the Planning Area Boundaries originally codified as Sections
6 27-649 through 27-685 of Subtitle 27, The Zoning Ordinance of Prince George’s County,
7 Maryland, being also Subtitle 27, Zoning, of the Prince George’s County Code (2015 Edition,
8 2016 Supplement).

9 WHEREAS, pursuant to the Regional District Act (“RDA”), more specifically, Section 21-
10 105(b) of Title 21, Land Use Article, Annotated Code of Maryland, the County Council of Prince
11 George’s County, Maryland, sitting as the District Council for that portion of the Maryland-
12 Washington Regional District in Prince George’s County (“District Council”), has previously
13 approved a map that shows the entire area of the County located within the regional district
14 divided into local planning areas; and

15 WHEREAS, the Maryland-National Capital Park and Planning Commission has previously
16 adopted the local planning areas map as required by the Land Use Article; and

17 WHEREAS, the District Council incorporated the boundaries of the local planning areas
18 into Part 13, Division 3 of Subtitle 27, Zoning, of the Prince George’s County Code, being and
19 the same Sections 27-649 through 27-685 of the Prince George’s County Zoning Ordinance

1 (“Zoning Ordinance”); and

2 WHEREAS, it is the intent of the District Council to comprehensively repeal and replace
3 the Zoning Ordinance with a streamlined, modern code; and

4 WHEREAS, the District Council finds that no changes to the previously approved local
5 planning areas are warranted and the local planning area map remains valid and appropriate, and,
6 further, there is no need or requirement of the Land Use Article to codify local planning area
7 boundaries and that doing so would detract from the overall streamlining goals of the new
8 Zoning Ordinance; and

9 WHEREAS, the District Council wishes to clarify and document the previously approved
10 local planning areas to remain in compliance with the Land Use Article while reducing
11 unnecessary zoning legislation.

12 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George’s
13 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
14 Regional District in Prince George’s County, Maryland, that the previously approved local
15 planning areas are hereby reapproved, without change, as follows:

16 **Planning Area 60 Boundary:** Starting at the intersection of the center line of the proposed
17 alignment of the Outer Beltway with the Prince George's County-Montgomery County boundary
18 line; northward along the Prince George's County-Montgomery County boundary line to its
19 intersection with the Prince George's County-Howard County boundary line; southeastward
20 along the Prince George's County-Howard County boundary line to its intersection with the
21 northern municipal boundary of the City of Laurel; southward, then westward, then eastward
22 along the western and southern municipal boundaries of the City of Laurel to the intersection
23 with U.S. Route 1; southward along the center line of U.S. Route 1 to its intersection with
24 Muirkirk Road; eastward along the center line of Muirkirk Road to its intersection with the
25 Baltimore and Ohio Railroad tracks, southward along the center line of the Baltimore and Ohio
26 Railroad tracks to its intersection with Indian Creek; northwestward along the center line of
27 Indian Creek to its intersection with the center line of Interstate Route I-95; northward along the
28 center line of Interstate Route I-95 to its intersection with the center line of the proposed
29 alignment of the Outer Beltway; westward along the center line of the proposed alignment of the
30 Outer Beltway to its intersection with the Prince George's County-Montgomery County
31 boundary line, the point of origin.

1 **Planning Area 61 Boundary:** Starting at the intersection of the Prince George's County-
 2 Montgomery County boundary line with the center line of the proposed alignment of the outer
 3 beltway, eastward along the center line of the outer beltway to its intersection with the center line
 4 of I-95, southward along the center line of I-95 to its intersection with Indian Creek,
 5 southeastward along the center line of Indian Creek to its intersection with the B&O Railroad
 6 tracks, southward along the center line of the B&O Railroad tracks to the center line of I-495,
 7 westward along the center line of I-495 to the boundary line of the City of College Park,
 8 northward, then westward along the boundary line of the City of College Park to the center line
 9 of U.S. Route 1, northward along the center line of U.S. Route 1 to the southern boundary line of
 10 the Beltsville Agricultural Research Center, westward then southward along the boundary line of
 11 the Beltsville Agricultural Research Center to the center line of I-495, westward along the center
 12 line of I-495 to the southeastern boundary line of the Beltsville Agricultural Research Center,
 13 northward, then westward along the boundary line of the Beltsville Agricultural Research Center
 14 to the center line of I-95, southward along the center line of I-95 to the center line of Paint
 15 Branch, northwestward along the center line of Paint Branch to the Prince George's County-
 16 Montgomery County boundary line, the point of origin.

17 **Planning Area 62 Boundary:** Starting at the intersection of the center line of the Baltimore
 18 and Ohio Railroad tracks with the center line of Powder Mill Road; northward along the center
 19 line of the Baltimore and Ohio Railroad tracks to its intersection with the center line of Muirkirk
 20 Road; westward along the center line of Muirkirk Road to its intersection with the center line of
 21 U.S. Route 1; northward along the center line of U.S. Route 1 to the municipal boundary line of
 22 the City of Laurel; northward along the eastern boundary line of the City of Laurel to its
 23 intersection with the Prince George's County-Anne Arundel County boundary line; eastward
 24 along the Prince George's County-Anne Arundel County boundary line to its intersection with
 25 the western boundary line of the Beltsville Agricultural Research Center; southward, then
 26 westward along the northern boundary line of the Beltsville Agricultural Research Center to its
 27 intersection with the center line of the Baltimore-Washington Parkway; southward along the
 28 center line of the Baltimore-Washington Parkway to the center line of Powder Mill Road;
 29 westward along the center line of Powder Mill Road to its intersection with the center line of the
 30 Baltimore and Ohio Railroad tracks, the point of origin.

31 **Planning Area 64 Boundary:** Starting at the intersection of the center line of Maryland Route

1 193 (Greenbelt Road) with the center line of Soil Conservation Service Road; northward along
2 the center line of Soil Conservation Service Road to its intersection with the northern boundary
3 line of the Goddard Space Flight Center; westward along the northern boundary line of the
4 Goddard Space Flight Center to its intersection with the eastern boundary line of the City of
5 Greenbelt; northward along the boundary line of the City of Greenbelt to its intersection with the
6 center line of the Baltimore-Washington Parkway (I-295); northward along the center line of the
7 Baltimore-Washington Parkway (I-295) to the northern boundary line of the Beltsville
8 Agricultural Research Center; eastward along the northerly and westerly boundary line of the
9 Beltsville Agricultural Research Center to its intersection with Maryland Route 197 (Laurel-
10 Bowie Road) at the northeasternmost point of Parcel 5, Tax Map 15; and thence continuing
11 northward along the western boundary line of the Patuxent Wildlife Research Center; north
12 along the boundary line of the Patuxent Wildlife Research Center to the Prince George's County-
13 Anne Arundel County boundary line at the Patuxent River; southeastward along the Prince
14 George's County-Anne Arundel County boundary line to its intersection with the easternmost
15 boundary of the Patuxent Wildlife Research Center defined by a point along the Patuxent River
16 where Parcels 34 and 55 intersect (Tax Map 22, Grid D-2); southwestward along the southeast
17 boundary line of the Patuxent Wildlife Research Center to its intersection with Jericho Park
18 Road; northwestward along the center line of Jericho Park Road to the southeast boundary line of
19 the Patuxent Wildlife Research Center; southward along the boundary line of the Patuxent
20 Wildlife Research Center to its intersection with Maryland Route 197 (Laurel-Bowie Road);
21 northward along the center line of Maryland Route 197 (Laurel-Bowie Road) to the southeast
22 boundary line of the Patuxent Wildlife Research Center; southwestward along the boundary line
23 of the Patuxent Wildlife Research Center to its intersection with Springfield Road; southeastward
24 along the center line of Springfield Road to its intersection with Good Luck Road;
25 southwestward along the center line of Good Luck Road (except to follow the boundary lines of,
26 and exclude, the Prince George's County Sports Center property owned by the Maryland-
27 National Capital Park and Planning Commission, north of Good Luck Road, described as Tax
28 Map 27, Grid F-3, Parcel 1) to Maryland Route 193 (Greenbelt Road), westward along the center
29 line of Maryland Route 193 (Greenbelt Road) to its intersection with Soil Conservation Service
30 Road, the point of origin.

31 **Planning Area 65 Boundary:** Starting at the center of the interchange of I-495 and I-95,

1 southward from the interchange approximately 1400 feet to the western right-of-way line of the
 2 PEPCO power line, southwestward along the western right-of-way line of the PEPCO power line
 3 to the center line of the Northwest Branch, southward along the center line of the Northwest
 4 Branch to the center line of Ager Road, northwestward along the center line of Ager Road to the
 5 boundary line of the Northwest Branch Park Unit No. 1, southwestward along the boundary line
 6 of the Northwest Branch Park Unit No. 1 to the center line of Chillum Road, eastward along the
 7 center line of Chillum Road to 19th Avenue at the western boundary line of the Carroll Manor
 8 Nursing Home and Saint Anne's Infant and Maternity Home property (known as Carroll Manor,
 9 parcels A and B, identified in Plat Book WWW 31-97), southwestward along the western
 10 boundary line of the Carroll Manor Nursing Home and Saint Anne's Infant and Maternity Home
 11 property to the northeastern side of Eastern Avenue, northwestward along the northeastern side
 12 of Eastern Avenue to the Prince George's County-Montgomery County boundary line, to the
 13 center line of Paint Branch, southeastward along the center line of Paint Branch to the center line
 14 of I-95, southward along the center line of I-95 to the center line of I-495, the point of origin.

15 **Planning Area 66 Boundary:** Starting at the center of the interchange of Interstate Route
 16 with the Capital Beltway; northward along the center line of Interstate Route to the boundary line
 17 of the Beltsville Agricultural Research Center; eastward and southward along the boundary line
 18 of the Beltsville Agricultural Research Center to the center line of the Capital Beltway; eastward
 19 along the center line of the Capital Beltway to the Beltsville Agricultural Research Center
 20 boundary line; northward and eastward along the Beltsville Agricultural Research Center
 21 boundary line to the center line of U.S. Route 1; southward along the center line of U.S. Route 1
 22 to the City of College Park boundary line; eastward, then southward along the City of College
 23 Park boundary line to the center line of the Capital Beltway; eastward along the center line of the
 24 Capital Beltway to the center line of the Baltimore and Ohio Railroad tracks; southward along
 25 the center line of the Baltimore and Ohio Railroad tracks to the southern boundary line of the
 26 Town of Berwyn Heights; eastward along the boundary line of the Town of Berwyn Heights to
 27 the center line of Edmonston Road; southward along the center line of Edmonston Road to a
 28 point approximately one hundred (100) feet south of Old Calvert Road, at the boundary line of
 29 the Town of Riverdale; westward along the boundary line of the Town of Riverdale to the center
 30 line of U.S. Route 1; southward along the center line of U.S. Route 1 to the center line of East-
 31 West Highway; westward along the center line of East-West Highway to the center line of

1 Adelphi Road; northward along the center line of Adelphi Road to the center line of Wells
 2 Parkway; northwestward along the center line of Wells Parkway to the center line of Gumwood
 3 Drive; westward along the center line of Gumwood Drive to a point on Gumwood Drive at
 4 Northwest Branch Park (approximately six hundred fifty (650) feet west of Stanford Street);
 5 northwestward from this point to the center line of the Northwest Branch of the Anacostia River;
 6 northward along the center line of Northwest Branch to the western right-of-way line of the
 7 PEPCO power line; northward along the PEPCO power line to a point approximately one
 8 thousand four hundred (1,400) feet south of the center of the interchange of the Capital Beltway
 9 and Interstate Route 95 northward to the center line of the interchange of the Capital Beltway
 10 and Interstate Route 95, the point of origin.

11 **Planning Area 67 Boundary:** Starting at the center of the interchange of the Baltimore-
 12 Washington Parkway with Powder Mill Road; southward along the center line of the Baltimore-
 13 Washington Parkway to the eastern boundary line of the City of Greenbelt; southward along the
 14 eastern boundary line of the City of Greenbelt to the northern boundary line of the Goddard
 15 Space Flight Center; eastward along the northern boundary line of the Goddard Space Flight
 16 Center to the center line of Soil Conservation Service Road; southeastward along the center line
 17 of Soil Conservation Service Road to the center line of Greenbelt Road; westward along the
 18 center line of Greenbelt Road to the main entrance to the Goddard Space Flight Center (opposite
 19 Cipriano Road); southward along the center line of Cipriano Road to the center line of Good
 20 Luck Road, westward along the center line of Good Luck Road to the center line of Kenilworth
 21 Avenue; northward along the center line of Kenilworth Avenue to the center line of Old Calvert
 22 Road; westward along the center line of Old Calvert Road to the center line of Edmonston Road;
 23 northward along the center line of Edmonston Road to the southern boundary line of the Town of
 24 Berwyn Heights; westward along the Town of Berwyn Heights boundary line to the center line
 25 of the Baltimore and Ohio Railroad tracks; northward along the center line of the Baltimore and
 26 Ohio Railroad tracks to the center line of Powder Mill Road; eastward along the center line of
 27 Powder Mill Road to its interchange with the Baltimore-Washington Parkway, the point of
 28 origin.

29 **Planning Area 68 Boundary:** Starting at a point on the center line of Kenilworth Avenue
 30 approximately one hundred (100) feet south of Old Calvert Road; southwestward along the
 31 center line of Kenilworth Avenue to its intersection with Buchanan Street; northwestward along

1 the center line of Buchanan Street to its intersection with Tanglewood Drive; northward along
 2 the center line of Tanglewood Drive to its intersection with the Northeast Branch of the
 3 Anacostia River; southward along the center line of the Northeast Branch to its intersection with
 4 the Northwest Branch; southward along the center line of Northwest Branch to the boundary line
 5 of the District of Columbia; northeastward along the boundary line of the District of Columbia to
 6 the northwestern side of Eastern Avenue; along the northeastern side of Eastern Avenue to a
 7 point approximately two thousand six hundred (2,600) feet beyond the center line of Queens
 8 Chapel Road, at the western property line of the Saint Anne's Infant and Maternity Home and the
 9 Carroll Manor Nursing Home (known as Carroll Manor, Parcels A and B, identified in Plat Book
 10 WWW 31-97); northeastward along the western property line of the Saint Anne's Infant and
 11 Maternity Home and the Carroll Manor Nursing Home to the intersection of 19th Avenue and
 12 Chillum Road; westward along the center line of Chillum Road to the western boundary line of
 13 the Northwest Branch Park Unit No. 1; northeastward along the boundary line of the Northwest
 14 Branch Park Unit No. 1 to the center line of Ager Road; southeastward along the center line of
 15 Ager Road to the center line of Northwest Branch; northward along the center line of Northwest
 16 Branch to a point approximately two thousand (2,000) feet due south of the center line of
 17 University Boulevard; southeastward to the center line of Gumwood Drive; eastward along the
 18 center line of Gumwood Drive to the center line of Wells Parkway; southeastward along the
 19 center line of Wells Parkway to the center line of Adelphi Road; southeastward along the center
 20 line of Adelphi Road to the center line of East-West Highway; eastward along the center line of
 21 East-West Highway to the center line of U.S. Route 1; northward along the center line of U.S.
 22 Route 1 to the boundary line of the Town of Riverdale; eastward along the boundary line of the
 23 Town of Riverdale to the center line of Kenilworth Avenue, at a point approximately one
 24 hundred (100) feet south of Old Calvert Road, the point of origin.

25 **Planning Area 69 Boundary:** Starting at the center line of the Capital Beltway where it
 26 crosses the center line of Good Luck Road; southward along the center line of the Capital
 27 Beltway to the boundary line of the City of New Carrollton; along the boundary line of the City
 28 of New Carrollton in a clockwise direction until it returns to the center line of the Capital
 29 Beltway; southward along the center line of the Capital Beltway to the center line of the
 30 Pennsylvania Railroad tracks; southwestward along the center line of the Pennsylvania Railroad
 31 tracks to the center line of U.S. Route 50; southwestward along the center line of U.S. Route 50

1 to the boundary line of the District of Columbia; northwestward along the boundary line of the
2 District of Columbia to its intersection with the Anacostia River; northward along the center line
3 of the Anacostia River to the intersection of the Northwest Branch and the Northeast Branch;
4 northeastward along the center line of Northeast Branch to its intersection with Tanglewood
5 Drive; southward along the center line of Tanglewood Drive to its intersection with Buchanan
6 Street; southeastward along the center line of Buchanan Street to its intersection with Kenilworth
7 Avenue; northeastward along the center line of Kenilworth Avenue to its intersection with Good
8 Luck Road; eastward along the center line of Good Luck Road to the center line of the Capital
9 Beltway, the point of origin.

10 **Planning Area 70 Boundary:** Starting at the center line of Greenbelt Road at the main
11 entrance to the Goddard Space Flight Center; eastward along the center line of Greenbelt Road to
12 the center line of Good Luck Road; northeastward along the center line of Good Luck Road to
13 the center line of Springfield-Hillmeade Park, with a northern appendage being the proposed
14 park site that is bounded by the Goddard Space Flight Center and the Beltsville Agricultural
15 Research Center, north of Good Luck Road; southward along the center line of Springfield Road
16 and Hillmeade Road to the center line of Maryland Route 450; southwestward along the center
17 line of Maryland Route 450 to the center line of Maryland Route 556, southward along the center
18 line of Maryland Route 556 to the center line of U.S. Route 50; westward along the center line of
19 U.S. Route 50 to the center line of the Capital Beltway; northward along the center line of the
20 Capital Beltway to the center line of Good Luck Road (except to follow the boundary lines of,
21 and exclude, the incorporated limits of the City of New Carrollton); eastward along the center
22 line of Good Luck Road to the center line of Cipriano Road; northward along the center line of
23 Cipriano Road to its intersection with the center line of Greenbelt Road at the main entrance to
24 the Goddard Space Flight Center, the point of origin.

25 **Planning Area 71A Boundary:** Starting at the center line of U.S. Route 50 where it
26 crosses the center line of Maryland Route 193 (Enterprise Road); northward along the center line
27 of Maryland Route 193 (Enterprise Road) to its intersection with Maryland Route 450;
28 northeastward along the center line of Maryland Route 450 to its intersection with Hillmeade
29 Road; north along the center line of Hillmeade Road and Springfield Road to the southern
30 boundary line of the Patuxent Wildlife Research Center; northeastward along the southeastern
31 boundary line of the Patuxent Wildlife Research Center to its intersection with Maryland Route

1 197 (Laurel-Bowie Road); south along the center line of Maryland Route 197 (Laurel-Bowie
 2 Road) to its intersection with the southeastern boundary line of the Patuxent Wildlife Research
 3 Center; east then north along the boundary line of the Patuxent Wildlife Research Center to its
 4 intersection with Jericho Park Road; southeast along the center line of Jericho Park Road to its
 5 intersection with the southeastern boundary line of the Patuxent Wildlife Research Center;
 6 northeast along the boundary line of the Patuxent Wildlife Research Center to the Patuxent River
 7 at the Prince George's County-Anne Arundel County boundary line; southward along the Prince
 8 George's County-Anne Arundel County boundary line to its intersection with U.S. Route 50;
 9 westward along the center line of U.S. Route 50 to the center line of Maryland Route 193
 10 (Enterprise Road) (excepting and excluding the incorporated limits of the City of Bowie, defined
 11 as Planning Area 71B, north of U.S. Route 50), the point of origin.

12 **Planning Area 71B Boundary:** Municipal boundaries of the City of Bowie.

13 **Planning Area 72 Boundary:** Starting at the point where the center line of the Penn
 14 Central Railroad tracks passes under the center line of the Capital Beltway; southward along the
 15 center line of the Capital Beltway to the center line of Central Avenue; westward along the
 16 center line of Central Avenue to the eastern boundary line of the Town of Capitol Heights;
 17 northwestward along the boundary line of the Town of Capitol Heights to the southeastern side
 18 of Southern Avenue (the District of Columbia boundary line); northeastward along the
 19 southeastern side of Southern Avenue to Eastern Avenue (the District of Columbia line),
 20 northwestward along the northeastern side of Eastern Avenue to the center line of U.S. Route 50;
 21 northeastward along the center line of U.S. Route 50 to its crossing of the center line of the Penn
 22 Central Railroad tracks at Ardmore-Ardwick Road; northeastward along the center line of the
 23 Penn Central Railroad tracks to its intersection with the Capital Beltway, the point of origin.

24 **Planning Area 73 Boundary:** Starting at the center of the interchange of the Capital
 25 Beltway and U.S. Route 50; eastward along the center line of U.S. Route 50 to the center line of
 26 Maryland Route 193; southward along the center line of Maryland Route 193 to the center line of
 27 Maryland Route 202; westward along the center line of Maryland Route 202 to its intersection
 28 with White House Road; westward along the center line of White House Road to its intersection
 29 with Ritchie-Marlboro Road; westward along the center line of Ritchie-Marlboro Road to the
 30 center line of the Capital Beltway; northward along the center line of the Capital Beltway to the
 31 center of its interchange with U.S. Route 50, the point of origin.

1 **Planning Area 74A Boundary:** Starting at the intersection of the center line of Maryland
 2 Route 556 with the center line of U.S. Route 50; eastward along the center line of U.S. Route 50
 3 to the boundary line of the City of Bowie; southwestward, then southeastward along the
 4 boundary line of the City of Bowie to the center line of Central Avenue; southeastward along the
 5 center line of Central Avenue to its intersection with Old Central Avenue; eastward along the
 6 center line of Old Central Avenue to the center line of the northbound lane of U.S. Route 301;
 7 southward along the center line of the northbound lane of U.S. Route 301 to its intersection with
 8 Leeland Road; westward along the center line of Leeland Road to its intersection with Oak
 9 Grove Road; westward along the center line of Oak Grove Road to the center line of Maryland
 10 Route 556; northward along the center line of Maryland Route 556 to the center line of U.S.
 11 Route 50, the point of origin.

12 **Planning Area 74B Boundary:** Starting at the center line of the northbound lane of U.S.
 13 Route 301 at its intersection with the center line of District Branch; northward along the center
 14 line of the northbound lane of U.S. Route 301 to the center line of Central Avenue; westward
 15 along the center line of Central Avenue to its intersection with Old Central Avenue;
 16 northwestward along the center line of Old Central Avenue to the boundary line of the City of
 17 Bowie; northeastward, then northward along the boundary line of the City of Bowie to the center
 18 line of U.S. Route 50; eastward along the center line of U.S. Route 50 to the Prince George's
 19 County-Anne Arundel County boundary line; southward along the Prince George's County-Anne
 20 Arundel County boundary line to the center line of District Branch; westward along the center
 21 line of District Branch to the center line of the northbound lane of U.S. Route 301, the point of
 22 origin.

23 **Planning Area 75A Boundary:** Starting at the point where the center line of the Capital
 24 Beltway crosses the center line of Central Avenue; southward along the center line of the Capital
 25 Beltway to the point where it crosses Suitland Parkway; westward along the center line of
 26 Suitland Parkway to the southeastern side of Southern Avenue, the District of Columbia
 27 boundary line; northeastward along the southeastern side of Southern Avenue to the point where
 28 it intersects the southern boundary line of the Town of Capitol Heights; generally southeastward,
 29 then northward, then westward, then northward along the boundary line of the Town of Capitol
 30 Heights to its intersection with Central Avenue; eastward along the center line of Central Avenue
 31 to the point where it crosses the center line of the Capital Beltway, the point of origin.

1 **Planning Area 75B Boundary:** Municipal boundaries of the Town of Capitol Heights.

2 **Planning Area 76A Boundary:** Starting at the intersection of the District of Columbia
 3 boundary line with the center line of Suitland Parkway; eastward along the center line of
 4 Suitland Parkway to the center line of Interstate Route I-95; westward along the center line of
 5 Interstate Route I-95 to the eastern shoreline of the Potomac River; northward along the eastern
 6 shoreline of the Potomac River (and the boundaries of any properties under water listed on the
 7 Prince George's County Tax Assessor's property tax maps as being individually owned) to the
 8 District of Columbia boundary line; northeastward along the District of Columbia boundary line
 9 to the center line of Suitland Parkway, the point of origin.

10 **Planning Area 76B Boundary:** Starting at the intersection of the center line of Interstate
 11 Route I-95 with Indian Head Highway; southward along the center line of Indian Head Highway
 12 to the center line of Old Fort Road; eastward along the center line of Old Fort Road to the center
 13 line of Allentown Road; northeastward along the center line of Allentown Road to the center line
 14 of Steed Road; southeastward along the center line of Steed Road to the center line of Tinkers
 15 Creek; northeastward along the center line of Tinkers Creek to the center line of Meetinghouse
 16 Branch; northeastward along the center line of Meetinghouse Branch to the western boundary
 17 line of Andrews Air Force Base; northward, then eastward, then northward along the western
 18 boundary line of Andrews Air Force Base (around Bell's United Methodist Church) to the center
 19 line of Allentown Road; eastward along the center line of Allentown Road to the center line of
 20 Suitland Parkway; northeastward along the center line of Suitland Parkway to the center line of
 21 Interstate Route I-95; westward along the center line of Interstate Route I-95 to the center line of
 22 Indian Head Highway, to the point of origin.

23 **Planning Area 77 Boundary:** Starting at the intersection of the center line of Suitland
 24 Parkway with the center line of Maryland Route 4; eastward along the center line of Maryland
 25 Route 4 to the center of its interchange with Woodyard Road; southward along the proposed
 26 center line of Woodyard Road to its intersection with Piscataway Creek; northward along the
 27 center line of Piscataway Creek to its intersection with the boundary line of Andrews Air Force
 28 Base; southward, then westward, then northward along the boundary line of Andrews Air Force
 29 Base to its intersection with Allentown Road; northward along the center line of Allentown Road
 30 to the center line of Suitland Parkway; eastward along the center line of Suitland Parkway to the
 31 center of its intersection with Maryland Route 4, the point of origin.

1 **Planning Area 78 Boundary:** Starting at the center line of the Ritchie-Marlboro Road
2 underpass of the Capital Beltway; southeastward along the center line of Ritchie-Marlboro Road
3 to its intersection with White House Road; eastward along the center line of White House Road
4 to its intersection with Brown Station Road; southeastward along the center line of Brown
5 Station Road to its intersection with Brooke Lane; southwestward along the center line of Brooke
6 Lane to its intersection with Ritchie-Marlboro Road; southeastward along the center line of
7 Ritchie-Marlboro Road to its intersection with Maryland Route 4; westward along the center line
8 of Maryland Route 4 to its intersection with Suitland Parkway; westward along the center line of
9 Suitland Parkway to the center line of the Capital Beltway; northward along the center line of the
10 Capital Beltway to the center line of the Ritchie-Marlboro Road underpass, the point of origin.

11 **Planning Area 79 Boundary:** Starting at the intersection of the center line of White House
12 Road with Brown Station Road; eastward along the center line of White House Road to
13 Maryland Route 202; southeastward along the center line of Maryland Route 202 to its
14 intersection with the center line of Oak Grove Road; eastward along the center line of Oak Grove
15 Road to its intersection with Leeland Road; southeastward along the center line of Leeland Road
16 to the center line of the northbound lane of U.S. Route 301; northward along the center line of
17 the northbound lane of U.S. Route 301 to its intersection with District Branch; eastward along
18 the center line of District Branch to the center line of the Patuxent River; southward along the
19 center line of the Patuxent River main channel to the center line of the Maryland Route 4 bridge;
20 westward along the center line of Maryland Route 4 to its intersection with Ritchie-Marlboro
21 Road; northwestward along the center line of Ritchie-Marlboro Road to its intersection with
22 Brooke Lane; northeastward along the center line of Brooke Lane to its intersection with Brown
23 Station Road; northwestward along the center line of Brown Station Road to the center line of
24 White House Road, the point of origin.

25 **Planning Area 80 Boundary:** Starting at the intersection of the eastern shoreline of the
26 Potomac River with the center line of Interstate Route I-95; eastward along the center line of
27 Interstate Route I-95 to the center line of Indian Head Highway; southward along the center line
28 of Indian Head Highway to the center line of Old Fort Road; eastward along the center line of
29 Old Fort Road to the center line of Allentown Road; eastward along the center line of Allentown
30 Road to the center line of Old Fort Place; southward along the center line of Old Fort Place to the
31 center line of Old Fort Road; southward along the center line of Old Fort Road to the center line

1 of Gallahan Road; southward along the center line of Gallahan Road to the center line of Tinkers
 2 Creek; southward along the center line of Tinkers Creek to the center line of Piscataway Creek;
 3 southwestward along the center line of Piscataway Creek to the northern shoreline of Piscataway
 4 Bay; westward along the northern shoreline of Piscataway Bay to the eastern shoreline of the
 5 Potomac River; northward along the eastern shoreline of the Potomac River (and the boundaries
 6 of any properties under water listed on the Prince George's County Tax Assessor's property tax
 7 maps as being individually owned) to the center line of Interstate Route I-95, the point of origin.

8 **Planning Area 81A Boundary:** Starting at the intersection of the center line of
 9 Meetinghouse Branch with the boundary line of Andrews Air Force Base; southward, then
 10 eastward, then northward along the boundary line of Andrews Air Force Base to its intersection
 11 with the center line of Piscataway Creek; eastward, then southward, then westward along the
 12 center line of Piscataway Creek to the center line of Butler Branch; northward along the center
 13 line of Butler Branch to the boundary line of Louise F. Cosca Regional Park; eastward, then
 14 northward, then southwestward along the boundary line of Louise F. Cosca Regional Park to the
 15 center line of "the west fork of the PEPCO power line right-of-way from the Talbert Substation";
 16 northward along this PEPCO power line right-of-way to the center line of Piscataway Road;
 17 eastward along the center line of Piscataway Road to the center line of Temple Hill Road;
 18 northward along the center line of Temple Hill Road to the center line of Tinkers Creek;
 19 northeastward along the center line of Tinkers Creek to the center line of Meetinghouse Branch;
 20 northeastward along the center line of Meetinghouse Branch to the boundary line of Andrews Air
 21 Force Base, the point of origin.

22 **Planning Area 81B Boundary:** Starting at the intersection of the center line of Tinkers
 23 Creek with the center line of Piscataway Creek; eastward along the center line of Piscataway
 24 Creek to the center line of Butler Branch; northward along the center line of Butler Branch to the
 25 boundary line of Louise F. Cosca Regional Park; eastward, then northward, then southwestward
 26 along the boundary line of Louise F. Cosca Regional Park to the center line of "the west fork of
 27 the PEPCO power line right-of-way from the Talbert Substation"; northward along the center
 28 line of this PEPCO power line right-of-way to the center line of Piscataway Road; eastward
 29 along the center line of Piscataway Road to the center line of Temple Hill Road; northward along
 30 the center line of Temple Hill Road to the center line of Tinkers Creek; southwestward along the
 31 center line of Tinkers Creek to the center line of Steed Road; westward along the center line of

1 Steed Road to the center line of Allentown Road; southwestward along the center line of
 2 Allentown Road to the center line of Old Fort Place; southward along the center line of Old Fort
 3 Place to the center line of Old Fort Road; southward along the center line of Old Fort Road to the
 4 center line of Gallahan Road; southward along the center line of Gallahan Road to the center line
 5 of Tinkers Creek; southward along the center line of Tinkers Creek to the center line of
 6 Piscataway Creek, the point of origin.

7 **Planning Area 82A Boundary:** Starting at the center of the interchange of Maryland
 8 Route 4 with Woodyard Road; eastward along the center line of Maryland Route 4 to its
 9 intersection with U.S. Route 301; southward along the center line of U.S. Route 301 to its
 10 intersection with the center line of the Popes Creek Railroad tracks; southwestward along the
 11 center line of the Popes Creek Railroad tracks to its intersection with Maryland Route 382;
 12 southward along the center line of Maryland Route 382 to its intersection with Duley Station
 13 Road; westward along the center line of Duley Station Road to its intersection with the Popes
 14 Creek Railroad tracks; southwestward along the center line of the Popes Creek Railroad tracks to
 15 its intersection with the PEPCO power line right-of-way; westward along the center line of the
 16 PEPCO power line right-of-way to its intersection with Piscataway Creek; northeastward along
 17 the center line of Piscataway Creek to its intersection with Woodyard Road; northeastward along
 18 the center line of Woodyard Road to the center of its interchange with Maryland Route 4, the
 19 point of origin.

20 **Planning Area 82B Boundary:** Starting at the point where the center line of Maryland
 21 Route 4 crosses the center line of U.S. Route 301; eastward along the center line of Maryland
 22 Route 4 to the Patuxent River bridge; southward along the center line of the main channel of the
 23 Patuxent River to Hotchkins Branch; westward along the center line of Hotchkins Branch to the
 24 intersection of Candy Hill Road and Maryland Route 382; northward along the center line of
 25 Maryland Route 382 to its intersection with Nottingham Road; eastward along the center line of
 26 Nottingham Road to its intersection with Fenno Road; northward along the center line of Fenno
 27 Road to its intersection with Mattaponi Creek; eastward along the center line of Mattaponi Creek
 28 to its intersection with the boundary line of the Patuxent River Park, northward along the
 29 boundary line of the Patuxent River Park to its intersection with Croom Airport Road; westward
 30 along the center line of Croom Airport Road to its intersection with Maryland Route 382;
 31 northward along the center line of Maryland Route 382 to its intersection with the Popes Creek

1 Railroad tracks; northward along the center line of the Popes Creek Railroad tracks to its
 2 intersection with U.S. Route 301; northward along the center line of U.S. Route 301 to its
 3 intersection with Maryland Route 4, the point of origin.

4 **Planning Area 83 Boundary:** Starting at the intersection of the center line of Piscataway
 5 Creek with the center line of Indian Head Highway; southwestward along the center line of
 6 Indian Head Highway to the center line of "the first creek south of Manning Road West";
 7 southward along the center line of that creek to the center line of Mattawoman Creek,
 8 southwestward along the center line of Mattawoman Creek to its intersection with the Prince
 9 George's County-Charles County boundary line; northwestward along the Prince George's
 10 County-Charles County boundary line to the southern shoreline of the Potomac River;
 11 northeastward, then eastward along the Potomac River southern shoreline and Piscataway Bay
 12 southern shoreline (and the boundaries of any properties under water listed on the Prince
 13 George's County Tax Assessor's property tax maps as being individually owned) to the center
 14 line of Piscataway Creek eastward along the center line of Piscataway Creek to the center line of
 15 Indian Head Highway, the point of origin.

16 **Planning Area 84 Boundary:** Starting at the intersection of the center line of Piscataway
 17 Creek with the center line of Indian Head Highway; southwestward along the center line of
 18 Indian Head Highway to the center line of "the first creek south of Manning Road West";
 19 southward along the center line of that creek to the center line of Mattawoman Creek; eastward
 20 along the center line of Mattawoman Creek to the center line of Gardner Road; northwestward
 21 along the center line of Gardner Road to the center line of Accokeek Road; eastward along the
 22 center line of Accokeek Road to the center line of South Springfield Road; northward along the
 23 center line of South Springfield Road to the center line of Floral Park Road; westward along the
 24 center line of Floral Park Road to the center line of Windbrook Drive; northward along the center
 25 line of Windbrook Drive to the center line of Piscataway Creek; westward along the center line
 26 of Piscataway Creek to the center line of Indian Head Highway, the point of origin.

27 **Planning Area 85A Boundary:** Starting at the intersection of the center line of Piscataway
 28 Creek with the center line of Windbrook Drive; southward along the center line of Windbrook
 29 Drive to the center line of Floral Park Road; eastward along the center line of Floral Park Road
 30 to the center line of South Springfield Road; southward along the center line of South Springfield
 31 Road to the center line of Accokeek Road; westward along the center line of Accokeek Road to

1 the center line of Gardner Road; southeastward along the center line of Gardner Road to the
 2 Prince George's County-Charles County boundary line; eastward along the Prince George's
 3 County-Charles County boundary line to the center line of the Penn-Central Railroad tracks;
 4 northeastward along the center line of the Penn-Central Railroad tracks to the center line of "the
 5 West Fork of the PEPCO power line right-of-way from the Talbert Substation"; westward along
 6 the center line of that PEPCO power line right-of-way to the center line of Piscataway Creek;
 7 westward along the center line of Piscataway Creek to the center line of Windbrook Drive, the
 8 point of origin.

9 **Planning Area 85B Boundary:** Starting at the intersection of the center line of the Penn-
 10 Central Railroad tracks and the Prince George's County-Charles County boundary line;
 11 southeastward to the center line of the Cedar Point Railroad tracks; northwestward along the
 12 center line of the Cedar Point Railroad tracks to the center line of the PEPCO power line right-
 13 of-way; northward along the center line of the PEPCO power line right-of-way to the "West Fork
 14 of the PEPCO power line right-of-way from the Talbert Substation"; northwestward along the
 15 center line of that PEPCO power line right-of-way to the center line of the Penn-Central Railroad
 16 tracks, southwestward along the center line of the Penn-Central Railroad tracks to the Prince
 17 George's County-Charles County boundary line, the point of origin.

18 **Planning Area 86A Boundary:** Starting at the intersection of the center line of Maryland
 19 Route 382 with the center line of Duley Station Road; northward along the center line of
 20 Maryland Route 382 to its intersection with Croom Airport Road; eastward along the center line
 21 of Croom Airport Road to the boundary line of the Patuxent River Park; southward along the
 22 boundary line of the Patuxent River Park to its intersection with Mattaponi Creek; westward
 23 along the center line of Mattaponi Creek to the center line of the Fenno Road bridge; southward
 24 along the center line of Fenno Road to its intersection with Nottingham Road; westward along
 25 the center line of Nottingham Road to its intersection with Maryland Route 382; southward along
 26 the center line of Maryland Route 382 to its intersection with Naylor-North Keys Road;
 27 westward along the center line of Naylor-North Keys Road to its intersection with Rock Branch
 28 Road; southward along the center line of Rock Branch Road to its intersection with Martin Road;
 29 westward along the center line of Martin Road to its intersection with North Keys Road;
 30 westward along the center line of North Keys Road to its intersection with the PEPCO power
 31 line right-of-way; northward along the center line of the PEPCO power line right-of-way to the

1 "West Fork of the PEPCO power line right-of-way from the Talbert Substation"; westward along
 2 the center line of that PEPCO power line right-of-way to its intersection with the Popes Creek
 3 Railroad tracks; northward along the center line of the Popes Creek Railroad tracks to its
 4 intersection with Duley Station Road, eastward along the center line of Duley Station Road to its
 5 intersection with Maryland Route 382, the point of origin.

6 **Planning Area 86B Boundary:** Starting at the intersection of the center line of Candy Hill
 7 Road with the center line of Maryland Route 382; southward to Hotchkins Branch;
 8 southeastward along the center line of Hotchkins Branch to the main channel of the Patuxent
 9 River; southward along the center line of the main channel of the Patuxent River to its
 10 intersection with the south boundary line of the Maryland-National Capital Park and Planning
 11 Commission's Naylor Farm; westward along the south boundary line of the Naylor Farm to its
 12 intersection with Airport Road; westward along the center line of Airport Road to its intersection
 13 with Maryland Route 382; southward along the center line of Maryland Route 382 to its
 14 intersection with School Road; westward along the center line of School Road to its intersection
 15 with Bald Eagle Road; southward along the center line of Bald Eagle Road to its intersection
 16 with Westwood Road; westward along the center line of Westwood Road to its intersection with
 17 Baden Westwood Road; along the center line of Baden-Westwood Road to its intersection with
 18 the northern section of Horsehead Road; southward along the center line of the northern section
 19 of Horsehead Road to its intersection with Maryland Route 381; southeastward along the center
 20 line of Maryland Route 381 to its intersection with Horsehead Road; southward along the center
 21 line of Horsehead Road to the Prince George's County-Charles County boundary line; westward
 22 along the Prince George's County-Charles County boundary line to the Cedar Point Railroad
 23 tracks; northward along the center line of the Cedar Point Railroad tracks to its intersection with
 24 the PEPCO power line right-of-way; northward along the center line of the PEPCO power line
 25 right-of-way to its intersection with North Keys Road; eastward along the center line of North
 26 Keys Road to its intersection with Martin Road; eastward along the center line of Martin Road to
 27 its intersection with Rock Branch Road; northward along the center line of Rock Branch Road to
 28 its intersection with Naylor-North Keys Road; eastward along the center line of Naylor-North
 29 Keys Road to its intersection with Candy Hill Road and Maryland Route 382, the point of origin.

30 **Planning Area 87A Boundary:** Starting at the point of the intersection of the Maryland-
 31 National Capital Park and Planning Commission's Naylor Farm boundary line with the Patuxent

1 River; southward along the center line of the main channel of the Patuxent River to its
 2 intersection with the PEPCO power line right-of-way; westward along the center line of the
 3 PEPCO power line right-of-way to the Prince George's County-Charles County boundary line;
 4 northward, then northwestward along the Prince George's County-Charles County boundary line
 5 to its intersection with Horsehead Road; northward along the center line of Horsehead Road to
 6 its intersection with Maryland Route 381; westward along the center line of Maryland Route 381
 7 to its intersection with the northern section of Horsehead Road; northward along the northern
 8 section of Horsehead Road to its intersection with Baden-Westwood Road; eastward along the
 9 center line of Baden-Westwood Road to its intersection with Westwood Road; eastward along
 10 the center line of Westwood Road to its intersection with Bald Eagle Road; northward along the
 11 center line of Bald Eagle Road to its intersection with School Road; eastward along the center
 12 line of School Road to its intersection with Maryland Route 382; northward along the center line
 13 of Maryland Route 382 to its intersection with Airport Road; eastward along the center line of
 14 Airport Road to its intersection with the Maryland-National Capital Park and Planning
 15 Commission's Naylor Farm boundary line; eastward along the Naylor Farm boundary line to its
 16 intersection with the Patuxent River, the point of origin.

17 **Planning Area 87B Boundary:** Starting at the intersection of the center line of the PEPCO
 18 power line right-of-way with the center line of the main channel of the Patuxent River;
 19 southward along the center line of the main channel of the Patuxent River to the Prince George's
 20 County-Charles County boundary line; westward, then northward along the Prince George's
 21 County-Charles County boundary line to its intersection with the PEPCO power line right-of-
 22 way; eastward along the center line of the PEPCO power line right-of-way to the center line of
 23 the main channel of the Patuxent River, the point of origin.

24 BE IT FURTHER RESOLVED that this Resolution shall take effect on the effective date of
 25 the Countywide Sectional Map Amendment (“CMA”).

Adopted this 16th day of November, 2021.

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: _____
Calvin S. Hawkins, II
Chair

ATTEST:

Donna J. Brown
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.