



STAFF DRAFT
**WEST HYATTSVILLE
QUEENS CHAPEL**

JULY 2022

SECTOR PLAN

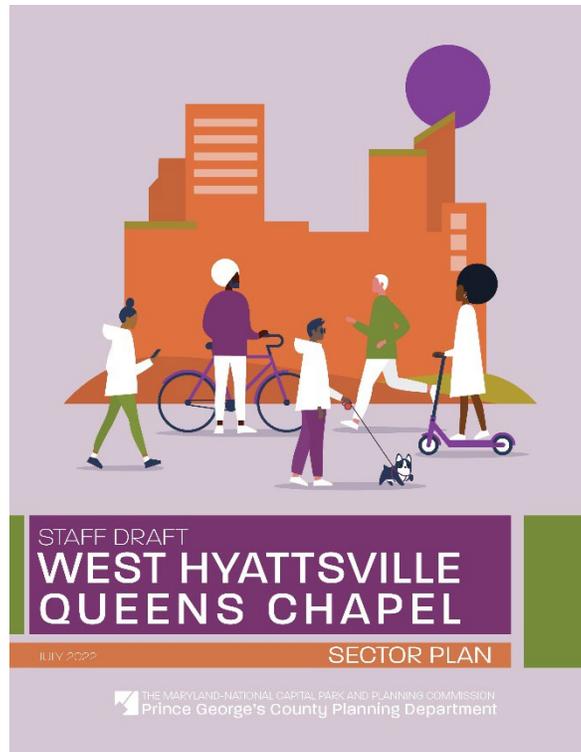
Abstract

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The 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan is the proposed sector plan for the southwestern portion of Planning Area 68. Upon approval, the West Hyattsville-Queens Chapel Sector Plan will supersede the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* in its entirety, and the 1994 *Approved Master Plan for Planning Area 68* and 2004 *Approved Sector Plan for the Prince George’s County Gateway Arts District* for the portion of Planning Area 68 within this Sector. This plan will amend portions of the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and other Countywide functional master plans within the West Hyattsville-Queens Chapel sector.

This sector plan was formulated over a 20-month period, guided by a detailed Public Participation Plan that included meetings with, and feedback from, residents, property owners, business owners, public agencies, and other stakeholders. This sector plan contains the long-term vision for West Hyattsville-Queens Chapel along with goals, policies, and strategies to implement the vision through the eight planning elements identified in Plan 2035. This staff draft sector plan is accompanied by a concurrent Proposed Sectional Map Amendment (SMA), which recommends the zoning changes necessary to implement this plan.

The 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan recommends directing future residential growth in and adjacent to the Plan 2035-designated West Hyattsville Local Transit Center and the Prince George’s Plaza Regional Transit District. This plan recommends an innovative floodplain and stormwater management approach that maximizes the potential for transit-adjacent and pedestrian-friendly residential development that enhances and embraces the natural environment. The plan includes an implementation framework clearly illustrating the timeline, necessary partnerships, and key action items to implement the vision for the West Hyattsville-Queens Chapel area over the next 25 years.



July 2022

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
www.pgplanning.org

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The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bi-county agency, created by the General Assembly of Maryland in 1927. The Commission’s geographic authority extends to the great majority of Montgomery and Prince George’s Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.

The acquisition, development, operation, and maintenance of a public park system.

In Prince George’s County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George’s County Planning Department:

Our mission is: To promote economic vitality, environmental sustainability, design excellence, and quality development in Prince George’s County.

Our vision: Thriving communities—now and into the future.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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Foreword

The Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan. This plan recommends new residential development with supportive retail, services, and other amenities around the West Hyattsville and Prince George’s Plaza Metro Stations. The plan recommends enhancing the pedestrian and bicycle network and embracing the natural environment to provide additional amenities to existing residents while attracting new residents to this great community.

This is a comprehensive sector plan that contains recommendations for Land Use, Economic Prosperity, Transportation and Mobility, Natural Environment, Housing and Neighborhoods, Community Heritage, Culture, and Design, Healthy Communities, and Public Facilities specific to the West Hyattsville-Queens Chapel Sector Plan area, and a framework that identifies the timeframe and responsible entities for implementation.

We invite you to carefully review this staff draft sector plan and encourage you to attend the joint public hearing on October 11, 2022, at 5:00 p.m. to present your views to the Prince George’s County Planning Board and Prince George’s County Council, sitting as the District Council. You are also encouraged to submit testimony in writing to the Clerk of the County Council. The Planning Board will review all comments presented at the joint public hearing in our deliberations prior to the adoption of the plan and transmittal to the County Council for action. We look forward to hearing from you soon!

Sincerely,

A handwritten signature in blue ink, appearing to read 'Peter Shapiro', with a long horizontal line extending to the right.

Peter Shapiro, Chair
Prince George’s County Planning Board

Section I

Blueprint for Tomorrow



Introduction

The 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan provides a long-term vision and goals, supported by focused policies and strategies, to guide the evolution of the West Hyattsville-Queens Chapel Sector Plan Area through 2048. Residents, workers, students, property owners, and other community stakeholders including the City of Hyattsville, the City of Mount Rainier, and the Town of Brentwood, collaborated with the Prince George’s County Planning Department and other public agencies over a 20-month period to develop the plan’s recommendations.

Because of the COVID-19 pandemic, outreach was conducted in an online environment. Methods of outreach included regular virtual engagement opportunities and updates of bilingual and accessible project materials communicated via the project websites, social media, and e-newsletters.

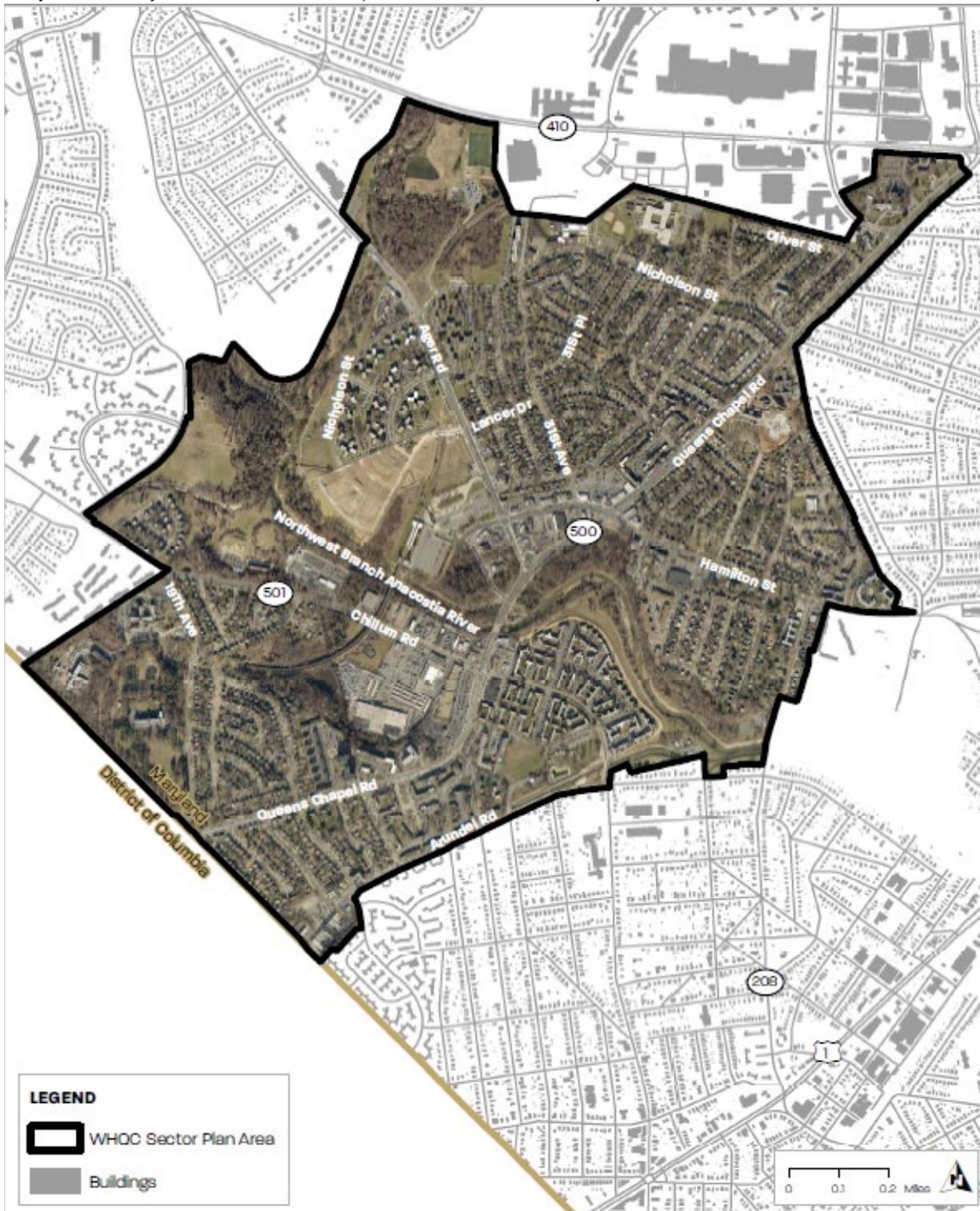
WHAT’S IN A NAME?

This sector plan area covers portions of three municipalities, multiple neighborhoods, and unincorporated areas of Prince George’s County. The purpose of this plan is not to rename a community. The name comes from two key locational identifiers for the area: the West Hyattsville Metro Station and MD 500 (Queens Chapel Road). “West Hyattsville” is important because this Metro station is identified as a Local Transit Center in Plan 2035, and the basis around which this transit-oriented development plan is focused. “Queens Chapel” is important because it is the major roadway running through all the municipalities and unincorporated areas in the sector plan area and it connects this community to the region.

SECTOR PLAN

Sector plans build on goals, policies, and strategies of Plan Prince George’s 2035 (Plan 2035), Prince George’s County’s General Plan for growth and preservation, which recommends Prince George’s Plaza as a Regional Transit District and West Hyattsville as Local Transit Center. To help implement Plan 2035, sector plans study and test more detailed and refined development scenarios at the local level, incorporating such factors as community input, demographic trends, population forecasts, and market analyses. Once this sector plan is approved, it may amend the land use and other policy area designations set out in Plan 2035.

Map 1. West Hyattsville-Queens Chapel Sector Plan Boundary

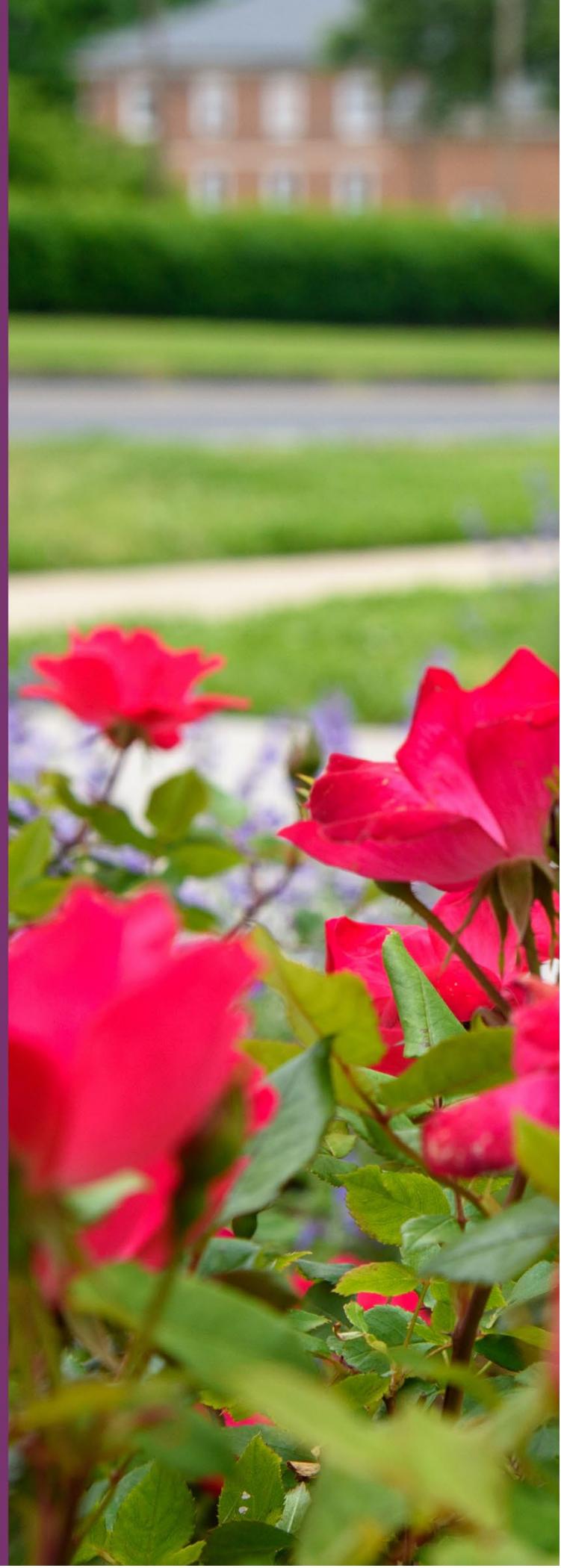


Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Plan Vision

Centered around the West Hyattsville Metro Station, West Hyattsville-Queens Chapel is a vibrant, resilient, and culturally and socioeconomically diverse community that embraces the Northwest Branch Stream Valley Park and serves as a gateway to Prince George's County. Here, equity and resiliency are championed by the community and guide decision-making. Neighborhoods are rich with housing options for a range of income levels and interwoven with natural spaces and parkland. Natural resources and open spaces are healthy, serve an ecological function, and are programmed for a variety of recreation opportunities that promote wellness. Streets and shared-use paths are accessible, comfortable, and safe for all people and all modes of travel. Local businesses are the heartbeat of this community with attractive, lively, and thriving commercial areas and streetscapes that support an entrepreneurial atmosphere and encourage social interactions. In 2048, West Hyattsville-Queens Chapel is a transit-oriented community where the public realm and mixed-use areas work together to serve as community hubs where people can easily transition between living, working, and playing.



Themes

The West Hyattsville-Queens Chapel Sector Plan aligns with Plan 2035's three guiding themes—**Work, Live, and Sustain**—underscoring the importance of weighing economic, social, and environmental decisions when creating land use policy.

In 2048—residents of West Hyattsville-Queens Chapel Sector Plan Area:



WORK in a thriving and diverse economy that:

- Provides a wide range of opportunities within a short bicycle or transit ride.
- Allows small, neighborhood, and minority-owned businesses opportunities to thrive by serving a diverse market with unique goods and services.



LIVE in safe, walkable, and healthy communities that:

- Offers a range of housing types, sizes, and price points that allows people to grow up, have families, and age-in-place in the same community.
- Has numerous opportunities for recreation and access to health care and healthy foods, and allows people to walk to amenities, shopping, and transit.



SUSTAIN our natural resources and rural areas by:

- Directing growth to the Metro stations and to areas served by a robust bicycle and pedestrian network, reducing emissions and other negative impacts of single-occupant auto travel.
- Creating and expanding natural areas to capitalize on the ecological richness of the Northwest Branch Stream Valley.
- Concentrating development in designated Centers, reducing the demand for housing in the eastern part of the County that is unserved by transit.

Key Policies by Element

LAND USE



- Create a vibrant, sustainable community surrounding the West Hyattsville Metro Station that includes a variety of land uses.
- Preserve critical natural and environmentally sensitive features of the sector plan area to the maximum extent practicable.
- Maximize the potential for transit-oriented development within walking distance of the West Hyattsville Metro Station.

ECONOMIC PROSPERITY



- Promote local entrepreneurship and small, local, and minority-owned business development.
- Create attractive commercial corridors to serve residents and visitors.

TRANSPORTATION AND MOBILITY



- Prioritize the movement of people rather than vehicles by incorporating active transportation safety features, attractive streetscaping, and, where feasible, stormwater management best practices into all streets throughout the sector plan area to improve multimodal travel.
- Increase connectivity and reliance on non-vehicular modes of travel by comprehensively connecting trail and shared-use path networks with on-street pedestrian and bicycle facilities.
- Support the County’s efforts to achieve Vision Zero Prince George’s, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

NATURAL ENVIRONMENT



- Reduce flood risk within, and downstream of, the sector plan area.
- Preserve and expand tree canopy to create a comfortable and attractive environment for people, provide additional wildlife habitat, and reduce urban heat island effects.

HOUSING AND NEIGHBORHOODS



- Implement *Housing Opportunities for All* by increasing the quantity, diversity, and affordability of the housing supply throughout the sector plan area.

COMMUNITY HERITAGE, CULTURE, AND DESIGN



- Establish community branding and bilingual wayfinding that highlights and celebrates the cultural diversity, history, and nature of the sector plan area and creates a character-defining place.
- Encourage art in public and private spaces to create a sense of place and identity.

HEALTHY COMMUNITIES



- Create a built environment that allows for safe walking and biking to multiple destinations, amenities, and other non-automobile transportation options.
- Preserve existing senior housing and assisted living facilities while expanding resource offerings to allow residents to age in place.

PUBLIC FACILITIES



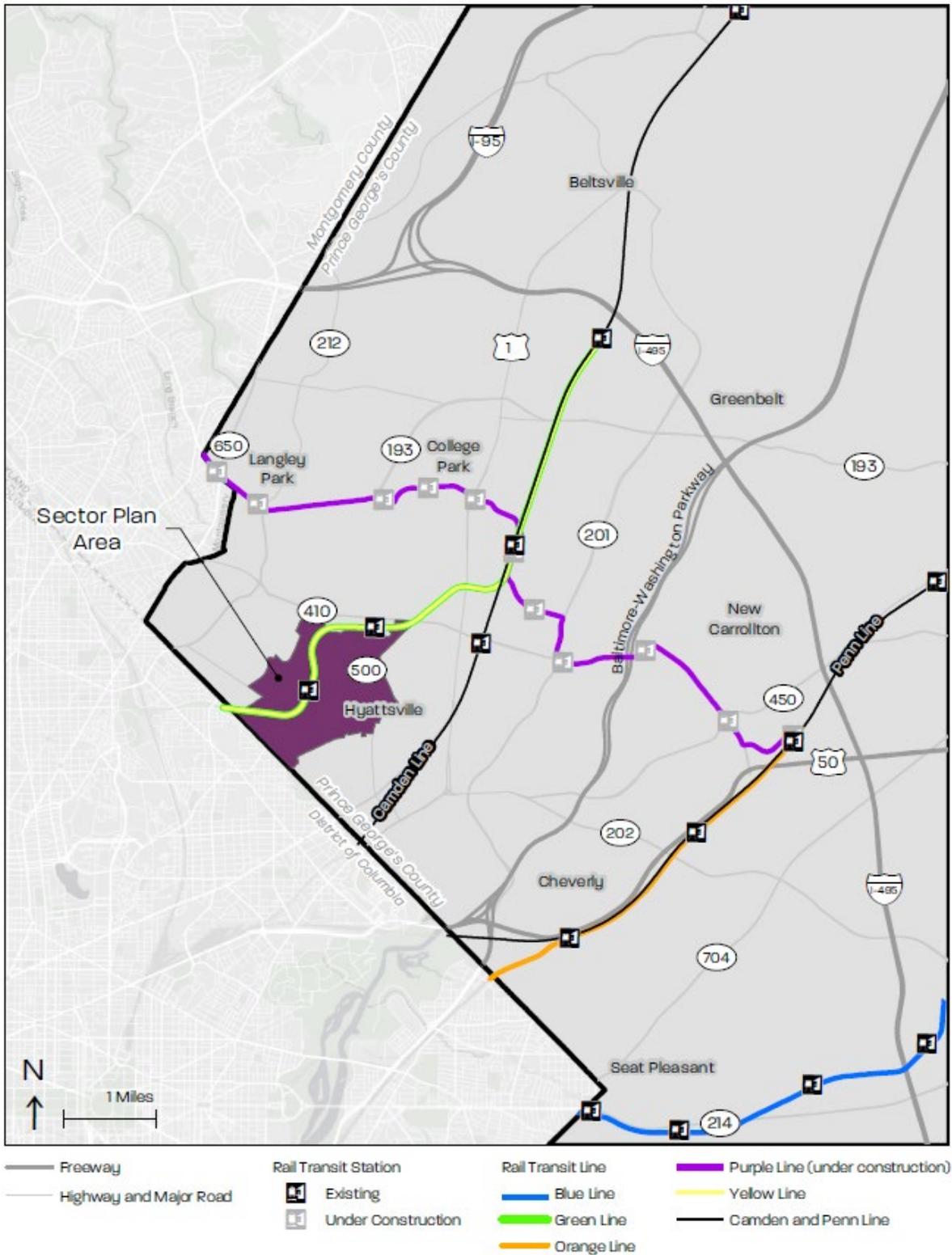
- Create a vibrant, transit-oriented development that facilitates outdoor enjoyment, public gathering, and healthy lifestyles and preserves environmental assets.

Section II

Defining the Context



Map 2. Sector Plan Area: Local Context



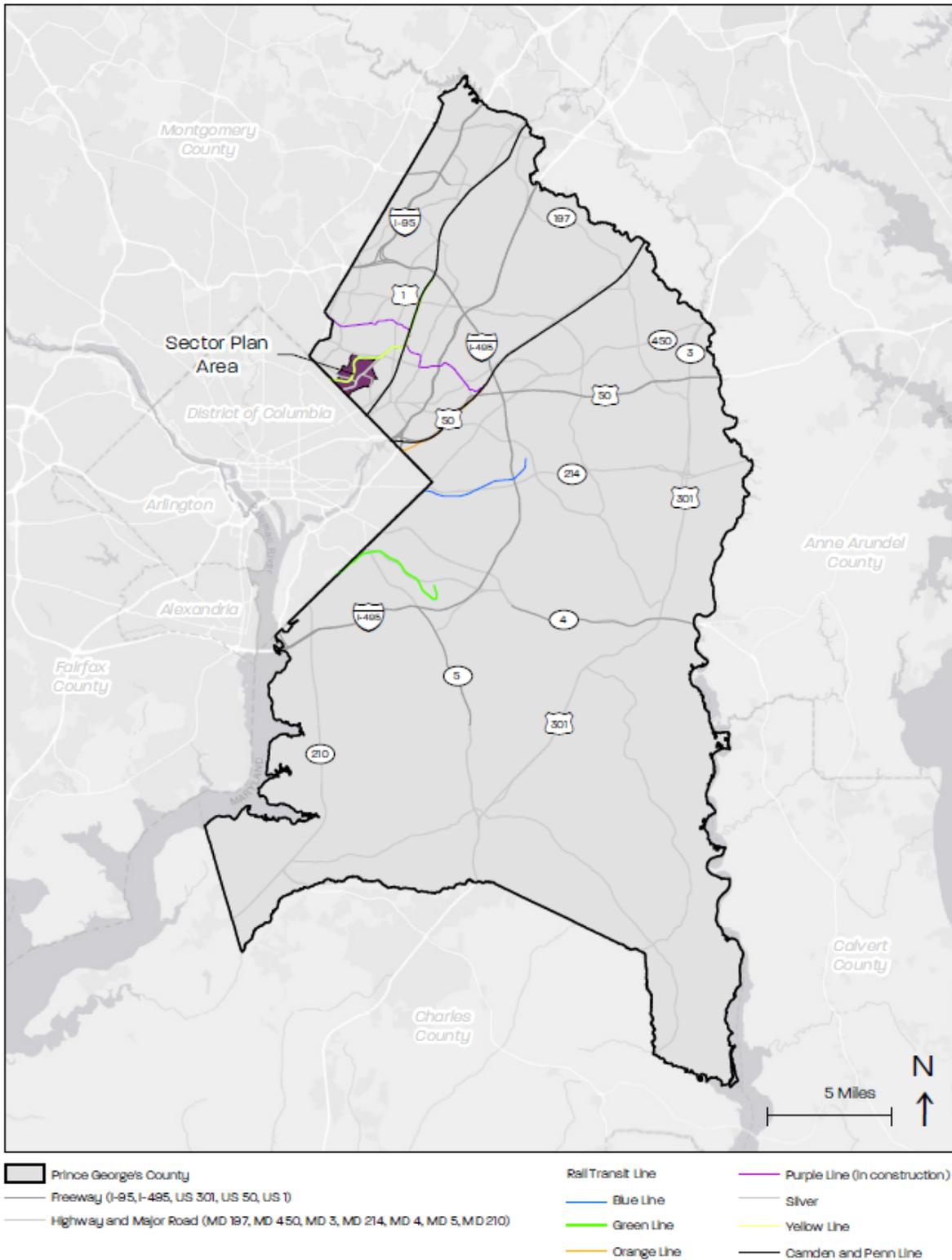
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Description of the West Hyattsville-Queens Chapel Sector Plan Area

The West Hyattsville-Queens Chapel Sector Plan area consists of 1,085 acres located in Councilmanic District 2 within Prince George's County. It includes portions of three municipalities: the City of Hyattsville, City of Mount Rainier, and Town of Brentwood, as well as the Avondale area of unincorporated Prince George's County. The sector plan area is in Planning Area 68 of Prince George's County and is well placed along MD 500 (Queens Chapel Road) providing connections to major regional destinations in both Prince George's County and the District of Columbia. The sector plan area is situated west of the Prince George's County Gateway Arts District, south of the current Prince George's Plaza Regional Transit District, north of the District of Columbia, and is anchored around the West Hyattsville Metro Station on the Metrorail's Green and Yellow Lines. Portions of the sector plan area were previously within the West Hyattsville Transit District Overlay Zone, which was eliminated April 1, 2022, as part of the implementation of the County's new Zoning Ordinance.

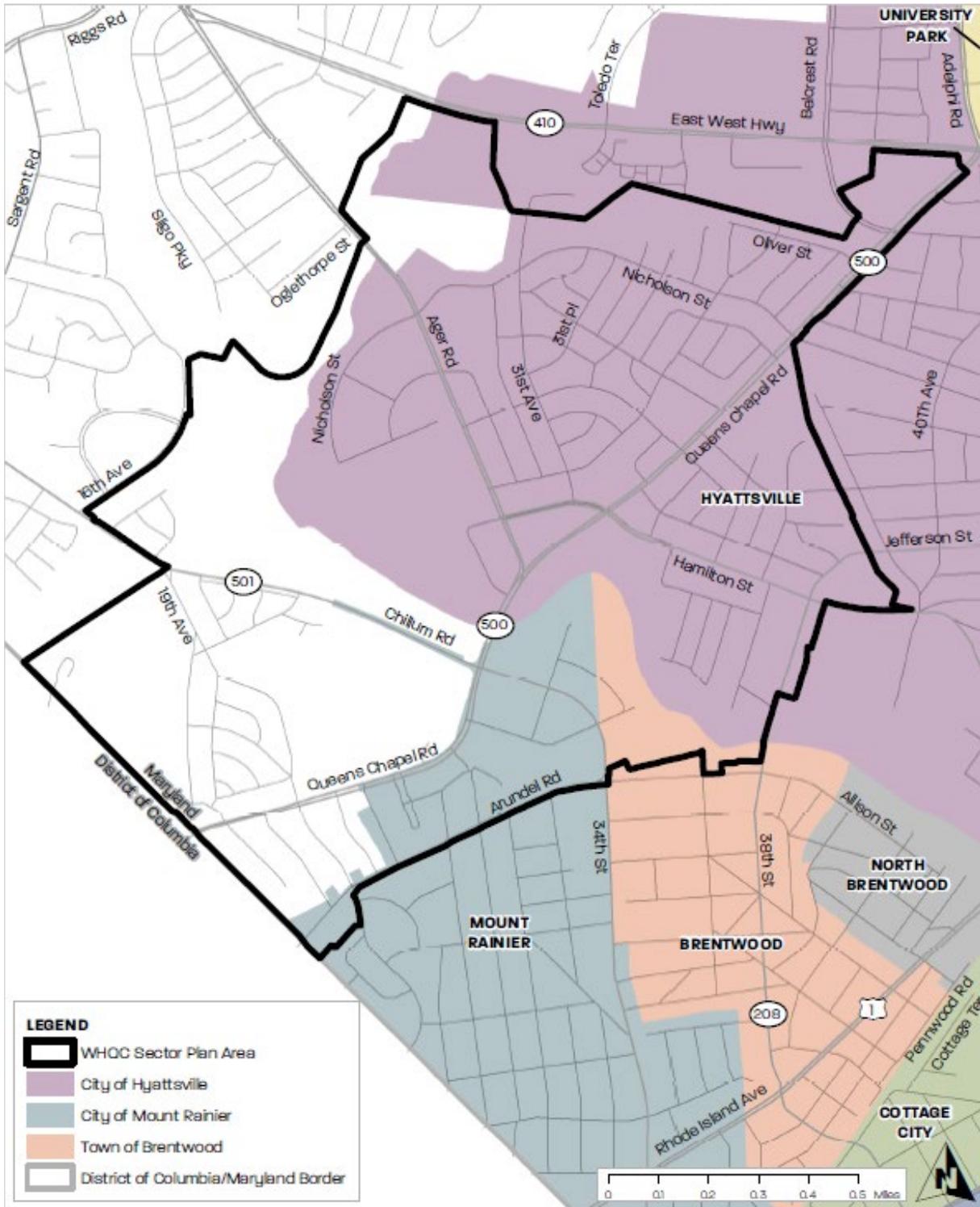
The sector plan area's location provides connections to an extensive trail system and is within the Anacostia Trails Heritage Area. The sector plan area is bisected by the Northwest Branch of the Anacostia River (Northwest Branch), and its 1-percent annual chance (100-year) floodplain. West Hyattsville-Queens Chapel is home to many parks and open spaces, including the Northwest Branch Stream Valley Park system. While the Northwest Branch poses some challenges, it also provides recreational and environmental benefits for those living and working in the area. The sector plan area is a unique mix of residential communities, retail shopping, and parks and open space that provide a diversity of place types within a vibrant landscape.

Map 3. Sector Plan Area: County Context



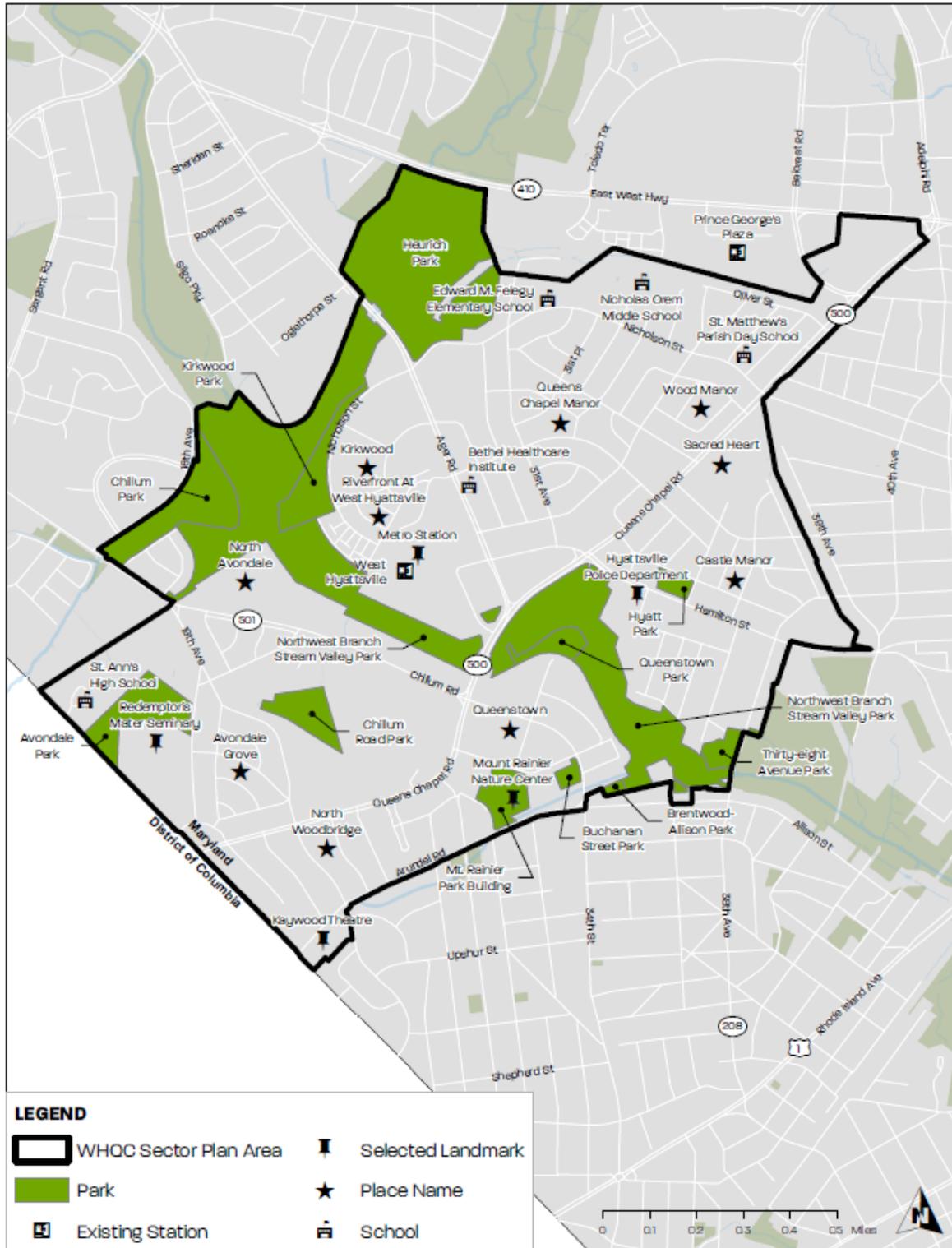
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Map 4. Municipal Boundaries



Source: Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Map 5. Major Geographic Features



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

HISTORY

1763

A 4,400-acre plot of land, once known as Chillum and taking its name from Chillum Castle Manor, was granted to William Dudley Digges in 1763. Chillum Castle Manor was named after Chilham Castle, the ancestral home of the Digges family in Kent, England.



1792

The sandstone marker was laid. It is one of 40 stones placed to mark the 10-mile square boundary of the original District of Columbia.

1825

Pierre L'Enfant died in destitution at Green Hill, the Digges manor house just to the west of the sector plan area on Ager Road. L'Enfant drew the framework plan for the District of Columbia.



1910

The City of Mount Rainier was incorporated. Between 1900 and 1940, middle-class families moved into Mount Rainier and built the modest houses that still comprise the residential portion of the city.



1924

The Town of North Brentwood was established. The first Black community to be incorporated in Prince George's County and is located just outside of the sector plan area.

1927–1937

Green Hill Park and Queens Chapel Manor, the first subdivisions in the sector plan area, were developed over the 10-year period. Much of the sector plan area remained rural prior to the first subdivision because there was no public transportation system until the 1940s.

1944

The Clearwood and Castle Manor neighborhoods were developed. Clearwood and Castle Manor land was previously held by the Gruver family, who became significant landowners in the area after they began purchasing land and platting residential subdivisions in the western portions of Hyattsville.

1945–1946

Residents of Clearwood, Castle Manor, and Queens Chapel Manor sought the improved services and representation that municipalities could provide and negotiated the annexation of their three subdivisions into municipal Hyattsville.

1949

Shelley vs Kraemer Supreme Court decision prohibited government enforcement of private restrictive covenants.



Early 1990s

Construction of the West Hyattsville Metro Station began. The West Hyattsville Metro Station is the site of the former Queens Chapel Airport and Queens Chapel Drive-in Theater.



2019

Avondale Overlook constructed; first new housing development in sector plan area since 1960s.

1948

Eight additional subdivisions in the Chillum area were under development, including Avondale, Avondale Terrace, Brookside Manor, Chillum, Green Meadows, Hampshire Heights, Michigan Park Hills, and North Woodridge. A committee of community leaders led by Nicholas Orem sought to incorporate the area as the Town of Springdale (or Chapel City). While the Maryland General Assembly accepted and approved the proposal, the referendum failed, and most of these neighborhoods remained part of unincorporated Prince George's County.



1960s

High-density apartment communities were developed in the area, including Queens Park Plaza, Kings Park Plaza, and Versailles Plaza East.

1993

The West Hyattsville Metro Station opened.

2021

Riverfront at West Hyattsville under construction; first new development of any kind near the West Hyattsville Metro Station since it opened.

Kaiser Permanente medical office building on Ager Road under construction and expected to open August 2022.

Significant Locations

Several features within or adjacent to the sector plan area reflect some of the community's key assets and interesting history and are part of what make West Hyattsville-Queens Chapel a great place to live, work, and play.



PHOTO BY M-NCPPC

The West Hyattsville Metro Station is a station on the Green and Yellow Lines of the Washington Metrorail System at 2700 Hamilton Street. The station opened in 1993. In 2019, the station served 3,365 riders every weekday, making it the 72nd-busiest station in the region and ninth busiest in Prince George's County. ¹The station has 604 surface parking spaces. Direct regional destinations on the Green and Yellow Lines include the University of Maryland, College Park, Howard University, the Virginia Tech Innovation Campus, Capital One Arena, the Washington Convention Center, the National Mall, Nationals Park, the Sports and Entertainment Arena, the Pentagon, Old Town Alexandria, and National Landing.

¹ There are 91 stations open as of July 28, 2022. There are 15 stations in Prince George's County. Source: Washington Metropolitan Area Transit Authority, "2019 Historical Metrorail Ridership" found online at https://www.wmata.com/about/records/public_docs/upload/2019_historical_rail-rideship_May-weekday-avg.xlsx.



PHOTO BY M-NCPPC

The **Northwest Branch Trail** connects northwestern Prince George’s County and southeastern Montgomery County with the Anacostia River Trail System, providing a scenic and largely flat route for bicyclists, runners, and walkers to enjoy the Anacostia River park system to and from locations in the District of Columbia. The Northwest Branch connects the **Northwest Branch Stream Valley Park** with Driskell, 38th Avenue, Kirkwood, Chillum, and Heurich Parks. The **Sligo Creek Trail** terminates at its intersection with the Northwest Branch Trail, connecting the sector plan area with Takoma Park and Silver Spring.



PHOTO BY M-NCPPC

The **Kaywood Theater** (2211 Varnum Street) is a 1945 movie theater that anchors a community-serving retail strip in Mount Rainier.



PHOTO BY M-NCPPC

The **Prince George's Plaza Metro Station** is the next station north of West Hyattsville on the Green and Yellow Lines. The station also opened in 1993. In 2019, the station served 4,381 riders every weekday, making it the 58th-busiest Metro station in the region and the sixth busiest in Prince George's County.² Residents in the northern part of the sector plan area are closer to this station than the West Hyattsville Station. A name change was approved for this station in 2020 by the WMATA Board; the date for implementing the name change of the station to **Hyattsville Crossing** has yet to be determined.

² Washington Metropolitan Area Transit Authority, "2019 Historical Metrorail Ridership" found online at https://www.wmata.com/about/records/public_docs/upload/2019_historical_rail-rideship_May-weekday-avg.xlsx



PHOTO BY M-NCPPC

The **Mall at Prince George's** is an enclosed regional shopping mall located near the sector plan area, at the intersection of Belcrest Road and MD 410 (East West Highway). This mall is the largest in Prince George's County and the 12th largest in the region. The mall is surrounded by several residential, retail, and mixed-use developments, including University Town Center, Editors Park, and Metro Shops. The mall opened in 1959 and has undergone several major renovations.

Planning Background



Plan 2035

A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. Plan 2035 specifies indicators of success and growth management targets to measure progress toward the vision and goals described in Plan 2035.

Plan 2035 seeks to strategically direct growth to designated Regional Transit Districts and Local Centers. Plan 2035 identified 26 Local Centers and eight Regional Transit Districts. The eight Regional Transit Districts are high-density, vibrant, and transit-rich mixed-use areas envisioned to capture most future residential and employment growth and development in Prince George's County. See www.planpgc2035.org for more information about Plan 2035.

CENTERS

Local Centers are focal points of concentrated residential development and limited commercial activity serving the County's Established Communities. A location's center designation is based on its access or proximity to high-capacity transit services, universities, or significant public and private investments in infrastructure. Plan 2035 further categorizes Local Centers into Local Transit Centers, Neighborhood Centers, Town Centers, and Campus Centers. This plan covers the entire West Hyattsville Local Transit Center. Local Transit Centers are smaller-scale, walkable, mixed-use centers that offer local-serving retail while placing less emphasis on office uses; they serve as focal points for development and civic activity based on their access to transit or major highways. Plan 2035 recommends medium to medium-high density residential development in Local Transit Centers.

WEST HYATTSVILLE LOCAL TRANSIT CENTER

Plan 2035 identifies the West Hyattsville Metro Station area as the West Hyattsville Local Transit Center. Since the opening of the West Hyattsville Metro Station in 1993, the station area has seen little new development. Densities surrounding the station are much lower than expected for a transit-adjacent neighborhood. Plan 2035 envisions densities of 15-30 dwelling units per acre and floor area ratios of 1.5-3 throughout the entire Center. Market conditions may necessitate densities higher than those recommended in Plan 2035.

To accomplish these average densities, the Local Transit-Oriented (LTO) Zones allow individual developments to exceed the Plan 2035-recommended densities.

The boundaries of the West Hyattsville Local Transit Center were established by Plan 2035 by carrying forward the boundaries of the West Hyattsville Community Center, as designated by the 2002 General Plan. Those boundaries, in turn, were established by the 1998 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.

This plan defines the boundaries, Core, and Edge of the West Hyattsville Local Transit Center and replaces any previous boundary.

PRINCE GEORGE'S PLAZA REGIONAL TRANSIT DISTRICT

The 2016 *Approved Prince George's Plaza Transit District Development Plan* defines the area north of the Prince George's Plaza Metro Station as the Prince George's Plaza Regional Transit District. Plan 2035 envisions densities of greater than 40 dwelling units per acre and floor area ratios of 3.0 or greater for development in Regional Transit Districts.

Market conditions may necessitate densities higher than recommended in Plan 2035.

To accomplish these average densities, the Regional Transit-Oriented (RTO) Zones allow individual developments to exceed the Plan 2035-recommended densities.

This plan amends the boundaries and Edge of the Prince George's Plaza Regional Transit District.

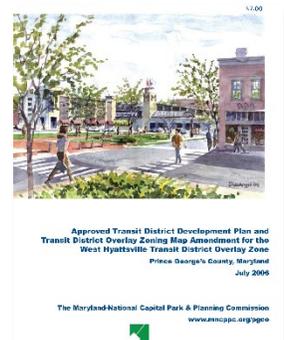
ESTABLISHED COMMUNITIES POLICY AREA

Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers as Established Communities.

Established Communities are most appropriate for context-sensitive infill and low- to medium-density development. This policy area makes up a good portion of the land area in West Hyattsville-Queens Chapel.

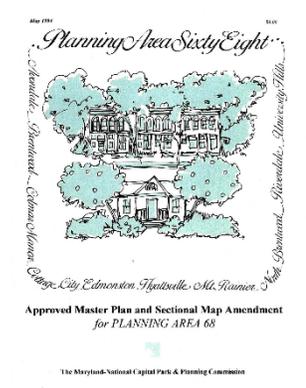
2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone

The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP) and its 1992 and 1998 predecessors envisioned the West Hyattsville Metro Station area as an inclusive, walkable TOD area with a mix of land uses including living, working, and shopping. However, these plans were unsuccessful in attracting the desired development to the station area. The 2006 TDDP was based largely on a conceptual site plan for development that did not come to fruition and required a specific block-level development pattern that provided little flexibility to developers on street layout and land uses. Until the Riverfront at West Hyattsville began construction in 2019, no development had occurred at the West Hyattsville Metro Station since its opening in 1993.



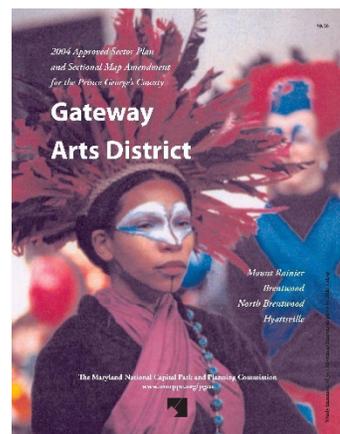
1994 *Approved Master Plan for Planning Area 68*

The 1994 *Approved Master Plan for Planning Area 68* provides a vision for the future of the community and includes a historical overview and a community profile of the development of the communities within Planning Area 68, including the Cities of Hyattsville and Mount Rainier, the Towns of Brentwood, Cottage City, Colmar Manor, Edmonston, and North Brentwood, and portions of the Town of Riverdale (now Riverdale Park). It identifies planning themes such as community reinvestment, transportation, and natural resources. The central theme established for the plan was to create a supportive and committed partnership among representatives from County and local government, residents, and businesses to develop and implement strategies that improve the Planning Area 68 community. The plan incorporated and deferred to the transit district development plans for the West Hyattsville Transit Development Overlay Zone and the Prince George’s Plaza Transit Development Overlay Zone, initially approved by the District Council in July 1992 (collectively the “TDOZs”). The purposes of the TDOZs were to increase the use of transit facilities, maximize the return on investment in the transit system, encourage appropriate development near transit stations with coordinated urban design elements, and increase local tax revenue.



2004 *Approved Sector Plan for the Prince George’s County Gateway Arts District*

The 2004 *Approved Sector Plan for the Prince George’s County Gateway Arts District* identified Hamilton Street/Gallatin Street, MD 501 (Chillum Road)/34th Street, and Northwest Branch Stream Valley Park Trail as three “Artways” that transform ordinary streets into unique, dynamic forms of artistic expression to enhance east/west connections that celebrate the Arts District. The plan aimed to designate the Artways as truck-restricted routes that provide safe, adequate sidewalks, protected and highly visible pedestrian crossing, comprehensive bicycle and pedestrian facilities, unified and unique street signage, and street and sidewalk lighting. The Plan also contained a blueprint to implement the different development strategies for three different Arts Districts’ subareas, those are Hyattsville—the Arts District’s economic engine, Mount Rainier—the Arts District’s cultural center, and Brentwood/North Brentwood—the Arts District’s production center.



Legal Context

Once adopted and approved, this sector plan will supersede and replace in its entirety the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* and supersede, within the plan’s boundaries, the 1994 *Approved Master Plan for Planning Area 68* and the 2004 *Approved Sector Plan for the Prince George’s County Gateway Arts District*. It will also amend the 2014 *Plan Prince George’s 2035 Approved General Plan (Plan 2035)*, the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2013)*. **See Appendix C** for a list of specific amendments to functional master plans.

The Prince George’s County Council, sitting as the District Council, initiated a sector plan for the West Hyattsville-Queens Chapel sector on October 13, 2020, through Council Resolution CR-102-2020. To allow for the processing of a concurrent sectional map amendment (SMA), the District Council again initiated this plan and its concurrent SMA on January 18, 2022, through CR-2-2022. CR-2-2022 re-approved the Goals, Concepts, and Guidelines, and resolved that the public participation undertaken since October 13, 2020, “shall constitute a majority of the new public participation program...”

In 2018, the Prince George’s County Council adopted a new [Zoning Ordinance, Subdivision Regulations, and Landscape Manual](#) that went into effect April 1, 2022. Prior to April 1, 2022, this sector plan was prepared pursuant to the procedures of the prior Zoning Ordinance. This sector plan will be subsequently adopted and approved pursuant to Section 27-3502 of the current Zoning Ordinance.

Although the Countywide Map Amendment (CMA) was not yet adopted during the first year this Plan was under development, the land use and zoning recommendations were evaluated and prepared pursuant to the regulations and zones contained in the new Zoning Ordinance (including the proposed CMA), Subdivision Regulations, and Landscape Manual.

Other provisions of the County Code affecting the use and development of land considered in the preparation of this Plan include, but are not limited to:

COUNTYWIDE MAP AMENDMENT

In 2020, the Planning Department proposed the Countywide Map Amendment (CMA) to update the County Zoning Map with the 2018 Zoning Ordinance zones. The CMA was endorsed by the Planning Board and approved by the District Council on November 29, 2021, and took effect April 1, 2022, prior to the adoption of this sector plan. This sector plan, although developed, in part, prior to CMA approval, was developed entirely under the assumption of approval of the proposed CMA and implementation of the zones in the 2018 Zoning Ordinance. Visit zoningpgc.pgplanning.com for more information about the 2018 Zoning Ordinance and the Countywide Map Amendment.

The 2018 Zoning Ordinance introduces new Transit-Oriented/Activity Center zones, which are intended to promote feasible, transit-oriented development at or near transit stations, including the West Hyattsville and Prince George’s Plaza Metro Stations.

The classification of properties into the Local Transit-Oriented, Core (LTO-c) and Local Transit-Oriented, Edge (LTO-e) Zones was performed pursuant to the procedures for the CMA. The designation, however, of the West Hyattsville Local Transit Center, and its Core and Edge, by this sector plan is made independently of the zoning classification determined by the CMA.

The sectional map amendment proposed concurrently with this staff draft sector plan recommends changes to the County Zoning Map approved by CR-136-2021, effective April 1, 2022.

Table 1. Prince George’s County Ordinance References

SUBTITLE	TOPIC
20A	Transportation Demand Management
21A	Revenue Authority
23	Roads and Sidewalks
24	Subdivision Regulations
25	Trees and Vegetation
29	Preservation of Historic Resources
32	Water Resources Protection and Grading Code

Community Engagement



FOCUS GROUPS

Conducted seven targeted focus groups to discuss existing conditions and growth scenarios.



INTERVIEWS

Conducted 39+ stakeholder interviews with 30+ key developers, major property owners, organizations, and state, county, and municipal agencies.



Used bilingual outreach materials to reach as many residents as possible



ONLINE ENGAGEMENT TOOLS

- Virtual/Telephone Office Hours
- Quarterly e-newsletters
- Social media campaign
- 24/7 Virtual Town Hall
- Interactive Community Mapping Tool , with more than 300 responses
- MURAL
- Visioning Survey
- Growth Scenarios Survey
- Growth Concepts Showcase
- Konveio site with surveys and interactive document commenting
- Project Video
- Bilingual social media campaign



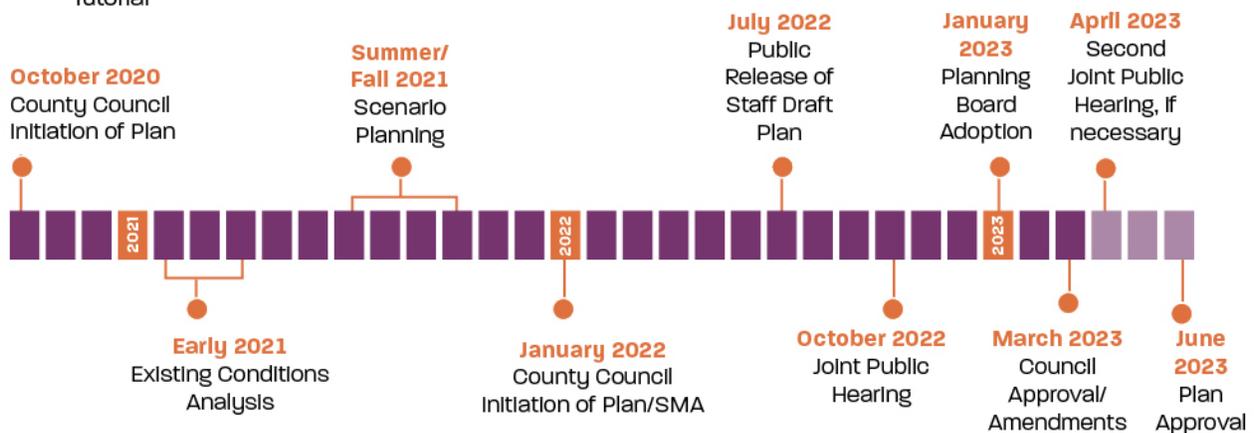
BILINGUAL VIRTUAL COMMUNITY ENGAGEMENT EVENTS

- Community Kickoff
- Existing Conditions Open House
- Visioning Workshop, attended by over 45 people and received 87 survey responses.
- Online Growth Concepts Showcase and LIVE Tutorial



DOCUMENTS

- SWOT Analysis
- Existing Conditions Summary Report
- Draft Vision Statement and Goals
- Preliminary Growth Concepts and Hybrid Growth and Development Scenario
- Sector Plan Video



Community Engagement

Key Takeaways

This Plan reflects interviews with key stakeholders and partner agencies, office hours with residents, feedback received during and after public events, community surveys, and briefings with decision-makers and elected officials. Participants have envisioned the sector plan area as a vibrant, walkable, and affordable neighborhood with convenient access to important services, such as parks, transit, shops, libraries, and schools. A summary of feedback received from active participants:

LAND USE



- The sector plan area is generally viewed as “up-and-coming” and many believe that the area could be an even more vibrant destination in 20 years.
- A desire for mixed-use development near the Metro station was explicitly noted throughout the engagement process.
- Would like more community gathering spaces and “third places” for opportunities to gather and come together.
- The Hamilton Street corridor has a lot to offer as the center of commercial and residential life in the sector plan area.

ECONOMIC PROSPERITY



- Maintaining the affordability of the West Hyattsville community is a major concern for many residents. Due to increasing development pressure, several residents expressed concern of being priced out in the future. Some expressed a desire for new development but not at the cost of displacement.
- Value the diversity of small, locally owned businesses and would like future retail to prioritize this.
- Desire to improve the selection of businesses and the quality of the retail spaces to increase opportunities for shopping and hanging out in the sector plan area.
- Hope to see façade improvements that reflect the community, specifically in areas like the Hamilton Street corridor.

TRANSPORTATION AND MOBILITY



- Attracted to the area because of its access and proximity to Washington, D.C., and public transportation options. They see this as a strength to build on, and advocate for infrastructure that will improve the area’s walkability, bike-ability, and accessibility to public transportation.
- Area generally lacks connectivity at crucial connection points to shared-use paths and major intersections; creating safety and accessibility challenges for both pedestrians and bicyclists.
- Desire to beautify and improve pedestrian and bicyclist routes along major commercial strips like Hamilton Street, MD 501 (Chillum Road), and Queens Chapel Road.
- Improvements to safety in the form of reduced speed limits, continuous wide, attractive sidewalks, traffic calming strategies, and improved lighting were among top concerns.
- Great desire for multimodal transportation access and need for increased opportunities for micro-transit and electric vehicles.

NATURAL ENVIRONMENT



- Enjoy their proximity to the natural environment and appreciate the environmental and recreational benefits provided by the Northwest Branch Stream Valley Park.
- Desire to preserve parks and natural spaces.
- Highly value the existing tree canopy within the neighborhoods and parks, and desire increased tree canopy along major roads and commercial areas.
- Prioritized environmental stewardship and would like improved water quality of the river and a reduction in pollution in both the river and parks.
- Stormwater management infrastructure came up frequently and there is a desire for greater public investment in green infrastructure to mitigate flooding.
- Advocated for sustainability and climate adaptation and would like redevelopment that integrates sustainable features such as solar capture, green infrastructure, electric charging stations, and green spaces incorporated throughout new nonresidential and mixed-use development.

HOUSING AND NEIGHBORHOODS



- Chose this area for the range of housing types, affordability, and proximity to multiple transit options.
- Want diversity of housing types maintained, along with the affordability.
- Enhanced pedestrian connectivity and improved safety measures along shared-use paths and streets are high priorities.
- Interest in new zoning that would permit accessory dwelling units (ADUs) that would contribute to increased housing diversity and alternative streams of revenue.

COMMUNITY HERITAGE, CULTURE, AND DESIGN



- Strong sense of community.
- Embrace the cultural diversity of the area and want it celebrated and strengthened, not only through events but throughout the built environment.
- Desire to create, through the plan process, a strong sense of social cohesion that can bridge the gap between cultures and generations. There are several underrepresented groups in the area, including large immigrant populations.
- No designated historic sites in the area, but there are several legacy businesses that are significant to the community.
- Desire for community branding, as well as more arts- and culture-related activities.
- Desire to see improved façade treatments, landscaping, and greater variety of businesses and public gathering spaces.

HEALTHY COMMUNITIES



- Residents generally indicated that they have access to food options and connections to recreational opportunities.

PUBLIC FACILITIES



- Great interest in the development of a community center or cultural space for gatherings.
- Want public investment in improved safety infrastructure such as shared-use path lighting, enhanced wayfinding, and better public amenities that would encourage the activation of park spaces, such as additional picnic tables, benches, facilities, and programming.

Major Opportunities and Challenges

During development of this plan, the project team conducted a comprehensive analysis of existing conditions and identified major opportunities and challenges.

LAND USE



OPPORTUNITIES

- The area is composed of multiple jurisdictions (Mount Rainier, Brentwood, and Hyattsville) that could offer critical support in implementing the vision of the sector plan. These jurisdictions have completed several studies around the sector plan area and are well-positioned to make strategic infrastructure and programming investments.
- There is an opportunity to concentrate multifamily housing and commercial development around the Metro station to build a stronger sense of arrival in the Center and encourage people to commute to the sector plan area.
- The County's new Zoning Ordinance and Subdivision Regulations have tools that support the vision put forth in Plan 2035, which prioritizes development near transit centers and designates West Hyattsville as a Local Transit Center. This zoning change offers the potential to maximize development near transit stations and prioritizes creation of a vibrant public realm with a mix of uses and destinations.

CHALLENGES

- Some commercial properties with redevelopment potential are owned by investors not interested in near-term development/redevelopment unless there is a major catalyst for change in the area. Increased competition among developers may motivate property owners to redevelop commercial properties.
- Investment to date in the public realm (streetscapes, public and civic spaces, spaces for a mix of retailers) has been insufficient to attract the desired housing and retail development.
- Projects advancing through the development review process may face opposition by stakeholders, even after the sector plan is approved.

ECONOMIC PROSPERITY



OPPORTUNITIES

- Proximity to the Metro station offers an opportunity to increase mixed-use development around the station.
- The proximity to transit and the University of Maryland offers opportunities to diversify job offerings or connections for residents.

CHALLENGES

- The saturation of the region's and County's retail and office markets mean that there will be very little demand for Class A office space and the sector plan area is currently *over-retailed*.
- The proximity of the Mall at Prince George's, the US 1 Corridor, and other nearby retail centers and the ease with which sector plan area residents can drive to them and park for free makes attracting higher-end retail to the sector plan area difficult.
- There are challenges with the financial viability of mixed-use development in the sector plan area because nearby markets offer lower costs for development because they have more established amenities to leverage, greater ability-to-pay rents, less development fees, and lower taxes. Historically, this area has lacked private sector investment compared to other Metro stations in the region.
- The businesses along the north side of MD 501 (Chillum Road) are located completely in the floodplain and include several automotive and light industrial uses whose potential environmental impacts make redevelopment financially and environmentally unviable.

TRANSPORTATION AND MOBILITY



OPPORTUNITIES

- The West Hyattsville Metro Station's location at the center of the sector plan area and adjacency to major thoroughfares such as Ager Road, MD 500 (Queens Chapel Road), and Hamilton Street make bus and Metrorail accessible, affordable, and sustainable forms of transportation connecting the sector plan area to the broader region.
- Public sector investment in improvements to major roads like MD 500 (Queens Chapel Road) and Ager Road and the Arundel Road Levee project are already in progress.
- The sector plan area has an extensive network of trails and shared-use paths that run along the Northwest Branch of the Anacostia River, connecting directly to the Metro Station and the broader regional bicycle network. These paths are highly utilized by pedestrians and bicyclists.
- Proximity to the Prince George's Plaza Regional Transit District and Prince George's Plaza Metro Station provides additional transportation access points, creating enhanced connectivity and accessibility throughout the sector plan area.

CHALLENGES

- Vehicular traffic is still a dominant feature of the sector plan area, making pedestrian and bicyclist conditions less than desirable. MD 500 (Queens Chapel Road), MD 501 (Chillum Road), and Ager Road are highly active roads that connect to the regional transportation network. These roads are wide and facilitate vehicular speeding. These conditions have created an undesirable bicycle and pedestrian environment that discourages investment in new residential or office development.
- Roads lack adequate sidewalk infrastructure at major connection points where people might safely access shared-use path systems or the Metro station.
- Currently, the West Hyattsville Metro Station has low ridership and poor access by bicycle or on foot.
- The commercial properties in the area are designed for cars rather than pedestrians. One exception is the Queens Chapel Town Center, which directly fronts the sidewalk and has parking in the rear, and therefore "interacts" more with the street.

- The two commercial areas near the center of the sector plan area on Hamilton Street and at the intersection of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road) are close geographically, but are far apart in practice, with poor bicycle and pedestrian connections.

NATURAL ENVIRONMENT



OPPORTUNITIES

- The sector plan area has an extensive network of parks, shared-use paths, and natural features.
- The sector plan area has a significant amount of tree canopy coverage throughout the residential neighborhoods that provides environmental benefits in the form of stormwater absorption, carbon sequestration, improved air quality, and reduced urban heat island effects.
- The Northwest Branch of the Anacostia River and surrounding forested areas provide opportunities for people to connect with nature. These environments also offer wildlife habitat that supports ecological diversity and health.

CHALLENGES

- The sector plan area is bisected by the Northwest Branch and its floodplain. The West Hyattsville Metro Station abuts the floodplain, and the MD 501 (Chillum Road) corridor, including the Shops at Queens Chillum, lies within the floodplain. A significant portion of this area will need to be elevated out of the floodplain for development to occur. A clear cut and fill strategy is necessary to maximize transit-oriented development while reducing flood risk.
- While there is a rich tree canopy in the residential portions of the sector plan, existing commercial areas lack tree canopy coverage, contributing to increased urban heat island effect, exacerbating poor air quality, increasing runoff rates, and raising costs for cooling nearby buildings.
- Pollution, litter, and water quality are also major challenges for the Northwest Branch. This discourages residents and visitors from interacting with the natural environment.

HOUSING AND NEIGHBORHOODS



OPPORTUNITIES

- The sector plan area has a good supply of affordable housing stock. This affordability means this area can be a stepping-stone to home ownership, especially for young adults/families. Anecdotally, plan participants noted they moved to this area from the District of Columbia and other areas in Prince George's County.
- The sector plan area offers a semi-urban/suburban lifestyle with detached housing opportunities that current residents appreciate.
- The diversity of the existing housing stock and location of developable properties creates opportunities to promote "Missing Middle Housing."

CHALLENGES

- Most homes in the sector plan area were built in the 1950s and 1960s. The cost to renovate or repair aging houses may be a constraint for households.
- Existing market conditions and policies make implementing affordable housing strategies difficult.
- If momentum is achieved and attracts a significant number of people into the area, displacement is a potential outcome of future development. This could negatively impact housing affordability as well.

COMMUNITY HERITAGE, CULTURE, AND DESIGN



OPPORTUNITIES

- There is a broad diversity of residents, specifically cultural and ethnic diversity.
- Community members have an existing "pride of place" that could be highlighted through community branding and placemaking.
- Proximity to the Gateway Arts District offers opportunities to engage artists in nearby communities to increase community branding and public art offerings.
- The area has existing murals and public art that add to the community's character.

CHALLENGES

- The sector plan area lacks a strong sense of place and does not have a recognizable center for the community.
- There is an absence of "third places" where people can gather, interact, telework, or relax.
- There is a lack of interaction among the many different ethnic and cultural communities in the area.
- Municipal efforts to brand themselves and establish separate identities may conflict with the need to create a cohesive vision and brand to market the sector plan area.

HEALTHY COMMUNITIES



OPPORTUNITIES

- The proximity to parks and open space, along with increased development potential and Metro access, make the core of the sector plan area an ideal place for more indoor and outdoor community and civic spaces.
- The need for innovative stormwater management and green infrastructure offers an opportunity to develop attractive public open space and streets that serve the dual purpose of creating more comfortable streetscapes for pedestrians and dynamic public spaces.
- There are high-quality, yet underutilized, public open spaces integrated with natural areas, especially along the Northwest Branch of the Anacostia River.

CHALLENGES

- Access to shared-use paths and lack of pedestrian infrastructure creates connectivity issues.
- Perceptions of unsafe conditions, exacerbated by insufficient lighting and few public amenities, have reduced evening activity that could improve off-peak Metro ridership and patronage of local businesses.

PUBLIC FACILITIES



OPPORTUNITIES

- Just outside of the sector plan boundary, Hyattsville Middle School is undergoing a major renovation that has the potential to serve many of the students in the sector plan area.
- The newly renovated Hyattsville Library, also just outside of the sector plan area, offers residents additional public amenities just one Metro Station away.
- The Hyattsville Police Department is relocating to 3505 Hamilton Street. This move has the potential to enhance public safety within the sector plan area.
- The Department of Parks and Recreation is proposing a new multigenerational community recreation facility just north of the Sector Plan area.

CHALLENGES

- There is a lack of access to indoor and outdoor public gathering spaces for community members to host events and create opportunities for community building.

Scenario Planning

During the scenario planning process, the planning team used information collected during the public participation process to develop a series of growth concepts. The project team conducted a Virtual Visioning Workshop where team members worked with community members and stakeholders to learn what people within the sector plan area would hope to see over the next 20-25 years. Using a series of online activities facilitated through Microsoft Teams, MURAL, and Slido, the team and participants examined four specific focus areas within the overall sector plan area. These focus areas were concentrated around the West Hyattsville Metro Station to reflect the goals of Plan 2035 for increased development in Local Transit Centers.

Participants discussed the key priorities of the community, aspirations for development in the area, and future opportunities for community branding and public spaces. After analyzing all the feedback collected during this visioning workshop, the planning team worked to create a series of land use and place type maps that would show conceptual options for future growth in the sector plan area. The baseline for the growth concepts came from the zoning recommendations in the then-proposed CMA.³ A total of three growth concepts were generated from this process and presented to the public using the Virtual Town Hall. The results of these efforts led the planning team to one final preferred hybrid scenario that created a framework for growth and development in the sector plan area. See Section III. Land Use for more information about the recommended growth pattern.

SCENARIO PLANNING

Scenario planning is a technique to provide relevant and meaningful information about potential buildout and the effects of different types of growth in different locations so the project team could make better-informed decisions about plan policies and strategies.

Growth scenarios must be realistic and achievable. Scenarios cannot include unachievable or unlikely buildout numbers, nor can they include the unrealistic or unlikely preservation of developable property. Unrealistic scenarios can undermine a plan when they do not come to fruition.

Scenario planning identifies different ways a place can grow; it does not identify how a place necessarily will grow. How a place ultimately grows or does not grow is dependent on a number of factors, most importantly, the policy and regulatory environment, infrastructure investment, and the market.

³ See page 31 for a description of the Countywide Map Amendment.

ACTIVITY 2 - Activity Preference Survey

Mixed-Use Area Activities [5 minutes]

Did we miss anything?

Places to Gather [5 minutes]

Did we miss anything?

Mobility Options [5 minutes]

Did we miss anything?

ACTIVITY 3 - Focus Areas [25 minutes]

WHQC Focus Areas

The following focus areas have been developed based on preliminary conversations with stakeholders and community members as potential areas of transformation.

Focus Area 1 - West Hyattsville Local Transit Center [5 minutes]

Focus Area 2 - Neighborhood South of Chillum Road [5 minutes]

Focus Area 3 - Hamilton Street Corridor [5 minutes]

Focus Area 4 - Parks and Open Space [5 minutes]

ACTIVITY 4 - Visioning and Goals

1. WHQC is unique and diverse, and people's differences are embraced, not just tolerated. We return to WHQC to experience the community, culture, services, and amenities. Community events and festivals allow locals, regional residents, and visitors to share music, food, and ideas.

2. WHQC supports local businesses and has a strong working relationship with University of Maryland and other key partners that help people find viable opportunity in WHQC and the County. Small businesses thrive, and entrepreneurs choose to start and grow their businesses here.

3. WHQC has vibrant neighborhoods. Young singles, families, children, and seniors live in diverse housing types throughout the area. People know their neighbors, and they work together to care for each other. Children walk and bicycle to their neighbors, and they walk and bicycle to their neighborhood schools. Every resident can find shopping, recreation, and open space within an easy...

4. WHQC celebrates because the natural environment. The Regional Branch of the Annapolis is healthy and vibrant. Solar panels gather energy on rooftops, community gardens dot the parks, and native species graze parks, ponds, and open spaces. It is so easy to walk and bike in WHQC as it is an area. WHQC is connected to DC and the rest of Prince George's County through its transit systems. Growth is planned, makes efficient use of land, and ensures the community is vibrant.

Which vision elements did we miss?

What types of priorities should we be thinking about as we develop goals for the following topics?

Neighborhoods, housing, and community facilities?

Economic development and resiliency?

Mobility?

Equity and inclusion?

Environment and sustainability?

MURAL

MURAL is an online platform for collaboration offering a variety of interactive tools to facilitate brainstorming in a virtual workshop setting. Users can draw, participate in polls, write/type, use sticky notes, emojis, add graphics, and comment. For more information, please visit www.mural.com



How to Use this Plan

This sector plan contains the vision for the 1,085-acre West Hyattsville-Queens Chapel area and goals, policies, and strategies for implementing that vision. This plan is divided into eight plan elements:

1. Land Use (LU)
2. Economic Prosperity (EP)
3. Transportation and Mobility (TM)
4. Natural Environment (NE)
5. Housing and Neighborhoods (HN)
6. Community Heritage, Culture, and Design (HD)
7. Healthy Communities (HC)
8. Public Facilities (PF)

Goals, policies, and strategies are identified within each Plan 2035 element. However, there are connections between the policies and strategies of each element and each section addresses those relationships through cross references to related elements in the plan.

PLAN RECOMMENDATIONS

The plan defines a vision and goals for the entire plan area and establishes policies and strategies to achieve them.

VISION

The vision statement describes, in aspirational terms, what the plan area’s residents, workers, and other stakeholders want the area to be in 25 years and establishes the broadest context for decision-making.

GOAL

A goal reflects desirable future conditions and is the end state toward which actions are aimed. Each plan element starts with a goal.

POLICY

A policy is a statement of intent upon which decisions are evaluated. Policies in a master plan are intended to guide actions by public, private, nonprofit, and institutional partners to implement the vision and goals of the plan.

STRATEGY

For an area master plan, a strategy is an initiative, program, or project that is a specific action to achieve a goal. Strategies can be directly incorporated into an agency work program or capital budget, can represent an action by a private entity, or can recommend a new partnership or further study or analysis.

Hierarchy

Goals, policies, and strategies are organized so that the specific controls the general. If a conflict is perceived between policies or strategies, the more specific strategy is applicable.

Section III



Land Use



PLAN 2035 LAND USE GOAL

Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources.

SECTOR PLAN LAND USE GOAL

Mixed-use development with a focus on sustainability and community-serving amenities, concentrated within walking distance of Metrorail; with an intensity of development that decreases as it transitions to established neighborhoods.



Existing Conditions

The West Hyattsville-Queens Chapel Sector Plan area consists of approximately 1,085 acres that are primarily single-use, reflecting its primary phases of development from the 1950s to the 1970s. Residential uses are the primary type of land use within the sector plan area; single-family detached houses are the most prevalent type of residential use, although there also are attached, townhouse, and multifamily residential uses. The amount of open space within the sector plan area provides an attractive complement to residential uses. Common commercial uses include retail, offices, auto repair shops, and gas stations. These commercial uses are typically in the form of traditional suburban strip development with large surface parking lots in front.

Despite the presence of the West Hyattsville Metro Station for nearly 30 years, there is no vertical mixed-use development in the sector plan area. There is no Class A office space; however, a new Class A medical office facility is under construction at 5620 Ager Road.

Outside of the Local Transit-Oriented (LTO) Zones applied to the West Hyattsville Metro Station area by the CMA, the zoning in the sector plan area reflects current land uses. The sector plan area is largely zoned for medium- to medium-high-density residential and open space zones. Medium-high density residential zones, such as Residential Multifamily, 20 (RMF-20), consist of garden style apartments primarily found along Ager Road and along and east of MD 500 (Queens Chapel Road).

APPROVED DEVELOPMENT

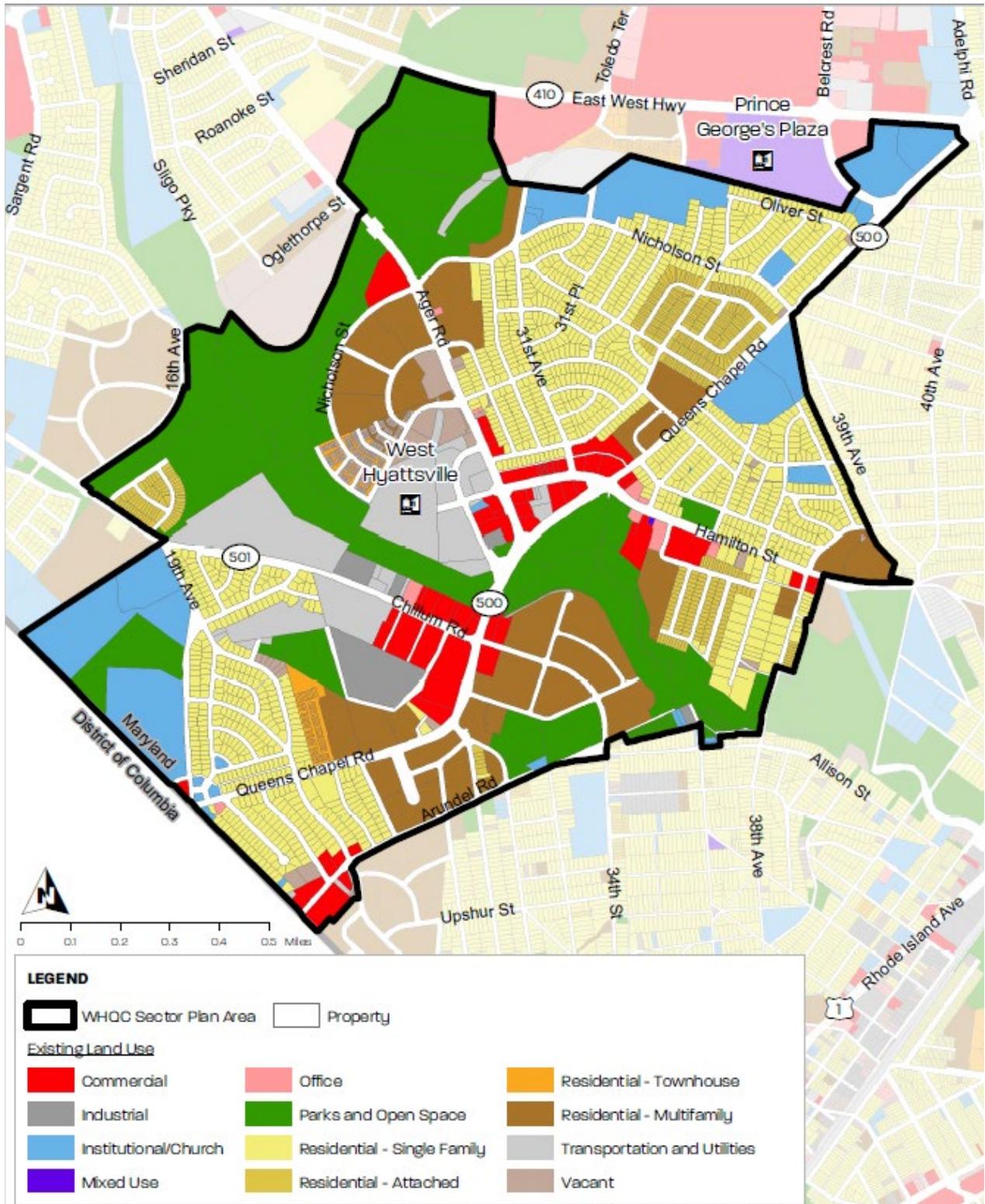
An approved development application represents an “entitlement” for a current or prospective property owner. A master or sector plan cannot undo a valid entitlement. Plans may identify an alternate future land use and other recommendations for a property should a previously approved development not come to fruition, but stakeholders should understand that construction of an approved development is always a possibility, regardless of what a plan recommends over the following 25 years. Except where such development is completely inconsistent with the goals of a master or sector plan, generally such plans presume construction of approved developments and accommodate them within the larger plan vision.



PHOTO BY M-NCPPC



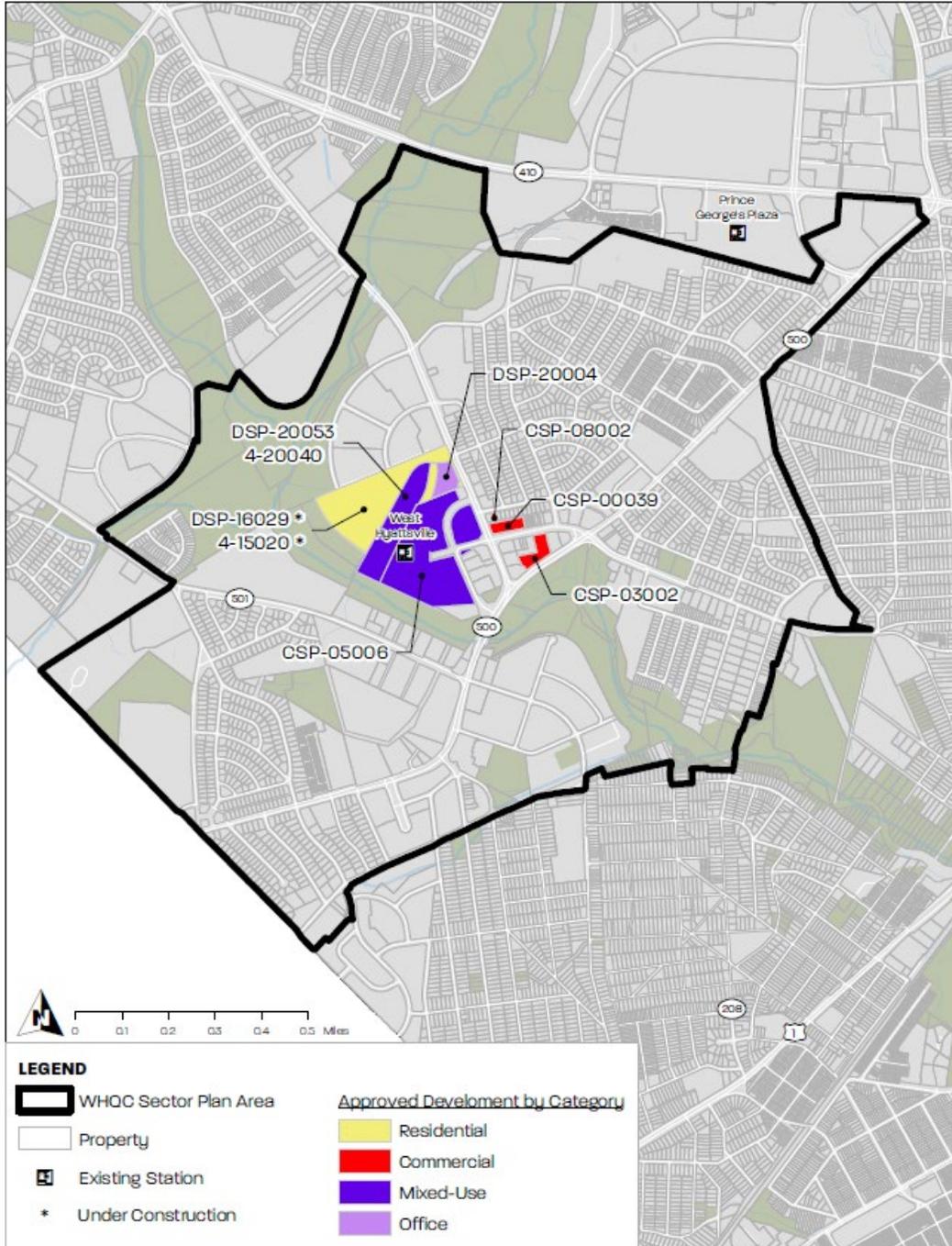
Map 6. Existing Land Use



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Map 7. Approved Development Applications in Sector Plan Area as of July 28, 2022⁴

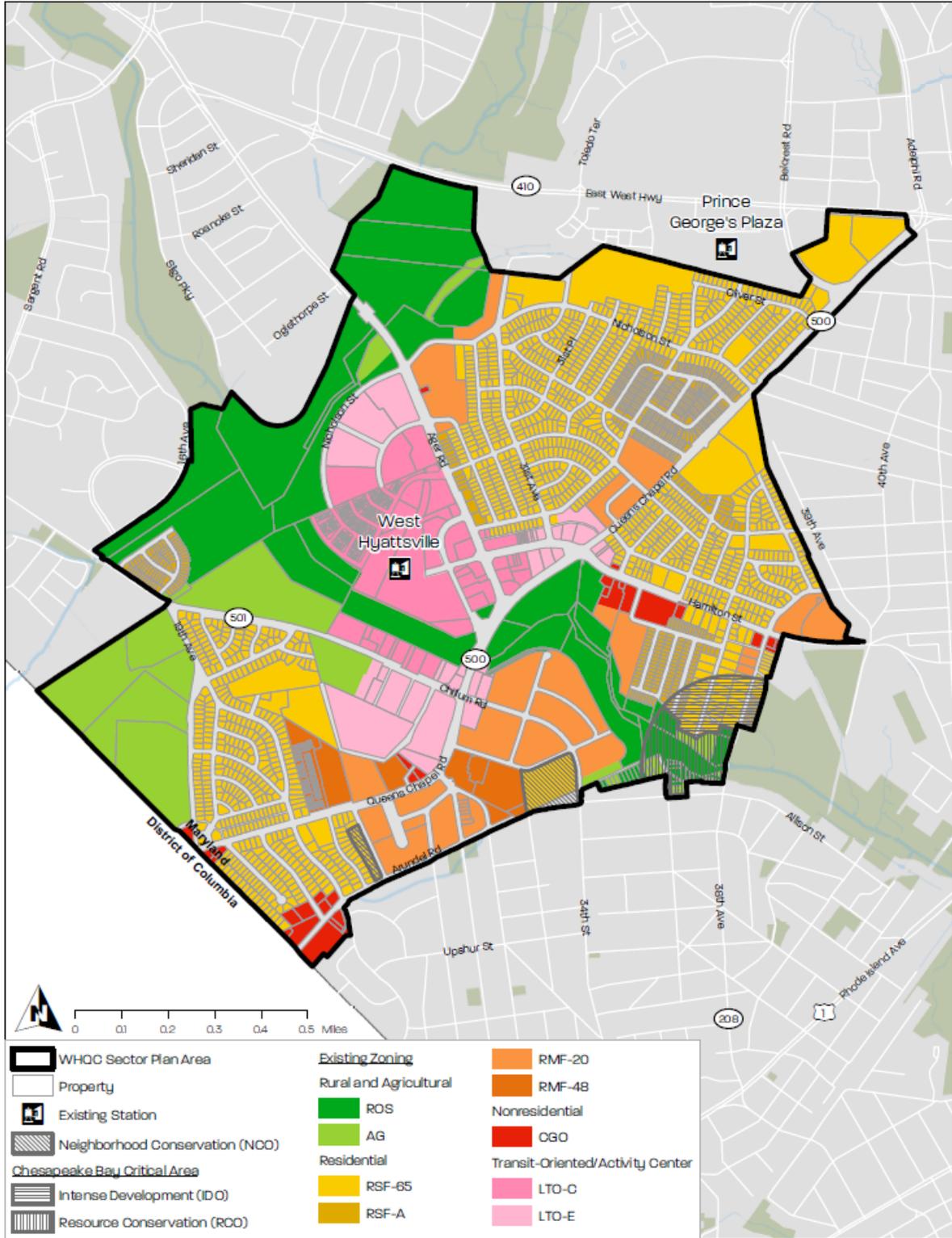


Source: Prince George’s County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

⁴ Excludes approved development where construction is complete.



Map 8. Existing Zoning



Source: Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Future Land Use Categories

Table 2. Future Land Use Categories

Color	Designation	Description	Density (Dwelling Units Per Acre)
	Mixed-Use	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.	Based on Center
	Neighborhood Mixed-Use	Traditional retail/shopping areas that are transitioning to a mix of residential, shopping, eating, and drinking, and other neighborhood-serving amenities. Neighborhood Mixed-Use areas are located outside of designated Centers, often along arterial roadways and at key intersections and interchanges.	(</=48)
	Commercial	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.	N/A
	Industrial/Employment	Manufacturing and industrial parks, warehouses, and distribution. May include other employment, such as office and services.	N/A
	Institutional	Uses such as military installations, hospitals, sewage treatment plants, and schools.	N/A
	Residential High	Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments	(>20)
	Residential Medium-High	Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(> 8 and </= 20)
	Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).	(> 3.5 and </= 8)



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

ZONING AND THIS SECTOR PLAN

This sector plan will be approved with a concurrent Sectional Map Amendment that reclassifies properties into the appropriate zones to implement this plan and is intended to be implemented through the use of the current Zoning Ordinance. Development proposed pursuant to the West Hyattsville Transit District Overlay Zone instituted by the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* under the provisions of Section 27-1703 of the Zoning Ordinance is likely not going to conform to this sector plan.



Policies and Strategies

PLANWIDE

Policy LU 1. Create a vibrant, sustainable community surrounding the West Hyattsville Metro Station that includes a variety of land uses.

LU 1.1. Implement and/or retain the land uses shown on each parcel on the Future Land Use Map (Map 9).

FUTURE LAND USE RECOMMENDATIONS

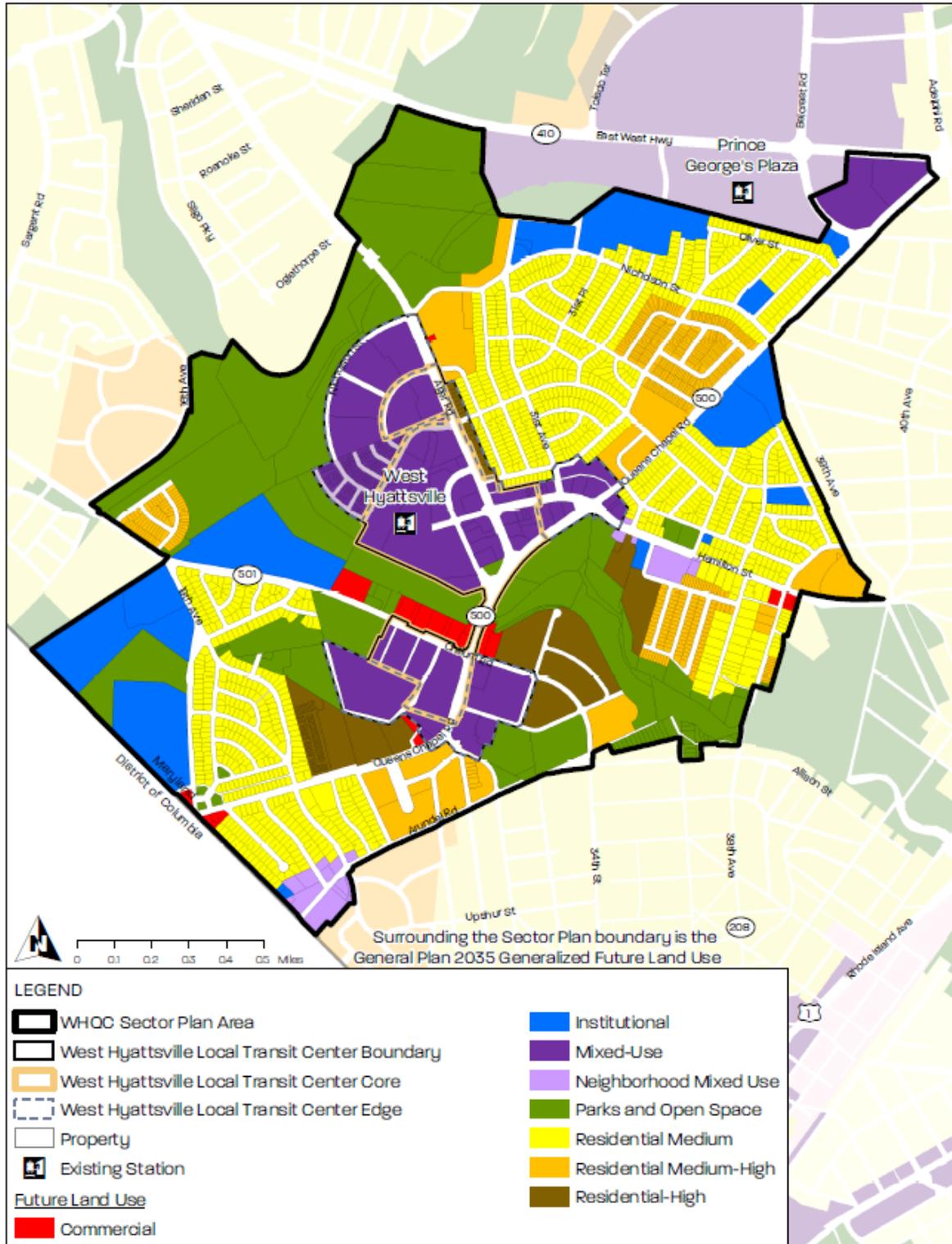
The Future Land Use Map (Map 9) contains specific land use recommendations for each parcel in the West Hyattsville-Queens Chapel sector plan area. This map applies to the entire sector plan area; if an actual conflict exists between the text of a strategy and a future land use designation, the strategy will take precedence. This map is not a substitute for the County Zoning Map. Implementation of the future land use recommendations on this map may require a zoning reclassification through the concurrent Sectional Map Amendment.



PHOTO BY M-NCPPC



Map 9. Future Land Use Map (FLUM)



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Policy LU 2. Preserve critical natural and environmentally sensitive features of the sector plan area to the maximum extent practicable. See also Policy LU 10, Policy NE 1, Policy PF 1 and Policy PF 2.

LU 2.1. Retain or construct Parks and Open Space future land uses on all properties owned by M-NCPPC and other environmentally sensitive public property within the sector plan area. Implement this strategy by retaining all properties currently in the Reserved Open Space (ROS) Zone in that zone and reclassifying the following properties into the ROS Zone:

Table 3. Properties Recommended to be Reclassified to ROS per Strategy LU 2.1.

Address	Tax ID
0 Jefferson Street	1796994
3512 Hamilton Street	1797000
0 Hamilton Street	1832310
2222 Chillum Road	1943752
2222 Chillum Road	1943760
2222 Chillum Road	1969815
2310 Chillum Road	1943745
0 Russell Avenue	1891126
0 Ingraham Street	1978923
0 Ingraham Street	1978865
0 Russell Avenue	1896752
0 Allison Street	1976927
0 Hamilton Street	1976760
0 38th Street	1976885
4919 Russell Avenue	1837293

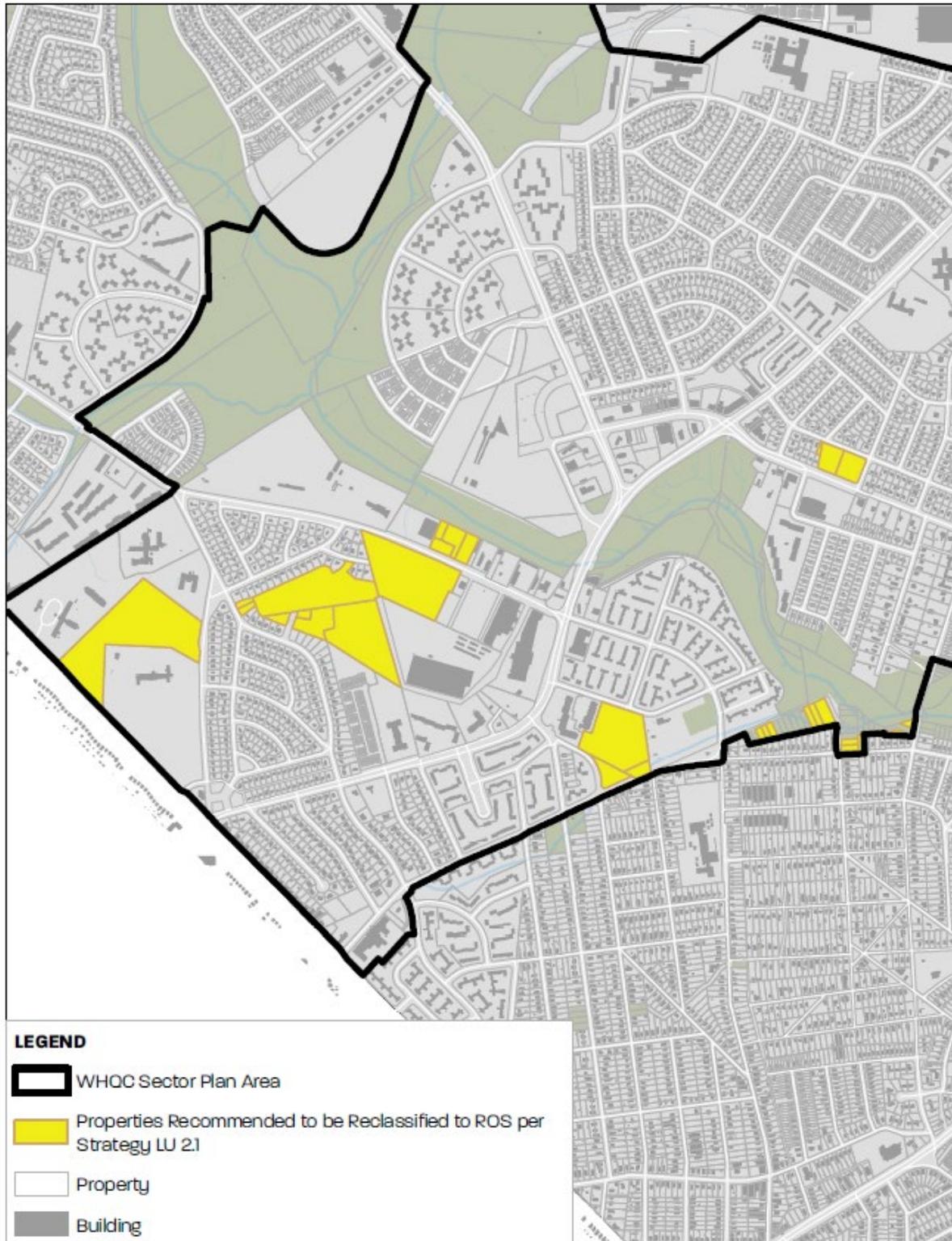
Address	Tax ID
0 Queens Chapel Road	1978527
0 Avondale Place	1879683
0 Queens Chapel Road	1879691
0 Chillum Road	1912229
0 La Salle Road	1915487
4701 31st Place	1897362
0 Arundel Road	1975119
3100 Arundel Road	1845882
0 Arundel Road	1878446
0 Arundel Road	1878420
4604 37th Street	1848324
0 Arundel Road	1976877
0 37th Street	1976901
0 37th Street	1976919
4917 Russell Avenue	1983667

LU 2.2. Acquire properties for preservation identified by the Prince George’s County Department of the Environment as containing “flood-prone structures.”⁵

⁵ For more information about flood management in Prince George’s County, visit <https://www.princegeorgescountymd.gov/363/Flood-Management>.



Map 10. Properties Recommended to be Reclassified to ROS per Strategy LU 2.1



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



LOCAL TRANSIT CENTERS AND DENSITY

Local Transit Centers are intended to concentrate development around Metro stations and high-traffic Purple Line stations. The densities recommended in Plan 2035 allow for a variety of housing types, including single-family attached; however, single-family attached housing is inconsistent with transit-oriented development best practices. Single-family attached housing, such as townhouses, creates a relatively lower density of individually owned properties near transit that limits the possibility of redevelopment due to its permanent character. Development of townhomes near a Metro station can eliminate land from being redeveloped for more than a century. Land near Metro stations is limited and valuable, and development on this land should be maximized to ensure the largest number of residents possible have access to transit and amenities within walking distance.

Policy LU 3. Evaluate land use regulations to ensure consistency with master and sector plans and best planning practice.

LU 3.1. When evaluating the effectiveness of the new Zoning Ordinance, the County Council should consider potential updates to the Zoning Ordinance to:

- i) Evaluate whether the goals of this plan will be best achieved if the District Council prohibits the use of the prior Zoning Ordinance and Subdivision Regulations for properties subject to Sectional Map Amendments adopted after April 1, 2022; and
- ii) Consider the relationship between Plan 2035 and this sector plan's goals, transit-oriented development principles, and the unintended consequences of permitting townhomes in the LTO-C Zone where only multifamily housing and other vertical forms of development are appropriate.

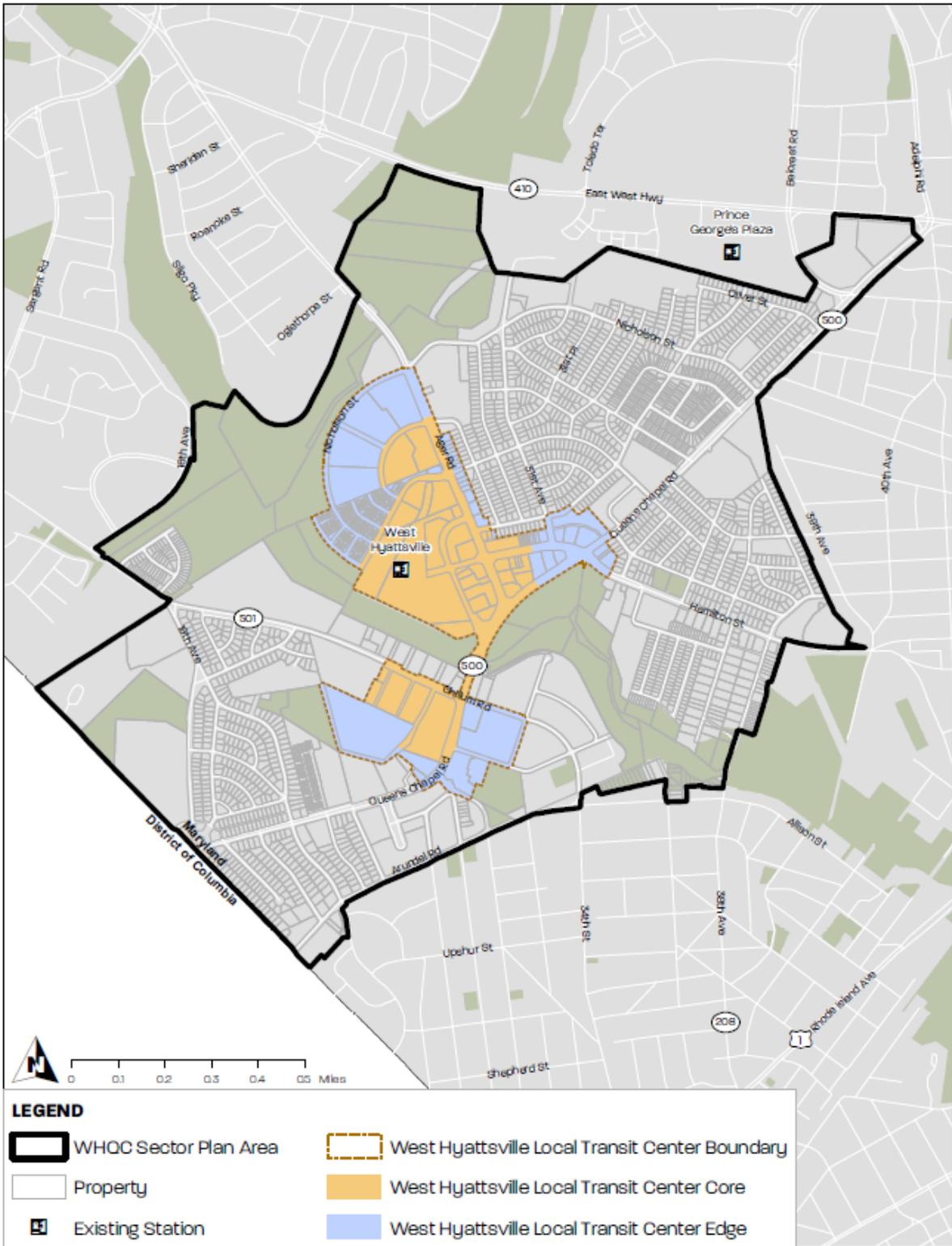
WEST HYATTSVILLE LOCAL TRANSIT CENTER

Policy LU 4. Maximize the potential for transit-oriented development within walking distance of the West Hyattsville Metro Station.

LU 4.1. Amend Plan 2035 to define the boundary of the West Hyattsville Local Transit Center as shown on Map 11. West Hyattsville Local Transit Center, Core, and Edge and to include all properties listed in Appendix E. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Center. The northern and southern portions of the West Hyattsville Local Transit Center (as divided by the Northwest Branch) shall only be connected via the right-of-way of MD 500 (Queens Chapel Road). Implement this strategy by classifying all properties in the West Hyattsville Local Transit Center, with the exception of those classified in RSF-A or ROS zones, in the Local Transit-Oriented (LTO) Zones. No property in the Sector Plan area outside the West Hyattsville Local Transit Center should be classified in the LTO Zones.



Map 11. West Hyattsville Local Transit Center, Core, and Edge



Source: Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



LU 4.2. Exclude the following undevelopable or environmentally constrained properties listed in Table 4 from the West Hyattsville Local Transit Center.

Table 4. Properties Excluded from the West Hyattsville Local Transit Center and Recommended for Reclassification out of the LTO Zones (if applicable) pursuant to Strategy 4.2

Address	Tax ID	Address	Tax ID
3201 Queens Chapel Road	1943638	2434 Chillum Road	1853605
0 Queens Chapel Road	1972405	2440 Chillum Road	1848159
3201 Queens Chapel Road	1837665	2460 Chillum Road	1965086
3213 Queens Chapel Road	1978451	2480 Chillum Road	1905678
3299 Queens Chapel Road	1971712	2486 Chillum Road	1922574
2428 Chillum Road	1840669	3200 Queens Chapel Road	1871482
2430 Chillum Road	1839166	3290 Queens Chapel Road	1874221
2426 Chillum Road	1840636	0 Laurel Bowie Road	5644428
5618 Ager Road	1914753	0 Ager Road	1914472
2130 Chillum Road	1976596	2201 Chillum Road	1912229
0 Queens Chapel Road	1914324	2308 Chillum Road	1882810
2222 Chillum Road	1943752	2222 Chillum Road	1969815
2222 Chillum Road	1943760	2310 Chillum Road	1943745
0 Queens Chapel Road	1914712	0 River Terrace Road	5651218

To implement this strategy, reclassify all properties listed in Table 4 currently zoned in the Local Transit-Oriented (LTO) Zones to zones other than LTO. See also Policy LU 1.

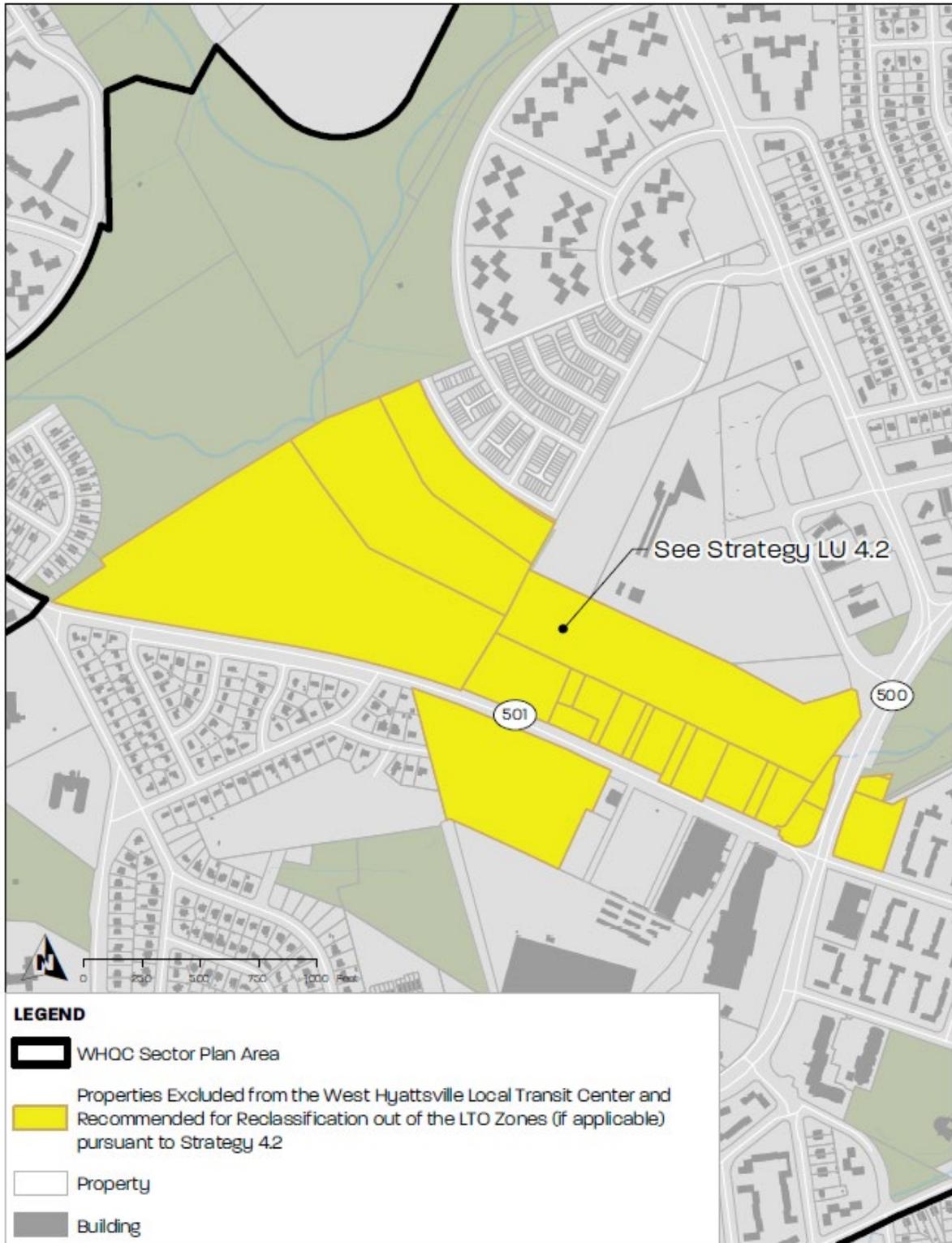
LU 4.3. Construct a mix of uses at transit-supportive densities on properties classified in or recommended for the Local Transit-Oriented Zones throughout the West Hyattsville Local Transit Center. See Map 9. Future Land Use Map (FLUM).

LU 4.4. Activate retail corridors by concentrating eating and dining establishments and convenience retail and services along Hamilton Street west of and including 3420 Hamilton Street to the West Hyattsville Metro Station and along UC-214, the Buchanan Street extension, west of MD 500 (Queens Chapel Road). Such uses should be located primarily in the ground-floor of mixed-use buildings. See also Strategy EP 2.3 and Policy HD 5.

LU 4.5. Encourage the use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone on all properties in the West Hyattsville-Queens Chapel Local Transit Center to achieve desired amenities including, but not limited to, Center-appropriate streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing. See also Policies TM 1-5, Policy NE 2, Policies NE 5-7, Policy HN 1, Policy HD 4, and Policy PF 1.



Map 12. Properties Excluded from the West Hyattsville Local Transit Center and Recommended for Reclassification out of the LTO Zones (if applicable) pursuant to Strategy 4.2



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



LU 4.6. Consider amending Plan 2035 in the future to redefine the Prince George’s Plaza Regional Transit District to incorporate the West Hyattsville Local Transit Center.

Policy LU 5. Concentrate the highest densities of vertical mixed-use and residential development closest to the West Hyattsville Metro Station. See also Policy HC 1.

LU 5.1. Define the Core of the West Hyattsville Local Transit Center to include all the properties listed in Table E-1 in Appendix E and shown on Map 11. Implement this strategy by retaining or reclassifying all properties listed in Table E-1 in the Local Transit-Oriented, Core (LTO-C) Zone, except the property at 0 Queens Chapel Road (Tax Account 1914647), which should retain its current zoning of ROS. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Core.

LU 5.2. Concentrate office, institutional, and other nonresidential development closest to the West Hyattsville Metro Station. See also Policies EP 2 and EP 3.

LU 5.3. Redevelop the properties at 3100 Queens Chapel Road (The Shops at Queens Chillum) and 2425 Chillum Road (Chillum Road Shopping Center) as mixed-use development, establishing partnerships to:

- i) Attract or retain a supermarket on the lower floor(s) of a new mixed-use building at or near the intersection of MD 500 (Queens Chapel Road) and UC-214, the new Buchanan Street extension;
- ii) Construct public gathering spaces as recommended in Strategy PF 1.1;
- iii) Concentrate ground-floor retail along UC-214, the new Buchanan Street extension, and along MD 500 (Queens Chapel Road) between MD 501 (Chillum Road) and Buchanan Street; and
- iv) Work with property owners and local businesses to incentivize or subsidize existing tenants to stay in the neighborhood after redevelopment. See also and Strategies EP 1.2 and EP 2.5.

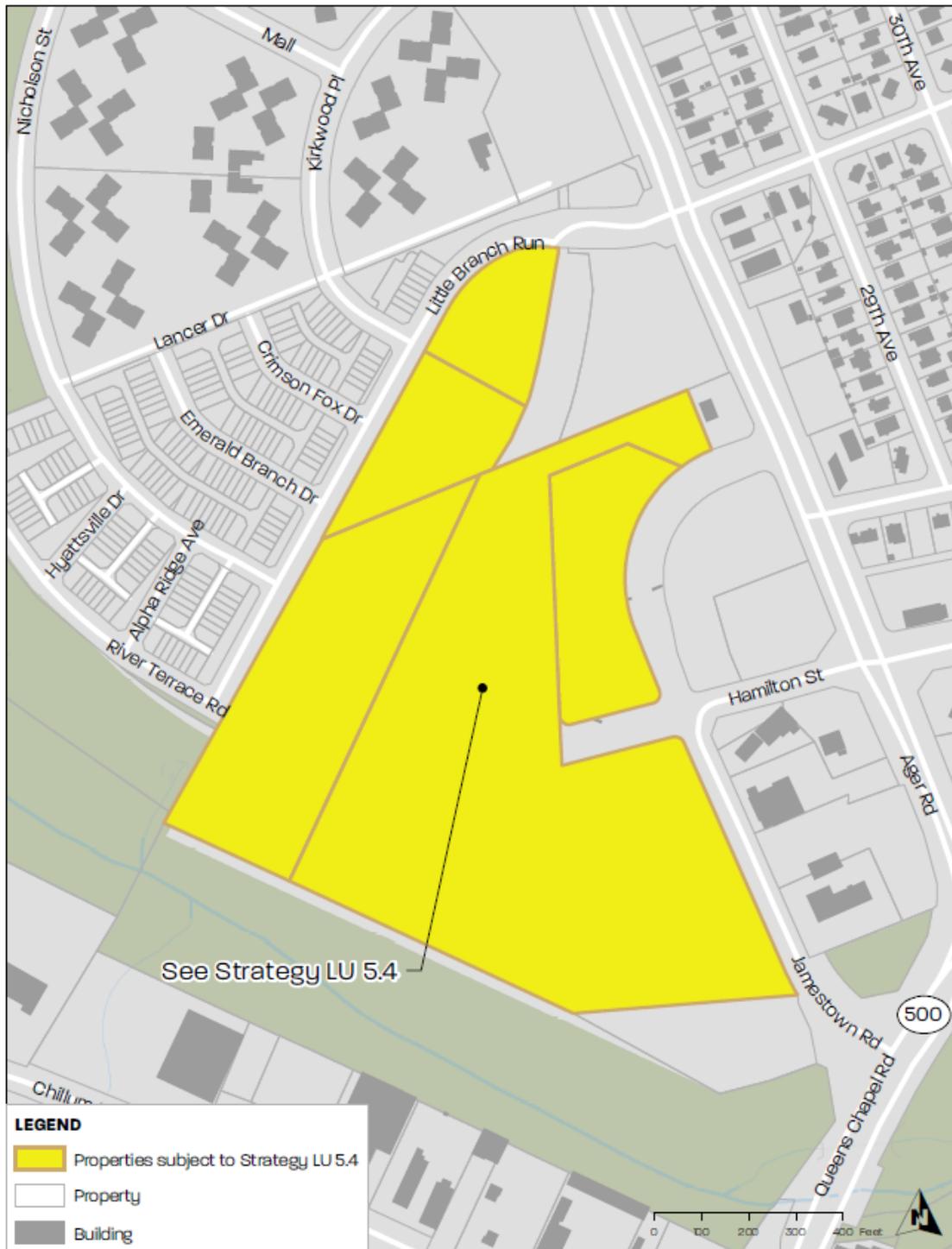
LU 5.4. New buildings constructed in the Core on properties adjacent to Metro tracks should front on streets or civic spaces; the rear of buildings and any integrated parking should face the Metro tracks. These properties include those listed in Table 5:

Table 5. Properties subject to Strategy LU 5.4

Address	Tax ID
5400 Jamestown Road	1851252
5520 Jamestown Road	1927888
0 Ager Road	5649192
0 Ager Road	5649181
2700 Hamilton Street	1924745



Map 13. Properties subject to Strategy LU 5.4



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Policy LU 6. Facilitate lower-intensity multifamily development and higher intensity single-family development as a transitional area between the Core of the Local Transit Center and surrounding neighborhoods.

LU 6.1. Define the Edge of the West Hyattsville Local Transit Center to include all the properties listed in E-2 and E-3 in Appendix E and as shown on Map 11. Implement this strategy by reclassifying the properties listed in Table E-2 into, or retaining them in, the Local Transit-Oriented, Edge (LTO-E) Zone; and by retaining the properties listed in Table E-3 in the Residential, Single-Family-Attached (RSF-A) Zone.

LU 6.2. Multifamily housing should be the dominant land use in the Edge, with neighborhood-scale supportive retail and services on ground floors where necessary. See also Policy HN 1.

LU 6.3. Concentrate street-level retail along UC-214, the Buchanan Street extension, west of MD 500 (Queens Chapel Road). See also Strategy LU 4.4 and Policy EP 2.

PRINCE GEORGE’S PLAZA REGIONAL TRANSIT DISTRICT

Policy LU 7. Ensure transit-supportive, yet transitional, densities between the Prince George’s Plaza Metro Station and MD 500 (Queens Chapel Road). See also Strategy HN 1.1.

LU 7.1. Amend Plan 2035 by adding the following properties east of Belcrest Road, south of MD 410 (East West Highway), and west of MD 500 (Queens Chapel Road) to the Edge of the Prince George’s Plaza Regional Transit District:

Table 6. Properties to be added to the Prince George’s Plaza Regional Transit District Edge and recommended for RTO-H-E Zone

Address	Tax ID
3799 East West Highway	1820695
6201 Belcrest Road	1800036

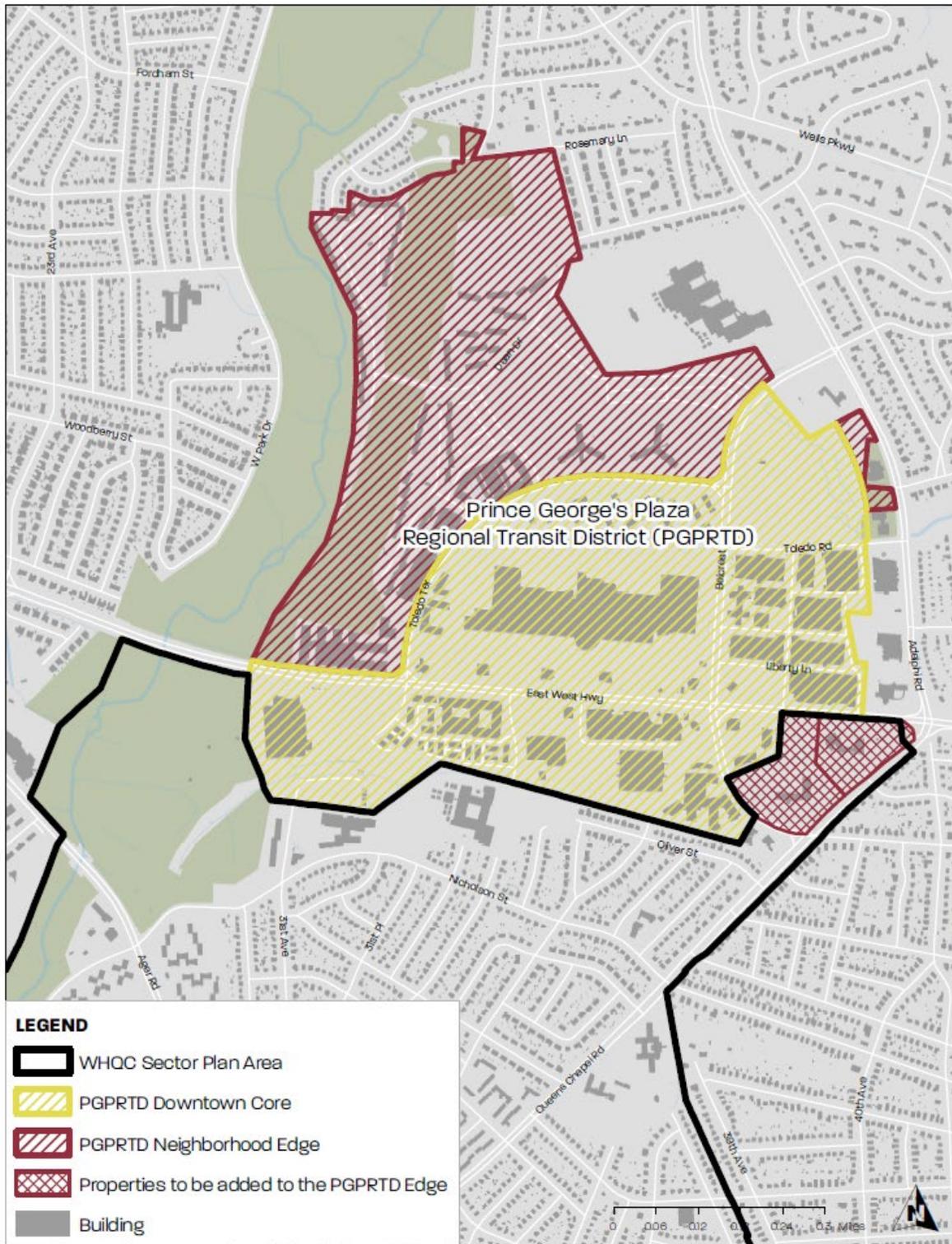
See Map 14 below.

LU 7.2. Construct a mix of uses on the properties in Table 6. See Map 9. Future Land Use Map (FLUM). Uses should be primarily multifamily residential with ground-floor commercial. Implement this strategy by reclassifying the properties identified in Strategy LU 7.1 and in Table 6 into the Regional Transit-Oriented, High-Intensity, Edge (RTO-H-E) Zone.

LU 7.3. Work with property owners to ensure that, as redevelopment occurs, the tallest buildings front Belcrest Road and MD 410 (East West Highway), while shorter buildings front MD 500 (Queens Chapel Road), ensuring a transition to the single-family neighborhoods east of MD 500 (Queens Chapel Road). See also Strategy HD 4.7.



Map 14. Prince George's Plaza Regional Transit District



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



ESTABLISHED COMMUNITIES

Policy LU 8. Create walkable, neighborhood shopping and dining destinations along existing commercial streets. See also Policy EP 1, Policy EP 2, and Policy HD 5.

LU 8.1. Construct a mix of uses at the neighborhood scale along Varnum Street between Eastern Avenue NE and Russell Street, including 2300 Arundel Road. See Map 9. Future Land Use Map (FLUM). Implement this strategy by reclassifying the following properties into the Commercial, Neighborhood (CN) Zone:

Table 7. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 8.1

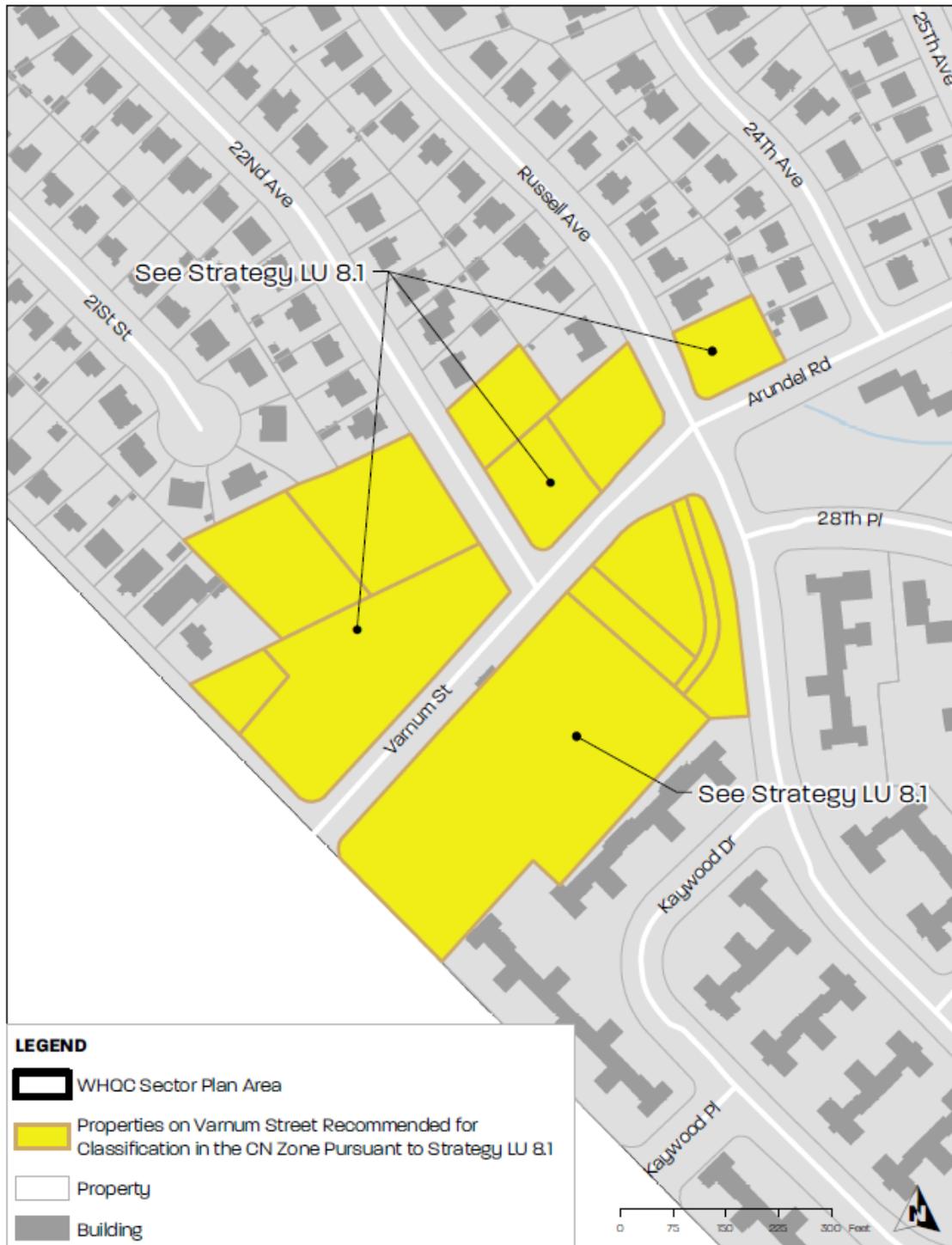
Address	Tax ID
0 Eastern Avenue	1925528
0 Arundel Road	1902394
0 22nd Avenue	1902402
4507 22nd Avenue	1908102
0 Russell Avenue	1958602
2300 Arundel Road	1926286
2310 Varnum Street	1906338

Address	Tax ID
2319 Varnum Street	1902378
0 Varnum Street	1902386
0 Varnum Street	1902352
0 Varnum Street	1902360
2201 Varnum Street	1902345
4501 Eastern Avenue	1902337

See also Strategies EP 2.5, TM 1.5, TM 1.12, and TM 1.15.



Map 15. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 8.1



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



LU 8.2. Construct a mix of uses at the neighborhood scale along MD 208 (Hamilton Street), with existing commercial uses redeveloping to modern, street-front buildings over time. These buildings are envisioned to be standalone commercial structures or commercial/service ground floors with apartments above, constructed to the standards of the Commercial, Neighborhood (CN) Zone. See Map 9. Future Land Use Map (FLUM). Implement this strategy by reclassifying the following properties into the CN Zone:

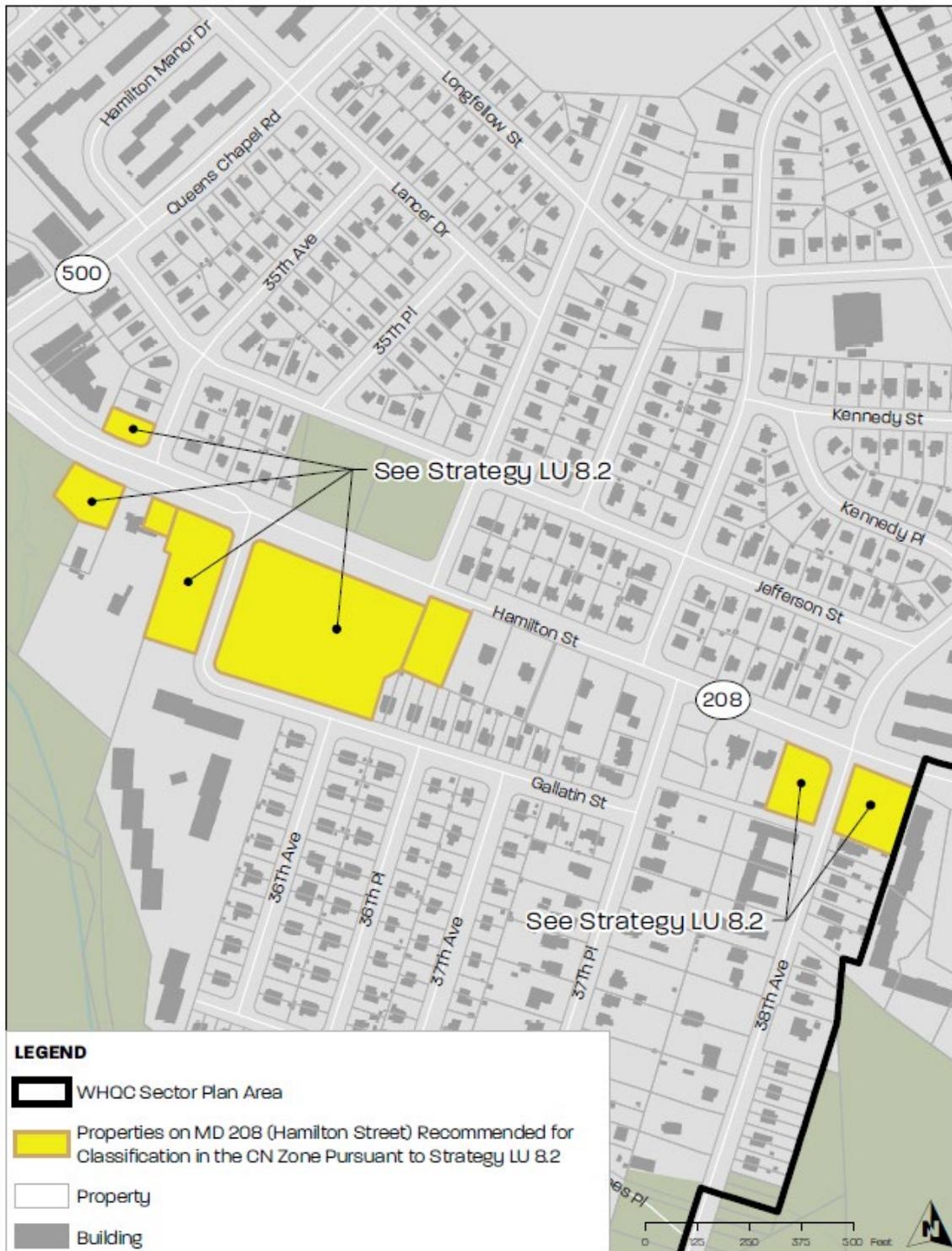
Table 8. Properties on MD 208 (Hamilton Street) Recommended for Classification in the CN Zone Pursuant to Strategy LU 8.2

Address	Tax ID
3415 Hamilton Street	1803014
3430 Hamilton Street	1797273
3501 Hamilton Street	1813005
3505 Hamilton Street	1805803

Address	Tax ID
3511 Hamilton Street	1794213
3601 Hamilton Street	1807411
3737 Hamilton Street	1802685
3801 Hamilton Street	1810050



Map 16. Properties on MD 208 (Hamilton Street) Recommended for Classification in the CN Zone Pursuant to Strategy LU 8.2



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



LU 8.3. Create a row of eating and drinking establishments to serve the Queenstown neighborhood along UC-211 (Queenstown Drive Realignment) north of UC-213 (Chauncey Place Extended). See also Strategy EP 2.6.

Policy LU 9. Support redevelopment that creates a range of market- and below-market-rate housing opportunities on the periphery of the West Hyattsville Local Transit Center. See also Policy HN 1.

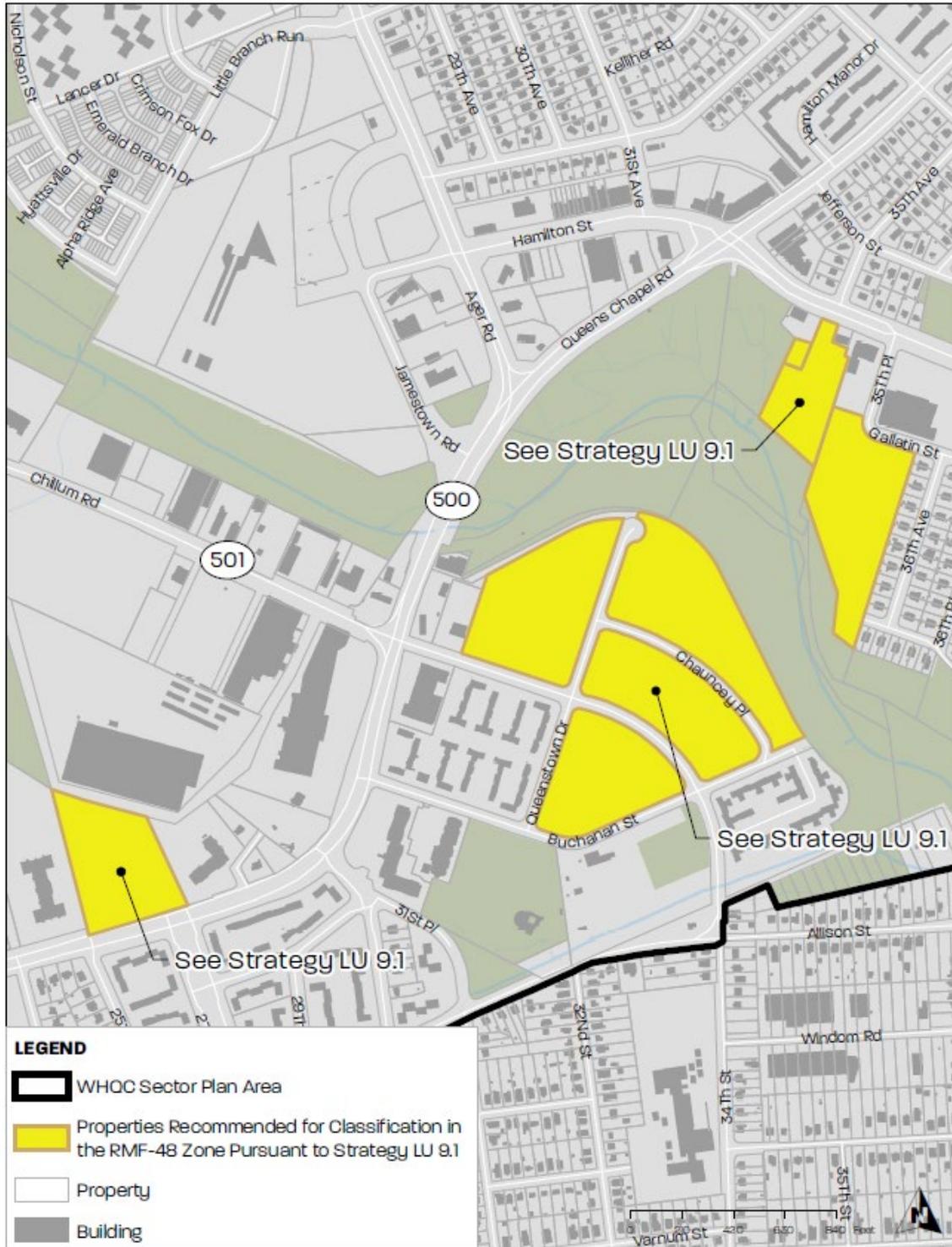
LU 9.1. Redevelop the following properties with a mix of multifamily housing types at densities up to 48 dwelling units per acre. See Map 9. Future Land Use Map (FLUM). Implement this strategy by reclassifying the following properties into the Residential, Multifamily-48 (RMF-48) Zone:

Table 9. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 9.1

Property Name	Address	Tax ID
Landon Court Apartments	3601 Gallatin Street	1808922
Queens Park Plaza	2500 Queens Chapel Road	1978576
Queenstown Apartments	3301 Chillum Road	1943778
		1943786
		1943810
		1943836
		1943844
		1943802
N/A	3421 Hamilton Street	1831478
N/A	0 Hamilton Street	1831460



Map 17. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 9.1



Source: Prince George’s County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



LU 9.2. Develop multiple one-, two-, or three-family dwelling units on the following properties to provide additional “Missing Middle” housing in the sector plan area. Implement this strategy by reclassifying the subject properties into, or retaining them in, the Residential, Single-Family, Attached (RSF-A) Zone. See also Strategy HN 1.3.

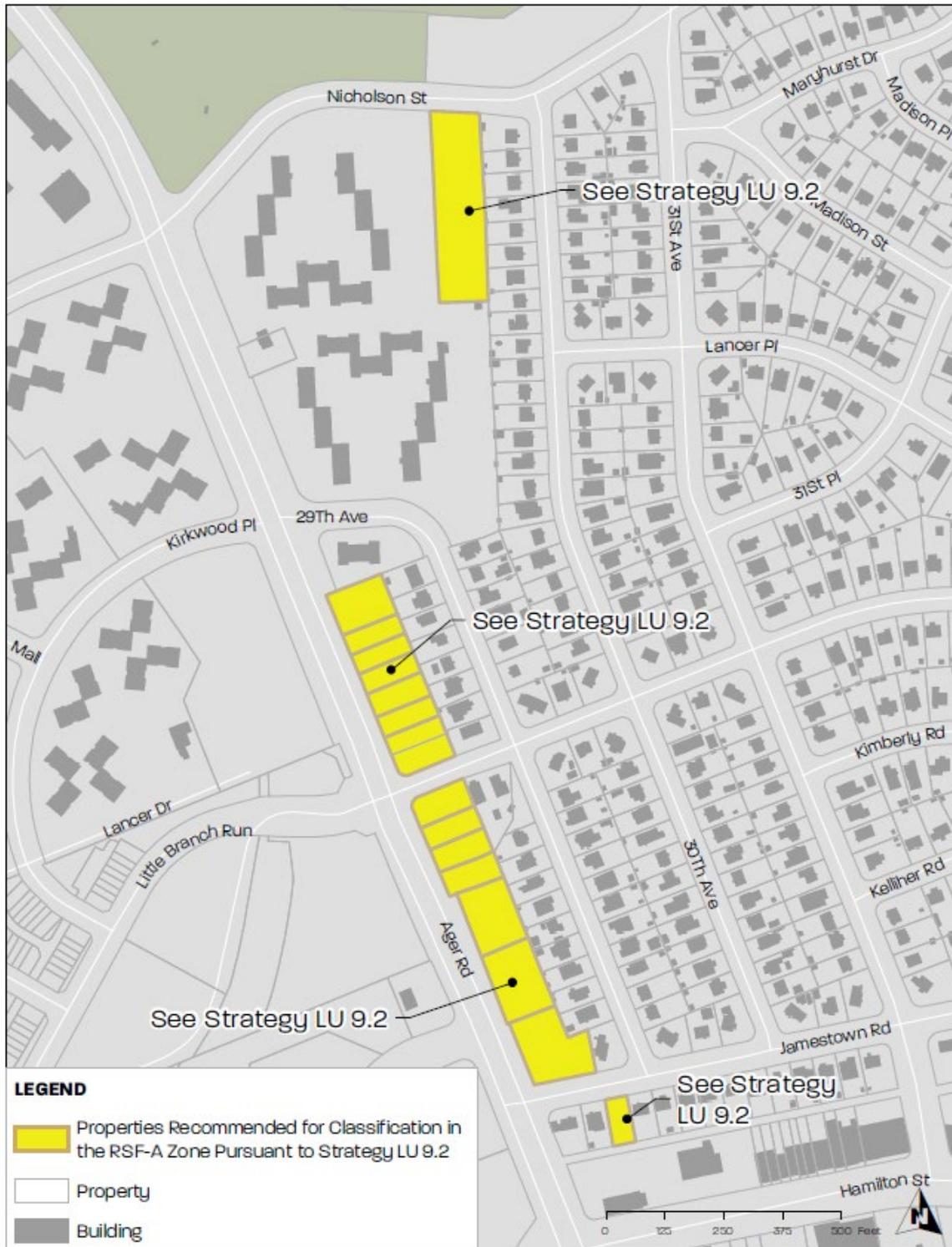
Table 10. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategy LU 9.2

Address	Tax ID
2805 Jamestown Road	1800101
2901 Nicholson Street	1789874
5601 Ager Road	1828409
5605 Ager Road	1821099
5611 Ager Road	1827344
5709 Ager Road	1823434
5711 Ager Road	1823426
5619 Ager Road	1826130

Address	Tax ID
5615 Ager Road	1793918
5617 Ager Road	1798875
5713 Ager Road	1826197
5715 Ager Road	1826205
5705 Ager Road	1828821
2800 Lancer Drive	1832286
5707 Ager Road	1823442
5621 Ager Road	1806322



Map 18. Properties Recommended for Classification/Retention in the RSF-A Zone Pursuant to Strategy LU 9.2



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



ENVIRONMENTAL CHALLENGES BETWEEN MD 501 (CHILLUM ROAD) AND THE NORTHWEST BRANCH OF THE ANACOSTIA RIVER



PHOTO BY M-NCPPC

Properties located north of MD 501 (Chillum Road) and the Northwest Branch of the Anacostia River present numerous environmental challenges, including, but not limited to:

- They abut the Northwest Branch of the Anacostia River and are located entirely within its floodplain.
- There are no flood controls along the Northwest Branch at this location, dramatically increasing flood risk.
- The properties largely consist, and have historically consisted of, automobile-oriented uses such as gas stations and auto repair shops, which often present the potential for soil contamination.
- The environmental examination of these properties necessary to construct any structures on them, including flood control measures and/or new buildings, is prohibitively expensive given the small size of the properties.
- Mitigation of anticipated contamination issues would be prohibitively expensive, especially given the size of structures appropriate for these properties' proximity to a Metro station.
- Redevelopment of these properties would require elevating them out of the floodplain, which would dramatically alter the location and extent of the floodplain west of the MD 500 (Queens Chapel Road) bridge, a "chokepoint" for water flow in the Northwest Branch. Such elevation was not evaluated as part of this sector plan due to its infeasibility and the effects elsewhere in the floodplain that could not be reasonably mitigated.
- The location of these properties, approximately 50-60 feet from the riverbank, and the size of the properties, makes any physical redevelopment infeasible due to the inability to adequately control stormwater onsite, to construct buildings that meet modern commercial space demands, to allow parking onsite, and to the inability to construct residential structures due to the obvious health and safety risks posed by potential flooding.

These properties are shown on Map 19 and are subject to the strategies under Policy LU 10.



Map 19. Properties North of Chillum Road Subject to Policy LU 10



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Policy LU 10. Expand long-term opportunities to increase park and open space uses in the sector plan area. All strategies under this Policy pertain to the properties shown on Map 19.

LU 10.1. In the mid- to long-term, work with municipal, state, M-NCPPC DPR, and County agencies to acquire, to mitigate environmental impacts of prior development on, and preserve as open space the following properties in Table 11 north of Chillum Road and south of the Northwest Branch of the Anacostia River. See also Policy LU 2, Policy NE 1, Policy NE 2, Policy NE 3, and Policy PF 1.

Table 11. Properties for Acquisition and Preservation Subject to Strategy LU 10.1

Address	Tax ID	Address	Tax ID
2308 Chillum Road	1882810	2480 Chillum Road	1905678
2222 Chillum Road	1943752	2486 Chillum Road	1922574
2222 Chillum Road	1943760	3200 Queens Chapel Road	1871482
2222 Chillum Road	1969815	0 Queens Chapel Road	1972405
2310 Chillum Road	1943745	3201 Queens Chapel Road	1943638
2428 Chillum Road	1840669	3201 Queens Chapel Road	1837665
2430 Chillum Road	1839166	3213 Queens Chapel Road	1978451
2426 Chillum Road	1840636	3290 Queens Chapel Road	1874221
2434 Chillum Road	1853605	0 Laurel-Bowie Road	5644428
2440 Chillum Road	1848159	3299 Queens Chapel Road	1971712
2460 Chillum Road	1965086		

LU 10.2. The properties listed in Table 11 should not be redeveloped for any purpose that would not significantly improve stormwater management or environmental mitigation. Existing buildings and sites may be rehabilitated or renovated, as needed, to maintain business operations, improve the appearance of buildings and sites, and to improve stormwater management or otherwise mitigate environmental impacts.

LU 10.3. Granting of floodplain waivers will inhibit implementation of this sector plan and should be discouraged in this area. These properties listed in Table 11 should not be elevated out of the floodplain except as part of a coordinated floodplain management program to reduce flood risk for properties south of MD 201 (Chillum Road).

LU 10.4. Reclassify the properties listed in Table 11, with the exception of the properties located at 2222 and 2310 Chillum Road (Tax Accounts 1943752, 1943760, 1969815, and 1943745), into the Commercial, Service (CS) Zone and recommend commercial future land uses to permit existing businesses to continue in operation, or for other permitted businesses to adaptively reuse structures, until such time as they can be acquired for mitigation. See Map 9. Future Land Use Map (FLUM).

Section IV



Economic Prosperity



PLAN 2035 ECONOMIC PROSPERITY GOAL

Create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.

SECTOR PLAN ECONOMIC PROSPERITY GOAL

Businesses are diversified and can thrive over time, and local entrepreneurs have opportunities to grow and serve the community.



PHOTO BY M-NCPPC

Existing Conditions Summary

While not one of the officially designated economic submarkets in Plan 2035, the sector plan area has a role to play by building a local, transit-oriented, neighborhood-serving economic center. There were approximately 82,000 square feet of primarily Class C office space across 11 properties already built in the sector plan area in 2021. The existing inventory is very old, with the newest building constructed in 1966 (one building underwent a renovation in 2007). There is currently no Class A office space in sector plan area. The nearest Class A office space is primarily located at University Town Center, outside of the sector plan area and north of MD 410 (East West Highway), and significant portions of this space are under conversion to residential use. Nonetheless, there is a new Kaiser Permanente medical facility project under construction near the West Hyattsville Metro Station on Ager Road and it includes 47,000 square feet of medical office space.

The sector plan area has approximately 475,000 square feet of retail space across more than 40 properties, not including gas stations, auto repair, and other miscellaneous lots. More than half of the existing retail space is located across four shopping centers: The Shops at Queens Chillum, Queens Chapel Town Center, Chillum Shopping Center, and Kaywood Shopping Center. Forty percent of this inventory is Grade C, or inadequate, leaving 285,000 square feet of usable retail space. The sector plan area currently is over-retailed, with a surplus of 25,700-112,100 square feet.



Policies and Strategies

Policy EP 1. Promote local entrepreneurship and small, local, and minority-owned business development. See also Strategies LU 4.4 and LU 5.3.

EP 1.1. Work with local governments and community partners to develop programs that incentivize and support existing and new small, local, and minority-owned businesses, including, but not limited to, international and specialty grocery stores and restaurants.

EP 1.2. Evaluate the potential of rent subsidies and other financial support to help small, local, and minority-owned businesses stay in their current location or locate into new buildings as redevelopment occurs.

EP 1.3. Provide shared facility/incubator space for local start-up businesses, especially those within a half mile of the Metro station (for example, a food hall).

Policy EP 2. Create attractive commercial corridors to serve residents and visitors. See also Strategy LU 4.4, Policy LU 8, and Policy HD 5.

EP 2.1. Work with property owners, leasing agents, and the private sector to concentrate regional-serving retail in the Prince George's Plaza Regional Transit District and neighborhood-serving retail in the West Hyattsville Local Transit Center.



PHOTO BY M-NCPPC



- EP 2.2.** Place neighborhood-focused retail and services on the ground floor of mixed-use buildings.
- EP 2.3.** Create a dynamic commercial main street corridor stretching east along Hamilton Street from the West Hyattsville Metro Station. See also Strategy LU 4.4.
- EP 2.4.** Locate retail businesses, such as convenience retail, restaurants, bars, and personal services near the West Hyattsville Metro Station to serve transit commuters and users of the regional trail network and catalyze development of other retail/services in the area.
- EP 2.5.** Retain and attract a diverse range of tenants, including eating and drinking establishments, to the commercial storefronts along the south side of Varnum Street. As redevelopment occurs along the north side of Varnum Street, create a row of neighborhood-serving retail/commercial uses. See also Strategy LU 8.1.
- EP 2.6.** Create a row of eating and drinking establishments to serve trail users and neighborhood residents along UC-211 (Queenstown Drive Realignment) north of UC-213 (Chauncey Place Extended). See also Strategy LU 8.3.
- EP 2.7.** Create a retail corridor along UC-214 (Buchanan Street extension) and along MD 500 (Queens Chapel Road) from Buchanan Street to Chillum Road to replace existing retail at the Chillum Road Shopping Center and the Shops at Queens Chillum. See also Strategies LU 5.3 and LU 6.3.

Policy EP 3. Diversify business growth and job opportunities in the sector plan area while investing in training and maintaining a skilled workforce. See also Policy HC 3.

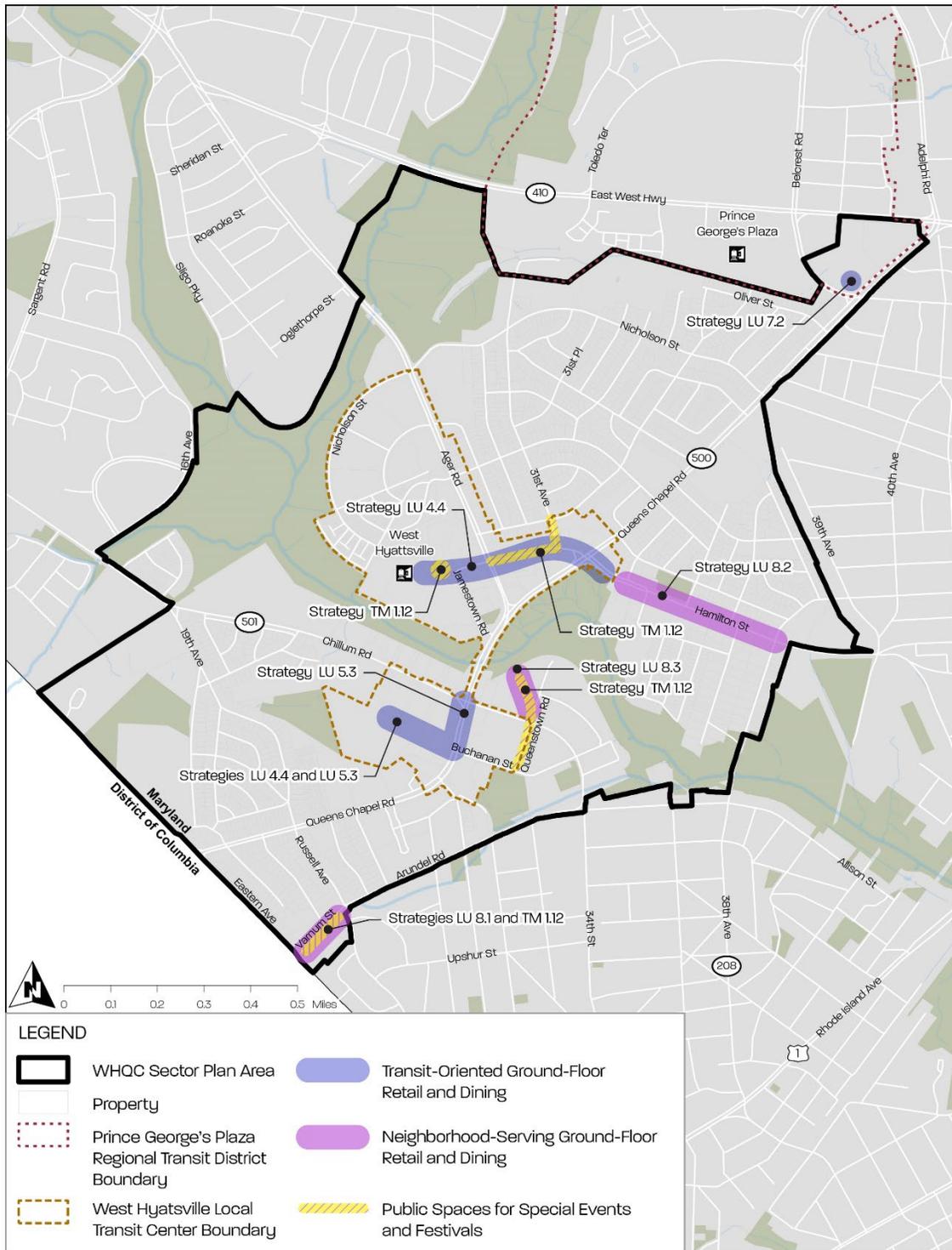
- EP 3.1.** Leverage new medical office building at 5620 Ager Road to attract other locally serving healthcare services.
- EP 3.2.** Collaborate with local area higher educational institutions to identify opportunities in the Local Transit Center for a satellite campus or school specializing in certain trade or industry skills.
- EP 3.3.** Partner with Employ Prince George’s to host job fairs and occupational skills training in the sector plan area.



PHOTO BY M-NCPPC



Figure 1. Recommended Commercial Corridors. See also Policy EP 2.



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Section V



Transportation and Mobility



PLAN 2035 TRANSPORTATION AND MOBILITY GOAL

Provide and maintain a safe, affordable, accessible, and sustainable multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.

SECTOR PLAN TRANSPORTATION AND MOBILITY GOAL

Multimodal and energy efficient transportation options are woven into the community fabric through safe and accessible shared-use paths and streets that prioritize pedestrians and bicyclists and provide comfortable connections between communities, destinations, and transit.



Existing Conditions Summary

The West Hyattsville-Queens Chapel Sector Plan area is conveniently located on the border of the District of Columbia. As a result, there are several important roads and a rail link traversing the area. Major corridors including MD 500 (Queens Chapel Road), Ager Road, MD 501 (Chillum Road), and MD 208 (Hamilton Street) bisect the area. In general, research indicates that congestion is not a significant challenge and adequate parking is available in both residential and commercial areas; there are occasional delays during peak periods.

Popular pedestrian destinations in the sector plan area include the West Hyattsville Metro Station, Queens Chapel Town Center, The Shops at Queens Chillum, and the area adjacent to Prince George's Plaza Metro Station (soon to be renamed Hyattsville Crossing). The biggest challenges for pedestrians accessing these destinations include inadequate crossings and pedestrian refuge areas at major signalized intersections. There are also segments of noncontinuous sidewalks and oversized blocks without pedestrian buffers along major corridors.

Popular destinations for cyclists in the sector plan area include the West Hyattsville Metro Station, Queens Chapel Town Center, and the area adjacent to Prince George's Plaza Metro Station. The biggest challenges for cyclists accessing these destinations include missing linkages (for example between Nicholson Street and Prince George's Plaza Metro Station), and high levels of stress for people bicycling along major corridors like MD 500 (Queens Chapel Road), Ager Road, MD 501 (Chillum Road), and MD 208 (Hamilton Street).

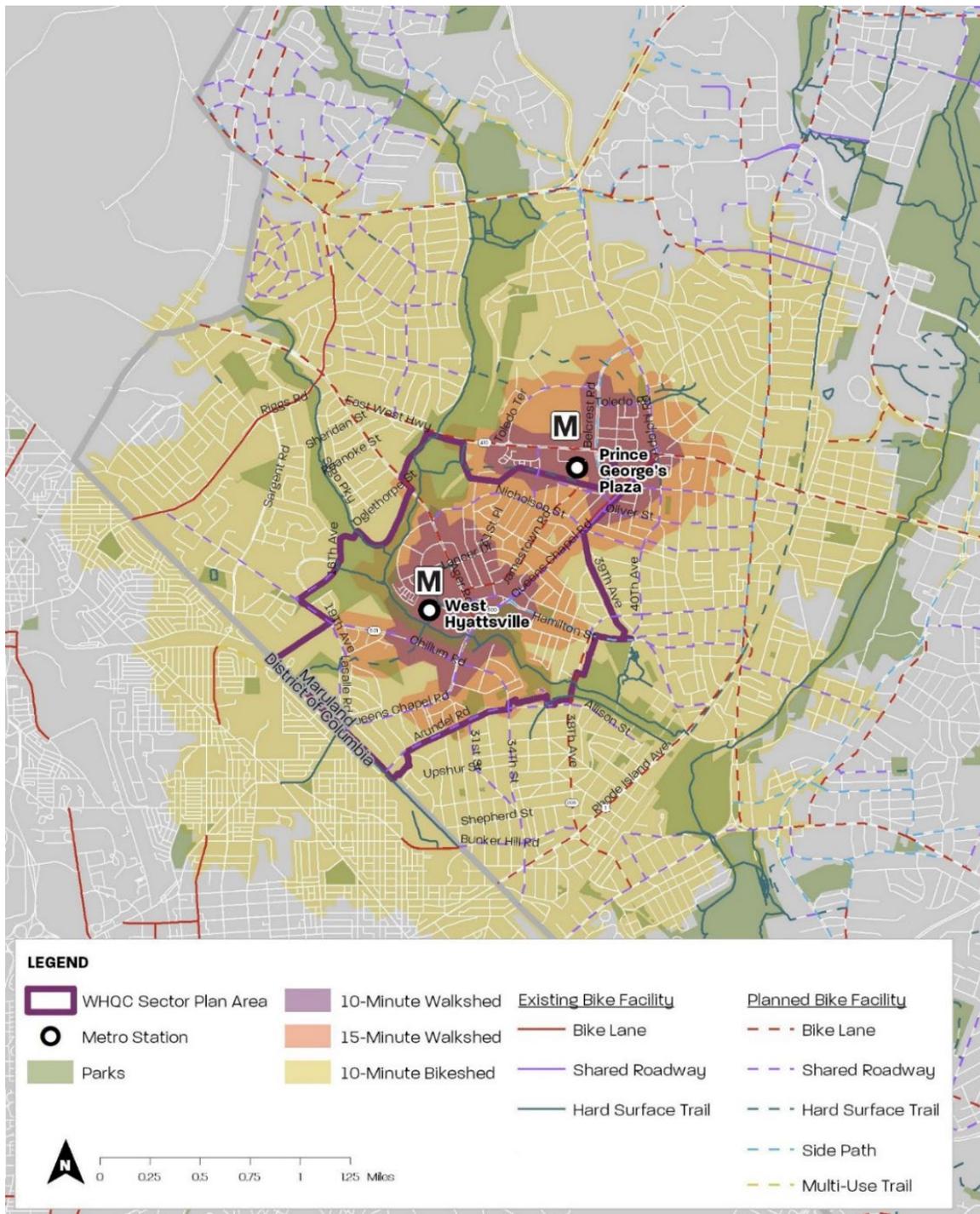
The sector plan area is well served by bus and rail. The West Hyattsville Metro Station has lower ridership (3,365 daily boardings) than all but one Green Line station in Prince George's County. The Metrorail station is the center of the community; however, it lacks visibility and connectivity to residential areas. Despite the relatively small size of the 10-minute walkshed, 42 percent of all Metro customers walk to the Metro station. Conversely, the 10-minute bikeshed is expansive; however, only 4 percent of Metro customers bicycle to the Metro station.



PHOTO BY M-NCPPC



Map 20. Metrorail Station Walksheds and Bikesheds

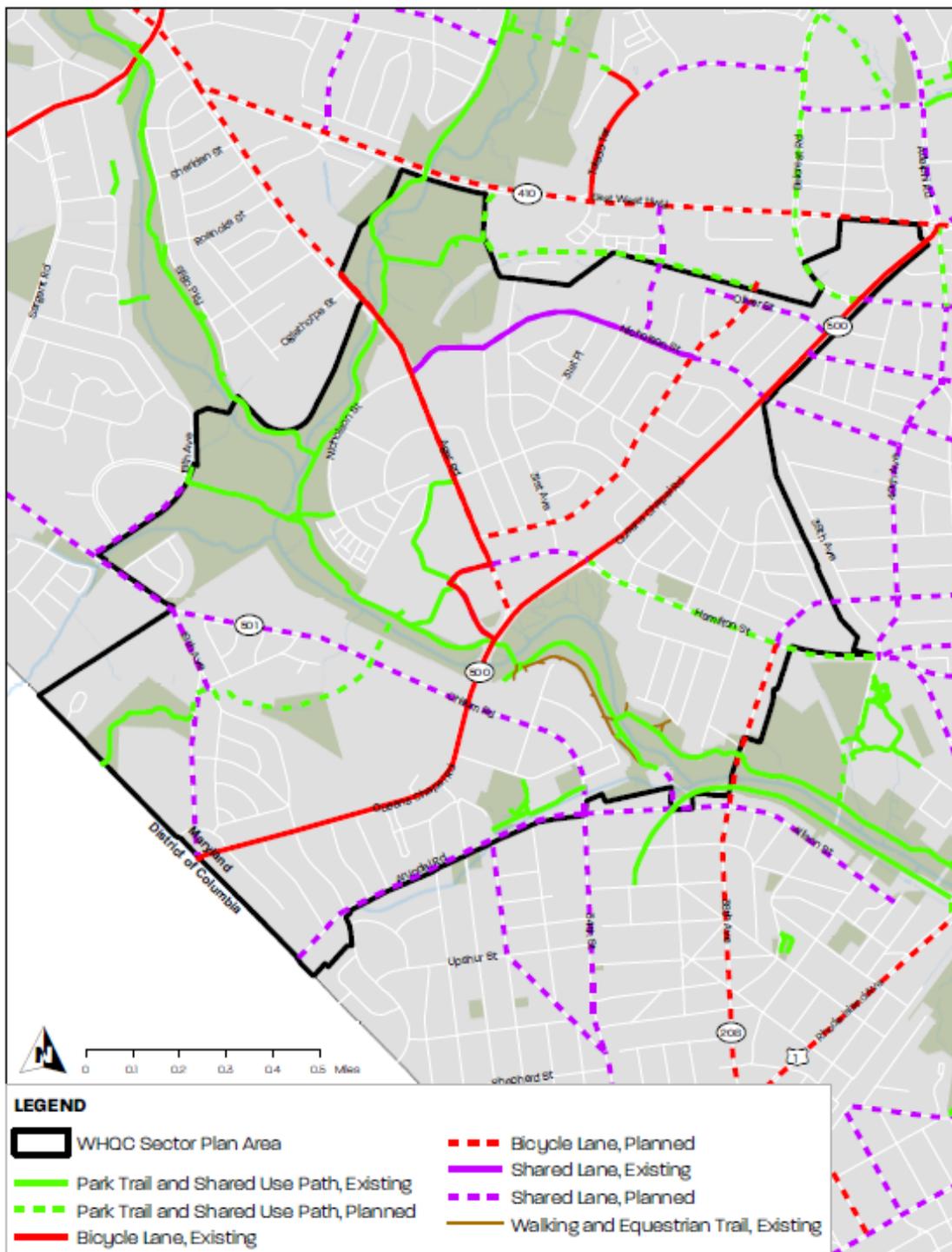


Source: DC GIS Opendata, Open Data DC, 2021, <https://opendata.dc.gov/>; Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].
 Note: Bike facilities, parks, and centerlines are not shown in Montgomery County in this figure.



ACTIVE TRANSPORTATION

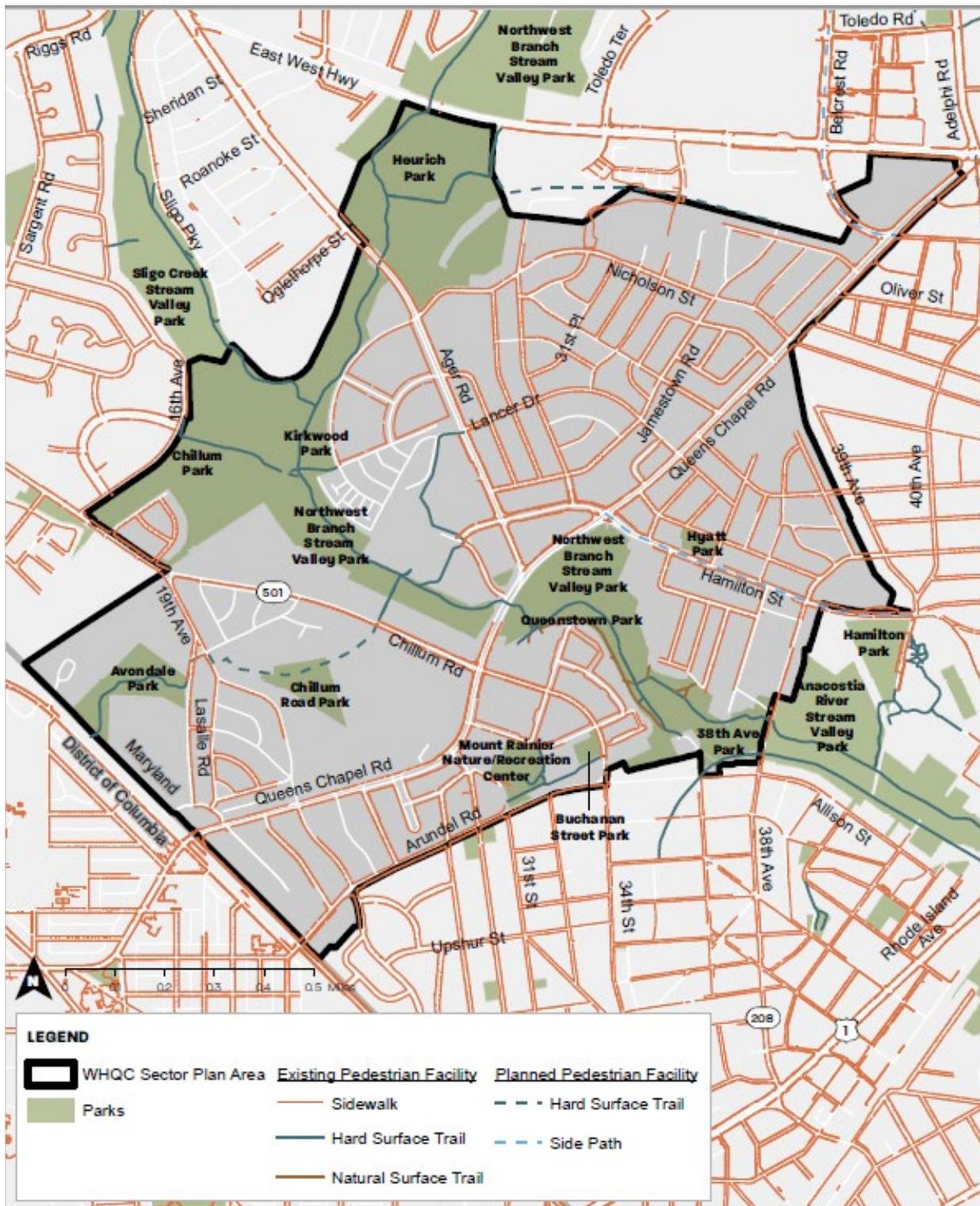
Map 22. Existing and Previously Recommended Bicycle and Shared-Use Facilities



Source: Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Map 23. Existing Pedestrian Facilities

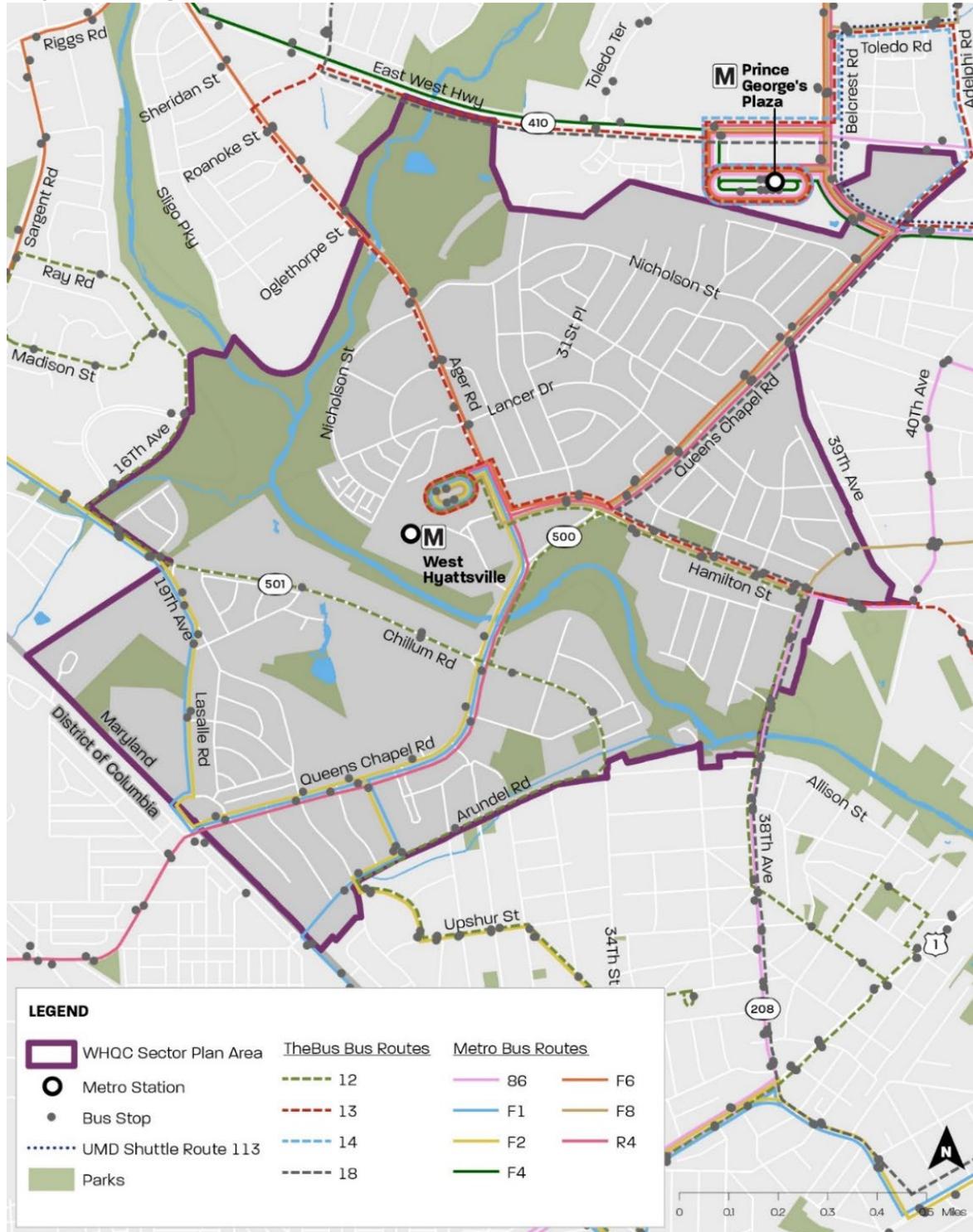


Data as of 2021. Source: DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/>; Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



TRANSIT

Map 24. Existing Bus Transit Facilities



Data as of 2020. Source: DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/>; Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>; University of Maryland, *113 Hyattsville*, accessed September 16, 2020, https://transportation.umd.edu/sites/default/files/113_HYT.pdf.



Policies and Strategies

COMPLETE AND GREEN STREETS

Policy TM 1. Prioritize the movement of people rather than vehicles by incorporating active transportation safety features, attractive streetscaping, and, where feasible, stormwater management best practices into all streets throughout the sector plan area to improve multimodal travel. See also Policy LU 1, Policy LU 4, Policy LU 5, Policy LU 6, Policy LU 7, Policy EP 2, Policy EP 3, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy TM 6, Policy TM 7, Policy TM 8, Policy TM 9, Policy NE 5, Policy NE 6, Policy NE 7, Policy HD 5, Policy HC 1, Policy HC 4, and Policy PF 1.

TM 1.1. Reconstruct all existing streets within the portion of the Prince George's Plaza Regional Transit District and the West Hyattsville Local Transit Center as designated by this sector plan to the appropriate urban street design standards within the 2017 Prince George's County Urban Street Design Standards (or the most up-to-date County-approved urban street standards) during redevelopment of properties or through Department of Public Works and Transportation (DPW&T)/ Maryland Department of Transportation State Highway Administration (MDOT SHA) capital improvement projects (CIP). (See Table 12: Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street design standards; and Map 25. Recommended Countywide Master Plan of Transportation Streets and the descriptions of key street design standards on page 91.)

TM 1.2. Pursuant to Section 24-4201(c)(1), Section 24-4201(d) and Section 24-4202(a) of the Subdivision Regulations and Section 27-6206(a) of the Zoning Ordinance, construct all new streets within the portion of the Prince George's Plaza Regional Transit District and the West Hyattsville Local Transit Center as designated by this sector plan, and in Planned Development Zones, to the appropriate urban street design standard (USDS) within the 2017 Prince George's County Urban Street Design Standards or most up-to-date County-approved urban street standards. Where the dimensions of sidewalks within these standards conflict with those within the Zoning Ordinance, the wider sidewalk standard should apply. (See Table 12: Recommended Countywide Master Plan of Transportation Streets for specific urban street design standards; and Map 25: Recommended Countywide Master Plan of Transportation Streets.)

TM 1.3. The proposed reconstruction of any existing street, or the construction of any new street, within the RTO, LTO, LTO-PD, and other PD zones not to the Urban Street Design Standards will inhibit implementation of this sector plan.



TM 1.4. Construct the following rights-of-way as development occurs (see Map 25):

- UC-211 (Queenstown Drive realignment) curving from Chillum Road to its northern terminus at the Northwest Branch trail
- UC-212 from UC-211 to Chauncey Place
- UC-213 (Chauncey Place extension) from the existing Chauncey Place to the new UC-211 (Queenstown Drive)
- UC-214 (Buchanan Street extension) from MD 500 (Queens Chapel Road) to UC-215
- UC-215 from MD 501 (Chillum Road) to MD 500 (Queens Chapel Road)
- UC-216 from MD 501 (Chillum Road) to UC-214 (Buchanan Street extension)
- UC-217 from MD 501 (Chillum Road) to UC-215

TM 1.5. Reconstruct the following existing streets outside the Local Transit Center to the appropriate urban street design standards from the 2017 Prince George’s County Urban Street Design Standards (or the most up-to-date County-approved urban street standards) during redevelopment of properties or through DPW&T/SHA capital improvement projects. (See Table 12: Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street design standards; Map 25: Recommended Countywide Master Plan of Transportation Streets, and the descriptions of key street design standards on page 91.)

- Varnum Street
- Arundel Road between Russell Avenue and 34th Street
- Nicholson Street between Ager Road and MD 500 (Queens Chapel Road)
- Lancer Drive between Ager Road and MD 500 (Queens Chapel Road)
- Chillum Road from Arundel Road to Queenstown Drive
- UC-212 (Queenstown Drive realignment)
- Chauncey Place from UC-212 to Buchanan Street
- Buchanan Street from Queenstown Drive to Chauncey Place
- 30th Street from MD 500 (Queens Chapel Road) to Arundel Road

TM 1.6. The 2017 County Urban Street Design Standards include flexibility to address the unique geography, geometry, or needs of any given block. Where rights-of-way challenges exist to implement the Urban Street Design Standards, work with the operating agency for the subject facility (e.g., DPW&T, SHA) to identify which elements need to be consistently applied and/or removed to ensure high-quality complete streets.

TM 1.7. Work with the District of Columbia Department of Transportation (DDOT) to upgrade Eastern Avenue NE to a complete and green street, including bicycle lanes, wider sidewalks, street furniture, and stormwater best management practices (BMPs) between MD 500 (Queens Chapel Road) and US 1 Alternate (Bladensburg Road).

TM 1.8. Expand urban street design in the sector plan area by identifying opportunities to add the following elements along all streets, where feasible:

- Slower speeds
- Shorter crossing distances
- Reduced curb radii



- Wider sidewalks
- More bicycle facilities
- Pedestrian amenities

TM 1.9. Institute a road diet along Hamilton Street from Ager Road to MD 500 (Queens Chapel Road) reducing the number of vehicle lanes from four to two (See Table 12. Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street design standards). See Figure 2 for an illustrative rendering of this street segment.



Figure 2. Illustrative Concept for Hamilton “Main” Street



ILLUSTRATION BY AECOM

View of Hamilton Street from MD 500 (Queens Chapel Road). For more details, see also Strategies LU 4.4 and EP 2.3; Policy TM 1 and Table 12; Policy HD 5; and Policy PF 1 and Table 25.

Note: The rendering illustrates how the plan area may develop, pursuant to County regulations, over time; they are for illustrative purposes only and do not reflect required or mandated development. Market conditions will dictate the phasing, scale, and ultimate land uses developed.



TM 1.10. Evaluate the potential for a road diet on MD 501 (Chillum Road) from UC 217 to MD 500 (Queens Chapel Road).

TM 1.11. Maintain Gaines Alley and Alley #26 as shared streets as they currently function.

TM 1.12. Coordinate with municipalities, DPW&T, MDOT SHA, and transit agencies to create a plan and protocols to close strategically located streets to traffic for street festivals, farmers' markets, and other events:

- Hamilton Street between Ager Road and 31st Avenue (see also Figure 2).
- 31st Avenue between Hamilton Street and Jamestown Road (see also Figure 2).
- At the Transit Plaza near the West Hyattsville Metro. See Strategy PF 1.1 and Table 25 for more details.
- Varnum Street between Eastern Avenue NE (D.C. border) and Russell Avenue
- Queenstown Drive realignment between Chillum Road and its termination at the Northwest Branch Trail.

TM 1.13. Evaluate the feasibility of constructing new shared streets as new development occurs.

TM 1.14. Evaluate the feasibility of eliminating free-right turns (slip lanes) at the following intersections and expand sidewalks and increase pedestrian refuge spaces to improve pedestrian and bicyclist safety:

- Hamilton Street and Ager Road
- Hamilton Street and MD 500 (Queens Chapel Road)

Take the following steps:

1. Conduct a temporary pilot with free-right turn (slip lane) removal (blocking off the lane to vehicles with traffic cones) at the locations listed above, in coordination with DPW&T, MDOT SHA, WMATA, and municipalities, to evaluate its effectiveness and impact on improving bicyclist and pedestrian experience and safety. Evaluation of the crossing distance as well as pedestrian timing should be considered.
2. Should this pilot project be successful, DPW&T and SHA should partner to permanently implement the recommendation, followed by adjusting curb radii, in coordination with WMATA, at these intersections as needed to improve visibility of pedestrians and bicyclists from oncoming vehicles. (See Table 12. Recommended Countywide Master Plan of Transportation Streets; and Map 25. Recommended Countywide Master Plan of Transportation Streets).



DESIGN TURNING RADII TO SLOW TURNING VEHICLES

Another rather common hazard for pedestrians in urban and suburban environments is relatively fast moving right-turning traffic. Most difficult for pedestrians are merge lanes or **“free” right turns**, where the motorist does not have to stop. Also problematic are right turns or intersections with wide turning radii that allow motorists to make the turning movement at a high rate of speed. Designing the turning radii to slow turning vehicles can be a very effective means of reducing speed and improving pedestrian safety.

Source: 2009 Approved Countywide Master Plan of Transportation, p. 9.

COMPLETE AND GREEN STREETS

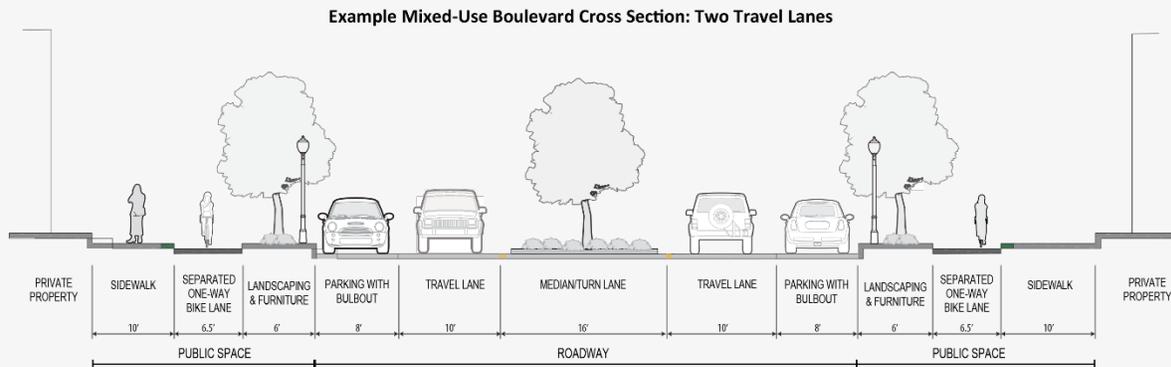
Prince George’s County established the Complete and Green Streets policy in 2012 with the Council Bill CB-83-2012. DPW&T incorporated Urban Street Design Standards in 2017. See page 91 for descriptions of Urban Street Design Standards; a full description of these standards may be found at: <https://www.princegeorgescountymd.gov/DocumentCenter/View/20269/Prince-Georges-County-Urban-Street-DesignStandards/2017?bidId>



Prince George’s County Urban Street Design Standards (as of July 28, 2022)

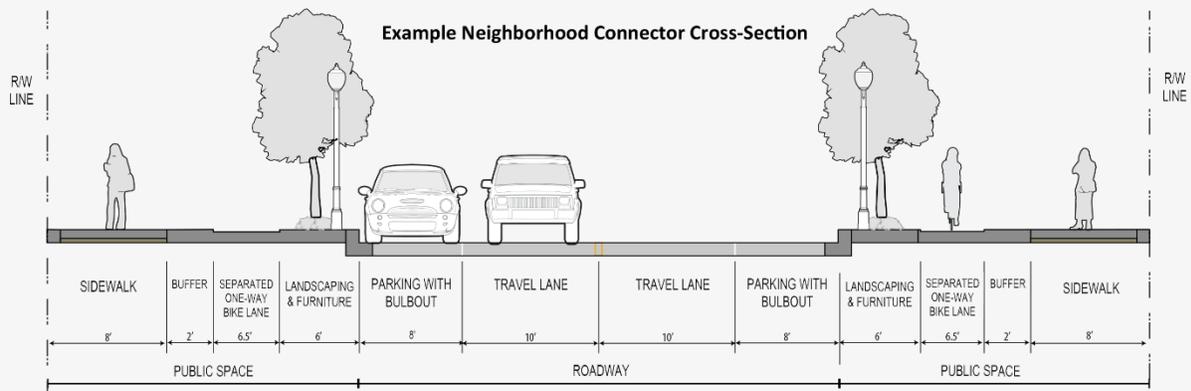
MIXED-USE BOULEVARD

Mixed-Use Boulevards are significant roadways that travel through the heart of medium-to high-density mixed-use centers. Buildings along Mixed-Use Boulevards are located close to the street. Mixed-use Boulevards experience heavy transit, pedestrian, and bicycle activity and, as such, require slow vehicular speeds, wide sidewalks, and short crossings to ensure the safety of all users. Separated bicycle lanes are recommended on this type of roadway unless traffic volumes are extremely low.



NEIGHBORHOOD CONNECTOR

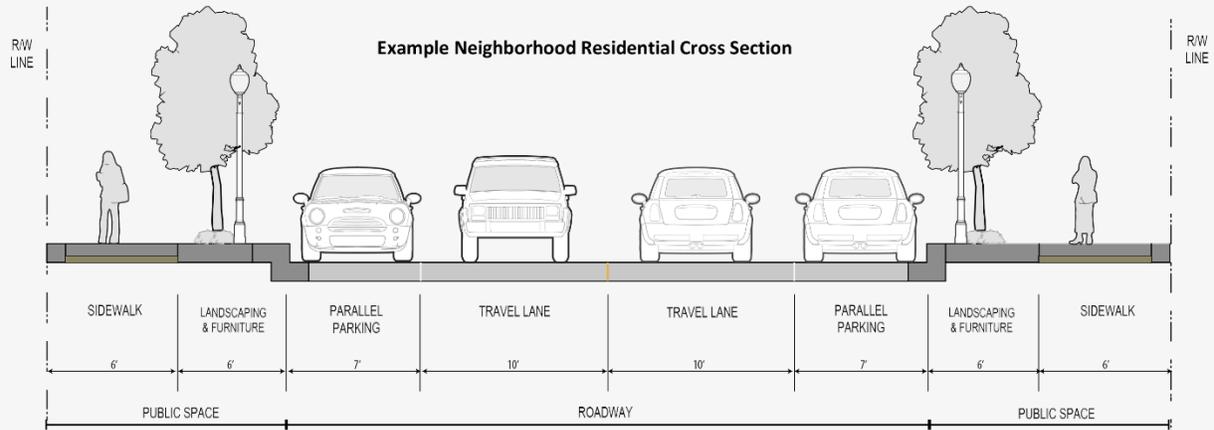
Neighborhood Connectors link multiple neighborhoods and provide important walking and bicycling routes between them. Neighborhood Connectors typically have continuous development which may be small- and medium-sized businesses and/or residential; however, the scale of development is less intense than that of the Mixed-Use Boulevards. If the neighborhood connector serves as a “main street” destination, it will often have outdoor events and dining along the street edge. These streets encourage bicycle and pedestrian activity and require slow speeds. Major bus routes may occur on these streets. Sidewalk widths will vary depending on the scale of the adjacent residential development.





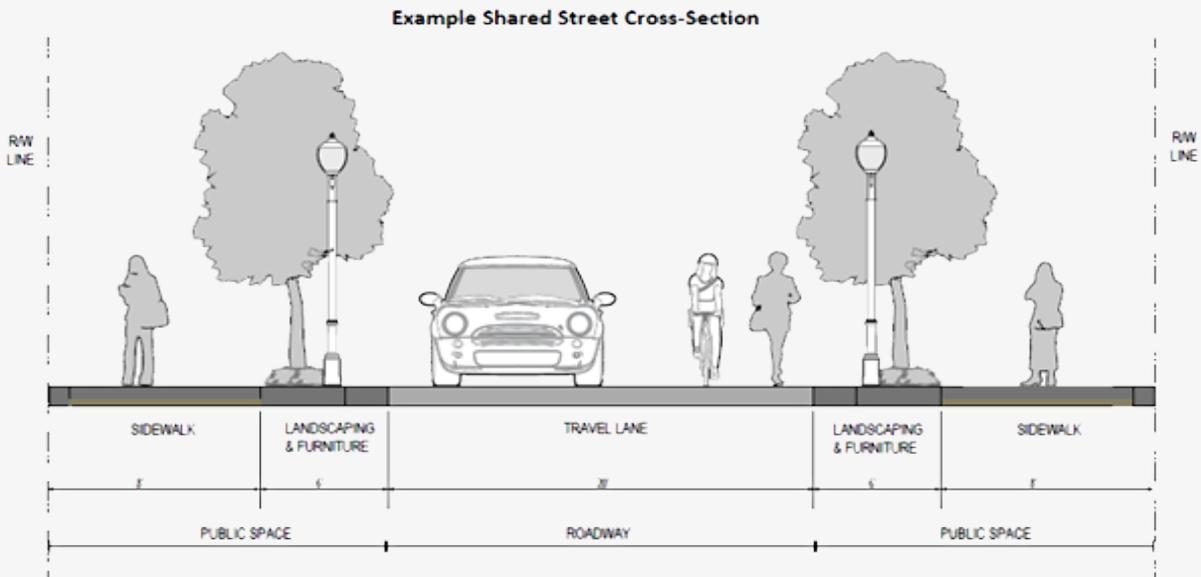
NEIGHBORHOOD RESIDENTIAL

Neighborhood Residential streets have low traffic volumes and provide access to single-family and multifamily housing. Despite lower volumes of pedestrians than along Mixed-Use Boulevards and Neighborhood Connectors, sidewalks are also important along these streets. Due to the low traffic volumes, bicyclists often share the roadway with motorists. On-street parking is provided although in some locations it may be consolidated to one side of the roadway.



SHARED STREET

A Shared Street is a unique, curbsless, single surface street that can be shared by users and all modes because it is designed for extremely slow speeds (generally no more than 10 mph). The adjacent land uses are mixed, and pedestrians are the dominant mode along such streets.



Source: Prince George's County Department of Public Works and Transportation, Prince George's County Urban Street Design Standards, August 2017, accessed online at <https://www.princegeorgescountymd.gov/DocumentCenter/View/20269/Prince-Georges-County-Urban-Street-Design-Standards-2017?bidId=>



SIDEWALK AND BUFFER REQUIREMENTS

The Zoning Ordinance requires compliance with the County's Urban Street Design Standards (USDS) in all Transit-Oriented/Activity Center and Planned Development Zones. In certain cases, however, the Zoning Ordinance may require wider minimum sidewalks and buffers than the USDS in certain Transit-Oriented/Activity Center and Planned Development Zones. It is the intent of this sector plan that, where applicable, the wider minimum requirements should apply. For example, the USDS requires an 8-foot minimum sidewalk for a Mixed-Use Boulevard (B). The Zoning Ordinance requires a 10-foot minimum sidewalk in the RTO-H-e and LTO-c Zones and a 6-foot minimum sidewalk in the LTO-e Zones. Per the County Code, a Mixed-Use Boulevard (B) in the RTO-H-e and LTO-c Zones would require a 10-foot minimum sidewalk and in the LTO-e Zone would require an 8-foot minimum sidewalk.

A similar situation occurs with buffer requirements. The USDS requires a 6-foot buffer for a Mixed-Use Boulevard (B). The Zoning Ordinance requires a "5-foot deep by 8-foot wide street tree planting area shall be provided for the location of street trees" in the LTO-c area, and a "a sidewalk planting strip at least 5 feet wide between the sidewalk and the street shall be provided" in the RTO-H-e and LTO-e Zones. Per the County Code, a Mixed-Use Boulevard (B) in the LTO-c Zone would require an 8-foot buffer and in the RTO-H-e and LTO-e Zones would require a 6-foot buffer.

The amount and extent of rights-of-way to be constructed and/or dedicated to a public agency will be determined at the time of preliminary plan of subdivision.

TM 1.15. Construct the multimodal facilities identified on Map 25 and in Table 12. Recommended Countywide Master Plan of Transportation Streets below.



Table 12. Recommended Countywide Master Plan of Transportation Streets

Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
A-13	MD 500 (Queens Chapel Road)	29th Avenue (SB), 30th Street (NB)	Jefferson Street	Mixed-Use Boulevard B Std. 100.23	All	Per Zone	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 16' median • On-street parking • 5' bicycle lane with 2' painted buffer 	4	<p>The bicycle lane buffer shall include within it a physical, vertical element to enhance the safety of and separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")</p> <p>When a new bridge is constructed over the Northwest Branch, it should maintain the Mixed-Use Boulevard B configuration and include increased horizontal stream clearance for the Northwest Branch to accommodate additional flow.</p> <p>See Figure 7 for an illustrative concept of a segment this retrofit road.</p>
					LTO-C	124'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffer • Minimum 10' sidewalks 		
					Other	118'	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffer • Minimum 8' sidewalks 		
		Eastern Avenue NE	29th Avenue (SB), 30th Street (NB)	Arterial	All	120'	<ul style="list-style-type: none"> • Median • Landscaping & furniture buffers • Minimum 8' sidewalks • 5' bicycle lane with 2' painted buffer 		



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes	
A-13	MD 500 (Queens Chapel Road)	Jefferson Street	MD 410 (East West Highway)	Arterial	All	120'	<ul style="list-style-type: none"> Lane widths limited to 11' wide Median 5' bicycle lane with 2' painted buffer 	4	The bicycle lane buffer shall include within it a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")	
					RTO-H-E		<ul style="list-style-type: none"> Minimum 8' landscaping & furniture buffer on east side. Minimum 10' sidewalks on east side 			
					Other		<ul style="list-style-type: none"> Minimum 6' landscaping & furniture buffer Minimum 8' sidewalks 			
A-42	Ager Road	Plan boundary (near Oglethorpe St)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B Std. 100.23	All	Per Zone	<ul style="list-style-type: none"> Maximum 25 mph speed limit Minimum 16' median Limited on-street parking, with bulbouts 5' bicycle lane with 2' painted buffer 	4	The bicycle lane buffer shall include within it a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")	
					LTO-C		<ul style="list-style-type: none"> Minimum 8' landscaping & furniture buffer Minimum 10' sidewalks 			Designated Historic
					All Other		<ul style="list-style-type: none"> Minimum 6' landscaping & furniture buffer Minimum 8' sidewalks 			



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
C-214	MD 501 (Chillum Road)	Metro overpass	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B Std. 100.23	LTO-C	124'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 16' median • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' bicycle lane with 2' painted buffer 	4	The bicycle lane buffer shall include within it a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")
		19th Avenue	Metro overpass	Major Collector	All	80'-100'	<ul style="list-style-type: none"> • Lane widths limited to 11' • Median recommended where possible • Landscaping & furniture buffers • No parking • 8' sidewalks recommended • 5' bicycle lane with 2' painted buffer 	4	<p>The bicycle lane buffer shall include within it a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")</p> <p>Where right-of-way constraints exist, non-buffered 5' bicycle lanes or wide outside curb lanes should still be considered.</p>
C-229	Belcrest Road	Belcrest Center Dr (edge of sector plan boundary)	A-13 (MD 500 (Queens Chapel Road))	Mixed-Use Boulevard B Std. 100.23	RTO-H-E	114'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' median • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' bicycle lane with 2' painted buffer 	4	The bicycle lane buffer shall include within it a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
C-230	Hamilton Street	End of platted street near Jamestown Road	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B Std. 100.23	All	Per Zone	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 16' median • On-street parking • 5' on-street bicycle lane 	2	Road diet from 4 to 2 lanes from Ager Road to MD 500 Designated Historic See Figure 2 for an illustrative concept of this retrofit street.
					LTO-C	100	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffer • Minimum 10' sidewalks 		
					LTO-E	96	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffer • Minimum 8' sidewalks 		
	MD 208 (Hamilton Street)	MD 500 (Queens Chapel Road)	35 th Place		LTO-E	116'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffer • On-street parking • Minimum 8' sidewalks • 5' on-street bicycle lane 	4	
		35th Place	MD 208 (38th Avenue)	Neighborhood Connector B (Std. 100.27)	All	76'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 11' travel lanes for buses No median • Landscaping & furniture buffers • On-street parking • Minimum 8' sidewalks • 5' on-street bicycle lanes 	2	



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
P-204	Nicholson Street	Ager Road	MD 500 (Queens Chapel Road)	Neighborhood Residential (Std. 100.28)	All	61'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Landscaping & furniture buffers • On-street parking on one side of street • Minimum 8' sidewalks • 5' on-street bicycle lanes 	2	
		Little Branch Run	Ager Road	Neighborhood Residential (Std. 100.28)	All	Per Zone	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • On-street parking • Shared bicycle lane markings (Sharrow) 		
					LTO-C	72'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffer • Minimum 10' sidewalks 		
					LTO-E	64'	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffer • Minimum 8' sidewalks 		
UC-204	The Mall	Nicholson Street	Kirkwood Place	Neighborhood Residential (Std. 100.28)	LTO-C	60'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' on-street bicycle lanes 	2	See Strategy PF 1.1.



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
UC-205	Kirkwood Place	Ager Road	Lancer Drive	Neighborhood Residential (Std. 100.28)	LTO-C	82'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' on-street bicycle lanes 	2	
		Lancer Drive	Little Branch Run		LTO-E	53'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Amenities as constructed per approved Detailed Site Plan • Shared bicycle lane markings (Sharrow) 		Street under construction per approved Detailed Site Plan as of July 28, 2022.
UC-206	Reserved								
UC-207	Alley #26	37th Place	MD 208 (38 th Avenue)	Alley		20'		1	
UC-208	31st Avenue	Hamilton Street	James-town Road	Neighborhood Connector B (Std. 100.27)	LTO-E	74'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • Minimum 6' landscaping & furniture buffer • On-street parking • Minimum 8' sidewalks • Minimum 8' sidewalks • 5' on-street bicycle lanes 	2	



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
UC-209	Jamestown Road	Hamilton Street	MD 500 (Queens Chapel Road)	Neighborhood Connector B (Std. 100.27)	LTO-C	82'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • Minimum 8' landscaping & furniture buffers • On-street parking • Minimum 10' sidewalks • 5' on-street bicycle lanes 	2	
UC-210	Chillum Road	MD 500 (Queens Chapel Road)	Arundel Road	Neighborhood Connector B (Std. 100.27)	All	76'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 8' sidewalks • 5' on-street bicycle lanes 	2	
UC-211	Queens-town Drive	Buchanan Street	Northern terminus at trail access	Mixed-Use Boulevard B (Std. 100.23)	All	94'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 30' linear park median with 10' two-way shared use path • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 8' Sidewalks 	2	<p>This street segment includes the new Queenstown Drive realignment (See 0), the greenway/linear park (West Hyattsville Greenway, Segment D) recommended in Strategy PF 1.1, and the cycle track identified as T-216.</p> <p>See Figure 7 for an illustrative concept of this street retrofit and new street realignment.</p>



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
UC-212	UC-212	UC-211	Chauncey Place	Neighborhood Residential (Std. 100.28)	All	62'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • 8' sidewalks recommended • 5' on-street bicycle lanes 	2	
UC-213	Chauncey Place	UC-211	Buchanan Street	Neighborhood Residential (Std. 100.28)	All	62'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • 8' sidewalks recommended • 5' on-street bicycle lanes 	2	UC-213 includes the Chauncey Place extension (see Strategy TM 1.4).
UC-214	Buchanan Street	Chauncey Place	Queens-town Drive	Neighborhood Residential (Std. 100.28)	All	62'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • 8' sidewalks recommended • 5' on-street bicycle lanes 	2	



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
UC-214	Buchanan Street	Queenstown Drive	MD 500 (Queens Chapel Road)	Neighborhood Connector A (Std. 100.26)	LTO-E	76'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 8' sidewalks • 10' on-street cycle track with 2' buffer on north side of ROW 	2	
	Buchanan Street (new extension)	MD 500 (Queens Chapel Road)	UC-215	Mixed-Use Boulevard B (Std. 100.23)	All	Per Zone	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 30' linear park median with 10' two-way shared use path • On-street parking 	2	<p>This street includes the greenway/linear park recommended in Strategy PF 1.1, and the cycle track identified as T-217.</p> <p>See Figure 6 for an illustrative concept of this new street.</p>
					LTO-C	102'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffers • Minimum 10' sidewalks 		
LTO-E	94'	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffers • Minimum 8' sidewalks 							



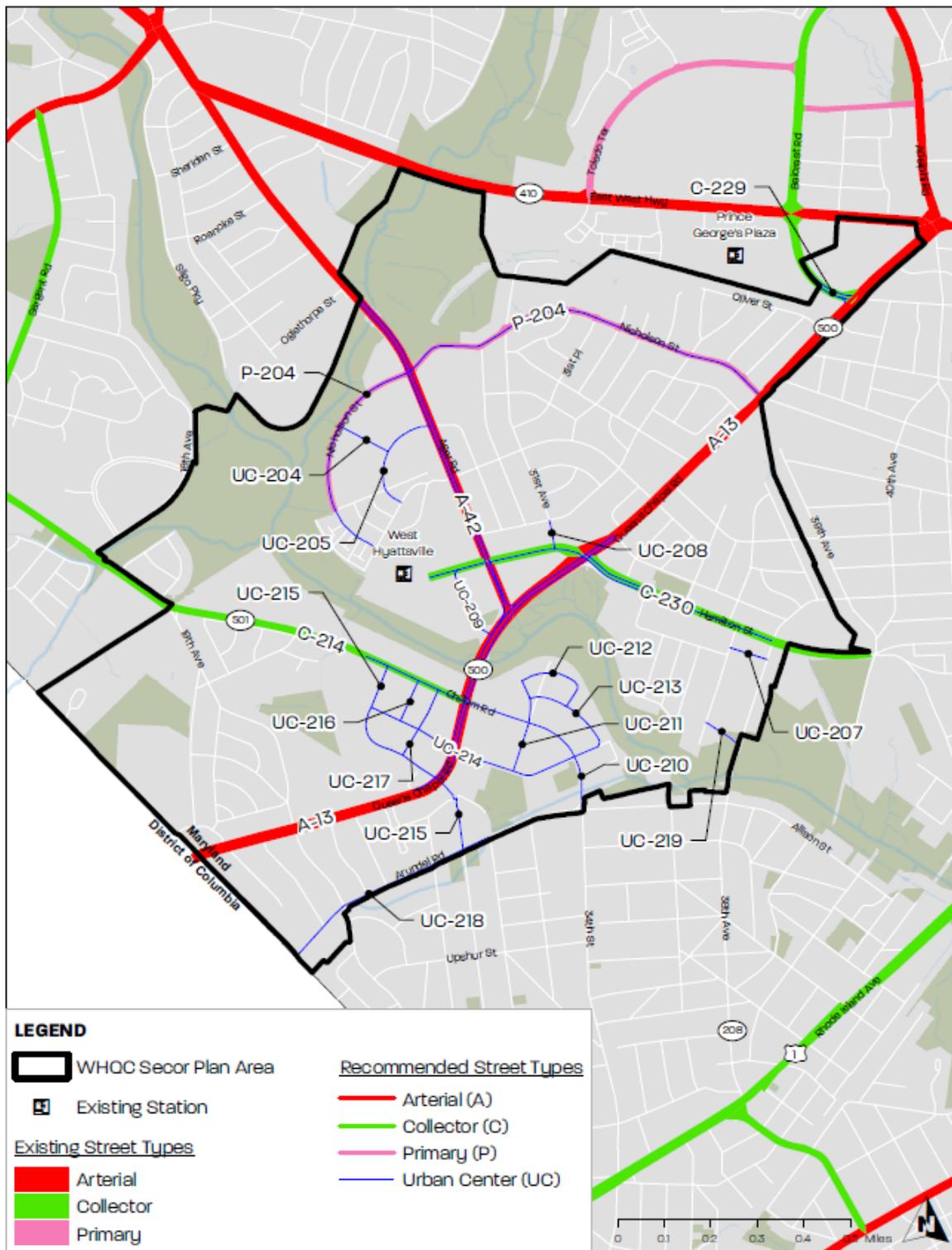
Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
UC-215	30th Street Extended	MD 501 (Chillum Road)	MD 500 (Queens Chapel Road)	Neighborhood Connector B (Std. 100.27)	All	Per Zone	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • On-street parking • 5' on-street bicycle lanes 	2	<p>The southern portion of this new road segment should align as closely as possible with the southern boundary of the property located at 0 Queens Chapel Road (Tax Account 1861111) and connect with 29th Avenue</p> <p>A portion of the bicycle lane north of Buchanan Street Extended is Segment B of the West Hyattsville Greenway.</p>
					LTO-C	82'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffers • Minimum 10' sidewalks 		
					LTO-E	74'	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffers • Minimum 8' sidewalks 		
	30 th Street	MD 500 (Queens Chapel Road)	Arundel Road	Neighborhood Residential (Std. 100.28)	All	62'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • 8' sidewalks recommended • 5' on-street bicycle lanes 		
UC-216	UC-216	MD 501 (Chillum Road)	UC-214	Neighborhood Residential (Std. 100.28)	LTO-C	80'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 10' sidewalks • 5' on-street bicycle lanes 	2	



Route Id	Facility Name	From	To	Right-Of-Way Type	Zone	Min Row	Elements	Motor Vehicle Lanes	Notes
UC-217	UC-217	MD 501 (Chillum Road)	UC-215	Neighborhood Residential (Std. 100.28)	LTO-C	80'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • Minimum 8' landscaping & furniture buffers • On-street parking • Minimum 10' sidewalks • 5' on-street bicycle lanes 	2	
					LTO-E	72'	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffers • Minimum 8' sidewalks 		
UC-218	Varnum Street / Arundel Road	Eastern Avenue NE	34th Street	Neighborhood Connector B (Std. 100.27)	All	83'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 8' sidewalk on north side of street • 5' on-street bicycle lanes 	2	Between Eastern Avenue and 22nd Avenue, maintain (do not reduce) existing width of sidewalk and buffer on south side of Varnum Street.
UC-219	Gaines Alley	37th Place	MD 208 (38th Avenue)	Alley (Std. 100.31)		20'		1	



Map 25. Recommended Countywide Master Plan of Transportation Streets



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



TM 1.16. Test and evaluate the feasibility of expanding the sidewalk and reducing curb radius at the northern corner of the intersection of Hamilton Street with MD 500 (Queens Chapel Road) to reduce vehicle turning speeds and improve safety for pedestrians crossing Hamilton Street at the crosswalk. Testing should be done in partnership with the City of Hyattsville and SHA using interim materials, like paint and modular speed bumps, before permanent implementation.

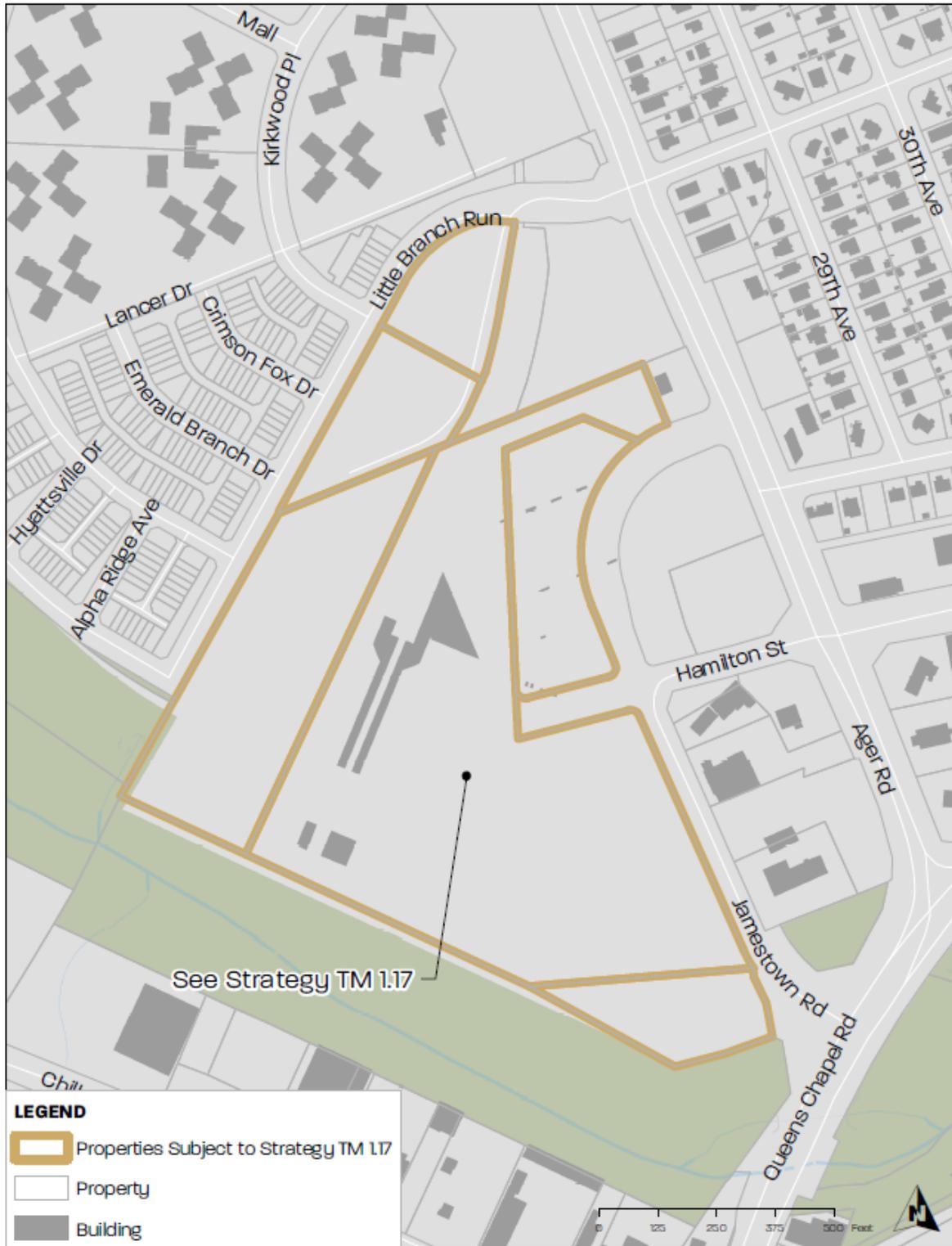
TM 1.17. No right-of-way or street should be constructed adjacent to the Metro tracks or the Northwest Branch Stream Valley Park in the Core on the following properties listed in Table 13 and shown on Map 26, with the exception of a WMATA bus loop/bay facility:

Table 13. Properties subject to Strategy TM 1.17

Address	Tax ID
5400 Jamestown Road	1851252
5520 Jamestown Road	1927888
0 Ager Road	5649192
0 Ager Road	5649181
2700 Hamilton Street	1924745
F Jamestown Road	1851260
5402 Jamestown Road	1855527



Map 26. Properties subject to Strategy TM 1.17



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



TM 1.18. To ensure consistency across planning efforts, carry forward all recommendations within this sector plan in the concurrent update to the Countywide Master Plan of Transportation.

Policy TM 2. Minimize the potential motor vehicle traffic impact generated by all future developments in the sector plan area.

TM 2.1. Ensure all existing and new streets outside the West Hyattsville Local Transit Center and the Prince George’s Plaza Regional Transit District meet the required LOS for Transportation Service Area 1.

TM 2.2. Provide traffic calming measures as needed, in and adjacent to residential neighborhoods to slow traffic and discourage cut-through traffic (See also Strategy TM 8.1).

TM 2.3. When redevelopment of Kirkwood Apartments occurs, connect Nicholson Street and Kirkwood Place to their eastern termini at Little Branch Run. See also Strategy HN 1.6.

TM 2.4. Replace and enhance undersized, deficient, or damaged bridges in the sector plan area, prioritizing the 38th Street Bridge (National Bridge Inventory Structure Number 100000160034010). When bridges are replaced, they should include wider rights-of-way to accommodate bicycle and pedestrian facilities according to recommendations in Policy TM 1 and Policy TM 4; and increased stream clearance (horizontal, and if needed, vertical) for the Northwest Branch to accommodate additional and reduce obstruction of flow. See also Strategy NE 1.3.

LOCAL TRANSIT ORIENTED (LTO) ZONE—TRAFFIC LEVEL OF SERVICE (LOS) REQUIREMENTS

The Local Transit Oriented Zone (LTO) is designed for transit-rich, mixed-use development that incorporates walking and bicycling to transit and nearby destinations, encourages multiple and complementary uses, and supports circulation patterns for multimodal mobility. The LTO Zone supports the high level of activity envisioned for Plan 2035 Centers and has a higher intersection level-of-service (LOS) threshold before an intersection is considered as performing inadequately. This threshold will encourage the amount and pattern of development envisioned by this plan that can leverage the Metro station and pedestrian and bicycle connections to foster a balanced transportation system.



Policy TM 3. Minimize and mitigate the environmental impacts of transportation infrastructure, facility design, and construction. See also Policy TM 1, Policy NE 1, Policy NE 5, Policy NE 6, Policy NE 7, and Strategies NE 1.3 and NE 6.5.

TM 3.1. Retrofit existing streets, wherever feasible, as Green Streets incorporating green infrastructure strategies into the street design to improve the water quality of the Northwest Branch, slow stormwater, and reduce flood risk. Streets where this strategy should be prioritized because of soil types that better support infiltration measures include:

- MD 501 (Chillum Road)
- Hamilton Street
- Ager Road
- LaSalle Road
- MD 500 (Queens Chapel Road)

TM 3.2. All new streets proposed in the sector plan area shall be constructed as Green Streets, wherever feasible, incorporating green infrastructure to improve the water quality of the Northwest Branch, slow stormwater, and address existing floodplain issues in this area.

TM 3.3. Incorporate wide bioretention medians/bio-swale landscaping strips on both sides of MD 501 (Chillum Road) from MD 500 (Queen Chapel Road) to the Northwest Branch Trail crossing as part of the retrofit to the Urban Street Design Standards (see Table 12).

TM 3.4. Integrate adequate street lighting using solar and low-level (decorative/tree lights) LED lights throughout all street retrofit and upgrade initiatives to allow for more energy efficient solutions as well as reduce light pollution.

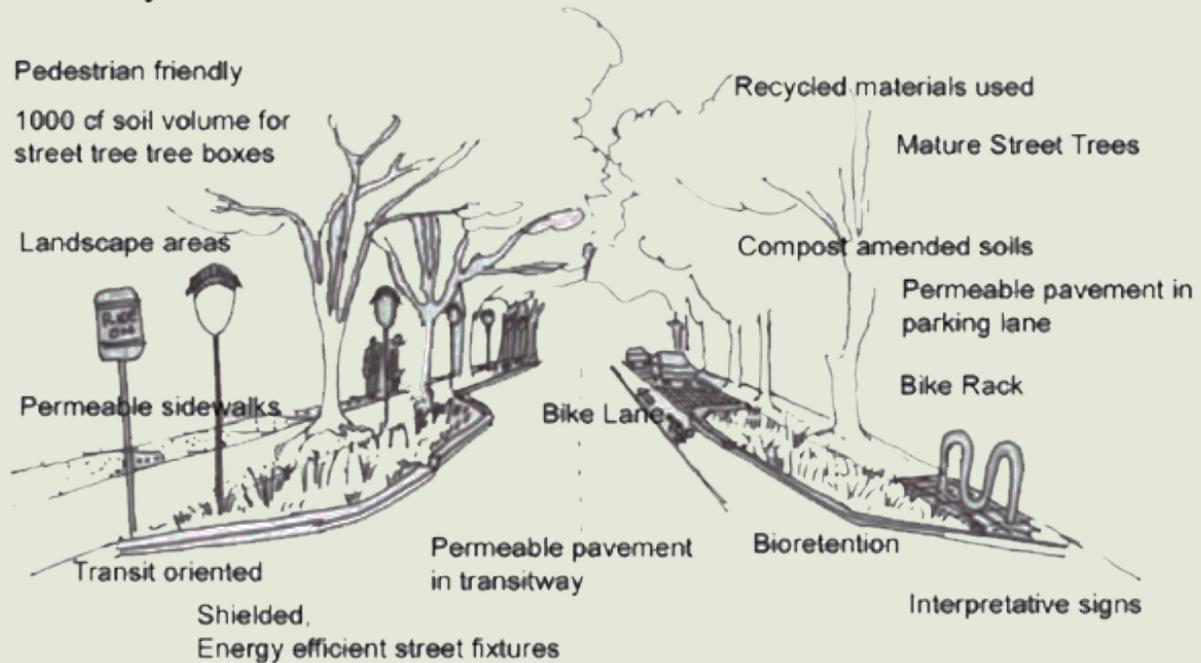


GREEN STREET

Section 23-102(b)(8.1) of the County Code defines a “green street” as “a street or road that safely and adequately accommodates and incorporates best management practices of environmental site design for addressing stormwater runoff, including using small scale stormwater management practices, nonstructural techniques, and better site planning to minimize the impact of road and sidewalk development on water resources.”

The U.S. Environmental Protection Agency defines a “green street as “a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Whereas a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams.”

Anatomy of a Green Street



Source: U.S. Environmental Protection Agency, “What is a Green Street”, found online at <https://www.epa.gov/G3/learn-about-green-streets>.



ACTIVE TRANSPORTATION

Policy TM 4. Increase connectivity and reliance on non-vehicular modes of travel by comprehensively connecting trail and shared-use path networks with on-street pedestrian and bicycle facilities. See also Policy LU 1, Policy LU 4, Policy LU 5, Policy LU 6, Policy LU 7, Policy EP 2, Policy EP 3, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 5, Policy TM 6, Policy TM 7, Policy TM 8, Policy TM 9, Policy NE 5, Policy NE 6, Policy NE 7, Policy HD 5, Policy HC 1, Policy HC 4, and Policy PF 1.

TM 4.1. Construct the pedestrian and bicycle facilities recommendations in Table 12: Recommended Countywide Master Plan of Transportation Streets, and Table 14: Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, which include facilities along roadways as well as shared-use paths independent from the roadway. (See Map 25. Recommended Countywide Master Plan of Transportation Streets and Map 27 Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities)

TM 4.2. The bicycle and pedestrian elements of street retrofit recommendations within this plan (Including, but not limited to, Strategies TM 1.1, TM 1.2, TM 1.3, TM 1.4, TM 1.5, TM 1.11, TM 1.15, TM 4.1, TM 4.9, TM 4.10, and TM 4.11, Table 12, Table 14, Table 15, Table 16, Map 25, Map 27, and Map 28) apply the 2017 Urban Street Design Standards and supersede and amend the Master Plan Pedestrian and Bicycle Facility recommendations in the 2009 *Approved Countywide Master Plan of Transportation*.

TM 4.3. In the short term, reconstruct the shared-use path bridge that connects MD 201 (Chillum Road) to the West Hyattsville Metro Station. In the long-term, construct the widened promenade-type bridge crossing for bicycles and pedestrians that also serves as the gateway to the Metro Station area recommended by Strategy PF 1.1, the West Hyattsville Greenway (Segment A).

TM 4.4. In the short term, implement the bicycle and pedestrian facilities along the MD 500 (Queens Chapel Road) bridge recommended in Table 12. In the long term, construct the new, widened, promenade-type bicycle and pedestrian bridge across the Northwest Branch to improve connectivity and make the area a focal point for gathering, recreation, and commuting recommended by Strategy PF 1.1.

TM 4.5. In the long term, construct a trail connection from the Northwest Branch Trail, on the south side of the river at Queenstown Apartments, along the river to connect with bicycle facilities on MD 500 (Queens Chapel Road) to allow for separation of local and express traffic on the trail. See also Strategy PF 1.1.

TM 4.6. Work with the District of Columbia Department of Transportation to complete the Metropolitan Branch Spur, also known as the Prince George's County Connector, between the West Hyattsville Metro Station and the Metropolitan Branch Trail in the District of Columbia. In the sector plan area, this connection is labeled T-208. See also Strategy PF 1.1.



TM 4.7. As redevelopment occurs, evaluate opportunities for increasing the number of direct trail connections from the Queenstown Apartments neighborhood to the Northwest Branch Trail.

TM 4.8. Implement the wayfinding and signage strategies identified in Strategy TM 6.1, Strategy NE 4.2, Policy HD 1, Policy HD 2, Policy HD 4, Policy HD 6, Policy HD 7, Strategy HC 3.2, Strategy PF 1.1, and Policy PF 3.

Table 14. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities

Route Id	Facility Name	From	To	Min. Row	Notes
Trails and shared use paths					
T-207		Heurich Park Road near Heurich Dog Park	NW Branch Trail at Ager Road	10'	
T-208	Metropolitan Branch Spur	NW Branch Trail (at Chillum Road)	Avondale Park Trail at LaSalle Road	10'	Also known as the "Prince George's County Connector". A portion of T-208 is the West Hyattsville Greenway, Segment A
T-209		NW Branch Trail	Chillum Road	10'	This trail and shared-use path is located on the south side of the existing Queenstown Apartments and on the north side of the levee canal.
T-210		NW Branch Trail	16th Avenue	8'	Existing condition includes a partial natural surface path in this location.
T-211		Little Branch Run	West Hyattsville Metro Connector	10'	This path should run along the existing Riverfront at West Hyattsville Metro storm drain easement.
T-212		River Terrace Road	NW Branch Trail	10'	
T-213		Northwest Branch Trail bridge (near 36th Ave)	Farragut Street (western terminus)	8'	
T-214		Farragut Street (western terminus)	MD 208 (Hamilton Street)	8'	This shared-use path will follow the eastern property line of the property located at 3601 Gallatin St (Tax Account 1808922). Until trail T-214 is built, sign the following street segments for on-street shared bicycle lanes (sharrows): Farragut Street from its western terminus to 36th Avenue, 36th Avenue from Farragut Street to Gallatin Street, Gallatin Street from 36th Avenue to 35th Place, and 35th Place from Gallatin Street to MD 208 (Hamilton Street).



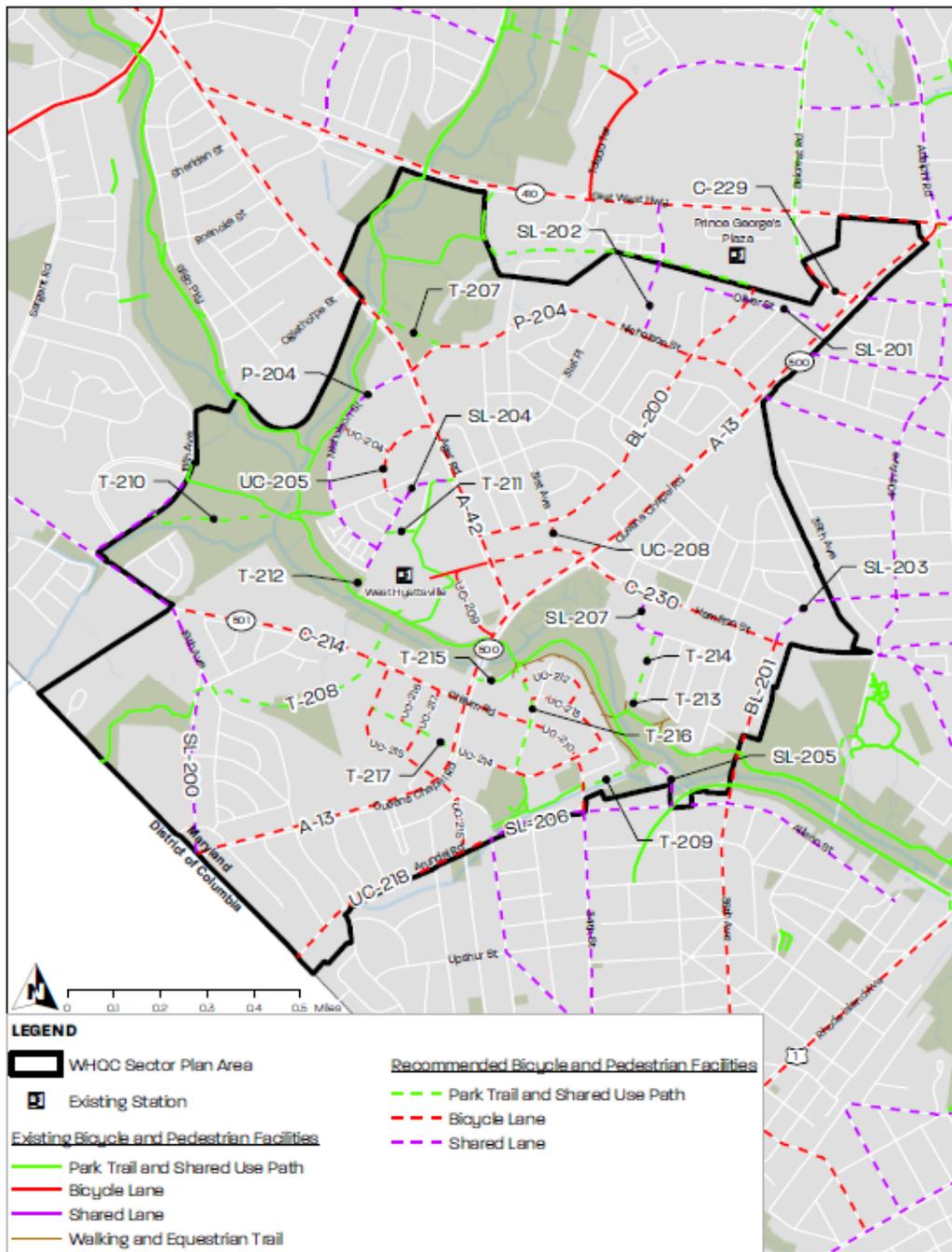
Route Id	Facility Name	From	To	Min. Row	Notes
T-215		Northwest Branch Trail	MD 500 (Queens Chapel Road)	10'	This path will follow the river and be constructed after acquisition of the property at 3299 Queens Chapel Road (Tax Account 1971712) by M-NCPPC (see 0). It will connect the Northwest Branch Trail along the south side of the river with on-street bicycle facilities along MD 500 (Queens Chapel Road).
T-216	Queenstown Drive and new Queenstown Drive realignment (see UC-211)	Buchanan Street	Northern terminus at trail access	10'	10' two-way shared use path located in the median (see greenway/linear park recommendation in Strategy PF 1.1 and Map 39). (Segment D of the West Hyattsville Greenway) See also Figure 7 for an illustrative concept.
T-217	Buchanan Street (new extension) (See UC-214)	MD 500 (Queens Chapel Road)	UC-215	10'	10' two-way shared use path located in the median (see greenway/linear park recommendation in Strategy PF 1.1 and Map 39). (Segment C of the West Hyattsville Greenway) See also Figure 6 for an illustrative concept.
Shared Lane (Signed Sharrow)					
SL-200	19th Ave / La Salle Rd	MD 501 (Chillum Road)	MD 500 (Queens Chapel Road)	n/a	
SL-201	Oliver Street	MD 500 (Queens Chapel Road)	35th Avenue	n/a	
SL-202	33rd Avenue	Nicholson Street	Sector plan boundary at Editors Park Drive	n/a	
SL-203	Jefferson Street	38th Avenue	Hamilton Street	n/a	
SL-204	Little Branch Run	Ager Road	River Terrace Road	n/a	Sign the street for sharrows to connect the Northwest Branch Trail with bicycle facilities along Lancer Drive.
SL-205	37th Street	Brentwood Levee Trail (at 37th Street and Allison Street)	NW Branch Trail	n/a	
SL-206	Arundel Road	31st Place	Chillum Road	n/a	
SL-207	Gallatin Street and 35th Place	36th Avenue	MD 208 (Hamilton Street)	n/a	
Continuous wide sidewalks with designated bicycle lanes					
BL-200	Jamestown Road	Ager Road	Calvin McClanahan Memorial Garden/Park / Oliver Street	5' bicycle lanes; 8' sidewalks	Provide a wide sidewalk with designated bicycle lanes along both sides of Jamestown Road to provide safe multimodal access to the West Hyattsville Metro Station and Prince George's Plaza Metro Station.



Route Id	Facility Name	From	To	Min. Row	Notes
BL-201	MD 208 (38th Avenue)	MD 208 (Hamilton Street)	Brentwood Levee Trail at 38th Street	5' bicycle lanes; 8' sidewalks	Until a new bridge is constructed over the NW Branch, the lanes on the bridge should be marked as sharrows. When a new 38th Avenue Bridge is constructed, it should include a wider right-of-way to accommodate sidewalk and bicycle facilities and increased horizontal stream clearance for the Northwest Branch to accommodate additional flow.



Map 27. Recommended Countywide Master Plan of Transportation Bicycle and Pedestrian Facilities⁶



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

⁶ This map includes both the standalone recommendations for bicycle and pedestrian facilities in Table 14 and also the recommended on-street facilities per the Urban Street Design Standards included in the streets recommendations in Table 12.



TM 4.9. Construct complete and continuous sidewalks on both sides of the roadway at these locations:

Table 15. Streets subject to Strategy TM 4.9

Street Name	From	To
MD 208 (Hamilton Street)	MD 500 (Queens Chapel Road)	MD 208 (38th Avenue)
MD 500 (Queens Chapel Road)	Northwest Branch bridge crossing	Hamilton Street
Jamestown Road	MD 500 (Queens Chapel Road)	Hamilton Street.
MD 501 (Chillum Road)	west of the Metro overpass	Longford Drive
MD 208 (38th Avenue) / 38th Street	Alley #26	Sector plan boundary (near 38th Street bridge)
Russell Avenue	Ingraham Street	Varnum Street / Arundel Road
22nd Avenue	MD 500 (Queens Chapel Road)	Varnum Street
37th Place	southern terminus	MD 208 (Hamilton Street)
36th Avenue	MD 208 (Hamilton Street)	Jefferson Street
37th Avenue	MD 208 (Hamilton Street)	Longfellow Street
36th Place	Jefferson Street	Longfellow Street
31st Place	(along entrance to Mount Rainier Nature Center)	



TM 4.10. Eliminate sidewalk gaps in the sidewalk network by constructing complete and continuous sidewalks throughout the sector plan area, including on local streets at:

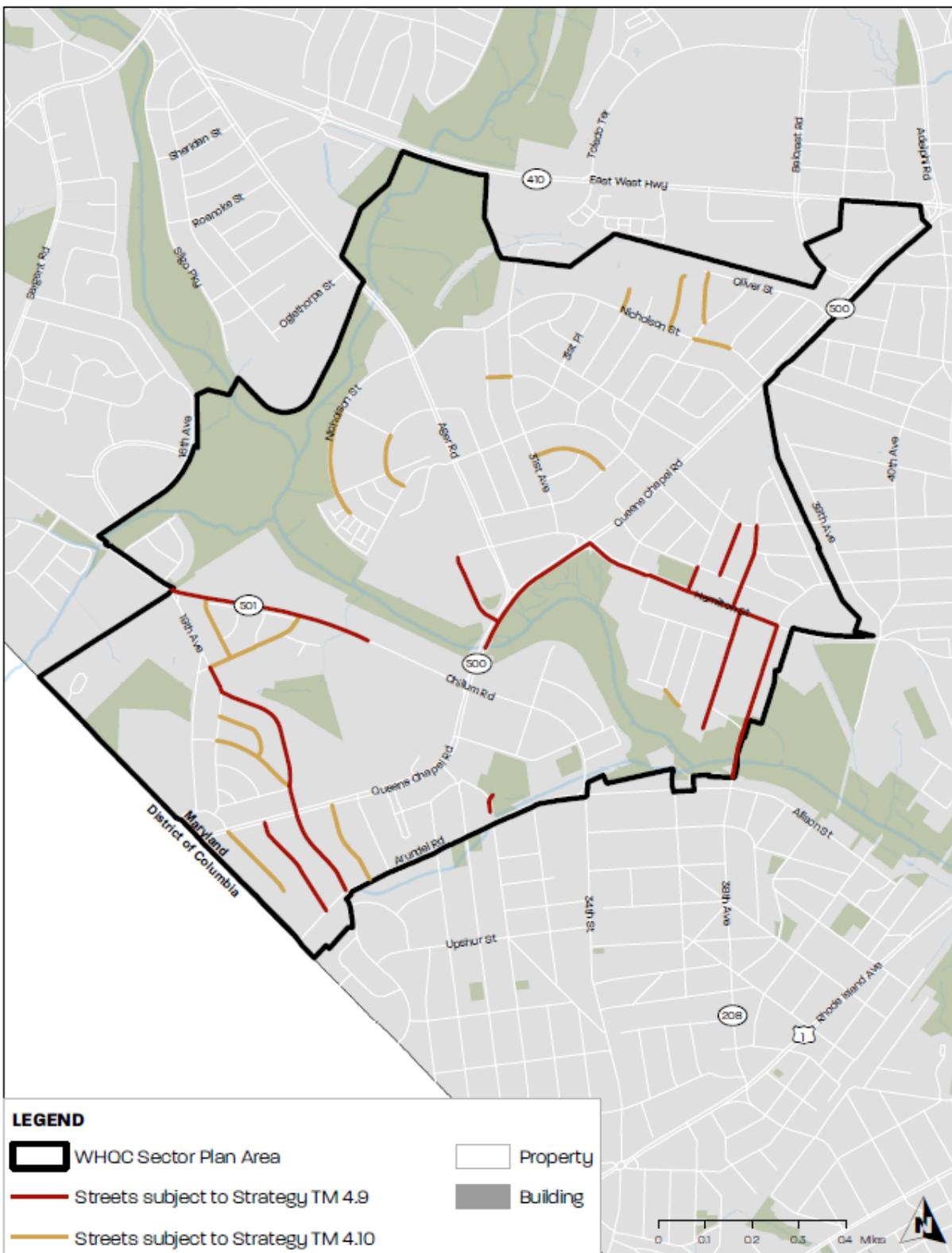
Table 16. Streets subject to Strategy TM 4.10

Street Name	From	To
Ingraham Street	Russell Avenue	21st Place
21st Place	Ingraham Street	MD 501 (Chillum Road)
20th Avenue	MD 501 (Chillum Road)	Ingraham Street
Woodreeve Road	Avondale Road	Russell Avenue
Hayden Road	Avondale Road	Woodreeve Road
21st Street	MD 500 (Queens Chapel Road)	terminus
24th Avenue	MD 500 (Queens Chapel Road)	Arundel Road
Nicholson Street, south side	Jamestown Road	36th Avenue
Nicholson Street	The Mall	Hyattsville Drive
Kirkwood Place	The Mall	Little Branch Run
32nd Avenue	Nicholson Street	Northern terminus
34th Avenue	Nicholson Street	Northern terminus
35th Avenue	Jamestown Road	Oliver Street
Lancer Place	30th Avenue	31st Avenue
Kimberly Road	31st Avenue	Jamestown Road
Farragut Street	36th Place	37th Avenue

TM 4.11. MD 410 (East West Highway) between MD 500 (Queens Chapel Road) and Belcrest Road should have a minimum 10-foot sidewalk and 8-foot minimum street tree planting area commensurate with the requirements of the RTO-H-E Zone.



Map 28. Streets Subject to Strategies TM 4.9 and TM 4.10



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Policy TM 5. Enhance active transportation infrastructure to make healthy and sustainable travel modes safe, comfortable, and attractive. See also Policy LU 4, LU 4.6, Policy LU 6, Policy LU 7, Policy LU 8, Policy NE 5, Policy TM 1, Policy TM 4, Policy TM 7, Policy TM 8, Policy HD 4, Policy HC 1, and Policy PF 1.

TM 5.1. Sidewalks on new and existing streets within the Regional Transit District and Local Transit Center should exceed the minimum widths required by Section 27-4204(b)(1)(C) of the Zoning Ordinance, and new and reconstructed sidewalks outside of the Centers, where possible, should be a minimum of eight feet.

TM 5.2. Ensure all sidewalks are properly maintained with no obstructions (such as grass, fences, streetlights, utility poles, curb cuts) that reduce sidewalk width and potentially impede adequate mobility.

TM 5.3. To ensure consistent design, construction, and maintenance, all on-street parking spaces, bicycle facilities, street tree planting areas, and pedestrian clearance zones should be within the public right-of-way.

TM 5.4. All existing facilities should be retrofit for compliance with the Americans with Disabilities Act.

TM 5.5. Provide long-term bicycle parking facilities, including bicycle “fix-it stations,” for residents at multifamily developments, consistent with the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*.

TM 5.6. Provide free short-term covered bicycle parking at the West Hyattsville Metro Station and at all developments within one-quarter mile of station.

ACTIVE TRANSPORTATION AND PEDESTRIAN/BICYCLE SAFETY FEATURES

- Street trees
- Wide sidewalks accented with special paving materials
- A buffer between streets and sidewalks
- Curb bulb-outs and bump-outs
- Bus stops
- Pedestrian-scaled signage and wayfinding
- Lighting fixtures
- Street furnishings such as benches, trash receptacles, and bicycle racks



TM 5.7. Evaluate the potential for bicycle signals, exclusive or lead bicycle phasing, and bicycle boxes at major intersections or where two major bicycle routes intersect, including, but not limited to:

- MD 500 (Queens Chapel Road) and Hamilton Street
- Hamilton Street and Ager Road
- MD 500 (Queens Chapel Road) and the Northwest Branch Trail
- MD 208 (38th Avenue) and the Northwest Branch Trail
- MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)
- MD 500 (Queens Chapel Road) and Buchanan Street



SOURCE: ISTOCK

Bicycle Signal.

TM 5.8. Construct bicycle ramps on or adjacent to stairwells to facilitate ease of access for bicyclists (or pedestrians walking their bicycles) in the sector plan area. Prioritize ramp construction from the Queens Chapel Manor Neighborhood to Prince George's Plaza Metro Station at Calvin McClanahan Memorial Garden/Park.

TM 5.9. Install pedestrian/bicycle actuated traffic control devices on the Northwest Branch Trail where it crosses major streets, including MD 500 (Queens Chapel Road) and MD 208 (38th Street).

Bicycle ramps on or adjacent to stairwells encourage more biking in an area.

Photo courtesy iStock





TM 5.10. Employ public art along MD 500 (Queens Chapel Road) from MD 501 (Chillum Road) to Jamestown Road (Northwest Branch Trail Entrance) to calm traffic and provide shade for active transportation users. See also Strategies HD 1.1 and HD 1.3, Policy HD 2, and Strategy PF 1.1.

TM 5.11. Consider artistic treatments to crosswalks on a case-by-case basis to create greater visibility, slow down traffic, and generally make conditions more desirable for pedestrians and cyclists. See also Strategies TM 2.2 and TM 8.1, Policy HD 2, and Policy HD 5.



PHOTO COURTESY ISTOCK

Policy TM 6. Create micro-mobility options at key locations.

TM 6.1. Provide bicycle share, scooter share, and other micro-mobility facilities, including docking stations, parking areas, and signage at strategic locations including but not limited to:

- West Hyattsville Metro Station
- Hamilton Street Corridor
- Near the intersection of MD 501 (Chillum Road) and MD 500 (Queens Chapel Road)
- Queenstown Apartments
- Varnum Street between Russell Avenue and Eastern Avenue NE

TM 6.2. Construct electric-assist bicycle and electric scooter infrastructure adjacent to the West Hyattsville Metro station. Coordinate with the City of Hyattsville, WMATA, and vendors to determine the proper siting of e-scooter parking in the sector plan area.



TRANSIT

Policy TM 7. Improve access to destinations throughout the region by expanding transit services and amenities. (See Map 24. Existing Bus Transit Facilities).

TM 7.1. Ensure ADA-compliance and provide accessible shelters with seating at all bus stops. Shelter amenities should include, but not be limited to, bus stop pad, seating, lighting, trash receptacles, and sidewalk accessibility. Consider adding solar charging stations for electronic devices.

TM 7.2. Provide real-time bus arrival information at all bus stops.

TM 7.3. Provide ADA-accessible "floating bus stops" where feasible during new construction or retrofit of streets to separate bus and bicycle traffic and provide a safer waiting space for transit riders.

TM 7.4. Coordinate the implementation of transit service improvements guided by the Prince George's County Transit Service and Operations Plan, the WMATA Bus Transformation Project Bus Service Guidelines, and the Countywide Master Plan of Transportation (MPOT).

TM 7.5. Encourage transit agencies to evaluate the feasibility of rerouting transit in the sector plan area to serve the street network as new streets are planned and constructed in the Local Transit Center.



PHOTO BY ISTOCK



TRAFFIC CALMING AND SAFETY

TRAFFIC CALMING

Traffic calming refers to a series of strategies aimed at increasing driver awareness of pedestrians, bicyclists, and other users by reducing vehicle speeds. Common traffic calming measures include but are not limited to on-street parking, curb extensions/bulb-outs, road diets, and other ways to visually, if not physically, narrow the perceived lane width. Street and roadway designs that reduce the likelihood of pedestrian-vehicle and bicycle-vehicle collisions, especially in areas where people traveling by different modes are expected to interact, should always be prioritized.

Source: National Association of City Transportation Officials (NACTO), Traffic Calming, found online at <https://nacto.org/treatment/traffic-calming/>

Policy TM 8. Support the County’s efforts to achieve Vision Zero Prince George’s, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

TM 8.1. Provide traffic calming measures to slow traffic and increase driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and retrofitted streets, prioritizing the following streets (See also Strategies TM 2.2 and Policy TM 5):

- MD 501 (Chillum Road)
- Ager Road
- MD 500 (Queens Chapel Road)

TM 8.2. Work with the appropriate agency or agencies (SHA, DPW&T, municipalities) to evaluate the feasibility of constructing protected intersections and pedestrian refuges, signalized marked crosswalks with adequate timings, sidewalk extensions, and HAWK signals, at all major intersections in the Local Transit Center and Regional Transit District. Prioritize the following locations through temporary pilot testing:

- MD 500 (Queens Chapel Road) and Jamestown Road
- MD 500 (Queens Chapel Road) and Hamilton Street
- Hamilton Street and Ager Road
- MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)
- T-208 (Prince George’s Connector Trail) and MD 501 (Chillum Road)

PROTECTED INTERSECTIONS

A protected intersection is an intersection with corner refuge islands, stop bars for cyclists set ahead of those for motorists, bicycle-friendly signal phasing, and bike lane setbacks that give turning motorists a clear view of crossing cyclists. The combination of these elements creates an intersection where cyclists and pedestrians are more readily seen by motorists and the non-motorized travelers have shorter distances to travel to cross the street.

Source: National Association of City Transportation Officials (NACTO), *Don't Give Up at the Intersection*, excerpt found online at <https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/>



- MD 208 (Hamilton Street) with 35th Place, 26th Avenue, and the Bestway parking lot entrance in front of Hyatt Park
- Lancer Drive and Ager Road
- MD 500 (Queens Chapel Road) and Ager Road
- MD 500 (Queens Chapel Road) and 30th Street
- Nicholson Street and Ager Road
- MD 500 (Queens Chapel Road) and Belcrest Road

Should the evaluation determine these improvements are feasible at any or all of these locations, work with the relevant agency toward permanent implementation.

TM 8.3. Improve pedestrian and bicycle safety at the intersection of Ager Road and MD 500 (Queens Chapel Road) by reconstructing it as a squared-off T-intersection

PARKING MANAGEMENT

The management of parking supply is a key tool in ensuring successful and sustainable transit-oriented development. The 2016 *Approved Prince George's Plaza Transit District Development Plan*, the County's master plan for the area surrounding the Prince George's Plaza Metro Station, states: "The availability of free parking is one of the main contributing factors to automobile use. The search for an available on-street parking spot is one of the leading causes of traffic congestion. Even residents who would prefer to walk, bicycle, or take transit will consider driving if they can be guaranteed a free parking spot at their destination. To encourage the use of non-auto forms of travel, the supply of parking should be constrained to the level of actual demand, and priced based on its actual value. To reduce demand for parking, residents, visitors, shoppers, workers, and business owners need to feel confident that they can get to their destinations—or that customers can get to their businesses—easily and affordably without driving."

Policy TM 8 of Plan 2035 recommends that the County "ensure minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035." To implement this policy, the Zoning Ordinance contains new parking regulations that allow, and in many cases require, property owners to provide fewer parking spaces than were previously required. Transit-supportive parking regulations reduce vehicle trips by allowing the sharing of parking spaces for multiple uses, lowering development costs, and supporting transit, bicycle, pedestrian, and other non-motor vehicle travel modes. Key regulations cited in Policy TM 9 of this Sector Plan include: Section 27-6307(e), which allows a property owner to use on-street parking spaces to help meet an off-street parking requirement. On-street parking serves multiple visitors and business patrons over the course of a given day. Section 27-6308(a), which allows a reduction in parking spaces provided for development within a half-mile of a transit station, since many residents will walk or take transit.

Sources: Plan 2035, 2016 *Approved Prince George's Plaza Transit District Development Plan*, Prince George's County Code, Subtitle 27.

PARKING

Policy TM 9. Manage parking to reduce automobile use and encourage walking, bicycling, transit, and other alternative modes of transportation.

TM 9.1. Coordinate with County and municipalities to expand residential parking districts per Subtitle 26, Division 9 of the County Code or municipal parking ordinances and institute metered parking near the Metro station to discourage/reduce overflow parking in surrounding neighborhoods.



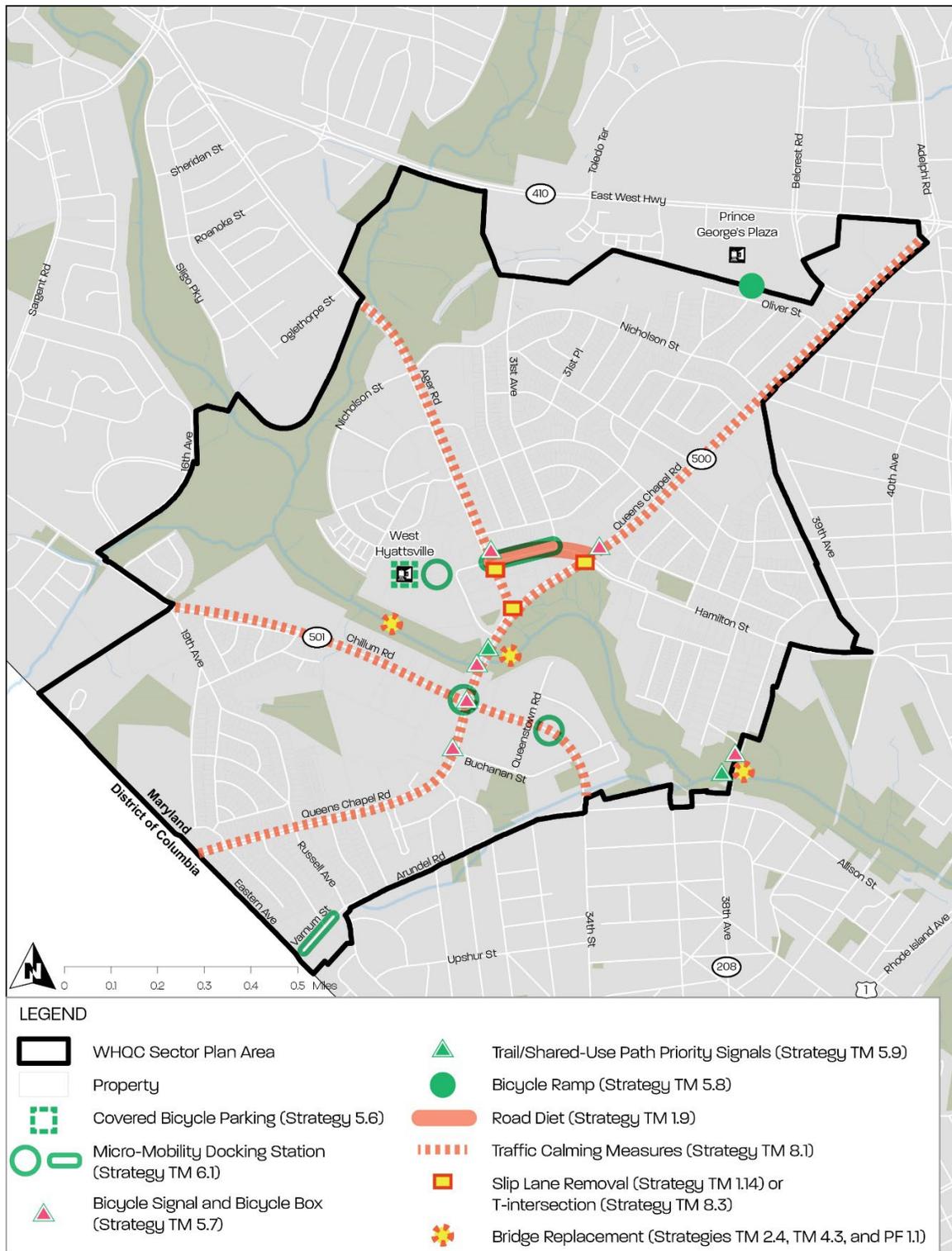
- TM 9.2.** Collaborate with the City of Hyattsville, DPW&T Office of Transportation, the Revenue Authority of Prince George's County, businesses, and property owners to advance parking management practices, such as variable demand-based parking pricing, carpool parking priority, parking cash-out programs, and unbundled parking costs.
- TM 9.3.** Permit and encourage on-street parking to count toward off-street parking minimums, per Section 27-6307(e) of the Zoning Ordinance (Off-Street Parking Alternatives).
- TM 9.4.** Permit and encourage a 50 percent parking reduction within one-quarter mile of the West Hyattsville Metro Station, pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).
- TM 9.5.** Permit and encourage a 15 percent parking reduction between one-quarter and one-half mile of the West Hyattsville Metro Station, pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).
- TM 9.6.** Coordinate with WMATA to shift parking demand to Prince George's Plaza Metro Station through reduced and/or shared parking at the West Hyattsville Metro Station.
- TM 9.7.** Coordinate with the City of Hyattsville and WMATA to determine the proper siting of car sharing locations, and ride-hailing loading/unloading spaces, as new development occurs.

Policy TM 10. Evaluate transportation regulations to ensure consistency with master and sector plans and best planning practice.

- TM 10.1.** DPW&T should consider updates to the County Urban Street Design Standards to align with the requirements of the Zoning Ordinance for sidewalk and buffer regulations where the Zoning Ordinance is more stringent.
- TM 10.2.** As the County Council evaluates the effectiveness of the Zoning Ordinance and Subdivision Regulations, it should consider updates to the Ordinances to align the requirements of the Zoning Ordinance and Subdivision Regulations with the Urban Street Design Standards where the USDS are more stringent.



Figure 3. Overview of Key Recommendations for Pedestrian and Bicyclist Safety and Comfort



Source: Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Section VI



Natural Environment



PLAN 2035 NATURAL ENVIRONMENT GOAL

Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development.

SECTOR PLAN NATURAL ENVIRONMENT GOAL

The health of natural areas is improved for future generations, and streets and civic spaces reflect their relationship with the Anacostia River.



Existing Conditions Summary

The sector plan area contains several significant environmental features, including streams, wetlands, tree canopy, forest cover, legacy stormwater management systems, impervious surfaces, and, most notably, significant areas of floodplain (see Map 29 and Map 31). Fifteen acres of the sector plan area lie in the Resource Conservation Overlay (RCO) and 14 acres lie in the Intense Development Overlay (IDO) Zones of the Chesapeake Bay Critical Area (CBCA).

Several properties in the West Hyattsville Local Transit Center lie within the current 1-percent annual chance (100-year) floodplain for the Northwest Branch of the Anacostia River and will have to overcome stormwater management challenges, additional permitting requirements, and the sudden fall off in grade that separates the low- and mid-elevation zones. Approximately 40 percent of the sector plan area is covered by impervious surfaces, exacerbating stormwater challenges and flood risk.

The Anacostia River was channelized in the 1950s by the Anacostia River Flood Control Project, resulting in a loss of wetland and forest throughout the watershed. Most of the sector plan area is within Environmental Strategy Area (ESA) 1, requiring a minimum 60-foot stream buffer. Portions of the Sector Plan area are within the Chesapeake Bay Critical Area and ESA 4; properties in the IDO Zone require a minimum 100-foot stream buffer and properties in the RCO Zone require a minimum 200-foot stream buffer.

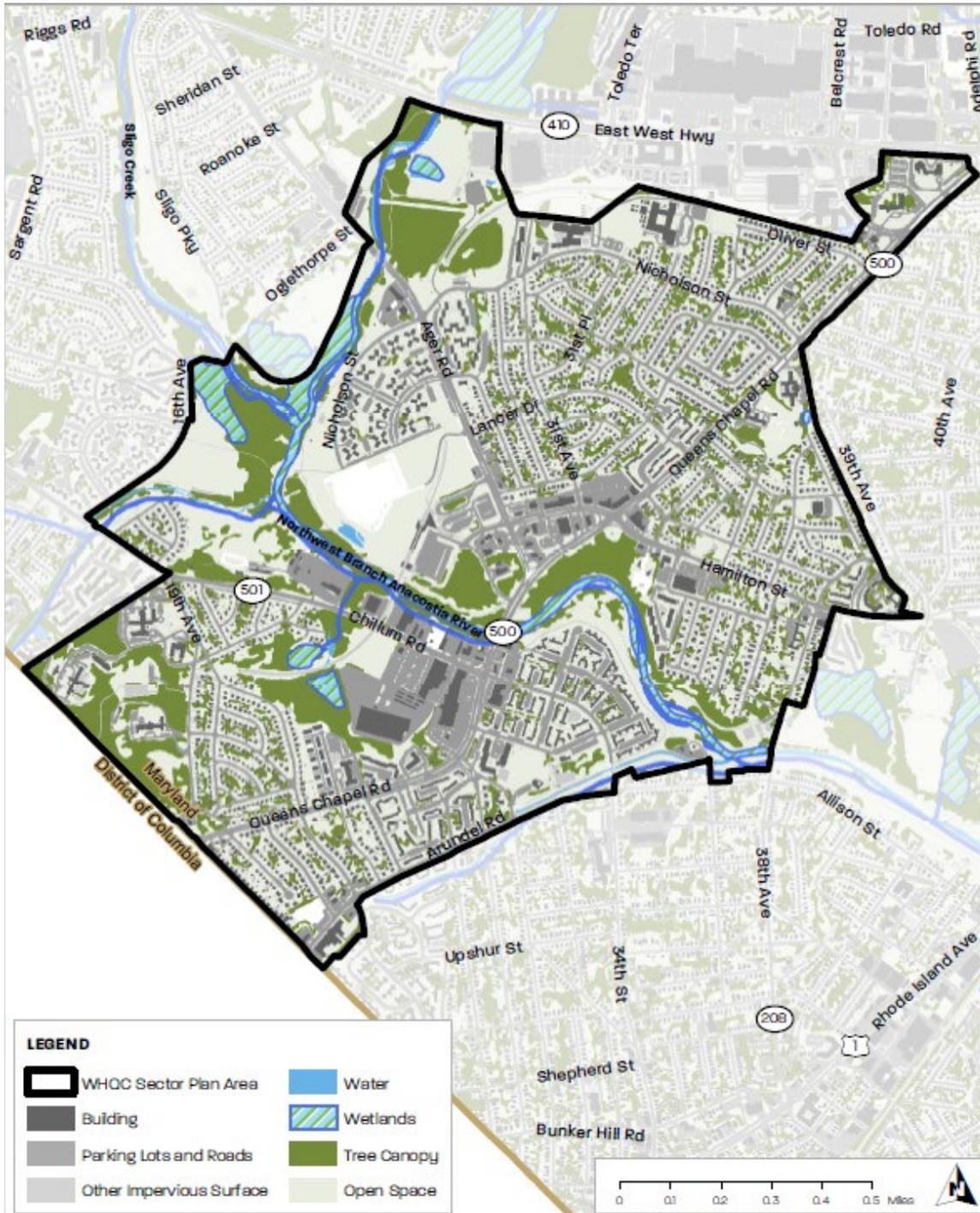
The project area has a large existing storm drain network and there are multiple places to connect new stormwater management features without proposing extensive pipe networks.

There is a significant amount of M-NCPPC-owned land within the sector plan area, including approximately 65 percent of the land within the 1-percent annual chance (100-year) floodplain. Soils from Hydrologic Soil Groups C and D, which make up 62 percent of soils in the sector plan area, have slower infiltration and water transmission rates. As such, application of Environmental Site Design techniques in this area to treat stormwater runoff from future new development and redevelopment will be limited.⁷ Micro-bioretenion facilities may be appropriate in these areas.

⁷ Section 32-171(a)(27) of the Stormwater Management Code defines Environmental Site Design as “Using small scale stormwater management practices, nonstructural techniques, and better site planning to mimic natural hydrologic runoff characteristics and minimize the impact of land development on water resources. (Methods for designing ESD practices are specified in the Maryland Design Manual and the Prince George’s County Design Manual).”



Map 29. Major Environmental Features



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



GREEN INFRASTRUCTURE

COUNTYWIDE GREEN INFRASTRUCTURE NETWORK AND REGULATED ENVIRONMENTAL FEATURES

The Green Infrastructure Network “Regulated Areas represent a conceptual delineation of connected regulated environmental features including streams, wetlands and their buffers, the 100-year floodplain, and their adjacent steep slopes.” These features are identified as Regulated Environmental Areas by the County Code. Regulated Areas of the Countywide Green Infrastructure Network “are considered conceptual until their features and their buffers are mapped in greater detail on an approved Natural Resource Inventory (NRI).” Regulated environmental features identified on an approved NRI are protected through the subdivision, floodplain, and woodland conservation ordinances.

EVALUATION AREAS OF THE COUNTYWIDE GREEN INFRASTRUCTURE NETWORK

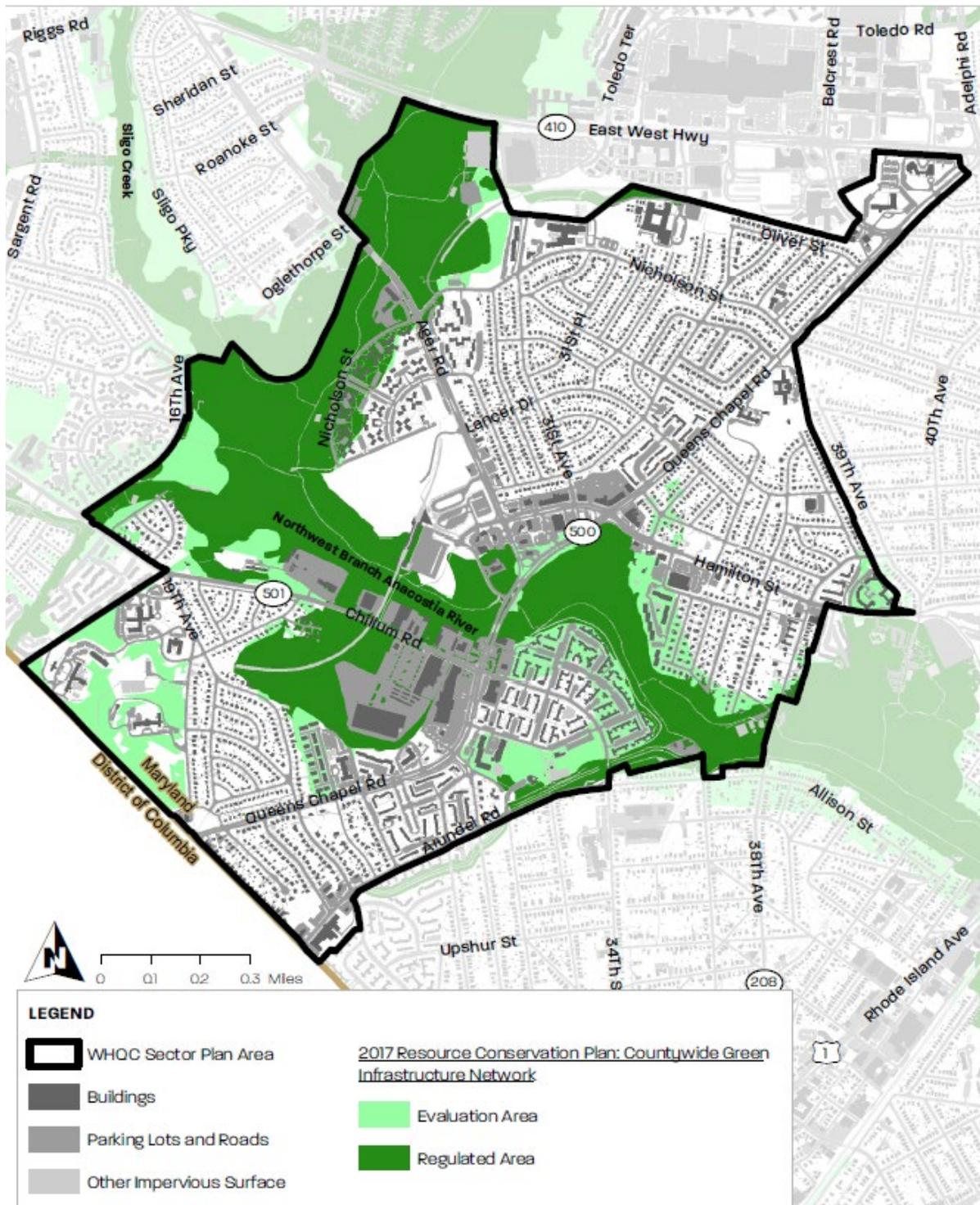
Evaluation Areas of the Countywide Green Infrastructure Network represent areas that may contain regulated or sensitive environmental features. They are not areas that are protected by law, but rather that “will be considered during the review process as areas of high priority for on-site woodland and wildlife habitat conservation and restoration of lost connectivity. These areas should be considered before the use of off-site conservation options. Properties that contain evaluation areas will develop in keeping with the underlying zoning and in conformance with the other regulations of applicable ordinances; however, consideration must be given to the resources that exist and their priority for preservation, restoration, and permanent conservation.”

2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan, p. 30.

Twenty-nine percent of the sector plan area is within the Regulated Area of the Countywide Green Infrastructure Network; 11 percent is in the Evaluation Area. Much of the Countywide Green Infrastructure Network within the Local Transit Center is already developed (see Map 30). There are no feasibly connectable network gaps of the Countywide Green Infrastructure Network within the sector plan area. Two developments have been constructed since the last mapping of the Green Infrastructure Network in 2017: Riverfront at West Hyattsville and the townhomes at Avondale Overlook.



Map 30. Countywide Green Infrastructure Network (Existing)



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



BALANCING GROWTH AND PRESERVATION

Plan 2035 and the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan (RCP) recognize the need to balance targeted growth in designated Centers with the need to conserve and preserve the County's rich environmental resources. Strategy 2.3 of the Countywide Green Infrastructure Plan (pg. 50) recommends the County:

"[a]llow impacts to regulated environmental features as appropriate to accommodate new development and redevelopment within designated Downtowns, Regional Transit Districts, the Innovation Corridor, and Local Centers and where needed to accommodate planned development on constrained sites. Mitigation for these impacts should be provided as close to the area of impact as possible."

Due to the location of the West Hyattsville Metro Station and the Local Transit Center, impacts to the current Regulated Areas of the Green Infrastructure Network may occur and could require creative mitigation strategies. Periodic re-mapping of the Green Infrastructure layer is necessary to reflect situations when the Regulated Area has changed due to permitted impacts, such as when a property is elevated out of the floodplain or when other impacts to the Primary Management Area are allowed.

FLOOD ELEVATION AND COMPENSATORY STORAGE ANALYSIS

The proximity of the West Hyattsville Metro Station to the Northwest Branch floodplain means that implementation of a Local Transit Center may require elevating portions of the area out of the 1-percent annual chance, or 100-year, floodplain. In general, elevating land out of the floodplain should only be permitted as a last resort once all other flood mitigation and stormwater management strategies are considered and are deemed insufficient to address flood risk, both on the subject property and other properties. DPIE strictly regulates development in and near the floodplain through enforcement of Subtitle 32, Division 4 of the County Code.

Section 32-105(g) of the County Floodplain Ordinance states:

"Cut and Fill: If floodplain storage is reduced because of the project, an equal amount of compensatory storage within the floodplain shall be provided. A site grading plan prepared by a professional engineer, showing a balance of cut-and-fill, shall be submitted. The limits of the floodplain before and after development shall be clearly shown on the site plan."

Elevating land out of a floodplain with no other mitigating measures can create flood hazards elsewhere. Cognizant of this, a comprehensive flood elevation and compensatory storage study was conducted as part of this sector plan. This study, found in Appendix A, identifies locations where compensatory floodwater storage basins may be constructed to temporarily detain excess water to reduce downstream impacts of storm events.

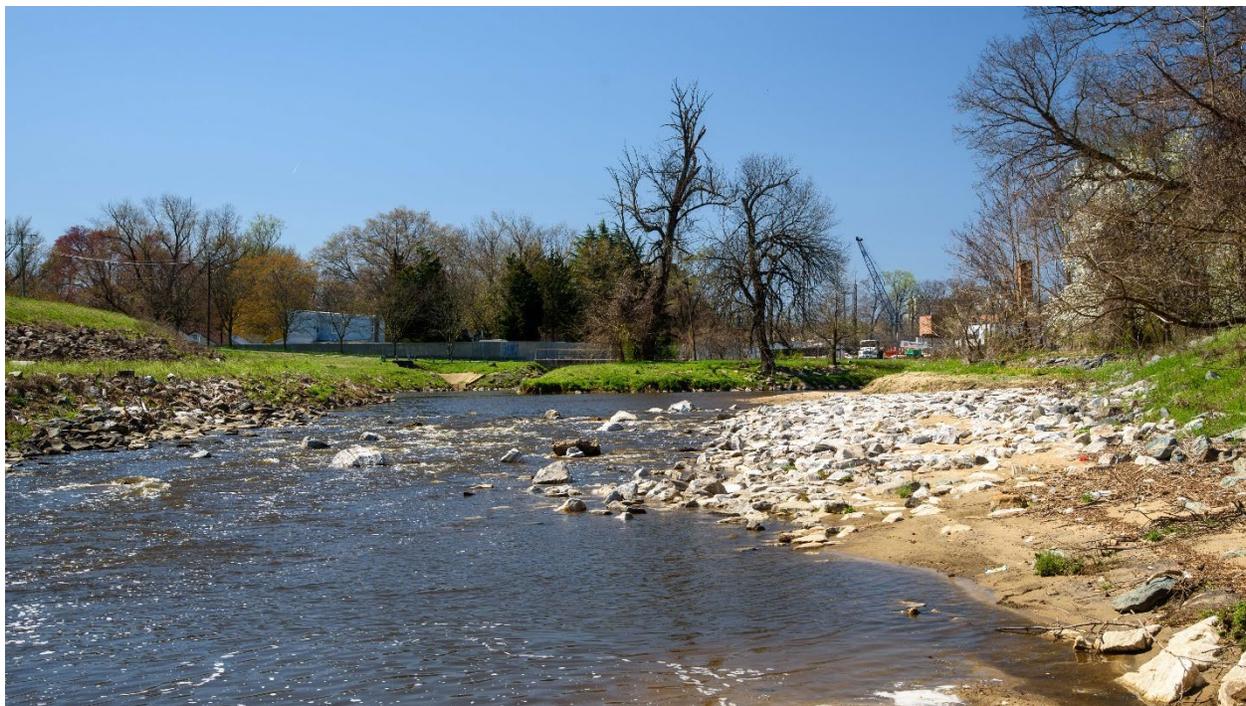


WATERSHEDS AND FLOODPLAIN

Between 1902 and 1940, the Anacostia River was channelized, sea walls were built, and the predominant land use shifted from agriculture to urban and industrial, resulting in a significant loss of wetland and forest throughout the watershed. Along the Anacostia River, hundreds of acres of wetlands were filled; today only about 10 percent of the historic wetlands remain.^{8,9,10}

Table 17. Watersheds in the Sector Plan Area

Watershed	Watershed Acres Within County	% of Watersheds in County	Watershed Acres Within Sector Plan Area	% of Watersheds in Sector Plan Area
Northwest Branch	5,038	1.6%	1,056	97.3%
Sligo Creek	1,410	0.4%	12	1.1%
Lower Northeast Branch	4,504	1.4%	17	1.6%



⁸ Maryland Department of Natural Resources, *Characterization of the Anacostia River Watershed in Prince George's County, Maryland*, Annapolis, MD: March 2005, https://dnr.state.md.us/waters/Documents/WRAS/ar_char.pdf.

⁹ U.S. Environmental Protection Agency, *Section 319 Nonpoint Source Program Success Story District of Columbia*, Washington, DC: March 2010, https://www.epa.gov/sites/production/files/2015-10/documents/dc_anacostia.pdf.

¹⁰ Megan Buerger, "The history of the Anacostia River," *The Washington Post*, May 2, 2012, https://www.washingtonpost.com/local/the-history-of-the-anacostia-river/2012/05/01/gIQA1VuAxT_story.html.



In the 1950s, the US Army Corps of Engineers (USACE) designed and constructed the Anacostia Local Flood Protection and Navigation Project. This included four hydraulically independent levee systems. Four pumping stations were installed to manage land-side drainage and protect against levee-caused flooding. The construction of these levees has significantly changed the nature of the Anacostia River, deepening the stream channel from incision and erosion, and increasing the amount of sediment carried by the stream.¹¹ Development resulting in an increase in impervious areas and wetland losses have resulted in increased flood risks behind the levee in areas such as Brentwood and upstream in the West Hyattsville-Queens Chapel sector plan area. Since the Flood Protection Project's completion in 1959, the population has grown significantly with no focused stormwater management effort until the 1980s. In response to this, Prince George's County requested USACE evaluate the areas around the levee for flood risk. As a result of that analysis in 2009, Prince George's County is upgrading the levees around the Brentwood community.¹²

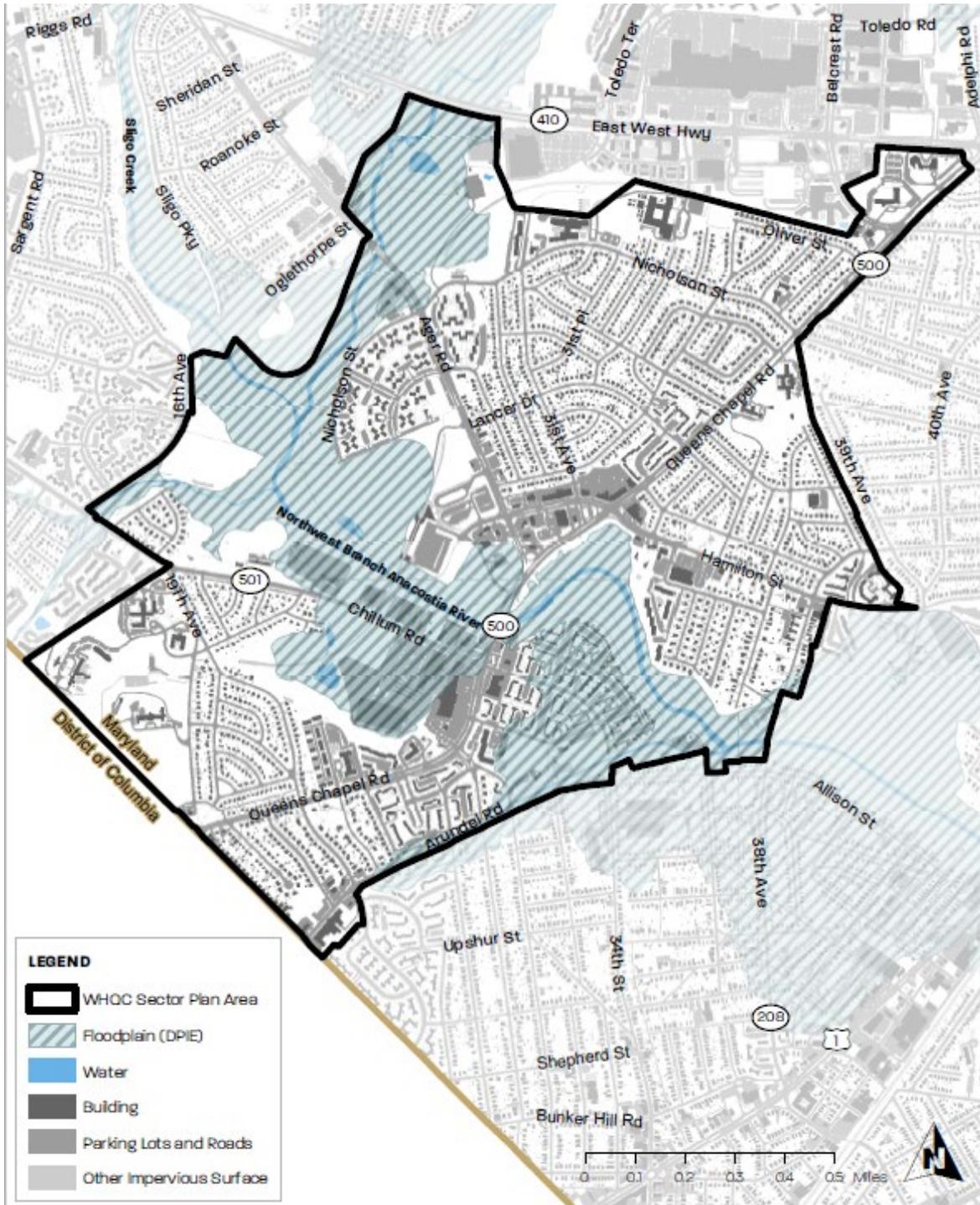
There are no levees along the Northwest Branch between MD 500 (Queens Chapel Road) and Sligo Creek. The combination of extensive floodplain (see Map 31), impervious surface, and pre-1980s development in this area means that a comprehensive stormwater management and flood mitigation solution that has the potential to be superior to a piecemeal, parcel-by-parcel approach, is key to planning for the West Hyattsville Local Transit Center.

¹¹ U.S. Army Corps of Engineers, Baltimore District, Anacostia Watershed Restoration Prince George's County, Maryland, Ecosystem Restoration Feasibility Study and Integrated Environmental Assessment, October 2018, https://www.nab.usace.army.mil/Portals/63/docs/Environmental/Anacostia/AWR_PG_Main_Report_FINAL_Dec2018.pdf.

¹² Prince George's County, *Allison Street Flood Control Project Levee Rehabilitation and 34th Street Bridge Replacement*, accessed September 2020, <https://www.princegeorgescountymd.gov/DocumentCenter/View/30214/Allison-Street-Bridge?bidId=>.



Map 31. County 100-Year Floodplain



Source: Federal Emergency Management Agency, National Flood Hazard Layer (NFHL) Status, 2021, <https://www.floodmaps.fema.gov/NFHL/status.shtml>; Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



FOREST AND TREE CANOPY/IMPERVIOUS SURFACES

Tree canopy covers approximately 40 percent of the sector plan area, but only one-third of that canopy is forest. The wooded area within the floodplain west of the MD 500 (Queens Chapel Road) Bridge is identified by the Maryland Department of Natural Resources (DNR) as potential Forest Interior Dwelling Species (FIDS) habitat but has not been field verified. These forests may be critical to the survival of certain species.

Approximately 40 percent of the sector plan area is covered by impervious surfaces, including buildings, parking lots, and streets. Redevelopment in these areas can offer new opportunities for using more permeable materials and planting trees to increase tree canopy.



Policies and Strategies

FLOOD RISK MITIGATION AND FLOODPLAIN MANAGEMENT

Policy NE 1. To implement the land use recommendations of Plan 2035 and this sector plan while reducing flood risk within, and downstream of, the sector plan area, proactively manage the Northwest Branch and Sligo Creek floodplains. See also Policy LU 2, Policy LU 10, Policy NE 1, and Policy PF 2.

NE 1.1. Acquire the properties within the 1-percent annual chance floodplain identified in Policy LU 10 and Strategy PF 1.1 and repurpose them for flood mitigation and/or other natural restoration purposes. See also Strategies LU 2.1, LU 2.2, and PF 1.1.

NE 1.2. Maintain existing flood protection structures (dikes, levees, floodwalls, etc.) at federally accredited levels.

NE 1.3. Replace and enhance undersized, deficient, or damaged bridges or culverts that may be obstructing flow and limiting community access to and across the Northwest Branch. See also Strategy TM 2.4.

NE 1.4. Regularly evaluate hydrologic and hydraulic models to identify flood risk and determine mitigation strategies.

NE 1.5. Evaluate opportunities to improve pump systems and outflows to reduce potential for behind-the-levee flooding.



NE 1.6. To implement the land use recommendations of Plan 2035 and this sector plan, work with property owners and the Department of Permitting, Inspections and Enforcement (DPIE) to, as needed, elevate portions of the following properties out of the 1-percent annual chance floodplain, pursuant to Subtitle 32 of the County Code:

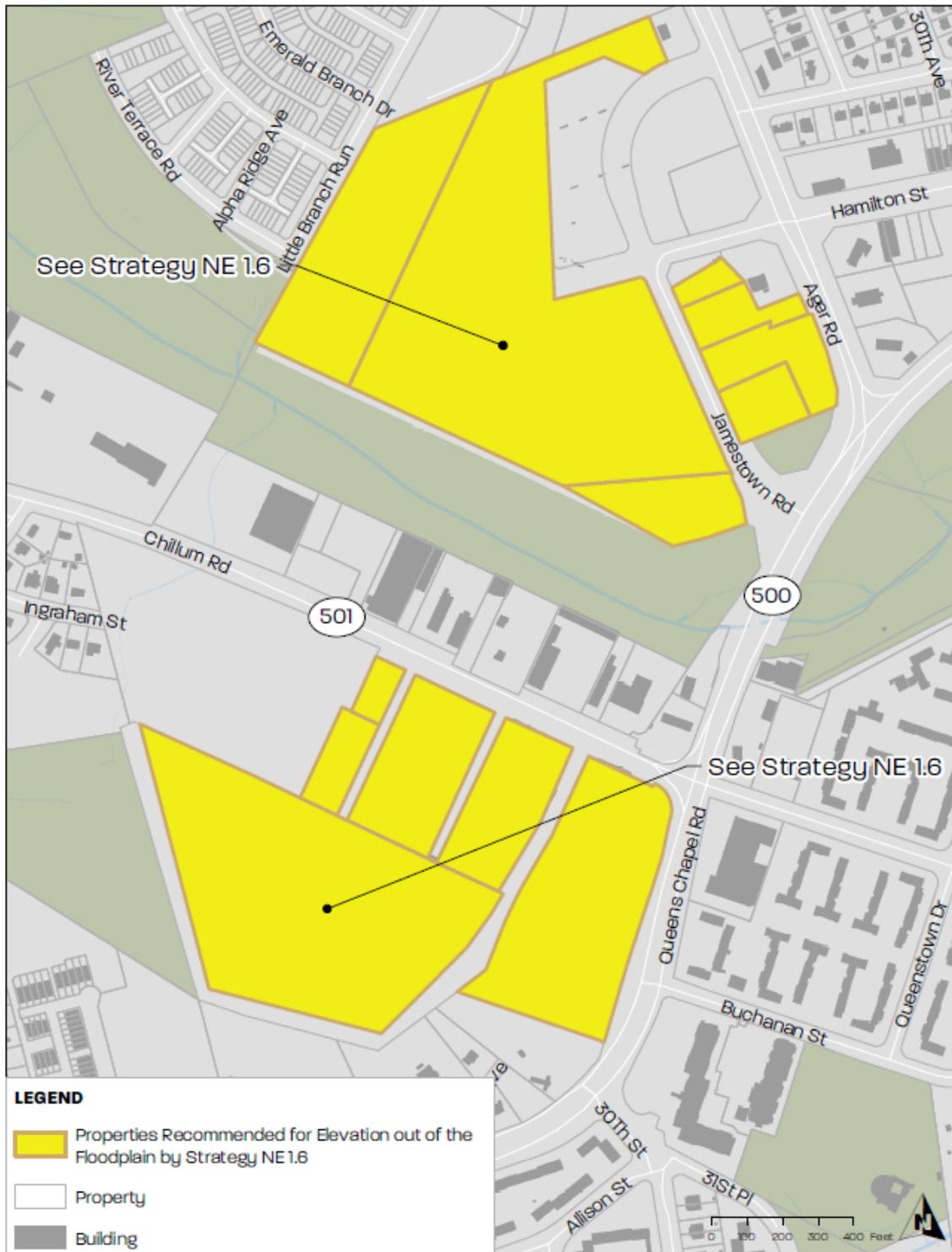
Table 18. Properties Recommended for Elevation out of the Floodplain by Strategy NE 1.6

Address	Tax ID	Description	Parcel
2781 Hamilton Street	1960970	4 SF TO NEW 3566833 STR (2004)	
0 Ager Road	1892181		118
2775 Hamilton Street	1953595		119
5400 Jamestown Road	1851252		115
0 F Jamestown Road	1851260	TRI AT N W COR PARCEL A 10 EQ .4303 ACRE	
5402 Jamestown Road	1855527	PARCEL A 10 EX TRI AT NW COR EQ .9215 ACRES	A-10
2309 Chillum Road	1912245	PARCEL M	M
2425 Chillum Road	1912237	PT PARCEL K	
3100 Queens Chapel Road	1861095		13
2421 Chillum Road	1898618	PART PAR L	
2801 Hamilton Street	1960996		145
2700 Hamilton Street	1924745		114

Elevation should only occur if a commensurate level of compensatory storage is provided elsewhere within the Northwest Branch subwatershed between the MD 500 (Queens Chapel Road) bridge and the MD 410 (East West Highway) bridge and/or within the Sligo Creek subwatershed between its confluence with the Northwest Branch and the MD 212 (Riggs Road) bridge.



Map 32. Properties Recommended for Elevation out of the Floodplain by Strategy NE 1.6



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



NE 1.7. Work with WMATA, M-NCPPC, and other property owners to create compensatory stormwater storage areas throughout the sector plan area. Determine specific locations and quantities of cut and fill through more detailed analyses prior to development. These analyses should include thorough evaluation of the impact to, and possible in-kind replacement of, existing active recreation facilities. Appendix A: Floodplain Analysis Report contains additional recommendations as to where compensatory storage (cut) may be located to offset potential elevations (fill) in the Local Transit Center and preliminary estimations of quantities of and impacts from cut and fill

NE 1.8. No properties north of MD 501 (Chillum Road) and south of the Northwest Branch are intended to be used for either elevation (fill) or compensatory storage (cut). See also Policy LU 10 and Strategy PF 1.11.

NE 1.9. Partner with the Town of Brentwood to relocate its facility at 4604 37th Street out of the floodplain and out of the Chesapeake Bay Critical Area. See also Policy LU 1.

GREEN INFRASTRUCTURE

Policy NE 2. Preserve, enhance, and restore Regulated Environmental Features and Critical Area Buffers within the sector plan area’s Green Infrastructure Network to the fullest extent possible to enhance the connectivity of natural green spaces and create an attractive, green, and comfortable environment for residents and visitors. See also Policy LU 2, Policy LU 10, Policy NE 6, Policy NE 7, and Policy PF 1.

NE 2.1. During the design of new development, encourage developers to build green connections, reduce impervious surface area, set aside green space in excess of that required by the Zoning Ordinance, restore environmental features, and preserve undisturbed natural areas within the Countywide Green Infrastructure Network.

NE 2.2. As redevelopment occurs, maximize the use of conservation easements for the Regulated Area of the Green Infrastructure Network, especially on properties identified in Table 19.

Table 19. Properties Recommended for Conservation Easements as Redevelopment Occurs

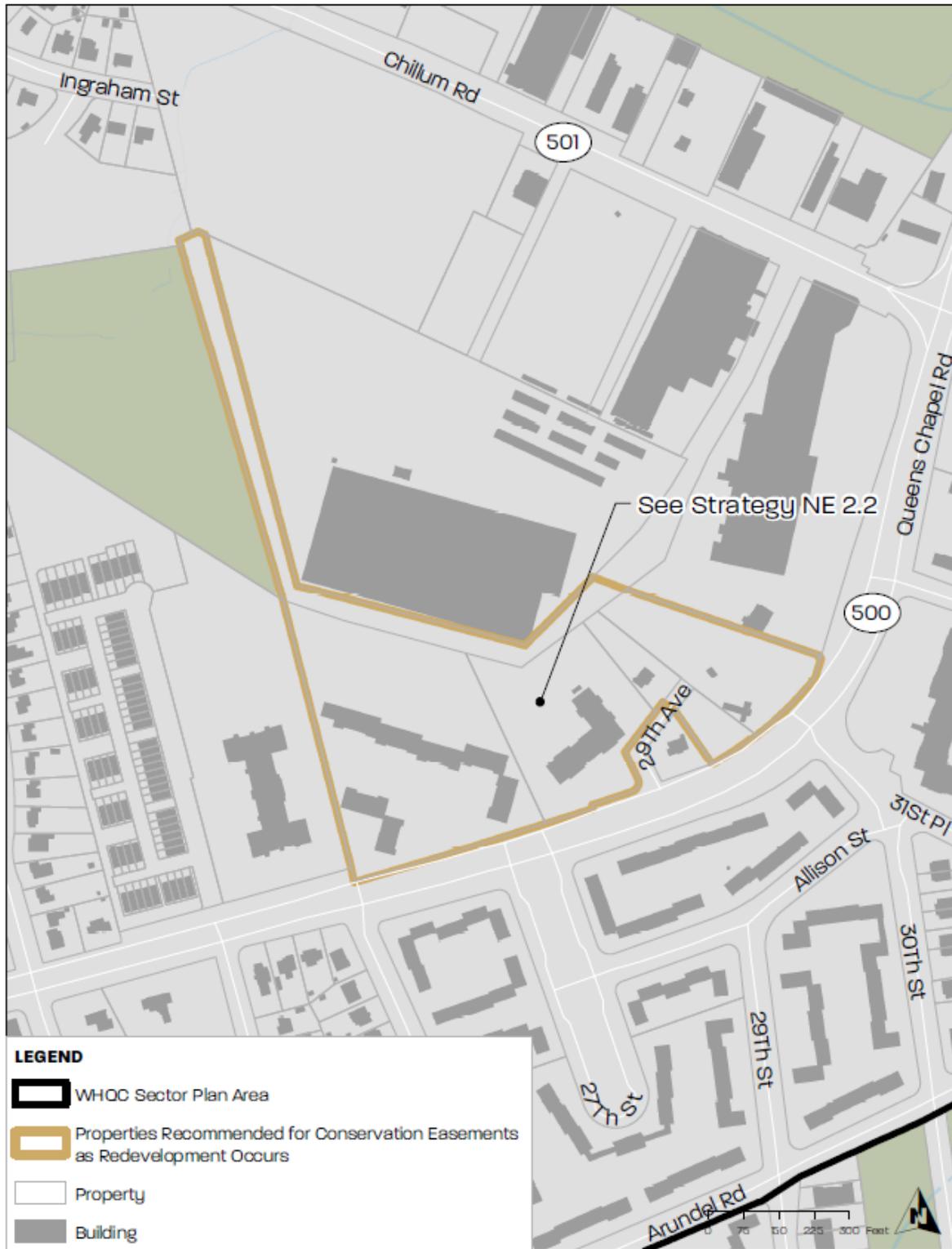
Property Name	Address	Tax ID
Shops at Queens Chillum	Queens Chapel Road ¹³	1861103
	Queens Chapel Road ¹⁴	1861111
Kings Park Plaza	2600 Queens Chapel Road	1864701
N/A	3006 29th Avenue	1919877
Queens Park Plaza	2500 Queens Chapel Road	1978576
Existing public rights-of-way north and west of these properties		

¹³ Include existing tree canopy outside of the current Regulated Area.

¹⁴ Include existing tree canopy outside of the current Regulated Area.



Map 33. Properties Recommended for Conservation Easements as Redevelopment Occurs



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



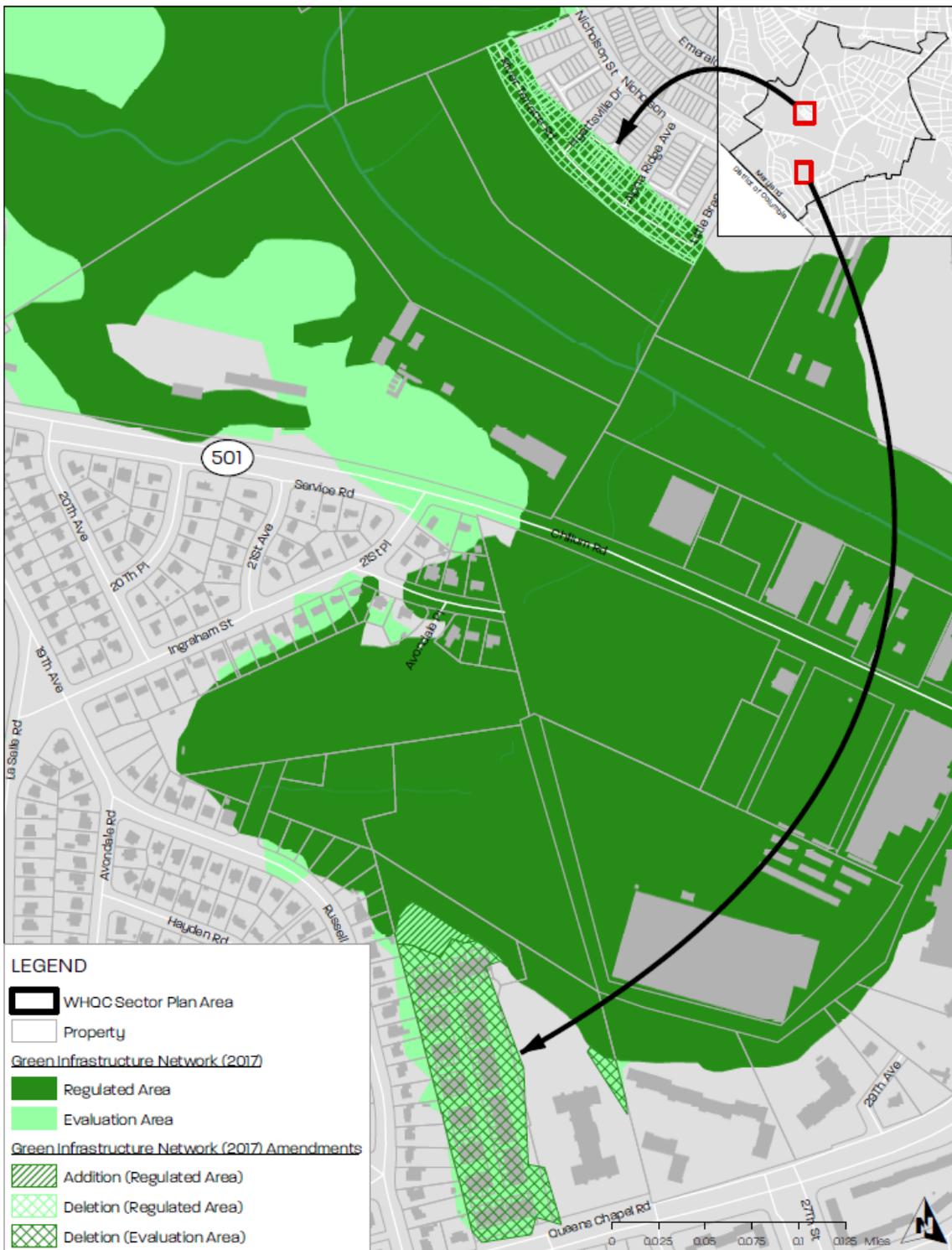
NE 2.3. Amend the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* by adding the existing Conservation Easement at Avondale Overlook Subdivision (4708 Crest View Drive and 2400 Queens Chapel Road) to the Regulated Area of the Countywide Green Infrastructure Network. See Map 34.

NE 2.4. Amend the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* by removing the following areas as shown on Map 34 from the Countywide Green Infrastructure Network, as they were developed with housing under current environmental regulations and are unlikely to be redeveloped:

- All of the Avondale Overlook Subdivision outside of its conservation easement
- All parcels on the north side of River Terrace Road and including River Terrace Road



Map 34. Amendments to the Countywide Green Infrastructure Network pursuant to Strategies NE 2.3 and NE 2.4



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Policy NE 3. Improve the ecological health and functioning of the Northwest Branch corridor. See also Policy HD 7, Policy PF 1, and Policy PF 2.

- NE 3.1.** Continue to evaluate areas along the Northwest Branch and feeder streams that are experiencing erosion or bank failures that may benefit from stream restoration and other appropriate restoration measures. Work with public agencies, a qualified organization, community group, or company to implement restoration measures.
- NE 3.2.** When future improvements to public land along the Northwest Branch corridor and other stream corridors occur, protect, and maintain existing riparian buffers.
- NE 3.3.** Conduct a study in coordination with Prince George’s County Department of the Environment (DoE) that identifies littering hot spots in public parks, including along the Northwest Branch Stream Valley Park Trail, and work with local and regional stakeholders to mitigate this environmental threat. Increase the number of trash and recycling receptacles and no littering signs in public parks, especially at littering hot spots and along the Northwest Branch Stream Valley Park and trail. Signage should remind park visitors that littering and dumping on M-NCPPC and/or municipal park property is prohibited and provide contact information to report dumping.
- NE 3.4.** Work with DoE to identify or establish a partner entity, such as a nonprofit organization or “Friends of” group, to enhance the appearance and/or ecological health of public spaces, street corridors, parks, and the Northwest Branch Stream Valley Park through activities such as routine litter clean-ups and beautification projects.

Policy NE 4. Increase local knowledge of sustainable landscape and building design methods and features.

- NE 4.1.** Partner with local environmentally focused organizations, community groups, or resource experts at local universities to develop and implement a program that educates residential and commercial private property owners about types of native, non-invasive vegetation and the benefits of their use.
- NE 4.2.** Incorporate green infrastructure systems into any future renovation of the Mount Rainier Nature Center and provide educational interpretive signage related to these features.
- NE 4.3.** Explore opportunities to create environmentally themed play spaces for all ages that promote awareness of the local ecosystem and enhance existing parks and play areas.



CLIMATE CHANGE

Policy NE 5. Reduce carbon emissions and dependency on fossil fuels and mitigate impacts of global warming. See also Policy LU 1, Policy LU 2, Policy LU 4, Policy LU 5, Policy LU 6, Policy LU 7, Policy LU 8, Policy LU 10, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy TM 6, Policy TM 9, Policy NE 6, Policy HC 1, Policy PF 1, and Policy PF 2.

NE 5.1. Maximize residential development at locations where residents can walk, bicycle, or take transit to their destinations.

NE 5.2. To reduce single-occupant vehicle use, reduce parking to the maximum extent practicable within the Local Transit Center. See Policy TM 9.

NE 5.3. Encourage all new development and redevelopment to incorporate multiple green building techniques found in Section 27-61600 of the Zoning Ordinance.

NE 5.4. Encourage installation of electric vehicle (EV) charging stations for public and private use at existing and new development and for public use at M-NCPPC DPR facilities. Work with DoE to identify an appropriate partner to educate and provide resource assistance to property owners interested in installing EV charging stations.

FOREST AND TREE CANOPY

Policy NE 6. Preserve and expand tree canopy to the maximum extent possible to create a comfortable and attractive environment for people, provide additional wildlife habitat, and reduce urban heat island effects. See also Policy TM 3 and Strategy PF 1.1.

NE 6.1. Use selective tree clearing during the design and construction of new development and redevelopment to preserve existing mature trees, tree canopy, tree canopy connectivity, and wildlife habitat.

NE 6.2. To preserve tree canopy as long as possible, clearing and grading of development sites should be timed to coincide with construction.

NE 6.3. During the design of new development and redevelopment, locate green space set-aside areas in the development's site plan where existing trees and natural vegetation currently exist to provide gathering spaces to promote engagement with nature, and to preserve existing tree canopy, natural space connectivity, and wildlife habitat.

NE 6.4. During the design and construction of new development and redevelopment, plant native, non-invasive trees and other vegetation in compliance with the Prince George's County Landscape Manual along streets and in open spaces, gathering areas, other landscaped areas, and re-vegetated construction areas. New development and redevelopment should also seek to install landscaping improvements beyond the minimum required to the maximum extent practicable.



NE 6.5. Install street trees to the maximum extent possible along all streets and shared-use path rights-of-way in accordance with the County Urban Street Design Standards. The street trees should be native, provide shade, and comply with the Prince George’s County Landscape Manual. Prioritize the following streets:¹⁵

- MD 500 (Queens Chapel Road)
- Ager Road
- MD 501 (Chillum Road)

NE 6.6. Replace crepe myrtle trees along Hamilton Street with native trees that provide shade and other native vegetation that complies with the Prince George’s County Landscape Manual.¹⁶

IMPERVIOUS SURFACES AND STORMWATER MANAGEMENT

Policy NE 7. Reduce stormwater runoff. See also Policy LU 2, Policy TM 3, Policy PF 1, and Policy PF 2.

NE 7.1. Work with DPW&T, SHA, municipalities, and private property owners and developers to design and install stormwater best management practices (BMPs) along new street construction and reconstruction to increase stormwater infiltration. A Stormwater BMP Toolkit with recommendations for the sector plan area is found in the following pages.

NE 7.2. Maximize the use of pervious surfaces (for example, pervious pavement, green roofs) in the design and construction of new development and redevelopment.

NE 7.3. Work with DoE and local environmentally focused community groups throughout the sector plan area to expand awareness and educate private property owners, both residential and commercial, about the benefits of stormwater BMPs (for example, rain barrels) and available resources, such as rebate programs, to assist with installation.¹⁷

NE 7.4. Work with property owners to maximize onsite storage of stormwater (e.g., in structures or underground).

NE 7.5. Retrofit existing development with stormwater BMPs.¹⁸

¹⁵ See as a resource DoE’s grant programs, including the Tree ReLeaf Grant Program for community groups and municipalities to access funding for tree planting (<https://www.princegeorgescountymd.gov/457/Tree-ReLeaf-Grant-Program>).

¹⁶ Ibid.

¹⁷ For more information about the Department of the Environment’s Clean Water Program and the Clean Water Partnership, visit <https://www.princegeorgescountymd.gov/261/Stormwater-Management>.

¹⁸ The use of BMPs helps the County meet the requirements of the County’s National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Discharge Permit.



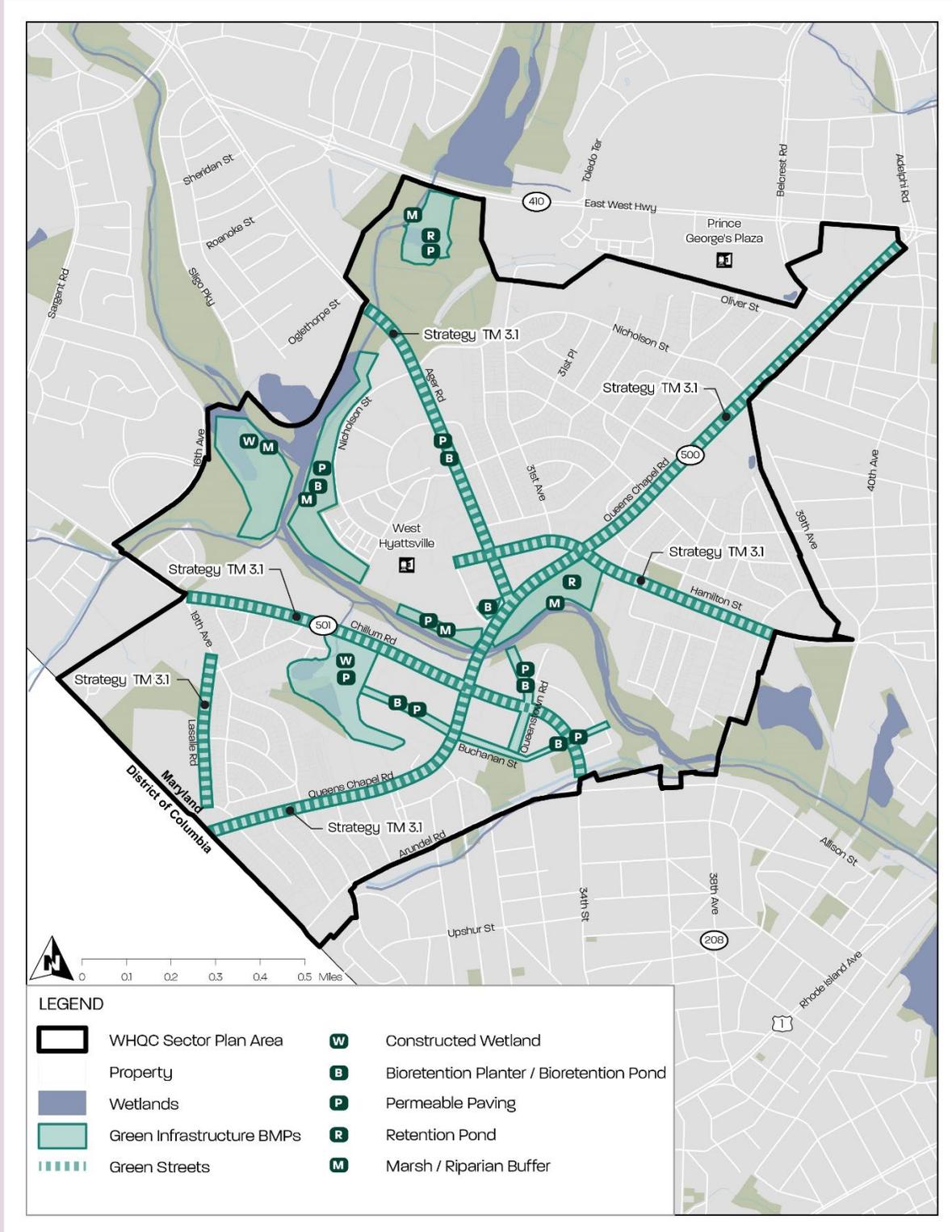
STORMWATER MANAGEMENT BEST MANAGEMENT TOOLKIT

Potential stormwater management quality controls, or green infrastructure BMPs, that could be implemented throughout the Sector Plan are shown in Figure 4 below. How these BMPs manage and treat stormwater, their benefits, and general areas within the sector plan area where the BMPs might be appropriate to implement are described below.

- **Wetlands** create a complex and dynamic habitat for fish, wildlife, and plants, including threatened and endangered species. Wetlands help improve water quality, including that of drinking water. Water storage and slowing action lowers flood heights and reduces erosion downstream and on adjacent lands. Wetlands provide many recreational, educational, and research opportunities. Wetlands at the margins of water bodies help protect their banks from erosion. Wetland plants hold the soil in place with their roots, absorb energy of waves, and break up the flow of stream or river currents.
- **Linear bioretention planters** incorporated into the streetscape and **bioretention ponds** function as soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. Bioretention soil media temporarily store water before it enters the underdrain and largely attenuate the peak rate of stormwater runoff. Excessive ponding water enters the storm drain through raised overflow inlets. Bioretention plants absorb water, reduce pollution, and reduce stormwater runoff's velocity. Bioretention cells can be widely applied throughout new development areas and new roads if the right-of-way is sufficient. Bioretention cells could be installed behind the roadway curbs, in the medians of roads or parking lots, along the edge of impermeable pavement areas, and in planting areas.
- **Retention ponds** can provide both stormwater attenuation and water quality treatment. The retention time and still water promotes pollutant removal through sedimentation, while aquatic vegetation and biological uptake mechanisms offer additional treatment. Retention ponds lessen the transfer of pollutants into nearby water bodies. Existing natural depressed areas could be used to create retention ponds. These ponds could add ecological value to development and create a point of interest for pedestrians. Water stored in retention ponds could also be used for irrigation purposes.
- **Permeable pavement** is a porous urban surface which reduces the peak runoff rate by capturing precipitation and surface runoff and storing it in a reservoir while slowly allowing it to infiltrate into the soil below. Permeable pavement can reduce the concentration of some pollutants and reduce the need or the required size of a detention/retention pond. Permeable pavement is easy to install and can be applied to areas where the underlying soils have the capacity to allow infiltration.
- **Marsh or riparian buffers** prevents surface runoff from moving too quickly over the land and filter sediment from runoff. These buffers provide shade, shelter, and food for fish and other aquatic organisms, and aesthetic benefits.



Figure 4. Potential Green Infrastructure BMPs



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Stormwater Management¹⁹

The level and quantity of onsite stormwater management measures needed to meet land development codes can be estimated when existing site information and future development plans are known. The following is a summary of the current land development code, elements of the stormwater concept approval process, and the types of stormwater management measures that are likely to be implemented. It also includes an estimate of the area that should be reserved for stormwater management for a new development or redevelopment site in or near the Local Transit Center.

Any development or redevelopment within Prince George's County is subject to the regulations of the County's Stormwater Management Code (Subtitle 32, Division 3). This code incorporates requirements from the Maryland Department of the Environment (MDE) Stormwater Act of 2007. This act imposes many performance standards but most notably is the requirement that new developments and redevelopments implement Environmental Site Design (ESD) to the maximum extent practicable (MEP). For new developments, this means to replicate, as much as practicable, woods in good condition for the disturbed area.²⁰ For redevelopment, this means to establish water quality measures for impervious areas not previously treated. This is accomplished through the implementation of ESD practices, which should be accounted for in the planning stages of the development process.

ESD practices will be tailored to the nature of development plans, as they have varying needs based on site conditions. The three major categories of ESD practices include:

- **Alternative Surfaces** such as:
 - Green Roofs
 - Permeable Pavements
 - Reinforced Turf
- **Nonstructural Practices** such as:
 - Disconnection of Rooftop Runoff
 - Disconnection of Non-Rooftop Runoff
 - Sheetflow to Conservation Areas

¹⁹ For additional information, see the website of the [Stormwater Management Division of Prince George's County](https://www.princegeorgescountymd.gov/261/Stormwater-Management) at <https://www.princegeorgescountymd.gov/261/Stormwater-Management>

²⁰ "Woods in good condition" is a hydrology term determinate of runoff and the baseline for channel protection, recharge, and runoff conditions that are ideal for the environment. Replication of "woods in good condition" is the target of ESD developments. All requirements are intended to mimic a predevelopment site that is wooded and in good condition hydrologically.



- **Micro-Scale Practices** such as:
 - Rainwater Harvesting
 - Submerged Gravel Wetlands
 - Landscape Infiltration
 - Dry Wells
 - Micro-Bioretenion
 - Rain Gardens
 - Swales
 - Enhanced Filters

During the design process, these ESD practices must be implemented to the MEP to treat a minimum of one inch of rainfall before considering the structural practices described in *Maryland Design Manual* Chapter 3 to meet the remaining stormwater management requirement. The five major categories of structural practices include:

- Stormwater Ponds
- Stormwater Wetlands
- Stormwater Infiltration
- Stormwater Filtering Systems
- Open Channel Systems

It is important to note that these structural practices are discouraged and only considered as a last resort in Prince George's County.

In addition to the practices listed above, MDE has a list of alternative/innovative technologies that are approved for stormwater management in Maryland. These practices generally fall within the ESD practice and structural practice categories listed above and often offer some benefit or remove some limitation common to the practice category. Practices listed below may be impractical for certain types and/or locations of development.

- **Nonstructural practices** require flow paths of gently sloped open space. This open space must have permeable soils or vegetative buffers. The drainage area limitations for rooftop and non-rooftop disconnects are often restrictive. Nonstructural practices should be evaluated early in the planning process because their implementation costs can be low. Nonstructural practices are preferred, but the space required to utilize them may render them impracticable given the density envisioned in this sector plan area.
- **Rainwater harvesting and drywells** are designed to treat water from a single rooftop (approximately 500 square feet). Rainwater harvesting requires space above ground on residential property and drywells require infiltration that is common to Hydrologic Soil Group A and B soils.



- **Alternative surfaces** have many benefits, including minimal spatial requirements beyond their attached entities (roofs, pavement, turf). However, they may have additional construction and maintenance costs, and often must also be supplemented with additional ESD practices.
- **Micro-scale practices** typically make up the bulk of ESD practices on many new development or redevelopment sites. Most of these practices are layered filters and can be oversized to treat up to 2.6 inches of runoff for their drainage area. Micro-bioretenion facilities are often used because they have no soil requirements and treat a significant amount of volume per square foot. The surface of a micro-bioretenion facility is often level to maximize above ground storage. In linear applications where the slope of the ground or road is changing, swales (wet, dry, and bio-) can be used as an alternative. For areas with limited vertical space, rain gardens can be used. However, the drainage limitation on rain gardens is significantly smaller than micro-bioretenion and may not be feasible for certain sites. Where soil infiltration is good, landscape infiltration practices can be used to promote groundwater recharge. Where good soil infiltration and vertical space are present, micro-bioretenion can be expanded into an enhanced filter to provide more underground storage. Submerged gravel wetlands have no drainage limitation, but according to MDE, should only be used in conjunction with other micro-scale practices.

Stormwater Management Concept Approval is obtained through a submittal process to DPIE. To demonstrate compliance with ESD to the MEP, stormwater management concept plans must be created during the design phase of development to show where ESD practices will be placed. ESD to the MEP varies for each site and is determined by the site area, land use, and soil types to get a quantifiable volume that must be treated to meet ESD to the MEP. Conceptual calculations and a report will be needed to validate the concept layout and show that the required volume (ESD_v) can be met.

For the sector plan area, the Hydrologic Soil Groups within the area where growth is targeted are predominately B, C, and D.²¹ It is anticipated that the recommended growth will typically result in impervious land cover between 70 percent and 90 percent. This, combined with the soil types above, suggests that most developments will have a target rainfall (P_E) requirement of 1.8 – 2.2 inches. This P_E is the amount of runoff that will need to be treated using ESD practices and determines the ESD_v . Using these values, a range of ESD_v can be estimated for new development or redevelopment with previously untreated impervious areas. This range is approximately 0.1 to 0.16 acre-feet of volume per acre of site area, or approximately 4,500 to 6,900 cubic feet of volume per acre of site area.

²¹ Hydrologic Soil Groups C and D soils have slower infiltration and water transmission rates. As such, they are unsuitable for most stormwater infiltration practices and will generate higher runoff during a storm event. Hydrologic Soil Group B soils have moderate to high infiltration rates when thoroughly wet and increased rates of water transmission.

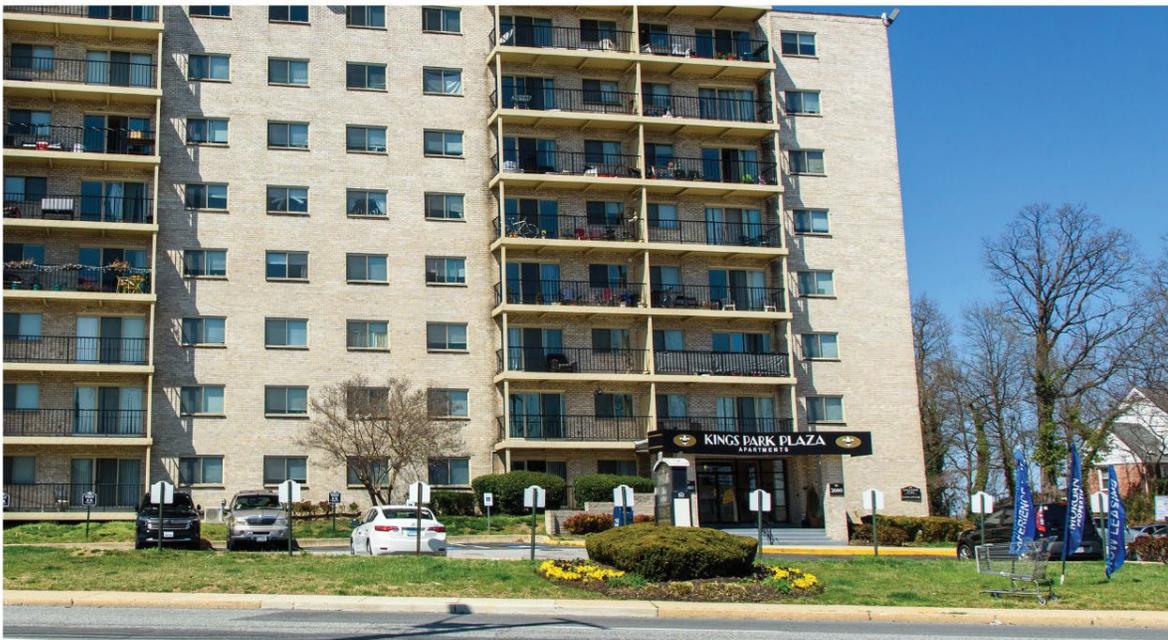


For planning purposes, it is estimated that approximately 7 to 18 percent of development sites will need to be reserved for stormwater management to treat the anticipated volume. However, the final amount will be determined during the DPIE review process. Each stormwater facility has a maximum drainage area limitation, requiring careful planning during the concept stage to intersperse stormwater management practices throughout the site. An isolated section of the site cannot simply be reserved for stormwater management; stormwater management must be integrated into the site layout from the beginning of the concept development process.

Section VII



Housing and Neighborhoods



PLAN 2035 HOUSING AND NEIGHBORHOODS GOAL

Provide a variety of housing options— ranging in prices, density, ownership, and type—to attract and retain residents, strengthen neighborhoods, and promote economic prosperity.

SECTOR PLAN HOUSING AND NEIGHBORHOODS GOAL

Residential growth around the Metro stations is intensified, including a variety of housing types and price points.



Existing Conditions Summary

The sector plan area offers a variety of housing styles that meets the needs of a diverse demographic. Housing in the sector plan area consists of a mix of garden-style apartments, several high-rise apartment buildings, ramblers/ranchers, Cape Cods/bungalows, duplexes, and newer townhomes. Multifamily and single-family homes make up most of the area’s housing stock at 64 percent and 25 percent, respectively. Attached and townhomes are 8 percent and 1 percent of the plan area’s housing stock. As the community continues to grow and change, housing demand will increase within the area. Most dwellings in the sector plan area were built in the 1950s and 1960s; there have only been three housing developments in the area since the 1960s: Independence Court Assisted Living (senior housing) (1990), Avondale Overlook (townhomes) (2019), and the Riverfront at West Hyattsville (townhomes) (construction ongoing as of July 28, 2022).

Since 2010, within two miles of the sector plan area, more than 3,000 multifamily units have been built, showing the strongest housing type demand in the area. The percentage of renter-occupied housing (65.5 percent) is higher than the County average (42.2 percent).

Housing affordability was cited by focus groups participants as one of the area’s attributes, and one they wish to see maintained into the future. High rental prices are common throughout the Greater Washington, D.C. Metropolitan Area and are a chief determinant of the region’s high cost of living compared to national averages.

In the sector plan area, there is significant variation in rental costs; approximately half of the sector plan area census block groups have median rents under \$1,391 a month. The most expensive rental units are near Hyattsville Hills and Avondale Terrace. Lower rents can be found near Avondale and in the southeastern portion of the sector plan area.²²

As seen in Figure 5, the current median home value in the sector plan area is lower than other local geographies but higher than the national average. Most home values within the sector plan area are between \$190,000 and \$369,000, with some falling below \$190,000.

Figure 5. Median Home Value



Source: U.S. Census Bureau, "Census 2010 Summary File 1," in Housing Profile, Extracted by ESRI, September 2020.

²² Source: U.S. Census Bureau, "2018 American Community Survey 5-Year Estimates," 2018 Median Contract Rent by Block Groups, Extracted by ESRI, October 2020.



Residential Market

A key factor in determining housing demand is identifying the nature of the existing and anticipated supply: what types, sizes, or sale/rent price points are available in the sector plan area and surrounding areas. Analysis of residential demand considers recent and historical development within two miles of the sector plan area; market demand in this area has been met in recent years by development near Prince George’s Plaza Metro Station and along the US 1 Corridor.

Table 20. Residential Demand Summary (2045)

Product Type	Total (2020-2045)
Single-Family Detached For-Sale	115
Multifamily and Townhouse For-Sale	275
Multifamily For-Rent	3,921

This sector plan anticipates residential construction in excess of that predicted through the market analysis, because of the increased suitability of the Metro Station area for development due to the recommended floodplain mitigation strategies, the residential development permitted by right in the RTO, LTO, CGO, RMF-48, RMF-20, RSF-A, and CN Zones, and recommendations for the use of the LTO-PD Zone, which may allow additional residential construction in exchange for the provision of below-market-rate units.

AFFORDABLE HOUSING OPPORTUNITIES

Housing Opportunities for All, Prince George’s County’s 2019 comprehensive housing strategy, provides a blueprint for the increased production and preservation of housing for all family types and income levels. Most of the policies and strategies in *Housing Opportunities for All* require countywide or County-level interventions by public, private, nonprofit, and institutional partners and are beyond the scope of a single master or sector plan. This sector plan broadly carries forward the recommendations within this forward-thinking policy plan.

2021 CITY OF HYATTSVILLE HOUSING ACTION AGENDA

This action agenda aims to build greater awareness of housing needs among residents living in Hyattsville and equip the city with tools to address housing needs now and in the future. Find more information at <https://www.hyattsville.org/DocumentCenter/View/5844/Hyattsville-Housing-Action-Plan---Full-Document>.



Policies and Strategies

Policy HN 1. Implement Housing Opportunities for All by increasing the quantity, diversity, and affordability of the housing supply throughout the sector plan area through new construction. See also Policies LU 4 through LU 7.

HN 1.1. Construct a variety of multifamily housing types at a range of price points within the sector plan areas of the Prince George’s Plaza Regional Transit District, the West Hyattsville Local Transit Center, and properties zoned RMF-48.

HN 1.2. Encourage use of the Local Transit-Oriented-Planned Development Zone to add below-market-rate housing units. See also Strategy LU 4.5.

HN 1.3. Construct a range of one-, two-, and three-family attached housing products on properties zoned RSF-A. See also Strategies LU 6.1 and LU 9.2.

HN 1.4. Work with Prince George’s County, the State of Maryland, and other stakeholders to construct new below-market-rate housing individually or as part of a mixed-income development.

HN 1.5. New construction housing should incorporate universal design features to meet the needs of an aging population.

MIXED-INCOME DEVELOPMENT

In 2021, a detailed site plan (DSP-20053) was approved for a mixed-income multifamily development between Little Branch Run and the West Hyattsville Metro Station called Sovren at West Hyattsville. In 2022, the Prince George’s County Council approved CR-42-2022, a grant of Housing Investment Trust Fund resources for gap financing, and CR-47-2022, a payment in lieu of taxes (PILOT) to support construction of 147 units (out of 293) for families with incomes at or below 80 percent of the median household in the region.

AMAZON’S HOUSING EQUITY FUND

In June 2021, Amazon and WMATA announced a \$125 million commitment to create more than 1,000 affordable housing units at Metro Stations throughout the Metropolitan Area. WMATA’s press release stated:

“Amazon is committing \$125 million in below-market capital to expedite development of affordable homes so that moderate- to low-income families in the National Capital Region can afford to live in communities with easy access to employment, schools, healthcare, education, and other amenities. The investment is part of Amazon’s Housing Equity Fund, a more than \$2 billion commitment to preserve and create over 20,000 affordable homes through below-market loans and grants to housing partners, traditional and non-traditional public agencies, and minority-led organizations.”

Source: WMATA, “Amazon and Metro Announce a \$125 Million Commitment to Create 1,000 Affordable Housing Units at Metro Stations in the Washington, D.C. Metropolitan Area, posted June 16, 2021 and accessed May 20, 2022 at <https://www.wmata.com/about/news/Amazon-Metro-Affordable-Housing-Initiative.cfm>.



HN 1.6. Work with property owners to reposition the following apartment complexes listed in Table 21 for long-term redevelopment. Rehabilitate these complexes in the short-term to ensure high quality-of-life for tenants. In the mid-to-long term, work with tenants and other stakeholders to assist residents in relocating prior to redevelopment. Work with developers to ensure new development offers a mix of unit types, sizes, and price points. See also Policy LU 9.

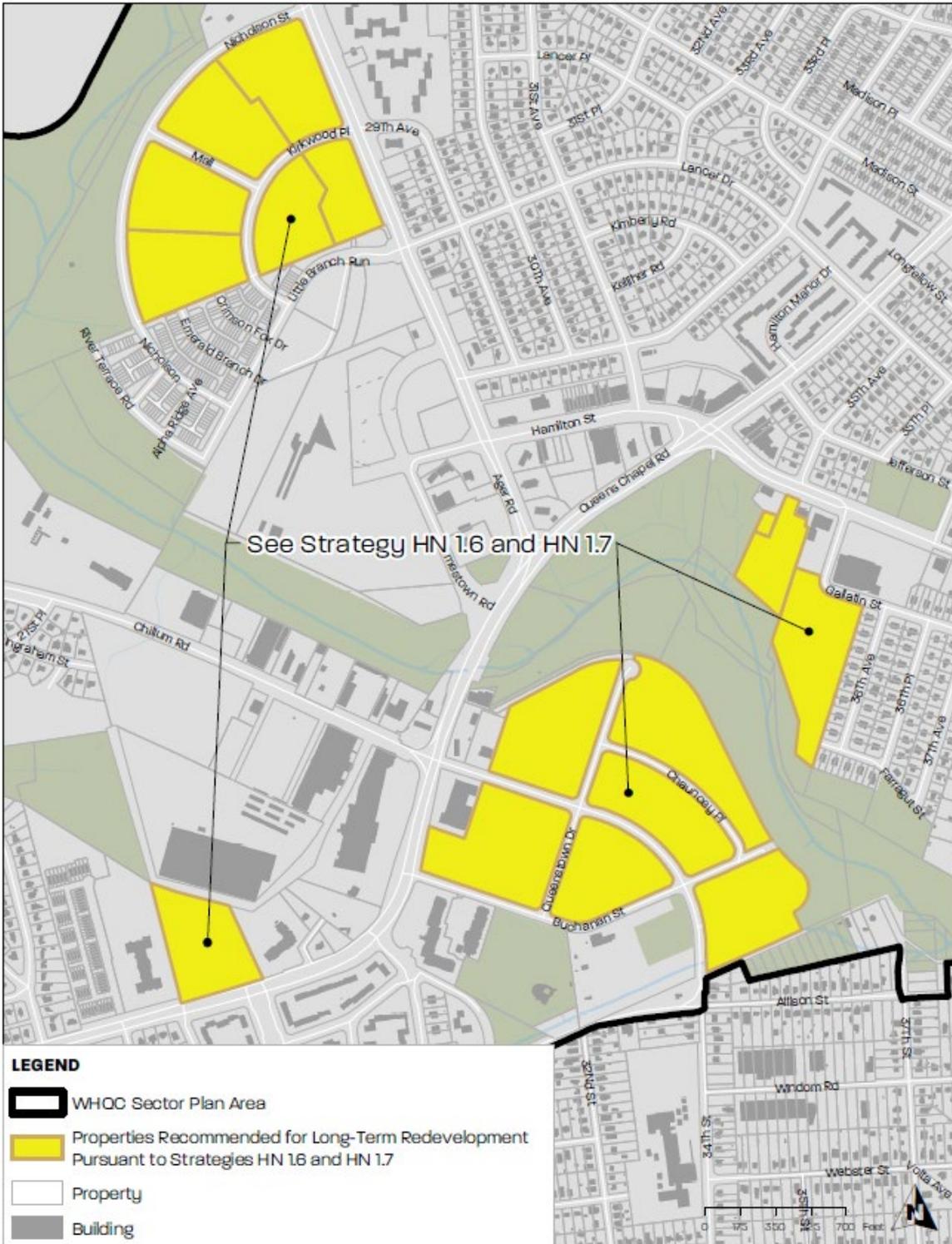
Table 21. Properties Recommended for Long-Term Redevelopment

Neighborhood/Complex	Address	Tax ID
Kirkwood Apartments	2607 Kirkwood Place	1836873
	2722 Kirkwood Place	1836824
	2616 Kirkwood Place	1836865
	2623 Nicholson Street	1836840
	2600 Kirkwood Place	1836857
	2700 Kirkwood Place	1836832
Landon Court Apartments	3601 Gallatin Street	1808922
Queens Park Plaza	2500 Queens Chapel Road	1978576
Queenstown Apartments	3301 Chillum Road	1943778
		1943786
		1943794
		1943810
		1943836
		1943844
		1973802
		1943828

HN 1.7. Redevelop the property at 3421 Hamilton Street (Tax Accounts 1831460 and 1831478) with multifamily dwelling units, working with developers to ensure new development offers a mix of unit types, sizes, and price points. See also Strategy LU 9.1.



Map 35. Properties Recommended for Long-Term Redevelopment Pursuant to Strategies HN 1.6 and HN 1.7.



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Policy HN 2. Implement Housing Opportunities for All by improving the quality of the existing housing supply, including older homes and income-restricted properties, and helping keep housing costs low to stabilize residents at risk of displacement.

HN 2.1. Work with County agencies and municipalities to connect homeowners to incentives and funding programs for home repairs and renovations to improve the livability of existing homes. Promote design services and construction programs to property owners through an informational campaign, and work to ensure these programs are used to support aging-in-place and not for rehabilitation/improvement of houses to prepare for sale.

HN 2.2. Implement a comprehensive approach to support elderly households aging in place, including universal design features that benefit residents and visitors with varying abilities.

HN 2.3. Work closely with property owners, the Cities of Hyattsville and Mount Rainier, and Prince George’s County to retain key multifamily developments and to ensure continued maintenance, rehabilitation, and rent stabilization of strategically located multifamily housing throughout the sector plan area. See Table 22 for a list of apartment/condominium complexes to be invested in:

Table 22. Priority Housing Preservation Areas

Neighborhood/Complex	Address	Tax ID
Parkview Manor Apartments	5040 38th Street	1796945
Castle Manor Apartments	5307 38th Avenue	1794205, 2962595
Prince Georges Apartments	3900 Hamilton Street	1819762
Avondale Overlook	2400 Queens Chapel Road	5585842, 5516046
Rainier Manor Apartments	3001 Queens Chapel Road	1846450, 5644430
North Pointe Apartment Homes	5735 29th Avenue	1791409, 1791425
Madison Park Apartments	5902 31st Avenue	1810746
Kings Park Plaza	2600 Queens Chapel Road A1	5644304, 1864701
Queens Manor Gardens	4704 27th Street	5644496, 1911528, 1911510, 1911528, 5644496, 1911528, 1911510

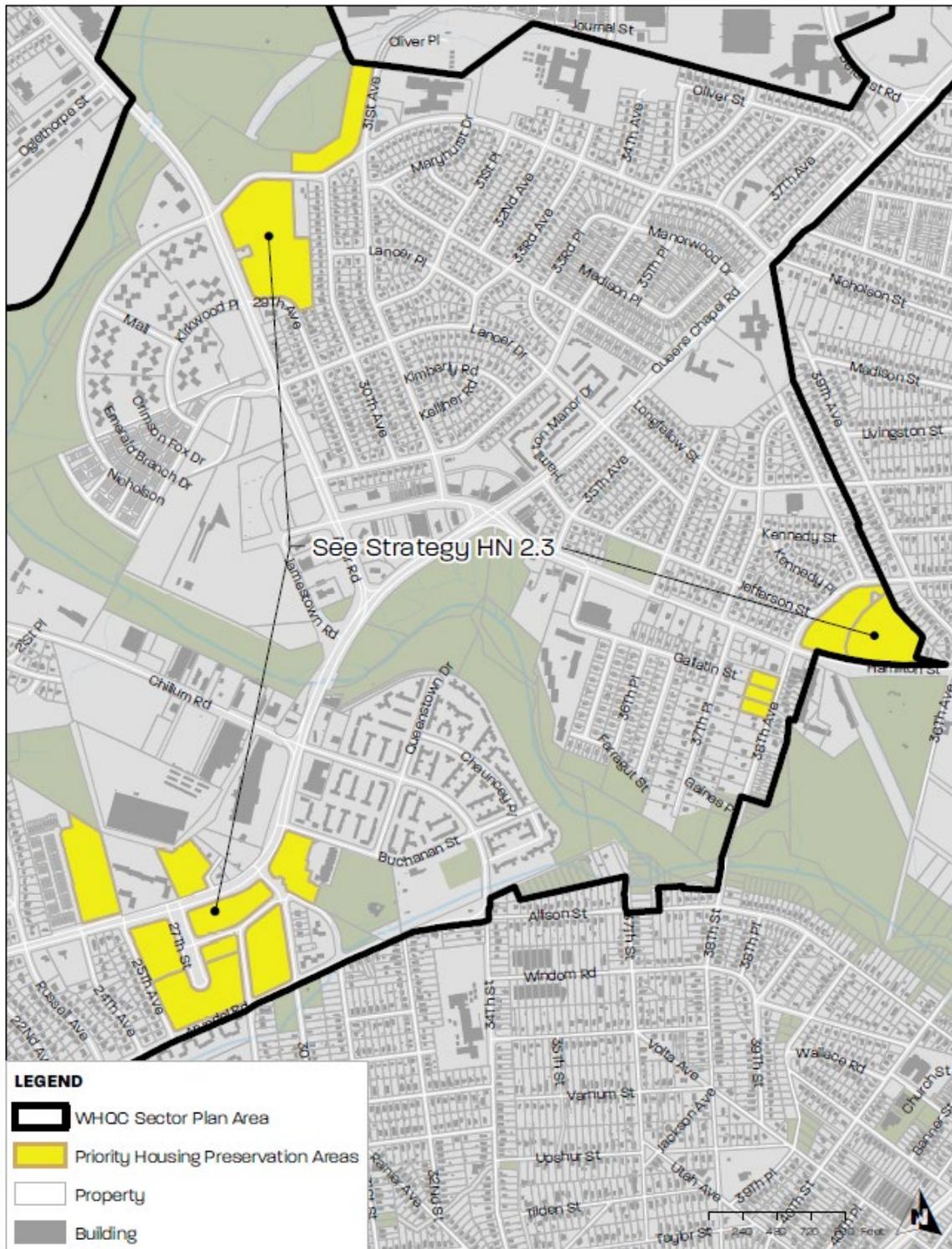
UNIVERSAL DESIGN

Universal design is the process of creating something that is “as functional as possible for as many people as possible.” In the context of housing, universal design means creating houses that can comfortably support the needs of abled and disabled persons equally without need for expensive improvements.

The Universal Design Project, found online at <https://universaldesign.org/definition>.



Map 36. Priority Housing Preservation Areas



Source: Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



HN 2.4. Through the County’s Right of First Refusal Program, the County (or a designated third party) should acquire, whenever possible, rental properties at risk of converting to market-rate housing.

HN 2.5. The County should use an array of tools, including grant programs, below-market financing, and tax incentives (for example, some current tools include Revitalization Tax Credits, HOME Investment Partnership, Housing Investment Trust Fund, and the Affordable Housing Bond Finance Program) to support affordable housing preservation and rehabilitation in the sector plan area.

Section VIII



Community Heritage, Culture, and Design



PLAN 2035 COMMUNITY HERITAGE, CULTURE, AND DESIGN GOAL

Create walkable places that enable social interaction and reflect community character, and preserve and promote our cultural, historic, and rural resources to celebrate our heritage.

SECTOR PLAN COMMUNITY HERITAGE, CULTURE, AND DESIGN GOAL

Cultural diversity and history are preserved and honored, a distinct identity and cohesive sense of place are celebrated, and opportunities for groups to come together are expanded.



Existing Conditions Summary

The sector plan area is home to a variety of historic structures and roads. There are eight extant mid-century modern buildings, and two designated historic roads. The entire sector plan area is located within the Anacostia Trails Heritage Area, which reinforces the importance of the Northwest Branch in the sector plan area's identity. There are no individually designated Prince George's County Historic Sites in the sector plan area. Portions of several non-regulated National Register Historic Districts are within or near the sector plan boundaries.

The sector plan area is representative of the middle-class suburbs that emerged in the mid-20th century on farmland at the periphery of the District of Columbia. Starting in the 1930s and continuing well into the 1960s, portions of the manors and farms within the sector plan area were sold and redeveloped into residential subdivisions. Still in existence today, these subdivisions typically feature Colonial-style detached housing units faced in brick and other materials. Residential streets were laid out along curvilinear, naturalistic patterns with buildings and circulation oriented toward interior spaces.

A portion of the Hyattsville National Register Historic District is located within the eastern boundary of the sector plan area. The Hyattsville National Register Historic District includes residential neighborhoods that contain a variety of dwellings built in typical late 19th- and early 20th-century architectural styles including grand mansions, summer cottages, duplexes, Queen Anne, bungalow, and Spanish styles, laid out along quaint, narrow, tree-lined streets. The Mount Rainier National Register Historic District abuts the south side of Arundel Road just outside the sector plan boundary.

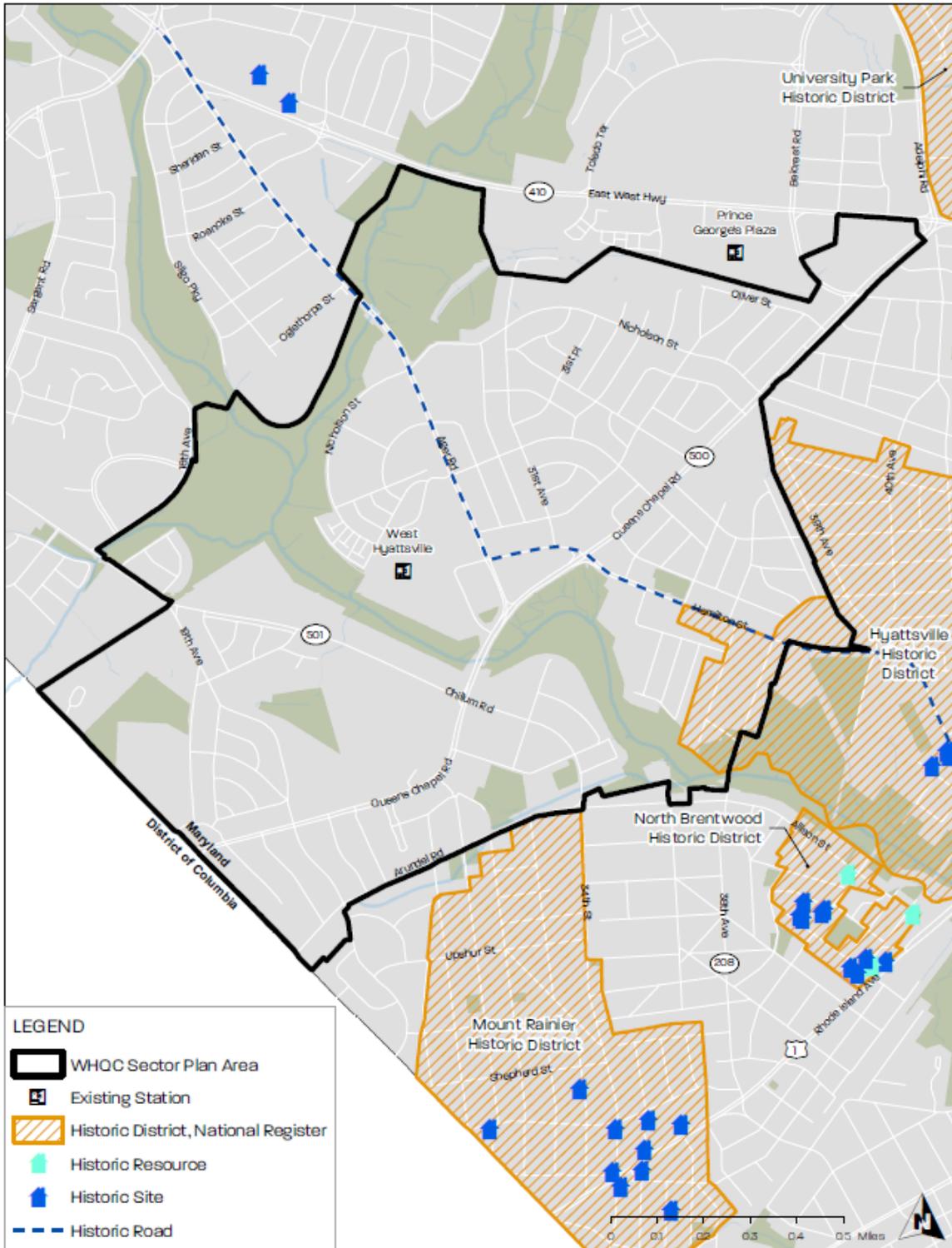
Established in 1924, the town of North Brentwood, just outside the sector plan area, is the first black community to be incorporated in Prince George's County and includes the North Brentwood National Register Historic District.

Commercial areas consist primarily of strip retail with significant setbacks from the major arterials to accommodate surface parking lots, except Queens Chapel Town Center. The Art Moderne façade of the 1945 Kaywood Theatre represents a popular style of the period. During the 20th century, the sector plan area hosted a variety of other entertainment options including a drive-in movie theater, miniature golf course, and bowling alley.

The sector plan area is a portion of what was once known as Chillum, taking its name from Chillum Castle Manor land grant. Portions of Ager Road and Hamilton Street are designated as County Historic Roads. The West Hyattsville Metro Station opened in 1993 on the site of a former airport and drive-in movie theater.



Map 37. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING]



Policies and Strategies

Policy HD 1. Establish community branding and bilingual wayfinding that highlights and celebrates the sector plan area’s cultural diversity and history and creates a character-defining place. See also Policy HD 6.

HD 1.1. Work with relevant County and municipal agencies and the community, partnering with students and local artists where possible, to develop and implement a cohesive community branding and wayfinding strategy for elements such as signage, street banners, public art, bridges, lighting, and seating that are reflective of the community’s cultural diversity, history, and the importance of the Northwest Branch.

HD 1.2. Produce all wayfinding signage, interpretative signage, branding materials, and informational media in both English and Spanish.

HD 1.3. Install prominent gateway signage and/or artwork along MD 500 (Queens Chapel Road) between the bridge over the Northwest Branch and its intersection with MD 501 (Chillum Road).

HD 1.4. Develop and install wayfinding and signage throughout the sector plan area, including, but not limited to streets and park signs, at the West Hyattsville Metrorail Station, bus stops, parks, trails, shared-use paths, and Capital Bikeshare stations.

HD 1.5. Install interpretive and wayfinding signage identifying Ager Road and Hamilton Street as historic roads.

HISTORIC ROAD

“A public or private road, as designated by the County Council, which has been documented by historic surveys or maps, and which maintains its historic alignment and historic landscape context through views of natural features, historic landscape patterns, historic sites and structures, historic farmstead groupings, or rural villages.”

Source: Prince George’s County, Maryland Code of Ordinances Subtitle 23. – Roads and Sidewalks, accessed online on 11/03/2021, https://library.municode.com/md/prince_george's_county/codes/code_of_ordinances?nodeId=PTIIT117PULOLAPRGECOMA_SUBTITLE_23ROSI.



Policy HD 2. Encourage art in public and private spaces to create a sense of place and identity. See also Policy TM 5 and Policy PF 1.

HD 2.1. Incorporate public art into new development, redevelopment, and existing/new public spaces that reflects the community’s cultural diversity, history (for example, Queens Chapel Drive-in Theater and the Queens Chapel Airport at the site of the West Hyattsville Metrorail Station), and the Northwest Branch, and connects with the Prince George’s County Gateway Arts District. Examples of public art could include sculptures along trails and in parks, wayfinding signage, murals, street banners, fountains, and wraps on utility boxes. Partner with local artists and student artists from local schools and the University of Maryland in the design and creation of public art.

HD 2.2. Create a gateway to MD 500 (Queens Chapel Road) and Hamilton Street with public art and street paving to create and reinforce a sense of place and reflect the Hamilton Main Street feel that is desired in this area. See also Policy HD 5.

HD 2.3. Create performance spaces within parks and plazas that can accommodate concerts and performing art activities. Examples include small outdoor stages and amphitheatres.

HD 2.4. Work with the Anacostia Trails Heritage Area/Maryland Milestones organization and M-NCPPC DPR to integrate an attractive sculpture garden corridor along the Northwest Branch Trail.

GATEWAY

“Gateways define the edge and entryways into a city and create a theme or signature element to notify travelers of this change.” Design features such as large monuments or signage, landscaping and plantings, structures, or lighting provide visual transition points from adjacent communities.

Source: City of Elmhurst, Illinois, Comprehensive Plan, accessed online on 09/13/2021, [https://www.elmhurst.org/DocumentCenter/View/545/Elmhurst-Comp-Plan-Part-VI?bidId=.](https://www.elmhurst.org/DocumentCenter/View/545/Elmhurst-Comp-Plan-Part-VI?bidId=)



Policy HD 3. Establish “third places” and public open spaces for community or small group gatherings to facilitate and increase social connectedness. See also Policy HC 4 and Policy PF 1.

HD 3.1. Establish an indoor public civic and resource center that meets the needs of the community near the West Hyattsville Metrorail Station and is easily accessible to pedestrians and bicyclists from neighborhoods north and south of the Northwest Branch. Potential resources could include multipurpose spaces for hosting community events and educational, cultural, and recreational programs, meeting rooms, and computers with internet available for public use. Locate the center in the general area where the Shops at Queens Chillum are located (west of MD 500 (Queens Chapel Road) and south of MD 501 (Chillum Road)). See also Strategies LU 5.3 and PF 1.1.

HD 3.2. Provide a mix of outdoor furniture and other small gathering opportunities within parks and public open spaces, including, but not limited to, tables for chess and other games and cookout pavilions.

HD 3.3. Identify opportunities for the creation, activation, and regular programming of outdoor public spaces that support and encourage community activity.

HD 3.4. Implement urban design strategies that allow retail and food service spaces to occupy sidewalks and public spaces for seating.

HD 3.5. Construct the new public open spaces identified in Policy PF 1.

Policy HD 4. Promote urban design that creates a safe, compact, attractive, and accessible environment, especially for park, trail, and public space users. See also Policies TM 1, TM 4, Policy NE 3, and PF 1 and PF 2.

HD 4.1. Partner with Anacostia Trails Heritage Area/Maryland Milestones organization and M-NCPPC DPR to update design guidelines for the trail system that support comfortable, safe use for recreational users and commuters.

HD 4.2. Install new pedestrian scale lighting, benches, trash and recycling receptacles, and bicycle racks in parks and along the trail system, including the Northwest Branch Trail, where needed.

HD 4.3. Install bus stop shelters along all streets, where needed. See also Strategy TM 7.1.

HD 4.4. Remove unsanctioned graffiti in a timely fashion.

THIRD PLACES

“Public places on neutral ground where people can gather and interact. In contrast to first places (home) and second places (work), third places allow people to put aside their concerns and simply enjoy the company and conversation around them. Third places ‘host the regular, voluntary, informal, and happily anticipated gatherings of individuals beyond the realms of home and work.’”

Source: Project of Public Spaces, accessed online on 11/04/2021, <https://www.pps.org/article/roldenburgh>.



HD 4.5. Educate property owners and developers about, and encourage implementation of, Crime Prevention Through Environmental Design (CPTED) strategies for new and redeveloped projects, including unobstructed pedestrian-friendly sidewalks; well-lit parking areas, walkways, and building entrances; and well-maintained landscaping and common areas.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

“Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.”

In June 2019 and July 2020, the Planning Department’s Planning Assistance to Municipalities and Communities (PAMC) program funded two CPTED workshop sponsored by the City of Hyattsville, drawing nearly 100 participants that included planners, code enforcement, public works and law enforcement personnel from municipalities and the County.

Sources: The International Crime Prevention Through Environmental Design Association, accessed online on 11/04/2021, <https://www.cpted.net/>, and Crime Prevention Through Environmental Design, accessed online on July 1, 2022,

HD 4.6. In the short-term, connect property owners of shopping centers, businesses, and offices with resources, such as grants and tax credits from the Redevelopment Authority and municipalities, to improve aging building façades and to preserve, restore, or complement existing unique, historic, or culturally significant building features.

HD 4.7. The tallest portions of buildings should front streets, except for:

- Buildings located along the west side of MD 500 (Queens Chapel Road) between Belcrest Road and MD 410 (East West Highway) at 6201 Belcrest Road (Tax Account 1800036) and 3799 East West Highway (Tax Account 1820695). Buildings on these parcels should have the tallest portions of buildings front on Belcrest Road and East West Highway and not on MD 500 (Queens Chapel Road). (See Strategy LU 7.3); and
- Where this is not otherwise permitted by the Zoning Ordinance.

HD 4.8. Encourage new development and redevelopment projects on properties that abut lower-intensity zones to step down upper stories of buildings (i.e., reduce building height) as those buildings come nearer to properties in lower-intensity zones. Such step-downs may be required pursuant to the Neighborhood Compatibility Standards in Section 27-61200 of the Zoning Ordinance but are encouraged throughout the sector plan area, especially in the LTO-E and RMF-48 zones where neighboring zones have significant lower maximum building height limits.



NEIGHBORHOOD COMPATIBILITY STANDARDS

Section 27-61200 of the 2018 Zoning Ordinance contains new Neighborhood Compatibility Standards. Among other things, these standards regulate the transition between new buildings and existing houses by requiring step-downs in height as new buildings get closer to existing houses. New buildings in the sector plan area will be required to conform to the provisions of Section 27-61200.



Prince George's County Planning Department, 2018 Zoning Ordinance, Part -6 - Development Standards, <https://princegeorgescountymd.legistar.com/LegislationDetail.aspx?ID=3482803&GUID=0ABC9FC5-E9D8-4850-A8A5-3C1CDC0D6CE3&Options=ID%7cText%7c&Search=CB-013-2018>

HD 4.9. Relocate utility lines underground, whenever and wherever feasible.

HD 4.10. To facilitate a pedestrian-friendly environment, strongly discourage curb cuts or driveways on MD 500 (Queens Chapel Road), Ager Road, and MD 501 (Chillum Road).

HD 4.11. Encourage the use of design features (for example, textured surfaces/pavers) in streetscape improvements along sidewalks and at crosswalks to improve safety for both visually- and hearing- impaired pedestrians and bicyclists. See also Policy TM 7.



Policy HD 5. Enhance Hamilton Street between MD 500 (Queens Chapel Road) and Jamestown Road as a hip, lively, walkable corridor that serves as West Hyattsville-Queens Chapel's Main Street and is the heart of the community. Strategies EP 2.3, TM 1.9, TM 1.12, TM 1.14, and HD 2.2.

HD 5.1. Develop Hamilton Street Design Guidelines that provide guidance for façade improvements of existing buildings, new buildings, street furniture, and landscaping that enhances the neighborhood-scale “Main Street” feeling, provides a comfortable and safe environment for pedestrians and bicyclists, and activates the streetscape. Such guidelines would encourage the incorporation or preservation of unique, historic, or culturally significant building features, such as the curvilinear arrangement of buildings at Queens Chapel Town Center.

HD 5.2. Establish protocols for the temporary closure of Hamilton Street to vehicular traffic for events and activities accessible to pedestrians and bicyclists.

HD 5.3. Program the Hamilton Street streetscape for community building events and activities that take advantage of the temporary street closure and support local businesses and artists, such as street fairs and festivals, farmers’ and craft markets, music performances, etc. See also TM 1.12 and Figure 2.

Policy HD 6. Preserve, honor, highlight, and expand public awareness of the sector plan area's historic assets.

HD 6.1. Work with local historical- and cultural-focused organizations (such as the Anacostia Trails Heritage Area/Maryland Milestones organization, Prince George’s County Historical and Cultural Trust, and Prince George’s County Historical Society) to establish walking tours of historic and cultural resources within the sector plan area.

HD 6.2. Work with the Historic Preservation Section of the Prince George’s County Planning Department and local historical- and cultural-focused organizations to identify, document, and designate (if appropriate) additional historic resources, historic roads, and mid-twentieth-century modern architecture in the sector plan area.

HD 6.3. Work with the Anacostia Trails Heritage Area/Maryland Milestones to apply for heritage tourism-based grants through the State of Maryland to further highlight natural and historic assets in West Hyattsville-Queens Chapel.

HD 6.4. Identify opportunities to adaptively reuse vacant and underutilized commercial buildings throughout the sector plan area. Uses can include eating and drinking establishments, art galleries and studio space, community places, and other temporary uses.

HD 6.5. Encourage property owners and developers to adaptively reuse historic, outdated, or antiquated buildings throughout the sector plan area, including but not limited to, mid-20th-century modern buildings (such as Kaywood Theatre).



Policy HD 7. Celebrate the importance of the Anacostia River to the community. See also Policy LU 2, Policy NE 1, Policy NE 3, Policy NE 4, Policy PF 1, and Policy PF 2.

HD 7.1. Add interpretative signage throughout the sector plan area in coordination with ATHA and M-NCPPC DPR, especially along tributaries of the Northwest Branch, that highlights the historic and ecological importance of the Anacostia River and its watershed to the region.

HD 7.2. Enhance the historic significance of the Northwest Branch by supporting the Anacostia Trails Heritage Area's efforts to research the area's role in the Underground Railroad. Where appropriate based on research, install interpretive signage and displays and establish walking tours.

HD 7.3. Install additional interpretative signage along the Northwest Branch Trail describing native species and animals.

HD 7.4. Design the proposed Jamestown Road Park and West Hyattsville Greenway to emphasize their relationship to the Anacostia River watershed and the Northwest Branch. See also Policies PF 1 and PF 2.

Section IX



Healthy Communities



PLAN 2035 HEALTHY COMMUNITIES GOAL

Create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.

SECTOR PLAN HEALTHY COMMUNITIES GOAL

Public health and active living are supported through increased and safer connections to healthy food, parks and open space, and community and recreational facilities.



Existing Conditions Summary

The sector plan area is one in which residents have access to quality open space, trails, parks, multimodal transportation options, healthy food, and nutrition, and where people of all ages can live comfortably. Most residents live within a 10-15-minute walk of nature, quality parks and trails, multimodal transit options, and healthy and nutritious food choices. The Northwest Branch Stream Valley Trail provides access to the regional trail network and the opportunities for recreation and commuting by biking or walking cannot be understated: this network provides direct connections to Silver Spring, Wheaton, and the District of Columbia.

Nine supermarkets are located throughout the sector plan area where residents can access fresh food via walking, bicycling, or driving. The sector plan area also has an immense amount of parkland and open spaces that make up approximately 21 percent of the sector plan area, exceeding the national average. There are approximately 231 acres of M-NCPPC owned and maintained park and 15 miles of existing and planned shared-use paths and bicycle facilities that provide connections throughout the sector plan area.

Amenities and services that are a critical component for aging in place includes senior activity centers, health care services, public gathering places, and an accessible transportation system that offers alternatives to driving. In addition to the regional trail network, there are several transportation amenities and services that offer residents multiple ways to move about the sector plan area. Assisted and senior living facilities are located throughout the sector plan area as well, offering residents amenities for aging in place.

While the sector plan area offers many local resources and facilities, there are some barriers to accessibility for residents throughout the area. Many of the major roads and corridors throughout the sector plan area still lack adequate sidewalks and connections to shared-use paths. There are several wide intersections and roads that make access to many of these resources unsafe or uncomfortable. It is important to improve connectivity and walkability by closing these gaps to promote active transportation and safely connect residents to nearby local amenities. Preservation of and increased connectivity to existing open space provide residents multiple recreation options.

BENEFITS OF WALKABLE AND BIKEABLE COMMUNITIES

“Creating or modifying environments to make it easier for people to walk or bike is a strategy that not only helps increase physical activity, but it can also make communities better places to live. Studies show more people bike and walk in communities where improvements have been made, such as adding safer sidewalks, pedestrian crossings, and protected bike lanes. In addition, when people move to neighborhoods that are designed to promote physical activity and active transportation, they tend to spend less time in their cars and more time walking for transportation. Making walking easier can also help communities by improving safety, increasing interaction between residents, improving local economies, and reducing air pollution.”

U.S. Centers for Disease Control, “Designing Activity-Friendly Communities”, accessed online on May 20, 2022 at <https://www.cdc.gov/nccdphp/dnpao/features/walk-friendly-communities/index.html>.



Policies and Strategies

Policy HC 1. Create a built environment that allows for safe walking and biking to multiple destinations, amenities, and other non-automobile transportation options. See also Policies LU 4, LU 5, LU 6, LU 7, LU 8, TM 1, TM 2, TM 3, TM 4, TM 5, TM 7, TM 9, HD 4, and PF 1.

HC 1.1. Implement the pedestrian and bicycle infrastructure improvements identified in Policies TM 1, TM 4, and PF 1.

Policy HC 2. Connect residents to affordable, local, healthy food options. See also Policy PF 1.

HC 2.1. Identify opportunities to encourage/incentivize urban agriculture to generate revenue, jobs, and localized food production. Potential locations include undeveloped lots (as an interim use), on larger properties, and within public parks.

HC 2.2. Encourage and support partnerships between small businesses, grocery stores, and local food producers to increase the supply of locally grown foods.

HC 2.3. Support the preservation and implementation of food forests within natural areas through public programming and educational materials.

HC 2.4. Enhance public spaces to allow for fresh food and farmer’s market events. Improvements include temporary vehicle parking/access for vendors, additional seating, and more frequent maintenance of grassy areas.

HC 2.5. Encourage the installation of community gardens on terraces and rooftops of buildings, on underutilized and vacant parcels, and on parkland throughout the sector plan area, including the following locations:

- Northwest Branch Stream Valley Park
- Proposed park to be located at 2607 Kirkwood Place
- Avondale Gateway Plaza

See also Strategy PF 1.1 and Map 39.

FOOD FOREST

“A food forest, also called a forest garden, is a diverse planting of edible plants that attempts to mimic the ecosystems and patterns found in nature. Food forests are three dimensional designs, with life extending in all directions – up, down, and out.”

Food forests serve a variety of needs, including feeding the hungry, increasing the amount of land used for crop production, wildlife habitat, ecological improvement, and localizing the food system.

For more information about food forests, see <https://projectfoodforest.org/>. There are two active food forests in Prince George’s County, just outside the sector plan area at 4207/4209 31st Street in Mount Rainier (<https://mtrainiermdfoodforest.org/>) and 3507 Enterprise Road in Bowie (<https://www.forested.us/>).

Source: Project Food Forest, accessed May 21, 2022 online at <https://projectfoodforest.org/>



Policy HC 3. Expand equitable access to quality healthcare programs and services. See also Strategy EP 3.1.

HC 3.1. Work with the County and State Departments of Health and non-profits to identify gaps in healthcare programs and services offered across the sector plan area. Build partnerships and recruit healthcare providers to address these specific needs within the sector plan area.

HC 3.2. Evaluate the potential for installing health-based wayfinding, including bilingual wayfinding to medical facilities such as medical office buildings and urgent care facilities. See Policy HD 1.

HC 3.3. Identify opportunities to locate an urgent care center in the West Hyattsville Local Transit Center.

HC 3.4. Concentrate healthcare services at or near key locations accessible by transit, on foot, or by bicycle, including:

- MD 410 (East West Highway) and MD 500 (Queens Chapel Road)
- The West Hyattsville Metro Station
- MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)

COMMUNITY GARDENS

The sector plan area contains one community garden at Hyatt Park, located at the corner of 36th Avenue and Hamilton Street. Residents are able to utilize plots within the community garden via an annual application process. Hyatt Park was also recently redeveloped with new amenities and activities. The Mount Rainier Community Garden, located immediately south and just outside the sector plan area, may also serve residents of the sector plan area.



PHOTO COURTESY ISTOCK



Policy HC 4. Provide equitable access to recreation facilities and community spaces.
See also Policy PF 1 and Policy TM 5.

HC 4.1. Establish urban scale community civic spaces in the West Hyattsville Local Transit Center to provide public gathering spaces. See plaza and green recommendations in Table 25 and Map 39. Recommended Parks, Recreation, and Public Open Space Facilities under Strategy PF 1.1.

HC 4.2. Install a network of outdoor fitness equipment integrated into parks and open spaces along the Northwest Branch Stream Valley Park and Trail system to promote active living.

HC 4.3. Renovate and revitalize existing recreation and community facilities that serve the sector plan area to improve recreation offerings, community programming, and opportunities for residents to gather.

HC 4.4. Work with M-NCPPC DPR, municipalities, UM Shuttle, and others to ensure that sector plan area residents have transit and other non-vehicular access, such as bicycle paths and sidewalks, to the planned Multigenerational facility in or near the Prince George's Plaza Regional Transit District.



Policy HC 5. Preserve existing senior housing and assisted living facilities while expanding resource offerings to allow residents to age in place.

HC 5.1. Work with property owners and housing providers to preserve existing senior housing and assisted living facilities.

HC 5.2. Provide space and programming for seniors within newly established civic centers. See Policy HD 3.

HC 5.3. Work with municipalities and partner agencies to expand senior offerings throughout the sector plan area.

Section X



Public Facilities



PLAN 2035 PUBLIC FACILITIES GOAL

Enhance the quality of life and economic competitiveness of Prince George's County through the efficient, equitable, and strategic siting of education, public safety, water and sewer, solid waste, and parks and recreation facilities.

SECTOR PLAN PUBLIC FACILITIES GOAL

Quality of life is enhanced by increasing the number of accessible parks, plazas, and multiuse community facilities and improving programming in civic spaces.



Existing Conditions Summary

The sector plan area is generally well served by public facilities, although due to the small size of the sector plan area, many facilities that serve the area are located outside of the sector plan boundary. A summary of existing facilities by category follows.

LIBRARIES

The recently opened 40,000-square-foot Hyattsville Branch Library is just north of the sector plan area at 6530 Adelphi Road and serves sector plan area residents. The library includes a reading garden, meeting rooms, green roof, solar panels, a smart HVAC system, and a car charging station.

The Mount Rainier Branch Library at 3409 Rhode Island Avenue also serves the sector plan area residents.

POLICE AND FIRE/EMERGENCY MEDICAL SERVICES (EMS)

Multiple jurisdictions and entities, including WMATA, provide police services across the sector plan area. Prince George's County Fire and Emergency Medical Services (PGFD) Station 801 (Hyattsville) is within the sector plan area at 6200 Belcrest Road. Station 844 (Chillum) at 6330 Riggs Road and Station 855 (Bunker Hill) at 3716 Rhode Island Avenue also provide primary fire and EMS response to the sector plan area. There are no known capacity issues with police, fire, or emergency medical services in the sector plan area.

PARKS AND RECREATION

Twelve M-NCPPC-owned parks are located within the sector plan area. There are approximately 231 acres of parkland which include multiple park amenities offering passive and active recreation opportunities and an extensive trail system along the Northwest Branch. There are several community recreation centers that serve the sector plan area and one urban nature center (Mount Rainier Nature and Recreation Center) located within the sector plan area.



There is a plan for an 87,000-square-foot multigenerational center in the vicinity of the Prince George’s Plaza Metro Station that will serve the sector plan area. This facility plan includes two indoor courts, a three-lane track, a 10-lane indoor pool and small leisure pool with seating for 250, multipurpose rooms, and dedicated program space.

Table 23. Existing Parks and Recreation Facilities

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
Avondale Park	1915487	La Salle Road	Neighborhood	11.84	M-NCPPC	Picnic shelter Playground Full-court basketball court Tennis courts with a practice ball wall Softball field Wooded areas Hard surface multiuse trail
Brentwood-Allison Park	1878438, 1878446, 1878420	Arundel Road, along Brentwood Levee Trail east of Chillum Road		0.72	M-NCPPC	Undeveloped mini park providing urban green space
Buchanan Street Park	2789915	3315 Buchanan Street		1.38	M-NCPPC	Undeveloped park with open space and scattered trees Hard surface multiuse trail connecting to MD 501 (Chillum Road)
Chillum Park	1914902, 1914530	5601 16th Avenue	Community	16.85	M-NCPPC	Regulation soccer field Picnic shelter One cricket pitch and play area Two school-aged playgrounds Football field with a softball overlay Long-distance trail
Chillum Road Park	1879683, 1879691	Avondale Place, behind the 4900 block of Russell Avenue	Resource	7.09	M-NCPPC	Undeveloped, wooded area with no park facilities



Public Facilities

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
Heurich Park	1914779, 1914761, 1914480, 1826510	Ager Road and Nicholson Street	Community	55.73 (within sector plan area)	M-NCPPC	One of three M-NCPPC- owned artificial turf fields Dog park Playground Picnic area Parking lot Open space Short- and long- distance trails
Hyatt Park	1796994, 1797000, 1832310	3512 Hamilton Street	Neighborhood	2.03	M-NCPPC	Recently renovated park owned by M-NCPPC but leased to the City of Hyattsville for development and programming Picnic areas Playground Interactive musical instruments Shaded stage area Community garden Open space
Kirkwood Park	1914514	2600 Nicholson Street	Community/ Resource	9.44	M-NCPPC	One softball diamond One full-court basketball court School-age playground Picnic shelter Open space Long-distance trail Valuable stream buffer
Mt. Rainier Park Building	1845882 (part), 1897362	3100 Arundel Road	Neighborhood	6.10	M-NCPPC	Playground Picnic area Tennis courts Open space with football goal posts Hard surface multiuse trail connecting to Buchanan Street Park



Public Facilities

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
Mount Rainier Nature Center	1845882 (part)	4701 31st Place	Resource	0.07	M-NCPPC	Prince George's County's only urban nature center Hands-on exhibits Live animals Educational displays Game room Multipurpose room Outdoor amphitheater Campfire pit Parking lot Rental space Popular for birthday parties and similar events
Queenstown Park	1812379 (part), 1971720 (part), 1914738 (part), 9999999 (part)	3270 Chillum Road, to the north of and behind Queenstown Apartments	Neighborhood	3.95	M-NCPPC	Picnic area Playground Long-distance trail Open space
Thirty-eighth Avenue Park	1881270, 1818616, 1812338 (part), 1812213 (part), 1812221 (part)	5002 38th Avenue	Neighborhood	3.13	M-NCPPC	Basketball Hard Surface Trail Picnic Area Tennis Outdoor fitness equipment Playground



Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
Northwest Branch Stream Valley Park	1914886 (part), 1914902 (part), 1914530 (part), 1914472, 1914753, 1914324, 1914647, 1812320, 1812312, 1812379 (part), 1971720 (part), 1812353, 9999999, 1812361, 1812346, 1812387, 1812338, 1914951, 1914969, 1914977, 1914985, 1915040, 1915032, 1812213 (part), 1788579 (part)	Along the Northwest Branch of the Anacostia River	Resource	112.89 (within sector plan area)	M-NCPPC	Northwest Branch Trail Stream buffers <i>See also Heurich Park, Kirkwood Park, Chillum Park, Queenstown Park, Brentwood-Allison Park, and 38th Avenue Park.</i>

WATER AND SEWER

The entire sector plan area is served by public water and sewer. Water and sewer services are provided through the Washington Suburban Sanitary Commission. There are no known capacity issues.



PUBLIC SCHOOLS

Table 24. Public Schools Serving the Sector Plan Area

Public School	Grades	Address	2019 Enrollment	Utilization Rate
Rosa L. Parks Elementary	Pre-K - 6	6111 Ager Road	674	83%
University Park Elementary	Pre-K - 6	4315 Underwood Street	522	90%
Thomas S. Stone Elementary	Pre-K - 5	4500 34th Street	557	87%
Hyattsville Elementary	Pre-K - 5	5311 43rd Avenue	508	125%
Edward M. Felegy Elementary	Pre-K - 5	6110 Editors Park Drive	807	92%
Mount Rainier Elementary	Pre-K - 6	4011 32nd Street	406	86%
Chillum Elementary	Pre-K - 5	1420 Timber Ridge Lane	335	113%
Hyattsville Middle	6-8	6001 42nd Avenue	909	*
Nicholas Orem Middle	6-8	6100 Editors Park Drive	829	136%**
Northwestern High	9-12	7000 Adelphi Road	2,340	100%

*A new Hyattsville Middle School is under construction. Upon completion, it will have a state-rated capacity of 1,200 students.

**A new middle school is under construction in Adelphi. Upon completion, it will alleviate over-utilization of Nicholas Orem Middle School.

Multiple public schools located in or near the sector plan area serve the families of the sector plan area, as shown in Table 24 and Map 38. Both Edward M. Felegy Elementary School and Nicholas Orem Middle School are located within the sector plan area, on Editors Park Drive in Hyattsville.

Built in 2014, Edward M. Felegy Elementary School offers grades Pre-K to fifth grade. In 2019, there were 807 students, with a utilization of almost 92 percent.²³ Built in 1962, Nicholas Orem Middle School offers sixth to eighth grades. In 2019, there were 1,129 students with a utilization of 136 percent.²⁴ Utilization rates above 100 percent are not desirable.

Public high school students living in the sector plan area attend Northwestern High School, located north of the sector plan area near Prince George’s Plaza. Built in 1951, and replaced in 2000, Northwestern High School offers ninth to twelfth grades, has an enrollment of 2,335, and is 99.8 percent utilized.

Overutilization is an ongoing concern for individual schools. In addition, many school buildings in the County are past their functional lifespan. Prince George’s County Public Schools prefers a utilization rate of 80–95 percent; however, enrollment is often challenging to predict.²⁵

²³ Prince George’s County Public Schools, *Proposed 2021 Educational Facilities Master Plan - Appendix W*, found online at <https://offices.pgcps.org/page.aspx?Pageid=234147&id=250567>.

²⁴ Ibid.

²⁵ Ibid.



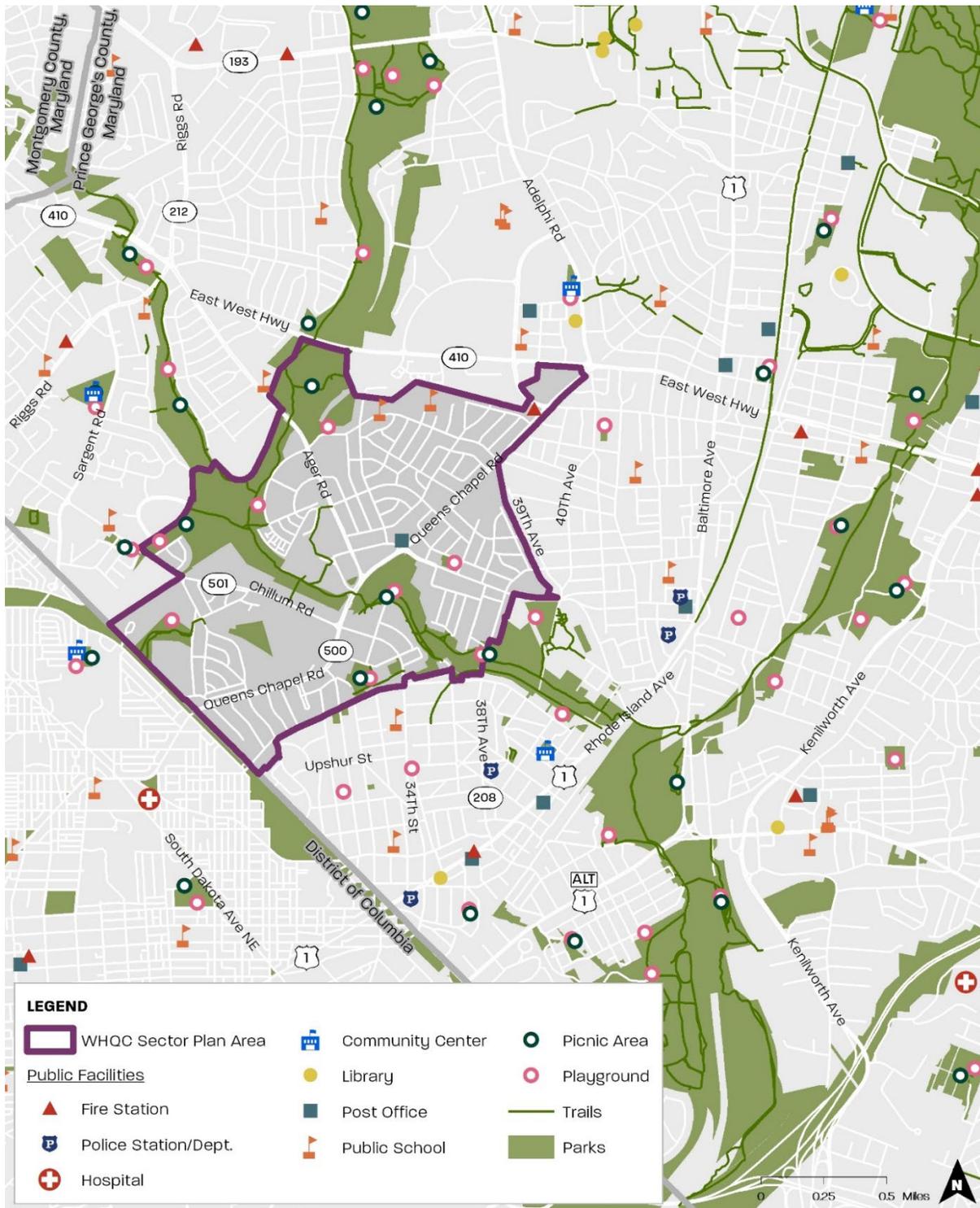
A Comprehensive School Boundary Initiative is underway “to provide an impartial analysis of current school boundaries, feeder patterns and program locations and to develop, with community input, scenarios for adjustments in order to populate new and expanded school facilities and balance facility utilization throughout the County.”²⁶

As for public higher education, Prince George’s Community College has a campus at University Town Center to the north just outside the sector plan area.

²⁶ Prince George’s County Public Schools, *School Boundary Initiative*, found online at <https://www.pgcps.org/boundary>.



Map 38. Public Facilities and Amenities in and near the Sector Plan Area



Source: DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/>; Prince George’s County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Policies and Strategies

PARKS, RECREATION, AND OPEN SPACE

PROVISION OF PARKS AND PUBLIC OPEN SPACES

The parkland dedication process requires new residential subdivisions to either dedicate land and/or facilities for a park or other recreational use, or to provide, as an alternative, payment of an in-lieu fee or the construction of recreational facilities on M-NCPPC land. Each residential development proposal is subject to this process to ensure adequate park facilities are considered in each development proposal. This program is part of a comprehensive approach to the planning for and funding of all parks, open space, trails, and other related assets in Prince George's County. Parkland dedication is only one instrument to assist in the provision of neighborhood, community, and urban parks.

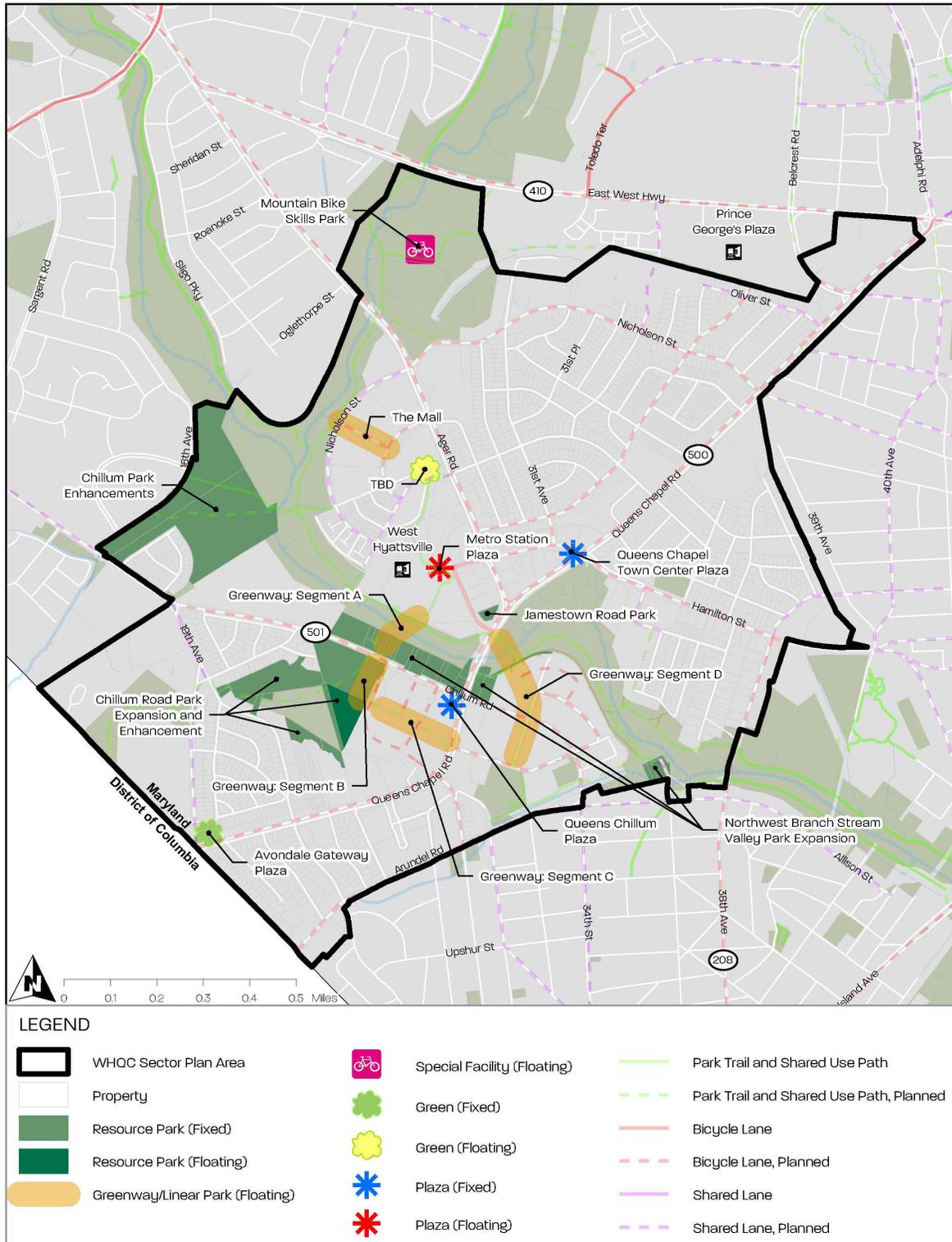
If the dedication of land is not appropriate or desired at a specific location, a fee-in-lieu payment can be made. The fee-in-lieu will be directly linked to the land value of the acreage that was to be provided. The purpose of the fee is to allow the M-NCPPC Department of Parks and Recreation to purchase the required amount of parkland in that service area to serve the new residents. If recreational facilities are provided in lieu of, or in combination with, land or fees, the value of those

Policy PF 1. Create a vibrant transit-oriented development that facilitates outdoor enjoyment, public gathering, and healthy lifestyles and preserves environmental assets. See also Policies LU 1, LU 10, NE 1, NE 2, NE 3, NE 4, NE 4, NE 7, TM 1, TM 4, TM 5, HD 2, HC 1, HC 4, HC 6 and Strategy LU 2.3

PF 1.1. Provide a variety of park, recreational, and open spaces in the sector plan area by constructing or expanding the facilities identified in Table 25 and Map 39. Recommended Parks, Recreation, and Public Open Space Facilities and ensuring these new facilities follow the Urban Park Guidelines and Typologies found in Formula 2040, Appendices F and G.



Map 39. New Recommended Parks, Recreation, and Public Open Space Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].



Table 25. New Recommended Parks, Recreation, and Public Open Space Facilities

Name	Location	Floating	Fixed	Park Type	Park Ownership	Functions, and features/Comments
West Hyattsville Greenway: Segment A	<p>Intersection of Ager Road and Hamilton Street to MD 501 (Chillum Road)</p> <p>All or part of this facility will be located on the following properties:</p> <p>5400 Jamestown Road (Tax Account 1851252)</p> <p>Northwest Branch Stream Valley Park (Tax Account 1914324)</p> <p>All or part of this facility may also be located on the following properties, depending on final location/alignment:</p> <p>2222 Chillum Road (Tax Accounts 1943752, 1943760, 1969815)</p> <p>2310 Chillum Road (Tax Account 1943745)</p>	●		Greenway/Linear Park	TBD	<p>Includes widened promenade-type bridge crossing of Northwest Branch for bicycles and pedestrians. The current crossing should be used as an interim crossing.</p> <p>Alignment and dedication/easement/covenant required at preliminary plan of subdivision.</p> <p>Alignment may require acquisition of WMATA Queenstown Storage Facility at 2310 Chillum Road or may be located immediately west of this facility.</p> <p>Will include Trail T-208.</p> <p>Will overlap with the Northwest Branch Stream Valley Park and its expansion.</p> <p>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</p> <p>See also Policies LU 10 and HC 9 and Strategy TM 4.3.</p>
West Hyattsville Greenway: Segment B	<p>South of MD 501 (Chillum Road) west of UC-215 (30th Street Extended)</p> <p>All or part of this facility will be located on the following properties:</p> <p>2201 Chillum Road (Tax Account 1912229)</p> <p>2421 Chillum Road (Tax Account 1898618)</p> <p>All or part of this facility may also be located on the following properties, depending on final location/alignment:</p> <p>2309 Chillum Road (Tax Account 1912245)</p> <p>2425 Chillum Road (Tax Account 1912237)</p>	●		Greenway/Linear Park	TBD	<p>Greenway/Linear Park will run parallel and abutting MD 501 (Chillum Road) and UC-215.</p> <p>Alignment and dedication/easement/covenant required at preliminary plan of subdivision.</p> <p>Will overlap with Chillum Road Park and its expansion.</p> <p>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</p>



Name	Location	Floating	Fixed	Park Type	Park Ownership	Functions, and features/Comments
<p>West Hyattsville Greenway: Segment C</p>	<p>In the median of UC-214 (Buchanan Street Extended) between UC-215 (30th Street Extended) and MD 500 (Queens Chapel Road</p> <p>This facility and its associated street right-of-way (UC-214) will be located on the following properties, bisected by their common property line as it exists on the date of approval of this sector plan:</p> <p>2421 Chillum Road (Tax Account 1898618)</p> <p>2425 Chillum Road (Tax Account 1912237)</p> <p>This facility and its associated street right-of-way (UC-214) will pass property from west to east through the entirety of the property at 3100 Queens Chapel Road (Tax Account 1861095) (The Shops at Queens Chillum), as it exists on the date of approval of this Sector Plan.</p> <p>A portion of this facility and its associated street right-of-way may also be located on the property at 2201 Chillum Road (Tax Account 1912229) properties, depending on final location/alignment.</p>	<p>●</p>		<p>Greenway/ Linear Park</p>	<p>TBD</p>	<p>Will include Cycle Track T-217.</p> <p>Will be at least 30 feet in width and include trees, SWM features, furniture, interpretive/wayfinding signage and other amenities.</p> <p>See Figure 6 for an illustrative concept of this linear park.</p> <p>See also Strategies LU 4.3, LU 4.4, LU 5.4, EP 2.7, TM 1.3, and the description of UC-214 in Table 12. Recommended Master Plan of Transportation Streets.</p>



Name	Location	Floating	Fixed	Park Type	Park Ownership	Functions, and features/Comments
West Hyattsville Greenway: Segment D	<p>In the median of UC-211 (Queenstown Drive and Queenstown Drive realignment) between Buchanan Street and the intersection of MD 500 (Queens Chapel Road) and Jamestown Road.</p> <p>This facility and its associated street right-of-way (UC-211) will be located, depending on final location/alignment, on portions of the following properties as they exist on the date of approval of this sector plan:</p> <p>3301 Chillum Road (Tax Accounts 1943778, 1943786, 1943794, 1943810, and 1943844) (Queenstown Apartments)</p> <p>3110 Chillum Road (Tax Account 1839505) (Queenstown Apartments)</p> <p>Northwest Branch Stream Valley Park (Tax Accounts 1812379, 1914720, 1914738)</p> <p>This facility and its associated street right-of-way (UC-211) may also be located, depending on final location/alignment, on portions of the following properties as they exist on the date of approval of this sector plan:</p> <p>3301 Chillum Road (Tax Accounts 1943802 and 1943836) (Queenstown Apartments)</p>	●		Greenway/ Linear Park	TBD	<p>Includes widened crossing of Northwest Branch at or near the location of the current crossing. See Figure 7. This crossing should be constructed to have zero net impact on the levee at this location.</p> <p>The river crossing will be at least 30 feet in width and include trees, SWM features, furniture, interpretive/ wayfinding signage and other amenities.</p> <p>The current river crossing should be used as an interim crossing.</p> <p>Will overlap partially with the Northwest Branch Stream Valley Park and Queenstown Park.</p> <p>Alignment and dedication/easement/ covenant should be shown on preliminary plan of subdivision.</p> <p>See also Strategies LU 8.3, EP 2.7, TM 1.3, TM 4.4, TM 1.10, and the description of UC-211 in Table 12. Recommended Master Plan of Transportation Streets.</p> <p>Will include Cycle Track T-216.</p>
Metro Station Plaza	<p>At the east entrance to the West Hyattsville Metro Station.</p> <p>Westernmost edge of the plaza should be within 250 feet of the entrance.</p> <p>All or a portion of this facility will be located on some or all of the following properties, depending on final location and size:</p> <p>5400 Jamestown Road (Tax Account 1851252)</p> <p>5520 Jamestown Road (Tax Account 1927888)</p> <p>5440 Ager Road (Tax Account 1927896)</p>	●		Plaza	TBD	<p>Include seating, public art, and/or a fountain, innovative stormwater management features, and trees.</p> <p>See Figure 8 for an illustrative concept of this plaza.</p> <p>Location and dedication/easement/ covenant should be shown on preliminary plan of subdivision</p> <p>Plaza should conform to the WMATA Station Area Planning Guide.²⁷</p>

²⁷ Found online at <https://www.wmata.com/business/real-estate/upload/Station-Area-Planning-Guide-October-2017.pdf>.



Name	Location	Floating	Fixed	Park Type	Park Ownership	Functions, and features/Comments
Queens Chillum Plaza	Southwest corner of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road) This entire facility will front the street intersection and be constructed on the property at 3100 Queens Chapel Road (Tax Account 1861095) (The Shops at Queens Chillum), as it exists on the date of approval of this Sector Plan.		●	Plaza	Private w/ Public Use Easement	Plaza will be shown on Detailed Site Plan for any development at 3100 Queens Chapel Road (Tax Account 1861095). Alignment and dedication/easement/ covenant required at preliminary plan of subdivision. See also Strategy LU 4.4.
Avondale Gateway Plaza	MD 500 (Queens Chapel Road) and Carlson Circle This facility will consist of the following properties: Tax Accounts 1941491, 1941509, 19141517. Unused rights-of-way for La Salle Road and Chapel Place southeast of Carson Circle.		●	Green	TBD	Existing open space. Add seating, wayfinding and interpretative signage. Serve as a gateway to Avondale from the District of Columbia. Consider as location for community garden. See also Strategy HC 2.5.
Queens Chapel Town Center Plaza	Southwest corner of intersection of MD 500 (Queens Chapel Road) and Hamilton Street This entire facility can be constructed on SHA right-of-way		●	Plaza	TBD	Add a small plaza with seating, public art and/or a fountain, landscaping, welcoming visitors to the "Main Street" of Hamilton Street. See also Strategy LU 4.3 and Strategy TM 1.14.
Jamestown Road Park	Existing M-NCPPC property at intersection of Jamestown Road, MD 500 (Queens Chapel Road) and Ager Road (Tax Account 1914647, Parcel 2)		●	Resource Park	M-NCPPC	Focus of park is innovative stormwater management. Park should include interpretative and wayfinding signage and seating. See also Policy HD 9.
The Mall	Parallel to and encompassing The Mall between Kirkwood Place and the Northwest Branch Stream Valley Trail All or part of this facility will be located on the following properties: 2700 Kirkwood Place (Tax Account 1836832) 2623 Nicholson Street (Tax Account 1836840)	●		Greenway/ Linear Park	TBD	Alignment and dedication/easement/ covenant required at preliminary plan of subdivision. Park may be on either side of the street or in the median. See also Strategy HN 1.6.



Name	Location	Floating	Fixed	Park Type	Park Ownership	Functions, and features/Comments
Chillum Park Enhancements	1850 Chillum Road (part of Tax Account 1914530) 5601 16 th Avenue (Tax Account 1914902)		●	Resource Park	M-NCPPC	See Appendix (page A-14) for potential improvements to this park as compensatory storage areas are designed. Park should include nature trails with interpretative signage. This park includes Cut Area D in Appendix A. See also Policies LU 1, LU 10, NE 1, and NE 2.
Chillum Road Park Expansion and Enhancement	This facility will consist of the following properties: 2201 Chillum Road (Tax Account 1912229) (WMATA) WMATA-owned portions of Parcel C (Tax Accounts 1978923 and 1891126) 0 Queens Chapel Road (Tax Account 1978527) (WMATA) 0 Russell Avenue (Tax Account 1896752) (WMATA) 4917 Russell Avenue (Tax Account 1983667) (WMATA) 4919 Russell Avenue (Tax Account 1837293) (WMATA) Avondale Place right-of-way Unused right-of-way south of 2421 Chillum Road This facility will include the Avondale Overlook Conservation Easement and may include a portion of the property at 2421 Chillum Road (1898618) and the conservation easements identified in Strategy NE 2.2.		●	Resource Park	M-NCPPC and Private with Conservation Easement	This is an expansion of an existing park facility. See Appendix (page A-14) for potential improvements to this park as compensatory storage areas are designed. Park should include nature trails with interpretative signage. This park includes Cut Areas C1 and C2 in Appendix A. This facility includes trail T-208 (see Table 14). M-NCPPC should acquire the WMATA and County owned properties listed here for this park expansion. See also Policies LU 1, LU 10, NE 1, and NE 2.
TBD	2607 Kirkwood Place Park should cover the easement over the WMATA Green/Yellow Line tunnel and may include the parcels at the northwest corner of Ager Road and Little Branch Run (Tax Accounts 5649146, 5666050) and a portion of Parcel E at 2607 Kirkwood Place (Tax Account 1836873)	●		Green	TBD	Include seating, public art and/or a fountain, innovative stormwater management features, and trees. Consider as location for community garden. See also Policy HD 2 and Strategies HN 1.6 and HC 2.5. Park should be at least one acre in size.



Name	Location	Floating	Fixed	Park Type	Park Ownership	Functions, and features/Comments
Northwest Branch Stream Valley Park Expansion	2308 Chillum Road (Tax Account 1882810) 2222 Chillum Road (Tax Accounts 1943752, 1943760, 1969815) 2310 Chillum Road (Tax Account 1943745) 2428 Chillum Road (Tax Account 1840669) 2426 Chillum Road (Tax Account 1840636) 2430 Chillum Road (Tax Account 1839166) 2434 Chillum Road (Tax Account 1853605) 2440 Chillum Road (Tax Account 1848159) 2460 Chillum Road (Tax Account 1965086) 2480 Chillum Road (Tax Account 1905678) 2486 Chillum Road (Tax Account 1922574) 3200 Queens Chapel Road (Tax Account 1871482) 0 Queens Chapel Road (Tax Account 1972405) 3201 Queens Chapel Road (Tax Accounts 1943638 and 1837665) 3213 Queens Chapel Road (Tax Account 1978451) 3290 Queens Chapel Road (Tax Account 1874221) 3299 Queens Chapel Road (Tax Account 1971712) 0 Laurel Bowie Road (Tax Account 5644428) 3110 Chillum Road (Tax Account 1839505) 0 37th Place (Tax Account 1812338) 4604 37th Street (Tax Account 1848324) (Town of Brentwood) 0 Arundel Road (Tax Account 1976877) (Town of Brentwood)		●	Resource Park	M-NCPPC	This is an expansion of an existing park facility. M-NCPPC should acquire the properties listed here for this park expansion. Restored natural area. See Policies LU 1, LU 10, NE 1, NE 2, NE 3, NE 4, NE 9, HC 2, HC 4 and Strategy PF 1.12 for details.



Public Facilities

Name	Location	Floating	Fixed	Park Type	Park Ownership	Functions, and features/Comments
Mountain Bike Skills Park	This facility will be located on an existing M-NCPPC property within the Northwest Branch Stream Valley Park or Heurich Park.	●		Special Facility	M-NCPPC	The 2009 MPOT recommended a mountain bike skills park in the vicinity of Hyattsville to provide the northern portion of the County with a broader variety of trail experiences and better serve the mountain bike users in the County. Mountain bike skills parks can be constructed in urban areas and provide trail variety, challenges, and obstacles in relatively small, confined spaces. Mountain bike users are an underserved user group in Prince George's County.



Note: The following renderings illustrate how the plan area may develop, pursuant to County regulations, over time; they are for illustrative purposes only and do not reflect required or mandated development. Market conditions will dictate the phasing, scale, and ultimate land uses developed.

Figure 6. Illustrative Concept of West Hyattsville Greenway Segment C



ILLUSTRATION BY AECOM

View looking down the proposed Buchanan Street extension (UC-214) from MD 500 (Queens Chapel Road). For details about the proposed street, greenway, and streetscape amenities, see Table 12, Table 14, and Table 25.



Figure 7. Illustrative Concepts of West Hyattsville Greenway Segment D



ILLUSTRATIONS BY AECOM

View looking down the proposed Queenstown Drive realignment (UC-211) toward the Northwest Branch from Chillum Road. For details about the proposed street, greenway, and streetscape amenities, see Table 12, Table 14, and Table 25.



View looking up the Northwest Branch from MD 500 (Queens Chapel Road) at the proposed river crossing. For more details, see Strategy TM 4.4 and Table 25.





ILLUSTRATIONS BY AECOM

Views toward the Northwest Branch from the proposed Queenstown Drive realignment (UC-211).





Figure 8. Illustrative Concept of Metro Station Plaza



ILLUSTRATION BY AECOM

View from the proposed Metro Station Plaza looking at the Jamestown Road (UC-209) and Hamilton Street (C-230) intersection with the proposed Greenway Segment A. For details, see Table 12, Table 14, and Table 25.



PF 1.2. Add amenities to new public spaces that support flexible programming for different age groups and diverse interests.



PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

PF 1.3. Finalize all recommended park functions/amenities based upon the community needs identified at the time of park facility planning through community engagement.

PF 1.4. Secure public-use easements for privately built and/or maintained open spaces in the sector plan area.

PF 1.5. Acquire or establish easements for publicly accessible park spaces, either through fee-simple purchase or the parkland dedication process, at the fixed locations and in the proximity of the floating park symbols identified in Map 39 and Table 25. New Recommended Parks, Recreation, and Public Open Space Facilities. Alignments and locations of park facilities in Table 25 and Map 39 and dedication to M-NCPPC DPR, public use easements, and/or covenants will be identified in the Preliminary Plan of Subdivision.

PF 1.6. M-NCPPC should acquire the WMATA- and County-owned properties listed in the Chillum Road Park Expansion in Table 25 (pursuant to Strategy PF 1.1), including vacated rights-of-way, to facilitate expansion and improvement of Chillum Road Park for passive recreation, including nature trails, and compensatory storage. See also Policy LU 2 and Policy PF 2.



- PF 1.7.** M-NCPPC should acquire the properties listed in the Northwest Branch Stream Valley Park Expansion (WMATA, private, state, and municipal properties) in Table 25 (pursuant to Strategy PF 1.1) to facilitate expansion and improvement of the Park and for environmental protection of the Northwest Branch. See also Policies LU 1 and LU 10 and Strategies NE 1.8 and 1.9.
- PF 1.8.** Locate additional benches and informational media in natural spaces and along trails as recommended in Strategies HD 3.2 and HD 4.2, and in Policy HD 7.
- PF 1.9.** Where possible, install playgrounds as part of open space and park construction.
- PF 1.10.** Construct the park enhancements, to include a plaza and seating area, at the Buchanan Street Park as identified in the Prince George’s County Fiscal Year 2022–2027 Proposed CIP, project #4.99.0221. The design of these enhancement should include environmentally sensitive design.
- PF 1.11.** Over the long term, acquire the properties within the floodplain identified in Table 11 under Strategy LU 10.1 for cleanup, preservation, planting of vegetation, and open space preservation (these properties will comprise a southern expansion of Northwest Branch Stream Valley Park).
- PF 1.12.** Consider incorporating elements, features, and amenities from the illustrative concept in Figure 7 when redeveloping the pedestrian/bicycle bridge crossing of the Northwest Branch south of MD 500 (Queens Chapel Road) and the surrounding park and trail area. These features include amphitheater style steps/seat walls leading to the river, public art installations, gathering and viewing spaces, plaza, and special paint/texture treatment of the Northwest Branch Trail crossing at MD 500 (Queens Chapel Road).
- PF 1.13.** Carry forward all relevant recommendations of the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*. Where a recommendation in this Sector Plan conflicts with one in the 2001 ATHA Management Plan, this Sector Plan is applicable.



Policy PF 2. Create opportunities to incorporate stormwater management and compensatory flood storage on parkland in a manner that increases the recreational and environmental value of parks to the community. See also Policies LU 1, LU 10, NE 1, NE 2, NE 3, NE 4, NE 7, and HD 7.

- PF 2.1.** Work closely with M-NCPPC Department of Parks and Recreation, Prince George’s County, the National Capital Planning Commission (NCPC), WMATA, and other stakeholders to design and construct compensatory storage facilities within parkland, including on or under recreations/sports fields, ensuring they can be drained as soon as possible after a flood event, with minimal lasting impact to parkland.
- PF 2.2.** Ensure availability of nearby sports fields that may be utilized for recreation when sports fields in the sector plan area are temporarily inundated.
- PF 2.3.** Maximize opportunities to co-locate compensatory storage facilities with increased planting of trees and vegetation.
- PF 2.4.** Coordinate with NCPC to ensure that new stormwater management facilities and compensatory flood storage facilities are consistent with the Capper-Crampton Act, as necessary.
- PF 2.5.** Explore the potential of expanding the Prince George’s Plaza Tax Increment Financing (TIF) District, creating a new TIF district, creating a special taxing district, or other financing mechanism to ensure timely construction of a comprehensive flood mitigation program in the sector plan area. Such a program is necessary to best support implementation of this sector plan.
- PF 2.6.** Capitalize on the educational value of stormwater management best management practices and flood awareness through interpretive signage and educational programming.

Policy PF 3. Expand access to community multiuse spaces in the sector plan area. See also Policy HD 3.

- PF 3.1.** Construct a small multipurpose community resource center on the south side of MD 201 (Chillum Road), west of MD 500 (Queens Chapel Road). This facility should have community meeting spaces, access to a playground, and public access to the internet. This facility may be operated by a public or nonprofit entity but should be available to the public during daytime and evening hours.
- PF 3.2.** Work with developers and property managers to provide additional small (approximately 1,000 square foot) indoor community meeting spaces at various locations throughout the sector plan area.
- PF 3.3.** Identify opportunities to expand the services and programs provided at the Mount Rainier Nature and Recreation Center.



PF 3.4. Construct the planned multigenerational center in the vicinity of the Prince George’s Plaza Metro Station to serve the sector plan area residents.

Policy PF 4. Support PGCPs in its efforts to implement its Educational Facilities Master Plan (EFMP).

PF 4.1. Coordinate with PGCPs to provide adequate facilities to ensure all students have an opportunity to attend a high-quality public school that operates within Board of Education-established facility utilization rates.

PF 4.2. Complete construction of the new Hyattsville Middle School (FY 2022 Approved Capital Improvement Program #8.77.0002)

PF 4.3. Construct the new International School at Langley Park (FY 2022 Approved Capital Improvement Program #3.77.0017)

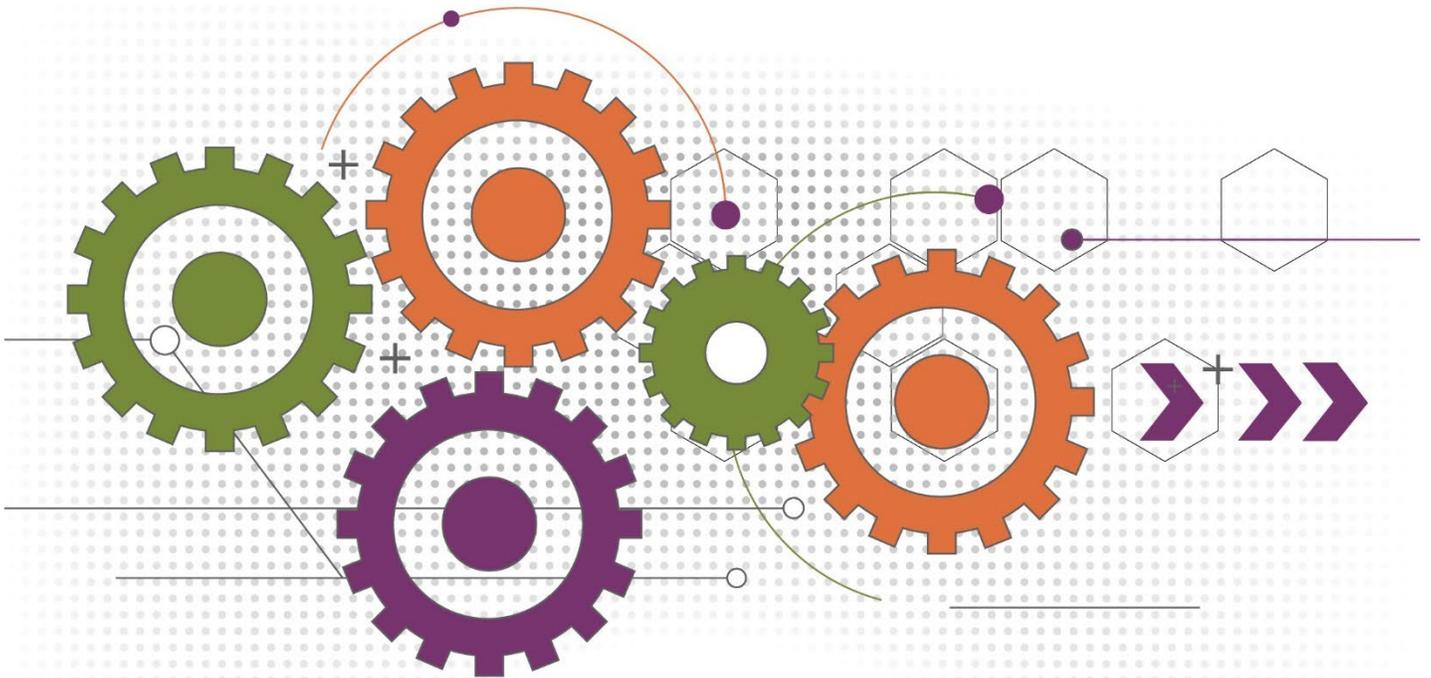
Policy PF 5. Provide modern public safety facilities.

PF 5.1. Carry forward the recommendation in the 2008 *Approved Public Safety Facilities Master Plan* to construct a new Hyattsville fire/EMS station (Station 801) at 6200 and/or 6206 Belcrest Road to replace the existing station. This project was previously funded for construction in the FY 2022 Approved County Capital Improvement Program (Project #3.51.0001).

PF 5.2. Carry forward the recommendation in the 2008 *Approved Public Safety Facilities Master Plan* to construct a new Chillum fire/EMS station (Station 844) to replace the existing station. This project is funded for renovation of the existing station in the FY 22 Approved Capital Improvement Program (Project #4.51.0015)

Section XI

Implementation Matrix



Implementation Framework

This Sector Plan serves as a policy guide for elected officials, government agencies, property owners, the real estate and development industries, preservation and environmental organizations, and other interested parties. Its goals, policies, and strategies will require the action of agencies and stakeholders including changes to ordinances, capital improvement program commitments, and operating budget initiatives.

The concurrent Sectional Map Amendment recommends the rezoning of properties in the sector plan area to implement the land use vision.

Some of this plan’s recommendations will require County or state agencies, or M-NCPPC, to construct capital improvement projects. State funding may be available through the State Agency Capital Improvement Programs (CIP), which is crucial in the plan's implementation. Public funds are required for the design, land acquisition, construction, operations, and maintenance of public facilities, such as sidewalks, streets, shared-use paths, parks, shared stormwater management facilities, flood control structures, and transit facilities.

The implementation of this plan also requires property owners and developers to invest in this community, including acquiring and consolidating properties to create developable parcels, and constructing buildings, landscape improvements, stormwater management infrastructure, and key elements of the public realm such as sidewalks and plazas.

Several existing County, state, and federal programs could help fund facility improvements, such as the Priority Funding Areas Act, Revitalization Tax Credits, State TOD Designation, the Sustainable Community Program, Opportunity Zones, Transportation, Finance and Innovation Act (TIFIA), Better Utilizing Investments to Leverage Development Grants (federal), Surface Transportation Grant Program (federal), Tax increment Financing (local), and Sustainable Energy- Clean Energy Program incentives.

Successful implementation of this sector plan will take time and require the efforts of all stakeholders—government, the private sector, nonprofit organizations, property owners, and residents—**over the 25-year life of the plan**. The recommended implementation timeframes are not fixed; rather, they are intended to be flexible and allow implementation to occur as opportunities and resources arise.

Implementation timeframes are:

- **Short-term (less than five years):** Strategies intended to be implemented by 2028. These strategies may require fewer resources and may be easier to accomplish in the near-term. Alternately, they may be high-priority strategies that lay the foundation for the implementation of later strategies.
- **Mid-term (five to ten years):** Strategies intended to be implemented between 2028 and 2033. These strategies may require interagency collaboration or additional resources prior to implementation.

- **Long-term (more than ten years):** Strategies intended to be implemented after 2033. These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets favorably shift to support full implementation.

Table 26. Acronyms

Acronym	Definition
DHCD	Prince George’s County Department of Housing and Community Development
DNR	Maryland Department of Natural Resources
DOE	Prince George’s County Department of Environment
DPIE	Department of Permitting, Inspection and Enforcement
DPW&T	Department of Public Works and Transportation
DPR	Prince George’s County Department of Parks and Recreation
HAPGC	Housing Authority of Prince George’s County
MDOT	Maryland Department of Transportation
MHAA	Maryland Heritage Areas Authority
M-NCPPC	Maryland-National Capital Park and Planning Commission
MSAC	Maryland State Arts Council
MTA	Maryland Transit Administration
PEPCO	Potomac Electric Power Company
PGCAHC	Prince George’s County Arts and Humanities Council
PGCEDC	Prince George’s County Economic Development Corporation
PGCHHS	Prince George’s County Health and Human Services
PGCPS	Prince George’s County Public Schools
PGCMLS	Prince George’s County Memorial Library System
PGCOCS	Prince George’s County Office of Central Services
PGCSCD	Prince George’s County Soil Conservation District
RAPGC	Revenue Authority of Prince George’s County
RDA	Prince George’s County Redevelopment Authority
SHA	State Highway Association
TBD	To Be Determined
WMATA	Washington Metropolitan Area Transit Authority
WSSC	Washington Suburban Sanitary Commission

Table 27. Implementation Framework

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
LAND USE														
Acquire flood-prone structures	LU 2.2												DHS ○ OCS ●	S
Evaluate Zoning Ordinance	LU 3.1	○			●									S
Activate retail corridors	LU 4.4							○						M
Concentrate office, institutional, and other nonresidential development closest to the West Hyattsville Metro Station.	LU 5.2							○						M
Redevelop The Shops at Queens Chillum and Chillum Road Shopping Center	LU 5.3							○						L
Attract/retain supermarket near the MD 500 and UC-214	LU 5.3							○				PGCEDC		L
Concentrate ground-floor retail along UC-214 and MD 500	LU 5.3, LU 6.3							○						L
Incentivize/subsidize existing tenants	LU 5.3							○		●				L
Construct multifamily residential with ground-floor commercial	LU 7.2							○						L
Construct mix of uses along Varnum Street.	LU 8.1							○						L
Mix uses along MD 208	LU 8.2							○						L
Create eating and drinking establishments along UC-211	LU 8.3							○						L
Redevelop Landon Court Apartments	LU 9.1							○						L

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Redevelop Queens Park Plaza, Queenstown Apartment, and 3421 Hamilton Street	LU 9.1								○					L
Construct single-family attached housing at specific sites	LU 9.2								○					M
Acquire specific properties	LU 10				○				●					M-L
ECONOMIC PROSPERITY														
Provide shared facility/incubator space for businesses	EP 1.3								○				PGCEDC ●	M
Use new medical office building to attract healthcare services.	EP 3.1.								○				PGCEDC ●	M
Identify opportunities for a trade school or satellite campus	EP 3.2.												Universities ○	M
Host job fairs and skills training	EP 3.3.												PGCEDC ○	S
TRANSPORTATION AND MOBILITY														
Construct, reconstruct roads to standard outlined in strategy and Table 12	TM 1.1			○	●	○	●	●	○					M-L
Construct bicycle and pedestrian facilities on MD 501	TM 1.1					○								L
Upgrade Eastern Avenue NE to a complete and green street	TM 1.7												DDOT ○	L
Institute a road diet along Hamilton Street	TM 1.9.			○					●					M
Evaluate road diet on MD 501	TM 1.10.					○								M
Maintain Gaines Alley and Alley #26 as shared streets	TM 1.11.							○						S
Create plan to close streets for festivals, farmers' markets, etc.	TM 1.12.			●	●	●	●	○	●					S

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Evaluate eliminating free-right turns, expand sidewalks, and increase pedestrian refuge spaces: Hamilton Street and Ager Road, Hamilton Street and MD 500	TM 1.14.			○		○								S
Evaluate expanding sidewalk and reducing curb radius at Hamilton Street and MD 500	TM 1.16					○								S
Connect Nicholson Street and Kirkwood Place at Little Branch Run.	TM 2.3							○						L
Replace and enhance bridges	TM 2.4			○	○	○								M-L
Replace the 38th Street Bridge	TM 2.4					○								M-L
Retrofit streets Green Streets	TM 3.1			○		○		●						M-L
Incorporate bioretention medians/bio-swale landscaping on MD 501	TM 3.3					○		●						M-L
Construct shared-use paths	TM 4.1				○									O
Construct the Metropolitan Branch Spur	TM 4.1, TM 4.6				○			●						M-L
Add shared lane signage and sharrows	TM 4.1			○				○						S
Construct wide sidewalks and on-road bicycle lanes	TM 4.1			●				●	●					M
Replace the 38th Street Bridge over the Northwest Branch	TM 4.1					○								M-L
Reconstruct shared-use path bridge that connects MD 201 to the Metro station.	TM 4.3				○			●						S
Construct the new bicycle and pedestrian bridge across the Northwest Branch	TM 4.4				○			●						L

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Construct a trail connection from the Northwest Branch Trail to bicycle facilities on MD 500	TM 4.5				○									L
Evaluate more trail connections from Queenstown Apartments to Northwest Branch Trail.	TM 4.7				●				○					L
Construct complete and continuous sidewalks	TM 4.9			○		○		○	●					S-M
Add wide sidewalk and street tree planting to portion of MD 410	TM 4.11					●		○						S
Ensure bicycle parking at the West Hyattsville Metro Station and all nearby developments	TM 5.6			○					●					S
Evaluate bicycle signals, phasing, and boxes	TM 5.7			○	●	○								M
Construct bicycle ramps on or adjacent to stairwells	TM 5.8						○	●						S
Install pedestrian/bicycle actuated traffic control devices	TM 5.9				●	○								S
Employ public art along MD 500	TM 5.10.				●	●		●	●				PGCAHC ●	M-L
Consider artistic treatments to crosswalks	TM 5.11			●		●	●	●	●	●				S
Provide micro-mobility facilities, at the West Hyattsville Metro Station	TM 6.1						○	●	●				Micro-Mobility Providers ●	S
Provide bicycle share, scooter share, and other micro-mobility facilities at specific locations	TM 6.1			○		●		○	●				Micro-Mobility Providers ●	M-L
Construct electric-assist bicycle and electric scooter infrastructure adjacent to the West Hyattsville Metro station.	TM 6.2			○				●	●				Micro-Mobility Providers ●	M

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Provide accessible shelters with seating at all bus stops.	TM 7.1, HD 4.3			○				●	●					S
Provide real-time bus arrival information at all bus stops.	TM 7.2			○			○						Shuttle-UM ○	S
Provide ADA-accessible "floating bus stops"	TM 7.3			●		●		●	●					M
Evaluate rerouting transit	TM 7.5			●			●						Shuttle-UM ●	M-L
Provide traffic calming measures	TM 8.1			○			○							S
Pilot test protected intersections, pedestrian refuges, signalized marked crosswalks, sidewalk extensions, and HAWK signals	TM 8.2			○			○							S
Reconstruct Ager Road at MD 500 as squared-off T-intersection	TM 8.3						○							O
Expand residential parking districts, institute metered parking near Metro station	TM 9.1							○					RAPGC ○	M
Advance parking management practices	TM 9.2						●	●	○				RAPGC ●	M
Encourage on-street parking to count toward off-street parking minimums	TM 9.3.				○				●					O
Encourage parking reductions near West Hyattsville Metro Station	TM 9.4, TM 9.5				○				●					O
Shift parking demand to Prince George's Plaza Metro Station	TM 9.6						○							M
Determine the proper siting of car sharing, and ride-hailing spaces	TM 9.7						●	●						M

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
NATURAL ENVIRONMENT														
Maintain flood protection structures	NE 1.2			○										S
Replace and enhance bridges or culverts at the Northwest Branch.	NE 1.3.			○	○	○								M-L
Evaluate hydrologic and hydraulic models to identify flood risk	NE 1.4.			○								●		S
Evaluate ways to improve pump systems and outflows	NE 1.5.			○	●									S
Create compensatory stormwater storage areas	NE 1.7.		●		○		●		●	●		●		S
Relocate the Town of Brentwood facility.	NE 1.9				●			○						L
Use conservation easements to preserve Regulated Areas	NE 2.2				●			○						M-L
Evaluate Northwest Branch and feeder streams experiencing erosion or bank failures	NE 3.1				●							○		O
Protect riparian buffers along the Northwest Branch corridor	NE 3.2			●	●	●	●	●	●					M
Study and mitigate littering hot spots in public parks	NE 3.3				○							●		S
Increase trash and recycling receptacles and no littering signs in public parks	NE 3.3				○									S
Add littering and dumping prohibited signage	NE 3.3				○			○						S
Identify or establish entity to do routine litter clean-ups and beautification projects.	NE 3.4				○			●				●		S

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Develop native, non-invasive vegetation education program	NE 4.1												Local orgs ● Community groups ● Universities ●	S
Incorporate green infrastructure systems and signage into Mount Rainier Nature Center	NE 4.2				○									M-L
Create environmentally themed play spaces	NE 4.3				○			●	●					S
Install street trees to the maximum extent possible along all streets and shared-use path rights-of-way in accordance with the County Urban Street Design Standards.	NE 6.5			○	○	○			○					S
Prioritize installation of street trees	NE 6.5			○		○			○					M-L
Educate about stormwater BMPs and available resources	NE 7.3							●			○	Local orgs ●	S	
Maximize onsite storage of stormwater	NE 7.4								○					M-L
Retrofit development with stormwater BMPs	NE 7.5								○					S
HOUSING AND NEIGHBORHOODS														
Construct below-market-rate housing	HN 1.4	●							○		●	State DHCD ●	M-L	
Rehabilitate specific apartment complexes	HN 1.6							●	○		●		S	
Redevelop specific apartment complexes and property at 3421 Hamilton Street	HN 1.6	●	●						○		●		L	

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Connect homeowners to funding for home repairs and renovations	HN 2.1										○			S
Support elderly households aging in place	HN 2.2	○						●	●		●			S
Ensure maintenance, rehabilitation, and rent stabilization at specific apartment complexes	HN 2.3	●						●	○		●			S
COMMUNITY HERITAGE, CULTURE, AND DESIGN														
Develop cohesive community branding and wayfinding strategy	HD 1.2			●	●	●		○	●				Community Orgs. ●	M
Produce all signage and materials in both English and Spanish.	HD 1.3			●	●	●		●	●					M
Install prominent gateway signage and/or artwork	HD 1.4					●		○	●				Community Orgs. ●	M
Develop and install wayfinding and signage	HD 1.5			●	●	●	●	●	●				Community Orgs. ● Maryland Milestones ●	S
Install signage identifying historic roads	HD 1.6			○	●	○								S
Incorporate public art into development, and public spaces	HD 2.1				●			●	○				Community Orgs ● PGCAHC ●	M
Create a gateway with public art and street paving	HD 2.2				●	●		●	○					M
Create performance spaces within parks and plazas	HD 2.3				○			●	●					M
Integrate sculpture garden along the Northwest Branch Trail.	HD 2.4				○								Maryland Milestones ●	M

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Establish an indoor public resource center	HD 3.1		●		●			●	●					M-L
Provide outdoor furniture within parks and public open spaces	HD 3.2				○			●						S
Identify options for programming outdoor public spaces	HD 3.3				○			●	●			Community Orgs. ● PGCAHC ●	S	
Allow retail and food service to occupy sidewalks and public spaces for seating	HD 3.4	●						○	●				S	
Update design guidelines for the trail system	HD 4.1				○							Maryland Milestones ●	M	
Install lighting, benches, trash and recycling receptacles, and bicycle racks in parks and trail system	HD 4.2				○								S	
Remove unsanctioned graffiti in a timely fashion.	HD 4.4			●	●			●	○	●			S	
Educate about and encourage CPTED strategies	HD 4.5				○								S	
Connect property owners with resources to improve façades	HD 4.6							○				PGCRDA ○	S	
Develop Hamilton Street Design Guidelines	HD 5.1				○			●	●				S	
Establish protocols for the temporary closure of Hamilton Street for events and activities	HD 5.2			○		●	●	●	●	●			S	
Program the Hamilton Street streetscape for community-building events and activities	HD 5.3							○	●			Community Orgs ●	S	
Establish walking tours of historic and cultural resources	HD 6.1				●			●				Community Orgs. ○	M	

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Identify, document, and designate additional historic resources	HD 6.2				○				●					S
Apply for heritage tourism-based grants through the state	HD 6.3				○			●					Experience Prince George's ●	S
Adaptively reuse vacant and underutilized commercial buildings	HD 6.4							○						S
Adaptively reuse historic, outdated, or antiquated buildings	HD 6.5							○						S
Add interpretative signage	HD 7.1				○				●				Maryland Milestones ●	S
Install signage and displays and establish walking tours exploring the role of the Northwest Branch and its communities in the Underground Railroad.	HD 7.2				○				●				Maryland Milestones ●	M
Install signage along the Northwest Branch Trail describing native species and animals.	HD 7.3				○									S
Design the Jamestown Road Park and West Hyattsville Greenway to emphasize their relationship to the Anacostia River watershed and the Northwest Branch.	HD 7.4				○				●					M
HEALTHY COMMUNITIES														
Encourage/incentivize urban agriculture	HC 2.1	○											PGCEDC ●	S
Enhance public spaces for fresh food and farmer's market events	HC 2.4				○			○						S
Identify gaps in healthcare programs and services	HC 3.1												Health Dept. ○	S

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Evaluate health-based wayfinding to office buildings and urgent care.	HC 3.2			●	●	●	●	●	●				Health Dept. ○	M
Locate an urgent care center in the West Hyattsville Local Transit Center	HC 3.3								○				PGCEDC ●	S
Concentrate healthcare services at locations accessible by transit, foot, or bicycle.	HC 3.4								○					M-L
Establish urban scale community civic spaces	HC 4.1				●			●	○					M-L
Install a network of outdoor fitness equipment integrated into parks and open spaces	HC 4.2				○									S
Revitalize recreation and community facilities	HC 4.3				○									M-L
Ensure transit and other non-vehicular access to the planned Multigenerational facility	HC 4.4			●	●		●	●	●				UM Shuttle ●	M
Provide space and programming for seniors within civic centers.	HC 5.2				○			●						M-L
Expand senior offerings	HC 5.3				○			●						S
PUBLIC FACILITIES														
Construct the recommended Greenway Segments	PF 1.1				○				●					M
Construct the recommended Plazas	PF 1.1				●		●		○					M
Construct the recommended Parks	PF 1.1				●				○					M-L
Construct the recommended Chillum Park Enhancements	PF 1.1				○				●					S-M

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Acquire the properties for parks	PF 1.1, PF 1.7			●	○									L
Construct the recommended Mountain Bike Skills Park	PF 1.1				○			●						M
Add amenities to public spaces for flexible programming	PF 1.2				●			○						S
Finalize park functions/amenities through community engagement.	PF 1.3				○			●						S
Secure public-use easements for privately built and/or maintained open spaces	PF 1.4				○			●						M
Acquire or establish easements for publicly accessible park spaces	PF 1.5				○			●						M
Install playgrounds in open space and park construction.	PF 1.9				○			●						S
Construct enhancements, to include a plaza and seating area, at the Buchanan Street Park	PF 1.10				●									S
Consider elements, features, and amenities from Figure 7 when redeveloping the bridge crossing of the Northwest Branch	PF 1.12				○			●						L
Design and construct compensatory storage facilities within parkland	PF 2.1			●	○			●	●					S-M
Ensure availability of nearby sports fields when fields are temporarily inundated	PF 2.2				○			●						S
Co-locate compensatory storage facilities with increased planting of trees and vegetation.	PF 2.3				○			●						S-M

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	OFC. OF COUNTY EXECUTIVE	DPW&T	M-NCPPC	SHA	WMATA	MUNICIPALITIES	OWNERS/DEVELOPERS	DPIE	DHCD	DoE		Other
Ensure stormwater management and compensatory flood storage facilities are consistent with the Capper-Crampton Act	PF 2.4				○				●				NCPC ●	S-M
Explore expanding/creating special taxing district for flood mitigation program	PF 2.5	○	○											S
Use signage and educational programming about SWM and flood awareness	PF 2.6				●			●				○		S
Construct a small multipurpose community resource center	PF 3.1							○						L
Provide additional small indoor community meeting spaces	PF 3.2							○						M-L
Expand services and programs at the Mount Rainier Nature and Recreation Center.	PF 3.3				○									S
Construct multigenerational center near Prince George's Plaza Metro Station	PF 3.4				○									M
Provide adequate facilities for public school	PF 4.1												PGCPS ○	S
Complete construction of new schools	PF 4.2												PGCPS ○	S
Construct new fire/EMS stations	PF 5.1												PGFD ○	S

Section XII

Monitoring and Evaluation



Evaluating the West Hyattsville-Queens Chapel Sector Plan Area

The Plan 2035 Five-Year Evaluation analyzes the County's progress toward the Plan 2035 vision and goals in five-year intervals. The evaluation provided insight into the implementation of the general plan's longer-range policies and strategies and gauged their alignment with local, regional, and national demographic, socioeconomic, and environmental trends. As well, the evaluation identified completed strategies, programs, and projects. Findings from the evaluation help inform possible minor plan amendments and modifications. The primary methodology to evaluate the success of the plan was the monitoring of specific indicators at one- and five-year intervals such as an increase of higher educational attainment or a decrease in poverty rates. The list of Plan 2035 indicators can be found in Plan 2035, Table 26: Indicators of Success on page 268.

To evaluate the success of this sector plan, the project team identified the following indicators that can demonstrate progress toward achievement of the plan's vision:

Table 28. West Hyattsville-Queens Chapel (WHQC) Sector Plan Indicators of Success

Indicator	2048 Target	Why is this important in WHQC?	Data Source	Interval (Years)	Relevant Policies
Number of new dwelling units constructed	4,000 dwelling units	Dwelling units constructed in and around the West Hyattsville Local Transit Center and Prince George’s Plaza Regional Transit District increase opportunities for people to live in locations walking distance to transit and amenities.	CoStar	5	LU 4 LU 5 LU 6 LU 7 LU 8 LU 9 HN 1
New dwelling units within the Sector Plan area within a one-half mile walk of Metro stations	3,000	A half-mile walkshed is the optimum distance for transit-oriented development; a distance that many people will walk, bike, or use micro-mobility modes.	TBD	5	LU 4 LU 5 LU 7

Indicator	2048 Target	Why is this important in WHQC?	Data Source	Interval (Years)	Relevant Policies
Percentage of affordable dwelling units for rent	15% of all for-rent dwelling units in the sector plan area offer rents that represent less than 30% of a household's income for households earning 65% of the area median income.	Affordable housing units retained and constructed in the sector plan area allow residents of all income levels to live within walking distance to transit, amenities, and increased opportunities.	TBD	5	HN 1 HN 2
Mode split	65% of all trips taken by non-auto means (walking, bicycling, transit, etc.)	A successful transit center would require higher proportions of trips that are generated to and from the sector plan area by walking, bicycling, and transit versus single-occupancy vehicle trips.	TBD	5	TM 1 TM 2 TM 4 TM 5 TM 6 TM 7 TM 9
Acre-feet of compensatory floodplain storage constructed	2035 Interim goal: 75 acre-feet 2048 goal: 150 acre-feet	Construction of compensatory floodplain storage permits development of properties in the West Hyattsville Local Transit Center, especially at the West Hyattsville Metro Station and the intersection of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)	Permits issued by DPIE	5	LU 1 NE 1 PF 2

Indicator	2048 Target	Why is this important in WHQC?	Data Source	Interval (Years)	Relevant Policies
Acres of Tree Canopy	Greater than 300 acres not in forest	<p>Tree canopy is generally defined as the area of land under single tree or small groups of trees that does not meet the definition of a forest. Tree canopy functions include intercepting stormwater; controlling microclimate; and cleaning the air and water.</p> <p>- RCP, p. 41.</p> <p>Maintaining current levels of non-forest tree canopy requires a combination of preservation and replanting, as recommended by this plan.</p>	GIS Analysis	5	NE 6
Percentage of sector plan area that is impervious	A lower percentage than that on the date of approval of the sector plan.	<p>Water quality, stormwater volumes, and flooding are all exacerbated by the presence of impervious surfaces. Retrofitting impervious surfaces to increase storage, treatment, and/or absorption decreases runoff and associated pollution.</p>	GIS Analysis	5	NE 7
Miles of bicycle and shared-use paths and sidewalks	Increase	<p>Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.</p>	GIS Analysis	5	TM 1 TM 4
Percent of metro users accessing West Hyattsville Metro Station by modes other than personal vehicle	Increase	<p>A decrease in the number of people driving to the West Hyattsville Metro Station not only reflects a potential decrease in vehicular traffic, but also reduces parking demand, allowing the redevelopment of the existing surface parking lots.</p>	WMATA	1	LU 4 TM 4 TM 5 TM 9

Appendices

Appendix A: Floodplain Analysis Report

Introduction

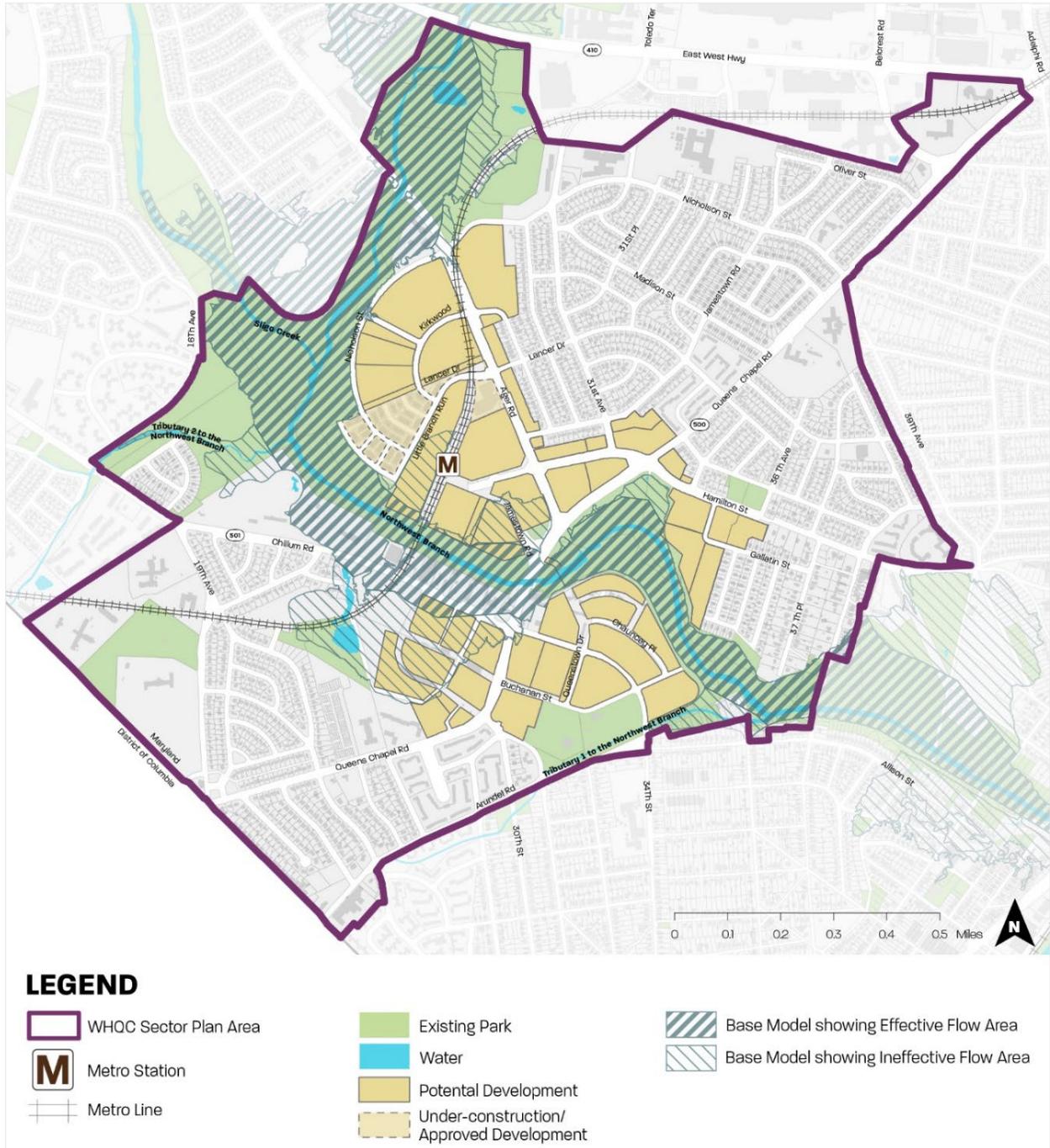
AECOM Technical Services, Inc. (AECOM) prepared a base HEC-RAS²⁸ model of the 1-percent annual (100-year) floodplain to assess the overlap between potential development in the West Hyattsville-Queens Chapel (WHQC) Sector Plan growth concept and effective and ineffective flow areas of the floodplain, as shown in Map A-1. Effective flow areas are defined as having water conveyance and ineffective flow areas where water is not actively being conveyed, in which water will pond and the velocity is close to zero. The modeled 100-year floodplain includes features like the Northwest Branch of the Anacostia River and levees.

Because some of the development sites envisioned by the draft Sector Plan fall within the floodplain, the sites were evaluated for fill (development pads) and sites for cut (compensatory storage) along the Northwest Branch of the Anacostia River. Effective areas were predominately considered for cut. Ineffective areas were considered for both cut and fill. AECOM first analyzed the volume of cut and fill areas for their ability to maintain no net fill within the 100-year floodplain (i.e., where fill is needed within the floodplain, an equal volume of cut must be provided). AECOM then prepared three cut and fill strategies to assess how the footprint of development or redevelopment could be identified with no increase in water surface elevation. Key considerations like mitigation, phasing, and rough order of magnitude costs were also identified for future planning.

The following report presents a summary of the base HEC-RAS floodplain model, the cut and fill analysis, and scenario modeling, along with key considerations for developing in the floodplain.

²⁸ The U.S. Army Corps of Engineers' Hydrologic Engineering Center River Analysis System (HEC-RAS) is "an integrated system of software" that "allows simulation of one-dimensional steady and unsteady flow river hydraulics, water surface profile calculations and inundation mapping. (U.S. Army Corps of Engineers HEC Fact Sheet, accessed online July 13, 2022 at https://www.hec.usace.army.mil/factsheets/Software/HEC_FactSheet_HEC-RAS.pdf).

Map A-1. 100-Year Floodplain from WHQC Base Model in Sector Plan Area



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2022, <https://gisdata.pgplanning.org/opendata/>.
 Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Existing Conditions

EXISTING FLOODPLAIN MODELS

The sector plan area has both County and Federal Emergency Management Agency (FEMA) delineated floodplains. County floodplain regulations are administered by the Department of Permitting, Inspections and Enforcement (DPIE). According to the County Techno-Gram-004-2020, the limits of the 100-year floodplain should be determined from the study with the highest flood elevations.

AECOM reviewed and compared three existing models within the sector plan area:

HEC-2 Effective Model: The Northwest Branch of the Anacostia River was studied as part of the County Anacostia River Watershed Study, published in September 1993, and updated in 2009. The extent of the 1993 study is from the confluence with the Anacostia River to the Montgomery County border at Piney Branch Road. The extent of the study from 2009 is from upstream of MD 500 (Queens Chapel Road) to the Montgomery County border at Piney Branch Road. The 100-year floodplain was developed using the U.S. Army Corps of Engineers (USACE) Hydrologic Engineering Center (HEC)-2 program. HEC-2 model cross sections are non-geo-referenced, meaning that they have no associated geographical or coordinate information. From the 1993 model, the 2-, 10-, and 100-year flows were modeled for existing and ultimate land use conditions. From the 2009 model, the 10-, 50-, 100- and 500-year flows were modeled for existing land use conditions. County 100-year floodplains are based on ultimate development, which were developed using ultimate zoning at the time of the study in the early 1990s. FEMA 100-year floodplains are based on existing land use conditions. DPIE recommended the use of 2009 existing conditions. The vertical datum of the study is in National Geodetic Vertical Datum of 1929 (NGVD29).

HEC-RAS Effective Models: The HEC-RAS model incorporated a revised hydrologic and hydraulic analysis by USACE as part of the Anacostia River Levee Raising, Northeast and Northwest Branches, Project No. 541685, Contract No. 853-H. The model was developed in 2010, and AECOM downloaded the Flood Insurance Study (FIS) Report, Flood Insurance Rate Map (FIRM), and FIRM database from the FEMA Mapping Information Center (MSC) website in 2021. The modeling extents are from the confluence of the Northwest Branch of the Anacostia River with the Anacostia River to upstream of MD 500 (Queens Chapel Road). The 100-year floodplain was modeled using the USACE HEC-RAS version 3.13. The cross sections from the HEC-RAS model were geo-referenced in National American Datum 1983 (NAD83) Maryland State Plane Federal Information Processing Standards (FIPS) 1900 feet. The 10-, 50-, 100-, and 500-year flows were modeled for existing conditions. The vertical datum of the study is in National Vertical Datum 1988 (NAVD88).

FEMA issued a Letter of Map Revision (LOMR) 19-03-0431P in August 2019 and incorporated revised topography data to account for new cut/fill at The Riverfront at West Hyattsville development. The modeling extents are from approximately 120 feet upstream of the Metrorail alignment to approximately 200 feet upstream of the confluence of Northwest Branch of the Anacostia River with Sligo Creek. The 100-year floodplain was modeled using USACE HEC-RAS version 4.10. The cross sections from the HEC-RAS model were not geo-referenced. The 10-, 50-, 100- and 500-year flows were modeled for existing conditions. The vertical datum of the project was in NGVD29.

WHQC Base Model: AECOM prepared a duplicate model, combining the HEC-2 and two HEC-RAS models, to update that information from the original sources into HEC-RAS version 5.0.7 and assess that the software did not significantly alter the results of original models. Results from the duplicate model were reviewed to assess if they were within a 0.5-foot threshold of the original sources. Duplicate model extents are from upstream of the Metrorail alignment near the confluence of Northwest Branch of the Anacostia River with the Anacostia River to MD 193 (University Boulevard), which is broader than the sector plan area. Assumptions for the duplicate model include:

- HEC-RAS version 5.0.7 was used to model 100-year flows for each data source.
- Cross sections were geo-referenced in NAD83 Maryland State Plane FIPS 1900 feet using the County Floodplain Map and shapefiles from the FEMA FIRM database.
- The HEC-2 and LOMR HEC-RAS were converted from NGVD29 to NAVD88 for consistent use of same vertical datum. Note that NGVD29 elevations are 0.78 foot higher than NAVD88, but NAVD88 is the most recent reference.
- Bridges that were previously modeled in the HEC-2 model were updated to conform with HEC-RAS version 5.0.7.
- Cross sections are within the 0.5-foot tolerance except for cross section 528. The higher elevation difference was caused by bridge modeling approach differences between HEC-2 and HEC-RAS.
- A Multiple Opening Analysis was added to the MD 410 (East West Highway) bridge, within the duplicate model, to produce similar results to the 2009 existing conditions HEC-2 model.
- In the overlap cross section (XS 1.75) between the HEC-2 model and the HEC-RAS model, there is an ineffective flow area in the HEC-RAS model, which is not present in the HEC-2 model. AECOM added the ineffective flow area to the duplicate model to be consistent with the downstream HEC-RAS modeling.
- Kept all levee features in the model including the Allison, Brentwood, and Riverdale Levee Systems.

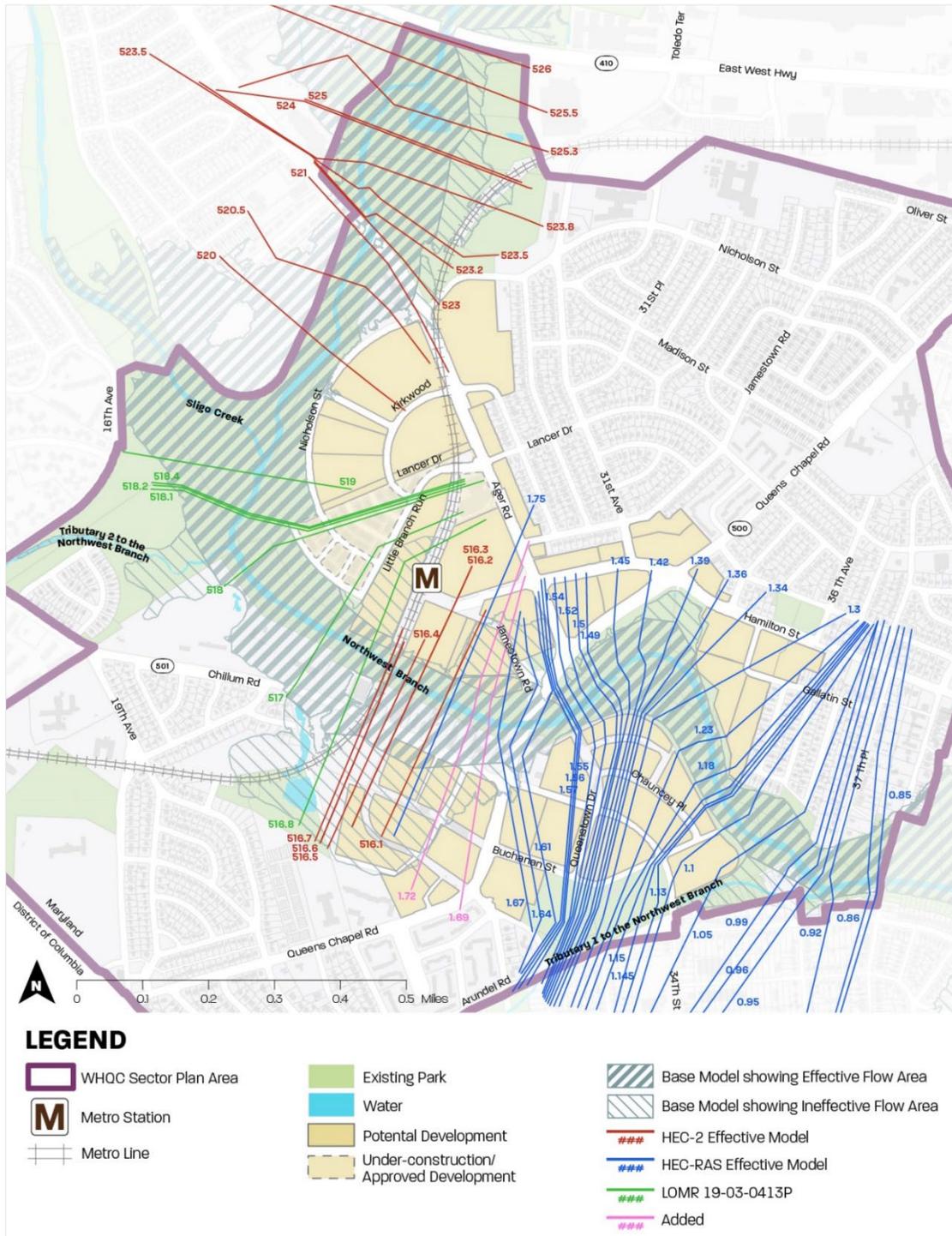
The duplicate model was updated to create a better blend of the three existing models for the WHQC base model, as shown in Map A-2. The sector plan area extents for the base model are between MD 410 (East West Highway) and MD 208 (38th Avenue) along the Northwest Branch of the Anacostia River.

Assumptions for the WHQC base model include:

- Manning's N values were adjusted to be contained within the channel.
- Ineffective areas were modified/added on the overbanks (i.e., areas outside of the channel).
- Cross section overbanks were extended, using Light detection and ranging (LiDAR) terrain downloaded from the Maryland's Mapping and GIS Data Portal website, to capture cut and fill locations and contain all the flow in the model.
- Added two cross sections (1.69 and 1.72) to help with the stabilization of the model, based on LiDAR data for topography.

The WHQC base model was used to model existing 100-year water surface elevations along the channel and estimate the existing floodplain storage volume of 1,516 acre-feet for the sector plan area. A profile of the ground elevation and 100-year water surface elevation at every cross section within the sector plan area is shown in Figure A-1.

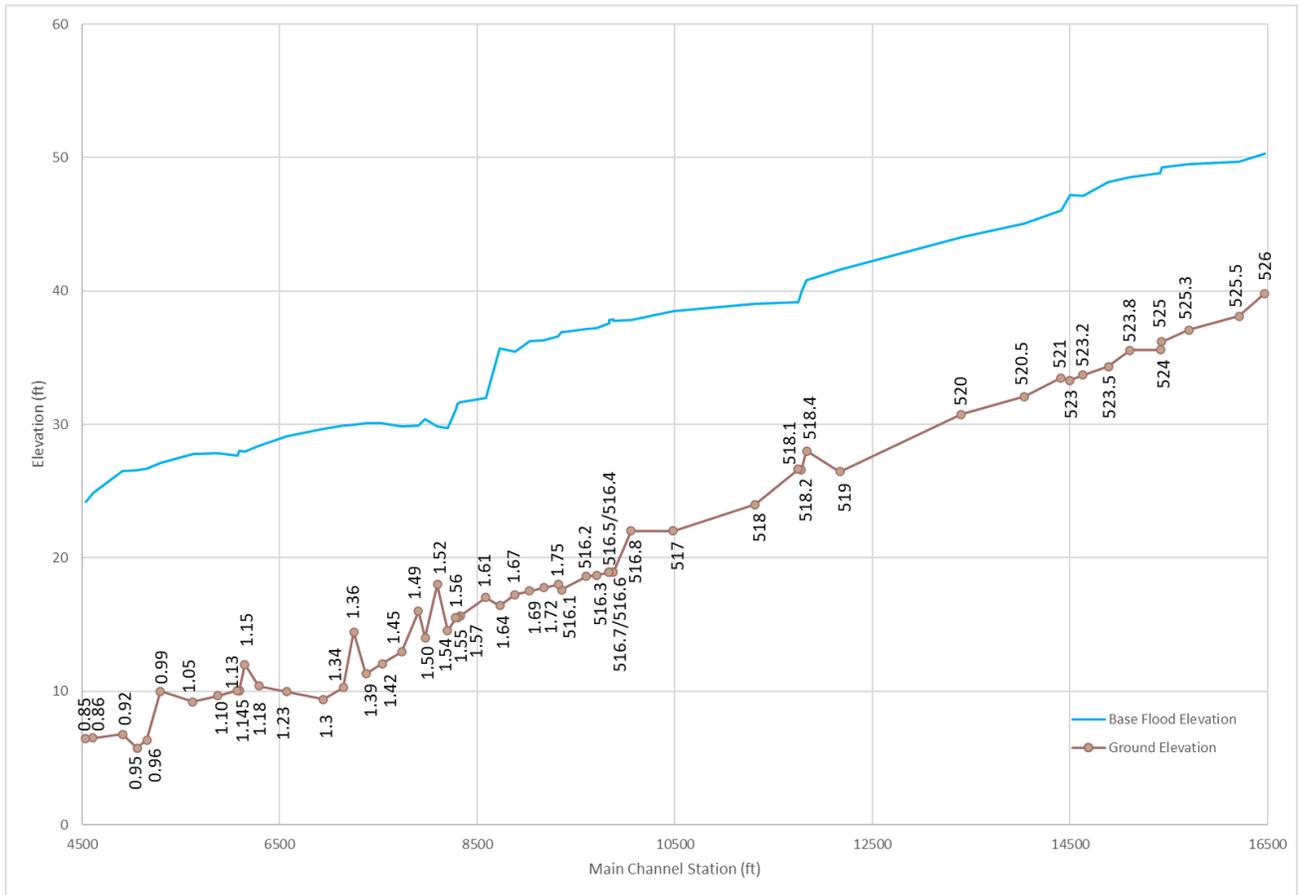
Map A-2. WHQC Base Model Mosaic



Source: Federal Emergency Management Agency, 2016 and 2020; Greenman-Pedersen, Inc., 2002; Prince George's County Planning Department, *GIS Open Data Portal*, 2022, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Figure A-1. WHQC Base Model Channel Profile

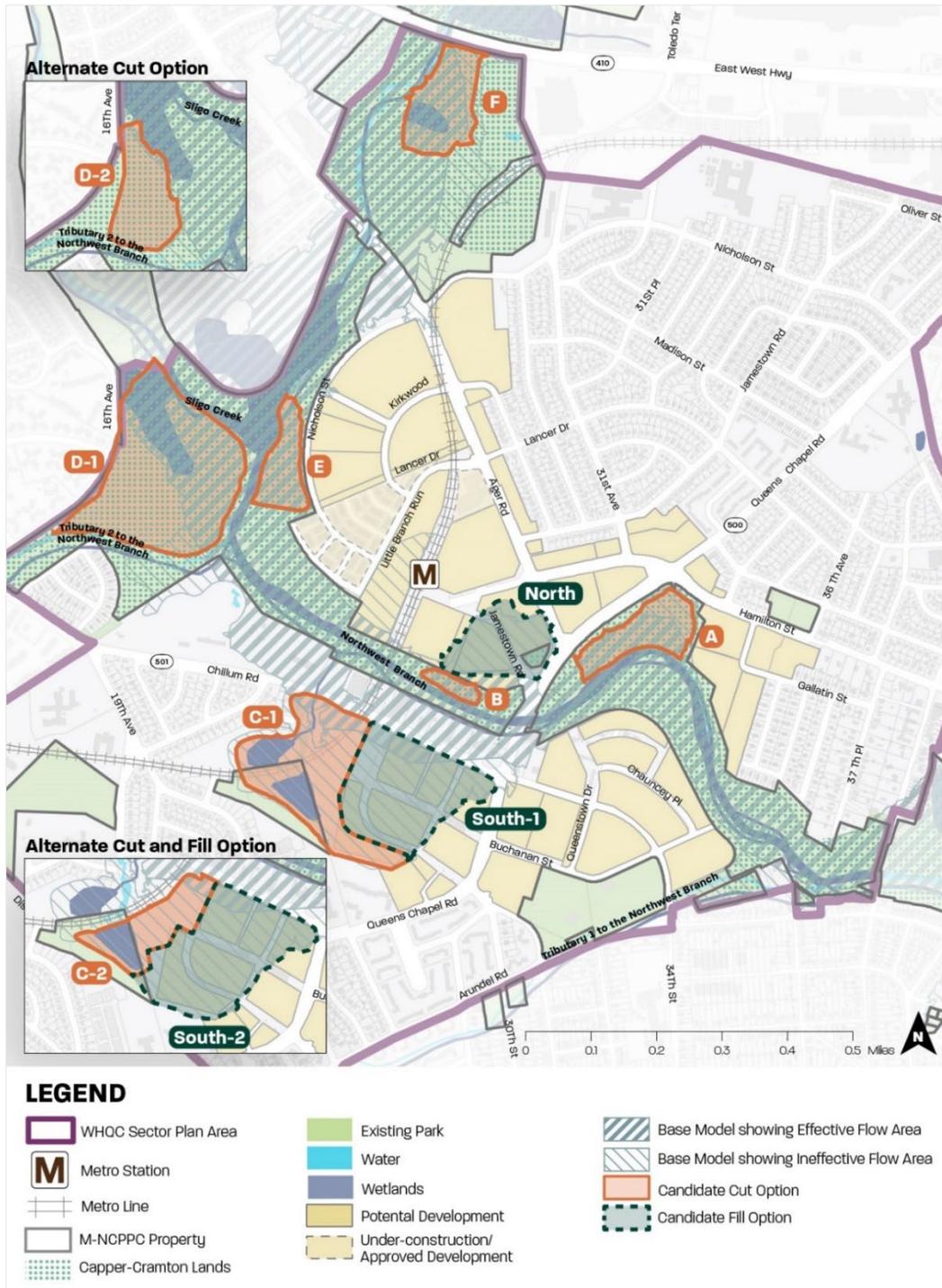


Source: Federal Emergency Management Agency, 2016 and 2020; Greenman-Pedersen, Inc., 2002.

Cut and Fill Analysis

Prior to modeling scenarios, AECOM identified a series of potential cut and fill options to understand how development or redevelopment could be placed with no net fill within the 100-year floodplain. AECOM also analyzed the overlap between cut and fill locations and wetlands, as well as the overlap between cut and fill locations and M-NCPPC land and land protected by the Capper-Cramton Act, as shown in Map A-3.

Map A-3. Candidate Cut and Fill Locations



Source: Prince George’s County Planning Department, *GIS Open Data Portal*, 2022, <https://gisdata.pgplanning.org/opendata/>; U.S. Fish and Wildlife Service, *National Wetlands Inventory*, 2021, <https://www.fws.gov/wetlands/data/Mapper.html>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

An overview of potential cut and fill locations are shown in Table A-1 and Table A-2. To meet the needs of no net fill within the 100-year floodplain, approximately 68 acre-feet of cut would be required for Fill Option North and between approximately 84 and 87 acre-feet of cut would be required for Fill Option South. When combining Fill Option North and Fill Option South to maximize development potential, approximately 152 and 155 acre-feet would be required.

The size and potential volume for potential cut sites to offset fill locations are shown in Table A-2. For large cut locations with potential feasibility challenges, like Cut Option C and Cut Option D, potential minimum and maximum areas were identified. Cut Options C-1 and D-1 represent potential maximum area and volume and Cut Options C-2 and D-2 represent the potential minimum area and volume for those sites. Corresponding fill extents were identified for Cut Options C-1 and C-2, where Fill Option South-1 coincides with Cut Option C-1, and Fill Option South-2 coincides with Cut Option C-2. Note that additional cut or fill volumes could be possible based on final site-based strategies and engineering.

Table A-1. Potential Fill Locations

Fill Option	Cross Section Extent	Area (acres)	Volume (acre-ft)	Wetland Overlap	M-NCPPC Land	Capper-Cramton Act Land
North	516.1-1.54	9	68	No	Partial	Partial
South – 1	516.1-1.69	18	84	No	No	No
South – 2	516.1-1.69	19	87	No	Partial	No

Note: All fill option sites with “Partial” in the M-NCPPC Land and Capper-Cramton Act Land columns indicate that the site is partially located on M-NCPPC land or Capper-Cramton Act land, respectively.

Table A-2. Potential Cut Locations

Cut Option	Cross Section Extent	Area (acres)	Volume (acre-ft)	Wetland Overlap	M-NCPPC Land	Capper-Cramton Act Land
A	1.5-1.36	7	28	No	Yes	Yes
B	516.1-1.72	1	11	No	Yes	Yes
C-1	516.8-516.3	18	68	Yes	Partial	No
C-2	516.8-516.3	8	37	Yes	Partial	No
D-1	519-518.1	30	139	Yes	Yes	Yes
D-2	519-518.1	9	39	Yes	Yes	Yes
E	519	5	42	Yes	Yes	Yes
F	525.5-524	9	41	Yes	Yes	Yes

Note: All cut option sites with “Yes” in the Wetland Overlap column indicate that wetlands are present on at least part of the site. All cut option sites with “Partial” in the M-NCPPC Land and Capper-Cramton Act Land columns indicate that the site is partially located on M-NCPPC land or Capper-Cramton Act land, respectively.

There is an opportunity to expand the role of existing parkland in the sector plan area when planning for future development and corresponding compensatory storage. The Capper-Cramton Act allocates funding and gives authority to M-NCPPC to acquire and develop parkland for public benefit. More information about the Capper-Cramton Act can be found here: <https://www.ncpc.gov/docs/capper-cramton-act.pdf>. Floodplain mitigation design will need to be considered for each potential cut and fill site that overlaps with parkland to allow open space or recreational uses to be maintained or enhanced. For example:

FILL OPTION NORTH

- The portion of the fill site that overlaps with M-NCPPC-owned land and Capper-Cramton Act land at the intersection of MD 500 (Queens Chapel Road) and Jamestown Road is a proposed WHQC growth concept open space enhancement. This M-NCPPC-owned land with steep slopes could be regraded and enhanced as a natural open space so that it is accessible and better aligns with the Northwest Branch Trail crossing across MD 500 (Queens Chapel Road) to the West Hyattsville Metro Station.



PHOTO BY AECOM

FILL OPTION SOUTH

- A small portion of the site overlaps with M-NCPPC-owned land for the purposes of regrading. Permeable paving materials could be used in hardscape at this site, where underlying soils permit, to infiltrate stormwater and reduce pollution before water drains into the floodplain.

CUT OPTION A

- This wooded area along the Northwest Branch of the Anacostia River, overlapping with M-NCPPC-owned land and Capper-Cramton Act land, could become a natural open space gateway feature in the sector plan area. There's an opportunity to increase awareness of the Northwest Branch at this highly visible location through sustainable placemaking features. The enhanced natural area could provide a home to native flora and fauna and protect and conserve the regional ecological system. This natural park could also provide access and footpaths to the Northwest Branch Trail and Queenstown Drive from the north side of the sector plan area. It could also be regraded with the Fill Option North site to better accommodate pedestrians and bicyclists crossing MD 500 (Queens Chapel Road) along the Northwest Branch Trail.

CUT OPTION B

- Potential enhancements include rebuilding the Northwest Branch Trail with lighting, trash receptacles, and connections to the West Hyattsville Metro Station. An elevated boardwalk could be constructed for this portion of the trail, which would provide a unique opportunity to experience the riverfront with an open view to the Northwest Branch of the Anacostia River. A floating wetland could be installed to improve water quality and to create an island of aquatic plants for wildlife habitat. This provides an opportunity to engage and educate the community about river ecology, pollution, and water quality.

CUT OPTION C

- Potential floodplain mitigation from cutting on M-NCPPC-owned land includes transforming the underutilized ravine into a large wetland park that could improve the water quality of the watershed. A greenway through this wetland park could better connect open space to the Northwest Branch of the Anacostia River. It could provide an opportunity to engage and educate the community about wetland habitat, pollution, and water quality. Meandering trails through the wetland park would provide opportunities to connect the neighborhoods south of MD 501 (Chillum Road) to the West Hyattsville Metro Station and proposed development where the Shops at Queens Chillum are located.

PHOTO BY AECOM

CUT OPTIONS D AND E

- Potential floodplain mitigation from cutting on M-NCPPC-owned land and Capper-Cramton Act land, would likely require rethinking recreational needs on M-NCPPC parkland and could provide an opportunity to engage adjacent communities to be part of the redesign process

of the compensatory storage area. Recreational space could be designed to be flooded with minimal damage during flood events by strategically locating recreational spaces and infrastructure, using resilient materials. A soft river edge could be designed that changes with the river level and promotes flood-dependent riparian vegetation along the channel. Existing vegetation around lowered open areas could be preserved to maintain the natural buffer for water infiltration and wildlife.



PHOTOS BY AECOM

CUT OPTION F

- This site includes portions of the Northwest Branch Trail through a wetland wooded area as well as recreational land. Passive recreational spaces could be planned in the wooded area and strengthen the connection from neighborhoods north of the sector plan area to the Northwest Branch of the Anacostia River.



PHOTOS BY AECOM

Scenario Analysis

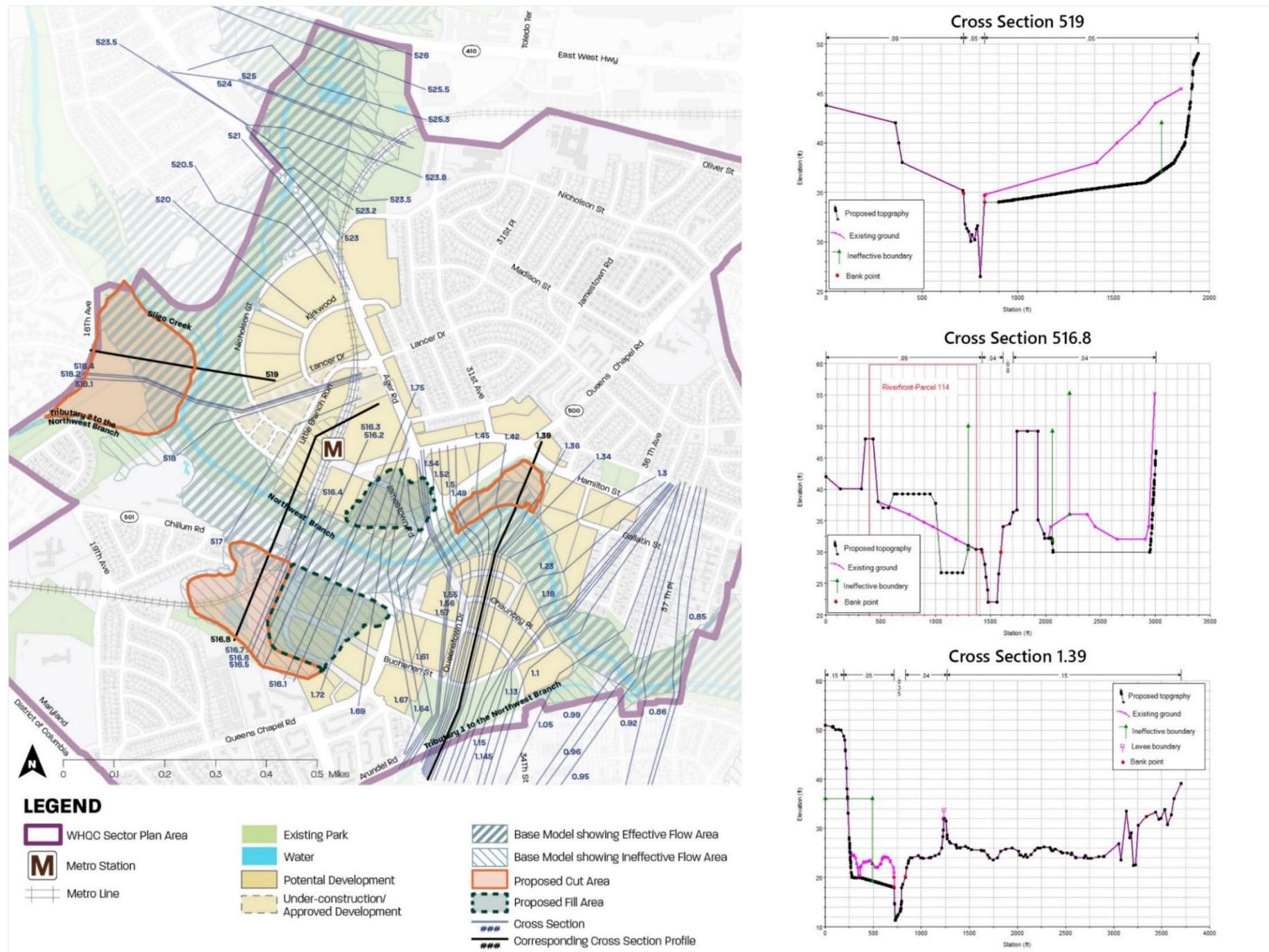
Based on the cut and fill analysis, AECOM modeled three scenarios to understand how development or redevelopment could be located with no increase in water surface elevation. The scenarios were modeled in HEC-RAS by updating the WHQC base model with the following assumptions:

- Manning's N values were adjusted, depending on the scenario.
- The terrain was modified for each scenario to account for different cut and fill locations.
- Ineffective areas were modified/added, depending on the scenario.
- Cross section overbanks were extended, using LiDAR based topography, to capture cut and fill locations and contain the flow identified in the model.
- Proposed cut and fill from the Riverfront-Parcel 114 approved plan set were included. Cross section 516.8 geometry was incorporated using the proposed cross section from the Proposed 100-Year Floodplain Delineation Plan as part of the Riverfront-Parcel 114 approval process.
- No modifications to represent cut or fill were made to cross sections 516.5 and 516.6 as they represent the Metrorail tracks.

Scenario 1

- Proposed cut and fill locations and corresponding cross section profiles for Scenario 1 are shown in Figure A-2.

Figure A-2. Scenario 1 Cut and Fill Areas and Cross Section Profiles



Source: Federal Emergency Management Agency, 2016 and 2020; Greenman-Pedersen, Inc., 2002; Prince George's County Planning Department, *GIS Open Data Portal*, 2022, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Table A-3. WHQC Base Model and Scenario 1 Comparison

Cross Section Station	Water Surface Elevation (WSEL), ft			Velocity, ft/s			Flow Area, ft ²		
	Base Model	Scenario 1	Difference	Base Model	Scenario 1	Difference	Base Model	Scenario 1	Difference
526	50.28	50.28	0.00	11.23	11.23	0.00	2,535.48	2,535.48	0.00
525.5	49.67	49.67	0.00	7.96	7.96	0.00	4,220.88	4,220.88	0.00
525.3	49.52	49.52	0.00	4.65	4.65	0.00	7,977.79	7,977.79	0.00
525	49.24	49.24	0.00	5.59	5.59	0.00	4,728.18	4,728.18	0.00
524	48.85	48.85	0.00	8.57	8.57	0.00	4,563.10	4,563.10	0.00
523.8	48.51	48.51	0.00	7.35	7.35	0.00	5,396.47	5,396.47	0.00
523.5	48.18	48.18	0.00	6.35	6.35	0.00	5,587.82	5,587.82	0.00
523.2	47.16	47.16	0.00	9.61	9.61	0.00	4,502.30	4,502.30	0.00
523	47.20	47.20	0.00	6.11	6.11	0.00	5,302.51	5,302.51	0.00
521	46.03	46.01	-0.02	9.06	9.12	+0.06	3,143.13	3,117.86	-25.27
520.5	45.08	45.02	-0.06	6.21	6.32	+0.11	4,181.83	4,115.94	-65.89
520	44.05	42.69	-1.36	6.30	9.69	+3.39	4,166.47	2,870.11	-1296.36
519	41.60	40.27	-1.33	5.84	4.56	-1.28	6,257.59	7,039.40	+781.81
518.4	40.82	39.90	-0.92	6.65	4.84	-1.81	4,912.16	6,405.21	+1493.05
518.2	39.97	39.80	-0.17	9.85	5.28	-4.57	3,405.38	6,163.80	+2758.42
518.1	39.14	39.66	+0.52	10.96	5.79	-5.17	2,951.69	5,274.93	+2323.24
518	39.01	39.12	+0.11	4.82	4.74	-0.08	5,319.59	5,397.18	+77.59
517	38.50	38.64	+0.14	4.47	4.39	-0.08	6,527.32	6,672.64	+145.32
516.8	37.80	37.89	+0.09	6.83	6.96	+0.13	4,632.82	4,319.39	-313.43
516.7	37.76	37.79	+0.03	6.07	6.54	+0.47	6,890.00	6,196.16	-693.84
516.6	37.86	37.91	+0.05	5.16	5.68	+0.52	6,763.67	6,148.87	-614.80
516.5	37.84	37.88	+0.04	5.13	5.70	+0.57	6,808.99	6,131.99	-677.00
516.4	37.57	37.68	+0.11	6.43	6.52	+0.09	6,938.94	6,141.66	-797.28
516.3	37.22	37.21	-0.01	7.41	7.79	+0.38	5,036.56	3,850.33	-1186.23
516.2	37.13	37.13	0.00	7.45	7.78	+0.33	4,856.92	3,803.37	-1053.55
516.1	36.90	36.83	-0.07	7.74	8.23	+0.49	5,112.43	4,094.43	-1018.00
1.75	36.61	36.4	-0.21	9.31	10.15	+0.84	5,987.78	4,639.62	-1348.16
1.72	36.30	36.15	-0.15	9.97	10.53	+0.56	6,250.65	5,432.82	-817.83
1.69	36.21	36.18	-0.03	9.25	9.29	+0.04	5,477.79	5,342.49	-135.30
1.67	35.43	35.37	-0.06	11.85	11.98	+0.13	4,320.33	4,263.96	-56.37
1.64	35.67	35.62	-0.05	8.92	8.97	+0.05	3,948.60	3,912.61	-35.99
1.61	31.99	31.86	-0.13	11.70	11.87	+0.17	2,124.39	2,092.65	-31.74
1.57	31.69	31.54	-0.15	10.23	10.40	+0.17	2,412.05	2,366.78	-45.27

Cross Section Station	Water Surface Elevation (WSEL), ft			Velocity, ft/s			Flow Area, ft ²		
	Base Model	Scenario 1	Difference	Base Model	Scenario 1	Difference	Base Model	Scenario 1	Difference
1.56	31.58	31.41	-0.17	10.35	10.55	+0.20	2,334.06	2,282.70	-51.36
1.55	31.12	30.93	-0.19	10.83	11.07	+0.24	2,237.56	2,180.07	-57.49
1.54	29.74	29.03	-0.71	14.05	15.19	+1.14	2,201.06	1,977.82	-223.24
1.52	29.86	28.88	-0.98	12.81	14.63	+1.82	2,660.55	2,256.81	-403.74
1.5	30.37	30.14	-0.23	9.35	8.40	-0.95	3,606.10	4,545.70	+939.60
1.49	29.89	30.36	+0.47	10.81	6.77	-4.04	3,326.53	4,641.42	+1314.89
1.45	29.82	30.33	+0.51	10.18	6.20	-3.98	3,961.09	5,465.93	+1504.84
1.42	30.12	30.35	+0.23	7.27	4.95	-2.32	5,107.23	6,366.02	+1258.79
1.39	30.09	30.31	+0.22	6.67	4.62	-2.05	5,695.09	6,857.23	+1162.14
1.36	29.97	30.18	+0.21	7.10	5.46	-1.64	5,063.89	5,759.44	+695.55
1.34	29.92	29.92	0.00	6.60	6.60	0.00	4,668.02	4,668.02	0.00
1.3	29.68	29.68	0.00	7.25	7.25	0.00	4,071.24	4,071.24	0.00
1.23	29.14	29.14	0.00	7.80	7.80	0.00	3,453.18	3,453.18	0.00
1.18	28.38	28.38	0.00	9.73	9.73	0.00	2,813.29	2,813.29	0.00
1.15	27.97	27.97	0.00	10.11	10.11	0.00	2,587.95	2,587.95	0.00
1.145	28.02	28.02	0.00	9.94	9.94	0.00	2,785.42	2,785.42	0.00
1.13	27.68	27.68	0.00	9.53	9.53	0.00	2,722.05	2,722.05	0.00
1.1	27.81	27.81	0.00	7.83	7.83	0.00	3,605.09	3,605.09	0.00
1.05	27.80	27.80	0.00	6.47	6.47	0.00	4,772.47	4,772.47	0.00
0.99	27.08	27.08	0.00	8.76	8.76	0.00	3,210.28	3,210.28	0.00
0.96	26.69	26.69	0.00	9.62	9.62	0.00	3,279.42	3,279.42	0.00
0.95	26.58	26.58	0.00	9.46	9.46	0.00	3,385.15	3,385.15	0.00
0.92	26.52	26.52	0.00	8.13	8.13	0.00	3,757.19	3,757.19	0.00
0.86	24.88	24.88	0.00	8.83	8.83	0.00	3,677.82	3,677.82	0.00
0.85	24.21	24.21	0.00	9.72	9.72	0.00	3,626.66	3,626.66	0.00

Scenario 1 has a floodplain storage volume of 1,540 acre-feet, compared to the WHQC base model’s existing floodplain storage volume of 1,516 acre-feet within the sector plan area. In addition, fill sites within the floodplain remove approximately 152 acre-feet from the floodplain and cut sites add up to 235 acre-feet. This means that enough cut is being provided to accommodate fill.

Based on the model, this option shows increases in water surface elevation, ranging from 0.03-0.52 feet. Areas where there is cut appear to be slowing the effective conveyance, yielding a slight rise in water surface elevation. The model also revealed that MD 500 (Queens Chapel Road) is a controlling structure, meaning that proposed cut areas downstream at the southeast corner of MD 500 (Queens Chapel Road) and Hamilton Street will not affect water surface elevations upstream.

This analysis led to adjustments in cut extents and depths in proposed cut areas near Sligo Creek; resizing of the cut and fill area at the southwest corner of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road); and removal of the cut area downstream at the southeast corner of MD 500 (Queens Chapel Road) and Hamilton Street for Scenario 2 modeling.

Scenario 2

Proposed cut and fill locations and corresponding cross section profiles for Scenario 2 are shown in Figure A-3.

Figure A-3. Scenario 2 Cut and Fill Areas and Cross Section Profiles



Source: Federal Emergency Management Agency, 2016 and 2020; Greenman-Pedersen, Inc., 2002; Prince George's County Planning Department, *GIS Open Data Portal*, 2022, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Table A-4. WHQC Base Model and Scenario 2 Comparison

Cross Section Station	Water Surface Elevation (WSEL), ft			Velocity, ft/s			Flow Area, ft ²		
	Base Model	Scenario 2	Difference	Base Model	Scenario 2	Difference	Base Model	Scenario 2	Difference
526	50.28	50.28	0.00	11.23	11.23	0.00	2,535.48	2,535.48	0.00
525.5	49.67	49.67	0.00	7.96	7.96	0.00	4,220.88	4,220.88	0.00
525.3	49.52	49.52	0.00	4.65	4.65	0.00	7,977.79	7,977.79	0.00
525	49.24	49.24	0.00	5.59	5.59	0.00	4,728.18	4,728.18	0.00
524	48.85	48.85	0.00	8.57	8.57	0.00	4,563.10	4,563.10	0.00
523.8	48.51	48.51	0.00	7.35	7.35	0.00	5,396.47	5,396.47	0.00
523.5	48.18	48.18	0.00	6.35	6.35	0.00	5,587.82	5,587.82	0.00
523.2	47.16	47.16	0.00	9.61	9.61	0.00	4,502.30	4,502.30	0.00
523	47.20	47.20	0.00	6.11	6.11	0.00	5,302.51	5,302.51	0.00
521	46.03	46.05	+0.02	9.06	9.03	-0.03	3,143.13	3,157.06	+13.93
520.5	45.08	45.12	+0.04	6.21	6.15	-0.06	4,181.83	4,216.36	+34.53
520	44.05	44.14	+0.09	6.30	6.15	-0.15	4,166.47	4,250.85	+84.38
519	41.60	41.25	-0.35	5.84	6.64	+0.80	6,257.59	5,881.01	-376.58
518.4	40.82	40.35	-0.47	6.65	7.03	+0.38	4,912.16	4,927.66	+15.50
518.2	39.97	39.86	-0.11	9.85	8.80	-1.05	3,405.38	4,009.61	+604.23
518.1	39.14	39.62	+0.48	10.96	8.79	-2.17	2,951.69	3,787.63	+835.94
518	39.01	39.26	+0.25	4.82	4.66	-0.16	5,319.59	5,488.67	+169.08
517	38.50	38.81	+0.31	4.47	4.30	-0.17	6,527.32	6,854.53	+327.21
516.8	37.80	38.07	+0.27	6.83	6.89	+0.06	4,632.82	4,384.92	-247.90
516.7	37.76	37.98	+0.22	6.07	6.43	+0.36	6,890.00	6,345.09	-544.91
516.6	37.86	37.98	+0.12	5.16	6.48	+1.32	6,763.67	5,513.98	-1249.69
516.5	37.84	37.94	+0.10	5.13	6.49	+1.36	6,808.99	5,495.16	-1313.83
516.4	37.57	37.76	+0.19	6.43	7.01	+0.58	6,938.94	4,705.62	-2233.32
516.3	37.22	37.42	+0.20	7.41	7.80	+0.39	5,036.56	3,627.30	-1409.26
516.2	37.13	37.34	+0.21	7.45	7.78	+0.33	4,856.92	3,635.93	-1220.99
516.1	36.90	36.98	+0.08	7.74	8.40	+0.66	5,112.43	3,486.21	-1626.22
1.75	36.61	36.10	-0.51	9.31	11.30	+1.99	5,987.78	3,080.27	-2907.51
1.72	36.30	36.19	-0.11	9.97	10.48	+0.51	6,250.65	5,479.21	-771.44
1.69	36.21	36.24	+0.03	9.25	9.17	-0.08	5,477.79	5,382.48	-95.31
1.67	35.43	35.42	-0.01	11.85	11.91	+0.06	4,320.33	4,298.86	-21.47
1.64	35.67	35.67	0.00	8.92	8.92	0.00	3,948.60	3,946.46	-2.14
1.61	31.99	31.99	0.00	11.70	11.70	0.00	2,124.39	2,124.39	0.00
1.57	31.69	31.69	0.00	10.23	10.23	0.00	2,412.05	2,412.05	0.00

Cross Section Station	Water Surface Elevation (WSEL), ft			Velocity, ft/s			Flow Area, ft ²		
	Base Model	Scenario 2	Difference	Base Model	Scenario 2	Difference	Base Model	Scenario 2	Difference
1.56	31.58	31.58	0.00	10.35	10.35	0.00	2,334.06	2,334.06	0.00
1.55	31.12	31.12	0.00	10.83	10.83	0.00	2,237.56	2,237.56	0.00
1.54	29.74	29.74	0.00	14.05	14.05	0.00	2,201.06	2,201.06	0.00
1.52	29.86	29.86	0.00	12.81	12.81	0.00	2,660.55	2,660.55	0.00
1.5	30.37	30.37	0.00	9.35	9.35	0.00	3,606.10	3,606.10	0.00
1.49	29.89	29.89	0.00	10.81	10.81	0.00	3,326.53	3,326.53	0.00
1.45	29.82	29.82	0.00	10.18	10.18	0.00	3,961.09	3,961.09	0.00
1.42	30.12	30.12	0.00	7.27	7.27	0.00	5,107.23	5,107.23	0.00
1.39	30.09	30.09	0.00	6.67	6.67	0.00	5,695.09	5,695.09	0.00
1.36	29.97	29.97	0.00	7.10	7.10	0.00	5,063.89	5,063.89	0.00
1.34	29.92	29.92	0.00	6.60	6.60	0.00	4,668.02	4,668.02	0.00
1.3	29.68	29.68	0.00	7.25	7.25	0.00	4,071.24	4,071.24	0.00
1.23	29.14	29.14	0.00	7.80	7.80	0.00	3,453.18	3,453.18	0.00
1.18	28.38	28.38	0.00	9.73	9.73	0.00	2,813.29	2,813.29	0.00
1.15	27.97	27.97	0.00	10.11	10.11	0.00	2,587.95	2,587.95	0.00
1.145	28.02	28.02	0.00	9.94	9.94	0.00	2,785.42	2,785.42	0.00
1.13	27.68	27.68	0.00	9.53	9.53	0.00	2,722.05	2,722.05	0.00
1.1	27.81	27.81	0.00	7.83	7.83	0.00	3,605.09	3,605.09	0.00
1.05	27.80	27.80	0.00	6.47	6.47	0.00	4,772.47	4,772.47	0.00
0.99	27.08	27.08	0.00	8.76	8.76	0.00	3,210.28	3,210.28	0.00
0.96	26.69	26.69	0.00	9.62	9.62	0.00	3,279.42	3,279.42	0.00
0.95	26.58	26.58	0.00	9.46	9.46	0.00	3,385.15	3,385.15	0.00
0.92	26.52	26.52	0.00	8.13	8.13	0.00	3,757.19	3,757.19	0.00
0.86	24.88	24.88	0.00	8.83	8.83	0.00	3,677.82	3,677.82	0.00
0.85	24.21	24.21	0.00	9.72	9.72	0.00	3,626.66	3,626.66	0.00

Scenario 2 has a reduced floodplain storage volume of 1,504 acre-feet, compared to the WHQC base model’s existing floodplain storage volume of 1,516 acre-feet within the sector plan area. In addition, fill sites within the floodplain remove approximately 164 acre-feet of floodplain and cut sites add up to 88 acre-feet. This means that there isn’t enough cut provided to accommodate fill.

Scenario 2 results also show increases in water surface elevation, ranging from 0.02-0.48 feet. Upstream of the footbridge near Sligo Creek, the area where there is cut appears to be slowing the effective conveyance, causing a slight water surface elevation increase at cross sections 520-521.

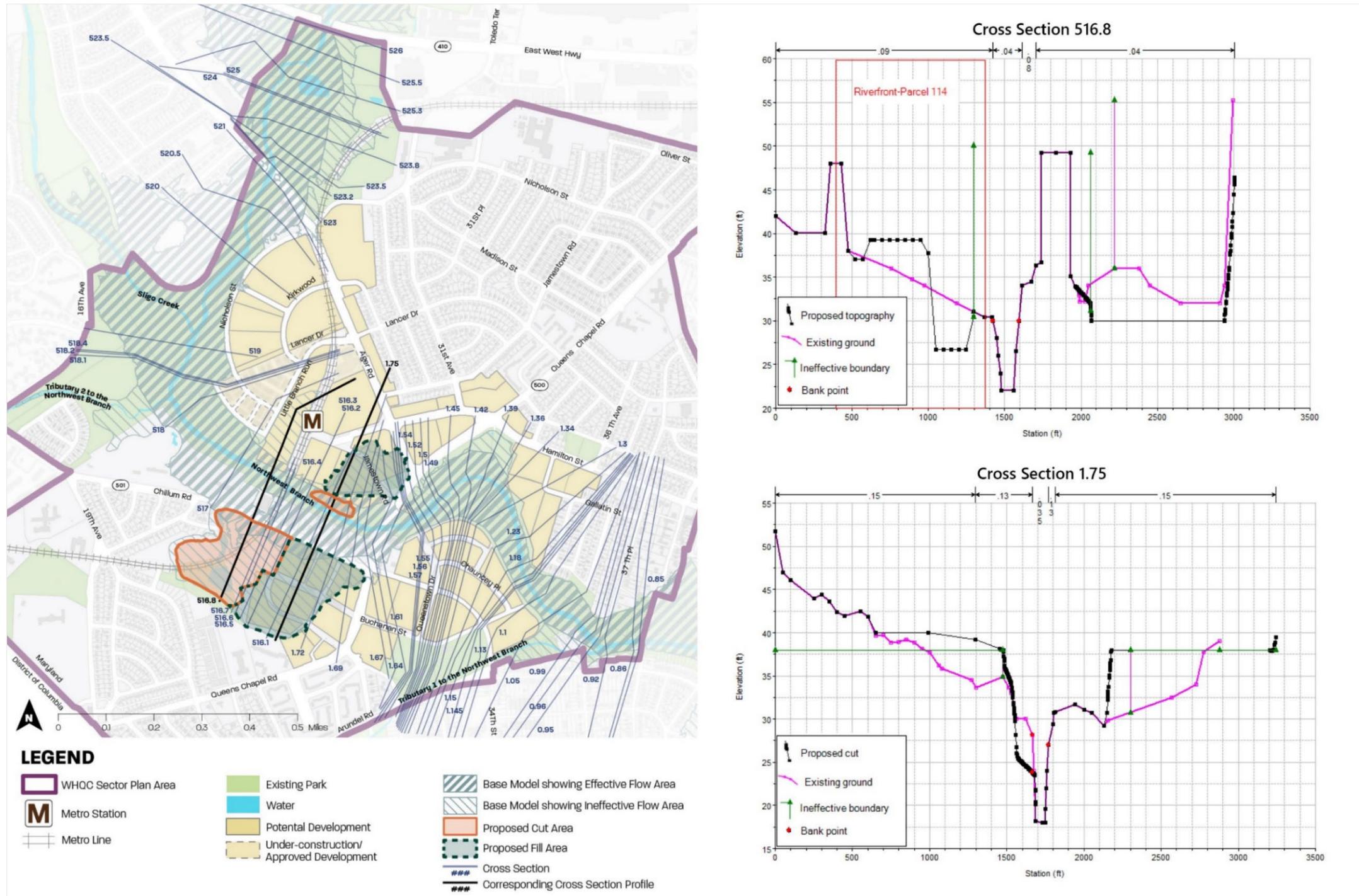
In addition, fill that was added to increase development opportunity at the southwest corner of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road) causes an increase in water surface elevation and velocities downstream of the footbridge near Sligo Creek.

This analysis led to removal of cut areas along Sligo Creek and resizing of the cut and fill area at the southwest corner of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road) for Scenario 3 modeling.

Scenario 3

Proposed cut and fill locations and corresponding cross section profiles for Scenario 3 are shown in Figure A-4.

Figure A-4. Scenario 3 Cut and Fill Areas and Cross Section Profiles



Source: Federal Emergency Management Agency, 2016 and 2020; Greenman-Pedersen, Inc., 2002; Prince George's County Planning Department, *GIS Open Data Portal*, 2022, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Table A-5. WHQC Base Model and Scenario 3 Comparison

Cross Section Station	Water Surface Elevation (WSEL), ft			Velocity, ft/s			Flow Area, ft ²		
	Base Model	Scenario 3	Difference	Base Model	Scenario 3	Difference	Base Model	Scenario 3	Difference
526	50.28	50.28	0.00	11.23	11.23	0.00	2,535.48	2,535.48	0.00
525.5	49.67	49.67	0.00	7.96	7.96	0.00	4,220.88	4,220.88	0.00
525.3	49.52	49.52	0.00	4.65	4.65	0.00	7,977.79	7,977.79	0.00
525	49.24	49.24	0.00	5.59	5.59	0.00	4,728.18	4,728.18	0.00
524	48.85	48.85	0.00	8.57	8.57	0.00	4,563.10	4,563.10	0.00
523.8	48.51	48.51	0.00	7.35	7.35	0.00	5,396.47	5,396.47	0.00
523.5	48.18	48.18	0.00	6.35	6.35	0.00	5,587.82	5,587.82	0.00
523.2	47.16	47.16	0.00	9.61	9.61	0.00	4,502.30	4,502.30	0.00
523	47.20	47.20	0.00	6.11	6.11	0.00	5,302.51	5,302.51	0.00
521	46.03	46.03	0.00	9.06	9.06	0.00	3,143.13	3,143.13	0.00
520.5	45.08	45.08	0.00	6.21	6.21	0.00	4,181.83	4,181.83	0.00
520	44.05	44.05	0.00	6.30	6.30	0.00	4,166.47	4,166.47	0.00
519	41.60	41.60	0.00	5.84	5.84	0.00	6,257.59	6,257.59	0.00
518.4	40.82	40.82	0.00	6.65	6.65	0.00	4,912.16	4,912.16	0.00
518.2	39.97	39.97	0.00	9.85	9.85	0.00	3,405.38	3,405.39	+0.01
518.1	39.14	39.13	-0.01	10.96	10.99	+0.03	2,951.69	2,940.34	-11.35
518	39.01	38.99	-0.02	4.82	4.83	+0.01	5,319.59	5,310.25	-9.34
517	38.50	38.49	-0.01	4.47	4.48	+0.01	6,527.32	6,510.42	-16.90
516.8	37.80	37.77	-0.03	6.83	6.87	+0.04	4,632.82	4,653.59	+20.77
516.7	37.76	37.74	-0.02	6.07	6.02	-0.05	6,890.00	6,949.57	+59.57
516.6	37.86	37.83	-0.03	5.16	5.17	+0.01	6,763.67	6,746.80	-16.87
516.5	37.84	37.82	-0.02	5.13	5.14	+0.02	6,808.99	6,791.80	-17.19
516.4	37.57	37.53	-0.04	6.43	6.49	+0.06	6,938.94	6,990.32	+51.38
516.3	37.22	37.16	-0.06	7.41	7.51	+0.10	5,036.56	4,750.35	-286.21
516.2	37.13	37.09	-0.04	7.45	7.49	+0.04	4,856.92	4,765.07	-91.85
516.1	36.90	36.89	-0.01	7.74	7.68	-0.06	5,112.43	4,686.45	-425.98
1.75	36.61	36.57	-0.04	9.31	9.35	+0.04	5,987.78	5,493.70	-494.08
1.72	36.30	36.30	0.00	9.97	9.90	-0.07	6,250.65	5,997.02	-253.63
1.69	36.21	36.17	-0.04	9.25	9.36	+0.11	5,477.79	5,267.31	-210.48
1.67	35.43	35.43	0.00	11.85	11.86	+0.01	4,320.33	4,317.84	-2.49
1.64	35.67	35.67	0.00	8.92	8.92	0.00	3,948.60	3,946.46	-2.14
1.61	31.99	31.99	0.00	11.70	11.70	0.00	2,124.39	2,124.39	0.00
1.57	31.69	31.69	0.00	10.23	10.23	0.00	2,412.05	2,412.05	0.00

Cross Section Station	Water Surface Elevation (WSEL), ft			Velocity, ft/s			Flow Area, ft ²		
	Base Model	Scenario 3	Difference	Base Model	Scenario 3	Difference	Base Model	Scenario 3	Difference
1.56	31.58	31.58	0.00	10.35	10.35	0.00	2,334.06	2,334.06	0.00
1.55	31.12	31.12	0.00	10.83	10.83	0.00	2,237.56	2,237.56	0.00
1.54	29.74	29.74	0.00	14.05	14.05	0.00	2,201.06	2,201.06	0.00
1.52	29.86	29.86	0.00	12.81	12.81	0.00	2,660.55	2,660.55	0.00
1.5	30.37	30.37	0.00	9.35	9.35	0.00	3,606.10	3,606.10	0.00
1.49	29.89	29.89	0.00	10.81	10.81	0.00	3,326.53	3,326.53	0.00
1.45	29.82	29.82	0.00	10.18	10.18	0.00	3,961.09	3,961.09	0.00
1.42	30.12	30.12	0.00	7.27	7.27	0.00	5,107.23	5,107.23	0.00
1.39	30.09	30.09	0.00	6.67	6.67	0.00	5,695.09	5,695.09	0.00
1.36	29.97	29.97	0.00	7.10	7.10	0.00	5,063.89	5,063.89	0.00
1.34	29.92	29.92	0.00	6.60	6.60	0.00	4,668.02	4,668.02	0.00
1.3	29.68	29.68	0.00	7.25	7.25	0.00	4,071.24	4,071.24	0.00
1.23	29.14	29.14	0.00	7.80	7.80	0.00	3,453.18	3,453.18	0.00
1.18	28.38	28.38	0.00	9.73	9.73	0.00	2,813.29	2,813.29	0.00
1.15	27.97	27.97	0.00	10.11	10.11	0.00	2,587.95	2,587.95	0.00
1.145	28.02	28.02	0.00	9.94	9.94	0.00	2,785.42	2,785.42	0.00
1.13	27.68	27.68	0.00	9.53	9.53	0.00	2,722.05	2,722.05	0.00
1.1	27.81	27.81	0.00	7.83	7.83	0.00	3,605.09	3,605.09	0.00
1.05	27.80	27.80	0.00	6.47	6.47	0.00	4,772.47	4,772.47	0.00
0.99	27.08	27.08	0.00	8.76	8.76	0.00	3,210.28	3,210.28	0.00
0.96	26.69	26.69	0.00	9.62	9.62	0.00	3,279.42	3,279.42	0.00
0.95	26.58	26.58	0.00	9.46	9.46	0.00	3,385.15	3,385.15	0.00
0.92	26.52	26.52	0.00	8.13	8.13	0.00	3,757.19	3,757.19	0.00
0.86	24.88	24.88	0.00	8.83	8.83	0.00	3,677.82	3,677.82	0.00
0.85	24.21	24.21	0.00	9.72	9.72	0.00	3,626.66	3,626.66	0.00

Scenario 3 results show no increase in water surface elevation; however, floodplain storage volume needs aren't met when compared to the base model. Scenario 3 has a floodplain storage volume of 1,513 acre-feet, compared to the WHQC base model's existing floodplain storage volume of 1,516 acre-feet within the sector plan area. In addition, fill sites within the floodplain add up to 154 acre-feet and cut sites add up to 64 acre-feet.

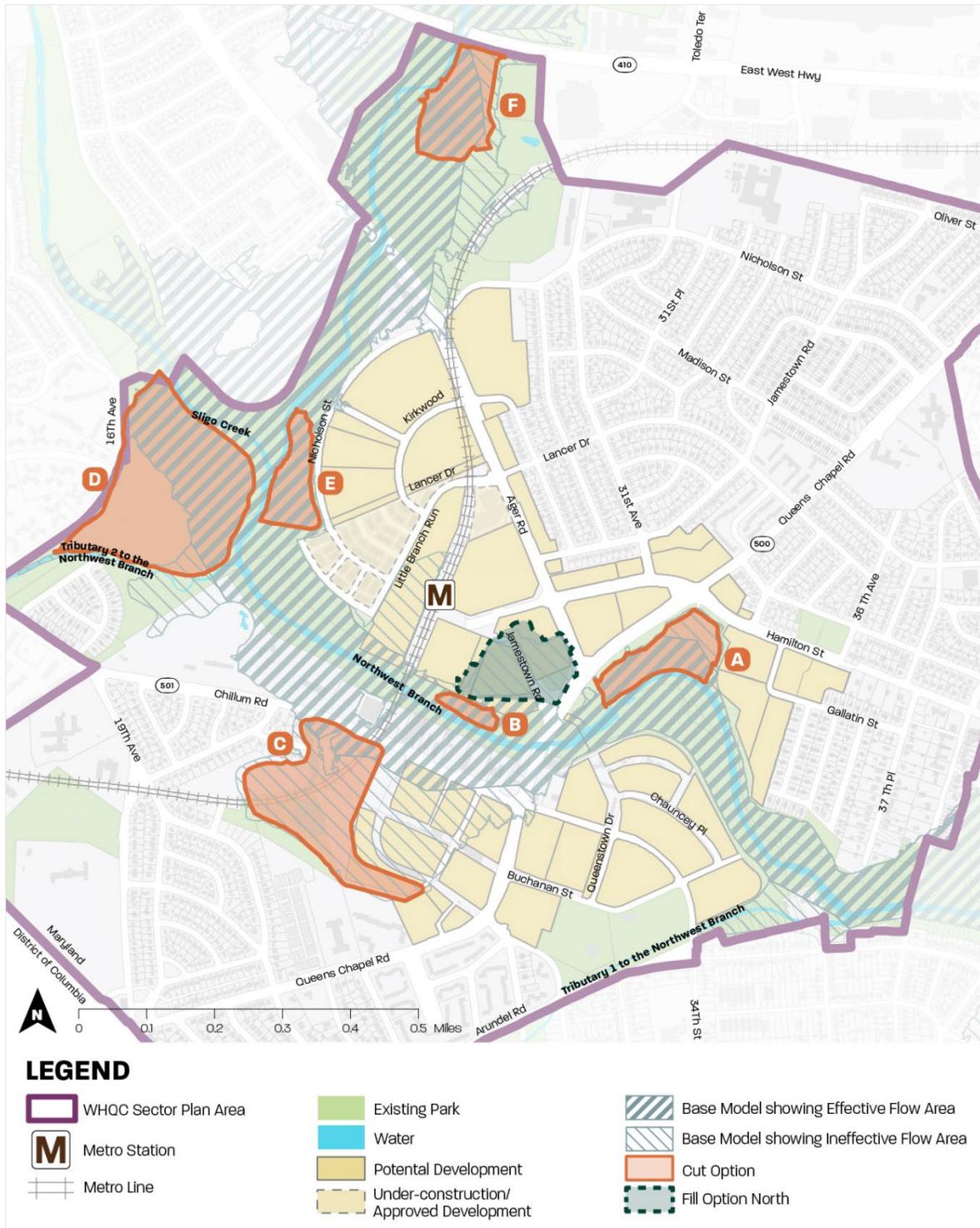
The three scenarios provide a range of options to be considered in the future. Scenario 1 provides enough cut to accommodate fill; however, it causes a rise in water surface elevation. Scenario 2 does not provide enough cut to accommodate fill and causes a rise in water surface elevation.

Scenario 3 does not provide enough cut to accommodate fill; however, it does not cause a rise in water surface elevation. For scenarios that do not provide enough cut to accommodate fill, additional storage will be needed from cut locations identified in Table A-2. For scenarios that cause a rise in water surface elevation, more detailed design and engineering will be needed.

Phasing Analysis

A series of options were developed and analyzed to plan for a phased approach to development, as shown in Map A-4. This assumes that infill development occurs north of the Northwest Branch of the Anacostia River adjacent to the West Hyattsville Metrorail Station in the near term.

Map A-4. Phase 1 Development and Compensatory Storage Options



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2022, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

The following findings were identified for each individual cut option, when modeled alongside Fill Option North.

CUT OPTION A

- Fill Option North removes approximately 68 acre-feet of floodplain and Cut Option A provides approximately 28 acre-feet of cut. This means that additional floodplain storage is needed from cut locations identified in Table A-2.
- Cut Option A has a reduced floodplain storage volume of 1,510 acre-feet compared to the model's existing floodplain storage volume of 1,516 acre-feet within the sector plan area.
- Results show an increase in water surface elevation, ranging from 0.21-0.51 feet, increase in flow area, and a decrease in velocity at cross sections 1.36-1.49.
- Minor increases in water surface elevation (0.01-0.02 feet) also occur at the proposed fill adjacent to the West Hyattsville Metro Station, extending to cross sections 516.1-516.5, 517 and 518.1.

CUT OPTION B

- Fill Option North removes approximately 68 acre-feet of floodplain and Cut Option B provides approximately 11 acre-feet of cut. This means that additional floodplain storage is needed from cut locations identified in Table A-2.
- Cut Option B has a reduced floodplain storage volume of 1,480 acre-feet compared to the WHQC base model's existing floodplain storage volume of 1,516 acre-feet within the sector plan area.
- Results show an increase in water surface elevation, ranging from 0.09-0.13 feet, increase inflow area, and a decrease in velocity at cross sections 516.1-1.72.

CUT OPTION C

- Fill Option North removes approximately 68 acre-feet of floodplain and Cut Option C provides approximately 68 acre-feet of cut. This means that enough cut is being provided to accommodate fill.
- Cut Option C has a slightly reduced floodplain storage volume of 1,515 acre-feet compared to the WHQC base model's existing floodplain storage volume of 1,516 acre-feet within the sector plan area.
- Upstream of the Metrorail tracks there were increases of water surface elevation, 0.01 feet and 0.17 feet respectively, increases in flow area, and decreases in velocity at cross sections 516.7 and 516.8.
- Minor increase in water surface elevation (0.01 feet) occurs at the proposed fill adjacent to the West Hyattsville Metro Station at cross section 516.1.

CUT OPTION D

- Fill Option North removes approximately 68 acre-feet of floodplain and Cut Option D provides approximately 139 acre-feet of cut. This means that enough cut is being provided to accommodate fill.
- Cut Option D has a reduced floodplain storage volume of 1,490 acre-feet compared to the WHQC base model's existing floodplain storage volume of 1,516 acre-feet within the sector plan area.
- Results show an increase in water surface elevation of 0.43 feet, increase in flow area, and decrease in velocity at cross section 518.1.
- Minor increase in water surface elevation (0.01 feet) occurs at the proposed fill adjacent to the West Hyattsville Metrorail Station at cross section 516.1.

CUT OPTION E

- Fill Option North removes approximately 68 acre-feet of floodplain and Cut Option E provides approximately 42 acre-feet of cut. This means that additional floodplain storage is needed from cut locations identified in Table A-2.
- Cut Option E has a reduced floodplain storage volume of 1,482 acre-feet compared to the WHQC base model's existing floodplain storage volume of 1,516 acre-feet within the sector plan area.
- Results show an increase in water surface elevation, 0.08 feet and .04 feet respectively, increase flow area, and a decrease in velocity at cross sections 520.5 and 521.
- Minor increase in water surface elevation (0.01 feet) occurs at the proposed fill adjacent to the West Hyattsville Metro Station at cross section 516.1.

CUT OPTION F

- Fill Option North removes approximately 68 acre-feet of floodplain and Cut Option F provides approximately 41 acre-feet of cut. This means that additional floodplain storage is needed from cut locations identified in Table A-2.
- Cut Option F has a floodplain storage volume of 1,519 acre-feet compared to the WHQC base model's existing floodplain storage volume of 1,516 acre-feet within the sector plan area.
- Results show an increase in water surface elevation of 0.16 feet, increase inflow area, and a decrease in velocity at cross section 524.
- Minor increase in water surface elevation (0.01 feet) occurs at the proposed fill adjacent to the West Hyattsville Metro Station at cross section 516.1.

This analysis highlights a range of options to be considered in the future. All options cause a rise in water surface elevation. Cut Options B, C, E, and F cause up to approximately 0.2 feet of an increase in water surface elevation, and Cut Options A and D cause up to approximately 0.5 feet of an increase in water surface elevation. Cut Options C and D provide enough cut to accommodate fill in the floodplain. For all other options that do not provide enough cut to accommodate fill, additional storage will be needed from cut locations identified in Table A-2. For all options, more detailed design and engineering will be needed to ensure that there is not a rise in water surface elevation.

Implementation Considerations

A key consideration moving forward is establishing an understanding between the County, WMATA, and other landowners that identifies the best implementation strategy for development and compensatory storage in the sector plan area. The goal should be to identify compensatory storage sites that have the greatest potential to protect and enhance the open space network, provide predictability to the development community (i.e., environmental analysis and conceptual design of preferred cut and fill sites), and determine the partnerships needed to share costs.

To help understand potential costs associated with advancing a compensatory storage strategy, AECOM developed a rough cost estimate for a cut solution that could accommodate approximately 160 acre-feet of cut, as shown in Table A-6.

Table A-6. Planning Level Cost Estimate for Compensatory Storage Strategy

Element	Description	Cost
Survey	Includes topography, surface utilities, trees, and preparation of easements	\$250,000
Environmental Investigation	Includes NRI, wetland delineation, CAC permitting, JPA permitting, archaeological investigation, and TCPII plans	\$300,000
Geotechnical Investigation	Includes utility locating, soil borings, soil sampling, groundwater monitoring, site restoration, field-work monitoring, lab testing, and geotechnical reports	\$150,000
Design Services	Includes grading and planting plans and permitting, designing around utilities, erosion and sediment control plans and permitting, and floodplain modeling	\$550,000
Community Engagement	Includes stakeholder work sessions, public meetings, and communications material	\$100,000
DESIGN		\$1,350,000
CONSTRUCTION		\$14,000,000
Design + Construction		\$15,350,000
Contingency	Includes 50% contingency costs for planning level rough-order-of magnitude cost estimate	\$7,675,000
TOTAL		\$23,025,000

ASSUMPTIONS

- Costs do not account for market fluctuations
- Cut material is to be reused on nearby fill sites
- Costs do not include mitigation enhancements
- Costs does not include impacts to roadways
- Floodplain easement costs not included in this estimate at this stage

- Construction costs are based on recent Maryland Department of the Environment (MDE) Bid Tabs for 160 acre-feet of cut excavation (approximately \$1 million of this is for tree mitigation costs)
- Construction oversight services not included in this estimate at this stage
- Bidding and advertising not included in this estimate at this stage
- Sanitary sewer redesign and construction not included in this estimate at this stage

Appendix B: Community Engagement Summary

Community Engagement is a critical part of a successful and meaningful sector plan. Garnering participation from the public helps shape the plan's vision and goals. The vision and goals provide a framework for developing policies, strategies, and actions that guide future growth in the sector plan area. Public participation involves connecting with community members, leaders, property owners, business owners, workers, students, and elected or appointed officials to identify key on-the-ground issues, gather critical feedback on plan recommendations, and build support for plan approval and implementation. Additionally, Section 27-3502(c) of the Zoning Ordinance requires the submittal of a public participation program for District Council review and approval. The public participation program approved by the District Council for this sector plan provided overarching guidance for how the planning team approached engagement and outreach to collect community feedback throughout the sector plan process.

Due to restrictions on in-person gathering because of the global COVID-19 pandemic, the public participation program for the West Hyattsville-Queens Chapel Sector Plan mandated an all-virtual planning process. Public participation for this plan relied heavily on the use of online collaboration platforms, social media, email and website updates, online surveys, virtual meetings and office hours, and traditional phone calls and mailings to reach community members across the sector plan area. There are several underrepresented groups in the area, including large immigrant populations; the public participation program was designed to be inclusive and capture feedback from diverse audiences. All outreach materials, presentations, and communications were conducted in both English and Spanish to ensure that the large population of Spanish-speaking residents in the sector plan area were included in all phases of the public participation program.

Virtual Kick-Off

At the Virtual Kick-Off meeting on Monday, November 9, 2020, the project team officially launched the public participation portion of the plan and shared information on the planning process and project scope with community members and stakeholders.

Virtual Office Hours

Virtual office hours were offered throughout the planning process. These office hours were an opportunity for staff to connect one-on-one with property owners, business owners, and community members to answer specific questions about the plan and receive direct input from interested parties. Virtual office hours were offered from November 2020 through December 2021.

Open House

On Wednesday, January 13, 2020, the project team held a virtual open house where initial findings from the existing conditions analysis were shared and input was collected from the community and stakeholders about the current state of the West Hyattsville-Queens Chapel plan area.

Focus Groups

The project team hosted a series of virtual focus group meetings with stakeholders in September 2020. Each focus group addressed a specific topic related to the eight elements of Plan 2035. In October 2021, after developing a series of potential development concepts, the planning team conducted another round of focus groups specifically designed to gather stakeholder feedback on a preferred development scenario.

Key Stakeholder Interviews

As part of the stakeholder engagement process for the WHQC Sector Plan, the project team undertook a series of interviews and listening sessions with stakeholders over the life of the project. Some key stakeholders included major landowners in the area, elected officials and staff, real estate developers and investors, local and state agencies, and city and town staff from the three jurisdictions that are partially located within the project area.

Virtual Visioning Workshop

The March 13, 2021, Virtual Visioning Workshop provided an opportunity for the project team and community members to work collaboratively using a series of online engagement tools to craft a collective vision and set of overarching goals for the plan. During this workshop, project team members guided participants through a series of online activities to elicit their ideas and desires for the future of their community. Participants used the online platforms Slido, MURAL, and Microsoft Teams, to share comments via virtual sticky notes, participate in live polling, and partake in discussions about the future of West Hyattsville.

Virtual Town Hall

This simulated community room provided visitors with 24/7 access to project information in both English and Spanish. The Virtual Town Hall included maps, supporting documents, past presentation materials, and video recordings from previous engagement events. The Virtual Town Hall was also used to gather feedback on the draft vision and goals and showcase and collect feedback on preliminary concepts for development scenarios. This site (<https://aecomviz.com/WHQC360/>) went live January 13, 2021, and remained active throughout development of the sector plan.

Interactive Mapping Tool

From March 8 through April 5, 2021, the Interactive Mapping Tool, powered by ESRI, provided community members the opportunity to give direct feedback about current conditions in the sector plan area.

Growth Concepts Showcase

From September 2-24, 2021, the project team collected feedback through an online showcase hosted in the Virtual Town Hall space on the preliminary growth concepts that were developed from information collected during the Visioning Workshop. A survey was advertised in and accessible via the Virtual Town Hall room along with the concepts to capture feedback from viewers. The project team also hosted a Facebook Live event on September 20, 2021, to conduct a tutorial of the virtual room to increase engagement and guide visitors through the Growth Concept Showcase.

Konveio

Using the digital outreach platform Konveio, the project team shared the draft vision and goals developed from feedback collected during the virtual visioning workshop. Konveio was also used as an online survey tool for the growth concepts.

Social Media and Sector Plan Video

Because of the restrictions caused by the Covid-19 pandemic, the planning team heavily relied on the use of social media outlets like Facebook, Instagram, Twitter, Nextdoor, and other platforms to connect with community members and stakeholders. The team created a bilingual social media campaign to promote the plan and engagement events. The team also produced and released a [project video](#) in July 2021 to boost awareness about the plan.²⁹

Youth Focus Group

Upon invitation by the City of Hyattsville's youth program, the planning team had the opportunity to safely conduct one in-person focus group with youth from around the sector plan area on October 26, 2021, at the Driskell Park Recreation Center. The students were ages 12-16 and participated in a series of exercises that captured their perspectives on WHQC over the next 20-25 years.

Quarterly E-newsletters

Quarterly e-newsletters with project updates, event information, and project resources were sent out to contacts in the sector plan area to keep community members and stakeholders up to date on major project milestones.

²⁹ <https://www.youtube.com/watch?v=AUqX3L2LL-8>

Appendix C: Plan 2035 and Functional Master Plan Amendments

Table C-1. Amendments to Plan Prince George’s 2035 (Plan 2035)

Strategy #	Strategy	Amendment
LU 4.1	<p>Amend Plan 2035 to define the boundary of the West Hyattsville Local Transit Center as shown on Map 11. West Hyattsville Local Transit Center, Core, and Edge and to include all properties listed in Appendix E. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Center. The northern and southern portions of the West Hyattsville Local Transit Center (as divided by the Northwest Branch) shall only be connected via the right-of-way of MD 500 (Queens Chapel Road). Implement this strategy by classifying all properties in the West Hyattsville Local Transit Center, with the exception of those classified in RSF-A or ROS zones, in the Local Transit-Oriented (LTO) Zones. No property in the Sector Plan area outside the West Hyattsville Local Transit Center should be classified in the LTO Zones.</p>	<p>Define the boundary of the West Hyattsville Local Transit Center.</p>
LU 5.1	<p>Define the Core of the West Hyattsville Local Transit Center to include all the properties listed in Table E-1 in Appendix E and shown on Map 11. Implement this strategy by retaining or reclassifying all properties listed in Table E-1 in the Local Transit-Oriented, Core (LTO-C) Zone, except the property at 0 Queens Chapel Road (Tax Account 1914647), which should retain its current zoning of ROS. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Core.</p>	<p>Define the Core of the West Hyattsville Local Transit Center</p>
LU 6.1	<p>Define the Edge of the West Hyattsville Local Transit Center to include all the properties listed in Table E-2 and Table E-3 in Appendix E and as shown on Map 11. Implement this strategy by reclassifying the properties listed in Table E-2 into, or retaining them in, the Local Transit-Oriented, Edge (LTO-E) Zone; and by retaining the properties listed in Table E-3 in the Residential, Single-Family-Attached (RSF-A) Zone.</p>	<p>Define the Edge of the West Hyattsville Local Transit Center</p>
LU 7.1	<p>Amend Plan 2035 by adding the properties east of Belcrest Road, south of MD 410 (East West Highway), and west of MD 500 (Queens Chapel Road), as listed in Table 6, to the Edge of the Prince George’s Plaza Regional Transit District</p>	<p>Amend the boundary of the Edge of the Prince George’s Plaza Regional Transit District</p>

Table C-2. Amendments to the 2009 Approved Countywide Master Plan of Transportation (MPOT)

Strategy #	Amendment
The following strategies amend the 2009 Approved Countywide Master Plan of Transportation:	
TM 1.15 TM 4.2	All facility recommendations in Table 12 and Map 25, Recommended Countywide Master Plan of Transportation Streets, including, but not limited to, Route Id, Facility Name, From, To, Right-Of-Way Type, Minimum right-of-way, Elements, Number of Motor Vehicle Lanes, and recommendations in the Notes column.
TM 4.1	All bicycle, pedestrian, and shared use facility recommendations in Table 14 and Map 25, Recommended Countywide Master Plan of Transportation Bicycle and Pedestrian Facilities
TM 4.9	All sidewalk recommendations in Table 15.
TM 4.10	All sidewalk recommendations in Table 16.
TM 4.11	MD 410 (East West Highway) between MD 500 (Queens Chapel Road) and Belcrest Road should have a minimum 10-foot sidewalk and 8-foot minimum street tree planting area commensurate with the requirements of the RTO-H-E Zone.

Table C-3. Amendments to Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2014)

Strategy #	Amendment
PF 1.1	Construct or expand the facilities identified in Table 25 and shown on Map 39. Recommended Parks, Recreation, and Public Open Space Facilities

Table C-4. Amendments to the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan

Strategy #	Amendment
NE 2.3	Add the existing Conservation Easement at Avondale Overlook Subdivision (4708 Crest View Drive and 2400 Queens Chapel Road) to the Regulated Area of the Countywide Green Infrastructure Network. See Map 34.
NE 2.4	Remove the following areas as shown on Map 34 from the Countywide Green Infrastructure Network, as they were developed with housing under current environmental regulations and are unlikely to be redeveloped: <ul style="list-style-type: none"> • All of the Avondale Overlook Subdivision outside of its conservation easement • All parcels on the north side of River Terrace Road and including River Terrace Road

Appendix D: Comprehensive Zoning (Sectional Map Amendment) Process

Introduction

The comprehensive rezoning process, also known in Prince George’s County as the sectional map amendment (SMA) process, allows for the rezoning of a section of the overall county zoning map to bring zoning into conformance with approved County plans and policies. A Sectional Map Amendment (SMA) for the area covered by the 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan will be approved concurrently with the approval of this sector plan. The SMA is intended to implement the land use recommendations of the sector plan.

The District Council initiated the SMA on January 18, 2022, concurrent with its second initiation of the sector plan, through Council Resolution CR-2-2022. The procedure followed was in accordance with Sections 27-225.01.05 and 27-3502(c) of the Prince George’s County Zoning Ordinance.

The SMA process allows the master or sector plan’s future land use vision to be implemented through the application of the appropriate zone classifications. It ensures that future development will be in conformance with county land use plans and development policies, reflecting the county’s ability to accommodate future development. Existing zoning that hinders such development may be corrected, and the need for individual, or piecemeal rezonings reduced, through the SMA process. The approval of the zoning pattern recommended by the sector plan and implemented by the SMA brings zoning into greater conformity with County land use goals and policies as they apply to the West Hyattsville-Queens Chapel Sector Plan area, thereby enhancing the health, safety, and general welfare of all the County’s residents and citizens.

The County’s Capital Improvement Program, 10-Year Water and Sewer Plan, and existing land use and zoning were examined and evaluated in preparation of the land use plan and this proposed SMA. Consideration has also been given to the environmental and economic impact of the land use and zoning proposals. The approval of the SMA results in the revision of the official 1 inch=200 feet scale zoning map(s) for this sector plan area. A summary of the proposed SMA is below; for more information, please visit the project website at <https://bit.ly/WH-QCSP>.

COUNTYWIDE SECTIONAL MAP AMENDMENT

The District Council approved the Countywide Sectional Map Amendment (CMA) on November 29, 2021, through Council Resolution CR-136-2021. The CMA went into effect April 1, 2022.

Several of the recommendations of the Preliminary West Hyattsville-Queens Chapel Sector Plan cannot be implemented through the zones applied through the CMA. A concurrent Sectional Map Amendment is necessary to apply the appropriate zones to implement the Sector Plan.

Comprehensive Rezoning Changes

Map D-1 shows the existing zoning classifications within the West Hyattsville-Queens Chapel Sector, endorsed by the Planning Board. To implement the sector plan policies and land use recommendations contained in the Sector Plan, several properties within the sector plan area are reclassified to bring their zoning into conformance with the sector plan. The SMA process provides the most appropriate mechanism for the public sector to achieve this goal. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with approval of the sector plan. The SMA includes 28 zoning changes based on the land use and development policies described in the sector plan.

The locations of these zoning changes are shown on Map D-3. These zoning changes result in a new zoning inventory for the area (Table D-2). These maps and tables are included for illustrative purposes only. The 1" = 200' scale County zoning maps represent the official zoning boundaries.

Table D-1. Comprehensive Rezoning Changes

Change	Zoning Change	Acreage
1	RSF-65 to RTO-H-E	13.21
2	RSF-65 to RSF-A	0.98
3	LTO-C to LTO-E	18.41
4	RSF-65/LTO-E to LTO-E	2.00
5	CGO to CN	0.81
6	RSF-65 to ROS	2.03
7	CGO to CN	4.97
8	CGO to CN	1.26
9	CGO/RMF-20 and RMF-20 to RMF-48	8.08
10	RMF-20 to RMF-48	24.75
11	LTO-E to CS	1.80
12	LTO-C/LTO-E to CS	5.50
13	LTO-C to CS	2.32
14	LTO-C to ROS	2.05
15	AG, LTO-E, and RSF-65 to ROS	22.31
16	AG to ROS	11.84
17	CGO/RSF-65 to CN	10.17
18	RMF-20 to RMF-48	4.38
19	CGO to LTO-E	0.29
20	LTO-E to LTO-C	12.77
21	RMF-20/RMF-48 to LTO-E	10.68
22	RMF-48 to ROS	6.62
23	AG to ROS	0.47
24	RCO/AG to RCO/ROS	1.06
25	RCO/AG to RCO/ROS	0.49
26	RCO/AG to RCO/ROS	0.16
27	RCO/AG to RCO/ROS	0.13
28	RSF-65 to RSF-A	0.11

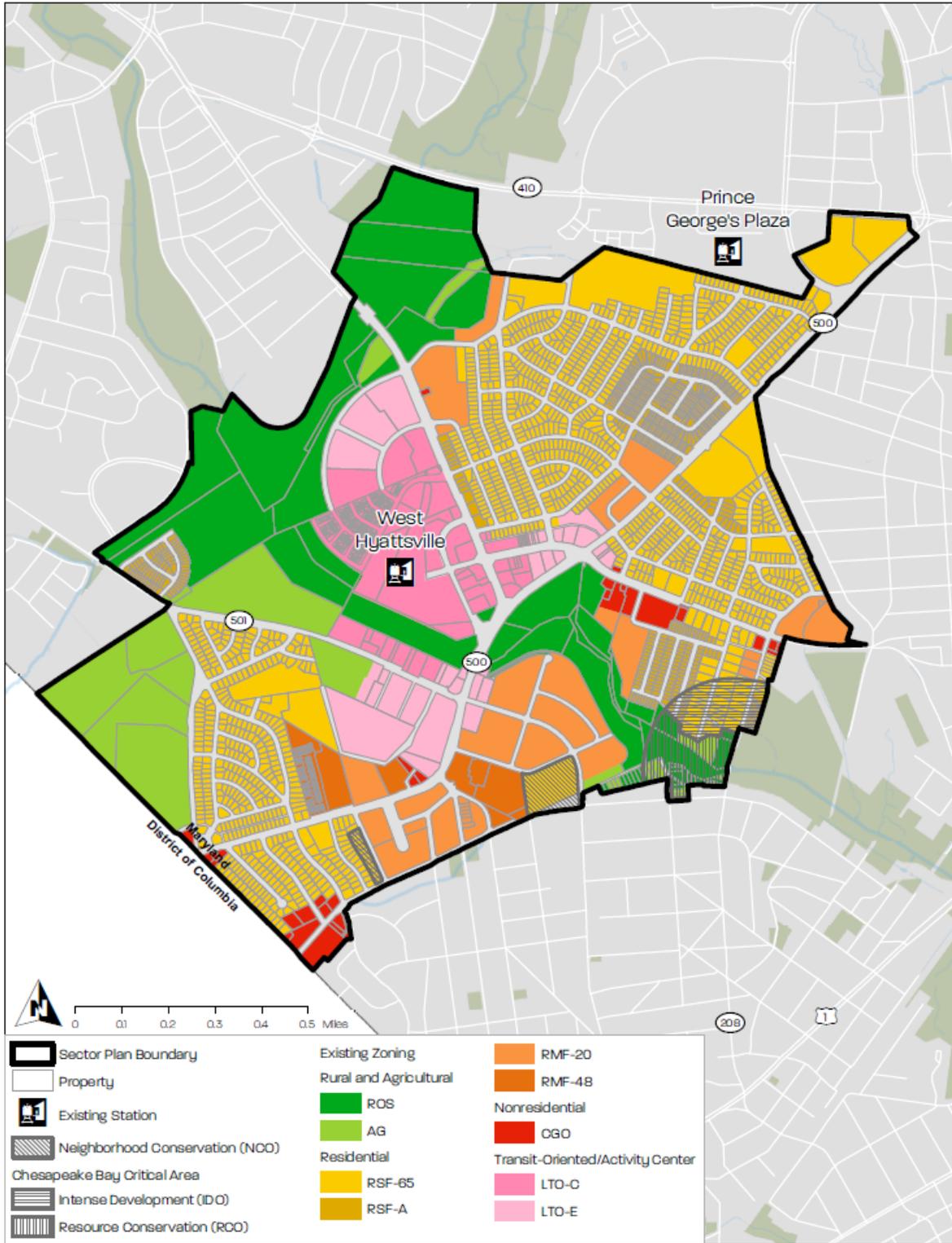
Table D-2. Inventory of Zoning Changes (in acres), Base Zones

Zoning Class	SMA Proposed Acreage	CMA Acreage	Change in Acreage
RTO-H-E	13.21	0	13.21
RSF-A	46.89	45.80	1.09
LTO-C	60.99	74.45	-13.46
LTO-E	65.14	51.77	13.37
CN	17.21	0	17.21
ROS	249.20	202.04	47.16
RMF-48	49.62	22.76	26.86
CS	9.62	0	9.62
RSF-65	272.39	303.45	-31.06
CGO	1.19	18.19	-17.00
RMF-20	48.26	90.45	-42.19
AG	72.70	93.40	-20.70

Table D-3. Inventory of Zoning Changes (in acres), Overlay Zones

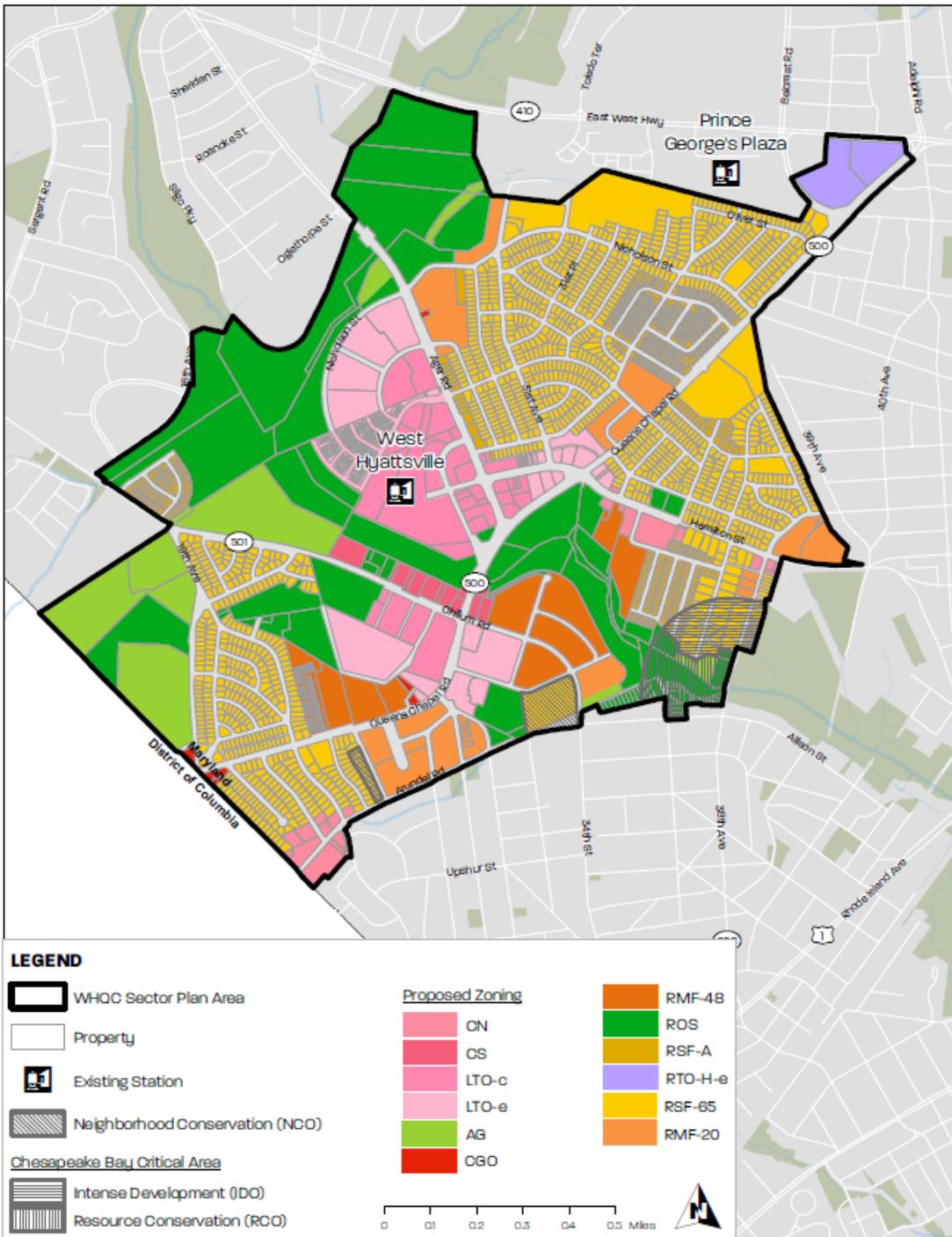
Zoning Class	SMA Proposed Acreage	CMA Acreage	Change in Acreage
Neighborhood Conservation (NCO)	9.08	9.08	0
Chesapeake Bay Critical Area, Intense Development (IDO)	13.61	13.61	0
Chesapeake Bay Critical Area, Resource Conservation (RCO)	14.60	14.60	0

Map D-1. Existing Zoning



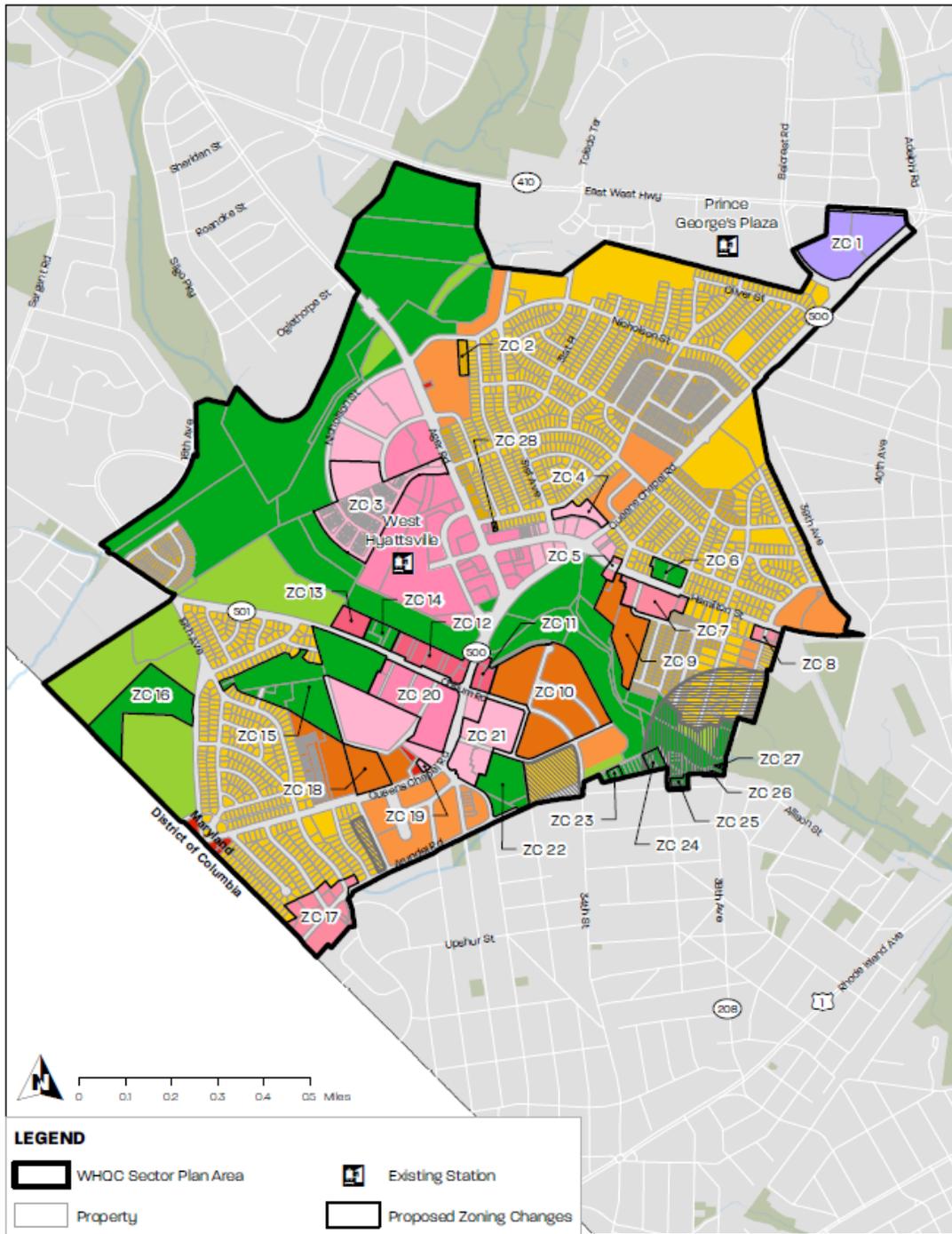
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Map D-2. Proposed Zoning



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Map D-3. Proposed Zoning Changes



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>.

Note: Full data citation available in [HYPERLINK TO ONLINE APPENDIX PENDING].

Appendix E: Properties within the West Hyattsville Local Transit Center

Table E-1. Properties within the Core of the West Hyattsville Local Transit Center

	Address	Tax ID
0	Ager Road	1853290
0	Ager Road	1892181
0	Ager Road	1972769
0	Ager Road	5649181
0	Ager Road	5649192
5321	Ager Road	1926559
5390	Ager Road	1853282
5400	Ager Road	1839455
5440	Ager Road	1927896
5600	Ager Road	1837400
5620	Ager Road	5649170
2309	Chillum Road	1912245
2425	Chillum Road	1912237
0	Hamilton Street	1961002
2700	Hamilton Street	1924745
2775	Hamilton Street	1953595
2781	Hamilton Street	1960970
2801	Hamilton Street	1960996
2901	Hamilton Street	1977818
2903	Hamilton Street	1913409
2906	Hamilton Street	1817493

	Address	Tax ID
3001	Hamilton Street	1913417
3003	Hamilton Street	1913425
3004	Hamilton Street	1817485
3005	Hamilton Street	1926567
3006	Hamilton Street	1817477
3008	Hamilton Street	1817469
3010	Hamilton Street	1817451
3012	Hamilton Street	1817444
3014	Hamilton Street	1817436
0	Jamestown Road	1851260
2801	Jamestown Road	1828813
2803	Jamestown Road	1828557
5400	Jamestown Road	1851252
5402	Jamestown Road	1855527
5520	Jamestown Road	1927888
2607	Kirkwood Place	1836873
2616	Kirkwood Place	1836865
0	Queens Chapel Road	1914647
3100	Queens Chapel Road	1861095
5320	Queens Chapel Road	1921410
5340	Queens Chapel Road	1880756

Table E-2. Properties within the Edge of the West Hyattsville Local Transit Center and Recommended for Classification/Re-Classification into the LTO-Edge Zone

	Address	Tax ID
	Account Unknown	9999999
0	Ager Road	1972769
0	Ager Road	5666050
0	Alpha Ridge Avenue	5651195
5600	Alpha Ridge Avenue	5650681
5601	Alpha Ridge Avenue	5651105
5602	Alpha Ridge Avenue	5650670
5603	Alpha Ridge Avenue	5651116
5604	Alpha Ridge Avenue	5650668
5605	Alpha Ridge Avenue	5651127
5606	Alpha Ridge Avenue	5650657
5607	Alpha Ridge Avenue	5651138
5608	Alpha Ridge Avenue	5650646
5609	Alpha Ridge Avenue	5651140
5610	Alpha Ridge Avenue	5650635
5611	Alpha Ridge Avenue	5651151
5612	Alpha Ridge Avenue	5650624
5613	Alpha Ridge Avenue	5651162
5615	Alpha Ridge Avenue	5651173
3201	Buchanan Street	5579156
0	Chillum Road	2923548
2421	Chillum Road	1898618
3301	Chillum Road	1943794
0	Crimson Fox Drive	5649556
0	Crimson Fox Drive	5649567
0	Crimson Fox Drive	5649580
2500	Crimson Fox Drive	5649523
2501	Crimson Fox Drive	5649330
2502	Crimson Fox Drive	5649512
2503	Crimson Fox Drive	5649341
2504	Crimson Fox Drive	5649501
2505	Crimson Fox Drive	5649352
2506	Crimson Fox Drive	5649498
2507	Crimson Fox Drive	5649363
2508	Crimson Fox Drive	5649487

	Address	Tax ID
0	Little Branch Run	5649534
0	Little Branch Run	5650010
5600	Little Branch Run	5651025
5602	Little Branch Run	5651014
5604	Little Branch Run	5651003
5606	Little Branch Run	5650998
5608	Little Branch Run	5650987
5610	Little Branch Run	5650976
5612	Little Branch Run	5650965
5614	Little Branch Run	5650954
5616	Little Branch Run	5650943
5618	Little Branch Run	5650932
5620	Little Branch Run	5650921
5622	Little Branch Run	5650910
5624	Little Branch Run	5650908
5626	Little Branch Run	5650896
5628	Little Branch Run	5650885
5630	Little Branch Run	5649658
5632	Little Branch Run	5649647
5634	Little Branch Run	5649636
5636	Little Branch Run	5649625
5638	Little Branch Run	5649614
5640	Little Branch Run	5649603
5642	Little Branch Run	5649591
5650	Little Branch Run	5649328
5652	Little Branch Run	5649317
5654	Little Branch Run	5649306
5656	Little Branch Run	5649294
5658	Little Branch Run	5649283
5660	Little Branch Run	5649272
5662	Little Branch Run	5649261
5670	Little Branch Run	5649135
5672	Little Branch Run	5649124
5674	Little Branch Run	5649113
5676	Little Branch Run	5649102

	Address	Tax ID
2509	Crimson Fox Drive	5649374
2510	Crimson Fox Drive	5649476
2512	Crimson Fox Drive	5649465
2515	Crimson Fox Drive	5649385
2516	Crimson Fox Drive	5649454
2517	Crimson Fox Drive	5649396
2518	Crimson Fox Drive	5649443
2519	Crimson Fox Drive	5649408
2520	Crimson Fox Drive	5649432
2521	Crimson Fox Drive	5649410
2522	Crimson Fox Drive	5649421
0	Emerald Branch Drive	5650008
0	Emerald Branch Drive	5650021
0	Emerald Branch Drive	5650032
0	Emerald Branch Drive	5650043
0	Emerald Branch Drive	5650054
2500	Emerald Branch Drive	5649990
2501	Emerald Branch Drive	5649660
2502	Emerald Branch Drive	5649988
2503	Emerald Branch Drive	5649671
2504	Emerald Branch Drive	5649977
2505	Emerald Branch Drive	5649682
2506	Emerald Branch Drive	5649966
2507	Emerald Branch Drive	5649693
2508	Emerald Branch Drive	5649955
2509	Emerald Branch Drive	5649705
2510	Emerald Branch Drive	5649944
2511	Emerald Branch Drive	5649716
2512	Emerald Branch Drive	5649933
2513	Emerald Branch Drive	5649727
2514	Emerald Branch Drive	5649922
2515	Emerald Branch Drive	5649738
2516	Emerald Branch Drive	5649911
2518	Emerald Branch Drive	5649900
2520	Emerald Branch Drive	5649897
2522	Emerald Branch Drive	5649886
2524	Emerald Branch Drive	5649875
2527	Emerald Branch Drive	5649740

	Address	Tax ID
5678	Little Branch Run	5649090
5680	Little Branch Run	5649088
5682	Little Branch Run	5649077
5684	Little Branch Run	5649066
0	Manor Drive	1797075
0	Nicholson Street	5650420
0	Nicholson Street	5650431
0	Nicholson Street	5650442
0	Nicholson Street	5650453
0	Nicholson Street	5650464
0	Nicholson Street	5650475
0	Nicholson Street	5650830
0	Nicholson Street	5650841
0	Nicholson Street	5650852
0	Nicholson Street	5650874
0	Nicholson Street	5651184
0	Nicholson Street	5651220
2501	Nicholson Street	5650486
2503	Nicholson Street	5650497
2505	Nicholson Street	5650500
2507	Nicholson Street	5650511
2509	Nicholson Street	5650522
2511	Nicholson Street	5650533
2513	Nicholson Street	5650544
2515	Nicholson Street	5650555
2517	Nicholson Street	5650566
2519	Nicholson Street	5650577
2521	Nicholson Street	5650588
2523	Nicholson Street	5650590
2525	Nicholson Street	5650602
2527	Nicholson Street	5650613
2531	Nicholson Street	5650065
2533	Nicholson Street	5650076
2535	Nicholson Street	5650087
2536	Nicholson Street	5650327
2537	Nicholson Street	5650098
2538	Nicholson Street	5650316
2539	Nicholson Street	5650101

	Address	Tax ID
2528	Emerald Branch Drive	5649864
2529	Emerald Branch Drive	5649751
2530	Emerald Branch Drive	5649853
2531	Emerald Branch Drive	5649762
2532	Emerald Branch Drive	5649842
2533	Emerald Branch Drive	5649773
2534	Emerald Branch Drive	5649831
2535	Emerald Branch Drive	5649784
2536	Emerald Branch Drive	5649820
2537	Emerald Branch Drive	5649795
2538	Emerald Branch Drive	5649818
2540	Emerald Branch Drive	5649807
3018	Hamilton Street	1817428
3020	Hamilton Street	1817410
3025	Hamilton Street	1964550
3026	Hamilton Street	1817402
3032	Hamilton Street	1817394
3100	Hamilton Street	1817386
3110	Hamilton Street	1817519
3118	Hamilton Street	1817378
3402	Hamilton Street	1804871
3406	Hamilton Street	1792506
3420	Hamilton Street	1795400
5600	Hyattsville Drive	5650191
5601	Hyattsville Drive	5650761
5602	Hyattsville Drive	5650180
5603	Hyattsville Drive	5650772
5604	Hyattsville Drive	5650178
5605	Hyattsville Drive	5650783
5606	Hyattsville Drive	5650167
5607	Hyattsville Drive	5650794
5608	Hyattsville Drive	5650156
5609	Hyattsville Drive	5650806
5610	Hyattsville Drive	5650145
5611	Hyattsville Drive	5650817
5613	Hyattsville Drive	5650828
5601	Jamestown Road	1819648
0	Kirkwood Place	5649545

	Address	Tax ID
2540	Nicholson Street	5650305
2541	Nicholson Street	5650112
2542	Nicholson Street	5650293
2543	Nicholson Street	5650123
2544	Nicholson Street	5650282
2545	Nicholson Street	5650134
2546	Nicholson Street	5650271
2550	Nicholson Street	5650418
2552	Nicholson Street	5650407
2554	Nicholson Street	5650395
2556	Nicholson Street	5650384
2558	Nicholson Street	5650373
2560	Nicholson Street	5650362
2562	Nicholson Street	5650351
2564	Nicholson Street	5650340
2566	Nicholson Street	5650338
2623	Nicholson Street	1836840
0	Queens Chapel Road	1861103
0	Queens Chapel Road	1861111
0	Queens Chapel Road	5643925
0	Queens Chapel Road	5643936
0	Queens Chapel Road	5644430
0	Queens Chapel Road	5648860
3001	Queens Chapel Road	1846450
3171	Queens Chapel Road	1971928
5350	Queens Chapel Road	1860022
5398	Queens Chapel Road	1834530
5418	Queens Chapel Road	1817360
0	River Terrace Road	5650863
0	River Terrace Road	5651207
2501	River Terrace Road	5651036
2503	River Terrace Road	5651047
2505	River Terrace Road	5651058
2507	River Terrace Road	5651060
2509	River Terrace Road	5651071
2511	River Terrace Road	5651082
2513	River Terrace Road	5651093
2517	River Terrace Road	5650692

	Address	Tax ID
0	Kirkwood Place	5649578
2550	Kirkwood Place	5649250
2552	Kirkwood Place	5649248
2554	Kirkwood Place	5649237
2556	Kirkwood Place	5649226
2558	Kirkwood Place	5649215
2560	Kirkwood Place	5649204
2600	Kirkwood Place	1836857
2700	Kirkwood Place	1836832
2722	Kirkwood Place	1836824
0	Little Branch Run	5649146
0	Little Branch Run	5649157
0	Little Branch Run	5649168

	Address	Tax ID
2519	River Terrace Road	5650704
2521	River Terrace Road	5650715
2523	River Terrace Road	5650726
2525	River Terrace Road	5650737
2527	River Terrace Road	5650748
2529	River Terrace Road	5650750
2533	River Terrace Road	5650203
2535	River Terrace Road	5650214
2537	River Terrace Road	5650225
2539	River Terrace Road	5650236
2541	River Terrace Road	5650247
2543	River Terrace Road	5650258
2545	River Terrace Road	5650260

Table E-3. Properties in the West Hyattsville Local Transit Center Edge and recommended to be retained in the RSF-A Zone

	Address	Tax ID
5601	Ager Road	1828409
5605	Ager Road	1821099
5611	Ager Road	1827344
5615	Ager Road	1793918
5617	Ager Road	1798875
5619	Ager Road	1826130
5621	Ager Road	1806322
5705	Ager Road	1828821

	Address	Tax ID
5707	Ager Road	1823442
5709	Ager Road	1823434
5711	Ager Road	1823426
5713	Ager Road	1826197
5715	Ager Road	1826205
2805	Jamestown Road	1800101
2800	Lancer Drive	1832286

Certificate of Adoption

CERTIFICATE OF ADOPTION AND APPROVAL

The West Hyattsville-Queens Chapel Sector Plan supersedes and replaces the *2006 Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* in its entirety and the *1994 Approved Master Plan for Planning Area 68* and *2004 Approved Sector Plan for the Prince George's County Gateway Arts District* for the portion of Planning Area 68 within this Sector. This plan will amend portions of the *2014 Plan Prince George's 2035 Approved General Plan (Plan 2035)*, the *2009 Approved Countywide Master Plan of Transportation, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the *2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the West Hyattsville-Queens Chapel Sector Plan by Resolution No. [insert] on [date of adoption]. The Prince George's County Council approved the sector plan by Resolution No. [insert] on [date of adoption], after duly advertised public hearing[s] held on [date(s)].

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

[Name] [Name]

Chairman Vice Chairman

[Name]

Secretary-Treasurer

Acknowledgments

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Jordan Exantus, AICP, LEED AP* Lead Park Planner (Northern Area)

Technical and Administrative Assistance

OFFICE OF THE CHAIRMAN, PUBLIC AND EXTERNAL AFFAIRS

Calista Black Acting Public Affairs and Marketing Officer

DEPARTMENT OF PARKS AND RECREATION, PUBLIC AFFAIRS AND COMMUNITY ENGAGEMENT DIVISION

Anika B. Jackson Chief (Acting Public Affairs and Marketing Officer, 2018-2022)

MANAGEMENT SERVICES DIVISION, PUBLICATIONS, GRAPHICS, VISUAL MEDIA, AND WEB DEVELOPMENT

Dan Hartmann Department Program Manager
Carly Brockinton Senior Public Affairs and Marketing Specialist
M'balu Abdullah Web Manager
Mandy Li IT Specialist II
Robert Getz* Publications Specialist
Ryan Craun Senior Visual Media and Imaging Specialist
Chelsea West* Digital Media Coordinator
Dewayne Williams Clerical/Inventory Operations Supervisor
Walter Brown Senior Clerical/Inventory Operations Assistant

COMMUNITY PLANNING DIVISION, PLACEMAKING SECTION

Adam Dodgshon Supervisor
Mussie Tewolde GIS Specialist II
Zachary Banham GIS Specialist I

MANAGEMENT SERVICES DIVISION, FINANCE SECTION

Terry Johnson Budget Manager
Kai Hsieh Administrative Specialist II

INFORMATION MANAGEMENT DIVISION

James Cannistra, C.P., GISP Chief
Paul Patnode, AICP GIS Specialist III

INFORMATION MANAGEMENT DIVISION, GEOGRAPHIC INFORMATION SYSTEMS SECTION

Mike Shean, GISP	Supervisor
Chris Rotondo	Principal GIS Specialist
Robert Gelner	Principal GIS Specialist
Nicholas Ward	GIS Specialist II

* Former employee

^ Retired

Consultants

AECOM

Joyce Tsepas, AICP

John Bachmann*

Lauren Tuttle, AICP

Alexa Heidrich*

Ryan Bouma

Manqing Tao

Zhihao Li

Garrett Harper

Chris Brewer

Marina Hoffman

Jordan Danzansky

Siyuan Li

Disha Mendhekar

Chad Wyzga

Victoria Nelson

Carlos Espindola Osorno

Donna Iken

Stephen Paul

Jeremy Siew

Pao Xiong

Al Torres

Chris Murphy

Eric Sweeter

Manasa Damera

Kathleen LaClair

Xue Jin

Project Director, Urban Planner

Project Director, Urban Planner

Project Manager, Urban Planner

Project Manager, Urban Planner

Urbanism Lead/Urban Designer

Senior Landscape Architect

Landscape Designer

Economics Lead

Economics Manager

Senior Economic Analyst

Senior Economic Analyst

Urban Analytics Associate Director

Urban Planner and Analyst

Civil Engineer

Water Resource Engineer

Transportation Planner

Transportation Planner

Visualization Director

Visualization Specialist

Visualization Specialist

Multimedia Graphic Designer

Visualization Specialist

Visualization Specialist

Civil/Water Resource Engineer*

Senior Economic Analyst*

Urban Designer and Analyst*

ASSEDO CONSULTING

Odessa Phillip

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Elsa Arias

Kristina Bigby

President and CEO

Planner and Outreach Specialist

Bilingual Community Outreach Specialist

Communications and Marketing Specialist

HYATTSVILLE COMMUNITY DEVELOPMENT CORPORATION

Stuart Eisenberg

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Jessica Perez-Gutierrez

Executive Director

Program Manager

Communication and Program Specialist

HOUSING INITIATIVE PARTNERSHIP

Jocelyn Harris

Affordable Housing Specialist

Special thanks to

The Honorable Deni L. Taveras, Councilmember, District 2

Office of the Prince George's County Executive

City of Hyattsville

City of Mount Rainier

Town of Brentwood

Prince George's County Department of Public Works and Transportation

Prince George's County Department of Permitting, Inspections and Enforcement

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