



STAFF DRAFT II
**WEST HYATTSVILLE
QUEENS CHAPEL**

MAY 2024

SECTOR PLAN



MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

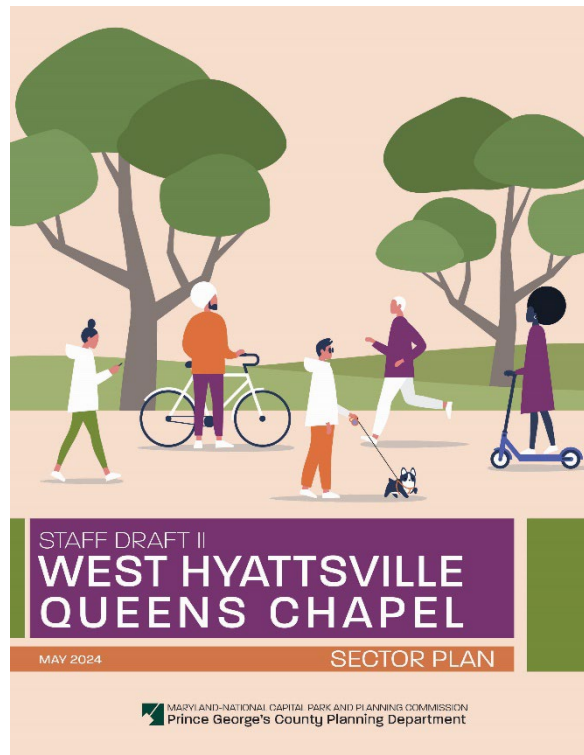
Abstract

Date	May 2024
Title	Staff Draft II West Hyattsville-Queens Chapel Sector Plan
Author	The Maryland-National Capital Park and Planning Commission
Subject	West Hyattsville-Queens Chapel Sector Plan
Source of copies	The Maryland-National Capital Park and Planning Commission 1616 McCormick Drive Largo, MD 20774
Series number	232242306
Number of pages	284

The 2024 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 and replace the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* in its entirety. This plan will supersede and replace 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, and the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for portions of the Northwest Branch Stream Valley Park within Planning Area 65, 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 40-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 2024 Staff Draft II 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 maximizing the potential for transit-adjacent and pedestrian-friendly residential development while embracing a sensitive 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.



May 2024
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774
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 2024 Staff Draft II 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.

In December 2022, the Prince George's County Planning Board remanded the July 2022 Staff Draft Sector Plan and its concurrent proposed Sectional Map Amendment (SMA) back to the Planning Department to allow time for the County Council to pass legislation that was necessary to implement the vision and goals of this plan. This remand allowed the Planning Department to further evaluate two key challenges facing the plan area: flood risk and housing affordability.

This revised Staff Draft Sector Plan and its concurrent proposed SMA incorporates revisions based upon testimony received at and following the October 11, 2022, joint public hearing of the Prince George's County Planning Board and Prince George's County Council, sitting as the District Council, on the July 2022 Staff Draft plan and proposed SMA, along with additional corrections, clarifications, and updates. We invite you to carefully review this staff draft sector plan and encourage you to attend a joint public hearing on July 8, 2024 to present your views. 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 both joint public hearings 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', followed by a long horizontal line extending to the right.

Peter Shapiro, Chair

Prince George's County Planning Board

Section I

Blueprint for Tomorrow



Introduction

The 2024 Staff Draft II 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 2050. 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 three-and-a-half years to develop the plan's recommendations.

Because of the COVID-19 pandemic, outreach was primarily conducted in an online environment. Methods of outreach included regular virtual engagement opportunities and updates of multilingual 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 designated 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*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCappendixg..



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 2050, 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 2050—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:

- Offer 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.
- Have numerous opportunities for recreation and access to health care and healthy foods, and allow people to walk to amenities, shopping, and transit.



SUSTAIN our natural resources and rural areas by:

- Directing growth to the Metro stations and areas served by a robust bicycle and pedestrian network, reducing emissions and other negative impacts of single-occupant automobile 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 multilingual 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.

What's New?

The Planning Department released an initial Staff Draft Sector Plan and Proposed SMA for public review and comment on July 22, 2022. On October 11, 2022, the County Council, sitting as the District Council, and the Planning Board held a joint public hearing to receive testimony on both. In fall 2022, the Prince George's County Council passed two zoning bills that permitted types of development in the sector plan area and around Metro stations incompatible with the recommendations of the staff draft plan and Plan 2035. On December 15, 2022, the Planning Board remanded the staff draft plan and its proposed SMA to the Planning Department until the issues presented by the fall 2022 zoning legislation could be resolved.

In addition, during fall 2022, the Prince George's County Department of the Environment raised concerns about the potential effectiveness and environmental impacts of the proposed comprehensive stormwater and floodplain management system recommended in the July 2022 draft.

On January 17, 2023, the County Council repealed the zoning bills that created conflict with Plan 2035 and the staff draft sector plan. Over the next year, the Planning Department revised the Staff Draft Sector Plan and Proposed SMA in response to the testimony received at and subsequent to the October 11, 2022, joint public hearing. This revised Staff Draft Sector Plan and Proposed SMA recommend a blueprint for an achievable future that is more responsive to the goals of the County's 2022 Climate Action Plan and 2019 Comprehensive Housing Strategy. The major differences between this Staff Draft Plan and the July 2022 Staff Draft Plan are:

- This plan recommends acquisition and preservation of most privately owned parcels where more than 50 percent of the parcel is within the 1-percent annual chance (100-year) floodplain.
- The plan recommends acquisition and preservation of the Queenstown Apartments property and properties along Jamestown Road within the floodplain, except and unless the Department of Permitting, Inspections and Enforcement (DPIE) approves stormwater and floodplain permits allowing development.
- The comprehensive floodplain mitigation program proposed in the July 2022 Staff Draft has been eliminated because of:
 - Overall fiscal impact;
 - Impacts to parkland;
 - Questions about its ultimate effectiveness given increasing precipitation volumes due to climate change;
 - Ability of other locations in the sector plan area to absorb residential demand without developing areas south of MD 501 (Chillum Road) currently in the floodplain.
- This plan recommends reclassification of the Queens Chapel Manor neighborhood between Ager Road and the Metrorail Green Line to the Residential, Single-Family, Attached (RSF-A) Zone to facilitate infill residential development at transit-supportive densities between two Metrorail stations.

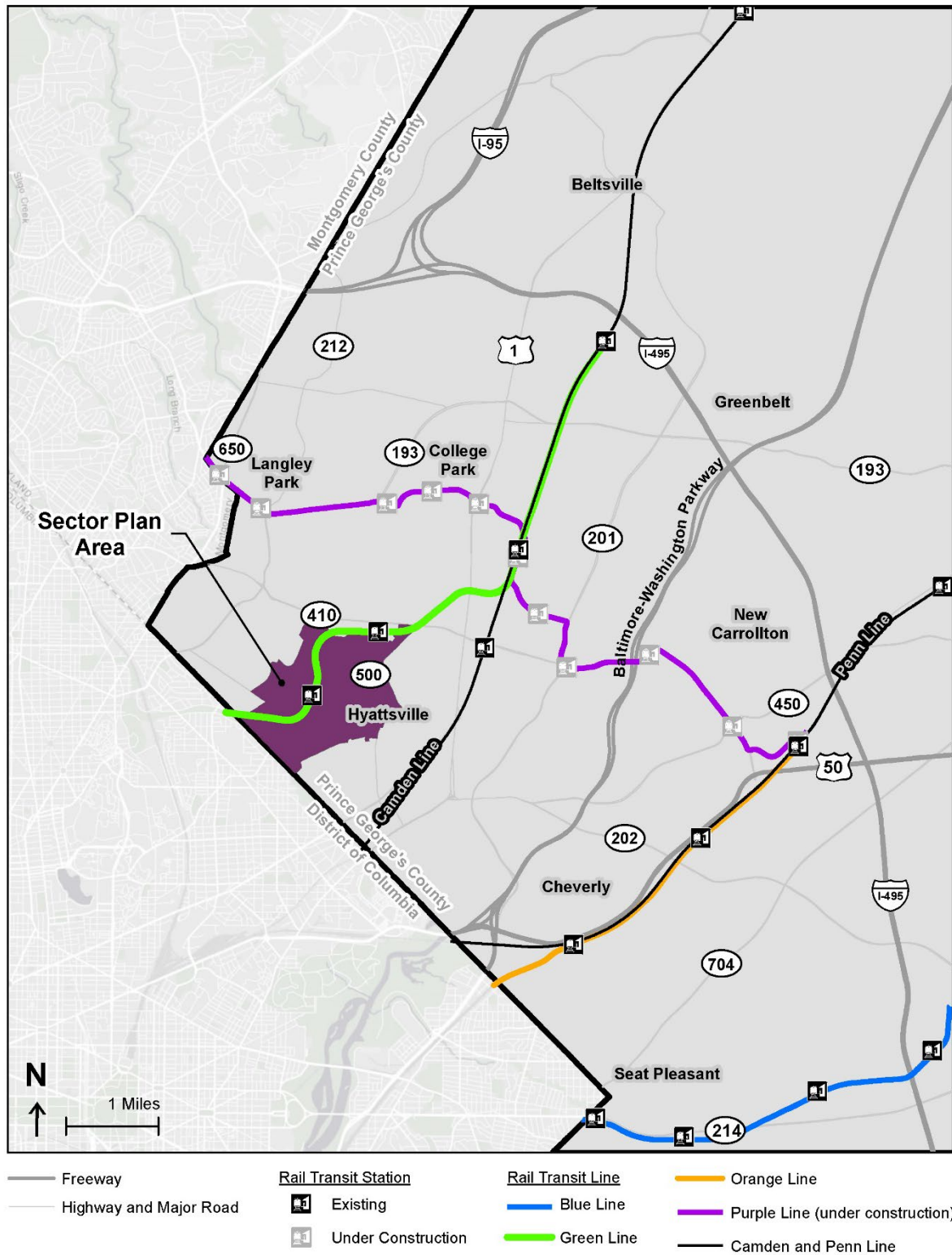
- This plan recommends reclassification of several properties to facilitate redevelopment to more transit-supportive densities and market-rate housing; this is necessary to meet future demand for housing near transit while avoiding development in existing floodplains.
- This plan amends Plan 2035 and the 2009 *Countywide Master Plan of Transportation* to eliminate vehicular level-of-service standards within the West Hyattsville Local Transit Center, consistent with the ongoing update to the Master Plan of Transportation.
- This plan recommends the long-term redevelopment of North Pointe Apartment Homes and the preservation of Rainier Manor and Queens Park Plaza apartments.
- On March 5, 2024, the County Council presented CB-15-2024, an omnibus bill to update the Zoning Ordinance. On March 12, 2024, the Council presented CB-20-2024, CB-21-2024, and CB-22-2024, bills to update the Subdivision Regulations, the Woodland and Wildlife Habitat Conservation Ordinance, and the Tree Canopy Coverage Ordinance to reflect revised and new forest conservation requirements in the state Forest Conservation Act. Proposed changes in these bills that impact this sector plan include doubling the permitted densities in the Local Transit-Oriented (LTO) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones and increasing the required stream buffer within the West Hyattsville Local Transit Center.

Section II

Defining the Context



Map 2. Sector Plan Area: Local Context



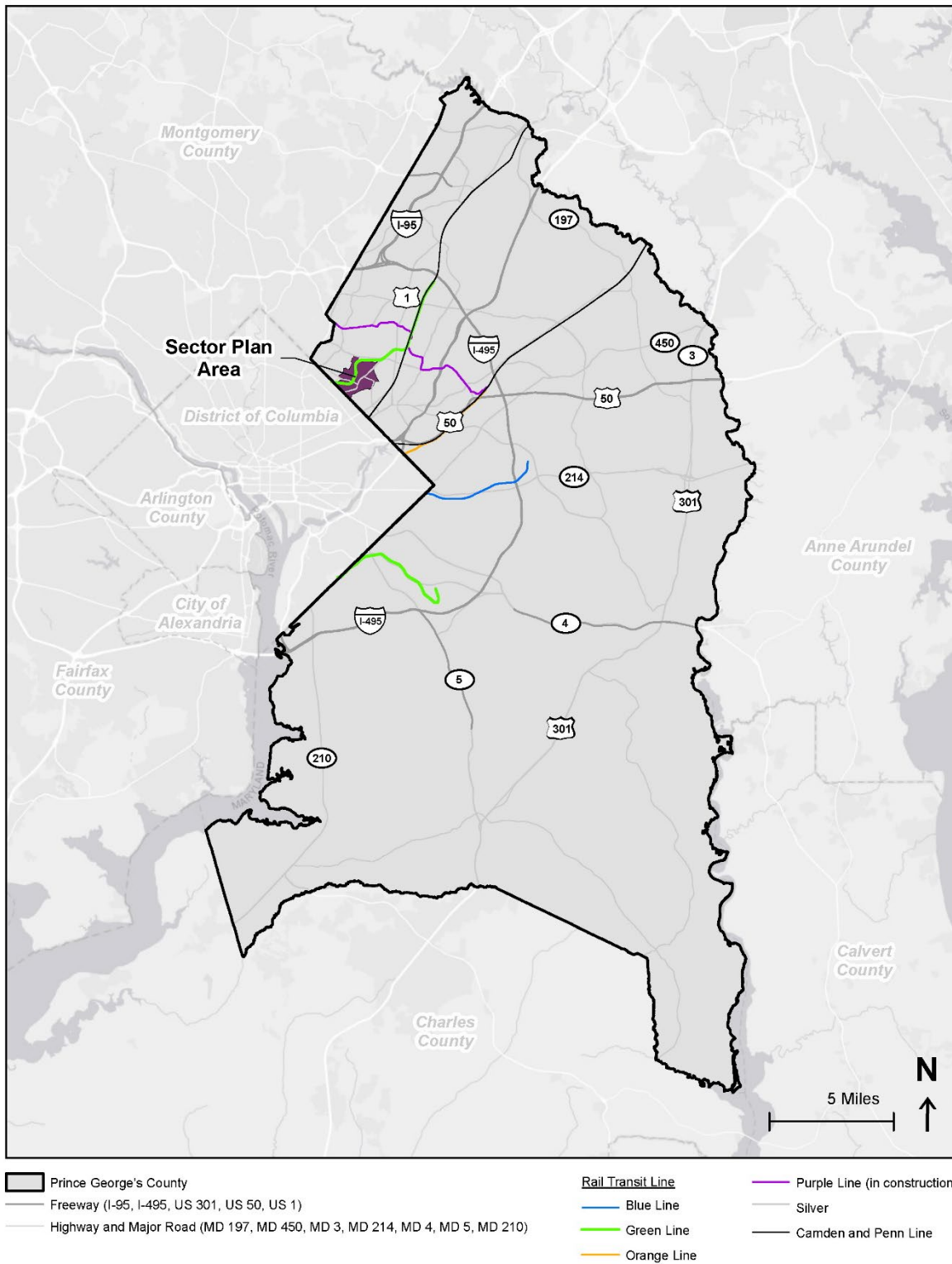
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2023, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeadingx.

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 Avonridge area of unincorporated Prince George's County. The sector plan area is in Planning Areas 65 and 68 of Prince George's County and is well placed along MD 500 (Queens Chapel Road) providing connections to major regional destinations in 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 Green Line. Portions of the sector plan area were previously within the West Hyattsville Transit District Overlay Zone and the Gateway Arts District Development District Overlay Zone, which were eliminated April 1, 2022, as part of the implementation of the County's current Zoning Ordinance.

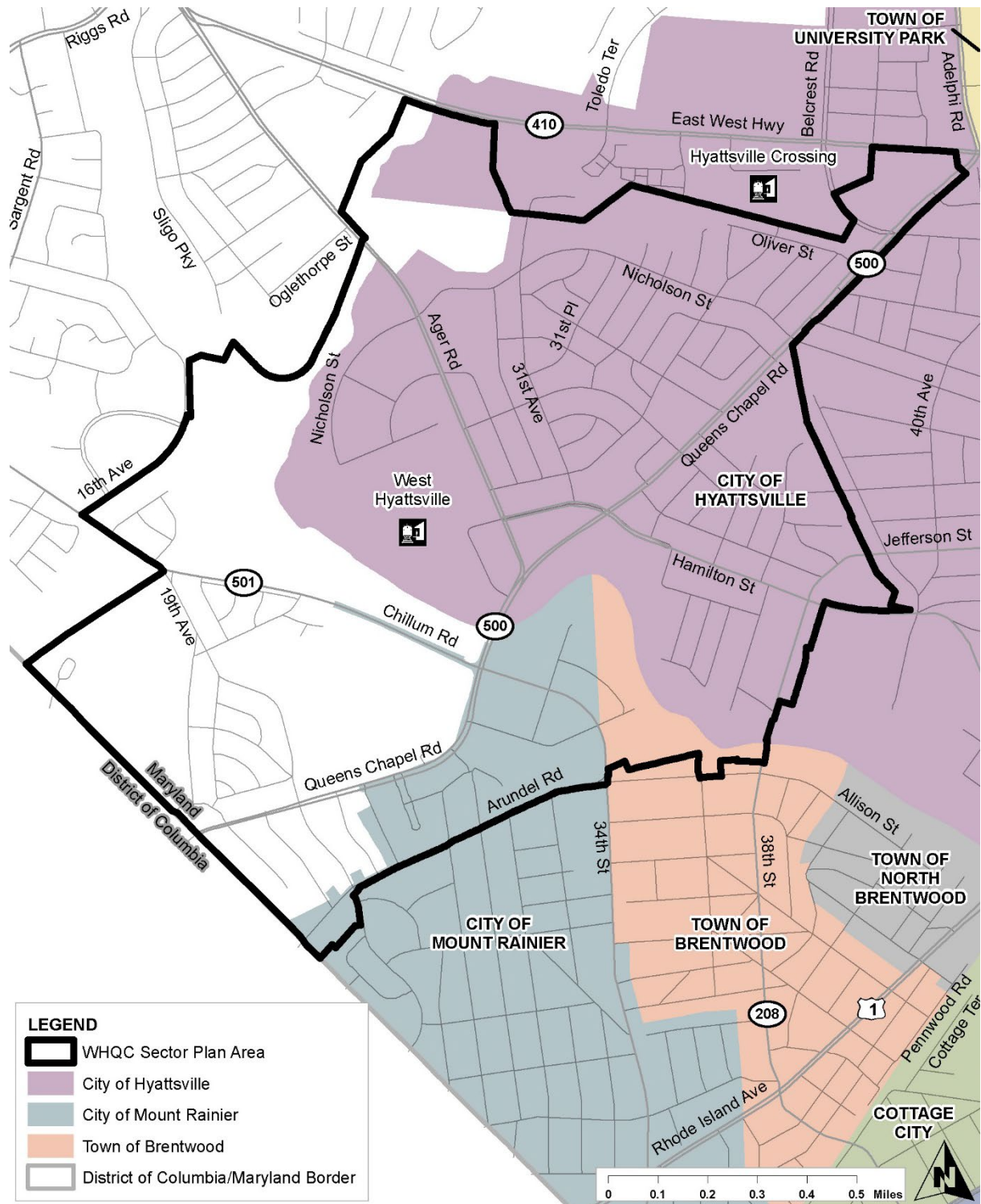
The sector plan area's location provides connections to an extensive trail system and is within the Anacostia Trails Heritage Area. The sector plan area is bisected by the Northwest Branch of the Anacostia River (Northwest Branch), and its 1-percent annual chance (100-year) floodplain. West Hyattsville-Queens 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*, 2023, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHOCAppendixg.

Map 4. Municipal Boundaries



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdg.

Map 5. Major Landmarks



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAAppendix.

Who Lives Here?



15,392 people, representing 1.7% of the total population of Prince George's County



52%
are below the
median age of 34



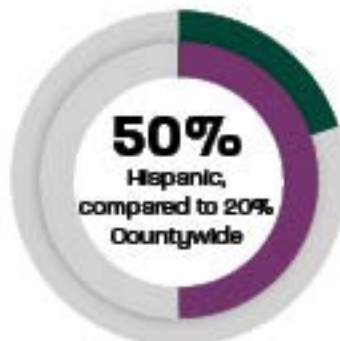
60%
work in the services
industry



\$58,553
median household
income



\$276,751
Median home value,
compared to \$311,017
Countywide



75%
of the population aged 25+ have
a high school diploma or GED



22%
of the population aged
25+ has a bachelor's
degree or higher

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 Ridge townhomes constructed; first new housing development in sector plan area since 1960s.

2022

Kaiser Permanente medical office building on Ager Road opens.

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

PHOTOS BY M-NCPPC, PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

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 Line 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.¹ The station has 604 surface parking spaces. Direct regional destinations on the Green Line include the University of Maryland, College Park, Howard University, Capital One Arena, the Washington Convention Center, the National Mall, Nationals Park, and the Sports and Entertainment Arena.

¹ There are 98 stations open as of December 14, 2023. 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.

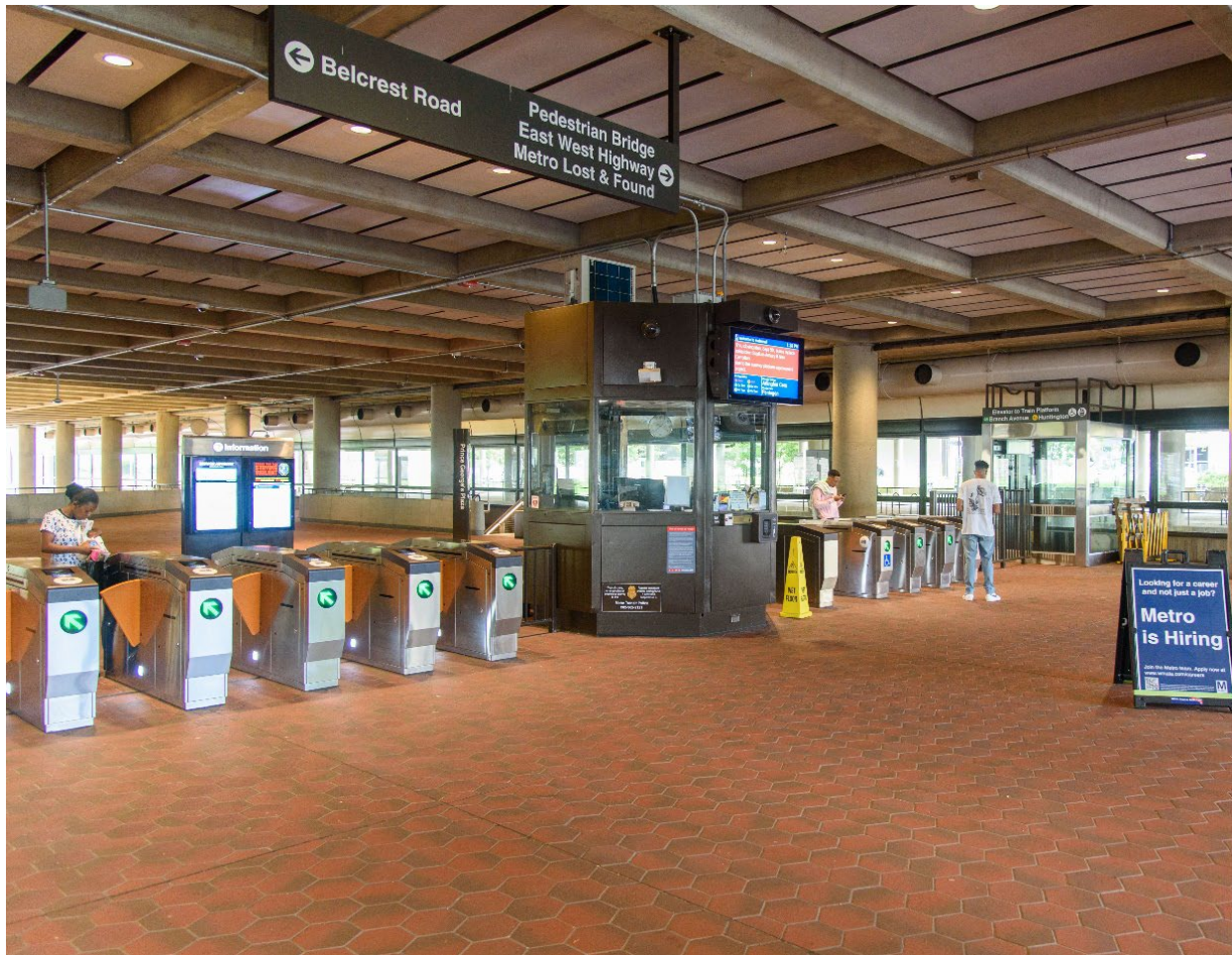


PHOTO BY M-NCPPC

The **Hyattsville Crossing Metro Station** is the next station north of West Hyattsville on the Green Line. 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.

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 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 and a portion of the Prince George's Plaza Regional Transit District. 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.

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.

To accomplish transit-supportive densities, the Local Transit-Oriented (LTO) Zones allow densities up to 80 dwelling units per acre and floor area ratios up to 3.0.

On March 5, 2024, the County Council presented CB-15-2024, an omnibus update to the text of the County Zoning Ordinance. This bill recommends allowing densities up to 150 dwelling units per acre in the Core and 120 dwelling units per acre in the Edge of the LTO Zone. The densities proposed in this legislation are consistent with this sector plan.

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 Hyattsville Crossing Metro Station as the Prince George's Plaza Regional Transit District.

To accomplish transit-supportive densities, the Regional Transit-Oriented, High-Intensity (RTO-H) Zones allow densities up to 100 dwelling units per acre and floor area ratios up to 5.0.

On March 5, 2024, the County Council presented CB-15-2024, an omnibus update to the text of the County Zoning Ordinance. This bill recommends allowing densities up to 175 dwelling units per acre in the Core and 140 dwelling units per acre in the Edge of the RTO-L Zone. The densities proposed in this legislation are consistent with this sector plan.

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

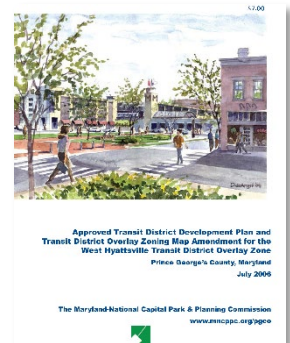
ESTABLISHED COMMUNITIES POLICY AREA

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.

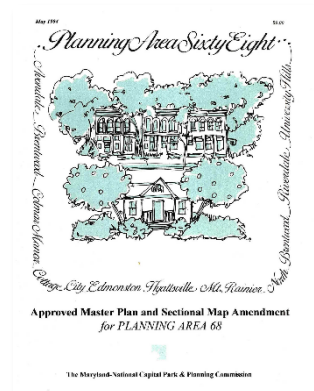
2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone

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.



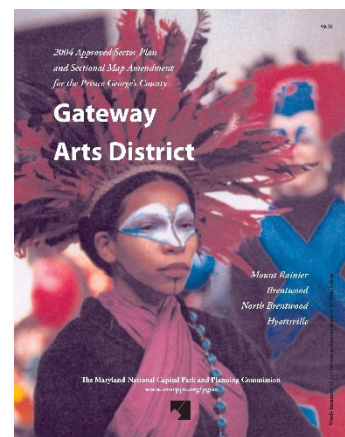
1994 *Approved Master Plan for Planning Area 68*

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.



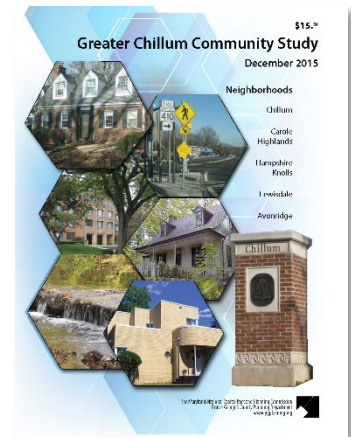
2004 *Approved Sector Plan for the Prince George's County Gateway Arts District*

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. The Sector Plan and its associated Development District Overlay Zone encouraged a range of live-work, accessory dwelling, and other creative housing unit types within the Cities of Hyattsville and Mount Rainier and the Towns of Brentwood and North Brentwood.



2015 *Greater Chillum Community Study*

The 2015 *Greater Chillum Community Study* was undertaken to “determine community needs and corresponding recommendations that maximize the community’s assets as it relates to a sense of place, neighborhood conservation, pedestrian connectivity, affordable housing, and the revitalization of aging commercial properties. This study is intended to provide a road map for future public and private investments in the community as well as for Prince George’s County policy initiatives.” The study recommended “implementable changes within the community to improve walkability and pedestrian safety, preserve and celebrate neighborhood character and sense of place, address code violations, improve owner-occupied housing and rental residential opportunities for a variety of incomes, create economic opportunities, and strengthen community identity.”



The 2015 study covered an area that includes the Avonridge residential neighborhoods, the Shops at Queens Chillum, and the West Hyattsville Metro Station. This sector plan carries forward several recommendations from the 2015 study; where a recommendation from the 2015 study conflicts with this sector plan, the recommendation within this sector plan is applicable. The 2015 *Greater Chillum Community Study* is available online at: pgplan.org/chillum.

PLANNING AREA 65

The Northwest Branch of the Anacostia River serves as the boundary between Planning Areas 65 and 68. M-NCPPC owns several parcels of land, part of Northwest Branch Stream Valley Park, that are bisected by the river and are partially within Planning Area 65. This sector plan replaces the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* as it applies to those parcels.

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 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity*, 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), *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (2013), and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*. **See Appendix B** 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 the current [Zoning Ordinance, Subdivision Regulations, and Landscape Manual](#) that went into effect April 1, 2022. This sector plan will be adopted and approved pursuant to Section 27-3502 of Zoning Ordinance and its land use and zoning recommendations were evaluated and prepared pursuant to the regulations and zones contained in the current Zoning Ordinance, 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:

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 40+ 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



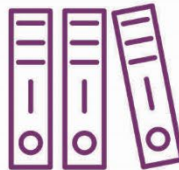
ONLINE ENGAGEMENT TOOLS

- 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 MD 500 (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 current Zoning Ordinance and Subdivision Regulations have tools that support the sector plan's vision, in contrast to the prior Zoning Ordinance and the Transit District Overlay Zone. These regulations offer 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.
- Investors have acquired properties for development/redevelopment that may be undevelopable due to floodplain.

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 office market was exacerbated by dramatic shifts to telework; there will be very little demand for Class A office space.
- Like most of Prince George's County, 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 the Northwest Branch trail and bridges, MD 500 (Queens Chapel Road), the Arundel Road Levee, and Ager Road were recently completed.
- The sector plan area has an extensive network of trails and shared-use paths that run along the Northwest Branch of the Anacostia River, directly connecting 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 Hyattsville Crossing 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 and 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 Chillum Road Shopping Center, lies within the floodplain.
- 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 and neighborhood 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

- Hyattsville Middle School, which serves many students in the sector plan area, was reconstructed and expanded in 2023.
- 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 types, mixes, and densities of land uses permitted in the Local, Transit-Oriented (LTO) Zones. 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.

ACTIVITY 2 - Activity Preference Survey

Mixed-Use Area Activities [5 minutes]

Select all the activities, services, and amenities you would like to see in the West Hyattsville Area Transit Center, Hamilton Street, and Chillum Road areas. (Select all that apply.)

Did we miss anything?

Other activities or services you would like to see in the West Hyattsville Area Transit Center, Hamilton Street, and Chillum Road areas. (Select all that apply.)

Places to Gather [5 minutes]

Select all the places you would like to see in the West Hyattsville Area Transit Center, Hamilton Street, and Chillum Road areas. (Select all that apply.)

Did we miss anything?

Other places you would like to see in the West Hyattsville Area Transit Center, Hamilton Street, and Chillum Road areas. (Select all that apply.)

Mobility Options [5 minutes]

Select all the mobility options you would like to see in the West Hyattsville Area Transit Center, Hamilton Street, and Chillum Road areas. (Select all that apply.)

Did we miss anything?

Other mobility options you would like to see in the West Hyattsville Area Transit Center, Hamilton Street, and Chillum Road areas. (Select all that apply.)

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 in potential areas of transformation.

Focus Area 1 - West Hyattsville Local Transit Center
Focus Area 2 - Neighborhood South of Chillum Road
Focus Area 3 - Hamilton Street Corridor
Focus Area 4 - Neighborhood Branch of the Anacostia and WHQC

Focus Areas 1-4 are the most likely to change in use, form, and intensity. Focus Area 4 serves as an opportunity to enhance the existing environmental and recreational amenities in WHQC.

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

The WHQC is a major transit hub in the West Hyattsville Area. It is a key location for the community to gather and interact. What would you like to see in this area?

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

The neighborhood south of Chillum Road is a key location for the community to gather and interact. What would you like to see in this area?

Focus Area 3 - Hamilton Street Corridor [5 minutes]

The Hamilton Street Corridor is a key location for the community to gather and interact. What would you like to see in this area?

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

The neighborhood south of Chillum Road is a key location for the community to gather and interact. What would you like to see in this area?

ACTIVITY 4 - Visioning and Goals

1 WHQC is unique and diverse, and people's differences are treasured, 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.

A I have enjoyed my community represented in this vision B I do not see myself in my community represented in this vision

What would you add or change about this vision element?

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

A I have enjoyed my community represented in this vision B I do not see myself in my community represented in this vision

What would you add or change about this vision element?

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 walk 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 walk.

A I have enjoyed my community represented in this vision B I do not see myself in my community represented in this vision

What would you add or change about this vision element?

4 WHQC celebrates the natural environment. The Hamilton Branch of the Anacostia is healthy and vibrant. Senior groups gather every day on rooftops, community gardens dot the parks, and native species grow yards, parks, and open spaces. It is as easy as to walk and bike in WHQC as it is to drive. WHQC is connected to DC and the rest of Prince George's County through strong transit systems. Growth is phased, makes efficient use of land, and ensures the community is thriving.

A I have enjoyed my community represented in this vision B I do not see myself in my community represented in this vision

What would you add or change about this vision element?

Which vision elements did we miss?

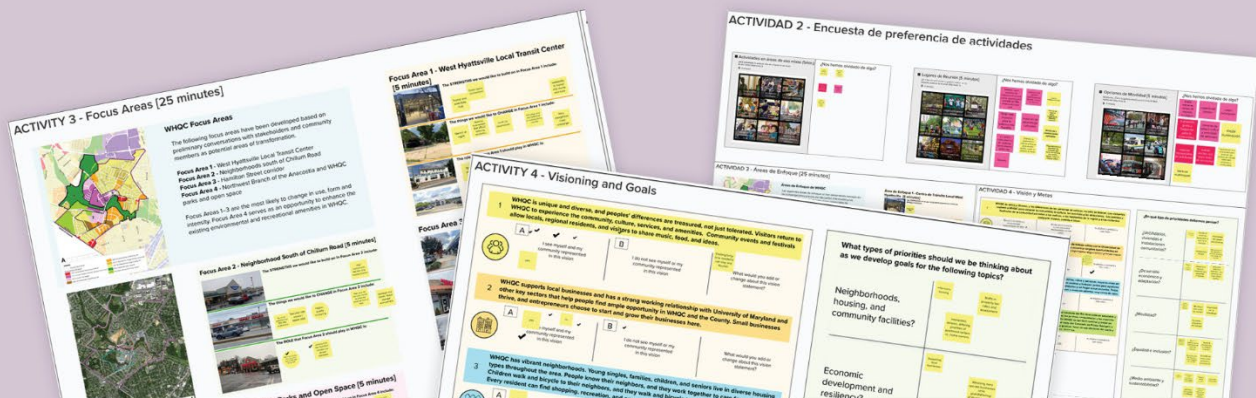
Other vision elements you would like to see in the West Hyattsville Area Transit Center, Hamilton Street, and Chillum Road areas. (Select all that apply.)

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

Topic	Priority 1	Priority 2	Priority 3	Priority 4	Priority 5
Neighborhoods, housing, and community facilities?	Yes	Yes	Yes	Yes	Yes
Economic development and resiliency?	Yes	Yes	Yes	Yes	Yes
Mobility?	Yes	Yes	Yes	Yes	Yes
Equity and inclusion?	Yes	Yes	Yes	Yes	Yes
Environment and sustainability?	Yes	Yes	Yes	Yes	Yes

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.

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.

Property Information

Several strategies, maps, and tables within this sector plan refer to specific properties where such recommendations apply. Properties identified in strategies, maps, and tables reflect their location, address, and tax account information as of March 8, 2024. Should parcels be re-platted or new tax accounts or addresses assigned during the adoption and approval process, strategies, maps, and tables should be updated to reflect the accurate property information for those locations where recommendations specifically apply as of the date of sector plan approval.

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.

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 more than 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 opened in August 2022 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

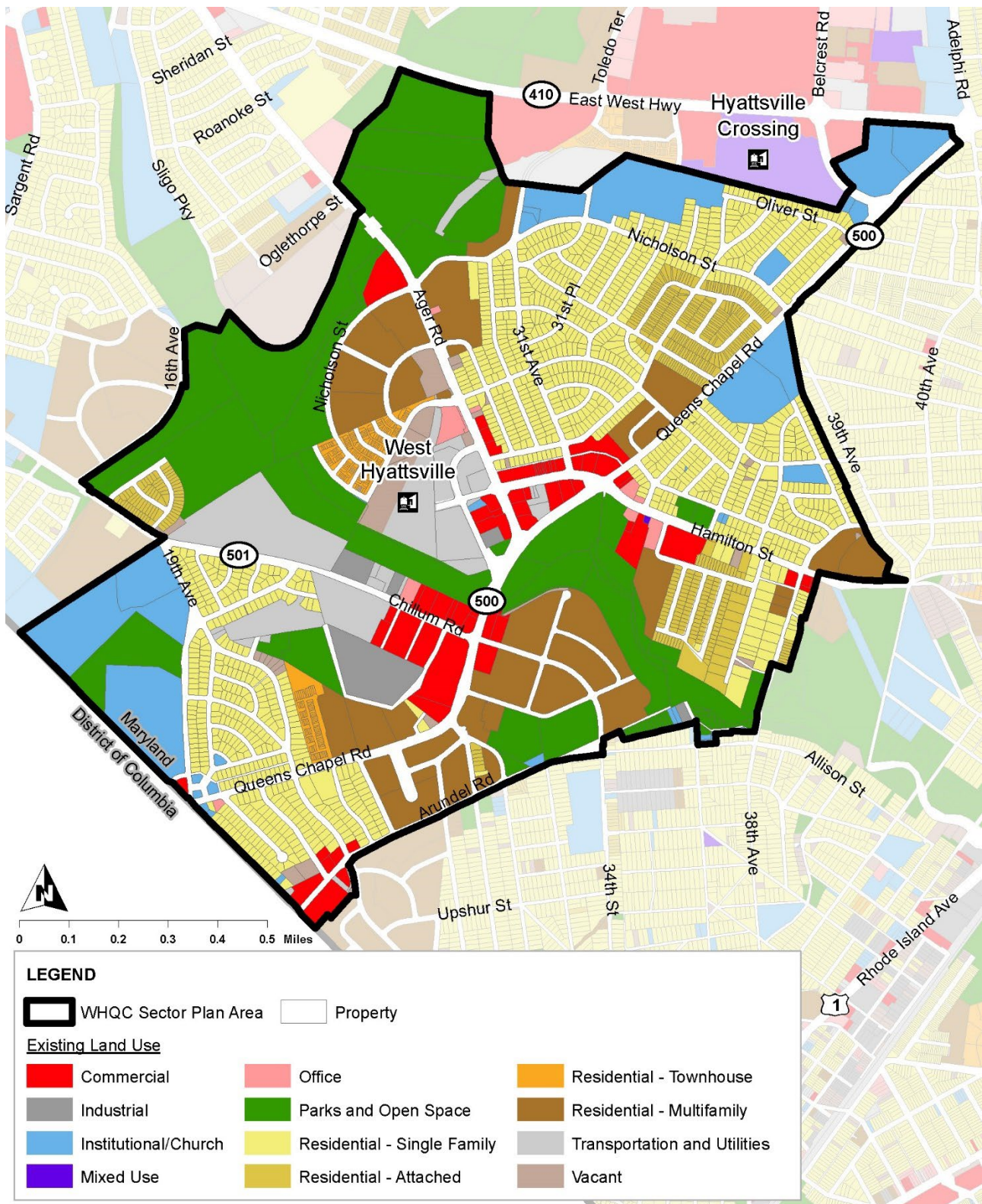
An approved development application represents an “entitlement” for a current or prospective property owner. A master or sector plan cannot undo a valid entitlement. Plans may identify an alternate future land use and other recommendations for a property should a previously approved development not come 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



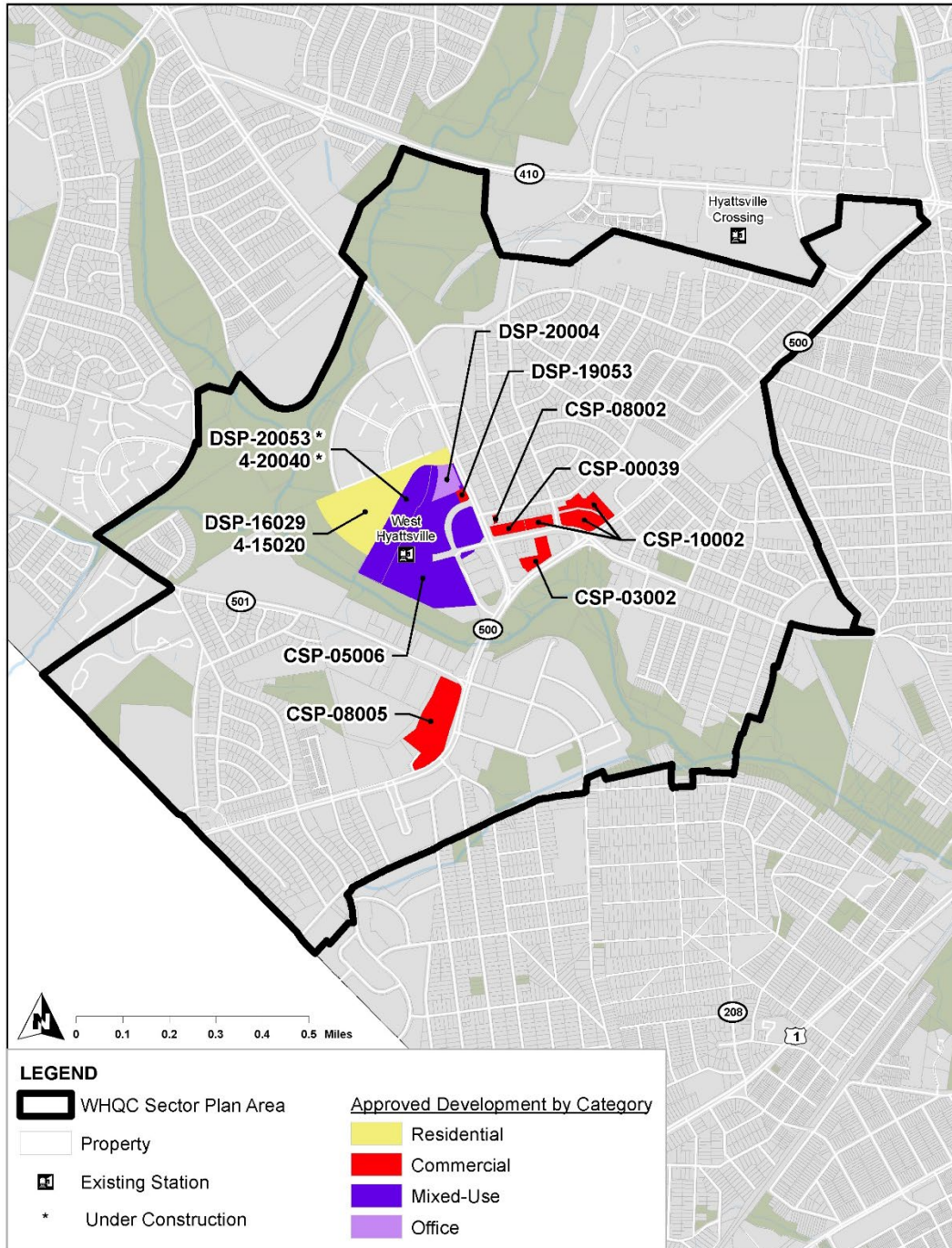
Map 6. Existing Land Use



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeadingx.



Map 7. Approved Development Applications in Sector Plan Area as of May 2, 2024³

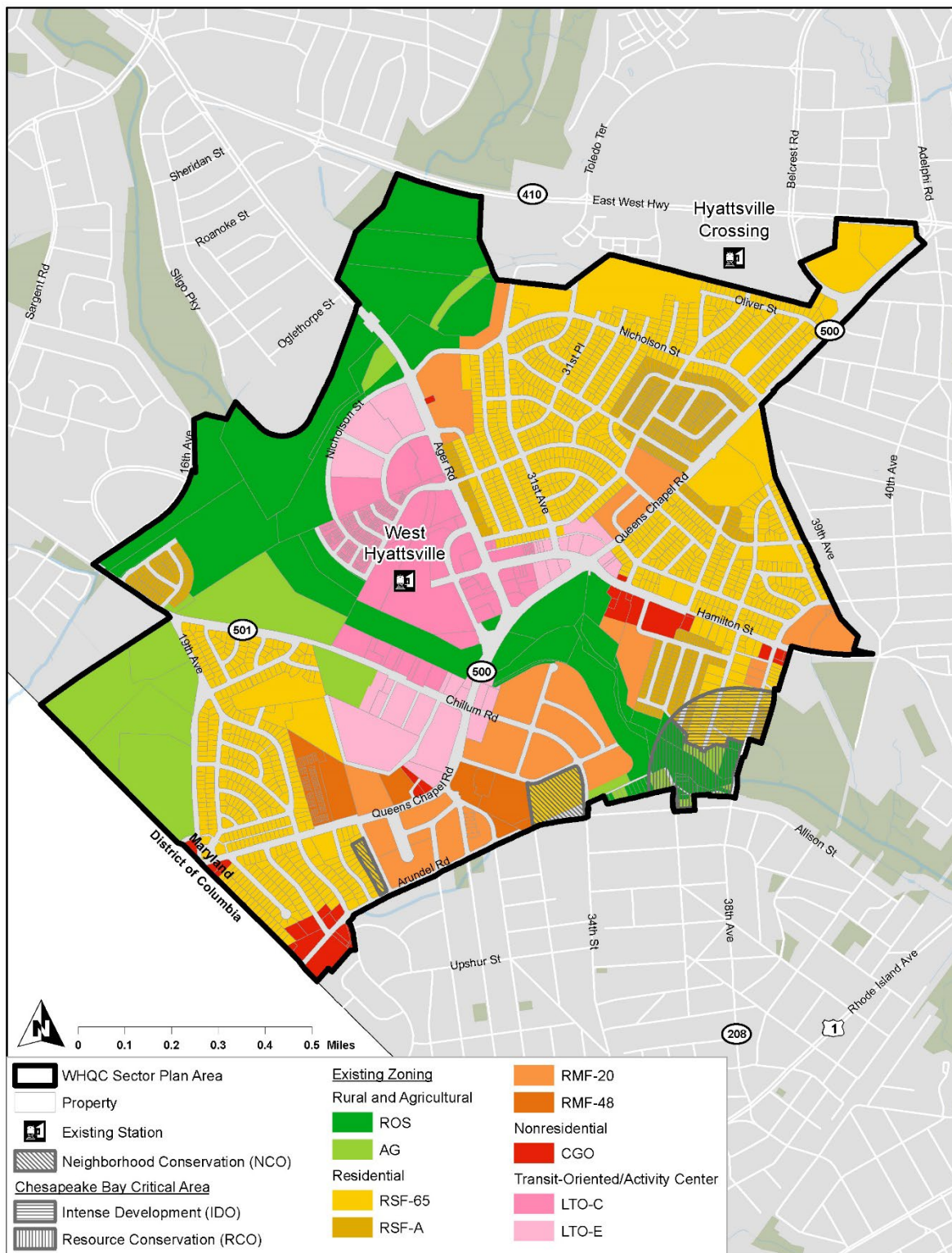


Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeading.

³ Excludes approved development where construction is complete.



Map 8. Existing Zoning



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdixg.



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)
	Residential Low	Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.	(> 0.5 and <= 3.5)
	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)
	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 for the West Hyattsville Transit District Overlay Zone* under the Transitional Provisions of the Zoning Ordinance may not conform to this sector plan. See Strategy LU 3.1.

PENDING LEGISLATION

On March 5, 2024, the County Council presented CB-15-2024, an omnibus bill to update the Zoning Ordinance. Proposed changes in these bills that impact this sector plan include doubling the permitted densities in the Local Transit-Oriented (LTO) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones.

These densities will permit the implementation of this sector plan's recommendations while allowing individual property owners to respond to market demands and to better redevelop small sites with viable projects.

This bill also proposes prohibiting townhouses in the LTO-C Zone, as recommended by Strategy LU 3.1.

On March 12, 2024, the Council presented CB-20-2024, CB-21-2024, and CB-22-2024, bills to update the Subdivision Regulations, the Woodland and Wildlife Habitat Conservation Ordinance, and the Tree Canopy Coverage Ordinance to reflect revised and new forest conservation requirements in the state Forest Conservation Act. Proposed changes in these bills that impact this sector plan include increasing the required riparian stream buffer within the West Hyattsville Local Transit Center.



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

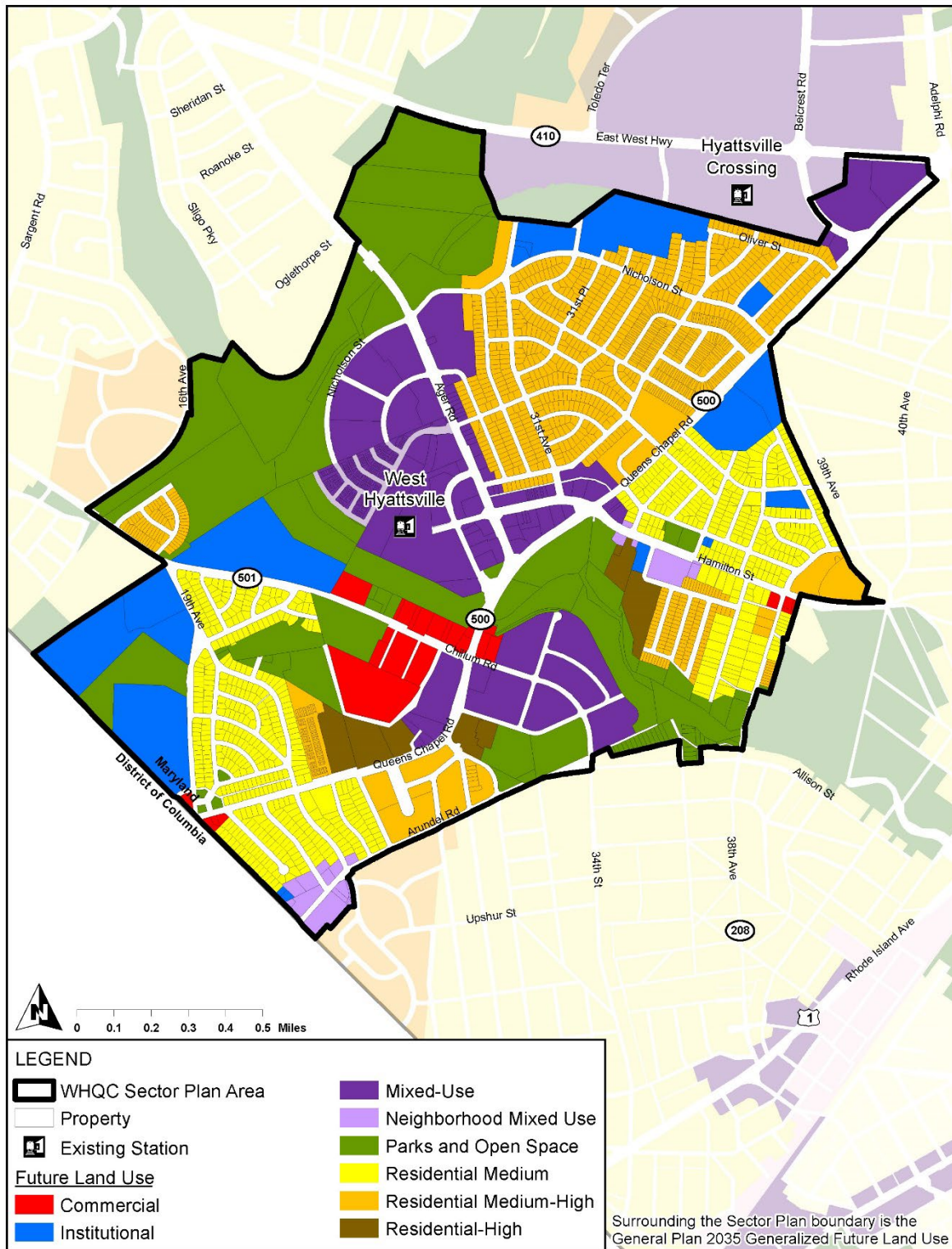
The Future Land Use Map (Map 9) contains specific land use recommendations for each parcel in the West Hyattsville-Queens Chapel sector plan area. This map applies to the entire sector plan area; if an actual conflict exists between the text of a strategy and a future land use designation, the strategy 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*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCappendixg.



Policy LU 2. Preserve critical natural and environmentally sensitive features of the sector plan area to the maximum extent practicable. See also Policy NE 1, Policy NE 6, and Policy PF 1.

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

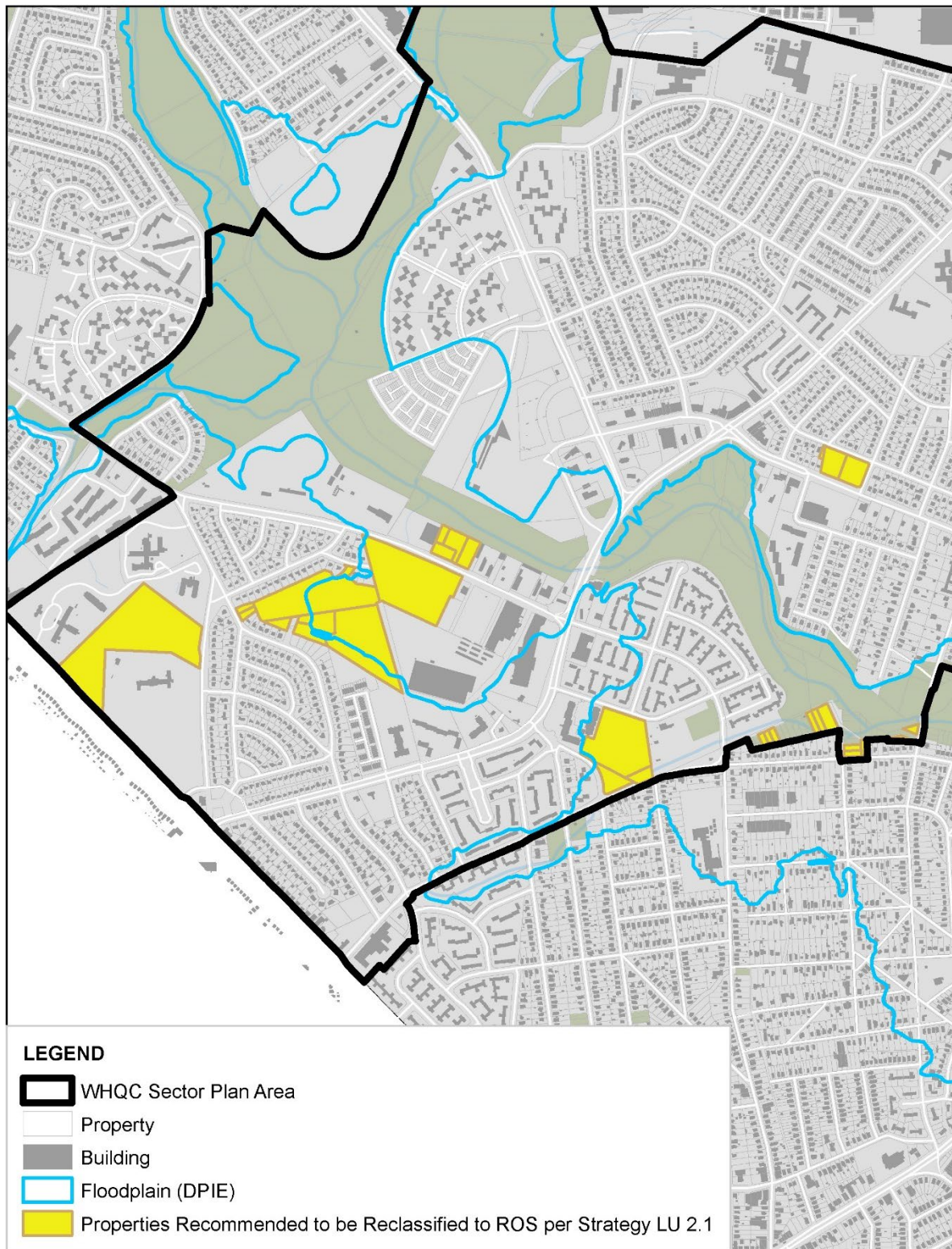
Address	Tax ID
0 Queens Chapel Road	1978527
0 Avondale Place	1879683
0 Queens Chapel Road	1879691
0 Chillum Road	1912229
0 La Salle Road	1915487
4701 31st Place	1897362
0 Arundel Road	1975119
3100 Arundel Road	1845882
0 Arundel Road	1878446
0 Arundel Road	1878420
4604 37th Street	1848324
0 Arundel Road	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.”⁴

⁴ 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*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdg.



ENVIRONMENTAL CHALLENGES SOUTH OF THE NORTHWEST BRANCH OF THE ANACOSTIA RIVER



PHOTO BY M-NCPPC

Several properties south of the Northwest Branch of the Anacostia River along MD 501 (Chillum Road) present numerous environmental challenges, including, but not limited to:

- Properties on the north side of MD 501 (Chillum Road) about the Northwest Branch of the Anacostia River and properties on the north and south side of MD 501 (Chillum Road) are located entirely within its floodplain.
- There are no flood controls along the Northwest Branch at this location, dramatically increasing flood risk.
- The properties south of MD 501 (Chillum Road) would require prohibitively expensive floodplain mitigation and upstream compensatory floodplain storage.
- The properties north of MD 501 (Chillum Road):
 - largely consist, and have historically consisted, of vehicle-oriented uses such as gas stations and vehicle repair shops, which often present the potential for soil and groundwater contamination.
 - require environmental examination to construct any structures on them, including flood control measures and/or new buildings, which is prohibitively expensive given the small size of the properties.
 - would require mitigation of anticipated contamination issues that would be prohibitively expensive, especially given the size of structures appropriate for these properties' proximity to a Metro station.
 - are located approximately 50-60 feet from the riverbank; this, together with 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 construct residential structures due to the obvious health and safety risks posed by potential flooding. Also, significant portions of these properties are within stream buffers required to be fully forested as proposed in CB-20-2024.¹
- Redevelopment of several of these properties will require preservation or restoration of regulated environmental features, including the stream buffer identified in Section 24-4303(c) of the Subdivision Regulations, which is proposed by CB-22-2024 to be increased to 100 feet.
- In contrast, redevelopment of any of these properties would require elevating them out of the floodplain pursuant to a waiver to the requirements of the Floodplain Ordinance, which conflicts with the County's adopted Climate Action Plan. Such elevation 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.

These properties are shown on Map 11 and are subject to the strategies under Policy LU 2.

¹ This language may warrant revision to reflect the riparian buffer required on the date of approval of this sector plan.



LU 2.3. In the mid- to long-term, work with municipal, state, M-NCPPC Department of Parks and Recreation (DPR), and County agencies to acquire, mitigate environmental impacts of prior development on, and preserve as open space the properties in Table 4. See also Policy LU 2, Policy NE 1, Policy NE 2, Policy NE 3, and Policy PF 1.

Table 4. Properties for Acquisition and Preservation Subject to Strategy LU 2.3

Address	Tax ID
0 Chillum Road	2923548
2222 Chillum Road	1943752
2222 Chillum Road	1943760
2222 Chillum Road	1969815
2308 Chillum Road	1882810
2309 Chillum Road	1912245
2310 Chillum Road	1943745
2421 Chillum Road	1898618
2425 Chillum Road	1912237
2426 Chillum Road	1840636
2428 Chillum Road	1840669
2430 Chillum Road	1839166
2434 Chillum Road	1853605

Address	Tax ID
2440 Chillum Road	1848159
2460 Chillum Road	1965086
2480 Chillum Road	1905678
2486 Chillum Road	1922574
0 Queens Chapel Road	1972405
0 Queens Chapel Road	5644428
3200 Queens Chapel Road	1871482
3201 Queens Chapel Road	1943638
3201 Queens Chapel Road	1837665
3213 Queens Chapel Road	1978451
3290 Queens Chapel Road	1874221
3299 Queens Chapel Road	1971712

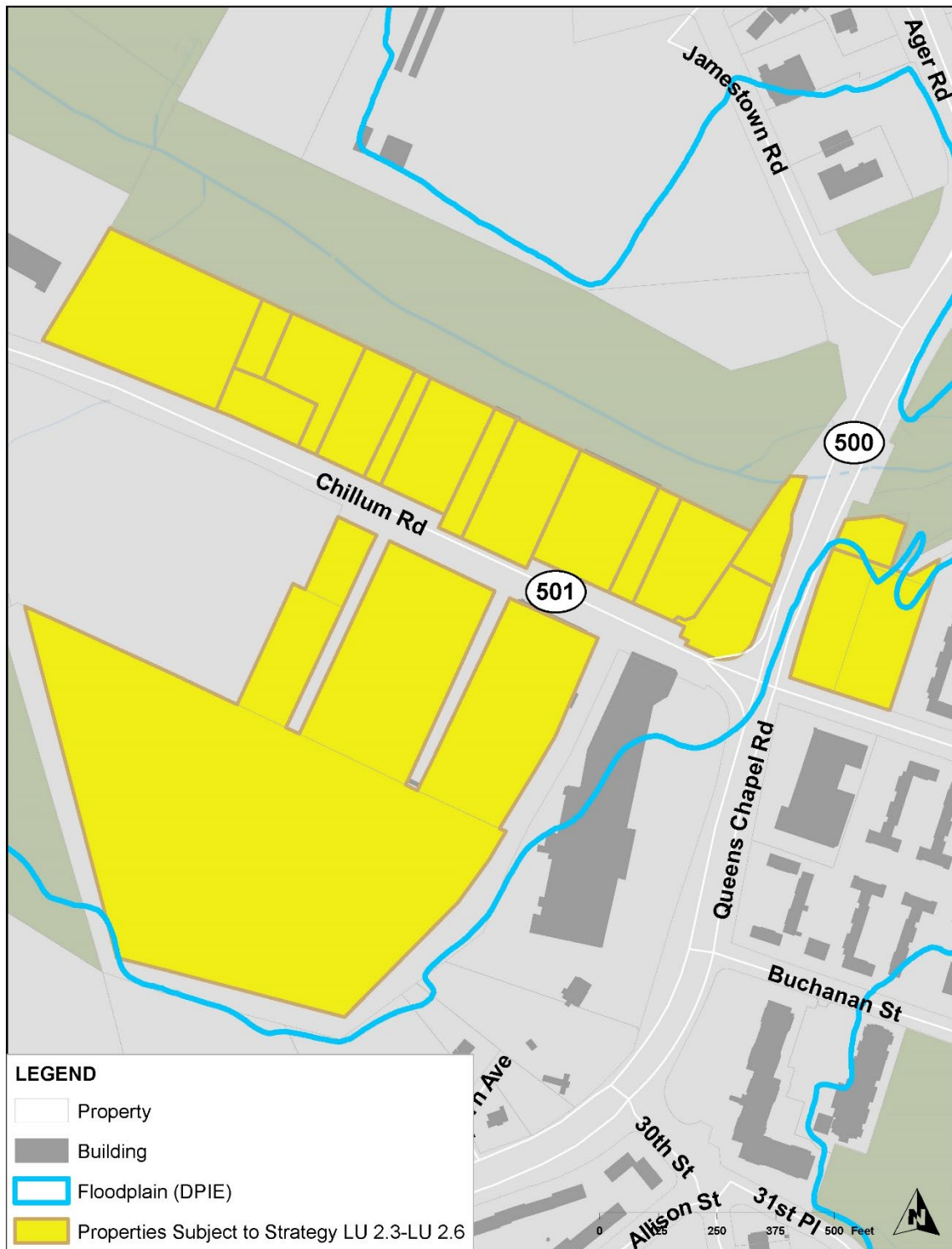
LU 2.4. The properties listed in Table 4 should not be redeveloped for any purpose that would not significantly improve stormwater management or environmental mitigation. Existing buildings and sites may be rehabilitated or renovated, as needed, to maintain business operations, improve the appearance of buildings and sites, and improve stormwater management or otherwise mitigate environmental impacts.

LU 2.5. Granting floodplain waivers in the area covered by Table 4 is discouraged and will inhibit implementation of this sector plan.

LU 2.6. Reclassify the properties listed in Table 4, 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).



Map 11. Properties Subject to Strategies LU 2.3-LU 2.6



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHOCappendixg.



WASHINGTON GAS PROPERTY AT 2130 CHILLUM ROAD

The Washington Gas Light Company (WGL) has operated a privately owned public utility at 2130 Chillum Road since 1933. The property was reclassified into the Open Space (O-S) Zone April 6, 1982, through the 1982 *Approved Sectional Map Amendment for Planning Area 68* (CR-34-1982). The District Council carried forward this zoning in the 1994 *Approved Sectional Map Amendment for Planning Area 68*, the 1998 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.

The property's zone was transitioned from the Transit District Overlay/Open Space Zone to the Agriculture and Preservation (AG) Zone, a one-to-one conversion, through the 2021 *Approved Countywide Map Amendment*. WGL has continued to conduct public utility operations at this location throughout its more than 90-year history, including more than 40 years in the same zoning classification.

At the October 11, 2022, joint public hearing for the July 2022 Staff Draft Sector Plan, WGL requested reclassification to the Industrial, Heavy (IH) Zone, a zone that permits liquid gas storage (a use to which the community has expressed strong opposition), adult entertainment uses, concrete batching, and other high impact uses wholly inappropriate for a location adjacent to residential neighborhoods, along a river, and near a Plan 2035 Center. WGL testified that the subject property is used for "support of natural gas distribution operations" and "is improved with several structures which include a complex network of subsurface transmission and distribution lines, compressor buildings, offices, classrooms, vehicle storage and repair areas, driver and excavation training areas, radio communications site, warehousing, materials storage, and other industrial type land uses."

This sector plan presumes perpetual use of this property as a privately-owned public utility and that most, if not all, development and uses associated with operation of that privately-owned public utility are exempt from the Prince George's County Zoning Ordinance and are subject only to Mandatory Referral review per State law. Throughout 2023, the Planning Department coordinated with WGL to determine the sector plan's and SMA's recommendations for this property.

LU 2.7. Uses and structures associated with the operation of a public utility should continue at the WGL facility at 2130 Chillum Road (Tax Account 1976596). WGL should continue to partner with the Maryland Department of the Environment and other partners to mitigate the environmental impacts of its prior and ongoing use of the property. Should all or part of this site be decommissioned from public utility uses, all remaining environmental impacts of its use should be mitigated and the site transferred to another public utility or public agency for public use.

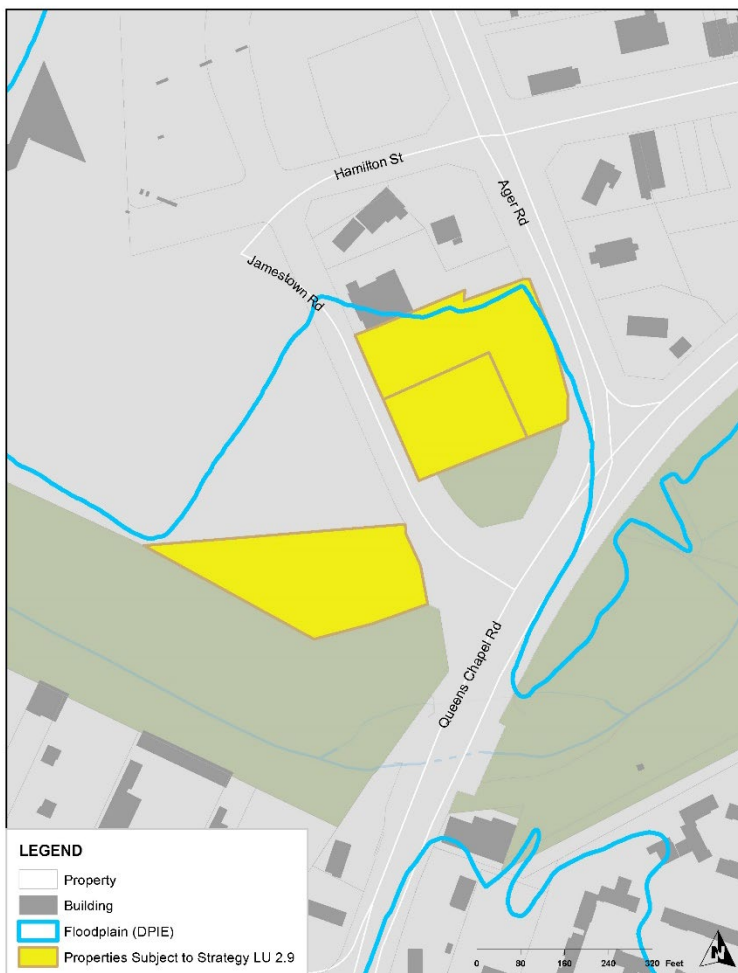
LU 2.8. The property at 2130 Chillum Road is not appropriate for any other uses than those associated with the operation of a public utility or public agency, or as passive open space. For this reason, it should retain its current Agriculture and Preservation (AG) Zoning and should not be reclassified to any other zone. Classification to any other zone would permit, by right, uses that are not appropriate for this site.



LU 2.9. The following properties along Jamestown Road near its intersection with MD 500 (Queens Chapel Road) are predominantly within the 1-percent annual chance (100-year) floodplain and should be acquired for preservation or flood mitigation unless they obtain appropriate stormwater and floodplain approvals from DPIE for construction in a floodplain, at which point they should only be developed with vertical mixed-use, transit-oriented development at densities commensurate with the Local, Transit-Oriented, Core (LTO-C) Zone.

Address	Tax ID	Percent in 1% Annual Chance Floodplain
5402 Jamestown Road	1855527	100
2775 Hamilton Street	1953595	100
Ager Road	1892181	98

Map 12. Properties Subject to Strategy LU 2.9



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHOCappendixg.



QUEENSTOWN APARTMENTS

Queenstown Apartments is a 1,062-unit garden apartment complex constructed in 1949 at 3301 Chillum Road. The entire property is located behind the Northwest Branch and Arundel Road levees. While the levee system may reduce risk for riverine flooding, the complex's location and elevation may contribute to behind-the-levee flooding. In 2016, FEMA identified these properties as being in the 0.2-percent annual chance (500-year) floodplain. Prince George's County continues to identify this property as being within the County's regulatory floodplain, where redevelopment is subject to the provisions of the County Floodplain Ordinance. This sector plan recommends acquisition of Queenstown Apartments unless it is able to receive the necessary stormwater and floodplain approvals for redevelopment; clarifying the applicability of the County Floodplain Ordinance to this property and what mitigation strategies are viable are key to its success.

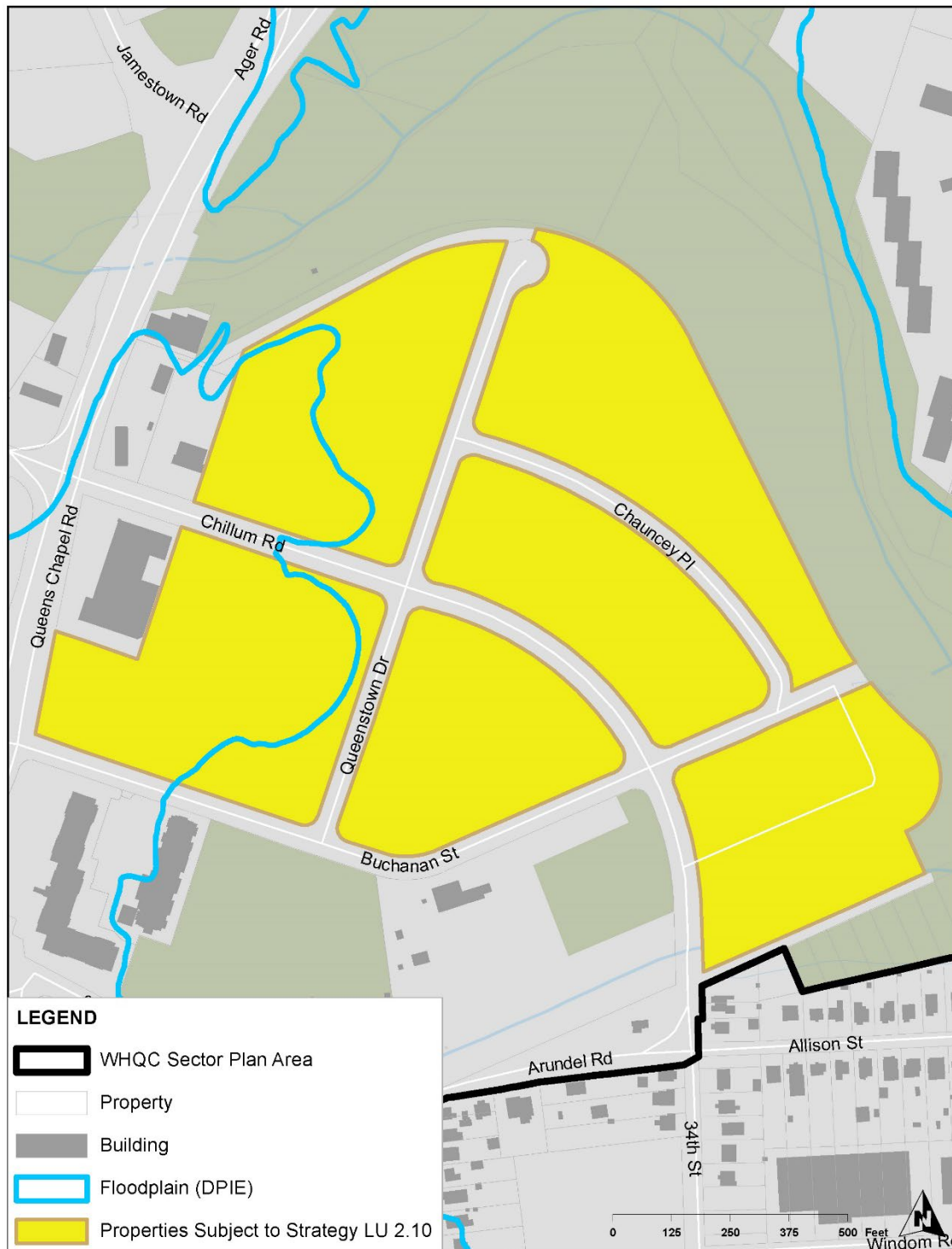
LU 2.10. If Queenstown Apartments at 3301 Chillum Road continues to be identified within the County's regulatory floodplain, it should be acquired for preservation or flood mitigation.

- i) Until acquisition or demolition occurs, this property should be rehabilitated and maintained as naturally occurring affordable housing.
- ii) Any demolition or redevelopment of this property should not occur until residents have been relocated to comparable housing, at comparable unit sizes and price points, within a half-mile of a Metro station.
- iii) If a redeveloper obtains appropriate stormwater and floodplain approvals from DPIE for reconstruction in a floodplain, the property should be redeveloped with a mix of uses, including mixed-income multifamily housing at densities commensurate with the Local Transit-Oriented, Core (LTO-C) Zone.

See also Strategies LU 5.6, EP 2.6, TM 1.4, TM 1.5, TM 1.12, TM 1.16, TM 4.5, TM 6.1, PF 1.1, and PF 1.2.



Map 13. Property Subject to Strategy LU 2.10



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdg.



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 and potential updates to the Zoning Ordinance, the County Council should consider:

- i) 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.
- ii) Allowing accessory dwelling units and/or other forms of “Missing Middle” housing. See also Policy LU 9 and HN 1.3.
- iii) Continuing to allow the construction of dwelling units on non-conforming lots of record smaller than 6,500 square feet without requiring a variance. See also Strategies LU 9.3 and HN 1.3.
- iv) The following amendments to the Zoning Ordinance proposed by [CB-15-2024](#):
 - (1) Limiting the locations of the Transit-Oriented/Activity Center Planned Development Zones;
 - (2) Prohibiting townhomes and three-family dwellings in the LTO-C Zone, where only multifamily housing and other vertical forms of development are appropriate.
 - (3) Increasing the maximum permitted densities in the Transit-Oriented/Activity Center Zones;
 - (4) Increasing the maximum permitted structure heights in the LTO Zones;
 - (5) Identifying specific types of potential public benefits that may be included in a Planned Development zone.
- v) Clarifying the applicability of woodland conservation and tree canopy coverage requirements to Plan 2035 Centers as proposed by [CB-20-2024](#) and [CB-21-2024](#).
- vi) Increasing the maximum required regulated stream buffers as proposed by [CB-22-2024](#).

Should pending legislation be approved prior to adoption and/or approval of this sector plan, the plan should be revised to reflect its enactment.



WEST HYATTSVILLE LOCAL TRANSIT CENTER

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

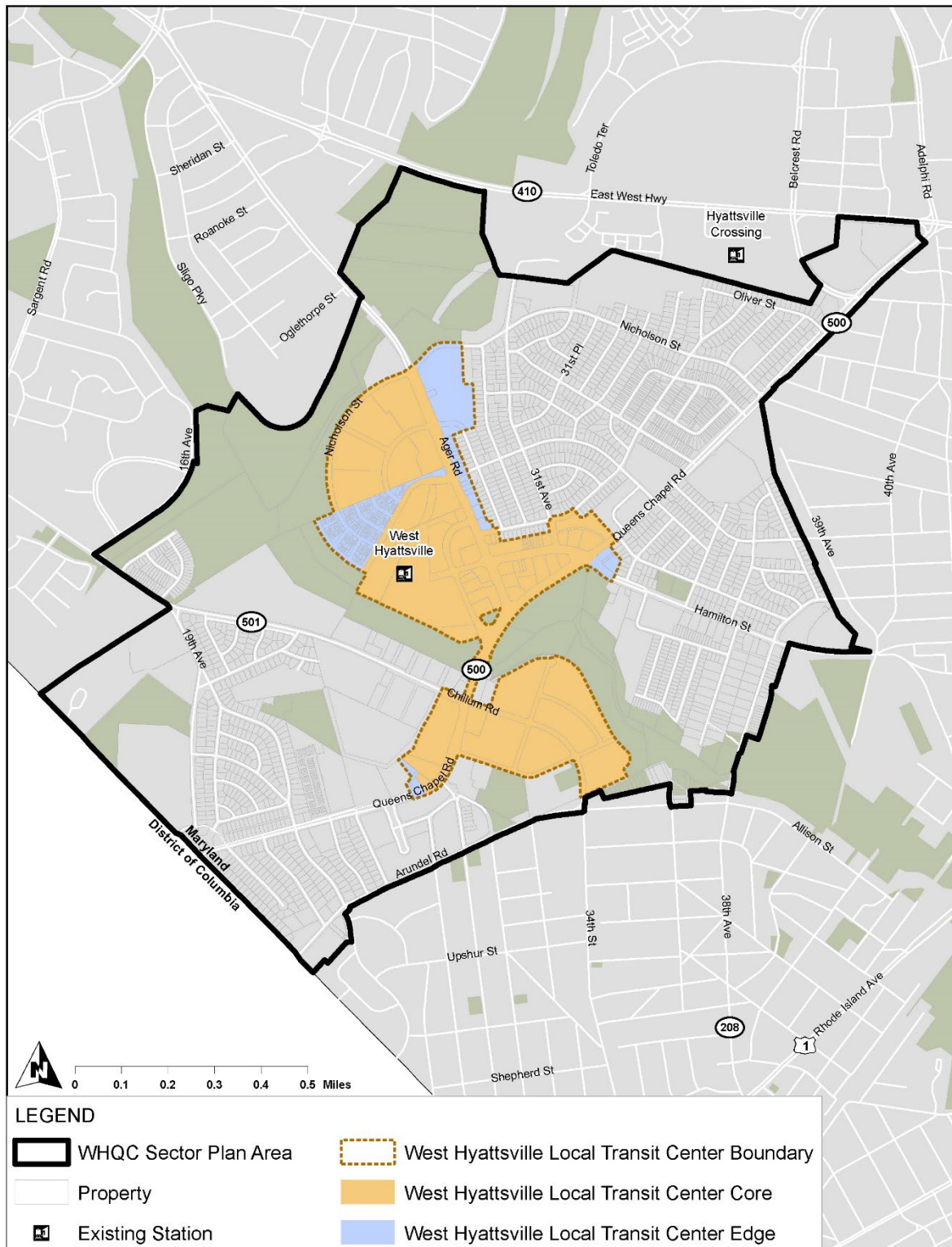
LU 4.1. Amend Plan 2035 to define the boundary of the West Hyattsville Local Transit Center as shown on Map 14. West Hyattsville Local Transit Center, Core, and Edge and to include all properties listed in Appendix D. Where the boundary follows a right-of-way, the full width of the right-of-way shall 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 the ROS Zone, 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.

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 because of 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 greatest number of residents possible have access to transit and amenities within walking distance.



Map 14. West Hyattsville Local Transit Center, Core, and Edge



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdg.



LU 4.2. Exclude the undevelopable or environmentally constrained properties listed in Table 5 from the West Hyattsville Local Transit Center.

Table 5. 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

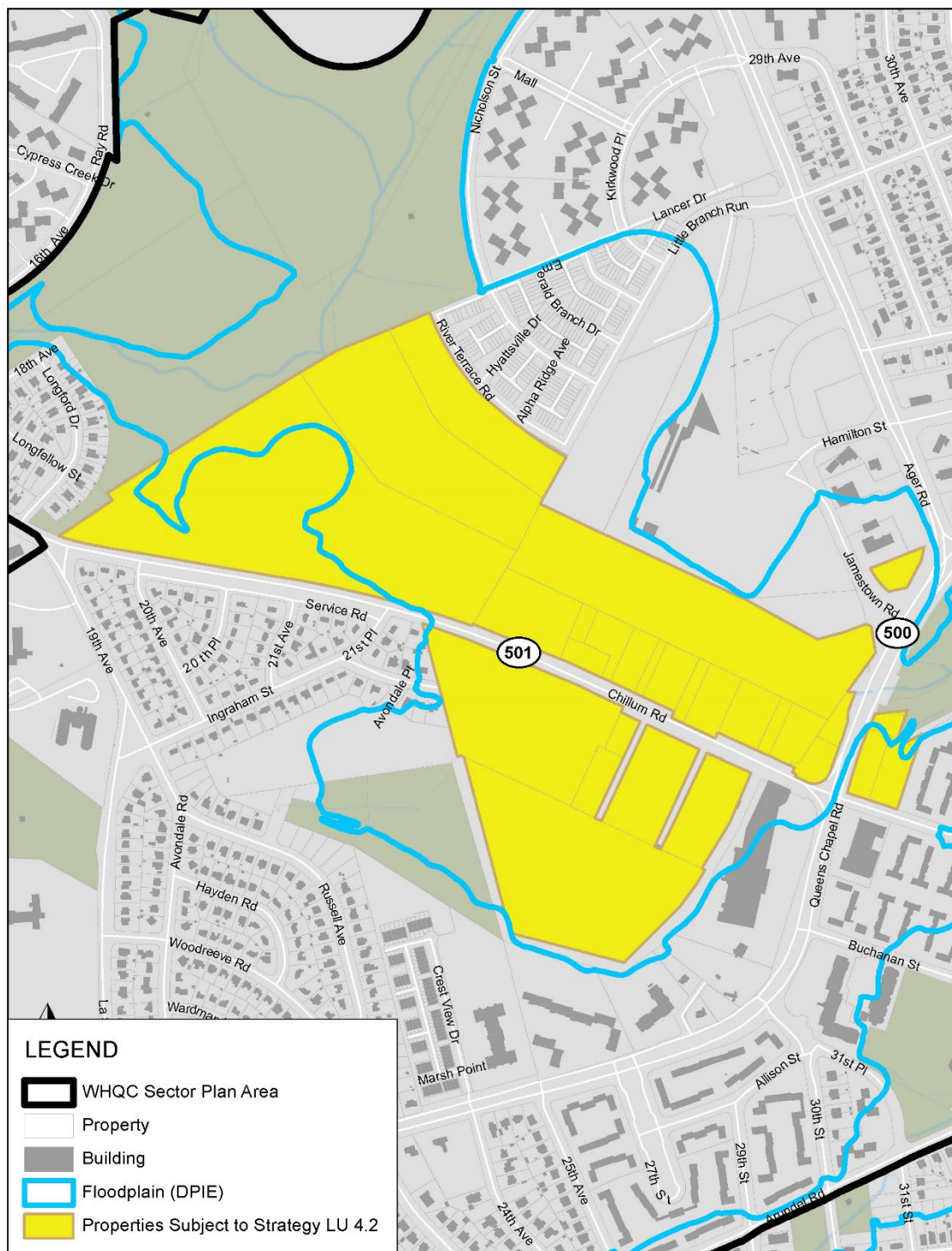
Address	Tax ID	Address	Tax ID
3201 Queens Chapel Road	1943638	2434 Chillum Road	1853605
0 Queens Chapel Road	1972405	2440 Chillum Road	1848159
3201 Queens Chapel Road	1837665	2460 Chillum Road	1965086
3213 Queens Chapel Road	1978451	2480 Chillum Road	1905678
3299 Queens Chapel Road	1971712	2486 Chillum 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 Queens Chapel 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
2425 Chillum Road	1912237	2421 Chillum Road	1898618
2201 Chillum Road	1912229	2309 Chillum Road	1912245
0 Queens Chapel Road	1914647	0 Chillum Road	2923548

To implement this strategy, reclassify all properties listed in Table 5 currently zoned in the Local Transit-Oriented (LTO) Zones to zones other than LTO. See also Policy LU 1.



Land Use

Map 15. Properties Excluded from the West Hyattsville Local Transit Center and Recommended for Reclassification out of the LTO Zones (if applicable) pursuant to Strategy LU 4.2



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppendixg.



- 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 MD 500 (Queens Chapel Road) between 29th Avenue and Hamilton Street. Such uses should be located primarily on 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 Strategy LU 7.4, Strategy LU 9.5, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy NE 2, Policy NE 5, Policy NE 6, Policy NE 7, Policy HN 1, Policy HD 4, and Policy PF 1.
- LU 4.6.** Consider amending Plan 2035 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 D-1 in Appendix D and shown on Map 14. Implement this strategy by retaining or reclassifying all properties listed in Table D-1 in the Local Transit-Oriented, Core (LTO-C) Zone. 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 Policy EP 2 and Policy EP 3.
- LU 5.3.** Redevelop the properties at 3100 Queens Chapel Road (The Shops at Queens Chillum) and 3171 Queens Chapel Road as mixed-use development, establishing partnerships to:
- 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-216;
 - Construct public gathering spaces as recommended in Strategy PF 1.1;
 - Concentrate ground-floor retail along UC-216 and MD 500 (Queens Chapel Road) between Chillum Road and 29th Avenue; and
 - Work with property owners and local businesses to incentivize or subsidize existing tenants to stay in the neighborhood after redevelopment. See also Strategies EP 1.2 and EP 2.5.



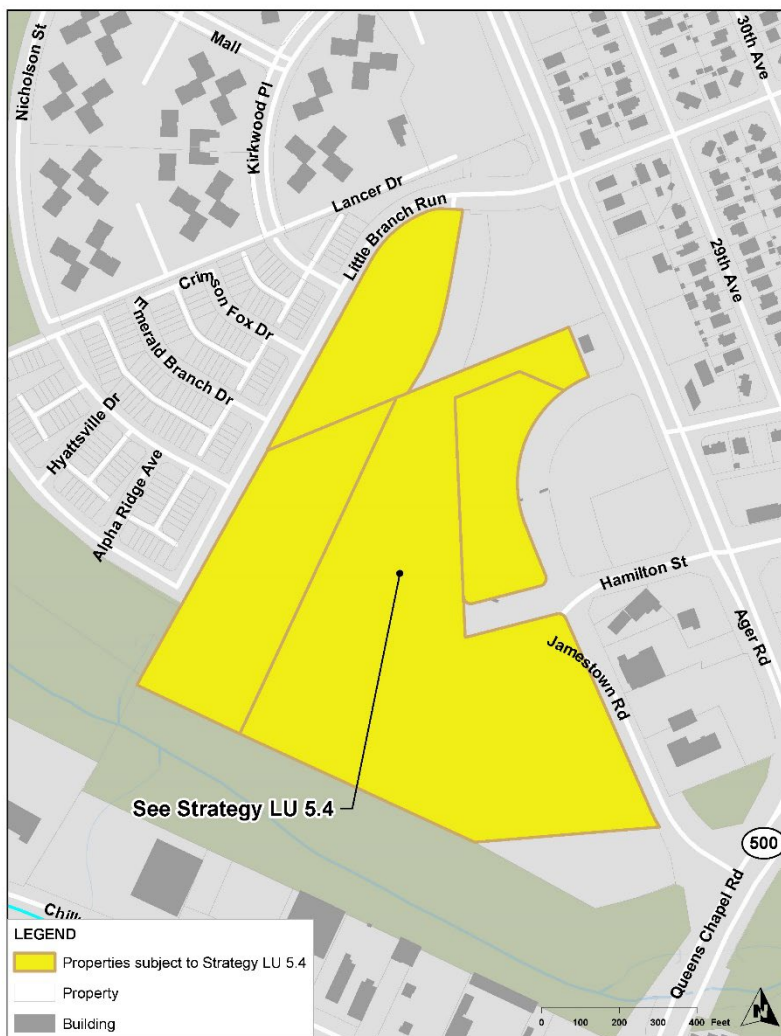
Land Use

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 6:

Table 6. Properties subject to Strategy LU 5.4

Address	Tax ID
2700 Hamilton Street	1851252
5520 Jamestown Road	1927888
5685 Little Branch Run	5649181
5615 Little Branch Run	1924745

Map 16. Properties subject to Strategy LU 5.4



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [pgplan.org/WHOCAppendixg](#).



Land Use

LU 5.5. Redevelop Kirkwood Apartments into high-density residential uses, with community-supporting retail. See also Strategy HN 1.8.

LU 5.6. Should Queenstown Apartments be redeveloped pursuant to Strategy LU 2.10, create a row of eating and drinking establishments to serve this new neighborhood along UC-211 (Queenstown Drive Realignment) north of UC-213 (Chauncey Place Extended). See also Strategy EP 2.6.

Policy LU 6. Facilitate lower-intensity multifamily 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 Table D-2 in Appendix D and as shown on Map 14. Implement this strategy by reclassifying the properties listed in Table D-2 into, or retaining them in, the Local Transit-Oriented, Edge (LTO-E) 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. Townhouses are strongly discouraged within the West Hyattsville Local Transit Center except within the Riverfront at West Hyattsville. See also Policy HN 1.

PRINCE GEORGE'S PLAZA REGIONAL TRANSIT DISTRICT

Policy LU 7. Ensure transit-supportive, yet transitional, densities between the Hyattsville Crossing 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:

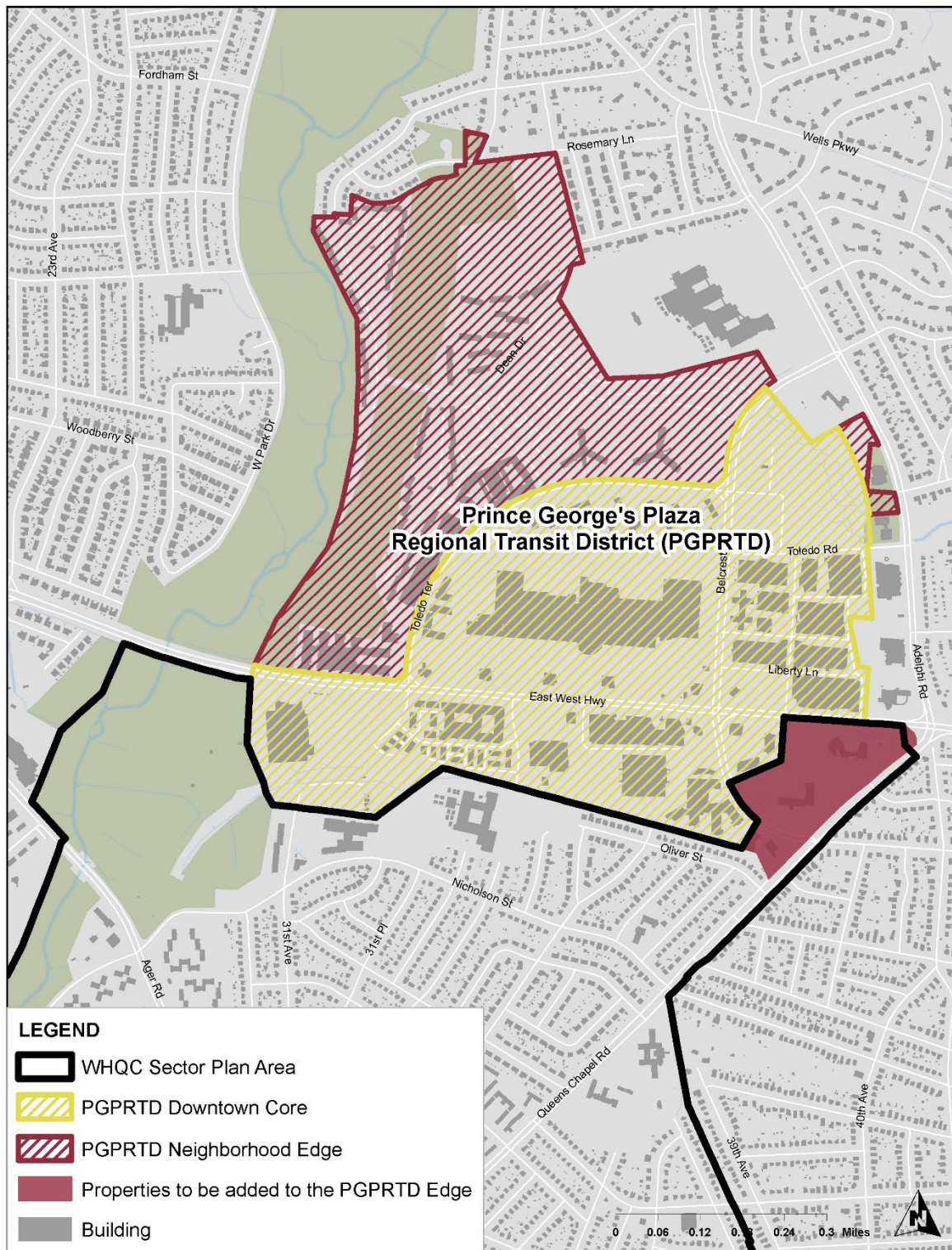
Table 7. Properties to be added to the Prince George's Plaza Regional Transit District Edge and recommended for RTO-H-E Zone

Address	Tax ID
3799 East West Highway	1820695
6200 Belcrest Road	1812601
6201 Belcrest Road	1800036
6206 Belcrest Road	1835180

See Map 17 and Strategy PF 4.1.



Map 17. Prince George's Plaza Regional Transit District



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdg.



- LU 7.2.** Construct a mix of uses on the properties in Table 7. 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 7 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 north of Belcrest Road 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. The Neighborhood Compatibility Standards of Section [27-61200](#) should ensure a transition for redevelopment on the south side of Belcrest Road.
- LU 7.4.** Encourage the use of the Regional Transit-Oriented Planned Development (RTO-PD) Zone on all properties in the Prince George's Plaza Regional Transit District 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 Strategy LU 4.5, Strategy LU 9.5, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy NE 2, Policy NE 5, Policy NE 6, Policy NE 7, Policy HN 1, Policy HD 4, and Policy PF 1.

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 Avenue, 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 8. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 8.1

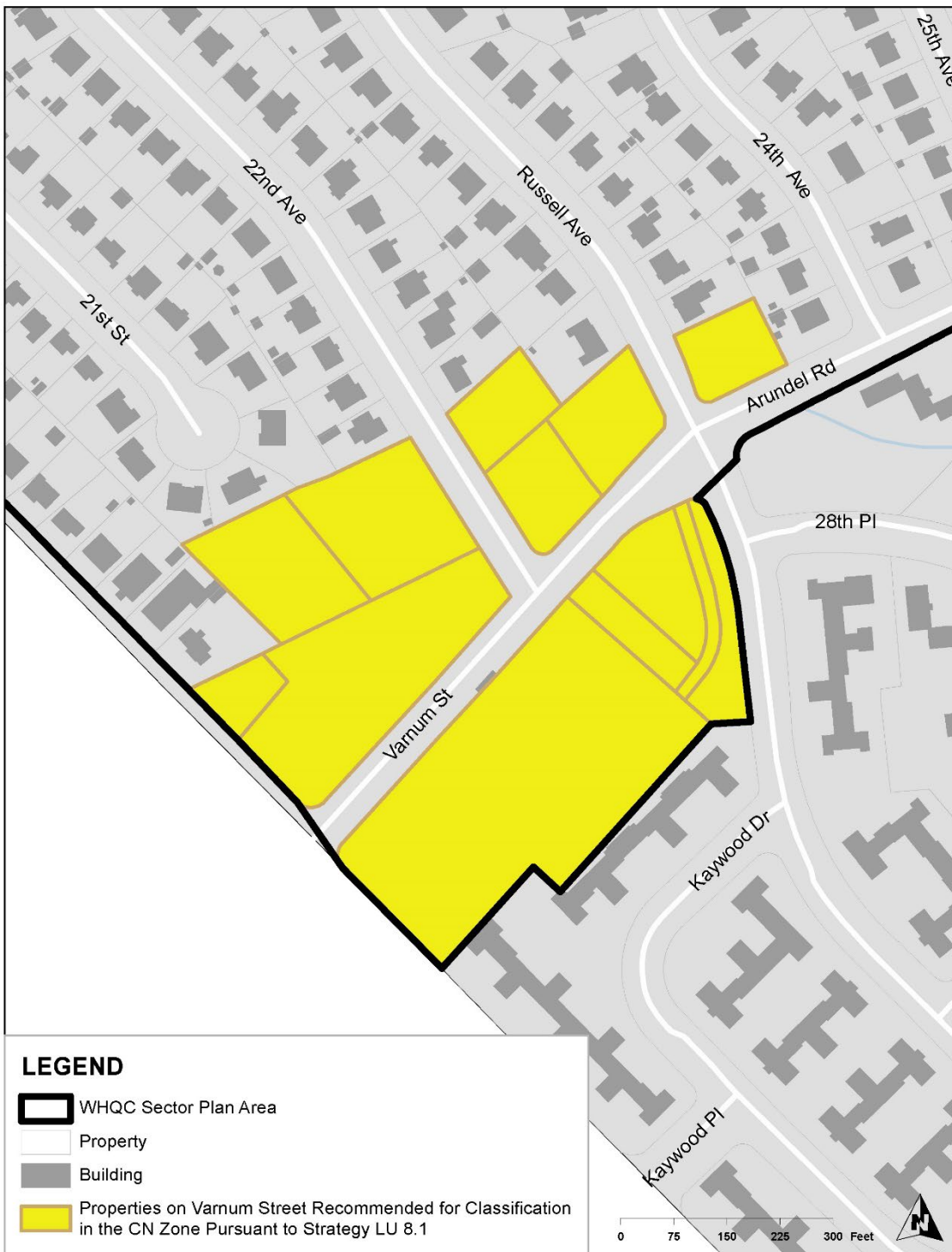
Address	Tax ID
0 Eastern Avenue	1925528
0 Arundel Road	1902394
0 22nd Avenue	1902402
4507 22nd Avenue	1908102
0 Russell Avenue	1958602
2300 Arundel Road	1926286
2310 Varnum Street	1906338

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 1.16.



Map 18. 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*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCappendixg.



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 9. 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



Land Use

Map 19. 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*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeidixg.



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 and Policy HN 2.

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:

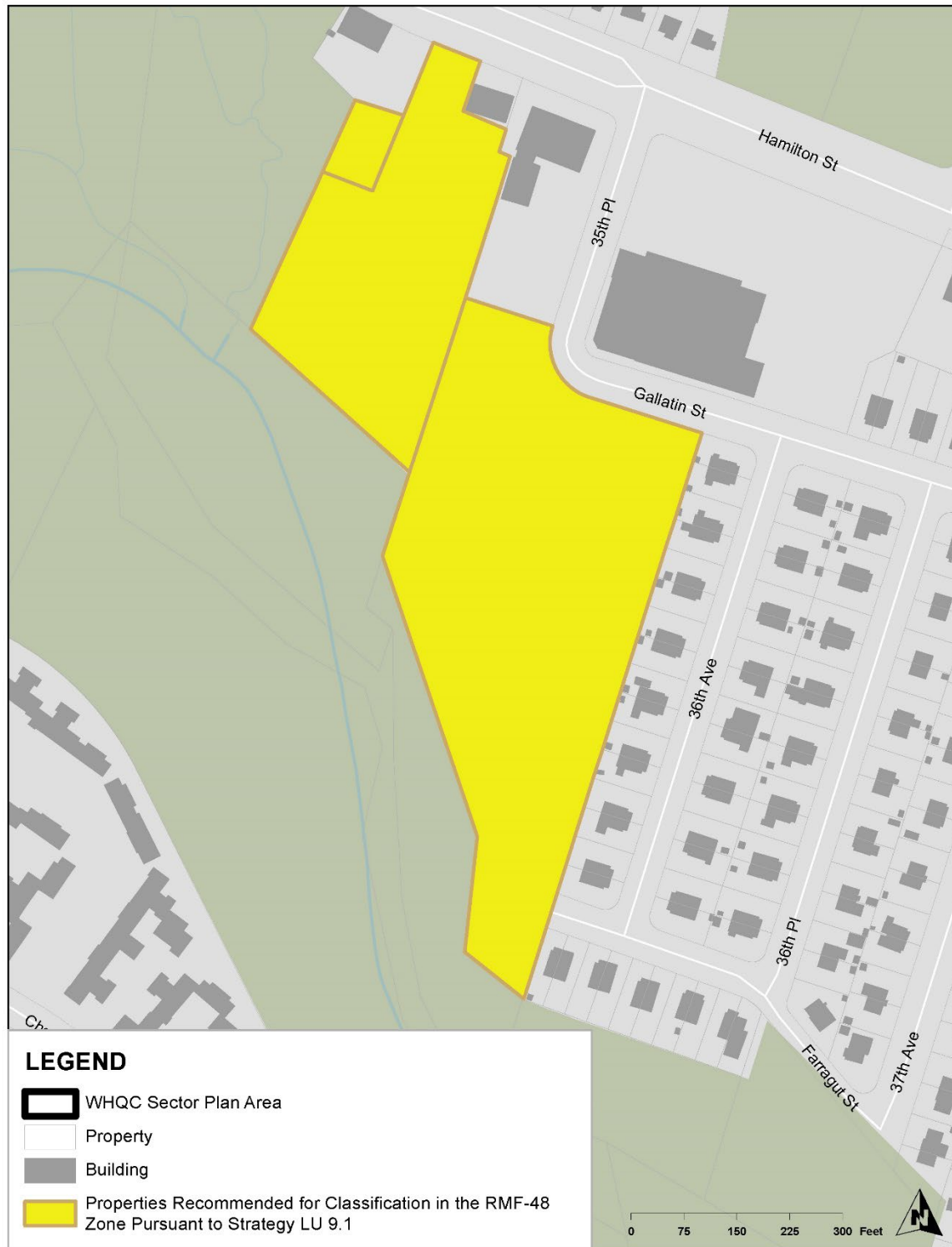
Table 10. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 9.1

Property Name	Address	Tax ID
Landon Court Apartments	3601 Gallatin Street	1808922
N/A	3421 Hamilton Street	1831478
N/A	0 Hamilton Street	1831460

See also Strategy HN 2.6.



Map 20. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 9.1



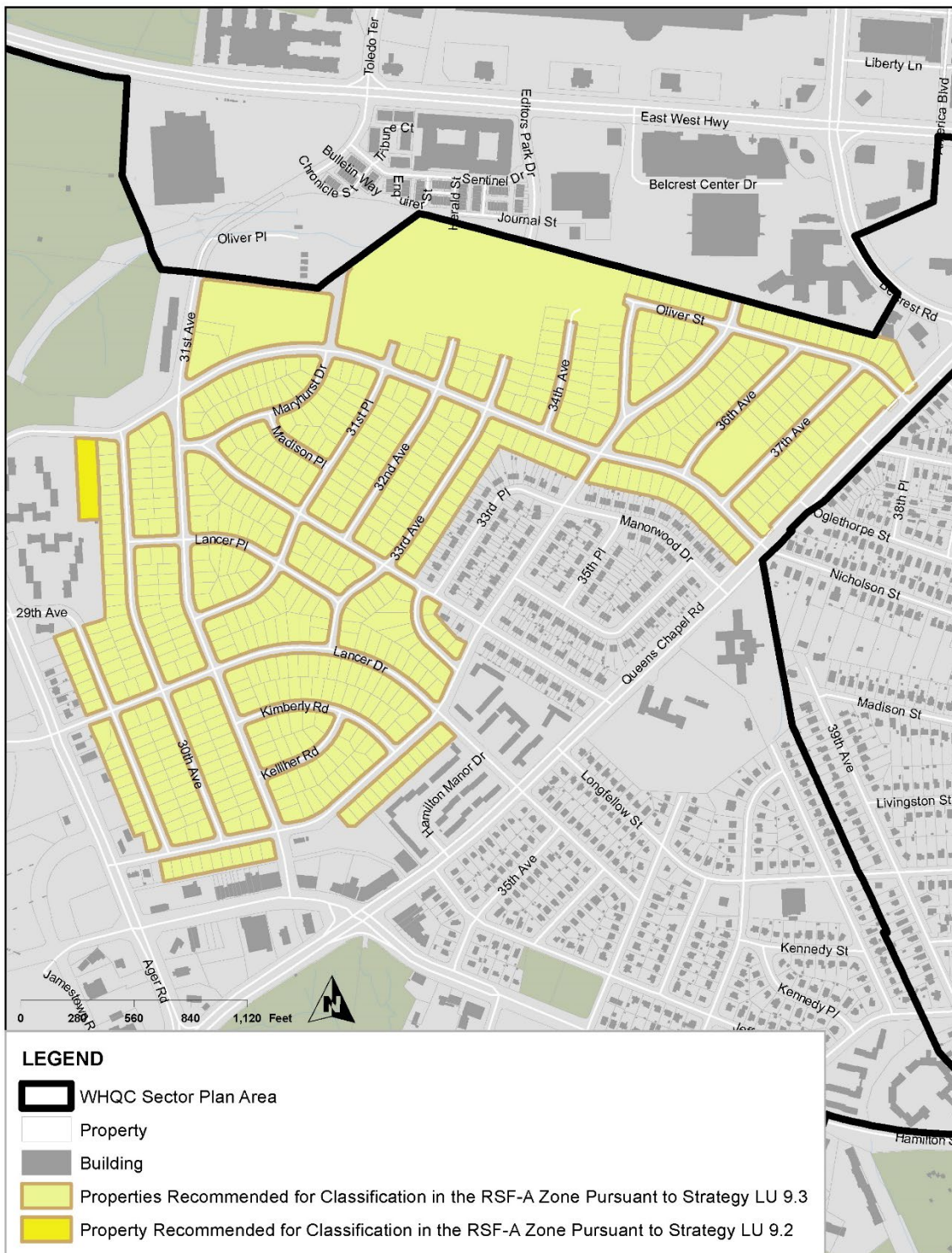
Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeadingx.



- LU 9.2.** Develop multiple one-, two-, or three-family dwelling units on the property at 2901 Nicholson Street (Tax Account 1789874) to provide additional “Missing Middle” housing in the sector plan area. Implement this strategy by reclassifying the subject property into the Residential, Single-Family, Attached (RSF-A) Zone. See also Strategy HN 1.3.
- LU 9.3.** As redevelopment opportunities arise, develop context-sensitive one-, two, or three-family dwelling units (detached or attached) within the Queens Chapel Manor neighborhood between the West Hyattsville and Hyattsville Crossing Metrorail Stations. Implement this strategy by reclassifying the subject neighborhood from the Residential, Single-Family, Detached (RSF-65) Zone to the Residential, Single-Family, Attached (RSF-A) Zone. See also Strategy HN 1.3 and Appendix H.
- LU 9.4.** Should accessory dwelling units be permitted in the future, they are appropriate throughout the West Hyattsville-Queens Chapel Sector. See also Strategy LU 3.1.
- LU 9.5.** Encourage the use of the Residential-Planned Development (R-PD) and Mixed Use-Planned Development (MU-PD) Zones where permitted and feasible within the Established Communities to achieve desired amenities including, but not limited to, high-quality streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing. See also Strategy LU 4.5, Strategy LU 7.4, Strategy LU 9.5, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy NE 2, Policy NE 5, Policy NE 6, Policy NE 7, Policy HN 1, Policy HD 4, and Policy PF 1.



Map 21. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 9.2 and LU 9.3



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAAppendixg.

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 in 2021. This inventory is very old, with the newest building constructed in 1966 (one building was renovated in 2007). There is currently no Class A office space in the 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 47,000-square-foot Kaiser Permanente medical facility at 5620 Ager Road.

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



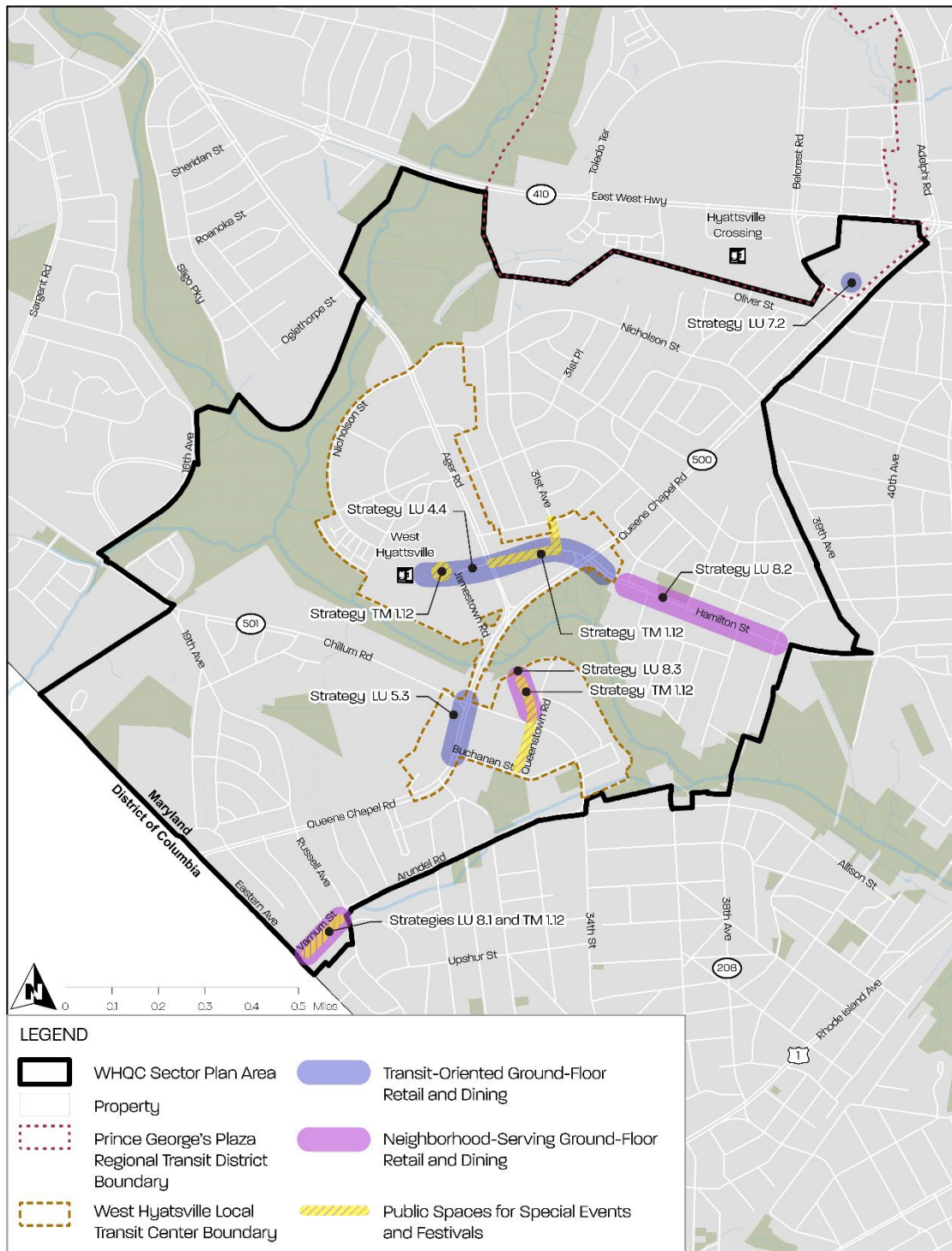
- EP 2.2.** Place neighborhood-focused retail and services on the ground floor of mixed-use buildings.
- EP 2.3.** Create a dynamic commercial main street corridor stretching east along Hamilton Street from the West Hyattsville Metro Station. See also Strategy LU 4.4.
- EP 2.4.** Locate retail businesses, 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.** Should Queenstown Apartments be redeveloped pursuant to Strategy LU 2.10, 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).
- EP 2.7.** Create a retail corridor along MD 500 (Queens Chapel Road) from 29th Avenue to Chillum Road to replace existing retail at the Shops at Queens Chillum and 3171 Queens Chapel Road. See also Strategy LU 5.3.
- EP 2.8.** Conduct a feasibility study to evaluate the establishment of a business and commerce organization focused on supporting the West Hyattsville commercial sector along MD 500 (Queens Chapel Road) and Hamilton Street.

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.



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



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppendix.

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.

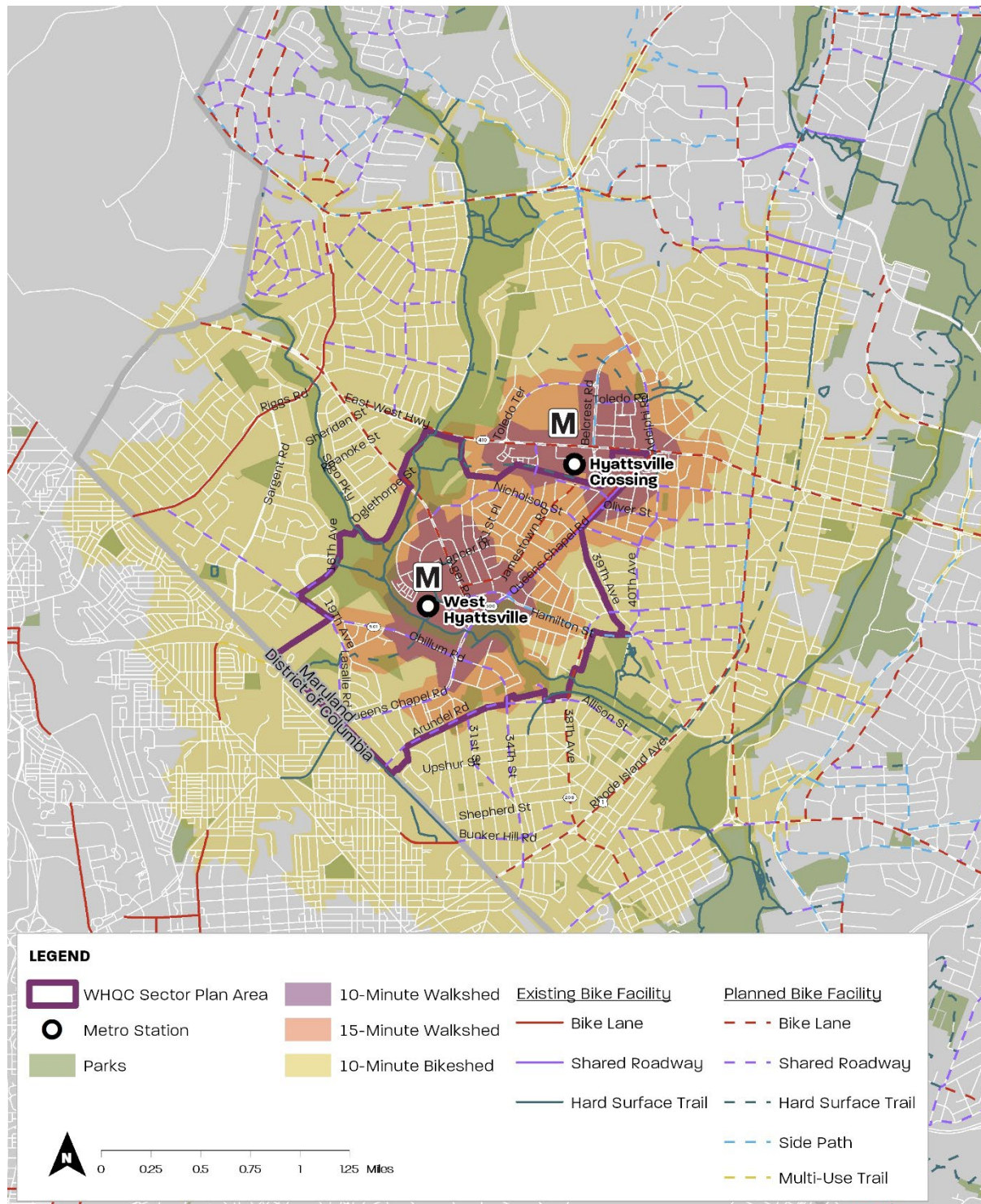
Popular bicycle and pedestrian destinations in the sector plan area include the West Hyattsville Metro Station, Queens Chapel Town Center, The Shops at Queens Chillum, and the area adjacent to Hyattsville Crossing Metro Station. The biggest challenges for pedestrians accessing these destinations include 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. The biggest challenges for cyclists accessing these destinations include missing linkages (for example between Nicholson Street and Hyattsville Crossing 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 around the West Hyattsville Metro Station, 42 percent of all Metro customers walk to the station. Conversely, the 10-minute bikeshed is expansive; however, only 4 percent of Metro customers bicycle to the station.





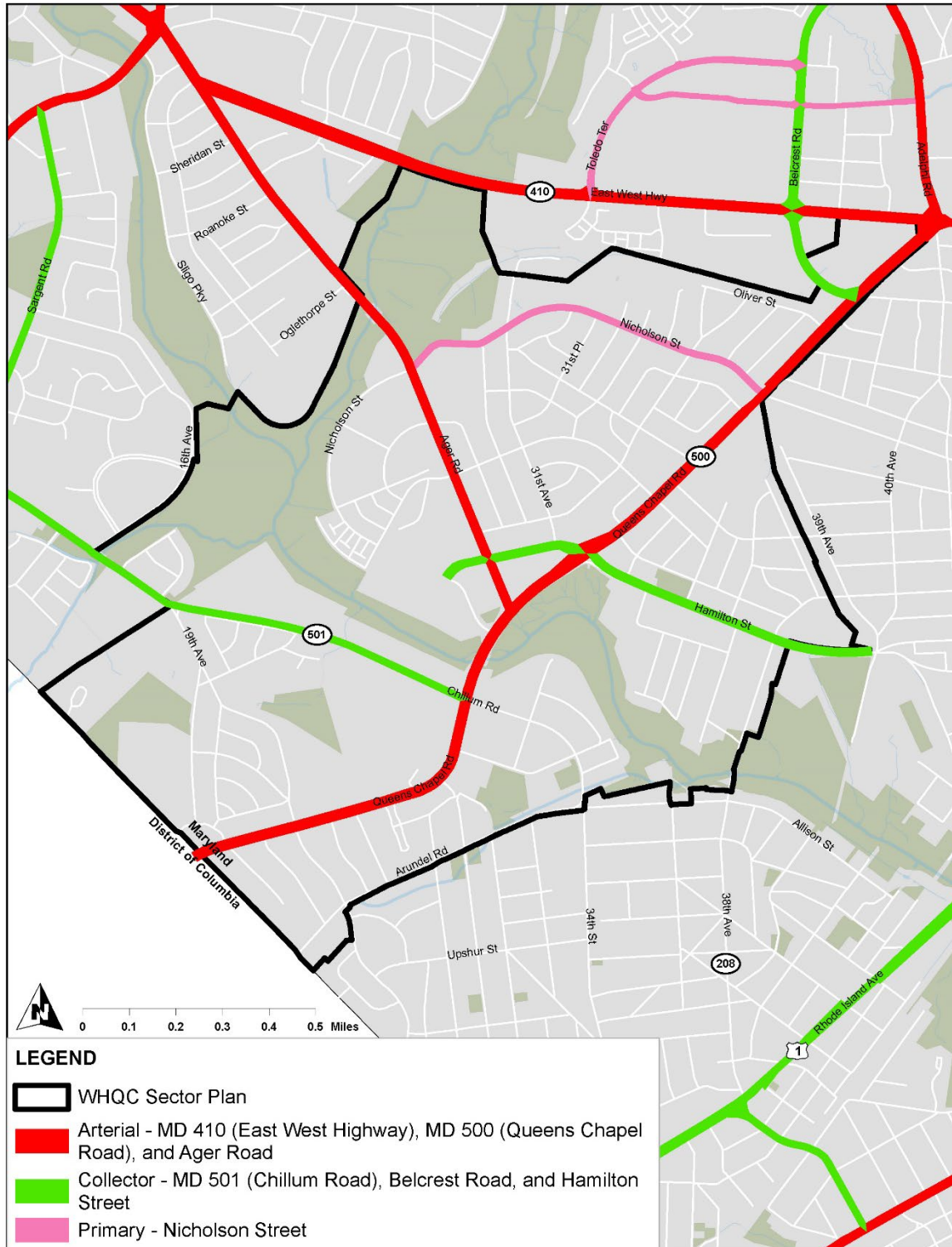
Map 22. Metrorail Station Walksheds and Bikesheds



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 pgplan.org/WHQCApendix. Note: Bike facilities, parks, and centerlines are not shown in Montgomery County in this figure. Map as shown is based on a walkshed/bikeshed analysis conducted in 2021.



Map 23. Existing Master Plan of Transportation Rights-of-Way

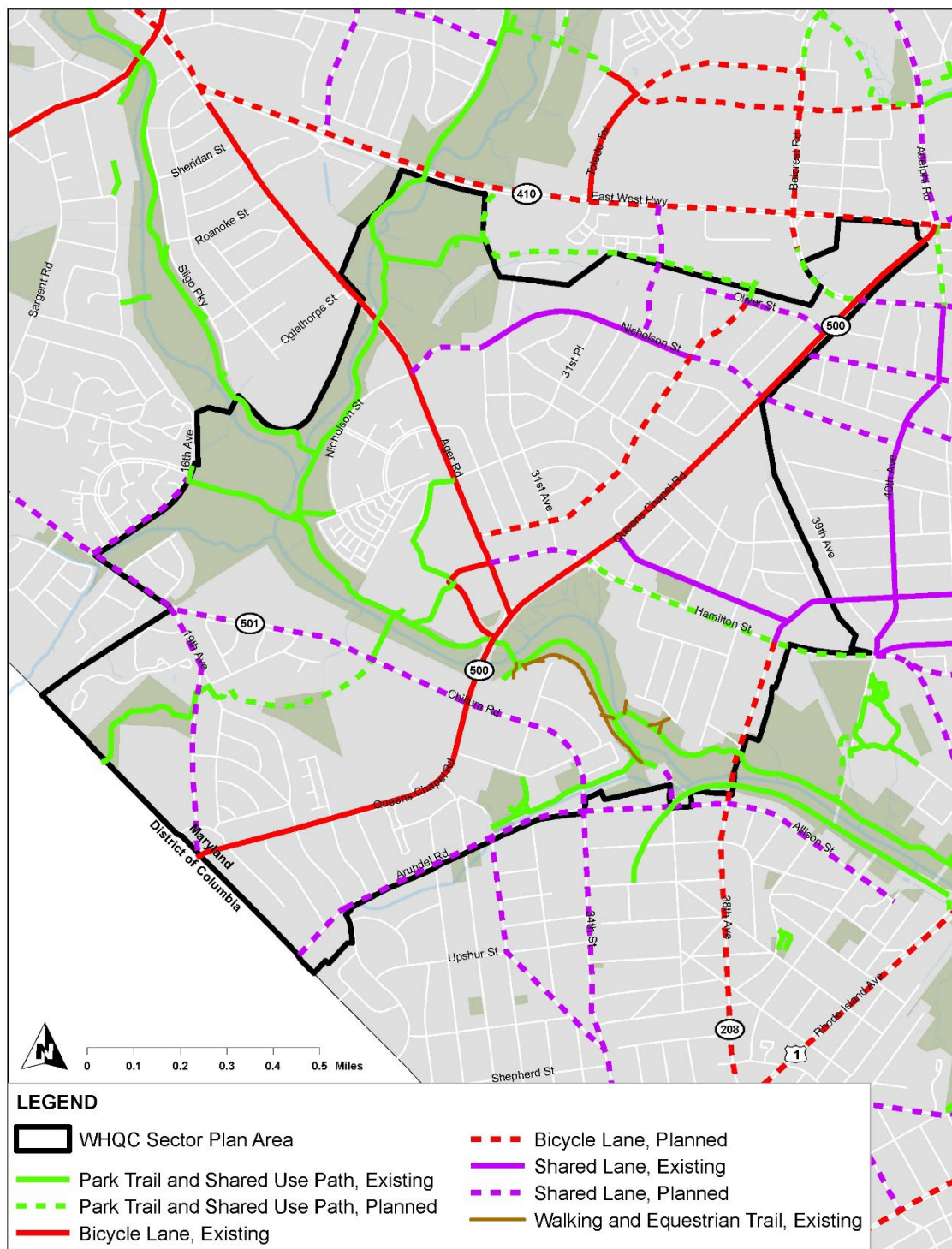


Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdg.



ACTIVE TRANSPORTATION

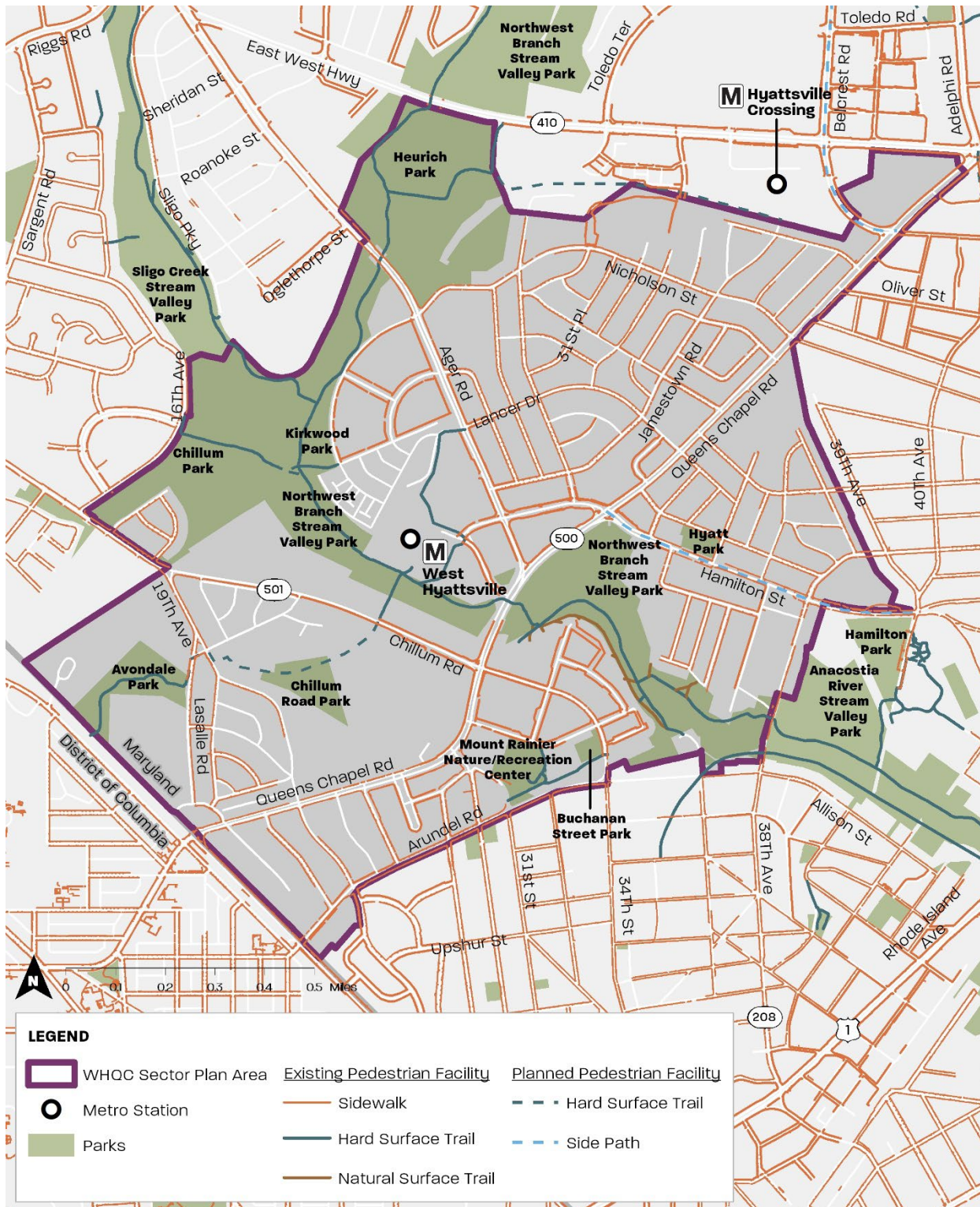
Map 24. Existing and Previously Recommended Bicycle and Shared-Use Facilities



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeadingx.



Map 25. Existing Pedestrian Facilities

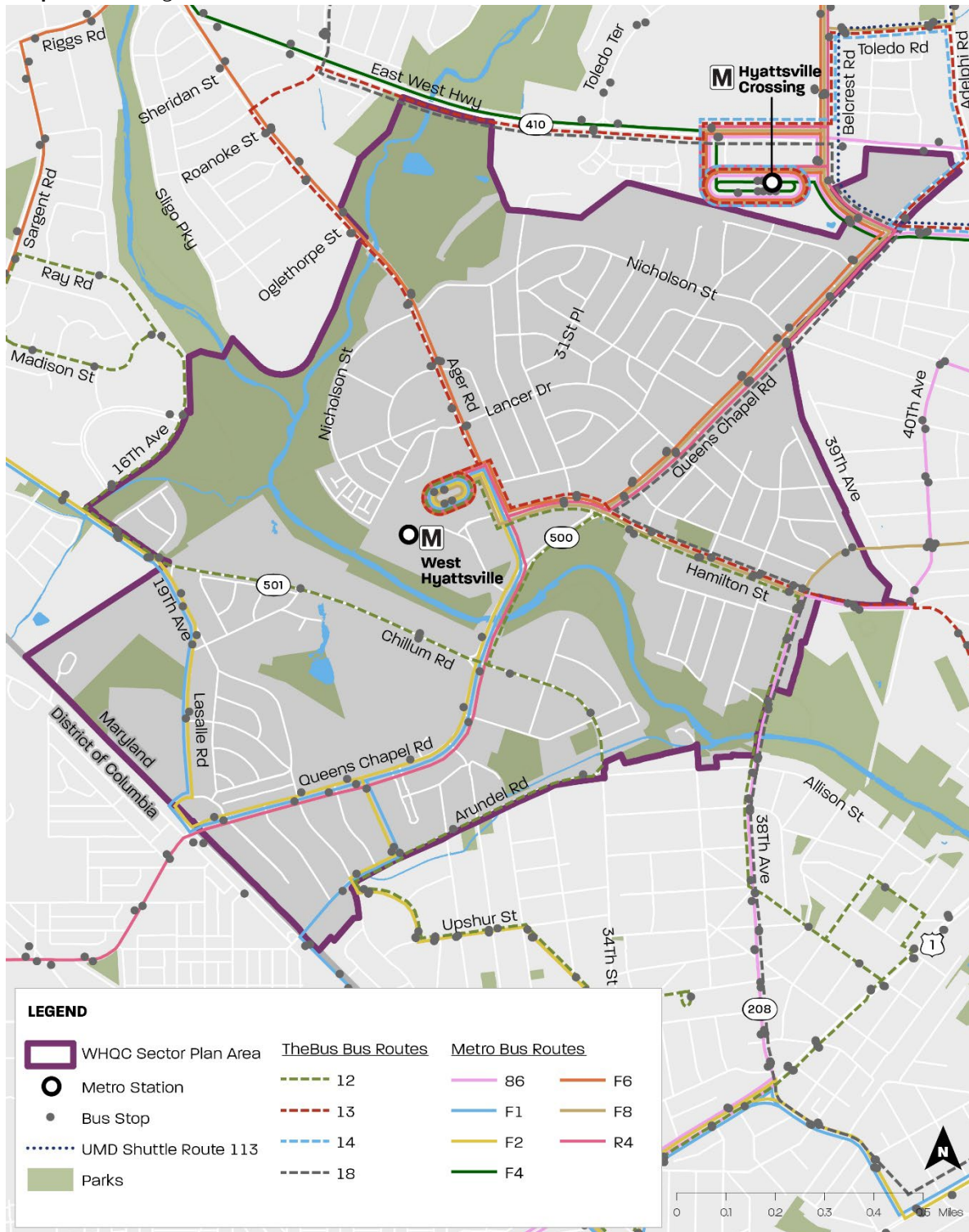


Data as of 2021. Source: DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/>; Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHOCappendixg.



TRANSIT

Map 26. 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

COMPLETE AND GREEN STREETS

Prince George's County established the Complete and Green Streets policy in 2012 with Council Bill CB-83-2012.

On November 14, 2023, the Prince George's County Council approved CR-67-2023, CR-68-2023, and CB-69-2023, collectively referred to as the Walkable Streets Act of 2023, updating the County's adopted Urban Street Design Standards. The provisions of the Walkable Urban Streets Act of 2023 become effective June 1, 2024. Subsequent to this legislation, the Department of Public Works and Transportation initiated a comprehensive update to the County's Urban Street Design Standards. This update will last through at least July 2024 and will not be complete in time to inform the specific Urban Street Design Standards to be used for the design of streets in this Staff Draft II Sector Plan.

In lieu of specific Urban Street Design Standard recommendations, this plan recommends the specific urban street type (Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, etc.), based on the urban street types in the 2023 adopted Urban Street Design Standards. Should the County Council adopt updated Urban Street Design Standards prior to adoption and/or approval of this sector plan, they should be incorporated as amendments through the adoption and/or approval process, or through the ongoing update to the Countywide Master Plan of Transportation.

See page 100 for illustrations of the urban street types used in this sector plan.

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 10, 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 current adopted Prince George's County Urban Street Design Standards during redevelopment of properties or through municipal, Department of Public Works and Transportation (DPW&T), or Maryland Department of Transportation State Highway Administration (MDOT SHA) capital improvement projects (CIP). (See Table 11: Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street types; and Map 27. Recommended Countywide Master Plan of Transportation Streets and the descriptions of key urban street types on page 100.)



TM 1.2. Pursuant to [Section 23-146](#) of the Road and Sidewalks Code, [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 current adopted 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 11: Recommended Countywide Master Plan of Transportation Streets for specific urban street design standards; and Map 27: 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 impair implementation of this sector plan.

TM 1.4. Construct the following rights-of-way as development/redevelopment occurs (see Map 27):

- 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-215 (30th Street Extended) from MD 501 (Chillum Road) to MD 500 (Queens Chapel Road)
- UC-216 from UC-215 (30th Street Extended) to Queenstown Drive.

If Queenstown Apartments at 3301 Chillum Road are acquired for preservation purposes as recommended by Strategy LU 2.10, UC-211 and UC-213 should not be constructed.



TM 1.5. Reconstruct the following existing streets outside the Local Transit Center or Regional Transit District to the appropriate urban street design standards from the 2023 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 11: Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street design standards; Map 27: Recommended Countywide Master Plan of Transportation Streets, and the descriptions of key street design standards on page 100.)

- MD 500 (Queens Chapel Road) throughout the sector plan area
- MD 501 (Chillum Road) between the Metro Overpass and MD 500 (Queens Chapel Road)
- 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)
- 30th Street from MD 500 (Queens Chapel Road) to Arundel Road

BARRIER-SEPARATED/PROTECTED BICYCLE LANES

A bicycle lane separated from vehicular traffic by a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane").

TM 1.6. The 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 vehicular elements may be removed to ensure high-quality complete streets. Under no circumstances should the recommended bicycle facility be reduced to a lower bicycle facility within the following hierarchy:

HIERARCHY OF BICYCLE FACILITIES

This sector plan establishes a preferred hierarchy of bicycle facilities. Whenever a new street is proposed, whether recommended through this sector plan or as part of a new development, designers, operating agencies, and regulatory agencies should consider the strongest possible bicycle facility among the following hierarchy:

1. Off-street barrier-separated cycle track
2. On-street barrier-separated cycle track
3. Shared-use off-street sidepath
4. Barrier-separated one-way bicycle lane
5. One-way bicycle lane with wide paint separation
6. One-way painted bicycle lane
7. Bicycle-on-shoulder
8. Shared-use lane/shared lane markings (sharrows)



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
- Additional bicycle facilities
- Barrier-separated bicycle lanes
- Pedestrian amenities

MOUNT RAINIER VISION ZERO ACTION PLAN

In March 2023, the City of Mount Rainier created a Safe Streets Task Force. In June 2023, the City adopted the Mount Rainier Vision Zero Action Plan. In December 2023, the City was awarded a \$9.7 million U.S. Department of Transportation Safe Streets for All Grant. In January 2024, the City Council enacted a 20 mile-per-hour speed limit on all City streets.

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 11. 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.

TM 1.10. Institute a road diet on MD 501 (Chillum Road) from 16th Avenue 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 23 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.



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 11; Policy HD 5; and Policy PF 1 and Table 23.

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



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

TM 1.14. Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George's Connector Trail. 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)
- MD 500 (Queens Chapel Road) and Eastern Avenue NE (in coordination with DDOT)
- MD 500 (Queens Chapel Road) and Ager Road⁵

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, DDOT, WMATA, and municipalities, to evaluate their 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/DDOT 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 11. Recommended Countywide Master Plan of Transportation Streets; and Map 27. Recommended Countywide Master Plan of Transportation Streets).

⁵ Note: In 2024, SHA constructed a slip lane from southbound MD 500 (Queens Chapel Road) to westbound Ager Road. This slip lane should be further evaluated for possible elimination or installation of a signal in advance of the crosswalk to increase safety.



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.

Based on how Regional Transit Districts and Local Centers function, the concurrent update of the Countywide Master Plan of Transportation is exploring elimination of LOS requirements within all Regional Transit Districts and Local Centers.

TM 1.15. Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center. This strategy amends Table 21 of Plan 2035, applicable recommendations of the 2009 *Countywide Master Plan of Transportation*, and the Transportation Review Guidelines.



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.



Urban Street Types⁶

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.



⁶ The Street Types recommended in this Staff Draft Sector Plan reflect those found in the 2023 Urban Street Design Standards. Should the 2024 update of the Urban Street Design Standards identify new, more appropriate street types and/or design standards, those may be incorporated into the sector plan through the adoption or approval process.



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.



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=. Illustratives by AECOM.



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 requires wider minimum sidewalks and buffers than the USDS in certain Transit-Oriented/Activity Center and Planned Development Zones. The Walkable Urban Streets Act of 2023 partially reconciled these discrepancies by requiring sidewalk and buffer construction in the Transit-Oriented/Activity Center Zones to meet the requirements of the Zoning Ordinance. On March 5, 2024, the County Council presented CB-15-2024, an omnibus update to the text of the County Zoning Ordinance. CB-15-2024 recommends enlarging minimum sidewalk widths in the Transit-Oriented/Activity Center Zones, including the following relevant to this sector plan:

- LTO-Core: 20 feet, including the street tree planting area and a minimum eight-foot pedestrian clear zone.
- RTO-H-Edge and LTO-Edge: 10 feet, not including the street tree planting area and including a minimum eight-foot pedestrian-clear zone.

It is the intent of this sector plan that, where applicable, the widest minimum requirements for sidewalks and sidewalk buffers should apply. Table 11, Recommended Countywide Master Plan of Transportation Streets, recommends horizontal rights-of-way commensurate with the sidewalk widths required by Section 27-4204(b)(1)(C) of the Zoning Ordinance. Should the proposals of CB-15-2024 be enacted into law, the required rights-of-way in Table 11 should be revised to accommodate the larger required sidewalk widths. This may necessitate a reduction in the type or presence of on-street bicycle accommodation and/or the provision of on-street parking to ensure a reasonable right-of-way for these streets, several of which bisect private property and will be constructed by property owners during redevelopment.

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 or as part of a capital improvement project.



TM 1.16. Construct the multimodal facilities identified on Map 27 and in Table 11. Recommended Countywide Master Plan of Transportation Streets.

Table 11. Recommended Countywide Master Plan of Transportation Streets

MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-204	The Mall	Nicholson Street	Kirkwood Place	Neighborhood Residential	LTO-C	60'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	See Strategy PF 1.1. No median To be reconstructed as redevelopment occurs.
UC-205	Kirkwood Place	Ager Road	Lancer Drive	Neighborhood Residential	LTO-C	82'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	No median To be reconstructed as redevelopment occurs.
UC-205	Kirkwood Place	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) 	2	Connect street per Strategy TM 2.3.
UC-206	MD 500 (Queens Chapel Road)	Eastern Avenue NE	Avondale Overlook Drive (SB), 24th Avenue (NB)	Mixed-Use Boulevard B	All	75'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • Minimum 8' sidewalks • 5' bicycle lane 	4	To be reconstructed by SHA.

⁷ Rights-of-way in this table may be amended during the adoption or approval process to reflect any updates to the County's Urban Street Design Standards, Zoning Ordinance, or Subdivision Regulations.



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-206	MD 500 (Queens Chapel Road)	Avondale Overlook Drive (SB), 24th Avenue (NB)	MD 410 (East West Highway)	Mixed-Use Boulevard B	All	100'-124'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Inside lanes 10' • Outside lanes 11' • Median as necessary to support left turn lanes in existence on date of plan approval • Barrier-separated on-street bicycle lane 	4	<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. See Strategy NE 1.3.</p> <p>See Figure 8 for an illustrative concept of a segment this retrofit road.</p> <p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p>
UC-206	MD 500 (Queens Chapel Road)	Avondale Overlook Drive (SB), 24th Avenue (NB)	MD 410 (East West Highway)	Mixed-Use Boulevard B	RTO-H-E LTO-C	124'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffer on east side. • Minimum 10' sidewalks on east side • On-street parking with new development and where existing ROW permits 	4	<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. See Strategy NE 1.3.</p> <p>See Figure 8 for an illustrative concept of a segment this retrofit road.</p> <p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-206	MD 500 (Queens Chapel Road)	Avondale Overlook Drive (SB), 24th Avenue (NB)	MD 410 (East West Highway)	Mixed-Use Boulevard B	Other	119'	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffer • Minimum 8' sidewalks 	4	<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. See Strategy NE 1.3.</p> <p>See Figure 8 for an illustrative concept of a segment this retrofit road.</p> <p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p>
UC-207	Alley #26	37th Place	MD 208 (38th Avenue)	Alley		20'		1	No reconstruction needed.
UC-208	31st Avenue	Hamilton Street	Jamestown Road	Neighborhood Connector B	LTO-C	74'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffer • On-street parking • Minimum 8' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	<p>No median</p> <p>Reconstruction as redevelopment occurs.</p>
UC-209	Jamestown Road	Hamilton Street	MD 500 (Queens Chapel Road)	Neighborhood Connector B	LTO-C	82'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 8' landscaping & furniture buffers • On-street parking • Minimum 10' sidewalks • 10' cycle track on south side of street. 	2	<p>No median</p> <p>Cycle track, sidewalks, and landscaping and furniture buffers should be designed cohesively to form Segment E of the West Hyattsville Greenway.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40</p> <p>Reconstruction as redevelopment occurs.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-210	MD 501 (Chillum Road)	16th Avenue	19th Avenue	TBD	All	72'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • 6' landscaping and furniture buffer on both sides • 8' sidewalks • 10' shared-use path on south side. 	4	Will require reconstruction by SHA.
UC-210	MD 501 (Chillum Road)	19th Avenue	20th Avenue	TBD	All	52'	<ul style="list-style-type: none"> • Lane widths limited to 11' • 5' landscaping and furniture buffer on both sides • 8' sidewalk on south side • 10' shared-use path on north side 	2	<p>No on-street parking on Chillum Road.</p> <p>Will require reconstruction by SHA.</p> <p>Third travel lane permissible if rights-of-way allow</p>
UC-210	MD 501 (Chillum Road)	20th Avenue	21st Street	TBD	All	70'	<ul style="list-style-type: none"> • Lane widths limited to 11' • Includes existing service lane w/ on-street parking on south side • 5' landscaping and furniture buffer on north side • 10' shared-use path on north side • 8' sidewalk on south side 	2	<p>No on-street parking on Chillum Road.</p> <p>Will require reconstruction by SHA.</p> <p>Third travel lane permissible if rights-of-way allow</p>
UC-210	MD 501 (Chillum Road)	21st Street	Metro overpass	TBD	All	47'	<ul style="list-style-type: none"> • Lane widths limited to 11' • 10' shared-use path on north side with physical buffer at curb • 8' sidewalk on south side 	2	<p>No on-street parking</p> <p>No landscaping and furniture buffer</p> <p>Will require reconstruction by SHA.</p> <p>Rights-of-way constrained.</p> <p>Third travel lane permissible if rights-of-way allow</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-210	MD 501 (Chillum Road)	Metro overpass	30th Street Extended (UC-215)	Mixed-Use Boulevard B	All	92'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • 10' landscaping and furniture buffer on both sides • Minimum 10' sidewalk on south side • 10' shared-use path on north side • Maximum 25 mph speed limit 	4	<ul style="list-style-type: none"> • No on-street parking on north side <p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p> <p>Construct a shared-use sidepath (T-217) on the north side of the street as properties are acquired for preservation.</p>
UC-210	MD 501 (Chillum Road)	UC-215	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	All	103'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • 10' landscaping and furniture buffer on both sides • Minimum 10' sidewalk on south side • 10' shared-use path on north side • Maximum 25 mph speed limit 	5	<ul style="list-style-type: none"> • No on-street parking on north side <p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p> <p>Construct a shared-use sidepath (T-217) on the north side of the street as properties are acquired for preservation.</p>
UC-210	Chillum Road	MD 500 (Queens Chapel Road)	Arundel Road	Neighborhood Connector B	All	80'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 10' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	<p>No median</p> <p>Reconstruction as redevelopment occurs.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-211	Queenstown Drive	Buchanan Street	Northern terminus at trail access	Mixed-Use Boulevard B	All	98'	<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 10' Sidewalks 	2	<p>This street segment includes the new Queenstown Drive realignment (See Strategy TM 1.3), the greenway/linear park (West Hyattsville Greenway, Segment D) recommended in Strategies PF 1.1 and PF 1.2, and the cycle track identified as T-216.</p> <p>See Figure 8 for an illustrative concept of this street retrofit and new street realignment.</p> <p>Reconstruction to occur only if redevelopment occurs.</p> <p>If acquisition for preservation occurs; retain street as a bicycle/pedestrian connection.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40</p>
UC-212	UC-212	UC-211	Chauncey Place	Neighborhood Residential	All	66'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • 10' sidewalks recommended • 5' barrier-separated on-street bicycle lanes 	2	<p>No median</p> <p>New construction as redevelopment occurs.</p>
UC-213	Chauncey Place	UC-211	Buchanan Street	Neighborhood Residential	All	66'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • 10' sidewalks recommended • 5' barrier-separated on-street bicycle lanes 	2	<p>No median</p> <p>UC-213 includes the Chauncey Place extension (see Strategy TM 1.4).</p> <p>New construction as redevelopment occurs.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-214	Buchanan Street	Chauncey Place	Queens-town Drive	Neighbor-hood Residential	All	66'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • 10' sidewalks recommended • 5' barrier-separated on-street bicycle lanes 	2	No median Reconstruction as redevelopment occurs.
UC-214	Buchanan Street	Queenstown Drive	MD 500 (Queens Chapel Road)	Neighborhood Connector A	All	76'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 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	No median Reconstruction as redevelopment occurs.
UC-215	30th Street Extended	MD 501 (Chillum Road)	MD 500 (Queens Chapel Road)	Neighborhood Connector B	All	Per Zone	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • On-street parking • 5' barrier-separated on-street bicycle lanes south of UC-216. North of UC-216, this street will include the West Hyattsville Greenway (T-217), Segment B, on its east side. 	2	West of MD 500, this street will connect with and follow the existing right-of-way along the western boundary of the property at 3100 Queens Chapel Road (the Shops at Queens Chillum). New construction as redevelopment occurs. For pedestrian safety, signalize the intersections of UC-215 and MD 500 and MD 501 See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40.
UC-215	30th Street Extended	MD 501 (Chillum Road)	MD 500 (Queens Chapel Road)	Neighborhood Connector B	LTO-C	82'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffers • Minimum 10' sidewalks 	2	
UC-215	30th Street	MD 500 (Queens Chapel Road)	Arundel Road	Neighborhood Residential	All	58'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Landscaping & furniture buffers determined by zoning or available right-of-way • Retain on-street parking • 8' sidewalks recommended • Shared-lane markings 		No median Segment to be reconstructed by City of Mount Rainier over long-term.



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-216	UC-216	30th Street Extended (UC-215)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	LTO-C	98'	<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 10' Sidewalks 	2	<p>This street will include the West Hyattsville Greenway (T-217), Segment C as its median.</p> <p>New construction as redevelopment occurs.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40.</p>
UC-216	UC-216	MD 500 (Queens Chapel Road)	Queens-town Drive	Neighborhood Connector B	All	78' (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 optional Minimum 8' Sidewalks 	2	<p>94' necessary if on-street parking provided.</p> <p>This street will include the West Hyattsville Greenway (T-217), Segment C as its median.</p> <p>New construction as redevelopment occurs.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40.</p>
UC-217	Ager Road	Plan boundary (near Oglethorpe St)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	All	Per Zone	<ul style="list-style-type: none"> Inside lanes 10' Outside lanes 11' Maximum 25 mph speed limit Median as necessary to support left turn lanes. Limited on-street parking, with bulbouts Barrier-separated bicycle lane 	4	<p>Designated Historic</p> <p>Landscaping buffer and sidewalks to be installed as redevelopment occurs.</p> <p>Other segments to be reconstructed by DPW&T over long-term.</p>
UC-217	Ager Road	Plan boundary (near Oglethorpe St)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	LTO-C	124'	<ul style="list-style-type: none"> Minimum 8' landscaping & furniture buffer Minimum 10' sidewalks 	4	<p>Designated Historic</p> <p>Landscaping buffer and sidewalks to be installed as redevelopment occurs.</p> <p>Other segments to be reconstructed by DPW&T over long-term.</p>
UC-217	Ager Road	Plan boundary (near Oglethorpe St)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	All Other	120'	<ul style="list-style-type: none"> Minimum 6' landscaping & furniture buffer Minimum 8' sidewalks 	4	<p>Designated Historic</p> <p>Landscaping buffer and sidewalks to be installed as redevelopment occurs.</p> <p>Other segments to be reconstructed by DPW&T over long-term.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-218	Varnum Street / Arundel Road	Eastern Avenue NE	Russell Avenue	Neighborhood Connector B	All	93'	<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 • Retain 25' sidewalk on south side of street and extend to Russell Avenue • 5' barrier-separated on-street bicycle lanes 	2	<p>All necessary right-of-way acquisition will occur on north side of street.</p> <p>Reconstruction may occur either through redevelopment or by the City of Mount Rainier.</p>
UC-218	Arundel Road	Russell Avenue	34th Street	Neighborhood Connector B		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' barrier-separated on-street bicycle lanes between Russell Avenue and 31st Street • Shared bicycle lane markings (Sharrows) between 31st Street and 34th Street 	2	
UC-219	Gaines Alley	37th Place	MD 208 (38th Avenue)	Alley		20'		1	No reconstruction needed.
UC-220	Belcrest Road	Belcrest Center Dr (edge of sector plan boundary)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	RTO-H-E	114'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • Maximum 25 mph speed limit • Minimum 6' median • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • Barrier-separated bicycle lane. 	4	<p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by DPW&T over mid-term.</p>



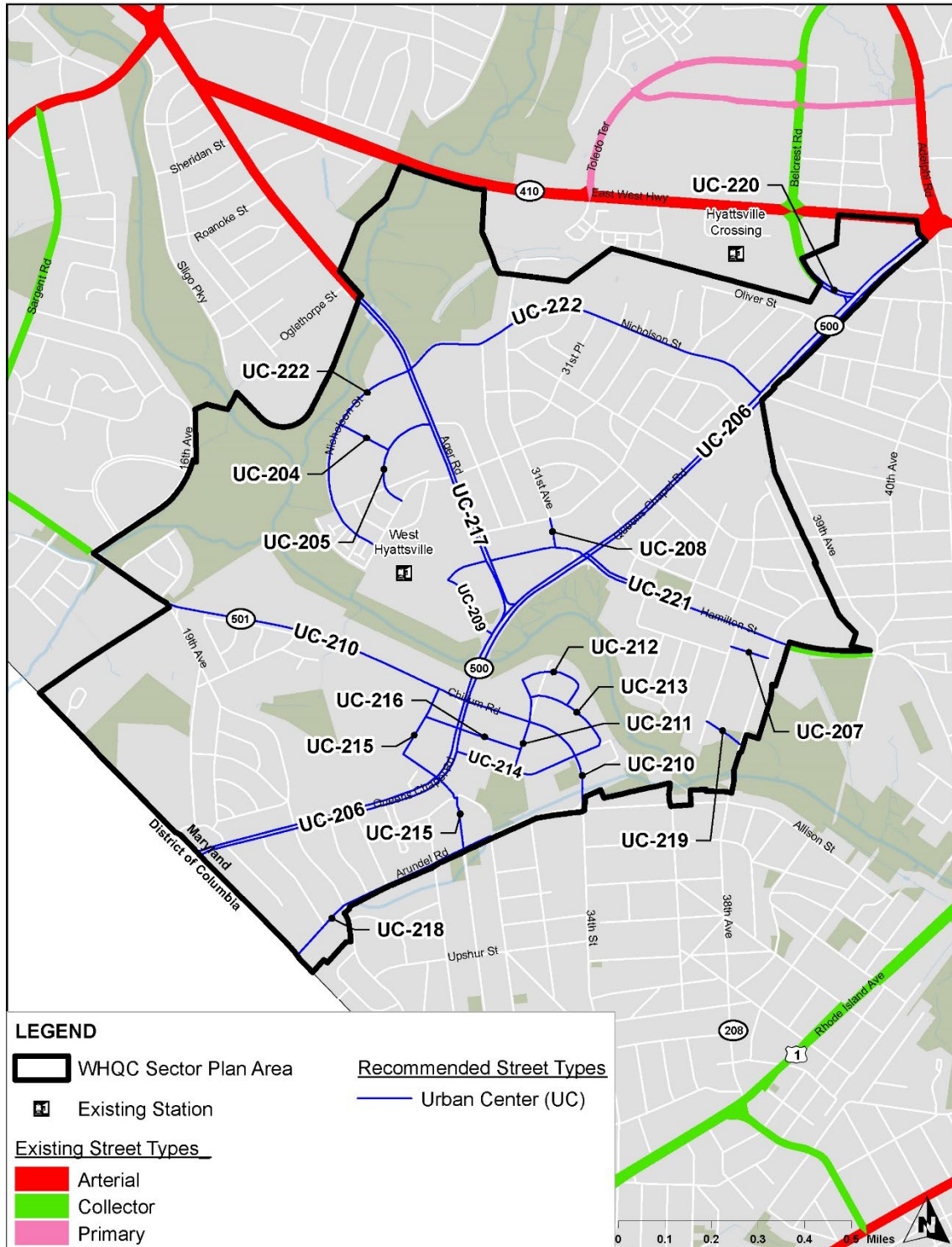
MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-221	Hamilton Street	Jamestown Road	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	All	102'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 16' median • On-street parking • 5' barrier-separated on-street bicycle lane • Minimum 8' landscaping & furniture buffer • Minimum 10' sidewalk on south side • Retain 14' sidewalk on north side of street between Ager Road and MD 500. 	2	<p>Road diet from 4 to 2 lanes from Ager Road to MD 500</p> <p>Designated Historic</p> <p>See Figure 2 for an illustrative concept of this retrofit street.</p> <p>Reconstruction may occur either through redevelopment or by DPW&T in the mid-term.</p>
UC-221	MD 208 (Hamilton Street)	MD 500 (Queens Chapel Road)	35th Place	Mixed-Use Boulevard B	All	96'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffer • On-street parking • Minimum 8' sidewalks • 5' barrier-separated on-street bicycle lane 	4	<p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p>
UC-221	MD 208 (Hamilton Street)	35th Place	MD 208 (38th Avenue)	Neighborhood Connector B	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' barrier-separated on-street bicycle lanes 	2	<p>Retrofit will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p>
UC-222	Nicholson Street	MD 500 (Queens Chapel Road)	Ager Road	Neighborhood Residential	All	57'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • On-street parking on one side of street • Minimum 10' sidewalks on north side of street (for school commuters) • Minimum 8' sidewalk on south side of street • 5' barrier-separated on-street bicycle lanes 	2	<p>Reconstruction may occur as redevelopment occurs and/or by the City of Hyattsville within existing rights-of-way.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁷	Elements	Motor Vehicle Lanes	Notes
UC-222	Nicholson Street	Ager Road	Approx. 230 feet north of Hyattsville Drive	Neighborhood Residential	LTO-C	72'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • On-street parking • Shared bicycle lane markings (Sharrow) • Minimum 8' landscaping & furniture buffer • Minimum 10' sidewalks 	2	Retrofit will occur with redevelopment.
UC-222	Nicholson Street	Approx. 230 feet north of Hyattsville Drive	Little Branch Run	As is	LTO-E	48'	<ul style="list-style-type: none"> • On-street parking • Shared bicycle lane markings (Sharrow) • Sidewalks and buffers as existing on date of approval of the sector plan. 	2	No new construction



Map 27. Recommended Countywide Master Plan of Transportation Streets



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCappendixg.



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 12 and shown on Map 28, with the exception of a WMATA bus loop/bay facility:

Table 12. Properties subject to Strategy TM 1.17

Address	Tax ID
2700 Hamilton Street	1851252
5520 Jamestown Road	1927888
5685 Little Branch Run	5649181
5615 Little Branch Run	1924745
F Jamestown Road	1851260
5402 Jamestown Road	1855527



Map 28. Properties subject to Strategy TM 1.17



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHOCappendixg.



- TM 1.18.** 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 1.19.** 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.
- TM 1.20.** Evaluate the potential of creating a grid of complete and green streets to serve new development south of MD 410 (East West Highway), west of MD 500 (Queens Chapel Road), and north and east of Belcrest Road. If possible, a new street in this location should connect to America Boulevard.

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 1.⁸
- 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 1.8.
- TM 2.4.** Replace and enhance undersized, deficient, or damaged bridges in the sector plan area, prioritizing the 38th Avenue 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.
- TM 2.5.** Provide access to new development or redevelopment along Ager Road by alley and/or side street, reducing the need to continue existing, or construct new, access points where vehicles may interface with pedestrians, bicycles, and other moving vehicles.

⁸ Should the County's LOS requirements change prior to approval of this sector plan, this strategy may be revised through the adoption and/or approval process.



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) east of the Metro Overpass
- 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 T-208 crossing as part of the retrofit to the Urban Street Design Standards (see Table 11).

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.

TM 3.5. In the long-term, reconstruct the MD 500 (Queens Chapel Road) bridge over the Northwest Branch so that the bridge traverses the river and an expanded floodplain on piers. The existing bridge abutments are too close to the river and create a significant chokepoint for floodwater, with unnecessary upstream impacts. This would require acquisition of properties between the Northwest Branch and MD 501 (Chillum Road) and potential impacts to parkland. See also Strategy NE 1.3.

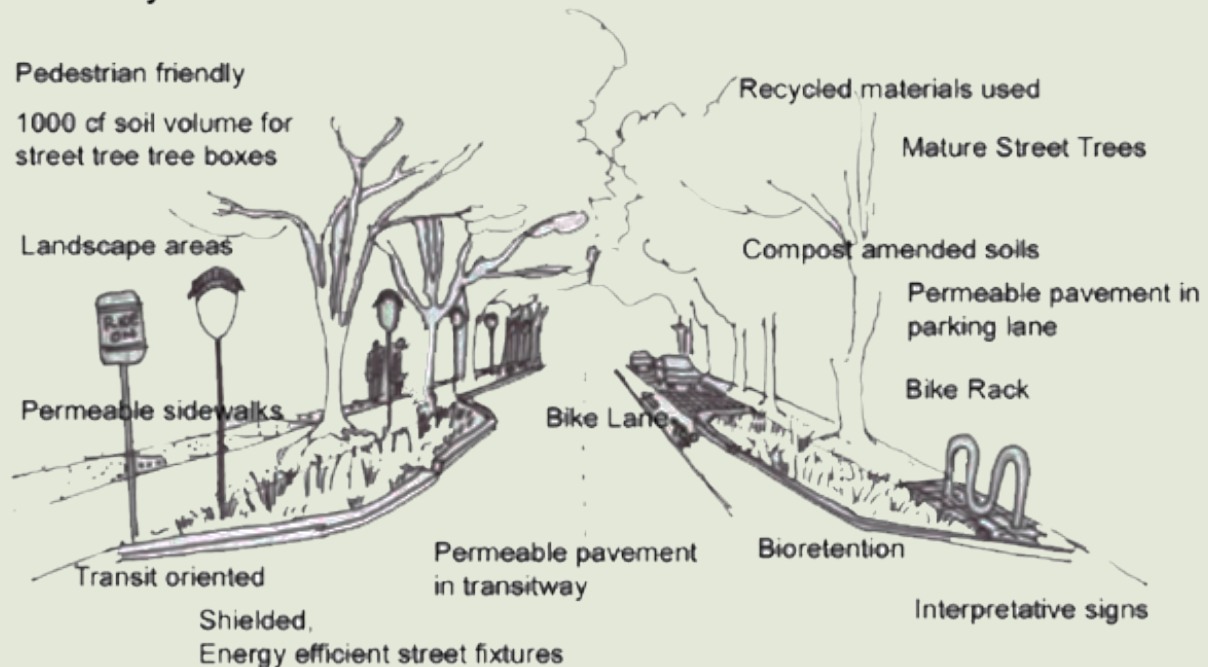


GREEN STREET

[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 10, 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 11: Recommended Countywide Master Plan of Transportation Streets and Table 13: 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 27. Recommended Countywide Master Plan of Transportation Streets and Map 29 Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities)

Table 13. 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'	To be constructed by M-NCPPC.
T-208	Avondale Connector Trail	T-217 and MD 501	LaSalle Road	10'	Segment between Avondale Neighborhood Park and current WMATA property on Russell Avenue has been constructed as wider sidewalk with marked crosswalks. To be constructed by M-NCPPC.
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, and includes the current levee access road on top of the levee, which is not currently identified as a trail but is used as such.
T-210	Anacostia Gateway/Prince George's Connector Trail	Chillum Park	Metropolitan Branch Trail in Washington, D.C.	10'	Crosses MD 501 at 16th Avenue. To be constructed by M-NCPPC. Includes spur along 18th Avenue to playground.
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. Responsible party for construction to be determined.



Route ID	Facility Name	From	To	Min. ROW	Notes
T-212		River Terrace Road	NW Branch Trail	10'	Responsible party for construction to be determined.
T-213		Northwest Branch Trail bridge (near 36th Ave)	Farragut Street (western terminus)	8'	Responsible party for construction to be determined.
T-214		Farragut Street (western terminus)	MD 208 (Hamilton Street)	8'	<p>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).</p> <p>Responsible party for construction to be determined.</p>
T-215		Northwest Branch Trail	MD 500 (Queens Chapel Road)	10'	<p>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 Strategy LU 2.3). 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).</p> <p>To be constructed by M-NCPPC.</p>
T-216	<p>Queenstown Drive and new Queenstown Drive realignment (see UC-211)</p> <p>West Hyattsville Greenway Segment D</p>	Buchanan Street	Northern terminus at trail access	10'	<p>10' two-way shared-use path located in the median (see greenway/linear park recommendation in Policy TM 4 and Strategy PF 1.1. (Segment D of the West Hyattsville Greenway) See also Figure 8 for an illustrative concept.</p> <p>To be constructed as redevelopment occurs.</p>



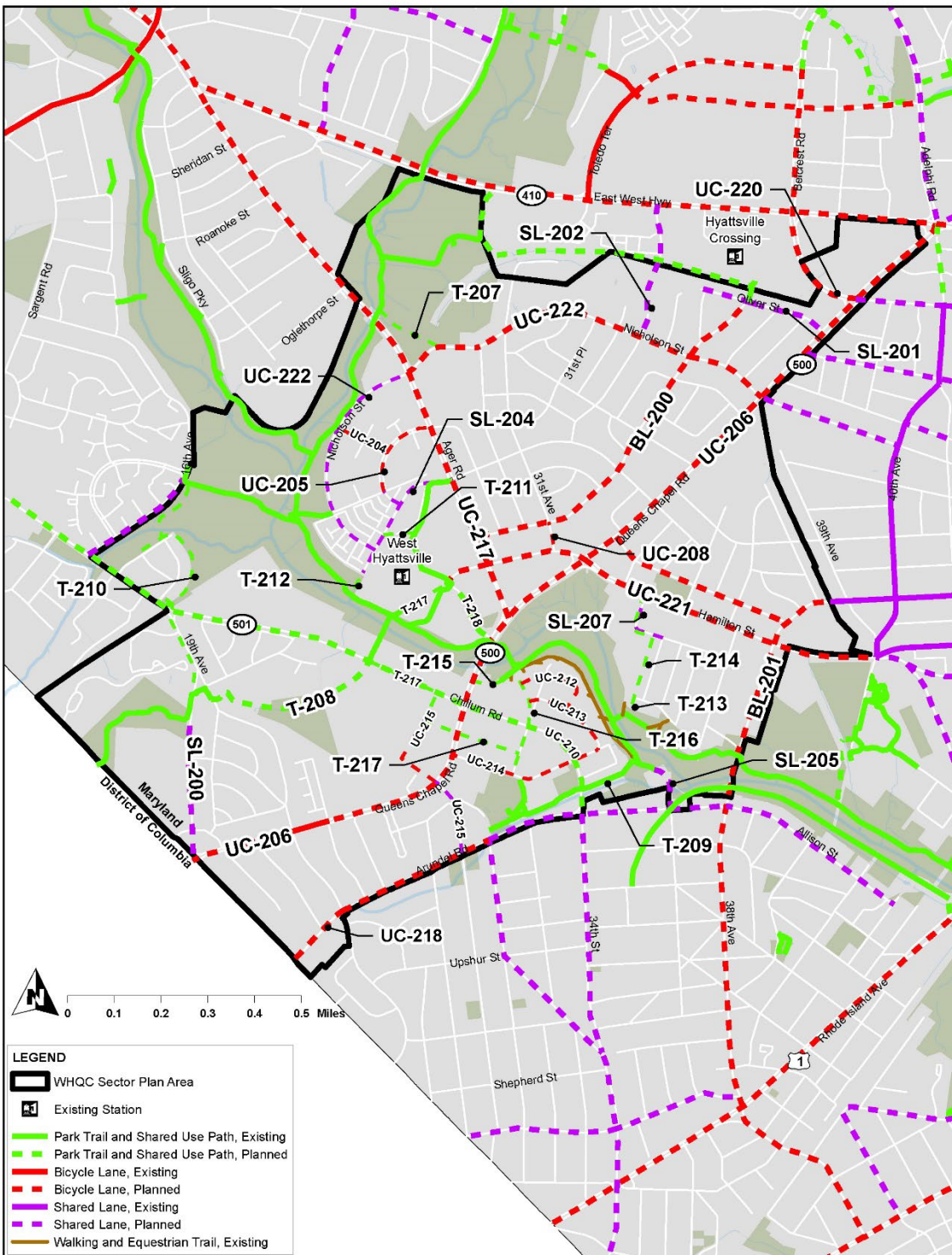
Route ID	Facility Name	From	To	Min. ROW	Notes
T-217	West Hyattsville Greenway, Segments A, B, and C (See also UC-216)	Intersection of Hamilton Street and Jamestown Road	Queenstown Drive	10'	<p>Segment A: 10' two-way shared-use path beginning at the intersection of Hamilton Street and Jamestown Road, crossing the Northwest Branch Trail and the Northwest Branch on a new bridge and ending at an intersection with MD 501 (Chillum Road). See Figure 9 for an illustration of the northern entrance to this facility.</p> <p>Alternatively, or as an interim step until redevelopment occurs at the West Hyattsville Metro Station, the existing path between the Northwest Branch Trail and Hamilton Street may be used.</p> <p>Segment B: 10' two-way shared-use path along the north side of MD 501 (Chillum Road) to a signalized intersection with 30th Street Extended (UC-215). Path turns south and runs on the east side of 30th Street Extended to its intersection with UC-216.</p> <p>Segment C: 10' two-way shared use path in a 30' linear park running in the median of UC-216 between 30th Street Extended and Queenstown Drive. See Figure 7 for an illustration of this alignment.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40.</p> <p>To be constructed as redevelopment occurs.</p>
T-218	West Hyattsville Greenway, Segment E	Intersection of Jamestown Road and MD 500 (Queens Chapel Road)	Intersection of Jamestown Road and Hamilton Street	10'	<p>10' cycle track on the south side of Jamestown Road (UC-209).</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40.</p> <p>To be constructed as redevelopment occurs.</p>
Shared Bicycle Lane Markings (Sharrows) (To be Implemented by Facility Owner)					
SL-200	19th Ave / La Salle Rd	Avondale Neighborhood Park	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	Reserved				
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.



Route ID	Facility Name	From	To	Min. ROW	Notes
SL-205	37th Street	Brentwood Levee Trail (at 37th Street and Allison Street)	NW Branch Trail	n/a	
SL-206	Reserved				
SL-207	Gallatin Street and 35th Place	36th Avenue	MD 208 (Hamilton Street)	n/a	Can be phased out with construction of T-214.
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 Hyattsville Crossing Metro Station. To be constructed as redevelopment occurs.
BL-201	MD 208 (38th Street/38th Avenue)/ Jefferson Street	Sector Plan Boundary	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. To be constructed by SHA and the City of Hyattsville.



Map 29. Recommended Countywide Master Plan of Transportation Bicycle, Pedestrian, and Shared-Use Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCApndx.



- 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 1.16, TM 4.1, TM 4.10, and TM 4.11, Table 11, Table 13, Table 14, Table 15, Map 27, Map 29, and Map 30) apply the 2023 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.** 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 1.2, the West Hyattsville Greenway (Segment A). See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40.
- TM 4.4.** In the short term, implement the bicycle and pedestrian facilities along the MD 500 (Queens Chapel Road) bridge recommended in Table 11. 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 1.2, the West Hyattsville Greenway (Segment D).
- TM 4.5.** In the long-term, or if and as Queenstown Apartments are redeveloped, 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 Strategies PF 1.1, and PF 1.2.
- TM 4.6.** Work with the District of Columbia Department of Transportation to complete the Anacostia Gateway/Prince George's Connector Trail, between Chillum Park and the Metropolitan Branch Trail in the District of Columbia. In the sector plan area, this connection is labeled T-210. See also Strategy PF 1.1.
- TM 4.7.** As redevelopment occurs, evaluate opportunities for increasing the number of direct trail connections to the Northwest Branch Trail.
- TM 4.8.** Implement the wayfinding and signage strategies identified in the 2023 *Anacostia Trails Heritage Area Wayfinding and Signage Study*, 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, Strategy PF 1.2, and Policy PF 2.



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

Table 14. 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) ⁹	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 Avenue 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)	

⁹ This project was under construction as of May 2, 2024, and may be complete before approval of this sector plan.



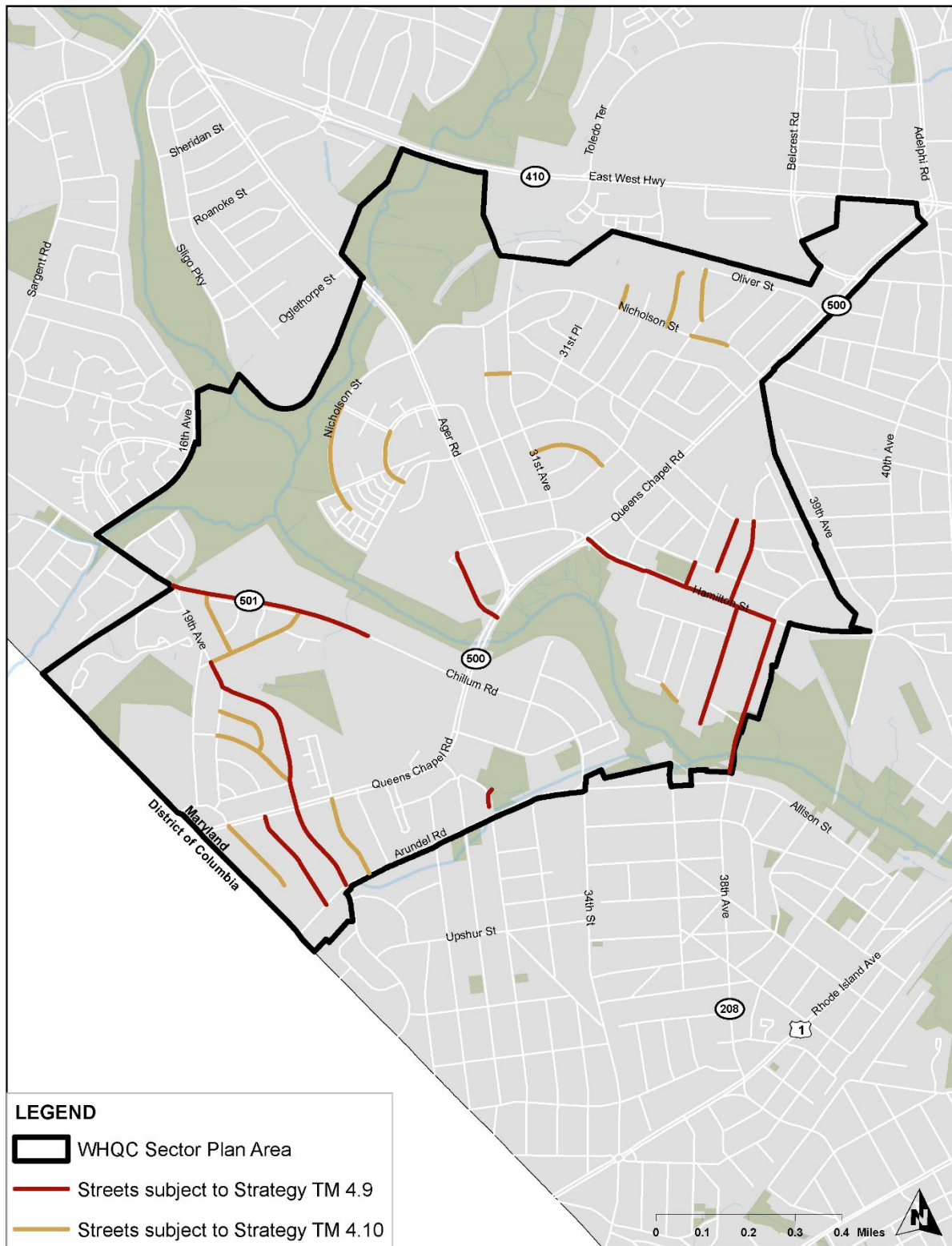
TM 4.10. Eliminate gaps in the sidewalk network by constructing complete and continuous sidewalks throughout the sector plan area, including on local streets at:

Table 15. 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



Map 30. Streets Subject to Strategies TM 4.9 and TM 4.10



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCApendixg.



TM 4.11. MD 410 (East West Highway) between MD 500 (Queens Chapel Road) and Belcrest Road should have a minimum 20-foot sidewalk, including an eight-foot minimum street tree planting area commensurate with the requirements of the RTO-H-E Zone on the north side of the street.

TM 4.12. Formalize access paths along and atop levees as bicycle/pedestrian rights-of-way and connect them to the existing bicycle/pedestrian network.

TM 4.13. Construct a signed crosswalk where the Arundel Road Levee trail crosses Chillum Road. Consider pedestrian-actuated signalization at this location.

Policy TM 5. Enhance active transportation infrastructure to make healthy and sustainable travel modes safe, comfortable, and attractive. See also Policy LU 4, 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.¹⁰

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. Evaluate the potential for leading pedestrian intervals at all signalized intersections.

TM 5.6. Incorporate automatic pedestrian phases at all signalized intersections.

TM 5.7. Provide long-term bicycle parking facilities, including bicycle “fix-it stations,” for residents and/or employees consistent with the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*.

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

¹⁰ See text box on page 105 for more information about proposed legislative revisions to minimum sidewalk widths.



TM 5.8. To support bicycling to work, where feasible, provide showers and dressing areas for employees. See also Section 27-6308 and 27-6309 of the Zoning Ordinance.

TM 5.9. Provide free, secure covered bicycle parking at the West Hyattsville Metro Station and at all developments within one-quarter mile of station.

TM 5.10. 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
- MD 501 (Chillum Road) at T-208

COLLEGE PARK-U OF MD BIKE & RIDE

Since 2012, the College Park-U of MD Metro Station has offered free and secure covered bicycle parking called Bike & Rides to both incentivize Metro riders to arrive at the station by bicycle and encourage Metro use. The first Metro station to offer this amenity to its riders, the College Park Bike & Ride is card-controlled and monitored by video surveillance to ensure security for up to 100 bikes. It also features repair stands with tools and air pumps for riders that need to make repairs to their bikes. WMATA has since expanded Bike & Rides to other suburban stations in Maryland and Virginia to encourage riding to stations. Adding such a facility at the West Hyattsville Metro Station would support enhancing active transportation infrastructure to make bicycling safer, more comfortable, and more attractive.

Sources: <https://www.washingtonpost.com/news/dr-gridlock/wp/2015/11/13/metro-introduces-free-covered-and-secured-bike-parking/>
<https://www.wmata.com/service/bikes/bike-and-ride.cfm>



PHOTO BY M-NCPPC

Bicycle Signal.



TM 5.11. 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 Hyattsville Crossing Metro Station at Calvin McClanahan Memorial Garden/Park.



PHOTO BY M-NCPPC

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

TM 5.12. Provide a raised crossing for the Northwest Branch Trail as it crosses MD 208 (38th Avenue) to slow traffic. Upgrade the pedestrian/bicycle actuated traffic control device at this intersection to require vehicles to stop for crossing pedestrians/bicyclists. See also Strategy TM 8.3.



TM 5.13. 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 5.14. Evaluate the feasibility of providing lighting on key commuter trails, including the Northwest Branch Trail, and their connecting trails.

TRAIL LIGHTING

DPR is planning a pilot lighting project in the Langley Park and Cottage City areas along the Anacostia River Trail and a Northwest Branch Trail spur. These pilot projects will use solar-powered lighting and have programmable controls using photovoltaic, time of day, and motion sensing on/off controls, as well as brightness controls and night sky protections. It is hoped that these new technologies can be used to facilitate safe dark-hour usage of the trail system for both transportation and recreation, without creating further stresses on flora and fauna.

TM 5.15. Whenever and wherever feasible, physically separate bicycle lanes from vehicle travel or parking lanes. Where feasible, use concrete or other hard, semi-permanent materials for such separation in lieu of flexiposts.

TM 5.16. For streets where bicycle lanes and on-street parking are recommended, evaluate the potential for parking-protected bicycle lanes during street design.

TM 5.17. Consider mid-block crosswalks (where permitted) to improve pedestrian visibility and calm traffic.



TM 5.18. Consider artistic treatments to curb extensions and 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 BY M-NCPPC

Example of artistic treatment to curb extensions (see Strategy TM 5.18).



PHOTO BY M-NCPPC

Example of artistic treatment to a crosswalk (see Strategy TM 5.18).



TM 5.19. Add street name signs consistent with those of the applicable jurisdiction (SHA, County, municipality) for trails where they intersect streets.

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 26.

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.



PHOTO BY M-NCPPC

Example of separation of a "floating bus stop" that separates bus and bicycle traffic.

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.



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. Conduct a signal warrant analysis at the following intersections:

- Ager Road and Lancer Drive/Little Branch Run
- MD 500 (Queens Chapel Road) and Nicholson Street
- Ager Road and Nicholson Street

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/>



TM 8.3. Work with the appropriate agency or agencies (SHA, DPW&T, municipalities) to evaluate the feasibility of constructing protected intersections and pedestrian refuges; signalized marked, raised, and/or continuous crosswalks with leading pedestrian intervals; automatic pedestrian phases; 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-210 (Anacostia Gateway/Prince George's Connector Trail), 16th Avenue, and MD 501 (Chillum Road)
- MD 208 (Hamilton Street) with 35th Place, 26th Avenue, and the parking lot entrance in front of Hyatt Park
- Lancer Drive/Little Branch Road 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
- MD 500 (Queens Chapel Road) and the Northwest Branch Trail
- MD 208 (38th Avenue) and the Northwest Branch Trail
- MD 501 (Chillum Road) and T-217

As an interim measure, ensure all crosswalks are maintained during street construction. Should the evaluation determine these improvements are feasible at any or all of these locations, work with the relevant agency toward permanent implementation.

TM 8.4. 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.



Policy TM 9. All streets within a half-mile of each school should encourage active transportation and incorporate pedestrian/bicycle safety features.¹¹

- TM 9.1.** Seek opportunities to construct sidewalks on all streets within a half-mile of a school. All intersections within a half-mile of any school should have marked crosswalks on all legs and appropriate signage.
- TM 9.2.** Municipalities and the Department of Public Works and Transportation should pursue funding through the federal Safe Routes to School or other programs for sidewalk/crosswalk construction.
- TM 9.3.** Within one-half mile of all schools, seek opportunities to provide protected bicycle facilities, such as cycle tracks and shared-use paths to facilitate student bicycle commuting. See also Table 12.
- TM 9.4.** Where physical conditions permit, seek opportunities to provide on-road bicycle facilities with separation from motor vehicle traffic on all streets within one-half mile of a school to facilitate bicycle commuting.
- TM 9.5.** Work with Prince George's County Public Schools to develop pedestrian/bicycle safety plans for schools within the sector plan area.
- TM 9.6.** Encourage school communities to form bicycle and/or pedestrian buses to facilitate safe, active commuting to school.
- TM 9.7.** Evaluate pedestrian and bicycle access to Nicholas Orem Middle School and upgrade facilities to current standards.

BICYCLE AND PEDESTRIAN BUSES/TRAINS

A bicycle or pedestrian bus or train consists of "groups of students accompanied by adults that walk or bicycle a pre-planned route to school. Routes can originate from a particular neighborhood or, in order to include children who live too far to walk or bicycle, begin from a parking lot. They may operate daily, weekly or monthly. Often, they are started in order to address parents' concerns about traffic and personal safety while providing a chance for parents and children to socialize.

Walking school buses and bicycle trains can be loosely structured or highly organized. For example, walking buses or bicycle trains can be as simple as neighborhood families deciding to walk or bicycle together. More formal, organized walking school buses and bicycle [sic] have a coordinator who recruits volunteers and participants, creates a schedule and designs a walking route. While requiring more effort, more structured walking school buses and bicycle trains offer the opportunity to involve more children."

Source: Pedestrian and Bicycle Information Center, [Safe Routes to School Guide](http://guide.saferoutesinfo.org/encouragement/walking_school_bus_or_bicycle_train.cfm), "Walking School Buses and Bicycle Trains", accessed online March 24, 2023 at http://guide.saferoutesinfo.org/encouragement/walking_school_bus_or_bicycle_train.cfm

¹¹ Nothing within Policy TM 9 should be construed, or used, to weaken facility recommendations found elsewhere in this plan. Where Policy TM 9 says "seek opportunities" and another strategy, table, or map recommends construction, the recommendation is to construct. If another strategy, table, or map recommends construction of a certain type of facility, such as a painted bicycle lane, that facility should be constructed in the interim while a stronger facility recommended in Policy TM 9 is explored.



PARKING

Policy TM 10. Manage parking to reduce automobile use and encourage walking, bicycling, transit, and other alternative modes of transportation.

TM 10.1. 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.

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 Hyattsville Crossing 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 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 10 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); and [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.

- TM 10.2.** 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 10.3.** 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), to support the on-street provision of short-term/high-turnover parking for customers or residential visitors.
- TM 10.4.** 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 10.5.** 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 10.6. Permit and encourage a 5 percent reduction in the minimum number of required off-street parking spaces, pursuant to Section 27-6308(c) of the Zoning Ordinance (Special Facilities for Bicycle Commuters), for the provision of additional bicycle parking facilities, showers, and dressing areas for bicycle commuters.

TM 10.7. Coordinate with WMATA to shift parking demand to Hyattsville Crossing Metro Station through reduced and/or shared parking at the West Hyattsville Metro Station.

TM 10.8. 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 11. Evaluate transportation regulations to ensure consistency with master and sector plans and best planning practice.

TM 11.1. Update 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.¹²

TM 11.2. 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.¹³

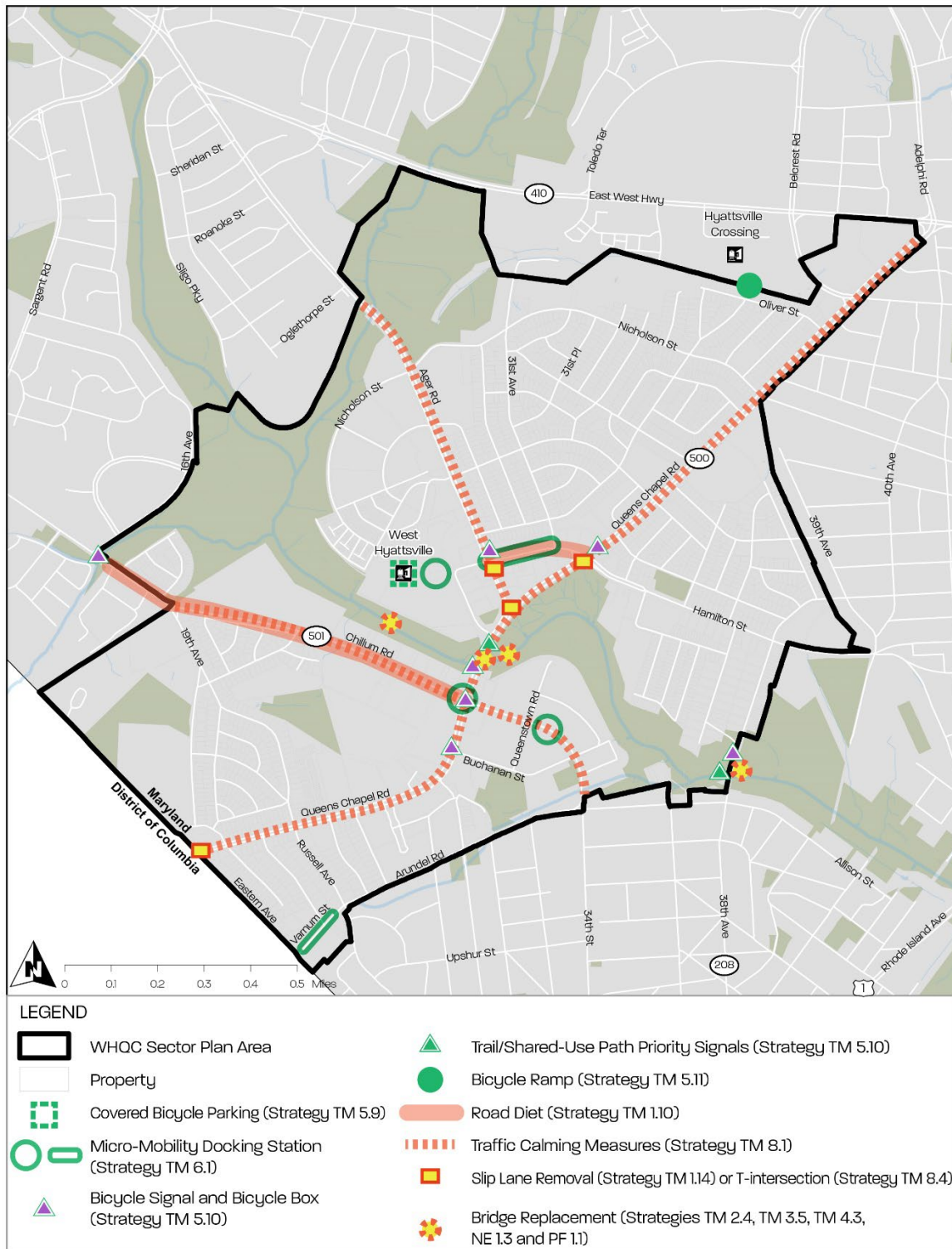
TM 11.3. As the County Council evaluates the effectiveness of the Zoning Ordinance, it should evaluate the maximum block lengths of the Transit-Oriented/Activity Center Zones in the context of pedestrian-friendliness. See also Strategy HD 4.12.

¹² The Walkable Urban Streets Act of 2023 incorporates this recommendation and is effective June 1, 2024. The 2024 update of the Urban Street Design Standards (in progress as of May 2, 2024) should provide additional clarity on sidewalk and buffer requirements.

¹³ On March 5, 2024, the County Council presented CB-15-2024, an omnibus update to the text of the Zoning Ordinance. This bill contains the changes recommended by this strategy.



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



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCappendixg.

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 31 and Map 33). 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.

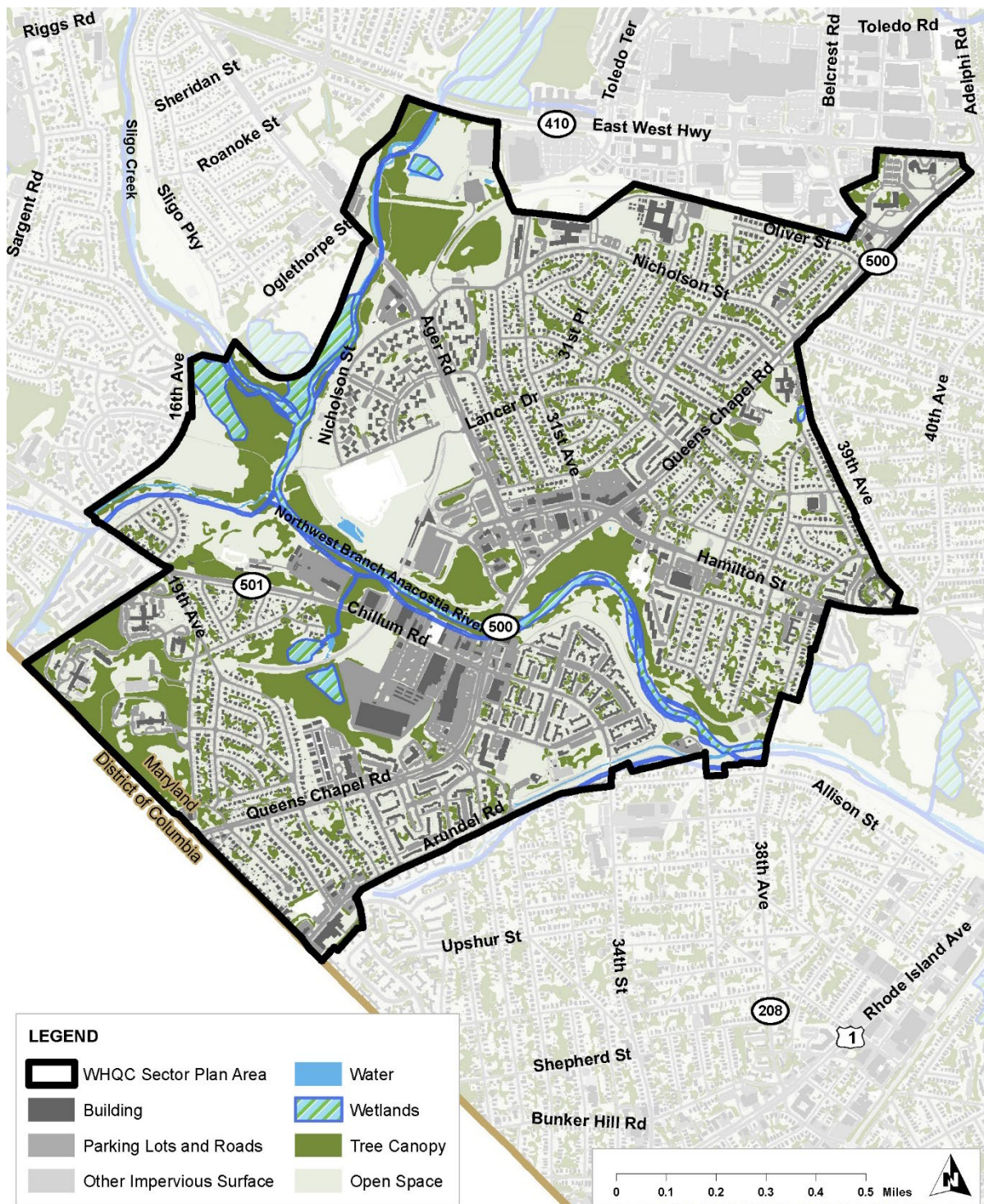
The project area has a large existing storm drain network and there are multiple places to connect new stormwater management features without proposing extensive pipe networks.

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.¹⁴ Micro-bioretenion facilities may be appropriate in these areas.

¹⁴ 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 31. 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 pgplan.org/WHQCAppeixdg.



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

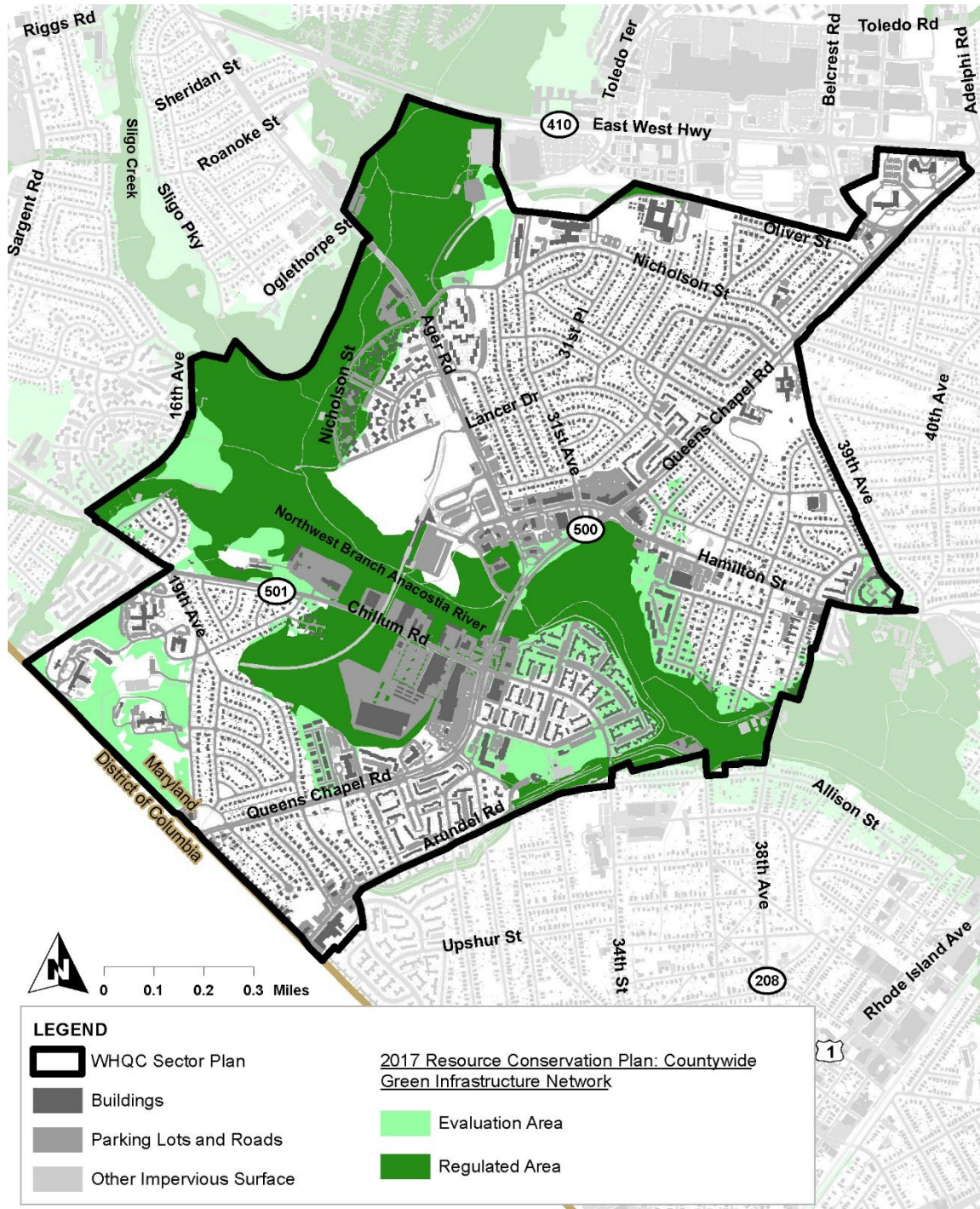
Evaluation Areas of the Countywide Green Infrastructure Network represent areas that may contain regulated or sensitive environmental features. They are not areas that are protected by law, but rather that “will be considered during the review process as areas of high priority for on-site woodland and 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.”

Source: 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 32). 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 Ridge.



Map 32. 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 pgplan.org/WHQCAppeending.



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. Elevating land out of a floodplain with no other mitigating measures can create flood hazards elsewhere. 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. Prince George's County has traditionally permitted redevelopment within floodplains, occasionally requiring compensatory flood storage areas to be created elsewhere.

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."

While this practice creates other areas for precipitation, runoff, and floodwaters to gather, the uncertainty of future precipitation events' total rainfall may overwhelm the capacity for these manmade storage areas as they are developed for today's engineering standards. Land disturbance, including both new construction and renovation, should follow best practices that recommend structures are elevated at least three feet above the 100-year floodplain.¹

Cognizant of this, a comprehensive flood elevation and compensatory storage study was conducted as part of this sector plan. This study identified locations where compensatory floodwater storage basins could be constructed to temporarily detain excess water to reduce downstream impacts of storm events. The July 2022 Staff Draft Sector Plan contained recommendations for development in floodplains predicated on the comprehensive compensatory storage program identified in this study. However, the Prince George's County Sierra Club and Prince George's County Department of the Environment raised concerns about the study findings in light of anticipated increases in precipitation due to climate change, and the study recommended significant impacts to parkland and other sensitive environmental features that were challenging to mitigate. The results of this study, and its recommendations, are omitted from this staff draft sector plan.

¹ *Prince George's County Climate Action Plan*, pp 98, 197.



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.^{15, 16, 17}

Table 16. 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%



PHOTO BY M-NCPPC

Northwest Branch of the Anacostia River

¹⁵ 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.

¹⁶ U.S. Environmental Protection Agency, *Section 319 Nonpoint Source Program Success Story District of Columbia*, Washington, D.C.: March 2010, https://www.epa.gov/sites/production/files/2015-10/documents/dc_anacostia.pdf.

¹⁷ 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.¹⁸ 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 upgraded levees around the Brentwood community.¹⁹

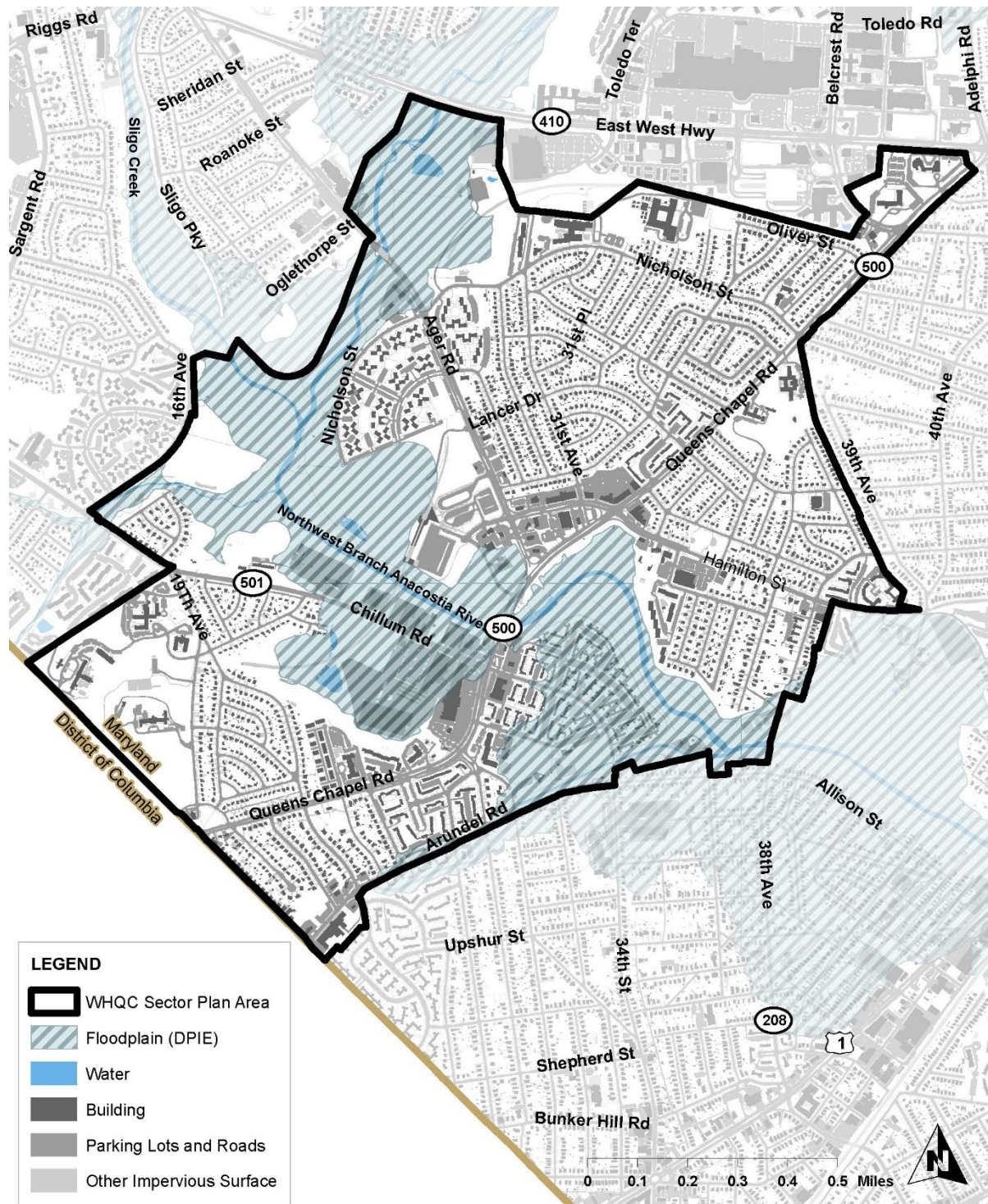
There are no levees along the Northwest Branch between MD 500 (Queens Chapel Road) and Sligo Creek. The combination of extensive floodplain (see Map 33), impervious surface, and pre-1980s development in this area means that a comprehensive stormwater management and flood mitigation solution that has the potential to be superior to a piecemeal, parcel-by-parcel approach, is key to planning for the West Hyattsville Local Transit Center.

¹⁸ 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.

¹⁹ 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 33. County 1-Percent Annual Chance (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 pgplan.org/WHQCappendixg.



POTENTIAL FOR INCREASED PRECIPITATION

As the Washington, D.C. region contends with climate change, one of the biggest expected impacts will be heavier amounts of precipitation than in the past. As the oceans warm, more water evaporates into the air; accordingly, this creates heavier precipitation events—both rain and snowfall—as this air moves over land and either develops into or becomes part of an existing storm system. This may result in either more intense precipitation events occurring at the same frequency as the present day or more frequent precipitation events occurring that have heavier rain or snowfall. Prince George’s County is projected to experience an increase of both the frequency and the intensity of precipitation, as the historical (1980-2006) baseline of 56 inches of annual precipitation is projected to increase to 62 inches by 2040 and to 67 inches by 2060.²⁰

In the West Hyattsville-Queens Chapel Sector Plan area, potential impacts may include elevated groundwater levels, soil erosion, further degradation of local water quality, and an increased risk of flooding, particularly within the floodplain or other areas proximate to the Northwest Branch of the Anacostia River. Given that:

- 1) Prince George’s County is already one of Maryland’s most vulnerable counties when it comes to buildings vulnerable to 100-year flood events;²¹
- 2) the sector contains land within the 1-percent annual chance (100-year) floodplain that poses a major risk for flooding over the next 30 years;²² and
- 3) the Earth’s surface temperature continues to warm as greenhouse gas emissions continue to increase.²³

It is important that plans for, and development within, the West Hyattsville-Queens Chapel area take into account the more extreme precipitation events likely in the future.

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.

²⁰ Prince George’s County Climate Action Plan, page 42

²¹ https://www.researchgate.net/publication/237388828_An_Assessment_Of_Maryland%27s_Vulnerability_To_Flood_Damage

²² https://riskfactor.com/zip/20782-md/20782_fsid/flood

²³ <https://www.nasa.gov/press-release/nasa-says-2022-fifth-warmest-year-on-record-warming-trend-continues>



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 4, and Policy PF 1.

NE 1.1. Acquire the properties within the 1-percent annual chance floodplain identified in Policy LU 2 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 Strategies TM 2.4 and TM 3.5.

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. Elevation of land out of the floodplain 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.

NE 1.7. 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 2 and Strategy PF 1.13.

NE 1.8. 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 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 17.

Table 17. Properties Recommended for Conservation Easements as Redevelopment Occurs

Property Name	Address	Tax ID
Shops at Queens Chillum	Queens Chapel Road ²⁴	1861103
	Queens Chapel Road ²⁵	1861111
Kings Park Plaza	2600 Queens Chapel Road	1864701
N/A	3006 29th Avenue	1919877
Existing public rights-of-way north and west of these properties		

²⁴ Include existing tree canopy outside of the current Regulated Area.

²⁵ Include existing tree canopy outside of the current Regulated Area.



Map 34. 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 pgplan.org/WHQCAAppendixg.



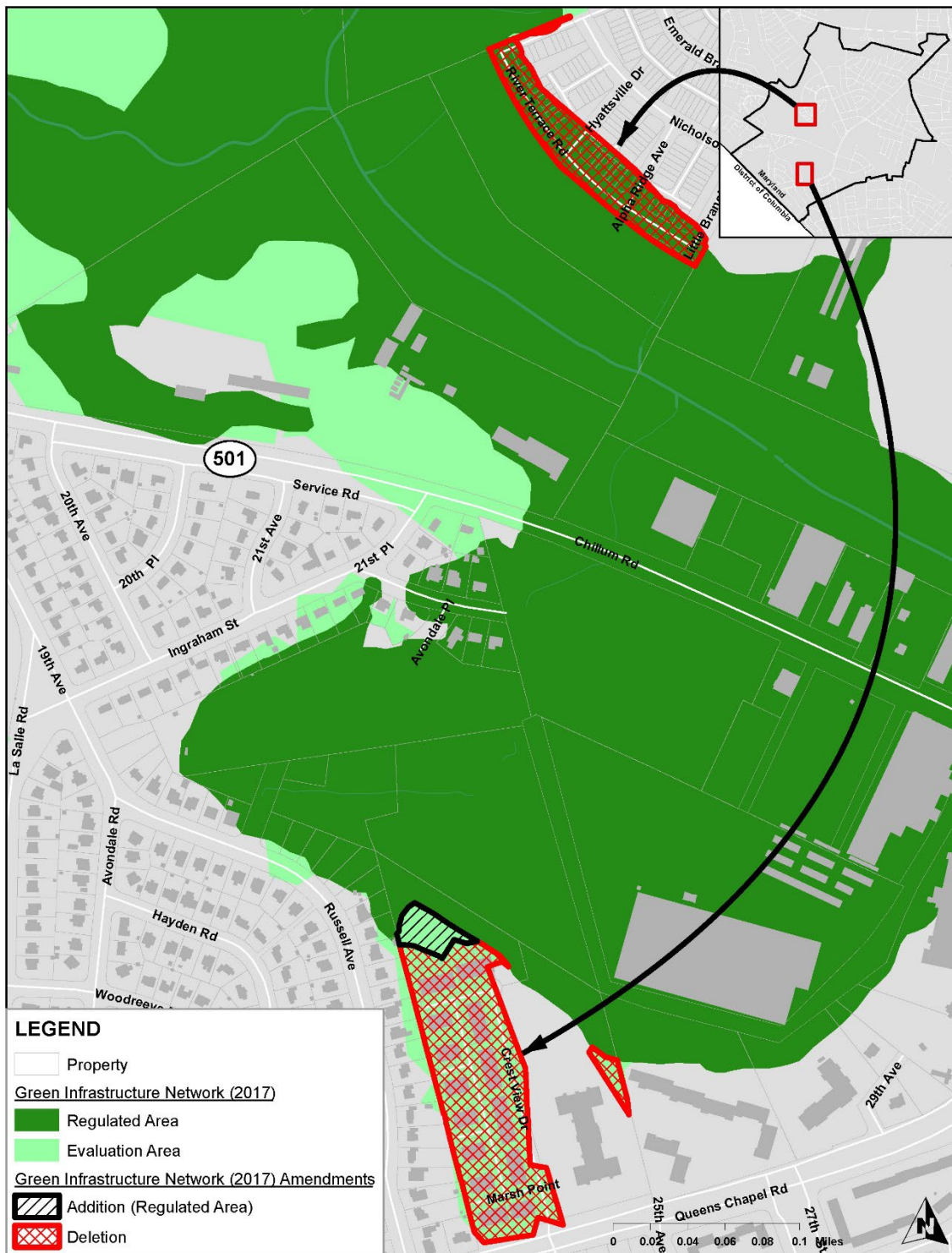
NE 2.3. Amend the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* by adding the existing Conservation Easement at Avondale Ridge Subdivision (4708 Crest View Drive and 2400 Queens Chapel Road) to the Regulated Area of the Countywide Green Infrastructure Network. See Map 35.

NE 2.4. Amend the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* by removing the following areas as shown on Map 35 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 Ridge Subdivision outside of its conservation easement
- All parcels on the north side of River Terrace Road and including River Terrace Road



Map 35. 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*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHOCappendixg.



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

- NE 3.1.** Continue to evaluate areas along the Northwest Branch and feeder streams 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.
- NE 3.4.** Increase the number of trash, pet waste, 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, dumping, and failing to immediately remove pet waste on M-NCPPC and/or municipal park property is prohibited and provide contact information to report violations.
- NE 3.5.** 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, illegal sign removal, and other beautification projects.
- NE 3.6.** Coordinate with DPW&T, DPIE, M-NCPPC DPR, SHA, and property owners to ensure routine and regular grass cutting, landscaping, and other property maintenance.
- NE 3.7.** Create and implement an invasive species management plan within all M-NCPPC park property, focusing on controlling invasive species along the Northwest Branch Trail.



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 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.
- NE 4.4.** Prioritize on-site tree conservation and preservation to the maximum extent practicable and, if necessary, locate off-site tree planting within the sector plan area in accordance with [Subtitle 25, Division 2](#) of the County Code.

WOODLAND AND WILDLIFE HABITAT ORDINANCE (WCO) AND WOODLAND CONSERVATION FUND

The Woodland and Wildlife Habitat Ordinance (WCO) (Subtitle 25, Division 2) allows for the woodland conservation requirement for a developing site to be satisfied on-site, off-site (banking), or by payment of a fee-in-lieu based on the area being mitigated. Fees-in-lieu collected, and fines associated with violations of the WCO, are put in the Woodland Conservation Fund. Money deposited in the Woodland Conservation Fund is administered by the Prince George's County Department of Environment and may be used for afforestation/reforestation projects, street tree planting, forest maintenance, achieving tree canopy goals, and land acquisition for conservation purposes.

On May 8, 2023, an amendment to the state Forest Conservation Act was enacted. The state law requires Prince George's County to update the local ordinance (Subtitle 25, Division 2) to reflect the revised and new forest conservation requirements. As of May 2, 2024, the County Council had not approved an update to Subtitle 25. Any revisions to this sector plan necessary to reflect the requirements of an updated Subtitle 25 should be incorporated through the adoption and approval process.



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 TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy TM 6, Policy TM 10, Policy NE 6, Strategy HN 2.7, Policy HC 1, and Policy PF 1.

NE 5.1. Identify opportunities to implement the recommendations of the 2022 Prince George's County Climate Action Plan.

NE 5.2. Maximize residential development at locations where residents can walk, bicycle, or take transit to their destinations.

NE 5.3. To reduce single-occupant vehicle use, reduce parking to the maximum extent practicable within the Local Transit Center. See Policy TM 10.

NE 5.4. Encourage all new development and redevelopment to incorporate multiple green building techniques found in [Section 27-61600](#) of the Zoning Ordinance.

NE 5.5. 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.

NE 5.6. Work with property owners to identify opportunities to add infrastructure that supports renewable energy use, generation, and/or transmission.

NE 5.7. Construct new buildings to be energy-efficient, especially with regard to cooling.

ENERGY-EFFICIENT CONSTRUCTION

Building or renovating with energy efficiency in mind not only combats climate change, but also saves property owners money on energy bills. For new construction, property owners and builders may consider using passive solar home design. This is a construction methodology that minimizes energy output toward home cooling by properly siting a home, carefully considering the placement and shading for windows, building with masonry that absorbs the summer sun's heat, and using technologies and other design strategies like shading and landscaping to reduce indoor temperatures in the warmer months.¹ For owners of existing buildings, replacing existing roofs with cool roofs (roofs made of a variety of materials that reflect more sunlight than traditional roofs in order to reduce the roof's temperature) and properly selecting appliances, windows, doors, insulation, and other structural elements for maximum energy efficiency allow property owners to benefit from energy-saving technologies without needing to start from scratch.^{2 3 4}

¹ <https://www.energy.gov/energysaver/passive-solar-homes>

² <https://www.energy.gov/energysaver/cool-roofs>

³ <https://www.energy.gov/energysaver/efficient-home-design>

⁴ Prince George's County Climate Action Plan, page 84



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, Strategy HN 2.7, 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 streets²⁶:

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

NE 6.6. Replace crepe myrtle trees along Hamilton Street between MD 500 (Queens Chapel Road) and Ager Road with native trees that provide shade and other native vegetation that complies with the Prince George's County Landscape Manual.²⁷

NE 6.7. Develop an invasive species management plan for the sector plan area.

²⁶ 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>).

²⁷ Ibid.



IMPERVIOUS SURFACES AND STORMWATER MANAGEMENT

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

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.²⁸

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, where feasible.²⁹

²⁸ 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>.

²⁹ 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 PRACTICES 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 roadway curbs, in the medians of roads or parking lots, along the edge of impermeable pavement areas, and in planting areas.

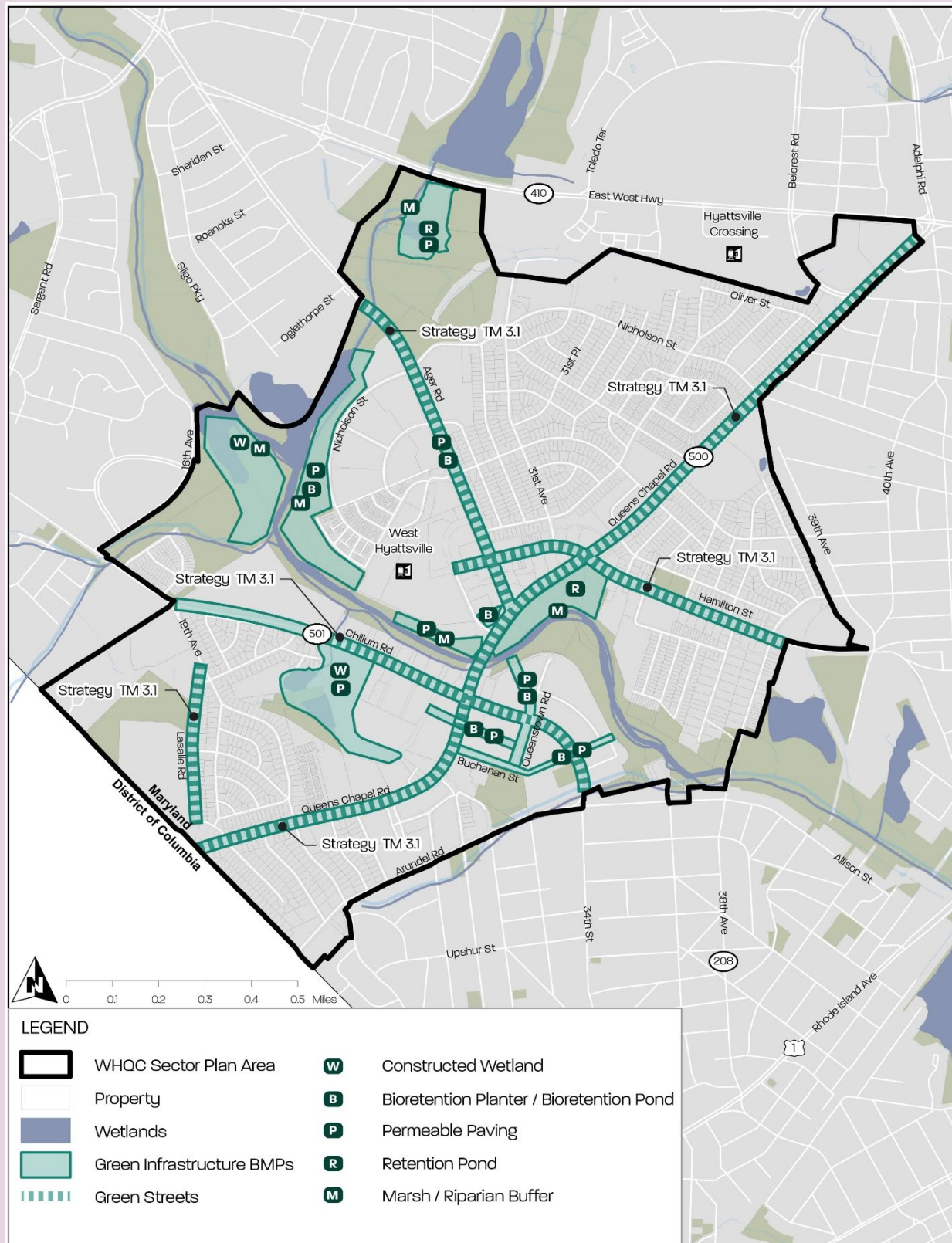
Retention ponds can provide both stormwater attenuation and water quality treatment. The retention time and still water promotes pollutant removal through sedimentation, while aquatic vegetation and biological uptake mechanisms offer additional treatment. Retention ponds lessen the transfer of pollutants 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 that 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 prevent 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





STORMWATER MANAGEMENT³⁰

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.³¹ 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
- **Micro-Scale Practices** such as:
 - Rainwater Harvesting
 - Submerged Gravel Wetlands
 - Landscape Infiltration
 - Dry Wells
 - Micro-Bioretention
 - 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.

³⁰ 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>

³¹ "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.



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-bioretenention 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-bioretenention 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-bioretenention 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-bioretenention 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.³² 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.

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.

³² 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.



NON-STRUCTURAL ENVIRONMENTAL SITE DESIGN ON SMALL LOTS

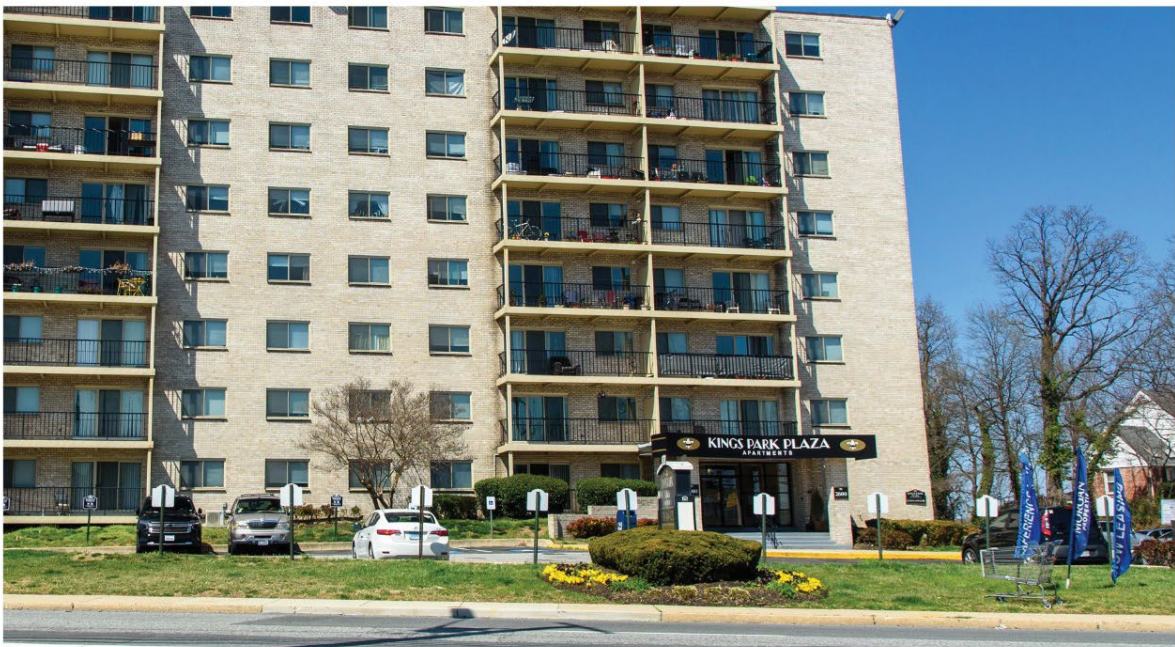
Non-structural environmental site design consists of redirecting runoff toward natural, vegetated areas rather than into storm drains. These activities allow development to occur within a site while reducing these projects' impacts on watersheds by maintaining natural areas, integrating stormwater treatment into the existing landscape, and reducing the amount of impervious area on the site. Even small lots may be able to use non-structural environmental site design practices such as rooftop disconnection (redirecting runoff from gutters to nearby natural areas via downspouts), non-rooftop disconnection (redirecting runoff from impervious surfaces to nearby natural areas), and sheetflow to conservation areas (redirecting runoff from developed land to nearby natural areas). By directing water into natural areas for filtration, these practices also significantly reduce the amount of sediment, phosphorus, and nitrogen that would otherwise directly enter stormwater systems.

Sources: https://mde.maryland.gov/programs/Water/StormwaterManagementProgram/Documents/Fact%20Sheets/MDE_Fact_Sheet_ESD_Nonstructural.pdf; <https://qky.com/environmental-site-design-esd/>

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 Ridge (townhomes) (2019), and the Riverfront at West Hyattsville (townhomes) (2023).

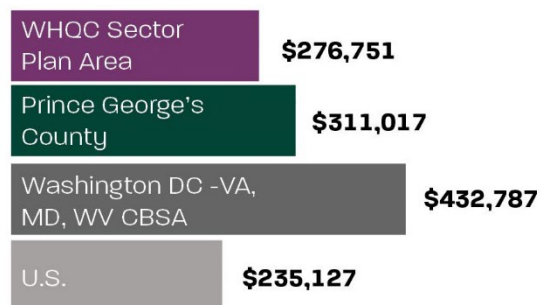
Since 2010, within two miles of the sector plan area, more than 3,000 multifamily units have been built, showing the strongest housing type demand in the area. The percentage of renter-occupied housing (65.5 percent) is higher than the County average (42.2 percent).

Housing affordability was cited by focus group 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 in the southeastern portion of the sector plan area.³³

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.

³³ 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 Hyattsville Crossing Metro Station and along the US 1 Corridor.

Table 18. 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>.



MISSING MIDDLE HOUSING

Missing middle housing refers to housing types that have existed across a spectrum and include various types that seamlessly fit within the existing fabric of a block. These homes are the building blocks for neighborhoods, towns, and cities, and are often seen in older, more urbanized neighborhoods built before the 1940s. “Missing” connotes how, in many communities since the mid-1940s, zoning and other development restrictions prohibited the construction of certain building types; and “middle” describes the form, scale, and number of units, which lie somewhere between single-family buildings and mid- to high-rise apartment buildings.

Figure 6. Missing Middle Housing



The concept of Missing Middle Housing was conceived by Opticos Design, Inc. For further information, visit www.missingmiddlehousing.com

Missing middle typologies vary slightly depending upon the type and context, but all core types are generally one- to 2.5 stories in height with two to eight units per building. Because they tend to be smaller than the typical sized single-family detached house—approximately 600-1,200 square feet—they have smaller building footprints. Smaller-sized units can help developers keep their costs down and attract a different market of buyers and renters who are not being provided for in all markets, including small families, single-person households, and millennials who are willing to exchange square footage for shorter commutes and lively neighborhoods, as well as baby boomers who are working and living longer and want to stay in their community. Missing middle housing functions best when located in a well-connected development pattern, such as that in West Hyattsville-Queens Chapel, which makes walking and biking easier, safer, and convenient; and supports public transit and other infrastructure investments. This also keeps housing costs attainable by minimizing or reducing the need for a car and parking.

One of the best examples of integrated Missing Middle Housing types in Prince George’s County is the Queens Chapel Manor neighborhood north of Ager Road and west of MD 500 (Queens Chapel Road). This neighborhood seamlessly integrates one-family detached houses, duplexes, and triplexes.



PHOTOS BY M-NCPPC

From left to right, a side-by-side duplex, an existing home converted into several small apartments, and a stacked duplex show how Missing Middle Housing can seamlessly blend into a community.



Stacked duplexes can have their own street-level entrances and can be more appropriate for smaller lots.



An existing home converted into three apartments



Single-story duplexes can be desirable to those seeking single-level living, such as older adults.



PHOTO BY M-NCPPC

Existing duplexes and triplexes in Queens Chapel Manor.



Missing Middle Housing is market-rate and is more affordable to households that earn generally between 60-110 percent of the area median income (AMI). In West Hyattsville-Queens Chapel, the AMI is approximately \$59,000.³⁴ Most workers in the sector plan area are employed in service, construction, and retail occupations, and a majority are renters.³⁵ Missing middle house types are an attainable option for those in the workforce and may be one way that first-time homebuyers can enter the housing landscape and begin to build generational wealth, which is crucial for a household's economic security.³⁶

Much of the existing residential development pattern in West Hyattsville reflects its original 1940s development. It consists of inter-connected curvilinear and rectilinear blocks of small lots, typically 5,000-6,000 square feet in area. Most housing consists of large multi-unit properties situated around the area's edges, followed by single-family detached houses. These are likewise smaller, averaging 1,000 square feet with many homes having footprints of 600 square feet or less. Parking is available on-street, and many homeowners have added side driveways to provide additional off-street parking. In some respects, neighborhoods in the plan area are like many missing middle places—compact, walkable, amenity-rich, and with access to high-quality public transportation. The existing neighborhood density is 14.3 dwelling units/residential acre, which is compatible with low to moderate development. All of these contribute to the affordability and desirability of West Hyattsville.

Because the existing residential pattern is already walkable and mostly built out, small individual lot infill of missing middle types of the same scale and form of the surrounding houses is most appropriate for adding new housing in the plan area. These single-family neighborhoods are zoned RSF-65; however, the development standards for this zone require larger lots and subsequently larger buildings than those that currently exist. To unlock the development potential in these zones, new ways to allow for smaller lots and houses—with or without multiple units—may require adjustments to current regulations. Small lot ordinances and density adjustments may be appropriate to develop existing lots that cannot achieve what existing zoning allows and provide low- to moderate-intensity housing in a variety of contexts.

Small lot ordinances are generally used to permit:

- New, smaller lots in residential zones that typically have very large minimum lot sizes (5,000 square feet and larger), which can be for either attached or detached single-family homes and do not typically require a homeowner's association; or
- Development of existing lots that are not large enough to support construction of new houses that meet the minimum size requirement of the existing zone and so remain vacant or underutilized.³⁷

³⁴ U.S. Census Bureau 2020 "Census 2010 Summary File 1," in *Household Income Profile*, Extracted by ESRI, September 2020

³⁵ Source: U.S. Census Bureau, "Census 2010 Summary File 1," in *Housing Profile*, Extracted by ESRI, September 2020.

³⁶ Christian E. Weller and Lily Roberts, *Eliminating the Black-White Wealth Gap is a Generational Challenge* (Center for American Progress, 2021)

³⁷ National Association of Home Builders, *Diversifying Housing Options with Smaller Lots and Smaller Homes* (Opticos Design, Inc., 2019) pg. 14



Small lot ordinances may be applied to parcels under a specified size within a base zone or as an overlay zone that does not otherwise change the standards for parcels not using the ordinance.

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 Policy LU 4, Policy LU 5, Policy LU 6, and Policy 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 Planned Development Zones to add below-market-rate housing units. See also Strategies LU 4.5, LU 7.4, and LU 9.5.

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

HN 1.6. Construct a variety of infill single-family housing types, including single-family detached, single-family attached, duplex, triplex, rowhomes, and townhomes, in the area between the West Hyattsville and Hyattsville Crossing Metrorail Stations. See also Strategy LU 9.3.

HN 1.7. Should the Zoning Ordinance be amended to permit accessory dwelling units, their use is recommended throughout the West Hyattsville-Queens Chapel sector. See Strategy LU 3.1.

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.

ACCESSORY DWELLING UNITS

Another way to expand housing choices is to allow accessory dwelling units. Accessory dwelling units are small, self-contained housing units that exist within or adjacent to a larger primary residence, typically a single-family house, on the same parcel. They are known as granny flats, carriage houses, in-law apartments, or backyard cottages; and are typically in a basement, on an upper floor, or located in a former garage or elsewhere on the property.

As a small housing type, it can be an efficient and cost-effective option for housing affordability. Its function can change over time—a rental that generates income for young homeowners might later become a place for returning young adults, then become a way for older homeowners to defray housing costs and remain in their community.

Accessory dwelling units were permitted in most single-family neighborhoods within the City of Mount Rainier and the Town of Brentwood between 2004 and 2022 pursuant to the repealed Gateway Arts District Development District Overlay Zone.



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 1.8. Work with property owners to reposition the properties listed in Table 19 for long-term redevelopment. Rehabilitate these apartment buildings 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 19. Properties Recommended for Long-Term Redevelopment

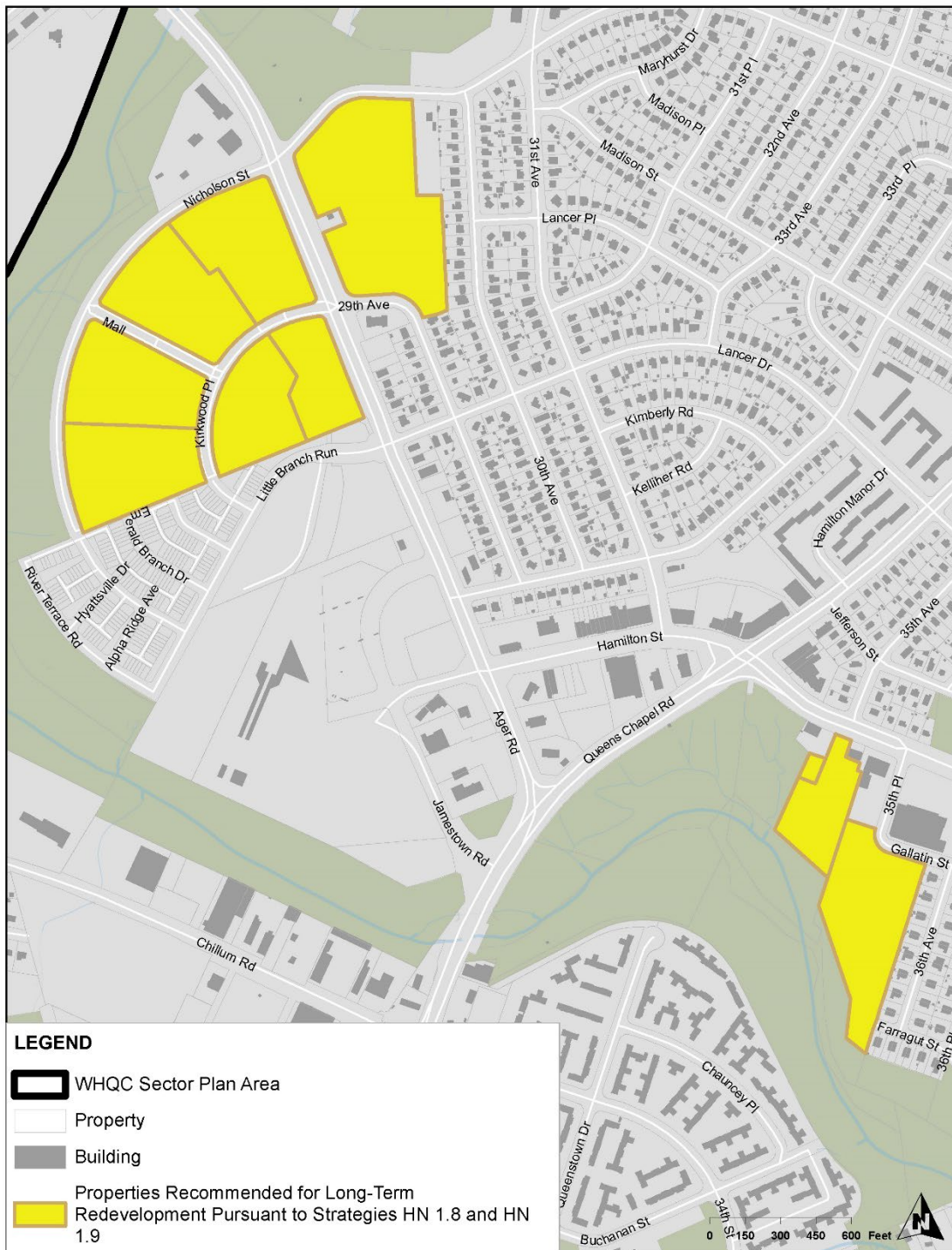
Property	Address	Tax ID
Kirkwood Apartments	2607 Kirkwood Place	1836873
	2722 Kirkwood Place	1836824
	2616 Kirkwood Place	1836865
	2623 Nicholson Street	1836840
	2600 Kirkwood Place	1836857
	2700 Kirkwood Place	1836832
Landon Court Apartments	3601 Gallatin Street	1808922
North Pointe Apartment Homes	5735 29th Avenue	1791409, 1791425

HN 1.9. 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.

HN 1.10. Work with County agencies and municipalities to connect existing residents to educational programming, incentives, and funding programs for first-time homebuyers.



Map 36. Properties Recommended for Long-Term Redevelopment Pursuant to Strategies HN 1.8 and HN 1.9.



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppealing.



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 20 for a list of apartment/condominium complexes to be invested in:

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.

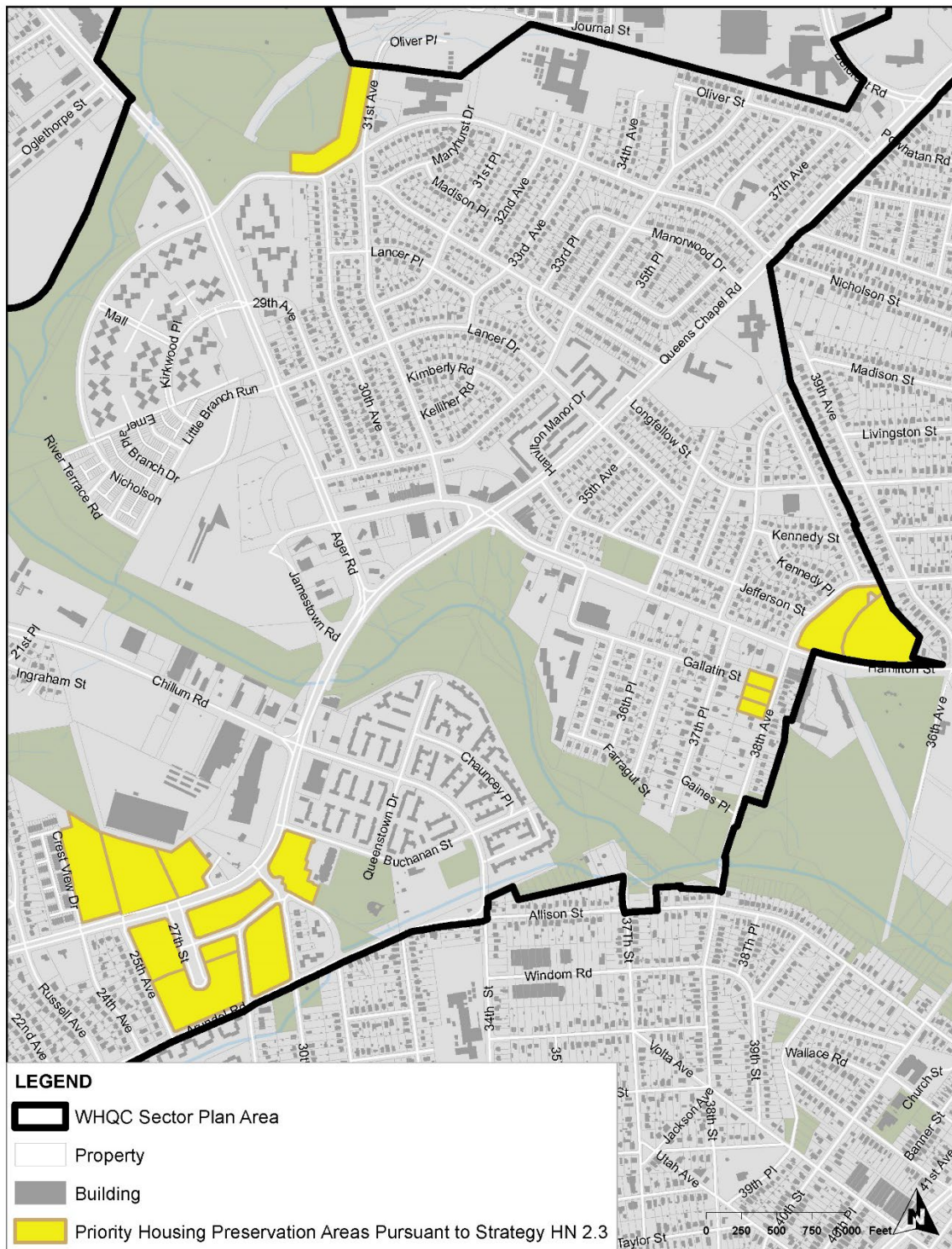
Source: The Universal Design Project, found online at <https://universaldesign.org/definition>.

Table 20. Priority Housing Preservation Areas

Neighborhood/Complex	Address	Tax ID
Avondale Overlook	2400 Queens Chapel Road	5585842, 5516046
Castle Manor Apartments	5307 38th Avenue	1794205, 2962595
Kings Park Plaza	2600 Queens Chapel Road	5644304, 1864701
Madison Park Apartments	5902 31st Avenue	1810746
Parkview Manor Apartments	5040 38th Street	1796945
Prince Georges Apartments	3900 Hamilton Street	1819762
Queens Manor Gardens	4704 27th Street	5644496, 1911528, 1911510, 1911528
Queens Park Plaza	2500 Queens Chapel Road	1978576
Rainier Manor Apartments	3001 Queens Chapel Road 3201 Buchanan Street	1846450, 5644430, 5579156



Map 37. Priority Housing Preservation Areas



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2023, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [pgplan.org/WHQCAppendixg](#).



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.

HN 2.6. Work closely with public, private, institutional, and nonprofit partners to ensure that tenants whose leases are not renewed due to the intent of the property owner to redevelop their property, are provided assistance in locating and securing safe, affordable housing with similar or superior safe and affordable access to education, health care, transportation, and other amenities.

HN 2.7. Identify resources to support homeowner renovations and repairs to weatherize homes, retrofit homes for better energy efficiency, plant/manage trees, and to add additional green infrastructure to their properties.

RIGHT OF FIRST REFUSAL

In 2013, the Prince George's County Council passed CB 27-2013 which created the Right of First Refusal Program (ROFR Program) to expand the availability of affordable rental housing in the County. In 2023, this program was used to acquire Queens Park Plaza Apartments at 2500 Queens Chapel Road. CR-48-2023 approved a 15-year Payment in Lieu of Taxes to support preservation of 57 below-market-rate units at this location.

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.

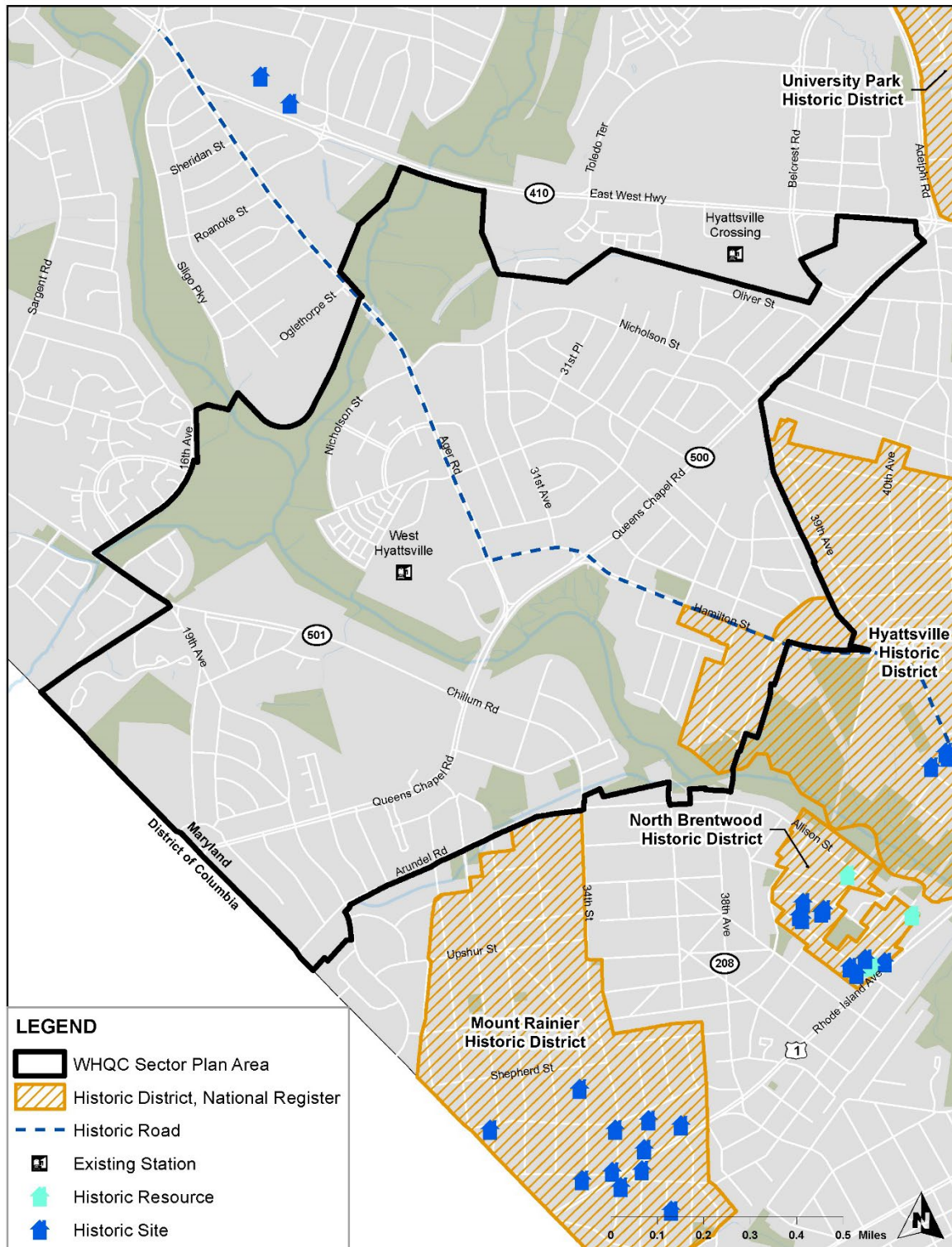
Established in 1924, the town of North Brentwood, just outside the sector plan area, is the first black community to be incorporated in Prince George's County and includes the North Brentwood National Register Historic District.

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. Current retail offerings include a range of businesses owned by, and catering to, the diverse Hispanic, African American, and international population.

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 38. 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 pgplan.org/WHQCAppeixdg.



WHAT'S IN A NAME?

A cohesive, recognizable community brand is critical to attracting new residents, investors, businesses, and visitors to an area. Creating a brand takes time and requires careful coordination and balancing of opinions. A Metro Station is a center of economic, social, and cultural activity that can be a focal point for a disparate range of proud neighborhoods and communities. While the West Hyattsville Metro Station is located in the western part of the City of Hyattsville, it is walking distance to the City of Mount Rainier, the Town of Brentwood, the Avonridge, Chillum, and Lewisdale communities (which are considered part of the County's "Northern Gateway"), and a variety of other neighborhoods positioned to benefit from this regional asset. These and other stakeholders, property and business owners, and residents must work collaboratively, over time, to identify the best brand that will market this area to the next generation of residents, workers, businesses, students, and visitors. See Policy HD 1 for the next action steps.

Policies and Strategies

Policy HD 1. Highlight and celebrate the sector plan area's cultural diversity and history to create a character-defining place. See also Policy EP 1, Policy EP 2, and 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.
- HD 1.6.** Work with neighborhoods and civic associations to install and maintain neighborhood-specific entry (monument) signage.

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.



HD 1.7. Work with property owners to retain the sector plan area's small, local, and minority-owned businesses as redevelopment occurs. See also Strategies LU 5.3, EP 1.1, EP 1.2, EP 1.3, and EP 2.5.

HD 1.8. Celebrate and promote the sector plan area's small, local, and minority-owned businesses through targeted events and marketing.

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.

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=>

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.



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.

HD 3.6. Engage a broad cross-section of the community, including young people and those traditionally underrepresented, in the design of public open and gathering spaces.

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 Policy TM 1, Policy TM 4, Policy NE 3, and PF 1.

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 along major streets, in parks, and along the trail system, including the Northwest Branch Trail.

HD 4.3. Install bus stop shelters at all bus stops. 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/rolandburg>.



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, <https://www.mncppc.org/4913/Crime-Prevention-Through-Environmental-D>.

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:

- 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 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, 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 visually- and hearing- impaired pedestrians and bicyclists. See also Policy TM 7.

HD 4.12. Design blocks not to exceed 500 feet in length.

HD 4.13. Public spaces should be intentionally designed to support the needs of all users, including seniors, children, and persons of differing abilities.



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 Strategy 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-twentieth-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, and Policy PF 1.

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 include 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 Policy LU 4, Policy LU 5, Policy LU 6, Policy LU 7, Policy LU 8, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy TM 7, Policy TM 9, Policy HD 4, and Policy PF 1.

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

HC 1.2. Create fitness opportunities along the West Hyattsville Greenway. See Strategy PF 1.2.

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.

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/>



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
- Avonridge Gateway Plaza

See also Strategy PF 1.1 and Map 40.

HC 2.6. Evaluate the feasibility of a community garden and hydroponic or aquaponic food production facility as part of the development of Chillum Road Park.

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 nonprofits 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 multilingual 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 BY M-NCPPC

The fitness facilities at 38th Avenue Neighborhood Park help promote healthy communities.



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 23 and Map 40. 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, Shuttle-UM, 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.
- HC 4.5.** Identify opportunities to provide accessible public restrooms.

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 Hyattsville Crossing 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, multipurpose rooms with seating for 250, and dedicated program space.



Table 21. 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	TBD	0.72	M-NCPPC	Undeveloped mini park providing urban green space
Buchanan Street Park	2789915	3315 Buchanan Street	TBD	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
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



Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
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
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



Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
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
38th 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
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 22. Public Schools Serving the Sector Plan Area

Public School	Grades	Address	2023-2024 Enrollment	Utilization Rate
Rosa L. Parks Elementary	Pre-K - 6	6111 Ager Road	586	72%
University Park Elementary	Pre-K - 6	4315 Underwood Street	535	95%
Thomas S. Stone Elementary	Pre-K - 5	4500 34th Street	532	83%
Hyattsville Elementary	Pre-K - 5	5311 43rd Avenue	421	104%
Edward M. Felegy Elementary	Pre-K – 5	6110 Editors Park Drive	656	75%
Mount Rainier Elementary	Pre-K – 6	4011 32nd Street	285	70%
Chillum Elementary	Pre-K - 5	1420 Timber Ridge Lane	305	91%
Hyattsville Middle	6-8	6001 42nd Avenue	1,194	100%
Nicholas Orem Middle	6-8	6100 Editors Park Drive	1,055	127%
Northwestern High	9-12	7000 Adelphi Road	2,381	102%

Source: Prince George's County Public Schools, *September 30th enrollment data – Excel reports: Official Sept 30, 2023 Report*, accessed online February 28, 2024 at <https://www.pgcps.org/offices/pupil-accounting/school-boundaries/enrollment-report>.

Multiple public schools located in or near the sector plan area serve the families of the sector plan area, as shown in Table 22 and Map 39. 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 2023, there were 656 students, with a utilization of almost 75 percent. Built in 1962, Nicholas Orem Middle School offers sixth to eighth grades. In 2023, there were 1,055 students with a utilization of 127 percent.

Public high school students living in the sector plan area attend Northwestern High School, located north of the sector plan area on Adelphi Road. Built in 1951, and replaced in 2000, Northwestern High School offers ninth to twelfth grades, and had an enrollment of 2,425 in 2022 with a 104 percent utilization rate.

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.



School utilization rates above 100 percent are not desirable; however, school utilization is a systemwide issue and is often addressed by school boundary adjustments. The Prince George's County Board of Education approved a Comprehensive School Boundary plan in November 2022 "to develop a system of school boundaries that best utilizes available school facilities in support of the Board of Education's academic objectives."³⁸ "With the opening of new and larger middle schools in School Years (SY) 2024 and 2025, new boundaries and reorganizations will allow the school system to better balance enrollment in the north county."³⁹

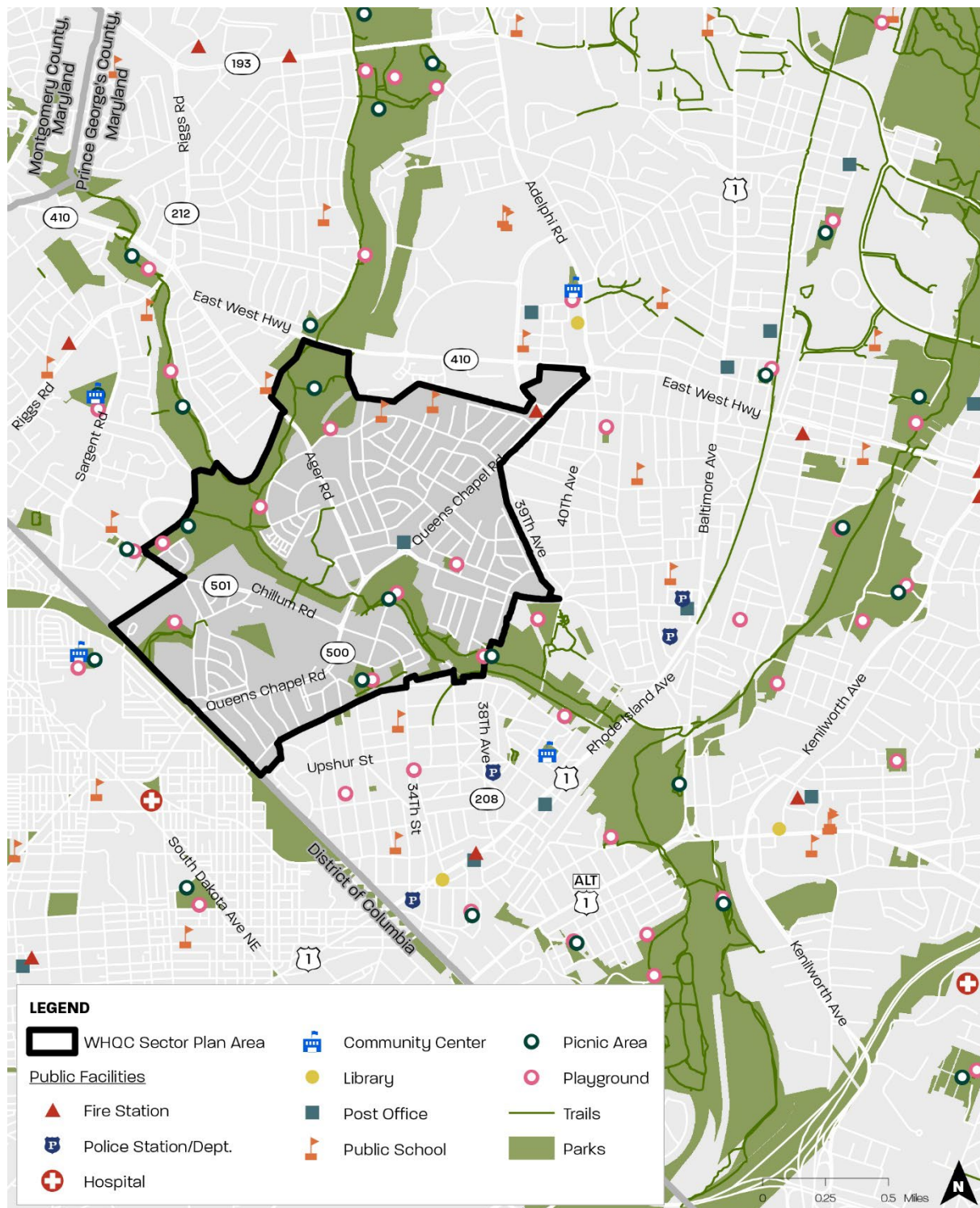
As for public higher education, Prince George's Community College has a campus at University Town Center to the north just outside the sector plan area.

³⁸ Prince George's County Public Schools, *School Boundary Initiative*, found online at <https://www.pgcps.org/boundary>.

³⁹ Prince George's County Public Schools, *FY 2024 Educational Facilities Master Plan*, page 7, found online at [https://go.boarddocs.com/mabe/pgcps/Board.nsf/files/CSCKTT4EE28D/\\$file/FY%2024%20EMFP%20Draft%20Rev%203_%205.9.2023.pdf](https://go.boarddocs.com/mabe/pgcps/Board.nsf/files/CSCKTT4EE28D/$file/FY%2024%20EMFP%20Draft%20Rev%203_%205.9.2023.pdf).



Map 39. 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 pgplan.org/WHQCAAppendixg.



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 for 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 facilities will be deducted from the overall dedication requirement.

In general, the Department of Parks and Recreation recommends that parkland considered for dedication that is two acres or less in size remain as an onsite, privately-owned and maintained recreation or open space facility with a public access use easement. This will allow for the development and maintenance of smaller park spaces, especially in Plan 2035 centers.

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

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 23 and Map 40, New 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.

PF 1.2. Construct the West Hyattsville Greenway, a connected, integrated system of shared-use paths, bikeways, pedestrian facilities, and bridges. This greenway should have enhanced landscaping and environmental features, including best stormwater management practices, branded wayfinding, interpretive signage that celebrates the Anacostia River and the history of the area, and fitness and bicycle repair equipment. Additional details are found in Table 23 and Map 40. See also Table 11 and Table 13 and Strategies TM 4.3, TM 4.4, and HD 7.4.



Table 23. New Recommended Parks, Recreation, and Open Space Facilities

Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
West Hyattsville Greenway: Segment A	<p>Intersection of Jamestown 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> <ul style="list-style-type: none"> • 2700 Hamilton Street (Tax Account 1851252) • Northwest Branch Stream Valley Park (Tax Account 1914324) <p>All or part of this facility may also be located on the following properties, depending on final location/alignment:</p> <ul style="list-style-type: none"> • 2222 Chillum Road (Tax Accounts 1943752, 1943760, 1969815) • 2310 Chillum Road (Tax Account 1943745) 	●		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 a portion of Trail T-217</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 Policy LU 1 and Strategy TM 4.3.</p>
West Hyattsville Greenway: Segment B	<p>North side of MD 501 (Chillum Road) and east side of UC-215 (30th Street Extended)</p> <p>All or part of this facility will be located on the following properties:</p> <ul style="list-style-type: none"> • 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) <p>All or part of this facility may also be located on the following properties, depending on final location/alignment:</p> <ul style="list-style-type: none"> • 3100 Chillum Road (Tax Account 1861095) 	●		Greenway/Linear Park	TBD	<p>Greenway/Linear Park will run parallel to 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 include shared-use path T-217</p> <p>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</p>



Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
West Hyattsville Greenway: Segment C	<p>In the median of UC-216 between UC-215 (30th Street Extended) and UC-211 (Queenstown Drive).</p> <p>This facility and its associated street right-of-way (UC-216) will traverse from west to east 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>This facility and its associated street right-of-way (UC-216) will traverse from west to east the entirety of the property at 3301 Chillum Road between MD 500 (Queens Chapel Road) and Queenstown Drive (Tax Account 1943794), 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 3171 Queens Chapel Road (Tax Account 1971928), depending on final location/alignment.</p>	●		Greenway/ Linear Park	TBD	<p>Will include shared-use path 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 7 for an illustrative concept of this linear park.</p> <p>See also the description of UC-216 in Table 11. Recommended Master Plan of Transportation Streets.</p>
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> <ul style="list-style-type: none"> • 3301 Chillum Road (Tax Accounts 1943778, 1943786, 1943794, 1943810, and 1943844) (Queenstown Apartments) • 3110 Chillum Road (Tax Account 1839505) (Queenstown Apartments) • Northwest Branch Stream Valley Park (Tax Accounts 1812379, 1914720, 1914738) <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> <ul style="list-style-type: none"> • 3301 Chillum Road (Tax Accounts 1943802 and 1943836) (Queenstown Apartments) 	●		Greenway/ Linear Park	TBD	<p>Includes widened crossing of Northwest Branch at or near the location of the current crossing. See Figure 8. 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 the description of UC-211 in Table 11. Recommended Master Plan of Transportation Streets.</p> <p>Includes Cycle Track T-216.</p>



Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
West Hyattsville Greenway: Segment E	<p>A shared-use path on the south side of UC-209 (Jamestown Road) between MD 500 (Queens Chapel Road) and Hamilton Street.</p> <p>This facility will be located on portions of the following properties as they exist on May 2, 2024:</p> <ul style="list-style-type: none"> • 5402 Jamestown Road (Tax Account 1855527) • F Jamestown Road (Tax Account 1851260) • 2700 Hamilton Street (Tax Account 1851252) 		●	Greenway/Linear Park	TBD	<p>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</p> <p>Alignment and dedication/easement/covenant should be shown on preliminary plan of subdivision.</p> <p>Includes cycle track T-218.</p> <p>See also the description of UC-209 in Table 11. Recommended Master Plan of Transportation Streets.</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> <ul style="list-style-type: none"> • 2700 Hamilton Street (Tax Account 1851252) • 5520 Jamestown Road (Tax Account 1927888) • 5440 Ager Road (Tax Account 1927896) 	●		Plaza	TBD	<p>Include seating, public art, and/or a fountain, innovative stormwater management features, and trees.</p> <p>See Figure 9 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.⁴⁰</p>
Queens Chillum Plaza	<p>Southwest corner of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)</p> <p>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.</p>		●	Plaza	Private w/ Public Use Easement	<p>Plaza will be shown on Detailed Site Plan for any development at 3100 Queens Chapel Road (Tax Account 1861095).</p> <p>Alignment and dedication/easement/covenant required at preliminary plan of subdivision.</p> <p>See also Strategy LU 4.4.</p>
Avonridge Gateway Plaza	<p>MD 500 (Queens Chapel Road) and Carlson Circle</p> <p>This facility will consist of the following properties:</p> <ul style="list-style-type: none"> • Tax Accounts 1941491, 1941509, 1941517. • Unused rights-of-way for La Salle Road and Chapel Place southeast of Carson Circle. 		●	Green	TBD	<p>Existing open space.</p> <p>Add seating, wayfinding, and interpretative signage.</p> <p>Serve as a gateway to Avondale from the District of Columbia.</p> <p>Consider as location for community garden.</p> <p>See also Strategy OHC 2.5.</p>

⁴⁰ Found online at <https://www.wmata.com/business/real-estate/upload/Station-Area-Planning-Guide-October-2017.pdf>.



Public Facilities

Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
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 4.4 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.
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: <ul style="list-style-type: none"> • 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 1.8.
Chillum Park Enhancements	1850 Chillum Road (part of Tax Account 1914530) 5601 16th Avenue (Tax Account 1914902)		●	Resource Park	M-NCPPC	Park should include nature trails with interpretative signage. See also Policies LU 1, LU 2, NE 1, and NE 2.



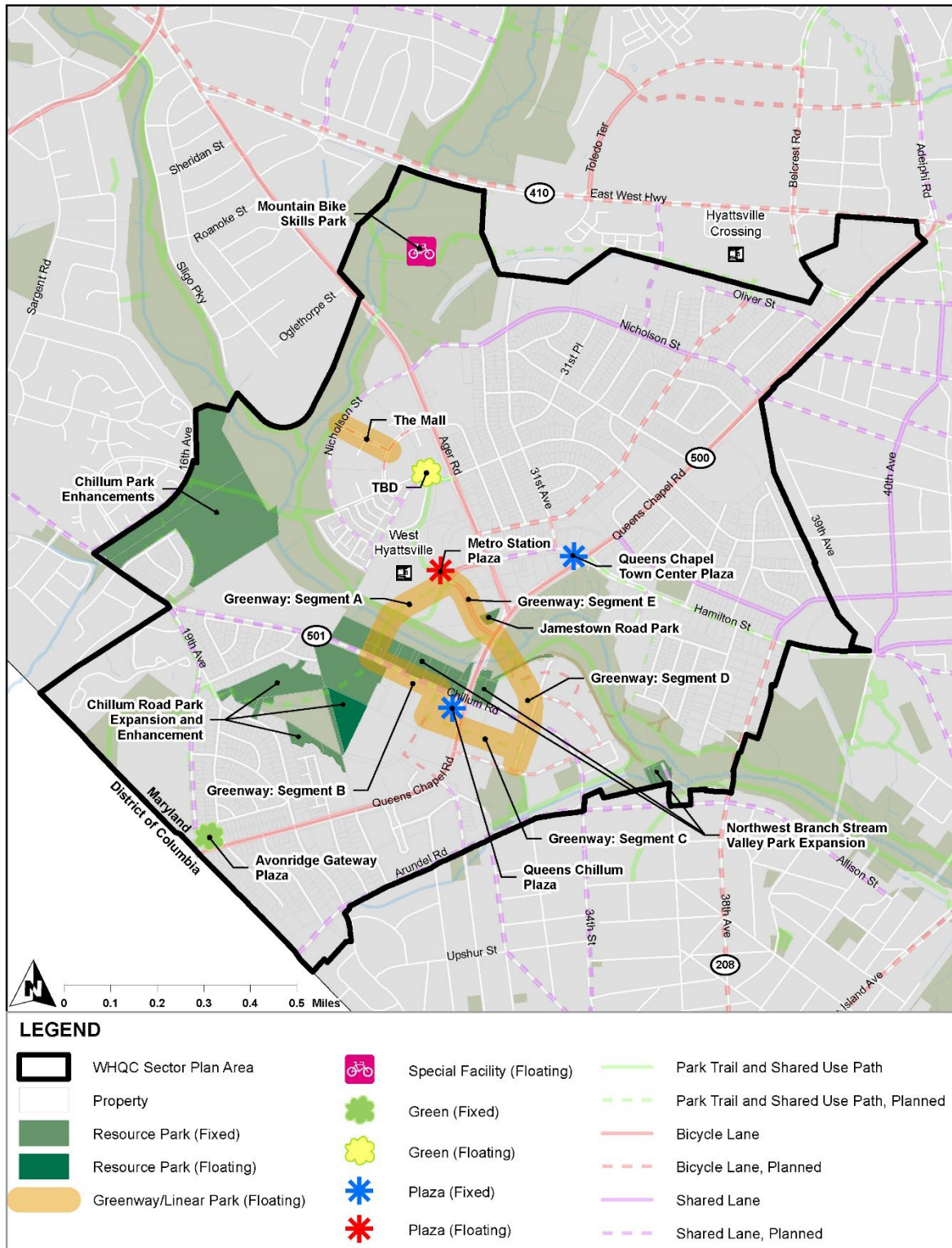
Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
Chillum Road Park Expansion and Enhancement	<p>This facility will consist of the following properties:</p> <ul style="list-style-type: none"> • 2201 Chillum Road (Tax Account 1912229, 2923548) (WMATA) • WMATA-owned 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 • 2425 Chillum Road (Tax Account 1912237) • 2309 Chillum Road (Tax Account 1912245) • 2421 Chillum Road (Tax Account 1898618) <p>This facility will include the Avondale Ridge Conservation Easement and other conservation easements identified in Strategy NE 2.2.</p>		●	Resource Park	M-NCPPC and Private with Conservation Easement	<p>This is an expansion of an existing park facility. Park should include nature trails with interpretative signage.</p> <p>Consider as location for community garden.</p> <p>This facility includes trail T-208 (see Table 13).</p> <p>M-NCPPC should acquire the WMATA- and County-owned properties listed here over time for this park expansion.</p> <p>See also Policies LU 1, LU 2, NE 1, NE 2, and HC 2.</p>
TBD	<p>2607 Kirkwood Place</p> <p>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)</p>		●	Green	TBD	<p>Include seating, public art and/or a fountain, innovative stormwater management features, and trees.</p> <p>Consider as location for community garden.</p> <p>See also Policy HD 2 and Strategies HN 1.8 and HC 2.5.</p> <p>Park should be at least one acre in size.</p>



Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
Northwest Branch Stream Valley Park Expansion	<ul style="list-style-type: none"> • 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 Queens Chapel 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	<p>This is an expansion of an existing park facility. M-NCPPC should acquire the properties listed here for this park expansion.</p> <p>Restored natural area.</p> <p>See Policies LU 1, LU 2, NE 1, NE 2, NE 3, NE 4, NE 9, HC 2, HC 4 and Strategy PF 1.12 for details.</p>
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	<p>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.</p>



Map 40. New Recommended Parks, Recreation, and Public Open Space Facilities



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in pgplan.org/WHQCAppeixdg.



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 7. Illustrative Concept of West Hyattsville Greenway Segment C



ILLUSTRATION BY AECOM

View looking down the proposed UC-216 from MD 500 (Queens Chapel Road). For details about the proposed street, greenway, and streetscape amenities, see Table 11, Table 13, and Table 23.



Figure 8. 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 11, Table 13, and Table 23.



View looking down the Northwest Branch from MD 500 (Queens Chapel Road) at the proposed river crossing. For more details, see Strategy TM 4.4 and Table 23.





ILLUSTRATIONS BY AECOM

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





Figure 9. 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 (UC-221) intersection with the proposed Greenway Segment A. For details, see Table 11, Table 13, and Table 23.



Public Facilities

PF 1.3. Add amenities to new public spaces that support flexible programming for different age groups and diverse interests.



PHOTO BY M-NCPPC

PF 1.4. Finalize all recommended park functions/amenities based upon the community needs identified at the time of park facility planning through community engagement.

PF 1.5. Secure public-use easements for privately built and/or maintained open spaces in the sector plan area.

PF 1.6. 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 40 and Table 23. New Recommended Parks, Recreation, and Public Open Space Facilities. Alignments and locations of park facilities in Table 23 and Map 40 and dedication to M-NCPPC DPR, public use easements, and/or covenants will be identified in the Preliminary Plan of Subdivision.

PF 1.7. M-NCPPC should acquire the WMATA- and County-owned properties listed in the Chillum Road Park Expansion in Table 23 (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.



Public Facilities

- PF 1.8.** Consider renaming Chillum Road Park to reflect community identity, remove a reference to a state highway in the park name, and re-brand the park as a new amenity.
- PF 1.9.** M-NCPPC should acquire the properties listed in the Northwest Branch Stream Valley Park Expansion (WMATA, private, state, and municipal properties) in Table 23 (pursuant to Strategy PF 1.1) to facilitate expansion and improvement of the Park and for environmental protection of the Northwest Branch. See also Policy LU 1, Policy LU 2, and Policy NE 1..
- PF 1.10.** 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 1.11.** Where possible, install playgrounds as part of open space and park construction.
- PF 1.12.** Construct a plaza and seating area at the Buchanan Street Park (3315 Buchanan Street) as previously funded in the Prince George's County Fiscal Year 2022–2027 Proposed CIP, project #4.99.0221. The design of these enhancements should include environmentally sensitive design.
- PF 1.13.** Over the long term, acquire the properties within the floodplain identified in Table 4 under Strategy LU 2.3 for cleanup, preservation, planting of vegetation, and open space preservation (these properties will comprise a southern expansion of Northwest Branch Stream Valley Park).
- PF 1.14.** Consider incorporating elements, features, and amenities from the illustrative concept in Figure 8 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/seal 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 1.15.** 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. Expand access to community multiuse spaces in the sector plan area. See also Policy HD 3.

- PF 2.1.** Construct a small multipurpose community resource center on the south side of MD 501 (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 2.2.** 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 2.3.** Identify opportunities to expand the services and programs provided at the Mount Rainier Nature and Recreation Center.



PF 2.4. Construct the planned multigenerational center in the vicinity of the Hyattsville Crossing Metro Station to serve the sector plan area residents.

Policy PF 3. Support PGCPs in its efforts to implement its Educational Facilities Master Plan (EFMP).

PF 3.1. 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 3.2. Construct the new International School at Langley Park (FY 2024 Approved Capital Improvement Program #3.77.0017)

Policy PF 4. Provide modern public safety facilities.

PF 4.1. Carry forward the recommendation in the 2008 *Approved Public Safety Facilities Master Plan* to construct a new Hyattsville fire/EMS station (Station 801) and replace the existing station at 6200/6206 Belcrest Road. This project was previously funded for construction in the FY 2022 Approved County Capital Improvement Program (Project #3.51.0001) as a new station at the same location but has subsequently been revised to a renovation of the existing station. A new station should be constructed elsewhere in the Prince George's Plaza Regional Transit District and the properties at 6200/6206 Belcrest Road redeveloped with transit-oriented development at types and densities commensurate with the Regional, Transit-Oriented, High-Intensity, Edge (RTO-H-E) Zone. This recommendation cannot amend the 2008 *Approved Public Safety Facilities Master Plan* because it does not cover the area where a new fire/EMS station would be most appropriate. See also Strategy LU 7.3.

PF 4.2. 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 not funded in the FY 2024 Approved Capital Improvement Program.

Policy PF 5. Serve the sector plan area with modern utility infrastructure that can support recommended growth.

PF 5.1. Work with utility providers to systemically update infrastructure, including replacing obsolete transmission lines, adding capacity, and ensuring seamless utility services as growth and redevelopment occurs.

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 DPR, 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 (BUILD) Transportation 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 2030. 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 2030 and 2035. These strategies may require interagency collaboration or additional resources prior to implementation.

- **Long-term (more than 10 years):** Strategies intended to be implemented after 2035. 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 24. Acronyms

Acronym	Definition
DDOT	District Department of Transportation (Washington, D.C.)
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
MDHCD	Maryland Department of Housing and Community Development
MDOT	Maryland Department of Transportation
MHAA	Maryland Heritage Areas Authority
M-NCPPC	Maryland-National Capital Park and Planning Commission
MSAC	Maryland State Arts Council
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
PGCOCS	Prince George's County Office of Central Services
RAPGC	Revenue Authority of Prince George's County
PGCRDA	Prince George's County Redevelopment Authority
SHA	State Highway Association
TBD	To Be Determined
USACE	United States Army Corps of Engineers
WMATA	Washington Metropolitan Area Transit Authority

Table 25. Implementation Framework

Action	Strategy	○ Lead Entity and ● Partner Entities											Time ○=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
LAND USE													
Acquire flood-prone structures	LU 2.2			●						●		○ PGCHHS, ● PGCOCS, ● DoE	S
Acquire specific properties	LU 2.3, LU 2.9, LU 2.10 PF 1.1, PF 1.13			○			●						M-L
Continue public utilities uses at 2130 Chillum Road	LU 2.7						○						O
Redevelop properties along Jamestown Road only if SWM/FP permit issued by DPIE	LU 2.9			●			○					● DPIE	M
Redevelop Queenstown Apartments only if SWM/FP permit issued by DPIE	LU 2.10			●			○		●			● DPIE	S
Evaluate Zoning Ordinance	LU 3.1	○	●										O
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	LU 5.3						○						L
Construct recommended public gathering places Southwest of MD 500 and MD 501	LU 5.3						○						L
Attract/retain supermarket near the MD 500 and UC-216	LU 5.3						○					● PGEDC	L
Concentrate ground-floor retail along UC-216 and MD 500	LU 5.3						○						L
Incentivize/subsidize existing tenants	LU 5.3						○		●				L
Redevelop Kirkwood Apartments	LU 5.5						○						M
Create eating and drinking establishments along UC-211	LU 5.6						○						L

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Construct multifamily residential with ground-floor commercial	LU 7.2						○							L
Construct mix of uses along Varnum Street	LU 8.1						○							L
Construct mix of uses along MD 208	LU 8.2						○							L
Redevelop Landon Court Apartments and 3421 Hamilton Street	LU 9.1						○							L
Construct single-family attached housing at specific sites	LU 9.2 LU 9.3						○							S
ECONOMIC PROSPERITY														
Provide shared facility/incubator space for businesses	EP 1.3						○						● PGEDC	M
Study business and commerce organization	EP 2.8									○			● PGEDC	S
Use new medical office building to attract healthcare services	EP 3.1						○						● PGEDC	M
Identify opportunities for a trade school or satellite campus	EP 3.2												○ Universities	M
Host job fairs and skills training	EP 3.3												○ PGEDC	S
TRANSPORATION AND MOBILITY														
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				○									S
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	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Evaluate eliminating free-right turns, expand sidewalks, and increase pedestrian refuge spaces: Hamilton Street and Ager Road, Hamilton Street and MD 500, MD 500 and Eastern Avenue NE, and MD 500 and Ager Road	TM 1.14				○			○					○ DDOT	S
Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center	TM 1.15	●											○ Planning Board	S
Reconstruct The Mall	TM 1.16						○							M
Reconstruct Kirkwood Place	TM 1.16						○							M
Reconstruct MD 500 (Queens Chapel Road)	TM 1.16				●		●						○ TBD	L
Replace the MD 500 (Queens Chapel Road) bridge over the Northwest Branch of the Anacostia River	TM 1.16				○		●							M
Reconstruct 31st Avenue	TM 1.16						●			○				L
Reconstruct Jamestown Road	TM 1.16						●	○						M
Reconstruct Chillum Road (east of MD 500)	TM 1.16						●	○						M
Reconstruct MD 501 (Chillum Road)	TM 1.16				○		●							M
Reconstruct Queenstown Drive	TM 1.16						○				●			M
Construct a new, realigned Queenstown Drive north of Chillum Road	TM 1.16						○							M
Construct UC-212	TM 1.16						○							M
Reconstruct Chauncey Place	TM 1.16						○							M
Reconstruct Buchanan Street from Chauncey Place to Queenstown Drive	TM 1.16						○				●			L
Reconstruct Buchanan Street from Queenstown Drive to MD 500	TM 1.16						○				●			L

Action	Strategy	<div> ○ Lead Entity and ● Partner Entities </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Construct an extension of 30th Street	TM 1.16						○						M
Reconstruct existing 30th Street	TM 1.16										○		L
Construct a new Mixed-Use Boulevard B with a greenway median as described in Table 11 between UC-215 (30th Street Extended) and MD 500 (Queens Chapel Road)	TM 1.16						○						M
Construct a new Neighborhood Connector B between MD 500 (Queens Chapel Road) and Queenstown Drive	TM 1.16						○						M
Reconstruct Ager Road	TM 1.16						●	○					M
Reconstruct Varnum Street	TM 1.16						○				○		S
Reconstruct Arundel Road	TM 1.16										○		S
Reconstruct Belcrest Road	TM 1.16						●	●				○ TBD	S
Reconstruct Hamilton Street between Jamestown Road and MD 500 (Queens Chapel Road)	TM 1.16						●	●				○ TBD	M
Reconstruct MD 208 (Hamilton Street) between MD 500 (Queens Chapel Road and 35th Place	TM 1.16				○								M
Reconstruct MD 208 (Hamilton Street) between 35th Place and MD 208 (38th Avenue)	TM 1.16				○								M
Reconstruct Nicholson Street between Ager Road and MD 500 (Queens Chapel Road)	TM 1.16									○			L
Reconstruct Nicholson Street between Ager Road and Little Branch Run	TM 1.16									○			L
Evaluate expanding sidewalk and reducing curb radius at Hamilton Street and MD 500	TM 1.18				○								S
Evaluate street grid at Belcrest Road, MD 410, and MD 500	TM 1.20		●		●		○	●		●			M

		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy						○							L
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 Avenue Bridge	TM 2.4				○									M-L
Provide access to new development on Ager Road via alley/side street	TM 2.5						○						● DPIE, ● Planning Board	O
Retrofit streets as Green Streets	TM 3.1				○		●	○		○				M-L
Incorporate bioretention medians/bio-swale landscaping on MD 501	TM 3.3				○		●							M-L
Reconstruct the MD 500 Bridge over the Northwest Branch	TM 3.5				○									L
Construct a shared-use path (T-207) between Heurich Park Road near Heurich Dog Park and the NW Branch Trail at Ager Road	TM 4.1			○										M
Construct the Avondale Connector Trail (T-208) between NW Branch Trail (at Chillum Road) and the Avondale Park Trail at LaSalle Road	TM 4.1			○										S
Formalize the shared-use path (T-209) between the NW Branch Trail and Chillum Road (West Hyattsville Greenway)	TM 4.1			●			●	○						L
Construct the Anacostia Gateway/Prince George's Connector Trail (T-210)	TM 4.1, TM 4.6			○									● DDOT	S
Construct a shared-use path (T-211) between Little Branch Run and the West Hyattsville Metro Connector	TM 4.1			●			●						○ TBD	M
Construct a shared-use path (T-212) between River Terrace Road and the NW Branch Trail	TM 4.1			●			●						○ TBD	M

ActionStrategy		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Construct a shared-use path (T-213) between the Northwest Branch Trail bridge (near 36th Ave) and Farragut Street (western terminus)	TM 4.1			●			●						○ TBD	M
Construct a shared-use path (T-214) between Farragut Street (western terminus) and MD 208 (Hamilton Street)	TM 4.1						●			●			○ TBD	M
Construct a shared-use path (T-215) between the Northwest Branch Trail and MD 500 (Queens Chapel Road)	TM 4.1			○		●	●							L
Construct a shared-use path (T-216) in the median of Queenstown Drive and new Queenstown Drive realignment (see UC-211 and T-216 - Greenway Segment D)	TM 4.1						○							M
Construct Segment A of the West Hyattsville Greenway (T-217)	TM 4.1			●		●	○							M
Construct Segment B of the West Hyattsville Greenway (T-217)	TM 4.1			●			●						○ TBD	M
Construct Segment C of the West Hyattsville Greenway (T-217)	TM 4.1						○							L
Construct Segment E of the West Hyattsville Greenway (T-218)	TM 4.1			●		●	●						○ TBD	M
Add shared-lane signage and sharrows to 19th Ave/La Salle Rd between Avondale Neighborhood Park and MD 500 (Queens Chapel Road)	TM 4.1							○						S
Add shared-lane signage and sharrows to Oliver Street between MD 500 (Queens Chapel Road) and 35th Avenue	TM 4.1									○				S

Action	Strategy	<div> ○ Lead Entity and ● Partner Entities </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Add shared-lane signage and sharrows to 33rd Avenue between Nicholson Street and the Sector plan boundary at Editors Park Drive	TM 4.1									○			S
Add shared-lane signage and sharrows to Little Branch Run between Ager Road and River Terrace Road	TM 4.1									○			S
Add shared-lane signage and sharrows to 37th Street between Brentwood Levee Trail (at 37th Street and Allison Street) and the NW Branch Trail	TM 4.1											○	S
Add shared-lane signage and sharrows to Arundel Road between 31st Place and Chillum Road	TM 4.1										○		S
Add shared-lane signage and sharrows to Gallatin Street and 35th Place between 36th Avenue and MD 208 (Hamilton Street)	TM 4.1									○			S
Construct continuous, wide sidewalks and provide on-road designated bicycle lanes on Jamestown Road between Ager Road and the Calvin McClanahan Memorial Garden/Park / Oliver Street	TM 4.1									○			L
When a new bridge is constructed over the Northwest Branch, construct continuous, wide sidewalks and provide on-road designated bicycle lanes on MD 208 (38th Ave/St and Jefferson St) between the northern sector plan boundary and the Brentwood Levee Trail at 38th Street	TM 4.1				○								M-L

Action	Strategy	<div> <div>○ Lead Entity and ● Partner Entities</div> </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Construct the new bicycle and pedestrian bridge across the Northwest Branch, part of Greenway Segment A	TM 4.3			○			●						L
Construct the new bicycle and pedestrian bridge across the Northwest Branch, part of Greenway Segment D	TM 4.4			○			●						L
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 (see Tables 14 and 15)	TM 4.9, TM 4.10				○		●	○		○	○		S-L
Add wide sidewalk and street tree planting to portion of MD 410	TM 4.11				●		○						S
Formalize levee paths	TM 4.12			●				○					S
Construct crosswalk at Arundel Road Levee trail and Chillum Road	TM 4.13							○					S
Evaluate leading pedestrian intervals	TM 5.5				○			○		○			S
Incorporate automatic pedestrian phases	TM 5.6				○			○		○			S
Provide long-term bicycle parking facilities	TM 5.7			●		○	○						S
Provide showers and dressing rooms	TM 5.8						○						O
Provide short-term bicycle parking at the West Hyattsville Metro Station and all nearby developments	TM 5.9			●		○	○						S
Evaluate bicycle signals, phasing, and boxes	TM 5.10			●	○			○					S

Action	Strategy	○ Lead Entity and ● Partner Entities											Time ○=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Construct bicycle ramps on or adjacent to stairwells	TM 5.11					○				●				S
Provide raised crossing for NW Branch Trail at MD 208	TM 5.12			●	○									S
Employ public art along MD 500	TM 5.13			●	●		●			●			● PGAHC, ○ TBD	M-L
Evaluate feasibility of adding lights to trails	TM 5.14			○			●							O
Physically separate bicycle lanes	TM 5.15				○			○		○				O
Evaluate parking-protected bicycle lanes	TM 5.16				○			○		○				O
Consider mid-block crosswalks	TM 5.17				○			○		○				O
Consider artistic treatments to crosswalks	TM 5.18				●	●	●	●		●			● DPIE, ○ TBD	S
Add street name signs for trails at street crossings.	TM 5.19				○			○		○	○	○		S
Provide micro-mobility facilities at the West Hyattsville Metro Station	TM 6.1					○	●			●			○ Micromobility providers, ○ TBD	S
Provide bicycle share, scooter share, and other micromobility facilities at specific locations	TM 6.1				○		●	○		○			○ Micromobility providers	M-L
Construct electric-assist bicycle and electric scooter infrastructure adjacent to the West Hyattsville Metro station	TM 6.2						●	○		●			○ Micromobility providers	M
Provide accessible shelters with seating at all bus stops	TM 7.1, HD 4.3				○	○	○	○		○	○	○	○ Shuttle-UM	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, ○ TBD	M-L
Provide traffic calming measures	TM 8.1				○			○		○				S
Conduct signal warrant analysis	TM 8.2				○			○		●				S

Action	Strategy	<div> ○ Lead Entity and ● Partner Entities </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Pilot test protected intersections, pedestrian refuges, signalized marked crosswalks, sidewalk extensions, and HAWK signals	TM 8.3			○	○	○		○					S-L
Reconstruct Ager Road at MD 500 as squared-off T-intersection	TM 8.4				○								O
Construct sidewalks within half-mile of schools	TM 9.1				○			○		○	○		O
Pursue Safe Routes to Schools funding	TM 9.2				○			○		○	○		O
Provide protected bicycle facilities on high-level roads within a half-mile of schools.	TM 9.3				○			○		○	○		S
Provide separated bicycle lanes within half-mile of schools	TM 9.4				○			○		○	○		S
Develop pedestrian safety plans	TM 9.5				●			●		●		○ PGCPs	S
Form bicycle/pedestrian buses	TM 9.6											○ Residents	O
Expand residential parking districts, institute metered parking near Metro station	TM 10.1									○		○ RAPGC	M
Advance parking management practices	TM 10.2					●	○			●	●	● RAPGC	M
Encourage on-street parking to count toward off-street parking minimums	TM 10.3		○				●						O
Encourage parking reductions near West Hyattsville Metro Station	TM 10.4, TM 10.5		○				●						O
Reduce off-street parking in exchange for showers/dressing areas	TM 10.6		○										O
Shift parking demand to Hyattsville Crossing Metro Station	TM 10.7					○							M
Determine the proper siting of car sharing, and ride-hailing spaces	TM 10.8					●	●					○ TBD	M

ActionStrategy		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Evaluate transportation regulations for possible updates	TM 11.1 TM 11.2 TM 11.3	○	●					●						○
NATURAL ENVIRONMENT														
Maintain flood protection structures	NE 1.2							○					● USACE	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		●										○ DoE, ● DPIE, ● USACE	S
Evaluate ways to improve pump systems and outflows	NE 1.5			●				○						S
Relocate the Town of Brentwood Public Works facility	NE 1.8											○		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		●	●									○ DoE	O
Protect riparian buffers along the Northwest Branch corridor	NE 3.2			●	●	●	●	●		●		●	○ TBD	M
Study and mitigate littering hot spots in public parks	NE 3.3			○									● DoE	S
Increase trash, pet waste, and recycling receptacles and no littering signs in public parks	NE 3.4			○										S
Add littering and dumping prohibited signage	NE 3.4			○						○				S
Identify or establish entity to do routine litter clean-ups, remove illegal signs, and other beautification projects	NE 3.5			○						●			● DoE, ● Community organizations	S
Ensure property maintenance	NE 3.6			●	●		○	●					● DPIE	O
Remove invasive plants from parks	NE 3.7			○										O

ActionStrategy		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Develop native, non-invasive vegetation education program	NE 4.1			●									● Community organizations, ● Universities, ○ TBD	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
Prioritize onsite tree preservation	NE 4.4						○							O
Add renewable energy infrastructure	NE 5.6						○							O
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
Replace crepe myrtle trees along Hamilton Street between MD 500 (Queens Chapel Road) and Ager Road	NE 6.6						●			●			○ TBD	S
Develop invasive species management plan	NE 6.7			○										S
Educate about stormwater BMPs and available resources	NE 7.3									●			○ DoE, ● Community organizations	S
Maximize onsite storage of stormwater	NE 7.4						○							M-L
Retrofit development with stormwater BMPs, where feasible	NE 7.5						○							S
HOUSING AND NEIGHBORHOODS														
Construct below-market-rate housing	HN 1.4	●					○		●				● MDHCD	M-L
Construct infill single-family housing	HN 1.6, HN 1.3						○							O

		○ Lead Entity and ● Partner Entities											Time ○=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)	
Action	Strategy	COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Rehabilitate specific properties	HN 1.8						○		●	●				
Redevelop specific properties	HN 1.8, HN 1.9	●					○		●				● Office of the County Executive	L
Connect residents to resources for buying a home	HN 1.10								○					O
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
Assist tenants with relocation	HN 2.6						○		●				● Nonprofits	O
Support renovations	HN 2.7								○	●	●	●		O
COMMUNITY HERITAGE, CULTURE, AND DESIGN														
Develop cohesive community branding and wayfinding strategy	HD 1.1		●	●	●		●	●		○	●	●	● Community Organizations	M
Produce all signage and materials in both English and Spanish	HD 1.2			●	●		●	●		○	●	●		M
Install 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 1.3				●								● Community Organizations, ● Maryland Milestones	S
Develop and install wayfinding and signage	HD 1.4			○	○	○	○	○		○	○	○	● Community Organizations, ● Maryland Milestones	S
Install signage identifying historic roads	HD 1.5		●	●				○					● Community Organizations, ● Maryland Milestones	S
Install and maintain monument signage	HD 1.6						○							O

Action	Strategy	🟪 Lead Entity and 🟩 Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Retain small, local, minority-owned businesses	HD 1.7						🟪						🟩 PGCEDC	O
Celebrate local businesses through events/marketing	HD 1.8						🟪						🟩 Nonprofits	O
Incorporate public art into development and public spaces	HD 2.1			🟩			🟪			🟩	🟩	🟩	🟩 Community Organizations, 🟩 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
Establish an indoor public resource center	HD 3.1			🟩			🟩			🟩			🟩 Office of the County Executive, 🟪 TBD	M-L
Provide outdoor furniture within parks and public open spaces	HD 3.2 PF 1.10			🟪			🟩							S
Identify options for programming outdoor public spaces	HD 3.3			🟪			🟩			🟩	🟩	🟩	🟩 Community organizations, PGCAHC	S
Allow retail and food service to occupy sidewalks and public spaces for seating	HD 3.4	🟩					🟪						🟩 DPIE	S
Engage public in open space design	HD 3.6		🟪	🟪		🟪	🟪							O
Update design guidelines for the trail system	HD 4.1		🟩	🟪									🟩 Maryland Milestones	M
Install lighting, benches, trash and recycling receptacles, and bicycle racks along major streets, in parks, and the trail system	HD 4.2 PF 1.10			🟪										S
Remove unsanctioned graffiti in a timely fashion.	HD 4.4			🟩			🟪	🟩		🟩	🟩	🟩	🟩 DPIE	S
Educate about and encourage CPTED strategies	HD 4.5		🟩	🟪										S

ActionStrategy		● Lead Entity and ● Partner Entities											Time ○=Ongoing S=Short term (<5 years) M=Mid term (5<10 years) L=Long term (> 10 years)	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Connect property owners with resources to improve façades	HD 4.6									●	●	●	● PGCRTA	S
Design blocks not to exceed 500 feet	HD 4.12						●							O
Design public open spaces for all users	HD 4.13			●			●							O
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				●	●	●	●		●			● DPIE	S
Program the Hamilton Street streetscape for community-building events and activities	HD 5.3						●			●			● Community organizations	S
Establish walking tours of historic and cultural resources	HD 6.1									●			● Community organizations	M
Identify, document, and designate additional historic resources	HD 6.2		●	●			●							S
Apply for heritage tourism-based grants through the state	HD 6.3		●	●									● Maryland Milestones, ● Experience Prince George’s	S
Adaptively reuse vacant and underutilized commercial buildings	HD 6.4						●							S
Adaptatively reuse historic, outdated, or antiquated buildings	HD 6.5						●							S
Add interpretative signage	HD 7.1			●			●						● Maryland Milestones, ● TBD	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, ● TBD	M
Install signage along the Northwest Branch Trail describing native species and animals	HD 7.3			●										S

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
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 COMMUNITIIES														
Encourage/incentivize urban agriculture	HC 2.1	○											● PGCEDC	S
Enhance public spaces for fresh food and farmer’s market events	HC 2.4			●			●						○ TBD	S
Evaluate hydroponic/aquaponic food production	HC 2.6			○									● PGCEDC	M
Identify gaps in healthcare programs and services	HC 3.1												● Health Dept.	S
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			●		●	●	●		●			● Shuttle-UM ○ TBD	M
Provide accessible public restrooms	HC 4.5			○			○							S
Provide space and programming for seniors within civic centers	HC 5.2			○						●	●	●		M-L

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Expand senior offerings	HC 5.3			○						●	●	●		S
PUBLIC FACILITIES														
Construct the recommended Greenway Segments	PF 1.1, PF 1.2			●			●						○ TBD	M-L
Construct the recommended Plazas and Greens	PF 1.1			●		●	●						○ TBD	M-L
Construct the recommended Parks	PF 1.1			●			○							M-L
Construct the recommended Chillum Park Enhancements	PF 1.1			○			●							S-M
Acquire the properties for parks	PF 1.1, PF 1.8			○				●						L
Construct the recommended Mountain Bike Skills Park	PF 1.1			○						●			● Nonprofits	M
Add amenities to public spaces for flexible programming	PF 1.3			●			○							S
Finalize park functions/amenities through community engagement	PF 1.4			○			●							S
Secure public-use easements for privately built and/or maintained open spaces	PF 1.5			○			●							M
Acquire or establish easements for publicly accessible park spaces	PF 1.6			○			●							M
Acquire properties for Chillum Road Park Expansion	PF 1.7			○										M
Consider renaming Chillum Road Park	PF 1.8			○										M
Install playgrounds in open space and park construction.	PF 1.11			○			●							S
Construct a plaza and seating area at the Buchanan Street Park	PF 1.12			○										S
Consider elements, features, and amenities from Figure 8 when redeveloping the bridge crossing of the Northwest Branch	PF 1.14			○			●							L
Construct a small multipurpose community resource center	PF 2.1			●									○ TBD	L

Action	Strategy	○ Lead Entity and ● Partner Entities											Time ○=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Provide additional small indoor community meeting spaces	PF 2.2			●			○							M-L
Expand services and programs at the Mount Rainier Nature and Recreation Center	PF 2.3			○										S
Construct multigenerational center near Hyattsville Crossing Metro Station	PF 2.4			○										O
Provide adequate facilities for public school	PF 3.1											○ PGCPs		S
Complete construction of new schools	PF 3.2											○ PGCPs		S
Construct new fire/EMS station #801	PF 4.1											○ PGFD		L
Construct new fire/EMS station #844	PF 4.2											○ PGFD		L

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

Indicator	2050 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 within walking distance to transit and amenities.	CoStar	5	LU 2 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.	GIS	5	LU 4 LU 5 LU 7 LU 9 HN 1
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
Acres of Tree Canopy	Greater than 300 acres not in forest	Tree canopy functions include intercepting stormwater; controlling microclimate; and cleaning the air and water. (RCP, p. 41.)	GIS Analysis	5	NE 6

Indicator	2050 Target	Why is this important in WHQC?	Data Source	Interval (Years)	Relevant Policies
Percentage of sector plan area that is impervious	A lower percentage than that on the date of approval of the sector plan.	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.	GIS Analysis	5	NE 7
Miles of new pedestrian facilities constructed since the date of approval of this sector plan	New Sidewalks: 19 miles New Bicycle Lanes: 9 miles New Shared Bicycle Lane Markings (Sharrows): 2.5 miles New Park Trails/Shared-Use Paths: 2 miles	Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.	GIS Analysis	5	TM 1 TM 4
Percent of metro users accessing West Hyattsville Metro Station by modes other than personal vehicle	Increase	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.	WMATA	1	LU 4 TM 4 TM 5 TM 9

Appendices

Appendix A: 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 multilingual 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.⁴¹

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 aged 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.

⁴¹ <https://www.youtube.com/watch?v=AUqX3L2LL-8>

Public Hearing

The Planning Department released a Staff Draft Sector Plan and Proposed SMA in July 2022. On October 11, 2022, the County Council, sitting as the District Council, and the Planning Board held a joint public hearing to receive testimony on both. On December 15, 2022, the Planning Board remanded the Staff Draft Sector Plan and Proposed SMA back to the Planning Department to await necessary legislative action. In 2023, the Planning Department revised the Staff Draft Sector Plan and Proposed SMA in response to the testimony received at and subsequent to the October 11, 2022, joint public hearing.

Community Information Session

The Planning Department held a community information session at St. Matthew's Episcopal Church, 5901 36th Avenue, Hyattsville, on February 27, 2024. The purpose of this meeting was to inform the Queens Chapel Manor neighborhood of the proposed rezoning of the neighborhood to the RSF-A Zone and how to submit testimony at the joint public hearing.

Appendix B: Plan 2035 and Functional Master Plan Amendments

Table B-1. Amendments to Plan Prince George's 2035 (Plan 2035)

Strategy	Strategy	Amendment
LU 4.1	Amend Plan 2035 to define the boundary of the West Hyattsville Local Transit Center as shown on Map 14. West Hyattsville Local Transit Center, Core, and Edge and to include all properties listed in Appendix D. 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 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.	Define the boundary of the West Hyattsville Local Transit Center.
LU 5.1	Define the Core of the West Hyattsville Local Transit Center to include all the properties listed Table D-1 in Appendix D and shown on Map 14. Implement this strategy by retaining or reclassifying all properties listed in Table D-1 in the Local Transit-Oriented, Core (LTO-C) Zone. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Core.	Define the Core of the West Hyattsville Local Transit Center
LU 6.1	Define the Edge of the West Hyattsville Local Transit Center to include all the properties listed in Table D-2 in Appendix D and as shown on Map 14. Implement this strategy by reclassifying the properties listed in Table D-2 into, or retaining them in, the Local Transit-Oriented, Edge (LTO-E) Zone.	Define the Edge of the West Hyattsville Local Transit Center
LU 7.1	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 7, to the Edge of the Prince George's Plaza Regional Transit District.	Amend the boundary of the Edge of the Prince George's Plaza Regional Transit District
TM 1.15	Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center. This strategy amends Table 21 of Plan 2035, applicable recommendations of the 2009 <i>Countywide Master Plan of Transportation</i> , and the Transportation Review Guidelines.	Amend Table 21 by eliminating vehicular LOS requirements within the West Hyattsville Local Transit Center.

Table B-2. Amendments to the 2009 Approved Countywide Master Plan of Transportation (MPOT)

Strategy	Amendment
TM 1.15	Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center.
Multiple	All facility recommendations in Table 11 and Map 27, 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.
Multiple	All bicycle, pedestrian, and shared-use facility recommendations in Table 13 and Map 29, Recommended Countywide Master Plan of Transportation Bicycle, Pedestrian, and Shared Use Facilities
TM 4.9	All sidewalk recommendations in Table 14.
TM 4.10	All sidewalk recommendations in Table 15.
TM 4.11	MD 410 (East West Highway) between MD 500 (Queens Chapel Road) and Belcrest Road should have a minimum 20-foot sidewalk and 8-foot minimum street tree planting area commensurate with the requirements of the RTO-H-E Zone.

In the event any policy, strategy, table, map, or graphic in this sector plan conflicts with the 2009 *Approved Countywide Master Plan of Transportation*, the content of this sector plan is applicable.

Table B-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 23 and shown on Map 40, Recommended Parks, Recreation, and Public Open Space Facilities

Table B-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 Ridge Subdivision (4708 Crest View Drive and 2400 Queens Chapel Road) to the Regulated Area of the Countywide Green Infrastructure Network. See Map 35.
NE 2.4	<p>Remove the following areas as shown on Map 35 from the Countywide Green Infrastructure Network, as they were developed with housing under current environmental regulations and are unlikely to be redeveloped:</p> <ul style="list-style-type: none"> • All of the Avondale Ridge Subdivision outside of its conservation easement • All parcels on the north side of River Terrace Road and including River Terrace Road

Appendix C: 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 2024 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 (prior to April 1, 2022) and 27-3502(c) of the Prince George's County Zoning Ordinance. The 2022 Proposed SMA was released to the public for its review on July 29, 2022. A joint public hearing of the Planning Board and County Council, sitting as the District Council, was held on the July 2022 Proposed SMA on October 11, 2022. The Planning Board remanded the July 2022 Proposed SMA to staff on December 12, 2022. Staff incorporated feedback received through the October 11, 2022 Joint Public Hearing into the current Proposed SMA.

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.

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 Staff Draft 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.

WHAT'S NEW

To mitigate the impact of removing several dozen acres from consideration for redevelopment due to their presence within the floodplain, the May 2024 Proposed SMA recommends several changes from the July 2022 Proposed SMA, including:

- Adding 1.36 acres to the RTO-H-E Zone;
- Adding 118.88 acres to the RSF-A Zone;
- Adding 50.67 acres to the LTO-C Zone;
- Reducing the LTO-E Zone by 40.04 acres.

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 pgplan.org/WHQC.

Comprehensive Rezoning Changes

Map C-1 shows the existing zoning classifications within the West Hyattsville-Queens Chapel Sector. 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 35 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 C-3. These zoning changes result in a new zoning inventory for the area (Map C-2). These maps and tables are included for illustrative purposes only. The 1" = 200' scale County zoning maps represent the official zoning boundaries.

Table C-1. Comprehensive Rezoning Changes

Change	Zoning Change	Acreage
1	RSF-65 to RTO-H-E	14.57
2	RSF-65 to RSF-A	0.98
3	LTO-C to LTO-E	8.09
4	RSF-65/LTO-E to LTO-C	4.68
5	CGO to CN	0.52
6	RSF-65 to ROS	2.03
7	CGO to CN	4.56
8	CGO to CN	1.06
9	CGO/RMF-20 and RMF-20 to RMF-48	8.08
10	RMF-20 to LTO-C	32.25

Change	Zoning Change	Acreage
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	22.10
16	AG to ROS	11.84
17	CGO/RSF-65 to CN	8.51
18	RMF-20 to RMF-48	4.38
19	LTO-E/CGO to LTO-C	7.49
20	RMF-20/CGO to LTO-E	9.64
21	LTO-C to LTO-E	13.95
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 LTO-C	0.11
29	RMF-48 to RMF-20	5.81
30	RSF-A to LTO-E	3.00
31	RSF-65 to RSF-A	121.96
32	LTO-E to CS	16.49
33	CGO to LTO-E	0.61
34	LTO-E to LTO-C	1.37
35	LTO-E to LTO-C	2.00

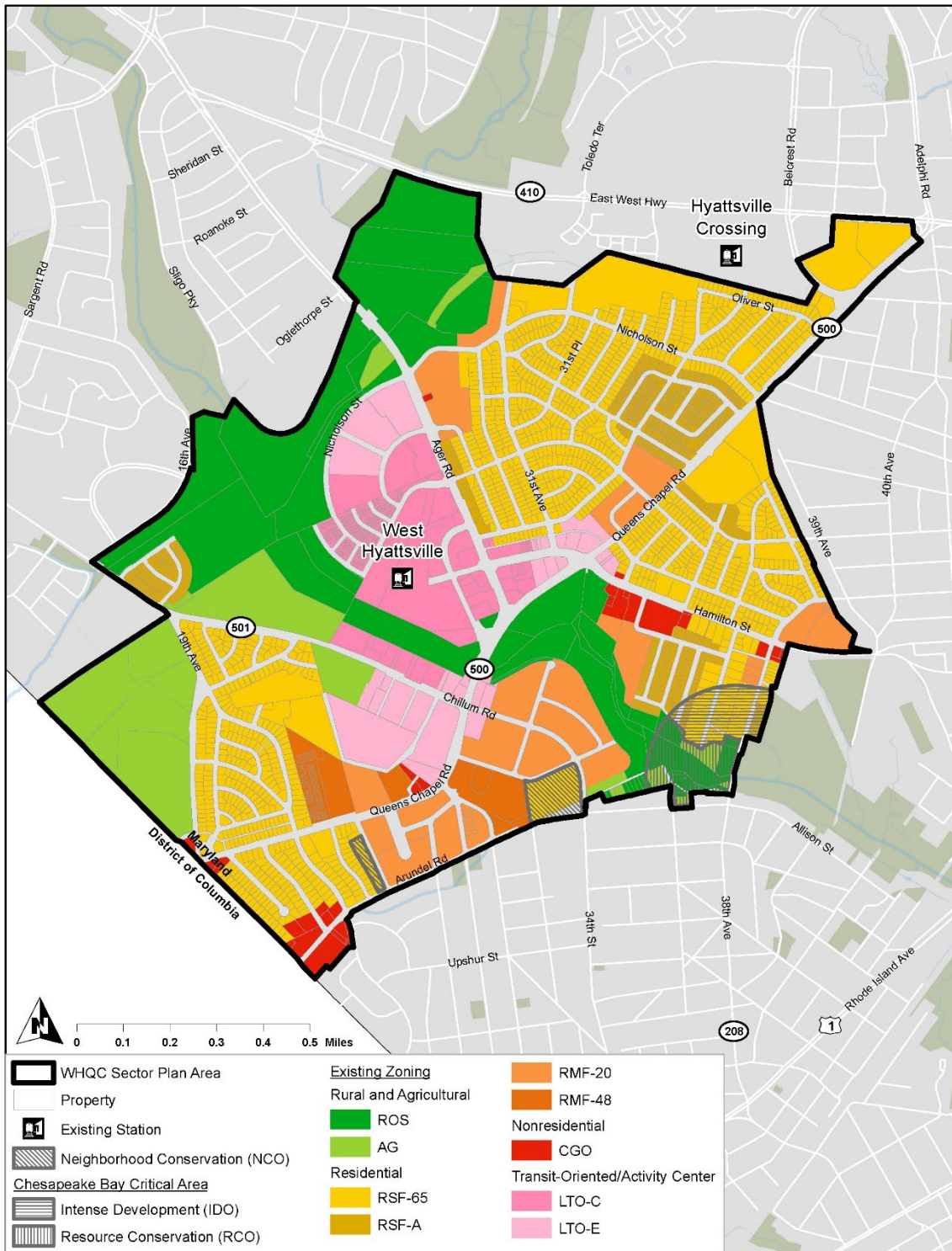
Table C-2. Inventory of Zoning Changes (in acres), Base Zones

Zoning Class	SMA Proposed Acreage	CMA Acreage	Change in Acreage
RTO-H-E	14.57	0	14.57
RSF-A	165.77	45.84	119.93
LTO-C	111.66	68.40	43.26
LTO-E	25.10	51.77	-26.67
CN	14.66	0	14.66
ROS	249.36	202.41	46.95
RMF-48	22.79	22.76	0.03
CS	26.10	0	26.10
RSF-65	149.24	303.58	-154.34
CGO	1.24	18.14	-16.90
RMF-20	43.56	90.45	-46.89
AG	72.56	93.27	-20.71

Table C-3. Inventory of Zoning Changes (in acres), Overlay Zones

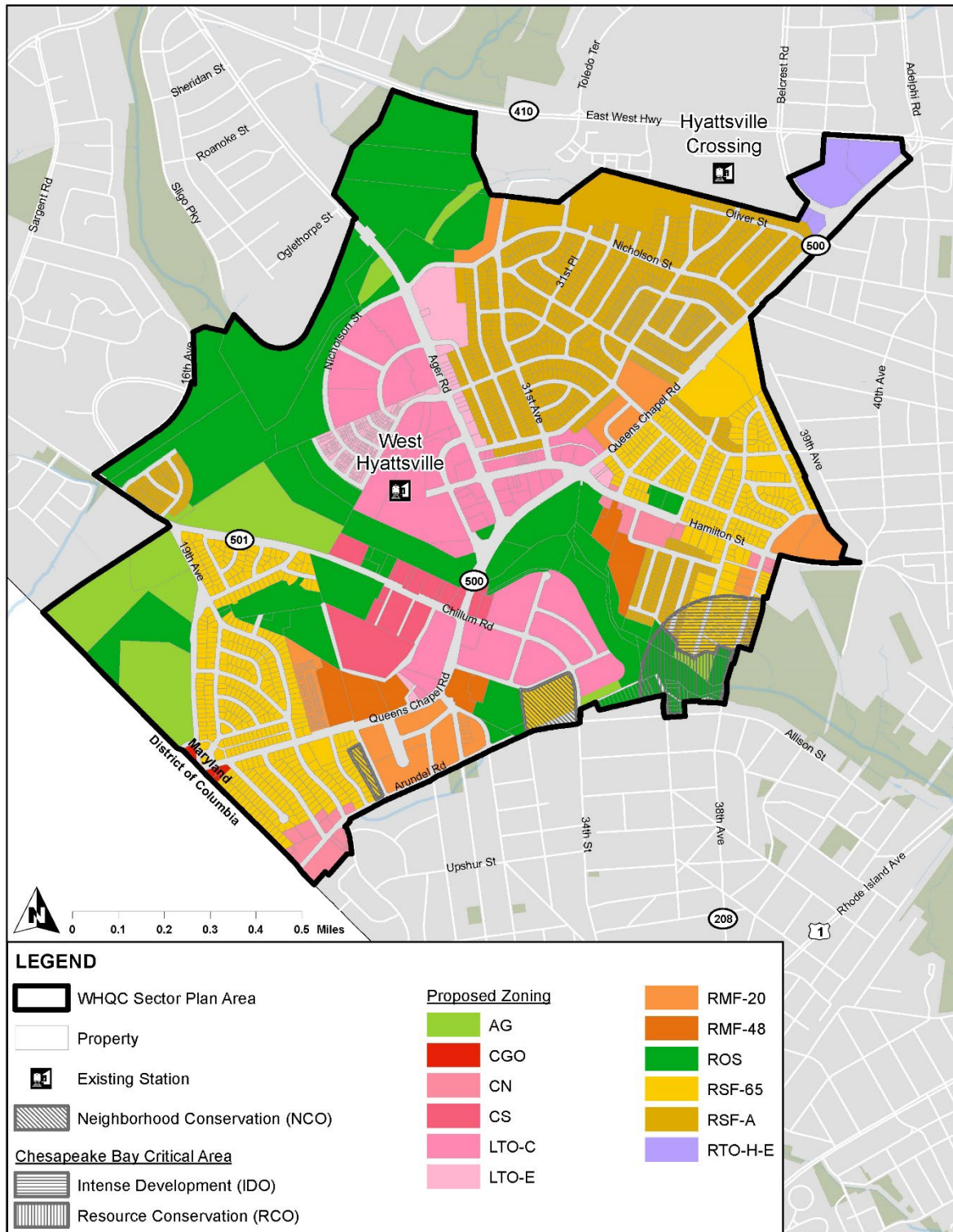
Zoning Class	SMA Proposed Acreage	CMA Acreage	Change in Acreage
Neighborhood Conservation (NCO)	9.08	9.08	0
Chesapeake Bay Critical Area, Intense Development (IDO)	13.61	13.61	0
Chesapeake Bay Critical Area, Resource Conservation (RCO)	14.60	14.60	0

Map C-1. Existing Zoning



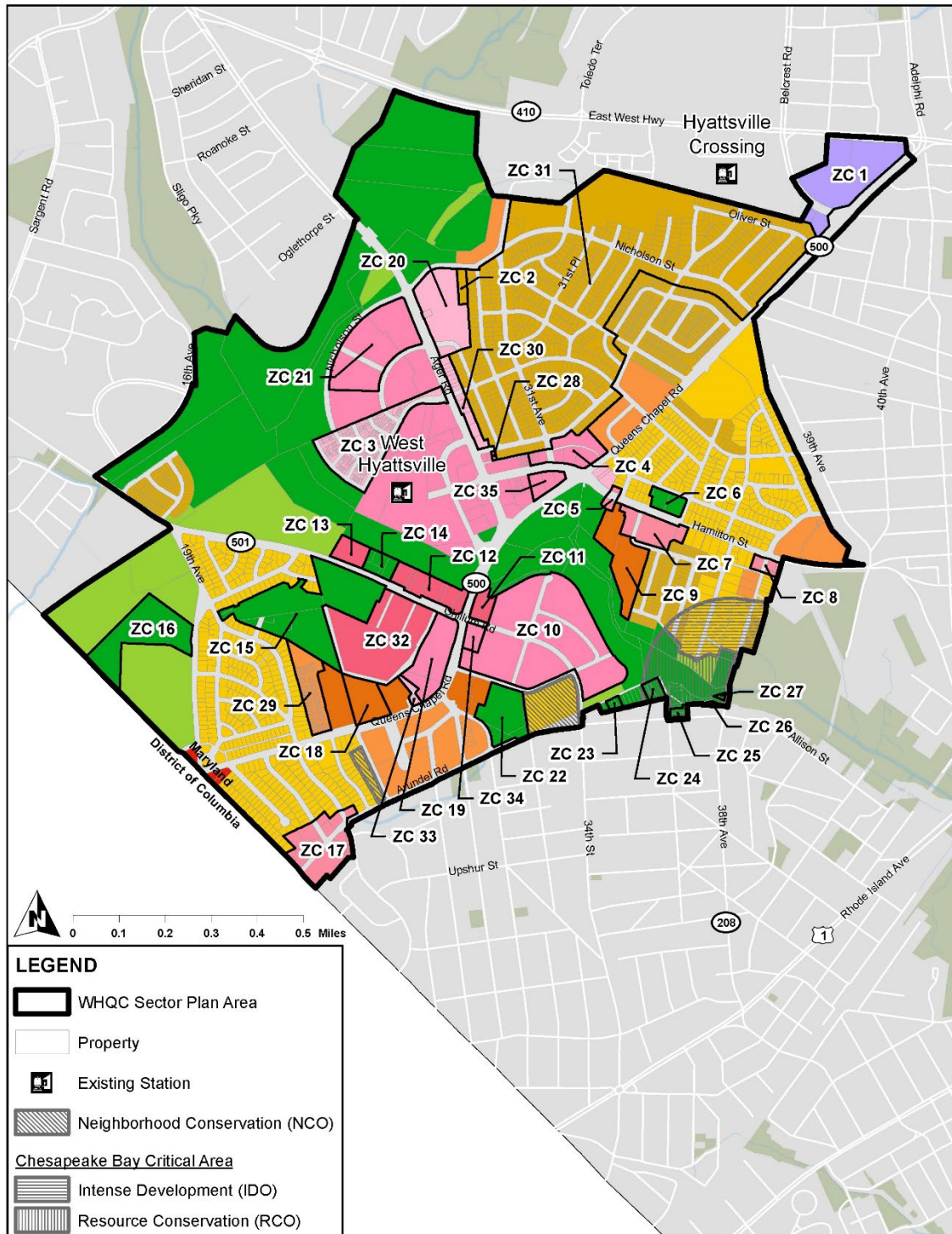
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2023, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in pgplan.org/WHQCAppeixdg.

Map C-2. Proposed Zoning



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in pgplan.org/WHQCAAppendixg.

Map C-3. Proposed Zoning Changes



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in pgplan.org/WHQCAAppendixg.

Appendix D: Properties within the West Hyattsville Local Transit Center

Table D-1. Properties within the Core of the West Hyattsville Local Transit Center and Recommended for Classification/Re-Classification into the LTO-Core Zone

	Address	Tax ID
0	Ager Road	1853290
0	Ager Road	1892181
0	Ager Road	1972769
5321	Ager Road	1926559
5390	Ager Road	1853282
5400	Ager Road	1839455
5440	Ager Road	1927896
5600	Ager Road	1837400
5620	Ager Road	5649170
3301	Chillum Road	1943794
3301	Chillum Road	1943786
3301	Chillum Road	1943778
3301	Chillum Road	1943836
3301	Chillum Road	1943802
3301	Chillum Road	1943844
3301	Chillum Road	1943810
3301	Chillum Road	1943828
0	Hamilton Street	1961002
2775	Hamilton Street	1953595
2781	Hamilton Street	1960970
2801	Hamilton Street	1960996
2901	Hamilton Street	1977818
2903	Hamilton Street	1913409
2906	Hamilton Street	1817493
3001	Hamilton Street	1913417
3003	Hamilton Street	1913425
3004	Hamilton Street	1817485
3005	Hamilton Street	1926567
3006	Hamilton Street	1817477

	Address	Tax ID
3025	Hamilton Street	1964550
3026	Hamilton Street	1817402
3032	Hamilton Street	1817394
3100	Hamilton Street	1817386
3110	Hamilton Street	1817519
3118	Hamilton Street	1817378
0	Jamestown Road	1851260
2801	Jamestown Road	1828813
2803	Jamestown Road	1828557
2805	Jamestown Road	1800101
5400	Jamestown Road	1851252
5402	Jamestown Road	1855527
5520	Jamestown Road	1927888
5601	Jamestown Road	1819648
2600	Kirkwood Place	1836857
2607	Kirkwood Place	1836873
2616	Kirkwood Place	1836865
2700	Kirkwood Place	1836832
2722	Kirkwood Place	1836824
5615	Little Branch Run	1924745
5685	Little Branch Run	5649181
0	Manor Drive	1797075
2623	Nicholson Street	1836840
0	Queens Chapel Road	1861103
0	Queens Chapel Road	5643925
0	Queens Chapel Road	5643936
0	Queens Chapel Road	5648860
3032	Queens Chapel Road	1861111
3100	Queens Chapel Road	1861095

	Address	Tax ID
3008	Hamilton Street	1817469
3010	Hamilton Street	1817451
3012	Hamilton Street	1817444
3014	Hamilton Street	1817436
3018	Hamilton Street	1817428
3020	Hamilton Street	1817410

	Address	Tax ID
3171	Queens Chapel Road	1971928
5320	Queens Chapel Road	1921410
5340	Queens Chapel Road	1880756
5350	Queens Chapel Road	1860022
5398	Queens Chapel Road	1834530
5418	Queens Chapel Road	1817360

Table D-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
3006	29 th Avenue	1919877
5720	29 th Avenue	1791409
5720	29 th Avenue	1791425
5720	29 th Avenue	1791417
0	Ager Road	1972769
0	Ager Road	5666050
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
5707	Ager Road	1823442
5709	Ager Road	1823434
5711	Ager Road	1823426
5713	Ager Road	1826197
5715	Ager Road	1826205
5855	Ager Road	1801109
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

	Address	Tax ID
2558	Kirkwood Place	5649215
2560	Kirkwood Place	5649204
2800	Lancer Drive	1832286
0	Little Branch Run	5649146
0	Little Branch Run	5649157
0	Little Branch Run	5649168
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

	Address	Tax ID
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
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
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

	Address	Tax ID
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
5678	Little Branch Run	5649090
5680	Little Branch Run	5649088
5682	Little Branch Run	5649077
5684	Little Branch Run	5649066
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

	Address	Tax ID
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
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

	Address	Tax ID
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
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
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
2900	Queens Chapel Road	1921048
3001	Queens Chapel Road	1846450
3171	Queens Chapel Road	1971928
5350	Queens Chapel Road	1860022

	Address	Tax ID
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
0	Kirkwood Place	5649545
0	Kirkwood Place	5649578
2550	Kirkwood Place	5649250
2552	Kirkwood Place	5649248
2554	Kirkwood Place	5649237
2556	Kirkwood Place	5649226

	Address	Tax ID
5398	Queens Chapel Road	1834530
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
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

Appendix E: Staff Analysis of Testimony Received at the October 11, 2022, Joint Public Hearing

Between October 2022 and May 2024, the Planning Department reviewed 20 exhibits and 12 pages of transcribed oral testimony (representing four speakers) from the Joint Public Hearing held on October 11, 2022, regarding the July 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA. Following a review of the exhibits and oral testimony, Planning Department staff analyzed the issues raised in the testimony and incorporated revisions to the text and maps of the May 2024 Staff Draft Sector Plan and Proposed SMA in response to this testimony. The purpose of this appendix is to demonstrate to residents and other stakeholders, the Planning Board, and the District Council how October 2022 testimony was incorporated into the May 2024 Staff Draft Plan. This appendix is purely informational and not otherwise part of the Staff Draft II Sector Plan or Proposed SMA for the purposes of their adoption and endorsement. It should be deleted from the plan document by the District Council upon approval of the adopted Sector Plan and endorsed SMA.

The Staff Draft II Sector Plan and Proposed SMA will be subject to its own Joint Public Hearing in July 2024. Following the close of the public record for this Joint Public Hearing, Planning Department staff will review the exhibits and oral testimony from that hearing and recommend additions, deletions, and other revisions to the Staff Draft II Sector Plan and Proposed SMA for the Planning Board to consider in its adoption of the Sector Plan and endorsement of the SMA.

Appendix E may be found online at
pgplan.org/WHQCappendix

Appendix F: Correction/Information Update Sheet for the July 2022 Staff Draft Sector Plan and Proposed SMA

Between July 28, 2022, and May 2, 2024, Planning Department staff reviewed the July 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan and its concurrent Proposed SMA and identified the following:

- 1) Errors
- 2) Information in the July 2022 Staff Draft Plan rendered no longer accurate or relevant due to events subsequent to July 28, 2022.
- 3) Areas where recommendations of the July 2022 Staff Draft Plan are inconsistent with the vision, goals, policies, or recommendations of the ongoing Staff Draft of Go Prince George's, the Countywide Master Plan of Transportation.
- 4) Information, maps, or graphics within the July 2022 Staff Draft Plan requiring clarification or elaboration to enhance a reader's understanding of the material presented.

Appendix F identifies these and how the May 2024 Staff Draft II Sector Plan and Proposed SMA revise the previous Staff Draft Sector Plan and Proposed SMA to address these items. This appendix is purely informational and not otherwise part of the Staff Draft Sector Plan or Proposed SMA for the purposes of their adoption and endorsement. It should be deleted from the plan document by the District Council upon approval of the adopted Sector Plan and endorsed SMA.

Appendix F may be found online at pgplan.org/WHQCappendixf

Appendix G: Map Citations

Appendix G contains citations for the maps contained in this Sector Plan and may be found online at pgplan.org/WHQCappendixg

Appendix H:

Properties Subject to Strategy LU 9.3

Address	Tax ID
0 29th Avenue	1791870
0 29th Avenue	1803048
5602 29th Avenue	1820083
5603 29th Avenue	1825249
5604 29th Avenue	1798636
5605 29th Avenue	1799253
5606 29th Avenue	1798180
5607 29th Avenue	1813161
5608 29th Avenue	1806637
5609 29th Avenue	1809953
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5619 29th Avenue	1826429
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5623 29th Avenue	1818681
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5622 30th Avenue	1816008
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Address	Tax ID
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5615 30th Avenue	1796168
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5619 30th Avenue	1811223
5620 30th Avenue	1811470
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5813 30th Avenue	1789692
5814 30th Avenue	1798909
5815 30th Avenue	1794577

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5705 30th Avenue	1818665
5706 30th Avenue	1802172
5707 30th Avenue	1818806
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Address	Tax ID
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5618 31st Avenue	1790583
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5624 31st Avenue	1818053
5701 31st Avenue	1799055
5702 31st Avenue	1791581
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5704 31st Avenue	1805332
5705 31st Avenue	1795137
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5809 31st Place	1794320
5811 31st Place	1828128
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5816 31st Avenue	1823194
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5708 31st Place	1793504
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5820 32nd Avenue	1812841
5821 32nd Avenue	1794247
5822 32nd Avenue	1807692

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5816 31st Place	1804236
5817 31st Place	1826916
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5831 31st Place	1799196
5901 31st Place	1788983
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5826 33rd Avenue	1803766

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5824 32nd Avenue	1791961
5825 32nd Avenue	1829670
5826 32nd Avenue	1806272
5900 32nd Avenue	1793991
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5904 35th Avenue	1832237
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6001 35th Avenue	1794858

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5904 33rd Avenue	1832500
5905 33rd Avenue	1809938
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5903 34th Avenue	1795574
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5905 34th Avenue	1828243
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5909 34th Avenue	1788975
5911 34th Avenue	1817915
6000 34th Avenue	1826593
6001 34th Avenue	1805068
6002 34th Avenue	1816180
6003 34th Avenue	1795533
6004 34th Avenue	1795640
6000 37th Avenue	1829050
6001 37th Avenue	1816107
6002 37th Avenue	1803840
6003 37th Avenue	1820836

Address	Tax ID
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6003 35th Avenue	1803832
6004 35th Avenue	1791136
6005 35th Avenue	1792183
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6009 35th Avenue	1792191
6010 35th Avenue	1828037
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5912 36th Avenue	1807031
6000 36th Avenue	1803584
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6005 36th Avenue	1817980
6006 36th Avenue	1828193
6007 36th Avenue	1817659
6008 36th Avenue	1796648
6009 36th Avenue	1826056
6011 36th Avenue	1793884
6013 36th Avenue	1806306
5903 37th Avenue	1793488
5905 37th Avenue	1829068
5907 37th Avenue	1789601
5909 37th Avenue	1805746
5910 37th Avenue	1829076
5911 37th Avenue	1809193
3007 Jamestown Road	1796655
5600 Jamestown Road	1828342
5602 Jamestown Road	1811033
5604 Jamestown Road	1831247

Address	Tax ID
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6005 37th Avenue	1789213
6006 37th Avenue	1821966
6007 37th Avenue	1797935
6008 37th Avenue	1795483
6009 37th Avenue	1804558
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6019 37th Avenue	1809052
6100 Editors Park Drive	1791771
6110 Editors Park Drive	4021416
6111 Editors Park Drive	1791805
2806 Jamestown Road	1797471
2807 Jamestown Road	1808302
2900 Jamestown Road	1801406
2901 Jamestown Road	1821396
2902 Jamestown Road	1807569
2903 Jamestown Road	1793744
2904 Jamestown Road	1797950
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2907 Jamestown Road	1798230
2909 Jamestown Road	1799147
2911 Jamestown Road	1813260
3000 Jamestown Road	1828698
3001 Jamestown Road	1794023
3002 Jamestown Road	1831593
3003 Jamestown Road	1811520
3005 Jamestown Road	1795202
6010 Jamestown Road	1788561
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6012 Jamestown Road	1823269
6013 Jamestown Road	1805514
6015 Jamestown Road	1813559

Address	Tax ID
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5608 Jamestown Road	1819325
5610 Jamestown Road	1797588
5611 Jamestown Road	1824838
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5617 Jamestown Road	1810787
5618 Jamestown Road	1818970
5619 Jamestown Road	1809680
5620 Jamestown Road	1804608
5621 Jamestown Road	1812791
5623 Jamestown Road	1822774
5625 Jamestown Road	1825132
5627 Jamestown Road	1827625
5629 Jamestown Road	1804459
5631 Jamestown Road	1819887
5633 Jamestown Road	1806504
5635 Jamestown Road	1825488
5900 Jamestown Road	1790484
5902 Jamestown Road	1792316
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5905 Jamestown Road	1809664
6001 Jamestown Road	1816768
6002 Jamestown Road	1790930
6003 Jamestown Road	1827682
6004 Jamestown Road	1798339
6005 Jamestown Road	1820034
6006 Jamestown Road	1803592
6007 Jamestown Road	1811264
6008 Jamestown Road	1798081
6009 Jamestown Road	1796291
3206 Kimberly Road	1815182
3207 Kimberly Road	1829316
2802 Lancer Drive	1812940
2803 Lancer Drive	1812585
2805 Lancer Drive	1803030

Address	Tax ID
6017 Jamestown Road	1815869
6019 Jamestown Road	1801372
6021 Jamestown Road	1791987
3102 Kelliher Road	1820810
3103 Kelliher Road	1807015
3104 Kelliher Road	1832492
3105 Kelliher Road	1793314
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3109 Kelliher Road	1810506
3111 Kelliher Road	1807205
3113 Kelliher Road	1829365
3100 Kimberly Road	1831387
3101 Kimberly Road	1807783
3102 Kimberly Road	1803436
3103 Kimberly Road	1816321
3104 Kimberly Road	1816347
3105 Kimberly Road	1797984
3106 Kimberly Road	1795129
3107 Kimberly Road	1796184
3108 Kimberly Road	1795582
3109 Kimberly Road	1820992
3110 Kimberly Road	1798115
3112 Kimberly Road	1807908
3114 Kimberly Road	1828607
3116 Kimberly Road	1832229
3200 Kimberly Road	1825611
3201 Kimberly Road	1827872
3202 Kimberly Road	1816032
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3204 Kimberly Road	1793157
3205 Kimberly Road	1797612
3304 Lancer Drive	1802719
3305 Lancer Drive	1829175
3306 Lancer Drive	1815299
3307 Lancer Drive	1789726
3308 Lancer Drive	1790260

Address	Tax ID
2900 Lancer Drive	1800127
2901 Lancer Drive	1794197
2902 Lancer Drive	1816081
2903 Lancer Drive	1806397
2904 Lancer Drive	1796481
2905 Lancer Drive	1821560
3000 Lancer Drive	1790724
3001 Lancer Drive	1791458
3002 Lancer Drive	1810027
3003 Lancer Drive	1795111
3004 Lancer Drive	1802545
3005 Lancer Drive	1820067
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3101 Lancer Drive	1801844
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3104 Lancer Drive	1793223
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3108 Lancer Drive	1797349
3109 Lancer Drive	1790609
3110 Lancer Drive	1798313
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3113 Lancer Drive	1804673
3114 Lancer Drive	1822212
3115 Lancer Drive	1826379
3117 Lancer Drive	1801745
3300 Lancer Drive	1804061
3301 Lancer Drive	1815596
3302 Lancer Drive	1810209
3303 Lancer Drive	1805548
3117 Lancer Place	1793371
3118 Lancer Place	1803121
3119 Lancer Place	1819481
3120 Lancer Place	1793785
3121 Lancer Place	1799121

Address	Tax ID
3309 Lancer Drive	1818673
3310 Lancer Drive	1828631
3311 Lancer Drive	1822105
3312 Lancer Drive	1806348
3313 Lancer Drive	1803774
3314 Lancer Drive	1826973
3315 Lancer Drive	1826122
3316 Lancer Drive	1817808
3317 Lancer Drive	1789395
3318 Lancer Drive	1825181
3000 Lancer Place	1820158
3001 Lancer Place	1804806
3002 Lancer Place	1806686
3003 Lancer Place	1803857
3004 Lancer Place	1789247
3005 Lancer Place	1801638
3100 Lancer Place	1828334
3101 Lancer Place	1798404
3102 Lancer Place	1815919
3103 Lancer Place	1798594
3104 Lancer Place	1815257
3105 Lancer Place	1831940
3106 Lancer Place	1801570
3107 Lancer Place	1826981
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3110 Lancer Place	1818871
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3112 Lancer Place	1803915
3113 Lancer Place	1829191
3114 Lancer Place	1802198
3115 Lancer Place	1794924
3116 Lancer Place	1819432
3108 Madison Street	1798669
3109 Madison Street	1821263
3110 Madison Street	1808732
3111 Madison Street	1829357
3112 Madison Street	1807866

Address	Tax ID
3122 Lancer Place	1815075
3124 Lancer Place	1821826
3300 Lancer Place	1819051
3301 Lancer Place	1830991
3302 Lancer Place	1807114
3303 Lancer Place	1818541
3304 Lancer Place	1816578
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3308 Lancer Place	1808336
3309 Lancer Place	1809920
3311 Lancer Place	1827716
3313 Lancer Place	1796630
3315 Lancer Place	1806629
3100 Madison Place	1815281
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3103 Madison Place	1803006
3104 Madison Place	1803113
3105 Madison Place	1812619
3106 Madison Place	1828433
3107 Madison Place	1819002
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3113 Madison Place	1831007
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3102 Madison Street	1829159
3103 Madison Street	1795764
3104 Madison Street	1802693
3105 Madison Street	1802560
3106 Madison Street	1801232
3107 Madison Street	1795442
5818 Maryhurst Drive	1790948
5819 Maryhurst Drive	1801398
5820 Maryhurst Drive	1790989
5821 Maryhurst Drive	1827948
5822 Maryhurst Drive	1803295

Address	Tax ID
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3116 Madison Street	1826189
3117 Madison Street	1816453
3118 Madison Street	1794338
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3121 Madison Street	1807858
3123 Madison Street	1789981
3125 Madison Street	1832047
3127 Madison Street	1798990
3200 Madison Street	1789445
3201 Madison Street	1817337
3202 Madison Street	1800366
3203 Madison Street	1812924
3205 Madison Street	1792209
5800 Maryhurst Drive	1826791
5802 Maryhurst Drive	1826437
5803 Maryhurst Drive	1795731
5804 Maryhurst Drive	1806900
5805 Maryhurst Drive	1800051
5806 Maryhurst Drive	1829142
5807 Maryhurst Drive	1818988
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5810 Maryhurst Drive	1828375
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5813 Maryhurst Drive	1805100
5814 Maryhurst Drive	1802578
5815 Maryhurst Drive	1828839
5816 Maryhurst Drive	1829134
5817 Maryhurst Drive	1820885
3404 Nicholson Street	1798347
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3500 Nicholson Street	1820588
3501 Nicholson Street	1803238
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3107 Nicholson Street	1815489
3109 Nicholson Street	1823400
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3134 Nicholson Street	1791078
3135 Nicholson Street	1802339
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3201 Nicholson Street	1799543
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3203 Nicholson Street	1825033
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3305 Nicholson Street	1791524
3307 Nicholson Street	1810357
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3402 Nicholson Street	1817345
3403 Nicholson Street	1828599
3514 Oliver Street	1818228
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3517 Oliver Street	1801596
3518 Oliver Street	1823350

Address	Tax ID
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3505 Nicholson Street	1789130
3506 Nicholson Street	1826569
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3509 Nicholson Street	1815638
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3513 Nicholson Street	1793637
3601 Nicholson Street	1827674
3603 Nicholson Street	1798834
3605 Nicholson Street	1808708
3607 Nicholson Street	1797869
3700 Nicholson Street	1792001
3701 Nicholson Street	1789148
3702 Nicholson Street	1803931
3703 Nicholson Street	1788819
3705 Nicholson Street	1796754
3707 Nicholson Street	1821834
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3500 Oliver Street	1791490
3501 Oliver Street	1809250
3502 Oliver Street	1794700
3503 Oliver Street	1827633
3504 Oliver Street	1811587
3505 Oliver Street	1820125
3506 Oliver Street	1820489
3507 Oliver Street	1797778
3508 Oliver Street	1794601
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3510 Oliver Street	1820133
3512 Oliver Street	1800473
3700 Oliver Street	1792779
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3703 Oliver Street	1818210
3704 Oliver Street	1796465
3706 Oliver Street	1815604
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Address	Tax ID
3520 Oliver Street	1809441
3522 Oliver Street	1812817
3524 Oliver Street	1818640
3600 Oliver Street	1821081
3601 Oliver Street	1798685
3602 Oliver Street	1790682
3603 Oliver Street	1825629
3604 Oliver Street	1792514
3605 Oliver Street	1807387
3606 Oliver Street	1820935
3608 Oliver Street	1823582
3610 Oliver Street	1802834

Address	Tax ID
5902 Queens Chapel Road	1792076
5904 Queens Chapel Road	1792126
5906 Queens Chapel Road	1792118
6000 Queens Chapel Road	1792068
6002 Queens Chapel Road	1792050
6004 Queens Chapel Road	1792100
6006 Queens Chapel Road	1792092
6008 Queens Chapel Road	1792084
6010 Queens Chapel Road	1792043
6012 Queens Chapel Road	1792035

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 *1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for the portion of Planning Area 65 within this Sector 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)].

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[Name]

Chairman

[Name]

Vice Chairman

[Name]

Secretary-Treasurer

Acknowledgments

Lakisha Hull, AICP, LEED AP BD+C
Suzann King, Esq.

Derick Berlage, AICP
Tony Felts, AICP

Planning Director
Deputy Director of Administration
Acting Planning Director (2023)
Deputy Director of Operations
Chief, Community Planning Division

Core Project Team

COMMUNITY PLANNING DIVISION

Scott Rowe, AICP, CNU-A

Planner IV, Project Manager
Supervisor, Project Facilitator (2019-2022)

COMMUNITY PLANNING DIVISION, LONG-RANGE PLANNING SECTION

Sarah Benton, AICP

Supervisor, Project Facilitator
Project Manager (2019-2022)

Lyndsey Cloutre
Arnaldo J. Ruiz Rivera

Planner III, Deputy Project Manager
Planner II

Project Resource Team

COMMUNITY PLANNING DIVISION, MASTER PLANS AND STUDIES SECTION

Elena Perry, AICP Candidate, LEED GA Planner II

COUNTYWIDE PLANNING DIVISION, ENVIRONMENTAL PLANNING SECTION

Thomas Burke
Megan Reiser

Supervisor
Planner IV

COUNTYWIDE PLANNING DIVISION, TRANSPORTATION PLANNING SECTION

Crystal Saunders Hancock
Evan Tenenbaum

Acting Supervisor
Planner II

COUNTYWIDE PLANNING DIVISION, HISTORIC PRESERVATION SECTION

Thomas Gross

Supervisor

DEPARTMENT OF PARKS AND RECREATION, PARK PLANNING AND ENVIRONMENTAL STEWARDSHIP DIVISION

Sonja Ewing, AICP

Chief

**DEPARTMENT OF PARKS AND RECREATION, PARK PLANNING AND ENVIRONMENTAL
STEWARDSHIP DIVISION, PARK PLANNING SECTION**

Tanya Hedgepeth	Supervisor
Robert Patten	Trail Development Program Manager
Shubha Punase, AICP, LEED GA	Planner III

Technical and Administrative Assistance

OFFICE OF THE GENERAL COUNSEL

David S. Warner, Esq.	Principal Counsel
-----------------------	-------------------

OFFICE OF THE CHAIRMAN

Calista Black	Chief Communications 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/IT/Telecom Support Specialist III
Mandy Li	Information Systems Specialist III
Ryan Craun	Visual Media and Imaging Specialist III

MANAGEMENT SERVICES DIVISION, OFFICE SERVICES SECTION

DeWayne Williams	Supervisor
------------------	------------

COMMUNITY PLANNING DIVISION, PLACEMAKING SECTION

Mussie Tewolde, GISP	Senior GIS Specialist
Zachary Banham	Senior GIS Specialist

COUNTYWIDE PLANNING DIVISION, TRANSPORTATION PLANNING SECTION

Manfredo Davila	Planner III
-----------------	-------------

INFORMATION MANAGEMENT DIVISION

Paul Patnode	Principal GIS Specialist
--------------	--------------------------

INFORMATION MANAGEMENT DIVISION, RESEARCH SECTION

Kui Zhao, AICP	Supervisor
Charles Wade, Ph.D.	Planner II

INFORMATION MANAGEMENT DIVISION, GEOGRAPHIC INFORMATION SYSTEMS SECTION

Chris Rotondo	Principal GIS Specialist
Robert Gelner	Principal GIS Specialist

Retired and Former Employees

Andree Green Checkley, Esq.^	Planning Director
Kipling Reynolds, AICP^	Chief, Community Planning Division
Howard Berger^	Acting Chief, Community Planning Division
Brian Byrd, CNU-A*	Planner Coordinator, Deputy Project Manager
Kendra Hyson*	Senior Planner, Deputy Project Manager
Maria Martin^	Acting Supervisor, Environmental Planning
Bryan Barnett-Woods, AICP*	Supervisor, Transportation Planning
Laura Connelly^	Planner IV (Acting Supervisor, 2019-2021), Park Planning and Development
Fatimah Hasan, AICP^	Planner III, Special Projects
Jordan Exantus, AICP, LEED AP*	Planner Coordinator, Park Planning and Development
Robert Getz*	Publications Specialist
Chelsea West*	Digital Media Coordinator
Ted Kowaluk^	Planner Coordinator, Research
Nicholas Ward*	GIS Specialist II

* Former employee

^ Retired

Consultants

AECOM
ASSED0 Consulting
Hyattsville Community Development Corporation
Housing Initiative Partnership

Special thanks to

The Honorable Wanika Fisher, Councilmember, District 2
The Honorable Deni L. Taveras, Delegate, District 47B (Councilmember, District 2, 2014-2022)
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
Maryland Department of Transportation State Highway Administration
Washington Metropolitan Area Transit Authority
Community Members

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Appendix E: Staff Analysis of Testimony Received at the October 11, 2022, Joint Public Hearing

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Purpose of the Analysis of Testimony and Process

This analysis of testimony is intended to identify areas where staff recommend revisions to the Staff Draft Sector Plan or Proposed SMA in response to issues raised in public testimony at the October 11, 2022 joint public hearing on the July 2022 Staff Draft Sector Plan and Proposed SMA. Analysis of testimony on a master/sector plan or SMA does not, and is not intended to, do the following:

- Provide a point-by-point analysis of all issues raised in public testimony.
- Calculate, quantify, or determine public or community sentiment based on the amount of testimony received and/or the amount/percentage of testimony received in favor of, or opposed to, a particular course of action.

Staff Recommended Actions

Staff revised the Staff Draft Sector Plan and Proposed SMA with the revisions identified within this analysis in advance of its May 2024 public release.

Introduction

This report analyzes 20 exhibits and 12 pages of transcribed oral testimony (representing 4 speakers) from the Joint Public Hearing on the July 2022 Staff Draft West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA held on October 11, 2022. Copies of the transcript and all exhibits submitted before the close of public record on October 26, 2022, are included as attachments. Following a review of the exhibits and oral testimony, Planning Department staff analyzed the issues raised in the testimony, identifies the Department’s response and several revisions to the text and maps of the Staff Draft Sector Plan and Proposed SMA in response to testimony.

This analysis is organized as follows:

Testimony is organized within each section of the analysis by key topic. For example, testimony recommending new bioretention facilities would fall under:

Section	Natural Environment
Topic	Stormwater Management (SWM)

Within each Section, the following is provided:

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross References	Exhibit/Speaker #	Revisions
Serial number	Summary of issues raised in testimony	Staff analysis of testimony (including a summary of how the May 2024 Staff Draft Sector Plan or proposed SMA addresses the issue raised)	References to Specific Plan Policies/Strategies or Page Numbers within the July 2022 Staff Draft Sector Plan	List of exhibits/speakers providing testimony on this topic	Revisions to Staff Draft Sector Plan or Proposed SMA

Changes to the Staff Draft Sector Plan and Proposed SMA contained within this report may be subsequently revised through Appendix F: Correction/Information Update Sheet for the July 2022 Staff Draft Sector Plan and Proposed SMA or through the Planning Department’s internal review process prior to their public release in May 2024.

Within the testimony analysis, the following symbols are used:

Underline indicates language added to the Staff Draft Sector Plan and/or proposed SMA.

[Bracket] indicates language deleted from the Staff Draft Sector Plan and/or proposed SMA

Acronym Guide

Acronym	Definition
AASHTO	American Association of State Highway and Transportation Officials
AG	Agriculture and Preservation Zone
BIPOC	Black, Indigenous, and People of Color
BL	Bicycle lane
BRT	Bus Rapid Transit
CB	Council Bill
CDC	Community Development Corporation
CIP	Capital Improvement Project
CMA	Countywide Map Amendment
CN	Commercial, Neighborhood Zone
CR	Council Resolution
DHCD	Prince George’s County Department of Housing and Community Development
DPIE	Prince George’s County Department of Permitting, Inspections and Enforcement
DPR	Prince George’s County Department of Parks and Recreation
DPW&T	Prince George’s County Department of Public Works and Transportation
DSP	Detailed Site Plan
GPS	Global Positioning System
HAWK	High-Intensity Activated Crosswalk
HVAC	Heating, Ventilation, & Air Conditioning
IH	Industrial, Heavy Zone
LCD	Legacy Comprehensive Design Zone
LOS	Level of Service
LTO	Local Transit-Oriented Zone
LTO-C	Local Transit-Oriented-Core Zone
LTO-E	Local Transit-Oriented-Edge Zone
LTO-PD	Local Transit-Oriented Planned Development Zone
MD	Maryland
MDOT	Maryland Department of Transportation
MDSHA	Maryland State Highway Administration
MIO	Military Installation Overlay Zone
M-NCPPC	The Maryland-National Capital Park and Planning Commission
MPOT	Master Plan of Transportation
NCPC	National Capital Planning Commission
OS	Open Space
PD	Planned Development Zone
PGCEDC	Prince George’s County Economic Development Corporation
PGCPS	Prince George’s County Public Schools
RMF-20	Residential, Multifamily-20 Zone
RMF-48	Residential, Multifamily-48 Zone
RMH	Planned Mobile Home Community Zone
ROS	Reserved Open Space Zone
RSF-65	Residential, Single-Family-65 Zone
RSF-A	Residential, Single-Family-Attached Zone
RTO	Regional Transit-Oriented Zone
RTO-L-E	Regional Transit-Oriented, Low-Intensity-edge Zone
SE	Special Exception
SHA	Maryland State Highway Administration
SMA	Sectional Map Amendment
SWM	Stormwater Management
TDDP	Transit District Development Plan
TDOZMA	Transit District Overlay Zoning Map Amendment
UC	Urban Corridor
UMD	University of Maryland
USDS	Urban Street Design Standards
WCO	Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance
WHQC	West Hyattsville-Queens Chapel
WMATA	Washington Metropolitan Area Transit Authority
ZC	Zoning change
ZMA	Zoning Map Amendment

Underline indicates language added.
[Brackets] indicate language deleted.

Analysis of Testimony

A. General Testimony

Testimony in General Support of the Staff Draft West Hyattsville-Queens Chapel Sector Plan and Proposed SMA

All speakers and exhibits with the exception of Exhibit #20 (Washington Gas Light Company) expressed support for the Staff Draft Sector Plan and Proposed SMA.

The City of Hyattsville (Exhibit #13) testified in support of the Sector Plan, with conditions identified in testimony.

Testimony in General Opposition to the Staff Draft West Hyattsville-Queens Chapel Sector Plan and Proposed SMA

There was no testimony submitted in opposition to the Staff Draft Sector Plan and/or Proposed SMA.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Revisions
SUPPORT FOR SECTOR PLAN					
A1	“I am thrilled that there is a robust development plan for the area.”	No comment.	Plan-wide	18 – Peta Irving Brown	No change to plan.
A2	“While this plan is not perfect, the zoning changes encourages projects that increases the housing supply (which is badly needed given rising rents) while discouraging the car-oriented businesses in the immediate area of a Metro station with plenty of potential.”	No comment.	Plan-wide	10 – Adnan Barazi	
A3	“...government action is necessary to spur [economic] activity by developing the right infrastructure to create opportunities for private businesses.”	Staff concur.	Plan-wide	Matthew Butner – 14	
CLARIFICATIONS					
A4	Replace use of “bilingual” with “multilingual”	Staff concur with recommending multilingual accommodation throughout the plan but note that stakeholder and public engagement during the plan process was limited to English and Spanish.	Plan-wide	13 – City of Hyattsville (Taylor Robey)	Replace use of “bilingual” with “multilingual” in Sections III through XII of the Sector Plan.

Underline indicates language added.
[Brackets] indicate language deleted.

II. A: General Testimony

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Revisions
COMMUNITY APPEARANCE AND CLEANLINESS					
A5	“...major concern is the overall look of the community. Trash, litter, dumping, illegal advertising signs posted on trees and streetlight poles, and uncut grass diminish the aesthetics of our community and the West Hyattsville Metro Station”	<p>Staff acknowledge this sentiment. The current appearance of certain areas can disincentivize investment and future resident/business interest and inhibit implementation of the sector plan’s recommendations.</p> <p>The sector plan acknowledges some of the issues raised, including the following strategies:</p> <p><i>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.</i></p> <p><i>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.</i></p> <p>A sector plan generally presumes that existing laws will be enforced, so often strategies that recommend “enforce the law” are omitted. Given the community’s concerns and the impact lax enforcement can have on the community’s attractiveness for investment, staff recommend adding several strategies.</p>		16 – Avondale/North Woodridge Citizens' Association	<p>Revise Strategy NE 3.4 (now Strategy NE 3.5) as follows:</p> <p>NE 3.5[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, <u>illegal sign removal</u>, and <u>other</u> beautification projects.</p> <p>Add a strategy to Policy NE 3 as follows:</p> <p><u>NE 3.6: Coordinate with DPW&T, DPIE, M-NCPPC DPR, SHA, and property owners to ensure routine and regular grass cutting, landscaping, and other property maintenance.</u></p>
A6	Add trash cans along major roadways	Staff concur.	Strategy HD 4.2 (p. 168)	13 – City of Hyattsville (Taylor Robey)	<p>Revise Strategy HD 4.2 as follows:</p> <p>Install new pedestrian scale lighting, benches, trash and recycling receptacles, and bicycle racks <u>along major streets</u>, in parks, and along the trail system, including the Northwest Branch Trail[, where needed].</p>

Underline indicates language added.
[Brackets] indicate language deleted.

II. A: General Testimony

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Revisions
COMMUNITY APPEARANCE AND CLEANLINESS (CONTINUED)					
A7	The City of Hyattsville requests policy for pet waste stations in all parks and along trails.	Staff concur.	Policy NE 3 (p. 145) and associated strategies	13 – City of Hyattsville (Taylor Robey)	<p>Revise the strategies under Policy NE 3 as follows:</p> <p>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.</p> <p><u>NE 3.4.</u> Increase the number of trash, <u>pet waste</u>, 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, <u>and failing to immediately remove pet waste</u> on M-NCPPC and/or municipal park property is prohibited and provide contact information to report [dumping]<u>violations</u>.</p> <p>NE 3.[4]<u>5</u>. 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.</p>
COMMUNITY PARTICIPATION IN IMPLEMENTATION					
A8	Ensure plan has sufficient resources and that there is an explicit commitment to collaboration and providing resources.	Staff concur with this comment and note that adoption and approval of a Sector Plan signifies to a community a commitment to implement the plan, but that such implementation requires political will and coordination across various agencies and partners.	Plan-wide	V3 – Melissa Schweisguth	No change to plan.

II. A: General Testimony

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Revisions
A9	“Ensure community needs & concerns drive development by creating advisory committees per jurisdiction & unincorporated area.”	<p>The Cities of Hyattsville and Mount Rainier have advisory planning committees that review development applications and submit recommendations to the Planning Board and District Council. The Town of Brentwood Council also reviews development applications and submits recommendations to the Planning Board and Council.</p> <p>Anyone, including civic associations, homeowner associations, and other community groups, may sign up to be a person or organization of record for development applications in their community and may review applications and submit recommendations accordingly. Staff encourage community members to organize and advocate for plan implementation.</p>	Plan-wide	V3/11 – Melissa Schweisguth	
PLAN NAME					
A10	“Instead of naming the sector plan based on Queens Chapel Road, consider just ‘West Hyattsville Sector Plan’ or ‘West Hyattsville-Northwest Branch Anacostia Sector Plan’. Using a stroad nobody likes in the title for a sector plan emphasizing transit-oriented development not only makes the title long and awkward, it undermines the entire vision.”	<p>Naming a plan that covers several distinct communities is extremely challenging. This plan includes the City of Hyattsville, the City of Mount Rainier, and the Town of Brentwood, and several unincorporated neighborhoods. During the plan process, one thing that was clear to staff is that there are multiple names for each corner of this sector plan area.</p> <p>After consideration of many alternatives, staff landed on two names:</p> <p>West Hyattsville – The Metro station at the core of this plan.</p> <p>Queens Chapel – A corridor that connects the entire plan area.</p> <p>This naming convention represents an evolution from previous practice (see the 2013 <i>Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan</i> and the 2014 <i>Approved Landover Metro Area and MD 202 Corridor Sector Plan</i>).</p> <p>The plan contains several recommendations to transform MD 500 (Queens Chapel Road) from a “stroad”¹ to a complete and green street that serves as the north-south spine of several interconnected neighborhoods.</p>	Plan name	15/V4 – Annelies Goger	No change to plan.

¹ The Congress for the New Urbanism defines a “stroad” as “a thoroughfare that combines the complexity of a street with the design speed of a road. Stroads include the most dangerous thoroughfares in America, and they don’t serve the functions of a street or a road very well. The term was originally credited to Charles Marohn, founder of Strong Towns. <https://www.cnu.org/publicsquare/2022/06/21/seven-stroads-have-been-converted-streets>, accessed online November 17, 2022.

Underline indicates language added.
[Brackets] indicate language deleted.

B: Key Issues

This section of the analysis discusses seven **key** issues raised in public testimony. These issues may be complex, feature a significant number of witnesses or articles of written testimony, or require a lengthy staff analysis and/or recommendation. This table serves as a synopsis; refer to staff analysis and recommendations for more robust context.

No.	Key Issue	Summary	Revisions
B1	Floodplain Management	Concerns about the need to fill existing floodplain and create compensatory flood storage areas in the Northwest Branch of the Anacostia River watershed to facilitate transit-oriented development at West Hyattsville Metro Station, and the impact of compensatory storage on athletic fields.	Eliminate comprehensive compensatory storage and floodplain fill program, no longer recommend redevelopment of properties south of MD 501 (Chillum Road) within the floodplain. Redevelop North Pointe Apartments and properties south of the Shops at Queens Chillum, and redevelop Kirkwood Apartments and Queens Chapel Town Center at LTO-Core densities, to compensate for loss of redevelopable land. Revise transportation recommendations to reflect new land use recommendations.
B2	Displacement	Concerns about potential displacement of residents and businesses as redevelopment occurs.	Add Strategy HN 2.6 to coordinate with public, private, institutional, and nonprofit partners to ensure that tenants whose leases are not renewed due to the intent of the property owner to redevelop their property are provided assistance in locating and securing safe, affordable housing with similar or superior safe and affordable access to education, health care, transportation, and other amenities.
B3	Future Land Use and Zoning of Avondale Ridge Townhouses	Avondale Ridge Townhouses recommended for Residential-High development and the RMF-48 Zone because it was developed as part of a larger multifamily and townhouse development in the former R-10 Zone.	This is an error. Avondale Ridge Townhouses should be recommended for Residential Medium-High future land uses and reclassified into the RMF-20 Zone.
B4	The 2015 <i>Greater Chillum Community Study</i> and Avonridge Community	Avonridge CDC advocates for increased recognition and coordination with the 2015 study.	Add cross-references to the 2015 study and identify Avonridge on maps and in the text.
B5	Future Land Use and Zoning in the 5600-5700 Block of Ager Road	Properties across Ager Road from the West Hyattsville Metro Station should be in the LTO Zone.	Properties in this area are recommended for a mix of future land uses and reclassification to the LTO-Edge Zone.
B6	Future Land Use and Zoning at 2130 Chillum Road (Washington Gas)	Washington Gas requests reclassification from the AG Zone to the IH Zone.	No change to SMA.
B7	Missing Middle Housing	Advocacy for additional recommendations to permit a broader range of housing options within the Sector Plan area.	Reclassify the Queens Chapel Manor neighborhood to RSF-A to increase housing choices.

Underline indicates language added.
[Brackets] indicate language deleted.

B1: Floodplain Management

Note: This issue was only raised in two testimonies. However, staff’s response exceeds the size of the tables below, so it is moved here for ease of reading.

Plan/SMA Cross References:

- Flood Elevation and Compensatory Storage Analysis Text Box (p. 133)
- Policy NE 1 and associated strategies (pp. 138-141)
- Table 25. New Recommended Parks, Recreation, and Public Open Space Facilities and associated Figures (pp. 190-201)
- Strategy PF 1.6 (p. 202)
- Strategy PF 1.7 (p. 203)
- Strategy PF 1.11 (p. 203)
- Policy PF 2 and associated strategies (p. 204)
- Appendix A: Floodplain Analysis Report (pp. A-1 to A-31)

Exhibits/Speakers:

- V2/13 – City of Hyattsville (Taylor Robey)
- 19 – Sierra Club of Prince George’s County

Summary of Issues:

The Sierra Club recommends that the recommended elevation of properties out of the floodplain and compensatory flood storage areas “needs to be completely rethought”.

“In recommendation LU2.2 it is important to start to remove built areas that are in the floodplain from developed zoning so that they can later become renatured and act as a natural riparian buffer. However, it is hard to discern without mapping which properties would be included. We encourage this list to be expansive, and particularly to include the industrial lots along Chillum that are in the floodplain.”

The City of Hyattsville requests that athletic fields be constructed out of the floodplain and compensatory storage areas.

Staff Analysis:

Floodplain

Staff concur with Exhibit 19 that “Nature provided us with the most appropriate solution for storm water processing and any engineering project will only be a far second at best.”

However, much of the floodplain surrounding the Northwest Branch of the Anacostia River was not created by nature. It was created by humans, who constructed miles of impervious surface in the Northwest Branch and Sligo Creek watersheds, including, but not limited to, urbanized areas of Wheaton, Silver Spring, Takoma Park, Langley Park, Chillum, Hyattsville, and Brentwood. Likewise, it was Prince George’s County who decided that the West Hyattsville, Landover, Cheverly, New Carrollton, College Park, Naylor Road, Addison Road-Seat Pleasant, and Southern Avenue Metro Stations should be located in or adjacent to floodplains. These decisions were made decades ago by planners, engineers, policymakers, and elected officials who did not have the information or tools we have at our disposal today.

Staff believe that the most important action Prince George’s County can do to reduce the County’s impact on the climate is to construct communities where the maximum number of people feasible can live, work, play, and study in locations where they do not need to drive gasoline-powered, single-occupant vehicles to get around. Prince George’s County has 15 of the region’s 98 Metro stations, more than any other suburban jurisdiction. It is imperative to the region’s climate effectiveness that the County maximize its potential for transit-oriented development. Due to the decisions of prior generations, this means that adaptive and creative strategies may be necessary to re-engineer how the County manages stormwater at locations whose development is imperative to provide the maximum number of people opportunities to live in a low-carbon, car-free environment.

The July 2022 Staff Draft Sector Plan recommended re-engineering the man-made floodplain to support transit-oriented development at and around the West Hyattsville Metro Station. Staff evaluated a variety of alternatives, including not building in the floodplain. Staff determined at that time that, because so much of the Metro Station area is in the floodplain that not building would force density outward even further into existing residential neighborhoods, it was important to undertake a complex land elevation and compensatory floodplain storage program to facilitate implementation of the plan’s vision. Another key consideration in 2021 and 2022 was that several major developments were then in the exploratory process, all of which would require a combination of land elevation and compensatory storage. During the period the July 2022 Staff Draft Sector Plan was drafted, it was anticipated that these developments would secure the necessary approvals and be under construction prior to sector plan approval. The proposed comprehensive stormwater/floodplain management recommendations in the July 2022 Staff Draft Sector Plan represented the best available approach for mitigating the stormwater impacts of not only new development, but 70 years of existing development, by creating an incentive for a sharing of costs, and for the creation of a stormwater management system (rather than one-off, project-specific management methods that may benefit a property owner but not necessarily the watershed).

The 2022 Prince George’s County Climate Action Plan states that “the County shall prohibit all waivers to allow development in floodplains.” Staff agree with the Climate Action Plan that the requirements of the Floodplain Ordinance should not be waived. DPIE has not, to date, issued floodplain waivers or permits for development of those properties anticipated in 2021 or 2022 to have received such waivers and permits. In addition to Exhibit 19, staff received significant feedback from the Prince George’s County Department of the Environment concerning the viability and potential further environmental impact of the floodplain mitigation program recommended in the July 2022 Staff Draft Sector Plan. In addition, subsequent to release of the July 2022 Staff Draft Sector Plan, the United States Army Corps of Engineers secured funding for and began design of stream restoration projects along Sligo Creek and the Northwest Branch that are incompatible with the proposed compensatory storage system; such projects would likely be impaired by the proposed system. The County Council’s 2023 re-adoption of the Climate Action Plan reinforces the Council’s position opposing waivers to the Floodplain Ordinance. Based on this feedback, Exhibit 19, the ongoing work by the Corps of Engineers, and feedback from the Department of Parks and Recreation concerning costs and impacts to parkland, staff eliminated the proposed comprehensive floodplain mitigation program from the May 2024 Staff Draft Sector Plan.

Underline indicates language added.
[Brackets] indicate language deleted.

This change has significant impacts on the plan’s land use, economic development, housing and neighborhoods, transportation, and public facility recommendations. In particular, the May 2024 Staff Draft Sector Plan recommends acquiring additional properties within the floodplain for preservation and recommending redevelopment of the Hyattsville Fire/EMS Station, Kirkwood Apartments, and North Pointe Apartments to compensate for the loss of land within the floodplain previously recommended for redevelopment. This plan also recommends, under certain conditions, developing properties along Jamestown Road south of the West Hyattsville Metro Station and redeveloping Queenstown Apartments, if and only if the Department of Permitting, Inspections, and Enforcement issues the necessary floodplain permits; several developers have purchased properties within floodplains in the sector plan area under the assumption that DPIE would permit their development. Staff recommend that these properties be acquired for floodplain mitigation but acknowledge that their development pursuant to an approved floodplain mitigation and stormwater management concept plan is a tolerable deviation from this policy, as the end result would be hundreds of new dwelling units walking distance to a Metro station.

Elimination of the comprehensive compensatory storage program addresses the City of Hyattsville's concerns on this matter.

Staff Recommendations

1. Add the following Challenge to Land Use under Major Opportunities and Challenges on page 36:
 - Investors have acquired properties for development/redevelopment that may be undevelopable due to floodplain.

2. Revise the following Challenge to the Natural Environment under Major Opportunities and Challenges on page 36:
 - 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 Chillum Road Shopping Center, 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.]

Underline indicates language added.
[Brackets] indicate language deleted.

3. Revise Map 9. Future Land Use, and Map 12. West Hyattsville Local Transit Center, Core, and Edge, as follows:

Address	Tax ID	July 2022 Future Land Use	July 2022 Center Designation	May 2024 Future Land Use	May 2024 Center Designation
6200 Belcrest Road	1812601	Institutional	N/A	Mixed Use	Prince George’s Plaza Edge
6206 Belcrest Road	1835180	Institutional	N/A	Mixed Use	Prince George’s Plaza Edge
2722 Kirkwood Place	1836824	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
2700 Kirkwood Place	1836832	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
2623 Nicholson Street	1836840	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
2600 Kirkwood Place	1836857	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3006 29th Avenue	1919877	Commercial	N/A	Mixed Use	West Hyattsville Core
0 Queens Chapel Road	1861103	Commercial	N/A	Mixed Use	West Hyattsville Core
0 Queens Chapel Road	5648860	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
0 Queens Chapel Road	5643936	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3171 Queens Chapel Road	1971928	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3018 Hamilton Street	1917428	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3020 Hamilton Street	1817410	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3026 Hamilton Street	1817402	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3032 Hamilton Street	1817394	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3100 Hamilton Street	1817386	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3110 Hamilton Street	1817519	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3118 Hamilton Street	1817378	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
0 Manor Drive	1797075	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
5418 Queens Chapel Road	1817360	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
5601 Jamestown Road	1819648	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3025 Hamilton Street	1964550	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
5350 Queens Chapel Road	1860022	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
5398 Queens Chapel Road	1834350	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
0 Queens Chapel Road	5643925	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943794	Mixed Use	West Hyattsville Edge	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943786	Residential High	N/A	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943778	Residential High	N/A	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943836	Residential High	N/A	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943802	Residential High	N/A	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943844	Residential High	N/A	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943810	Residential High	N/A	Mixed Use	West Hyattsville Core
3301 Chillum Road	1943828	Residential High	N/A	Mixed Use	West Hyattsville Core
5855 Ager Road	1801109	Commercial	N/A	Mixed Use	West Hyattsville Edge
5720 29th Avenue	1791409	Residential Medium-High	N/A	Mixed Use	West Hyattsville Edge
5720 29th Avenue	1791425	Residential Medium-High	N/A	Mixed Use	West Hyattsville Edge
5720 29th Avenue	1791417	Residential Medium-High	N/A	Mixed Use	West Hyattsville Edge
2900 Queens Chapel Road	1921048	Commercial	N/A	Mixed Use	West Hyattsville Edge
2421 Chillum Road	1898618	Mixed Use	West Hyattsville Edge	Commercial	N/A
2425 Chillum Road	1912237	Mixed Use	West Hyattsville Core	Commercial	N/A
2309 Chillum Road	1912245	Mixed Use	West Hyattsville Core	Commercial	N/A
0 Chillum Road	2923548	Mixed Use	West Hyattsville Edge	Commercial	N/A
0 Queens Chapel Road	5644430	Mixed Use	West Hyattsville Edge	Residential High	N/A
3001 Queens Chapel Road	1846450	Mixed Use	West Hyattsville Edge	Residential High	N/A
3201 Buchanan Street	5579156	Mixed Use	West Hyattsville Edge	Residential High	N/A
0 Queens Chapel Road	1855527	Parks and Open Space	West Hyattsville Core	Parks and Open Space	N/A

Underline indicates language added.
[Brackets] indicate language deleted.

4. Combine Policies LU 2 and LU 10.
- a. Renumber Strategies LU 10.1 through LU 10.4 as LU 2.3 through LU 2.6
 - b. Relocate and relabel Table 11 as Table 4. Properties for Acquisition and Preservation Subject to Strategy LU 2.3
 - c. Relocate and relabel Map 19 as Map 11. Properties Subject to Strategy LU 2.3-LU 2.6
 - d. Add the following properties to Table 4. Properties for Acquisition and Preservation Subject to Strategy LU 2.3, Map 11. Properties Subject to Strategy LU 2.3-LU 2.6, Table 5. 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, and Map 13. Properties Excluded from the West Hyattsville Local Transit Center and Recommended for

Reclassification out of the LTO Zones (if applicable) pursuant to Strategy LU 4.2

Address	Tax ID
<u>2421 Chillum Road</u>	<u>1898618</u>
<u>2425 Chillum Road</u>	<u>1912237</u>
<u>2309 Chillum Road</u>	<u>1912245</u>
<u>0 Chillum Road</u>	<u>2923548</u>

- e. Revise relocated Strategy LU 2.5 as follows: Granting of floodplain waivers in the area covered by Table [11]4 will inhibit implementation of this sector plan and should be discouraged in this area. [These properties 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 501 (Chillum Road)].
 - f. Revise the text box on page 70 to reflect the recommended preservation of properties south of MD 501 (Chillum Road) as well as those between MD 501 and the Northwest Branch and move to a location following Strategy LU 2.2.
5. Create a text box to explain floodplain issues along Jamestown Road as follows:

PROPERTIES IN FLOODPLAIN ALONG JAMESTOWN ROAD

Three parcels located along Jamestown Road near its intersection with MD 500 (Queens Chapel Road) were acquired in 2018 and 2019 for the express purpose of constructing transit-oriented development.

Address	Tax ID
<u>5402 Jamestown Road</u>	<u>1855527</u>
<u>2775 Hamilton Street</u>	<u>1953595</u>
<u>Ager Road</u>	<u>1892181</u>

Two of these three parcels, and over 98 percent of the third, are entirely within the one-percent annual chance (100-year) floodplain. Development of these properties is highly infeasible except through significant elevation of the parcels and upstream compensatory floodplain storage. These properties were acquired prior to adoption of the County’s Climate Action Plan in an era when the Department of Permitting, Inspections, and Enforcement regularly granted waivers and permits for construction in floodplains, subject to conditions that required mitigation.

As of December 18, 2023, the property at 5402 Jamestown Road has a pending application for a Conceptual Site Plan under the prior Zoning Ordinance, contingent on DPIE issuance of the requisite floodplain and stormwater approvals. In general, County policy toward development in floodplains evolved during the development of this sector plan from extremely permissive to more judicious. The recommendations in this sector plan have likewise evolved to reflect this shift in approach, but the overall policy toward development in floodplains remains that development within floodplains is highly discouraged, but if it must occur, it should only be transit-oriented, vertical mixed-use development.

6. Add Strategy LU 2.9: The following properties along Jamestown Road near its intersection with MD 500 (Queens Chapel Road) are predominantly within the one-percent annual chance (100-year) floodplain and should be acquired for preservation or flood mitigation unless they obtain appropriate stormwater and floodplain approvals from DPIE for construction in a floodplain, at which point they should only be developed with vertical mixed-use, transit-oriented development at densities commensurate with the Local, Transit-Oriented, Core (LTO-C) Zone.

Address	Tax ID
<u>5402 Jamestown Road</u>	<u>1855527</u>
<u>2775 Hamilton Street</u>	<u>1953595</u>
<u>Ager Road</u>	<u>1892181</u>

The Lead Entity on this Strategy is “Owners/Developers” and DPIE is a Partner Entity. This is an ongoing action item. Update Table 25 accordingly.

7. Add a text box to explain potential floodplain issues at 3301 Chillum Road (Queenstown Apartments) as follows:

QUEENSTOWN APARTMENTS

Queenstown Apartments is a 1,062-unit garden apartment complex constructed in 1949 at 3301 Chillum Road. The entire property is located behind the Northwest Branch and Arundel Road levees. While the levee system may reduce risk for riverine flooding, the complex’s location and elevation may contribute to behind-the-levee flooding. In 2016, FEMA identified these properties as being in the 0.2-percent annual chance (500-year) floodplain. Prince George’s County continues to identify this property as being within the County floodplain, where redevelopment is subject to the provisions of the County Floodplain Ordinance. This sector plan recommends acquisition of Queenstown Apartments unless it is able to receive the necessary stormwater and floodplain approvals; clarifying the applicability of the County Floodplain Ordinance to this property and what mitigation strategies are viable are key to its success.

Underline indicates language added.
[Brackets] indicate language deleted.

8. Add Strategy LU 2.10:

Queenstown Apartments at 3301 Chillum Road should be acquired for preservation or flood mitigation.

- i. Until acquisition or demolition occurs, this property should be rehabilitated and maintained as naturally-occurring affordable housing.
- ii. Any demolition or redevelopment of this property should not occur until residents have been relocated to comparable housing, at comparable unit sizes and price points, within a half-mile of a Metro station.
- iii. If a redeveloper obtains appropriate stormwater and floodplain approvals from DPIE for reconstruction in a floodplain, the property should be redeveloped with a mix of uses, including mixed-income multifamily housing at densities commensurate with the Local Transit-Oriented, Core (LTO-C) Zone.

See also Strategies LU 5.6, EP 2.6, TM 1.4, TM 1.5, TM 1.12, TM 1.16, TM 4.5, TM 6.1, and PF 1.1.

The Lead Entity on this Strategy is “Owners/Developers” and DPIE and DHCD are a Partner Entities. This is an short-term action item. Update Table 25 accordingly.

9. Revise Strategy LU 4.4 as follows:

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, along UC-216, and along [UC-214, the Buchanan Street extension, west of]MD 500 (Queens Chapel Road) between 29th Avenue and Hamilton Street. Such uses should be located primarily in the ground-floor of mixed-use buildings. See also Strategy EP 2.3 and Policy HD 5.

10. Revise Strategy LU 5.1 as follows:

LU 5.1. Define the Core of the West Hyattsville Local Transit Center to include all the properties listed in Table D-1 in Appendix D and shown on Map 12. 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.

11. Revise Strategy LU 5.3 as follows:

LU 5.3. Redevelop the properties at 3100 Queens Chapel Road (The Shops at Queens Chillum) and [2425 Chillum Road[(Chillum Road Shopping Center)] 3171 Queens Chapel Road 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-216[4, 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]216, and along MD 500 (Queens Chapel Road) between Chillum Road and [Buchanan Street]29th Avenue; 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.

Remove references to redevelopment of the property at 2425 Chillum Road (Chillum Road Shopping Center).

12. Add Strategy LU 5.5 as follows:

LU 5.5. Redevelop Kirkwood Apartments into high-density residential uses, with community-supporting retail. See also Strategy HN 1.8.

The Lead Entity on this Strategy is “Owners/Developers”. This is a mid-term action item. Update Table 25 accordingly.

13. Delete Strategy LU 6.3; the plan no longer recommends extending Buchanan Street and the remainder of the strategy is duplicative of new Strategy LU 4.4.

14. Revise Strategy LU 8.3 as follows and move under Policy LU 5 because Queenstown Apartments is now in the Core of the West Hyattsville Local Transit Center:

LU 5.6. [C]Should Queenstown Apartments be redeveloped pursuant to Strategy LU 2.10, create a row of eating and drinking establishments to serve [the Queenstown]this new neighborhood along UC-211 (Queenstown Drive Realignment) north of UC-213 (Chauncey Place Extended). See also Strategy EP 2.6.

15. Revise Policy LU 9 as follows:

a. Add Policy HN 2 to Policy LU 9:

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 and Policy HN 2.

- b. Delete Queenstown Apartments from Table 10.
- c. Delete Queenstown Apartments from Map 18.

Underline indicates language added.
[Brackets] indicate language deleted.

16. Revise Strategy EP 2.6 as follows:
[C]Should Queenstown Apartments be redeveloped pursuant to Strategy LU 2.10, 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.
17. Revise Strategy EP 2.7 as follows:
EP 2.7. Create a retail corridor along [UC-214 (Buchanan Street extension) and along] MD 500 (Queens Chapel Road) from [Buchanan Street] 29th Avenue to Chillum Road and along UC-216 to replace existing retail at [the Chillum Road Shopping Center and]the Shops at Queens Chillum and 3171 Queens Chapel Road. See also Strategy LU 5.3.
18. Add the following language to Strategy TM 1.4:
If Queenstown Apartments at 3301 Chillum Road are acquired for preservation purposes as recommended by Strategy LU 2.10, UC-211 and UC-213 should not be constructed.
19. Delete the recommended extension of Buchanan Street (UC-214) west of MD 500 (Queens Chapel Road). Revise all strategies, maps, and tables accordingly.
20. Extend 30th Street (UC-215) west of MD 500 (Queens Chapel Road) to connect with, and become, the existing right-of-way on the western boundary of 3100 Queens Chapel Road (The Shops at Queens Chillum). Revise all strategies, maps, and tables accordingly.
21. Delete the proposed street formerly labeled UC-216 and associated multimodal facilities.
22. Recommend a new street connection, UC-216, between Queenstown Drive and 30th Street Extended (UC-215), that roughly bisects the property at 3100 Queens Chapel Road. This street will carry the West Hyattsville Greenway and associated shared-use path (T-217) in its median. Revise all strategies, maps, and tables accordingly.
23. Delete the proposed street UC-217 and reassign that number to Ager Road. Revise all strategies, maps, and tables accordingly.
24. Revise the location and description of T-217 as follows:

Route Id	Facility Name	From	To	Min. Row	Notes
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.]
	<u>West Hyattsville Greenway, Segments A, B, and C</u>		<u>West Hyattsville Metro Station</u>		<u>Segment A:</u> <u>10' two-way shared use path beginning at West Hyattsville Metro Station, crossing the Northwest Branch Trail and the Northwest Branch on a new bridge and ending at an intersection with T-208, which crosses MD 501 (Chillum Road).</u> <u>Segment B:</u> <u>10' two-way shared use path along the north side of MD 501 (Chillum Road) to a signalized intersection with 30th Street Extended (UC-215). Path turns south and runs on the east side of 30th Street Extended to its intersection with UC-216.</u> <u>Segment C:</u> <u>10' two-way shared use path in a 30' linear park running in the median of UC-216 between 30th Street Extended and Queenstown Drive.</u> <u>See Strategies HD 7.4 and PF 1.1, Table 23. New Recommended Parks, Recreation, and Public Open Space Facilities, and Map 38. New Recommended Parks, Recreation, and Public Open Space Facilities</u>

Revise all strategies, maps, and tables accordingly.

25. Add Strategy TM 3.5 as follows:
TM 3.5. In the long-term, reconstruct the MD 500 (Queens Chapel Road) bridge over the Northwest Branch so that the bridge traverses the river and an expanded floodplain on piers. The existing bridge abutments are too close to the river and create a significant chokepoint for floodwater, with unnecessary upstream impacts. This would require acquisition of properties between the Northwest Branch and MD 501 (Chillum Road) and potential impacts to parkland. See also Strategy NE 3.5.

Add Strategy to Table 25, identifying SHA as the Lead Entity.

Underline indicates language added.
[Brackets] indicate language deleted.

26. Revise Strategy TM 4.5 as follows:

TM 4.5. [As redevelopment occurs at Queenstown Apartments, or in the long-term,] In the long-term, or if and as Queenstown Apartments are redeveloped, 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.

27. Revise the Flood Elevation and Compensatory Storage Analysis text box on page 133 as follows:

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. Elevating land out of a floodplain with no other mitigating measures can create flood hazards elsewhere. 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. Prince George’s County has traditionally permitted redevelopment within floodplains, occasionally requiring compensatory flood storage areas to be created elsewhere.

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.”

While this practice creates other areas for precipitation, runoff, and floodwaters to gather, the uncertainty of future precipitation events’ total rainfall may overwhelm the capacity for these manmade storage areas as they are developed for today’s engineering standards. Land disturbance, including both new construction and renovation, should follow best practices that recommend structures are elevated at least three feet above the 100-year floodplain.¹

[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,] identified[s] locations where compensatory floodwater storage basins may be constructed to temporarily detain excess water to reduce downstream impacts of storm events. The July 2022 Staff Draft Sector Plan contained recommendations for development in floodplains predicated on the comprehensive compensatory storage program identified in this study. However, the Prince George’s County Sierra Club and Prince George’s County Department of the Environment raised concerns about the study findings in light of anticipated increases in precipitation due to climate change, and the study recommended significant impacts to parkland and other sensitive environmental features that were challenging to mitigate. The results of this study, and its recommendations, are omitted from this Staff Draft Sector Plan.

¹ Prince George’s County Climate Action Plan, pp 98, 197.

28. Add a section to the Natural Environment Element, Existing Conditions Section, as follows:

POTENTIAL FOR INCREASED PRECIPITATION

As the Washington, DC region contends with climate change, one of the biggest expected impacts will be heavier amounts of precipitation than in the past. As the oceans warm, more water evaporates into the air; accordingly, this creates heavier precipitation events—both rain and snowfall—as this air moves over land and either develops into or becomes part of an existing storm system. This may result in either more intense precipitation events occurring at the same frequency as the present day or more frequent precipitation events occurring that have heavier rain or snowfall. Prince George’s County is projected to experience an increase of both the frequency and the intensity of precipitation, as the historical (1980-2006) baseline of 56 inches of annual precipitation is projected to increase to 62 inches by 2040 and to 67 inches by 2060.¹

In the West Hyattsville-Queens Chapel Sector Plan area, potential impacts may include elevated groundwater levels,² soil erosion, further degradation of local water quality, and an increased risk of flooding³, particularly within the floodplain or other areas proximate to the Northwest Branch of the Anacostia River. Prince George’s County is already one of Maryland’s most vulnerable counties when it comes to buildings vulnerable to 100-year flood events⁴ and given the sector contains land within the one-percent annual chance (100-year) floodplain that poses a major risk for flooding over the next 30 years⁵ and Earth’s surface temperature continues to warm as greenhouse gas emissions continue to increase⁶, it is important that plans for, and development within, West Hyattsville-Queens Chapel area take into account the more extreme precipitation events likely in the future.

¹ Prince George’s County Climate Action Plan, page 42

² Prince George’s County Climate Action Plan, page 42

³ <https://www.epa.gov/climate-indicators/climate-change-indicators-heavy-precipitation>

⁴ https://www.researchgate.net/publication/237388828_An_Assessment_Of_Maryland%27s_Vulnerability_To_Flood_Damage

⁵ https://riskfactor.com/zip/20782-md/20782_fsid/flood

⁶ <https://www.nasa.gov/press-release/nasa-says-2022-fifth-warmest-year-on-record-warming-trend-continues>

29. Revise Strategy NE 1.6 as follows:

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	(9094 SF TO NEW 3566833 STR 2004)	117
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 of land out of the floodplain 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.

Renumber subsequent tables accordingly.

Remove NE 1.6 from Table 25.

30. Delete Map 32.

31. Revise Strategy NE 7.5 as follows:

NE 7.5. Retrofit existing development with stormwater BMPs, where feasible.

32. Add a text box to the end of the Natural Environment element as follows:

NON-STRUCTURAL ENVIRONMENTAL SITE DESIGN ON SMALL LOTS

Non-structural environmental site design consists of redirecting runoff towards natural, vegetated areas rather than into storm drains. These activities allow development to occur within a site while reducing these projects’ impacts on watersheds by maintaining natural areas, integrating stormwater treatment into the existing landscape, and reducing the amount of impervious area on the site. Even small lots may be able to use non-structural environmental site design practices such as rooftop disconnection (redirecting runoff from gutters to nearby natural areas via downspouts), non-rooftop disconnection (redirecting runoff from impervious surfaces to nearby natural areas), and sheetflow to conservation areas (redirecting runoff from developed land to nearby natural areas). By directing water into natural areas for filtration, these practices also significantly reduce the amount of sediment, phosphorus, and nitrogen that would otherwise directly enter our stormwater systems. ^{1 2}

¹

https://mde.maryland.gov/programs/Water/StormwaterManagementProgram/Documents/Fact%20Sheets/MDE_Fact_Sheet_ESD_Non_structural.pdf

² <https://gky.com/environmental-site-design-esd/>

33. Add North Pointe Apartment Homes at 5735 29th Avenue (Tax Account # 1791409 and 1791425) to Table 19. Properties Recommended for Long-Term Redevelopment pursuant to Strategy HN 1.8 and Map 34.

34. Remove North Pointe Apartment Homes from Priority Housing Preservation Areas pursuant to Strategy HN 2.3 in Table 20 and Map 35.

35. Revise Map 38 and Table 23, New Recommended Parks, Recreation, and Public Open Space Facilities, to show the location of the West Hyattsville Greenway, Segment B, on the following properties:

- 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)

And that or part of this facility may also be located on the following properties, depending on final location/alignment:

- 3100 Chillum Road (Tax Account 1861095)

Underline indicates language added.
[Brackets] indicate language deleted.

36. Revise Map 38 and Table 23, New Recommended Parks, Recreation, and Public Open Space Facilities, to show the location of the West Hyattsville Greenway, Segment B, north of MD 501 (Chillum Road) and east of 30th Street Extended (UC-215). Note that this facility will include shared-use path T-217.
37. Revise the description of the West Hyattsville Greenway, Segment C, within Table 23, New Recommended Parks, Recreation, and Public Open Space Facilities, as follows:

In the median of UC-215[4 (Buchanan Street Extended)] between UC-215 (30th Street Extended) and [MD 500 (Queens Chapel Road)]Queenstown Drive.

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:

2421 Chillum Road (Tax Account 1898618)

2425 Chillum Road (Tax Account 1912237)

This facility and its associated street right-of-way (UC-214) will pass property]216) will traverse 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.

This facility and its associated street right-of-way (UC-216) will traverse from west to east the entirety of the property at 3301 Chillum Road between MD 500 (Queens Chapel Road) and Queenstown Drive (Tax Account 1943794), as it exists on the date of approval of this Sector Plan.

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] 3171 Queens Chapel Road (Tax Account 1971928), depending on final location/alignment.

38. Revise Map 38 and Table 23, New Recommended Parks, Recreation, and Public Open Space Facilities, to show the location of the Chillum Road Park Expansion and Enhancements on the following properties:

2201 Chillum Road (Tax Account 1912229, 2923548) (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
2425 Chillum Road (Tax Account 1912237)
2309 Chillum Road (Tax Account 1912245)
2421 Chillum Road (Tax Account 1898618)

This facility will include the Avondale Ridge [Overlook] Conservation Easement and [may include a portion of the property at 2421 Chillum Road (1898618) and the] other conservation easements identified in Strategy NE 2.2.

39. Delete references to Appendix A in the description of the Chillum Road Park Expansion and Enhancements within Table 23.
40. Change the description of Figure 7 to denote that it depicts proposed UC-216.
41. Delete the entire Policy PF 2 and all supporting strategies. Renumber subsequent policies and strategies accordingly.
42. Revise Strategy PF 4.1 (formerly PF 5.1) to reflect the change in future land use recommendation for the properties at 6200 and 6206 Belcrest Road to redevelop with a mix of uses commensurate with the RTO-H-E Zone and to reflect a change in the Prince George’s County Fire and Emergency Medical Services Department’s plans for this facility:

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] and replace the existing station at 6200/6206 Belcrest Road. This project was previously funded for construction in the FY 2022 Approved County Capital Improvement Program (Project #3.51.0001) as a new station at the same location but has subsequently been revised to a renovation of the existing station. A new station should be constructed elsewhere in the Prince George’s Plaza Regional Transit District and the properties at 6200/6206 Belcrest Road redeveloped with transit-oriented development at types and densities commensurate with the Regional, Transit-Oriented, High-Intensity, Edge (RTO-H-E) Zone. This recommendation cannot amend the 2008 Approved Public Safety Facilities Master Plan because it does not cover the area where a new fire/EMS station would be most appropriate.

Revise Table 25 to indicate that this is now a long-term strategy.

43. Add the United States Army Corps of Engineers as a Partner Entity under Strategy NE 1.2 in Table 27. Implementation Framework.
44. Revise Table 26, West Hyattsville-Queens Chapel (WHQC) Sector Plan Indicators of Success, to delete the indicator “acre-feet of compensatory floodplain storage constructed”
45. Delete Appendix A, Floodplain Analysis Report, and renumber subsequent appendices.

46. Add the following properties to Zoning Change 1:

Address	Tax ID
6200 Belcrest Road	1812601
6206 Belcrest Road	1835180

Revise tables, maps, and descriptions accordingly.

47. Remove 2600 Kirkwood Place (Tax Account #1836857) from Zoning Change 3 and retain it in the LTO-C Zone.

48. Delete Zoning Change 4 and create a new Zoning Change 4 to incorporate all of Queens Chapel Town Center into the LTO-C Zone as follows:

Zoning Change 4: RSF-65/LTO-E to LTO-C

Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200' Scale Index Map
4	RSF-65/LTO-E to LTO-C	4.68	CMA	April 1, 2022	207NE03
			SMA (RSF-65 Zone)	November 30, 2004	
			TDOZMA (Remainder of Property)	May 23, 2006	
			SE-15	May 15, 1950	

These properties, located north of Hamilton Street between Ager Road and MD 500 (Queens Chapel Road) are located within the Core of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on the subject property. (See Map 9. Future Land Use Map in the sector plan and Map 7: Zoning Change (ZC) 4: RSF-65/LTO-E to LTO-C, Zoning Change (ZC) 5: CGO to CN, Zoning Change (ZC) 6: RSF-65 to ROS, and Zoning Change (ZC) 7: CGO to CN below.)

The subject properties comprise portions of the Queens Chapel Town Center shopping area currently classified in the LTO-E Zone. This reclassification implements Policies LU 5 and HD 5 and Strategies LU 4.4 and EP 2.3 of the Adopted Sector Plan. This reclassification also implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

The house at 5601 Jamestown Road and the portion of the existing Queens Chapel Town Center surface parking lot immediately south of this house along 31st Avenue are in the RSF-65 Zone. The subject house functions as an island on its block, surrounded by streets and Queens Chapel Town Center. This zone does not permit redevelopment of these properties at the densities recommended by Policy LU 6.

This reclassification will make the single-family detached house at 5601 Jamestown Road nonconforming. However, as this reclassification is not to a less-intense zone, the provisions of Section 27-3503(a)(5)(B) are not applicable.

This reclassification eliminates a current split zoning.

ZC	Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Ownership
ZC 4	5601 Jamestown Road	041F4	1819648		N/A	N/A	N/A	Private
	0 Manor Drive	041F4	1797075	2695 SQFT EQ STRIP ALONG W SIDE PAR F ALONG ALLEY BK N	N/A	N/A	N/A	County
	5418 Queens Chapel Road	041F4	1817360	MANOR PAR F EX 8640.32 SQ FT	N/A	N	N/A	Private
	3018 Hamilton Street		1917428	PARCEL A5				Private
	3020 Hamilton Street		1817410	PARCEL A4				Private
	3026 Hamilton Street		1817402	PARCEL A2				Private
	3032 Hamilton Street		1817394	PARCEL A1				Private
	3100 Hamilton Street		1817386	PARCEL B3				Private
	3110 Hamilton Street		1817519	PARCEL B2				Private
	3118 Hamilton Street		1817378	PARCEL B1				Private

Revise maps in the SMA accordingly.

Underline indicates language added.
[Brackets] indicate language deleted.

49. Revise Zoning Change 10 to encompass all of Queenstown Apartments (incorporating Block A) and reclassify them to the LTO-C Zone.

Zoning Change: RMF-20 to [RMF-48]LTO-C
Area of Change (Acres): [24.75]32.25

Revise the description as follows:

[These parcels are located at 3301 Chillum Road in the Established Communities. A portion of the east side of the property is within the Town of Brentwood; the remainder of the property is in the City of Mount Rainier. The Future Land Use Map in the Staff Draft West Hyattsville-Queens Chapel Sector Plan recommends Residential-High uses on these properties. (See Map 10. Future Land Use Map in the sector plan and Map 10: Zoning Change (ZC) 10: RMF-20 to RMF-48 and Zoning Change (ZC) 11: LTO-E to CS below.)

The subject parcels comprise most of Queenstown Apartments.

This reclassification to the RMF-48 Zone implements Strategy LU 9.1, which specifically recommends reclassifying the subject parcels of Queenstown Apartments into the RMF-48 Zone to implement Policy LU 9, which recommends redevelopment that creates a range of market- and below-market-rate housing opportunities on the periphery of the West Hyattsville Local Transit Center. This reclassification also implements Strategies HN 1.1 and HN 2.3 of the Staff Draft West Hyattsville-Queens Chapel Sector Plan, which recommends redevelopment of Queenstown Apartments to include a mix of unit types, sizes, and price points.]

These parcels are located at 3301 Chillum Road in the Core of the West Hyattsville Local Transit Center. A portion of the east side of the property is within the Town of Brentwood; the remainder of the property is in the City of Mount Rainier. The Future Land Use Map in the Adopted West Hyattsville-Queens Chapel Sector Plan recommends a mix of uses on these properties. (See Map 9. Future Land Use Map in the sector plan and Map 10: Zoning Change (ZC) 10: RMF-20 to LTO-C and Zoning Change (ZC) 11: LTO-E to CS below.)

The subject parcels comprise Queenstown Apartments.

This reclassification to the LTO-C Zone implements Strategy LU 2.10 of the Adopted Sector Plan, which recommends that:

“If Queenstown Apartments at 3301 Chillum Road continues to be identified within the one-percent annual (100-year) floodplain, it should be acquired for preservation or flood mitigation.

i) Until acquisition or demolition occurs, this property should be rehabilitated and maintained as naturally-occurring affordable housing.

ii) Any demolition or redevelopment of this property should not occur until residents have been relocated to comparable housing, at comparable unit sizes and price points, within a half-mile of a Metro station.

iii) If a redeveloper obtains appropriate stormwater and floodplain approvals from DPIE for reconstruction in a floodplain, the property should be redeveloped with a mix of uses, including mixed-income multifamily housing at densities commensurate with the Local Transit-Oriented, Core (LTO-C) Zone.”

This reclassification also implements Strategies LU 5.6 and HN 1.8 of the Adopted Sector Plan, which recommend redevelopment of Queenstown Apartments to include a mix of unit types, sizes, and price points. This reclassification also implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

Add Tax Account 1943794 to the list of affected properties.

50. Combine Zoning Changes 19 and 20 to:

- a. Eliminate the split zoning of the Shops at Queens Chillum
- b. Reclassify the properties with Tax Accounts 1861103, 1861111, and 5648860 into the LTO-C Zone to compensate for land not recommended for redevelopment due to floodplain issues:
- c. Remove the Chillum Road Shopping Center from Zoning Change 20.

ZONING CHANGE 19: LTO-E/CGO TO LTO-C

<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/ TDOZMA/ ZMA/SE Number</u>	<u>Approved CMA/SMA/ TDOZMA/ ZMA/SE Date</u>	<u>200’ Scale Index Map</u>
19	LTO-E/CGO to LTO-C	7.49	CMA	April 1, 2022	206NE02
			TDOZMA	May 23, 2006	
			SMA	May 19, 1994	

These properties comprise the Shops at Queens Chillum (3100 Queens Chapel Road) and are within the Core of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on this property. (See Map 9. Future Land Use Map in the sector plan and Map 16: Zoning Change (ZC) 19: LTO-E/CGO to LTO-C below.)

These parcels are currently classified in the LTO-E and CGO Zones. While this zone would generally permit implementation of the sector plan’s recommendations for a walkable, transit-supportive environment, the size of this area (7.49 acres) under a sole owner creates the potential for organized and phased redevelopment that, through the proposed LTO-C Zone, best advances the sector plan’s housing goals at densities that support the goal of retaining and attracting new community-serving retail to this neighborhood.

This reclassification implements Strategy LU 5.3 of the Adopted Sector Plan by allowing redevelopment with the consistent high-quality urban design standards of the LTO-C Zone to be applied to the entire redevelopment of the Shops at Queens Chillum. This reclassification also implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9). This reclassification also implements Policies HN 1 and EP 1 and Strategies LU 4.4, LU 5.1, EP 2.7, and PF 1.1 of the Adopted Sector Plan.

Underline indicates language added.
[Brackets] indicate language deleted.

This reclassification eliminates the split zoning of a single-owner property.

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 19</u>	<u>3100 Queens Chapel Rd</u>	<u>049E1</u>	<u>1861095</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>013</u>	<u>Private</u>
	<u>Queens Chapel Road</u>	<u>049E1</u>	<u>1861111</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>012</u>	<u>Private</u>
	<u>Queens Chapel Rd</u>	<u>049E1</u>	<u>1861103</u>	<u>Pt Lot 1</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
			<u>5648860</u>	<u>Pt Lot 1</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>State</u>

Revise tables, maps, and descriptions accordingly.

51. Add new Zoning Change 20, reclassifying North Pointe Apartment Homes from RMF-20 to LTO-E and 5855 Ager Road from CGO to LTO-E, to compensate for land not recommended for redevelopment due to floodplain issues and to implement Strategy HN 1.8.

ZONING CHANGE 20: RMF-20/CGO TO LTO-E

<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/</u> <u>TDOZMA/</u> <u>ZMA/SE Number</u>	<u>Approved CMA/SMA/</u> <u>TDOZMA/</u> <u>ZMA/SE Date</u>	<u>200' Scale Index Map</u>
<u>20</u>	<u>RMF-20/CGO to LTO-E</u>	<u>10.08</u>	<u>CMA</u>	<u>April 1, 2022</u>	<u>206NE02</u>
			<u>SMA</u>	<u>November 30, 2004</u>	<u>206NE03</u>

These parcels are located at 5720 29th Avenue and 5855 Ager Road within the City of Hyattsville and the Edge of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on these properties. (See Map 9. Future Land Use Map in the sector plan and Map 17 below.

The subject parcels at 5720 29th Avenue comprise North Pointe Apartment homes. The property at 5855 Ager Road is a disused commercial building.

This reclassification is necessary to implement Policy LU 6 of the Adopted Sector Plan to facilitate lower-intensity multifamily development as a transitional area between the Core of the Local Transit Center and surrounding neighborhoods. This reclassification also implements Strategy HN 1.8 of the Adopted Sector Plan, which recommends long-term redevelopment of North Pointe Apartment Homes, and Strategy LU 1.1 by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 20</u>	<u>5720 29th Avenue</u>	<u>041E3</u>	<u>1791409</u>	<u>N PT OF PARCEL 1 EQ 4.4909 ACRES</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
			<u>1791425</u>	<u>S PT OF PARCEL 1 EQ 4.4910 ACRES</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
			<u>1791417</u>	<u>PARCEL 2 EQ 19359 SQ FT</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>5855 Ager Road</u>		<u>1801109</u>	<u>PT PARCEL A EQ 7500.00 SQFT</u>	<u>N/A</u>	<u>N/A</u>	<u>001</u>	<u>Private</u>

Revise tables, maps, and descriptions accordingly.

52. Delete Zoning Change 21. Strategy LU 2.10 recommends reclassifying all of Queenstown Apartments in the RMF-48 Zone. See also Issue H2 below.
53. Add new Zoning Change 21, reclassifying the following properties (Kirkwood Apartments) from LTO-E to LTO-C, to compensate for land not recommended for redevelopment due to floodplain issues, to eliminate a split zoning, and to implement Strategy HN 1.8.

ZONING CHANGE 21: LTO-E TO LTO-C

<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/</u> <u>TDOZMA/</u> <u>ZMA/SE Number</u>	<u>Approved CMA/SMA/</u> <u>TDOZMA/</u> <u>ZMA/SE Date</u>	<u>200' Scale Index Map</u>
<u>21</u>	<u>LTO-E to LTO-C</u>	<u>13.67</u>	<u>CMA</u>	<u>April 1, 2022</u>	<u>206NE02</u>
			<u>TDOZMA</u>	<u>May 23, 2006</u>	<u>206NE03</u>

These parcels are located at 2623 Nicholson Street and 2700/2722 Kirkwood Place within the Core of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan and the City of Hyattsville. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on these properties. (See Map 9. Future Land Use Map in the sector plan and Map 18 below.

The subject parcels comprise a portion of Kirkwood Apartments.

This reclassification specifically implements Strategy LU 5.5 of the Adopted Sector Plan: “Redevelop Kirkwood Apartments into high-density residential uses, with community-supporting retail.” This reclassification is necessary to implement Strategies LU 4.3 and LU 5.1 of the Adopted Sector Plan to facilitate mixed-income development within the Core of the Local Transit Center. This reclassification also implements Strategy HN 1.8 of the Adopted Sector Plan, which recommends long-term redevelopment of Kirkwood Apartments, and Strategy LU 1.1 by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

Underline indicates language added.

[Brackets] indicate language deleted.

This reclassification eliminates an existing split-zoning of Kirkwood Apartments.

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 21</u>	<u>2722 Kirkwood Place</u>	<u>041E3</u>	<u>1836824</u>	<u>PARCEL A</u>				<u>Private</u>
	<u>2700 Kirkwood Place</u>	<u>041D3</u> <u>041E3</u>	<u>1836832</u>	<u>PARCEL B</u>				<u>Private</u>
	<u>2623 Nicholson Street</u>	<u>041D3</u> <u>041D4</u> <u>041E3</u>	<u>1836840</u>	<u>PARCEL C</u>				<u>Private</u>

Revise tables, maps, and descriptions accordingly.

54. Add Zoning Change 32, reclassifying the following properties from LTO-E to CS to allow existing businesses to operate until such a point as they can be acquired for floodplain preservation:

ZONING CHANGE 32: LTO-E TO CS

<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/ TDOZMA/ ZMA/SE Number</u>	<u>Approved CMA/SMA/ TDOZMA/ ZMA/SE Date</u>	<u>200' Scale Index Map</u>
<u>32</u>	<u>LTO-E to CS</u>	<u>16.49</u>	<u>CMA</u> <u>TDOZMA</u>	<u>April 1, 2022</u> <u>May 23, 2006</u>	<u>206NE03</u>

These properties are located at 2309, 2421, and 2425 Chillum Road in the Established Communities. The Future Land Use Map in the Adopted West Hyattsville-Queens Chapel Sector Plan recommends Commercial uses on this property. (See Map 9. Future Land Use Map in the sector plan and Map 25. Zoning Change (ZC) 32: LTO-E to CS below.

The subject properties currently host an integrated shopping center (the Chillum Road Shopping Center) and a moving and storage facility.

This reclassification implements Strategy LU 4.2 of the Adopted Sector Plan by removing the subject properties from the LTO Zones. This reclassification implements Strategies LU 2.3, 2.4, 2.5, and 2.6 by reclassifying them into the CS Zone “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 [flood] mitigation.” The properties are entirely within the Regulated Area of the Countywide Green Infrastructure Network. This reclassification also implements Strategy NE 1.1 of the Adopted Sector Plan by discouraging redevelopment of these properties and Strategy LU 1.1 by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

Redevelopment, especially at densities associated with the current LTO-E Zone, is inappropriate for these properties.

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 32</u>	<u>2309 Chillum Rd</u>	<u>049E1</u>	<u>1912245</u>	<u>Parcel M</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2425 Chillum Rd</u>	<u>049E1</u>	<u>1912237</u>	<u>Pt Parcel K</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>Chillum Road</u>	<u>049D1</u>	<u>2923548</u>	<u>Pt Parcel L (Str # Added New From #1898618)</u>	<u>N/A</u>	<u>N/A</u>	<u>L</u>	<u>Public</u>
	<u>2421 Chillum Road</u>	<u>049D1, 049E1</u>	<u>1898618</u>	<u>Part Par L</u>	<u>N/A</u>	<u>N/A</u>	<u>L</u>	<u>Private</u>

Revise tables, maps, and descriptions accordingly.

55. Add Zoning Change 33, reclassifying the following properties from CGO to LTO-E to compensate for land not recommended for redevelopment due to floodplain issues:

ZONING CHANGE 33: CGO TO LTO-E

<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/TDOZMA/ ZMA/SE Number</u>	<u>Approved CMA/SMA/TDOZMA/ ZMA/SE Date</u>	<u>200' Scale Index Map</u>
<u>33</u>	<u>CGO to LTO-E</u>	<u>0.61</u>	<u>CMA</u> <u>SMA</u>	<u>April 1, 2022</u> <u>May 19, 1994</u>	<u>206NE02</u>

These properties, located along 29th Avenue, are located within the Edge of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on the subject properties. (See Map 9. Future Land Use Map in the adopted sector plan and Map 26: Zoning Change (ZC) 33: CGO to LTO-E below.)

This reclassification allows for the consistent high-quality urban design standards of the LTO Zones to be applied to the entire redevelopment of commercial properties immediately south of The Shops at Queens Chillum. This reclassification also implements Policy LU 6 and Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 33</u>	<u>3006 29th Avenue</u>	<u>049E1</u>	<u>1919877</u>	<u>NCONF USE- HOUSE</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2900 Queens Chapel Road</u>	<u>049E1</u>	<u>1921048</u>	<u>LOT 2 EX 86 SQ FT NCONF USE- HOUSE</u>	<u>2</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>

Revise tables, maps, and descriptions accordingly.

Underline indicates language added.

[Brackets] indicate language deleted.

56. Add Zoning Change 34, reclassifying 3171 Queens Chapel Road from LTO-E to LTO-C to compensate for land not recommended for redevelopment due to floodplain issues:

ZONING CHANGE 34: LTO-E TO LTO-C

<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/TDOZMA/ ZMA/SE Number</u>	<u>Approved CMA/SMA/TDOZMA/ ZMA/SE Date</u>	<u>200’ Scale Index Map</u>
<u>34</u>	LTO-E to LTO-C	<u>1.37</u>	<u>CMA</u>	<u>April 1, 2022</u>	<u>206NE02</u>
			<u>TDOZMA</u>	<u>May 23, 2006</u>	<u>206NE03</u>

3171 Queens Chapel Road consists of a strip shopping center within the Core of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on this property. (See Map 9. Future Land Use Map in the sector plan and Map 27: Zoning Change (ZC) 34: LTO-E to LTO-C below.)

This parcel is currently classified in the LTO-E Zone. While this zone would generally permit implementation of the sector plan’s recommendations for a walkable, transit-supportive environment, the size of this area (1.3 acres) under a sole owner creates the potential for organized and phased redevelopment that, through the proposed LTO-C Zone, best advances the sector plan’s housing goals at densities that support the goal of retaining and attracting new community-serving retail to this neighborhood.

This reclassification implements Strategy LU 5.3 of the Adopted Sector Plan by allowing redevelopment with the consistent high-quality urban design standards of the LTO-C Zone to be applied to this entire block on the east side of MD 500 (Queens Chapel Road). This reclassification implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9). This reclassification also implements Policies HN 1 and EP 1 and Strategies LU 4.4, LU 5.1, EP 2.7, and PF 1.1 of the Adopted Sector Plan.

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 34</u>	<u>3171 Queens Chapel Road</u>	<u>49-E1</u>	<u>1971928</u>	<u>PT PARCEL 2</u>		<u>A</u>		<u>Private</u>
	<u>0 Queens Chapel Road</u>		<u>5643936</u>	<u>PT PAR 2</u>		<u>A</u>		<u>Public</u>

Revise tables, maps, and descriptions accordingly.

57. Add Zoning Change 35, reclassifying three parcels between Hamilton Street and Queens Chapel Road from LTO-E to LTO-C to compensate for land not recommended for redevelopment due to floodplain issues:

Zoning Change 35: LTO-E to LTO-C

<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/ TDOZMA/ ZMA/SE Number</u>	<u>Approved CMA/SMA/ TDOZMA/ ZMA/SE Date</u>	<u>200’ Scale Index Map</u>
<u>35</u>	<u>LTO-E to LTO-C</u>		<u>CMA</u>	<u>April 1, 2022</u>	<u>206NE03</u>
			<u>TDOZMA (Remainder of Property)</u>	<u>May 23, 2006</u>	<u>207NE03</u>

These properties, located between Hamilton Street and MD 500 (Queens Chapel Road) are located within the Core of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on the subject property. (See Map 9. Future Land Use Map in the sector plan and Map 28: Zoning Change (ZC) 35: LTO-E to LTO-C below.)

The subject properties consist of a grocery store, a liquor store, and a gas station currently classified in the LTO-E Zone. This reclassification implements Policies LU 5 and HD 5 and Strategies LU 4.4 and EP 2.3 of the Adopted Sector Plan.

This reclassification also implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

<u>ZC</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 35</u>	<u>3025 Hamilton Street</u>	<u>41F4</u>	<u>1964550</u>	<u>LOT 3 EX 794 SF</u>	<u>3</u>			<u>Private</u>
	<u>5350 Queens Chapel Road</u>	<u>41F4</u>	<u>1860022</u>	<u>LOT 8 EX 438 SF</u>	<u>8</u>			<u>Private</u>
	<u>5398 Queens Chapel Road</u>	<u>41F4</u>	<u>1834350</u>	<u>PT LOT 1</u>	<u>1</u>			<u>Private</u>
	<u>0 Queens Chapel Road</u>	<u>41F4</u>	<u>5643925</u>	<u>PT LT 1</u>				<u>State</u>

Revise maps in the SMA accordingly.

Underline indicates language added.
[Brackets] indicate language deleted.

B2: Displacement

Note: This issue was only raised in two testimonies. However, staff’s response exceeds the size of the tables below, so it is moved here for ease of reading.

Plan/SMA Cross References:

- Land Use Element (pp. 43-72)
- Economic Prosperity Element (pp. 73-77)
- Housing and Neighborhoods Element (pp. 154-162)

Exhibits/Speakers:

- 15/V4 – Annelies Goger
- 18 – Peta Irving Brown

Summary of Issues:

“The sector plan needs to be more proactive about preventing displacement.”

“The plan should address low-income housing specifically.”

Staff Analysis:

An important and repeated theme of this sector plan is the desire to retain as many existing residents and businesses as possible, along with the shared sense of community and culture that makes West Hyattsville-Queens Chapel a great place to live. However, a sector plan is limited in its ability to address the regional market forces that lead to displacement, but recommends several strategies specifically geared toward discouraging displacement, including, but not limited to:

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)

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.

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.

LU 5.3iv: Work with property owners and local businesses to incentivize or subsidize existing tenants to stay in the neighborhood after redevelopment. See also Strategies EP 1.2 and EP 2.5.

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).

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.

There is nothing a government agency can do to prevent displacement and perceived displacement, as some individuals and families intentionally and voluntarily relocate, which may be perceived by their neighbors to be involuntary displacement. Most, if not all, efforts the government can make to *reduce* displacement are County, state, and federal level policies, regulations, and programs beyond the scope of a sector plan. There are also benefits to eliminating functionally and structurally obsolete and substandard dwelling units, as long as residents are given a fair, equitable opportunity to relocate to better housing with similar or superior safe and affordable access to education, health care, transportation, and other amenities. Redevelopment of such properties brings them into compliance with modern building, safety, and environmental codes and creates a net benefit where both new and former residents have an opportunity to live in modern housing.

Opportunities to increase the supply of affordable housing within an existing neighborhood are discussed in Issue B7 below.

Staff Recommendation

Underline indicates language added.

[Brackets] indicate language deleted.

Add a strategy to Policy HN 2 as follows:

HN 2.6: Work closely with public, private, institutional, and nonprofit partners to ensure that tenants whose leases are not renewed due to the intent of the property owner to redevelop their property, are provided assistance in locating and securing safe, affordable housing with similar or superior safe and affordable access to education, health care, transportation, and other amenities.

Add a cross-reference to this strategy from Strategy LU 9.1.

See also recommendations for Issue B7 below.

B3: Future Land Use and Zoning of Avondale Ridge Townhouses

Note: This issue was only raised in one testimony. However, staff’s response exceeds the size of the tables below, so it is moved here for ease of reading.

Plan/SMA Cross References:

- Map 9, Future Land Use (p. 51)
- SMA

Exhibits/Speakers:

- 17 – Avonridge Community Development Corporation

Summary of Issues:

Map 9, Future Land Use, does not reflect the presence of the townhouses (now known as Avondale Ridge) northwest of the intersection of MD 500 (Queens Chapel Road) and Avondale Overlook.

Staff Analysis:

Map 9, Future Land Use, presumed Residential High future land uses on the subject property due to its Residential, Multifamily-48 (RMF-48) zoning.

This is an error for several reasons:

1. In 2019, 71 townhouses were constructed on this site. Staff presume that due to cost, logistical, and political considerations, large numbers of single-family houses will never be redeveloped.
2. These townhouses were permitted in the Multifamily High Density Residential (R-10) Zone pursuant to CB-29-2001 and the provisions of Section 27-445.10 of the prior Zoning Ordinance. The 2021 *Approved Countywide Map Amendment* placed the subject properties in the RMF-48 Zone.
3. Townhouses are prohibited in the RMF-48 Zone.
4. The density of the 71 townhouses is approximately 12.22 dwelling units per acre (per DSP-05114-02). Per Table 2, Future Land Use Categories, this would correspond to Residential Medium-High densities.
5. Townhouses are permitted in the Residential, Multifamily-20 (RMF-20) Zone.

Though development approved pursuant to the prior Zoning Ordinance is legal and not nonconforming pursuant to Section 27-1703(e) of the Zoning Ordinance,² staff recommend reclassifying properties from zones in which their existing use is not permitted to one where it is permitted to avoid any future challenges where a permit or other development application may be required, or where demonstration that their current use is permitted in the Zoning Ordinance is required.³

This testimony also implicitly identifies the need to reinforce the relationship between the Staff Draft Sector Plan and its Proposed SMA.

Staff Recommendation:

1. Revise Map 9, Future Land Use, to recommend the properties identified in Zoning Change 29 below for Residential Medium-High future land uses.
2. Add Zoning Change 29 as follows:

Zoning Change 29: RMF-48 to RMF-20

Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200’ Scale Index Map
<u>29</u>	<u>RMF-48 to RMF-20</u>	<u>5.81</u>	<u>CMA</u>	<u>April 1, 2022</u>	<u>206NE02</u>
			<u>SMA</u>	<u>May 19, 1994</u>	

These properties comprise the Avondale Ridge townhouse development. This development was approved and constructed in 2019 pursuant to DSP-05114-02. At the time of its approval and construction, townhouses were permitted in the properties’ Multifamily High Density Residential (R-10) Zone pursuant to CB-29-2001 and the provisions of Section 27-445.10 of the prior Zoning Ordinance. Subsequent to their construction and occupancy, the 2021 *Approved Countywide Map Amendment* placed the subject properties in the RMF-48 Zone. Townhouses are prohibited in the RMF-48 Zone.

Though development approved pursuant to the prior Zoning Ordinance is legal and not nonconforming pursuant to Section 27-1703(e) of the Zoning Ordinance, staff recommend reclassifying properties from zones in which their existing use is not permitted to one where it is permitted to avoid any future challenges where a permit or other development application may be required, or where demonstration that their current use is permitted in the Zoning Ordinance is required.

This reclassification implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

² Section 27-1703(e) states “Once constructed, pursuant to a development application or permit approved under the prior Zoning Ordinance or Subdivision Regulations, all buildings, uses, structures, or site features will be legal and not nonconforming and shall be exempt from the provisions of this Ordinance until they are required or elect to file a site plan or other development application (not to include any application for a change in occupancy or change in ownership).”

³ This clarification should be added to the justification statement for Zoning Change ZC-3.

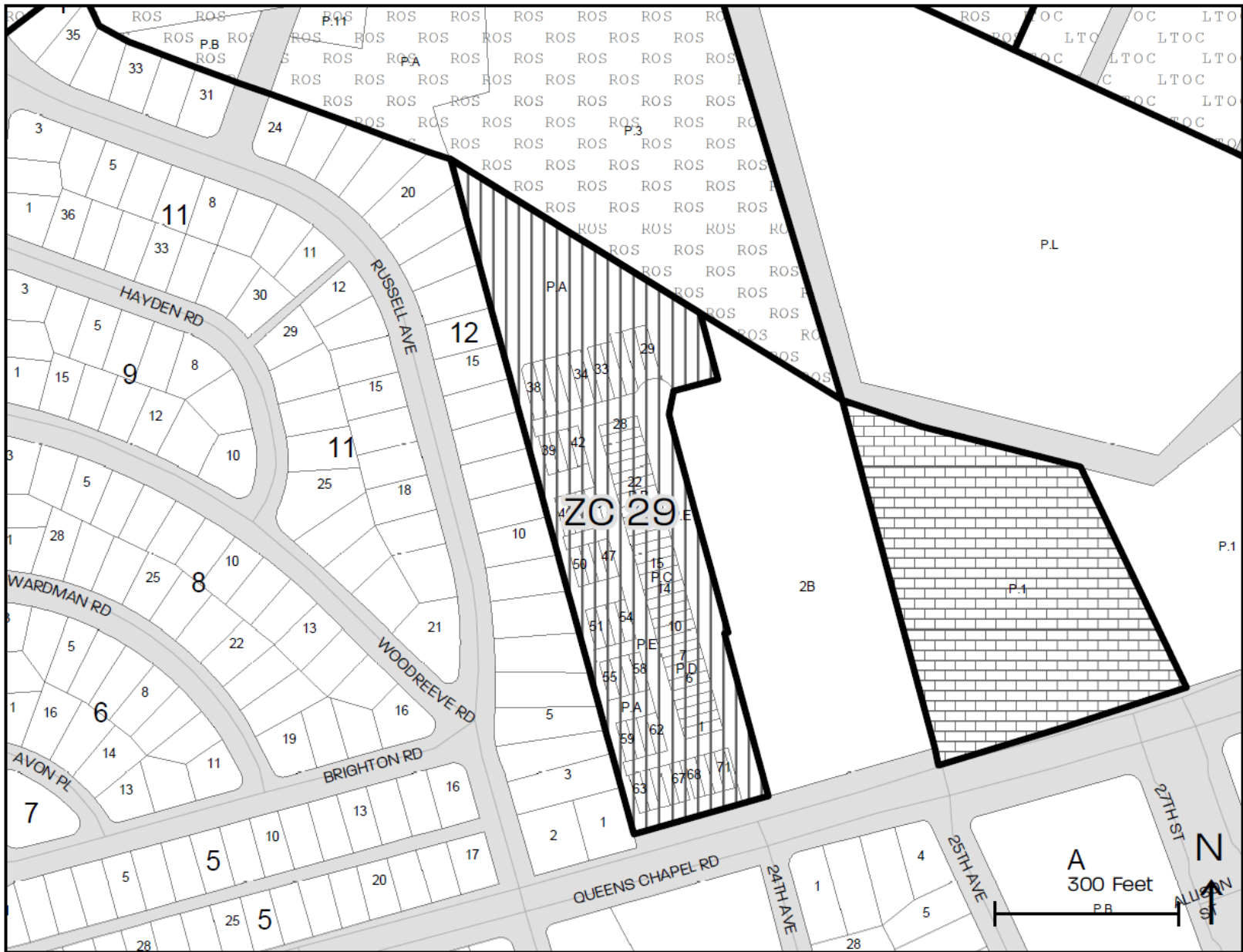
Underline indicates language added.
[Brackets] indicate language deleted.

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
<u>ZC 29</u>	<u>4921 Crest View Dr</u>	<u>049D1</u>	<u>5599052</u>	<u>Plat 1</u>	<u>28</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4919 Crest View Dr</u>	<u>049D1</u>	<u>5599041</u>	<u>Plat 1</u>	<u>27</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4917 Crest View Dr</u>	<u>049D1</u>	<u>5599030</u>	<u>Plat 1</u>	<u>26</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4915 Crest View Dr</u>	<u>049D1</u>	<u>5599028</u>	<u>Plat 1</u>	<u>25</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4914 Crest View Dr</u>	<u>049D1</u>	<u>5599234</u>	<u>Plat 1</u>	<u>46</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4913 Crest View Dr</u>	<u>049D1</u>	<u>5599017</u>	<u>Plat 1</u>	<u>24</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4912 Crest View Dr</u>	<u>049D1</u>	<u>5599223</u>	<u>Plat 1</u>	<u>45</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4911 Crest View Dr</u>	<u>049D1</u>	<u>5599006</u>	<u>Plat 1</u>	<u>23</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4910 Crest View Dr</u>	<u>049D1</u>	<u>5599212</u>	<u>Plat 1</u>	<u>44</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4909 Crest View Dr</u>	<u>049D1</u>	<u>5598992</u>	<u>Plat 1</u>	<u>22</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4908 Crest View Dr</u>	<u>049D1</u>	<u>5599201</u>	<u>Plat 1</u>	<u>43</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4906 Crest View Dr</u>	<u>049D1</u>	<u>5599278</u>	<u>Plat 1</u>	<u>50</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4905 Crest View Dr</u>	<u>049D1</u>	<u>5598981</u>	<u>Plat 1</u>	<u>21</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4904 Crest View Dr</u>	<u>049D1</u>	<u>5599267</u>	<u>Plat 1</u>	<u>49</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4903 Crest View Dr</u>	<u>049D1</u>	<u>5598970</u>	<u>Plat 1</u>	<u>20</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4902 Crest View Dr</u>	<u>049D1</u>	<u>5599256</u>	<u>Plat 1</u>	<u>48</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4901 Crest View Dr</u>	<u>049D1</u>	<u>5598968</u>	<u>Plat 1</u>	<u>19</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4900 Crest View Dr</u>	<u>049D1</u>	<u>5599245</u>	<u>Plat 1</u>	<u>47</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4823 Crest View Dr</u>	<u>049D1</u>	<u>5598957</u>	<u>Plat 1</u>	<u>18</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4821 Crest View Dr</u>	<u>049D1</u>	<u>5598946</u>	<u>Plat 1</u>	<u>17</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4819 Crest View Dr</u>	<u>049D1</u>	<u>5598935</u>	<u>Plat 1</u>	<u>16</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4817 Crest View Dr</u>	<u>049D1</u>	<u>5598924</u>	<u>Plat 1</u>	<u>15</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4815 Crest View Dr</u>	<u>049D1</u>	<u>5599451</u>	<u>Plat 2</u>	<u>14</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4814 Crest View Dr</u>	<u>049D1</u>	<u>5599462</u>	<u>Plat 2</u>	<u>51</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4813 Crest View Dr</u>	<u>049D1</u>	<u>5599440</u>	<u>Plat 2</u>	<u>13</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4812 Crest View Dr</u>	<u>049D1</u>	<u>5599473</u>	<u>Plat 2</u>	<u>52</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4811 Crest View Dr</u>	<u>049D1</u>	<u>5599438</u>	<u>Plat 2</u>	<u>12</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4810 Crest View Dr</u>	<u>049D1</u>	<u>5599484</u>	<u>Plat 2</u>	<u>53</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4809 Crest View Dr</u>	<u>049D1</u>	<u>5599427</u>	<u>Plat 2</u>	<u>11</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4808 Crest View Dr</u>	<u>049D1</u>	<u>5599495</u>	<u>Plat 2</u>	<u>54</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4807 Crest View Dr</u>	<u>049D1</u>	<u>5599416</u>	<u>Plat 2</u>	<u>10</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4806 Crest View Dr</u>	<u>049D1</u>	<u>5599507</u>	<u>Plat 2</u>	<u>55</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4805 Crest View Dr</u>	<u>049D1</u>	<u>5599405</u>	<u>Plat 2</u>	<u>9</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4804 Crest View Dr</u>	<u>049D1</u>	<u>5599518</u>	<u>Plat 2</u>	<u>56</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4803 Crest View Dr</u>	<u>049D1</u>	<u>5599393</u>	<u>Plat 2</u>	<u>8</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4802 Crest View Dr</u>	<u>049D1</u>	<u>5599520</u>	<u>Plat 2</u>	<u>57</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4801 Crest View Dr</u>	<u>049D1</u>	<u>5599382</u>	<u>Plat 2</u>	<u>7</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4800 Crest View Dr</u>	<u>049D1</u>	<u>5599531</u>	<u>Plat 2</u>	<u>58</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4711 Crest View Dr</u>	<u>049D1</u>	<u>5599371</u>	<u>Plat 2</u>	<u>6</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4709 Crest View Dr</u>	<u>049D1</u>	<u>5599360</u>	<u>Plat 2</u>	<u>5</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4708 Crest View Dr</u>	<u>049D1</u>	<u>5599280</u>	<u>Plat 1 Pt Parcel A Common Area Per Plat</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4708 Crest View Dr</u>	<u>049D1</u>	<u>5599677</u>	<u>Plat 2 Pt Parcel A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4707 Crest View Dr</u>	<u>049D1</u>	<u>5599358</u>	<u>Plat 2</u>	<u>4</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4705 Crest View Dr</u>	<u>049D1</u>	<u>5599347</u>	<u>Plat 2</u>	<u>3</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4703 Crest View Dr</u>	<u>049D1</u>	<u>5599336</u>	<u>Plat 2</u>	<u>2</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>4701 Crest View Dr</u>	<u>049D1</u>	<u>5599325</u>	<u>Plat 2</u>	<u>1</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2418 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599063</u>	<u>Plat 1</u>	<u>29</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2417 Marsh Pt</u>	<u>049D1</u>	<u>5599666</u>	<u>Plat 2</u>	<u>71</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2416 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599074</u>	<u>Plat 1</u>	<u>30</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2415 Marsh Pt</u>	<u>049D1</u>	<u>5599655</u>	<u>Plat 2</u>	<u>70</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>

Underline indicates language added.
[Brackets] indicate language deleted.

<u>Zoning Change</u>	<u>Address</u>	<u>Tax Map and Grid</u>	<u>Tax Account</u>	<u>Description</u>	<u>Lot</u>	<u>Block</u>	<u>Parcel</u>	<u>Ownership</u>
	<u>2414 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599085</u>	<u>Plat 1</u>	<u>31</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2413 Marsh Pt</u>	<u>049D1</u>	<u>5599644</u>	<u>Plat 2</u>	<u>69</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2412 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599096</u>	<u>Plat 1</u>	<u>32</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2411 Marsh Pt</u>	<u>049D1</u>	<u>5599633</u>	<u>Plat 2</u>	<u>68</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2410 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599108</u>	<u>Plat 1</u>	<u>33</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2409 Marsh Pt</u>	<u>049D1</u>	<u>5599622</u>	<u>Plat 2</u>	<u>67</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2408 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599110</u>	<u>Plat 1</u>	<u>34</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2407 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599198</u>	<u>Plat 1</u>	<u>42</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2407 Marsh Pt</u>	<u>049D1</u>	<u>5599611</u>	<u>Plat 2</u>	<u>66</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2406 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599121</u>	<u>Plat 1</u>	<u>35</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2406 Marsh Pt</u>	<u>049D1</u>	<u>5599575</u>	<u>Plat 2</u>	<u>62</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2405 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599187</u>	<u>Plat 1</u>	<u>41</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2405 Marsh Pt</u>	<u>049D1</u>	<u>5599600</u>	<u>Plat 2</u>	<u>65</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2404 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599132</u>	<u>Plat 1</u>	<u>36</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2404 Marsh Pt</u>	<u>049D1</u>	<u>5599564</u>	<u>Plat 2</u>	<u>61</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2403 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599176</u>	<u>Plat 1</u>	<u>40</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2403 Marsh Pt</u>	<u>049D1</u>	<u>5599597</u>	<u>Plat 2</u>	<u>64</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2402 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599143</u>	<u>Plat 1</u>	<u>37</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2402 Marsh Pt</u>	<u>049D1</u>	<u>5599553</u>	<u>Plat 2</u>	<u>60</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2401 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599165</u>	<u>Plat 1</u>	<u>39</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2401 Marsh Pt</u>	<u>049D1</u>	<u>5599586</u>	<u>Plat 2</u>	<u>63</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2400 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599154</u>	<u>Plat 1</u>	<u>38</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>2400 Marsh Pt</u>	<u>049D1</u>	<u>5599542</u>	<u>Plat 2</u>	<u>59</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>0 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599314</u>	<u>Plat 1 Pt Parcel E Common Area Per Plat</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>0 Avondale Overlook Dr</u>	<u>049D1</u>	<u>5599702</u>	<u>Plat 2 Pt Parcel E</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>0 Crest View Dr</u>	<u>049D1</u>	<u>5599291</u>	<u>Plat 1 Pt Parcel B Common Area Per Plat</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>0 Crest View Dr</u>	<u>049D1</u>	<u>5599303</u>	<u>Plat 1 Pt Parcel C Common Area Per Plat</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>0 Crest View Dr</u>	<u>049D1</u>	<u>5599688</u>	<u>Plat 2 Pt Parcel C</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>
	<u>0 Crest View Dr</u>	<u>049D1</u>	<u>5599690</u>	<u>Plat 2 Pt Parcel D</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>Private</u>

Underline indicates language added.
[Brackets] indicate language deleted.



Update all text, maps, and tables in the Proposed SMA accordingly.

3. Add the following language to all zoning changes in the Proposed SMA:

This reclassification implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

4. Add the following language to Zoning Change 3, which addresses another reclassification of townhomes:

The properties between Little Branch Run and Lancer Drive comprise all of the townhouse development known as the Riverfront at West Hyattsville, which is developing pursuant to Preliminary Plan of Subdivision 4-15020 and subsequent Detailed Site Plans. This subdivision consists wholly of single-family attached townhouses, a use and a density that is inappropriate for its proximity to a Metro station and inconsistent with goals of the sector plan for vertical-mixed use development in the Core of the West Hyattsville Local Transit Center. Though development approved pursuant to the prior Zoning Ordinance is legal and not nonconforming pursuant to Section 27-1703(e) of the Zoning Ordinance, staff recommend reclassifying properties from zones in which their existing use is not permitted to one where it is permitted to avoid any future challenges where a permit or other development application may be required, or where demonstration that their current use is permitted in the Zoning Ordinance is required.

Underline indicates language added.
[Brackets] indicate language deleted.

B4: The 2015 *Greater Chillum Community Study* and Avonridge Community

Note: This issue was only raised in one testimony. However, staff’s response exceeds the size of the tables below, so it is moved here for ease of reading.

Plan/SMA Cross References:

- Plan-wide

Exhibits/Speakers:

- 17 – Avonridge Community Development Corporation

Summary of Issues:

Avonridge Community Development Corporation expresses concern with the lack of mentions of Avonridge in the Sector Plan and recommends its inclusion in various locations.

Staff Analysis:

Naming Neighborhoods

In master and sector planning, the focus is often those areas along corridors where commercial, mixed-use, or multifamily development are located, and where the highest potential for development or redevelopment exists. This Staff Draft Sector Plan is focused on areas anticipated to redevelop over the next 25 years to support the plan’s overall vision of a transformation to an inclusive, equitable, transit-oriented development surrounded by preserved single-family neighborhoods better connected to surrounding amenities. As such, this sector plan, like most master and sector plans, generally does not identify neighborhoods by name except as geographic reference points. Staff’s experience is that not only do neighborhoods regularly change names, but that not all residents and stakeholders agree about those names or on their boundaries. There are few reliable or recent sources of information identifying neighborhoods in Prince George’s County by name. Sources routinely used include the 2006 Alexandria Drafting Company *Prince George’s County Map Book* and the 1973 Commission publication *Neighborhoods of Prince George’s County*.

In Exhibit 17, the Avonridge Community Development Corporation (Avonridge CDC) identifies several opportunities where they request their name be added to the text or maps of the plan. Staff agree with those recommendations where identification of specific neighborhoods is appropriate and in context. Staff does not recommend adding Avonridge or its constituent neighborhoods to the text of recommendations where a) they would be the only neighborhood or group of neighborhoods identified and/or b) such an addition would be solely because Avonridge is better organized than other communities and submitted testimony where representatives of other neighborhoods did not. It is also important to note, to Avonridge’s comments, that municipalities are identified in the plan not because they are a collection of neighborhoods or even single communities, but because they have the political, fiscal, legal, and organizational capacity to implement some of the plan’s recommendations.

The 2015 *Greater Chillum Community Study*

Exhibit 17 recommends a more explicit relationship to the 2015 *Greater Chillum Community Study*. This study was undertaken to “determine community needs and corresponding recommendations that maximize the community’s assets as it relates to a sense of place, neighborhood conservation, pedestrian connectivity, affordable housing, and the revitalization of aging commercial properties. This study is intended to provide a road map for future public and private investments in the community as well as for Prince George’s County policy initiatives.”⁴ Since its release in 2015, several challenges have arisen that have impacted the study’s reputation and overshadowed its recommendations:

1. Confusion surrounding the identification of study sub-areas as “neighborhoods”: The recommendations within the 2015 study have been overshadowed by ongoing disputes among and within the communities it covered concerning the identification and mapping of areas within the study as “neighborhoods.” Avonridge CDC is the first organization project team staff have encountered that has suggested that Map 8 (Neighborhood) in the 2015 study is accurate; several individuals and organizations claiming to represent other neighborhoods identified by the 2015 study have for years disputed the accuracy of the mapping. Staff have encountered no stakeholders, residents, or property owners north of MD 501 (Chillum Road) who self-identify with Avonridge as their home community; to the extent residents and business owners participated in this plan process, they referred to their individual neighborhoods (which reflect the subdivision in which they live), “West Hyattsville”, or “Chillum”. **The Planning Department does not use Map 8 of the 2015 study to define neighborhoods or neighborhood boundaries**, even when self-described community organizations claim a particular geographic jurisdiction, as even these (the extent to which a community organization represents a neighborhood) remain disputed. This is one reason why this plan refers to the Queens Chapel Road corridor, and not specific neighborhoods, in its name.

This is reinforced by the 2015 study’s incorporation of areas within the City of Hyattsville as within Avonridge. While convenient for organizing the 2015 study and simplifying it for stakeholders, this ignores geographic, political, and social realities. Hyattsville also has its own Community Development Corporation.⁵

2. Misperception of study as a plan: There is a continued widespread misperception in the areas covered by the 2015 study that this study was a master or sector plan, that its recommendations have the same legal, political, or practical force as those of a plan. Land use, transportation, and public facilities in this area continue to be governed by the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt*, the 1994 *Approved Master Plan for Planning Area 68*, and the 2009 *Approved Takoma-Langley Crossroads Sector Plan*.
3. “Northern Gateway” efforts: Areas within the study boundary, including Avonridge, have been incorporated into the broader planning and economic development efforts for the areas north and west of Hyattsville and Mount Rainier led by former County Councilmember Deni Taveras. As these efforts are multi-faceted, feature concurrent ongoing studies and programs, and are informing various County government activities, the 2015 study has faded in day-to-day relevance.

⁴ *Greater Chillum Community Study*, p. i

⁵ The Hyattsville Community Development Corporation was a subcontractor for the consulting firm retained in 2020 by the Planning Department to work on the evaluation of existing conditions and potential buildout scenarios.

Underline indicates language added.

[Brackets] indicate language deleted.

Avonridge

The 2015 *Greater Chillum Community Study* identifies more than half of the sector plan area as “Avonridge”, a name that it is unclear existed prior to 2010. There were few mentions of this name or concept during the two-year process to develop the sector plan, and staff do not consider Map 8 of the 2015 study to be an accurate or reliable definition of neighborhood boundaries.

Staff concur with Exhibit 17 that Avonridge covers the unincorporated residential neighborhoods (North Avondale, Avondale Terrace, Avondale Grove, and North Woodridge) south of the Northwest Branch of the Anacostia River and Sligo Creek. Staff recommend that the 2015 study’s Map 8 incorrectly identifies study sub-areas as “neighborhoods” when they are, in reality, artificial geographies meant to organize a planning study.

The only references to Avonridge encountered during the multi-year effort to create this plan are to a) the 2015 study and b) to the Avonridge Community Development Corporation, a nonprofit organization. Establishing a consistent, recognizable identity is critical to successful community-building and placemaking. During the multi-year planning process, staff and consultants were told that the Avonridge area was either “part of the Northern Gateway”, “Chillum”, “West Hyattsville,” or one of Avonridge’s four constituent neighborhoods. As the plan makes few recommendations other than enhancing these neighborhoods through improved connections to local amenities, naming this area was not a high priority of the plan.

Staff acknowledge that community identity is important, that greater connections to the 2015 study are necessary to respect the community’s efforts a decade ago and to clarify the very clear links between the recommendations of that study and this Staff Draft Sector Plan by carrying forward viable recommendations and clearly identifying that this sector plan replaces all recommendations of the 2015 study as it pertains to this sector.

Staff Recommendations:

Staff recommend the Planning Board accept the 2015 *Greater Chillum Community Study* into the public record as exhibit T-2. Staff further recommend the following:

1. Revise “Description of the West Hyattsville-Queens Chapel Sector Plan Area” (p. 17) as follows:

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 Avonridge[Avondale] area of unincorporated Prince George’s County.

2. Under “Planning Background” (pp. 28-30), add a text box about the 2015 *Greater Chillum Community Study* as follows:

The 2015 *Greater Chillum Community Study* was undertaken to “determine community needs and corresponding recommendations that maximize the community’s assets as it relates to a sense of place, neighborhood conservation, pedestrian connectivity, affordable housing, and the revitalization of aging commercial properties. This study is intended to provide a road map for future public and private investments in the community as well as for Prince George’s County policy initiatives.” The study recommended “implementable changes within the community to improve walkability and pedestrian safety, preserve and celebrate neighborhood character and sense of place, address code violations, improve owner-occupied housing and rental residential opportunities for a variety of incomes, create economic opportunities, and strengthen community identity.”

The 2015 study covered an area that includes the Avonridge residential neighborhoods, the Shops at Queens Chillum, and the West Hyattsville Metro Station. This sector plan carries forward several recommendations from the 2015 study; where a recommendation from the 2015 study conflicts with this sector plan, the recommendation within this sector plan is applicable. The 2015 *Greater Chillum Community Study* is available online at: https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=306

3. Revise the Existing Conditions Summary for the Housing and Neighborhoods Element (p. 155), as follows:

Lower rents can be found [near Avondale and]in the southeastern portion of the sector plan area.

4. Rename the proposed Avondale Gateway Plaza as “Avonridge Gateway Plaza” throughout the sector plan.
 - a. Revise Table 25, New Recommended Parks, Recreation, and Public Open Space Facilities, to replace “Avondale” with “Avonridge”.
 - b. Revise corresponding label on Map 39.

5. Add a text box on page 166 prior to Policies and Strategies as follows:

What’s in a Name?

A cohesive, recognizable community brand is critical to attracting new residents, investors, businesses, and visitors to an area. Creating a brand takes time and requires careful coordination and balancing of opinions. A Metro Station is a center of economic, social, and cultural activity that can be a focal point for a disparate range of proud neighborhoods and communities. While the West Hyattsville Metro Station is located in the western part of the City of Hyattsville, it is walking distance to the City of Mount Rainier, the Town of Brentwood, the Avonridge, Chillum, and Lewisdale communities (which are considered part of the County’s “Northern Gateway”), and a variety of other neighborhoods positioned to benefit from this regional asset. These and other stakeholders, property and business owners, and residents must work collaboratively, over time, to identify the best brand that will market this area to the next generation of residents, workers, businesses, students, and visitors. See Policy HD 1 for the next action steps.

Underline indicates language added.

[Brackets] indicate language deleted.

B5: Future Land Use and Zoning in the 5600-5700 Block of Ager Road

Plan/SMA Cross References:

- Map 9, Future Land Use (p. 51)
- Policy LU 4
- Policy LU 6
- Policy TM 2
- Policy HN 1
- Appendix E
- SMA

Exhibits/Speakers:

- 15/V4 – Annelies Goger
- 19 – Sierra Club of Prince George’s County

Summary of Issues:

Properties in the 5600 and 5700 Blocks of Ager Road and adjoining properties are within the West Hyattsville Local Transit Center but recommended for the Residential Single-Family, Attached (RSF-A) Zone and not an LTO Zone.

Staff Analysis:

Ager Road Properties

Staff concur with these testimonies and observe that single-family housing is, generally, an inappropriate land use this proximate to a Metro or Purple Line Station.

Staff’s original rationale for retaining/reclassifying these properties in the RSF-A Zone was that townhouses, rowhomes, and other attached dwelling unit types may be an appropriate transition in density between the dense, vertical buildings intended in the LTO-Core Zone south of Ager Road, and the existing single-family detached neighborhood of Queens Chapel Manor north of the subject parcels.

However, in response to this testimony, staff re-evaluated the development potential of this area in light of its physical constraints, the possibility of multiple property owners constructing single-family housing along a busy thoroughfare, and the need to maximize the potential for transit-oriented development wherever nearby properties are developable or redevelopable. Upon further consideration of how townhouse development, including buildings, parking, and landscape, might be laid out or oriented along this strip of land, development of townhouses along this stretch of Ager Road is not only inappropriate but is infeasible given the size and individual ownership of the lots. Any redevelopment of these properties will require parcel assemblage, shared parking and loading areas, and other shared amenities for which the construction of residential or mixed-use development provides a more market-feasible economy of scale. The fewer individual developments constructed on Ager Road, the less demand for direct parcel access to Ager Road, which will reduce the potential for vehicular interface with pedestrians, bicycles, and other moving vehicles. Furthermore, the sector plan also recommends allowing additional forms of attached housing in Queens Chapel Manor to the north of the subject properties (see Issue B7).

A reclassification to the LTO-Edge Zone is consistent with the Council’s approval of Strategy LU 9.5 of the 2018 *Approved East Riverdale-Beacon Heights Sector Plan*, which recommended redeveloping parcels across the street from a rail station with moderate-density retail or residential uses and the subsequent reclassification of lots fronting on an arterial road with single-family detached houses behind them to a Transit-Oriented/Activity Center Zone. This reclassification has the added benefit of allowing the existing grocery store at 5611 Ager Road to remain permitted, rather than exist as a nonconforming use.

Transition between buildings constructed in this area and homes along 29th Avenue will be regulated by the Neighborhood Compatibility Standards in Section 27-61200 of the Zoning Ordinance.

2805 Jamestown Road

The Staff Draft Sector Plan recommends that the property at 2805 Jamestown Road be designated within the Edge of the West Hyattsville Local Transit Center and recommended for future Residential High land uses. Zoning Change 28 of the Proposed SMA states:

The Future Land Use Map in the Staff Draft West Hyattsville-Queens Chapel Sector Plan recommends high-density residential future land uses on this property; the size of the lot is so small that single-, two-, or three-family attached housing would create a density equivalent to the recommended 8-20 dwelling units per acre. (See Map 10. Future Land Use Map in the sector plan and Map 19: Zoning Change 28: RSF-65 to RSF-A below.)

This property represents a unique opportunity to provide “Missing Middle” housing options by maximizing its location near the West Hyattsville Metro Station to offer context-sensitive, one-, two-, or three-family housing at a transitional density to the existing adjacent single-family detached neighborhood.

While this proposal is one way to develop this property, it creates an island of inconsistent land use between the mixed-use development proposed to the south and east of the property in the LTO-C Zone and the existing single-family detached housing to the north in the RSF-65 Zone.

Staff’s position on townhouses in proximity to Metro stations is articulated in the text of Proposed Zoning Change 3:

This subdivision consists wholly of single-family attached townhouses, a use and a density that is inappropriate for its proximity to a Metro station and inconsistent with goals of the sector plan for vertical-mixed use development in the Core of the West Hyattsville Local Transit Center.

To avoid confusion and inconsistency with other plan/SMA recommendations, and with the benefit of creating additional redevelopment opportunities for the parcels at 2801 Jamestown Road, 2803 Jamestown Road, and 2906 Hamilton Street through possible assemblage, staff recommend revising Zoning Change 28 to reclassify 2805 Jamestown Road to the LTO-C Zone.

Staff Recommendation:

Staff recommends the following revisions to the sector plan and SMA applicable to the following properties:

Underline indicates language added.
[Brackets] indicate language deleted.

Address	Tax ID	Address	Tax ID	Address	Tax ID
5601 Ager Road	1828409	5619 Ager Road	1826130	5711 Ager Road	1823426
5605 Ager Road	1821099	5621 Ager Road	1806322	5713 Ager Road	1826197
5611 Ager Road	1827344	5705 Ager Road	1828821	5715 Ager Road	1826205
5615 Ager Road	1793918	5707 Ager Road	1823442	2800 Lancer Drive	1832286
5617 Ager Road	1798875	5709 Ager Road	1823434	<u>2805 Jamestown Road</u>	<u>1800101</u>

- Revise Map 9, Future Land Use Map, (p. 51) to recommend a mix of uses on the subject properties.
- Revise Strategy LU 4.1 as follows:

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] the ROS [z]Zone[s], 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.

- Revise Map 11 to show the following properties in the Edge of the West Hyattsville Local Transit Center:

Address	Tax ID	Address	Tax ID	Address	Tax ID
<u>5601 Ager Road</u>	<u>1828409</u>	<u>5619 Ager Road</u>	<u>1826130</u>	<u>5711 Ager Road</u>	<u>1823426</u>
<u>5605 Ager Road</u>	<u>1821099</u>	<u>5621 Ager Road</u>	<u>1806322</u>	<u>5713 Ager Road</u>	<u>1826197</u>
<u>5611 Ager Road</u>	<u>1827344</u>	<u>5705 Ager Road</u>	<u>1828821</u>	<u>5715 Ager Road</u>	<u>1826205</u>
<u>5615 Ager Road</u>	<u>1793918</u>	<u>5707 Ager Road</u>	<u>1823442</u>	<u>2800 Lancer Drive</u>	<u>1832286</u>
<u>5617 Ager Road</u>	<u>1798875</u>	<u>5709 Ager Road</u>	<u>1823434</u>		

- Revise Map 11 to show the property at 2805 Jamestown Road in the Core of the West Hyattsville Local Transit Center.
- Revise Strategy LU 6.1 as follows:

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].

- Revise Strategy LU 6.2 as follows:

Multifamily housing should be the dominant land use in the Edge, with neighborhood-scale supportive retail and services on ground floors where necessary. Townhouses are strongly discouraged within the West Hyattsville Local Transit Center except within the Riverfront at West Hyattsville. See also Policy HN 1.

- Revise Strategy LU 9.2 as follows:

Develop multiple one-, two-, or three-family dwelling units [on the following properties]on the property at 2901 Nicholson Street (Tax Account 1789874) to provide additional “Missing Middle” housing in the sector plan area. Implement this strategy by reclassifying the subject [properties into, or retaining them in,]property into the Residential, Single-Family, Attached (RSF-A) Zone. See also Strategy HN 1.3.

Update Table 27 to reflect implementation of this as a short-term strategy.

- Delete Table 10. Renumber subsequent tables accordingly.
- Delete Map 18. Renumber subsequent maps accordingly.
- Add the following strategy to Policy TM 2:

TM 2.5: Provide access to new development or redevelopment along Ager Road by alley and/or side street, reducing the need to continue existing, or construct new, access points where vehicles may interface with pedestrians, bicycles, and other moving vehicles.

- Revise Strategy HN 1.3 (p. 157) as follows:

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

- Add the property at 2805 Jamestown Road (Tax Account 1800101) to Table E-1.

- Delete Table E-3 from Appendix E.

Underline indicates language added.
[Brackets] indicate language deleted.

14. Revise Zoning Change 28 as follows:

ZONING CHANGE 28: RSF-65 TO [RSF-A]LTO-C					
Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/ SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200' Scale Index Map
28	RSF-65 to [RSF-A] <u>LTO-C</u>	0.11	CMA	April 1, 2022	207NE03
			SMA	November 30, 2004	

[This property (2805 Jamestown Road) is within the Edge of the West Hyattsville Local Transit Center as depicted in the Staff Draft Sector Plan and the City of Hyattsville. The Future Land Use Map in the Staff Draft West Hyattsville-Queens Chapel Sector Plan recommends high-density residential future land uses on this property; the size of the lot is so small that single-, two-, or three-family attached housing would create a density equivalent to the recommended 8-20 dwelling units per acre. (See Map 10. Future Land Use Map in the sector plan and Map 19: Zoning Change 28: RSF-65 to RSF-A below.)

This property represents a unique opportunity to provide “Missing Middle” housing options by maximizing its location near the West Hyattsville Metro Station to offer context-sensitive, one-, two-, or three-family housing at a transitional density to the existing adjacent single-family detached neighborhood. The subject property is currently classified in the Residential, Single-Family-65 (RSF-65) Zone, which does not support the diversity of housing types the recommended RSF-A Zone supports.

This reclassification implements Strategies LU 9.2 and HN 1.3 of the Staff Draft West Hyattsville-Queens Chapel Sector Plan.]

This property (2805 Jamestown Road) is within the City of Hyattsville and the Core of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of future land uses on this property; the size of the lot is so small that single-, two-, or three-family attached housing would create a density equivalent to the recommended 8-20 dwelling units per acre. (See Map 9. Future Land Use Map in the sector plan and Map 21: Zoning Change (ZC) 28: RSF-65 to LTO-C below).

This reclassification increases the potential to combine the subject property with parcels at 2801 Jamestown Road, 2803 Jamestown Road, and 2906 Hamilton Street to expand opportunities to create the type of walkable, transit-oriented development recommended by the sector plan.

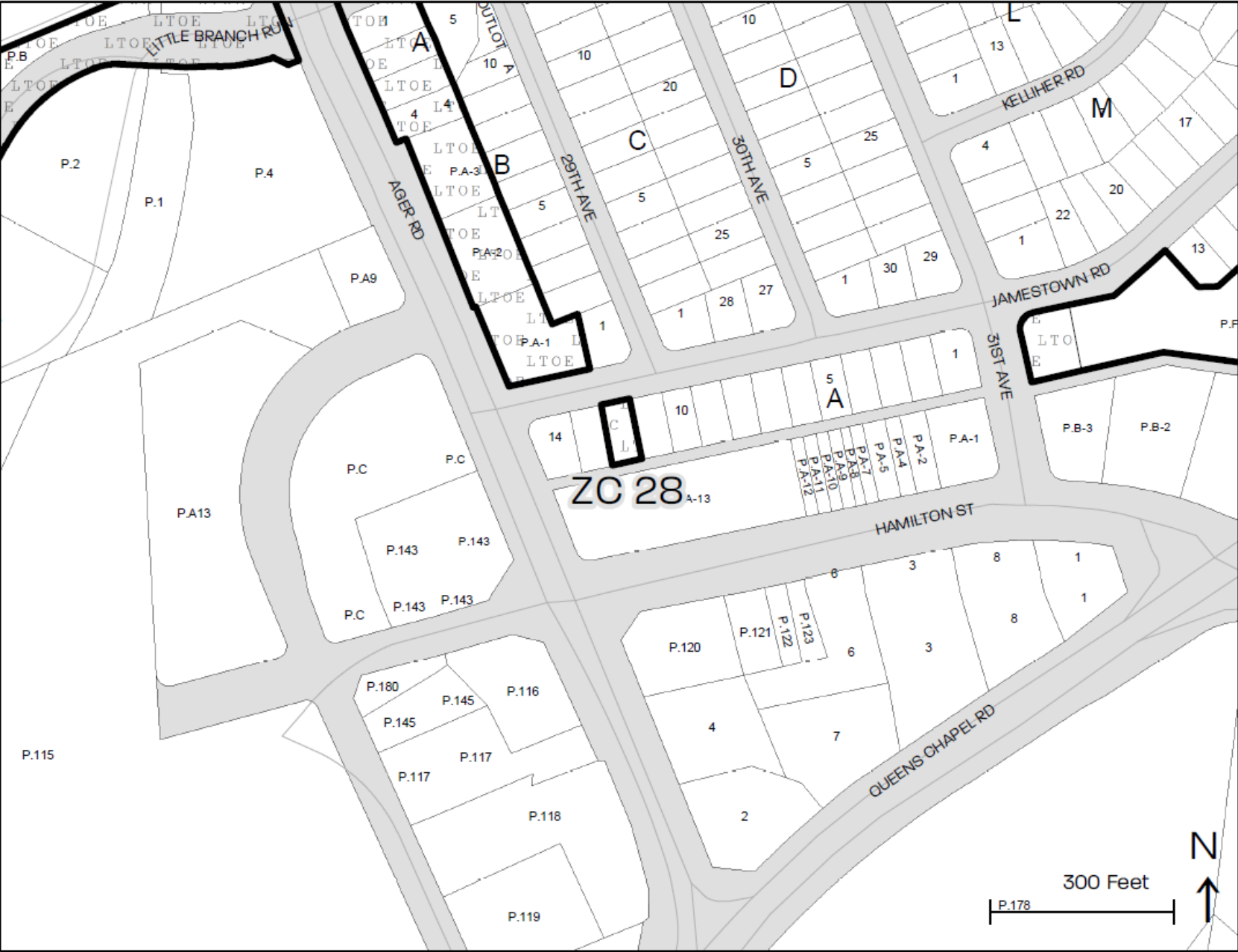
The subject property is currently classified in the Residential, Single-Family-65 (RSF-65) Zone, which does not support the diversity, mix, and density of development recommended by the Adopted Sector Plan.

This reclassification implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9). This reclassification also implements Strategies LU 4.1, LU 4.4, LU 5.1, and EP 2.3 of the Adopted Sector Plan.

Zoning Change	Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Ownership
ZC 28	2805 Jamestown Rd	041E4	1800101	N/A	12	A	N/A	Private

Revise all tables and maps within the SMA to reflect this Zoning Change.

Underline indicates language added.
[Brackets] indicate language deleted.



15. Create a new Zoning Change 30 as follows:

ZONING CHANGE 30: RSF-A TO LTO-E					
Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/ SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200' Scale Index Map
30	RSF-A to LTO-E	3.00	CMA	April 1, 2022	207NE02 207NE03
			TDOZMA	May 23, 2006	
			SMA	November 30, 2004	

These properties along the east side of Ager Road are within the Edge of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan and in the City of Hyattsville. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on these properties. (See Map 9. Future Land Use Map in the sector plan and Map 23: Zoning Change (ZC) 30: RSF-A to LTO-E below.)

The subject properties include a gas station, a nursing school, several vacant or abandoned businesses/properties, and several single-family detached houses. None of these uses are appropriate uses of land several hundred yards from a Metro Station. These properties are placed in the Edge of the Local Transit Center as depicted in the Adopted Sector Plan to provide a step-down in intensity, and a potential for a broader range of housing types, between the Core and the Queens Chapel Manor neighborhood.

These reclassifications implement Policy LU 6 and Strategies LU 1.1 and LU 4.1 of the Adopted Sector Plan, which recommend classifying the subject properties to the LTO Edge Zone to “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.”

Single-family detached dwellings are prohibited in the LTO-E Zone. The following properties contain single-family houses.

Address
5619 Ager Road
5621 Ager Road
5705 Ager Road
5707 Ager Road
5709 Ager Road
5711 Ager Road
2800 Lancer Drive

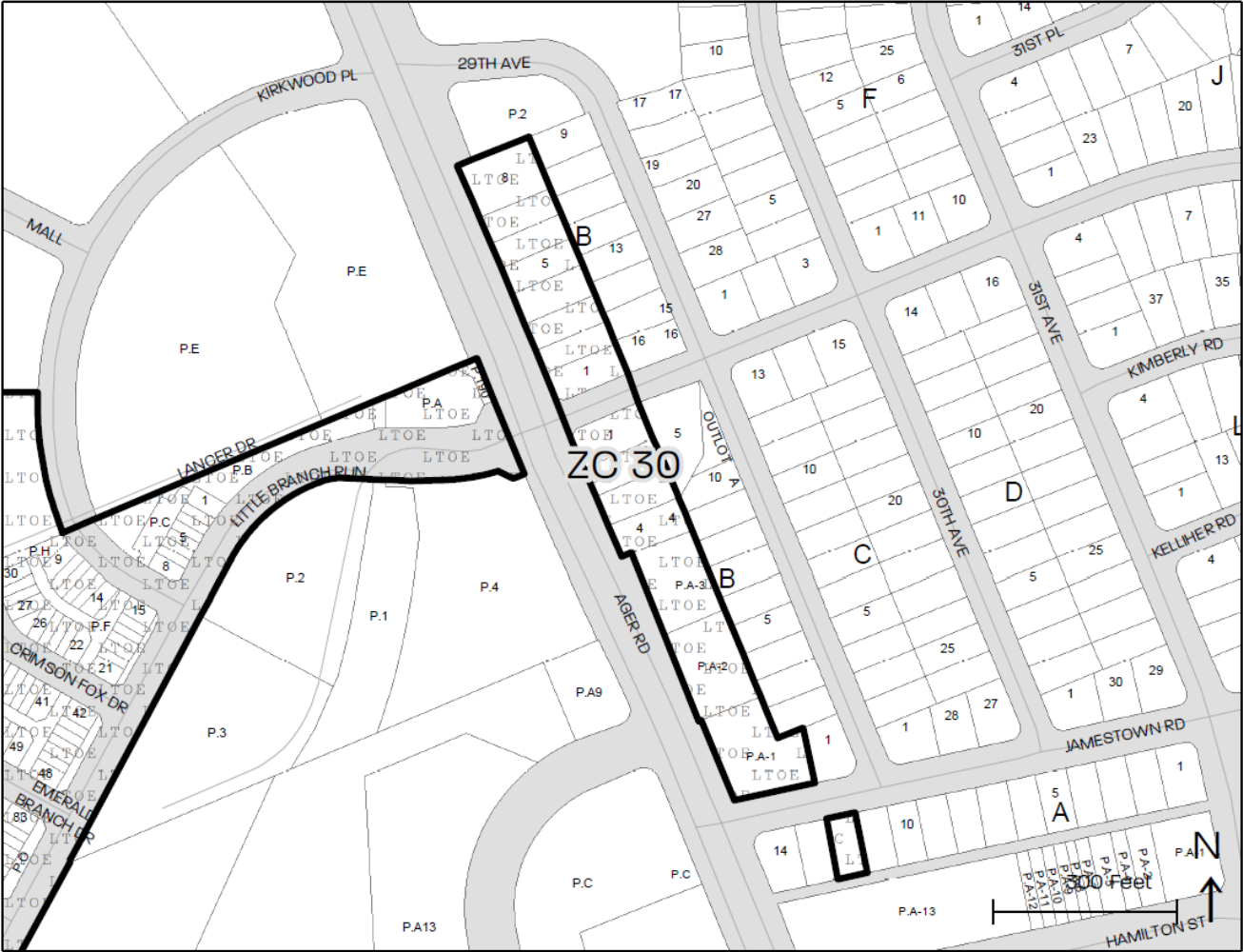
However, as this reclassification is not to a less-intense zone, the provisions of Section 27-3503(a)(5)(B) are not applicable, and the existing houses are considered permitted and not nonconforming pursuant to Section 27-1704(d).

Update all text, maps, and tables in the Proposed SMA accordingly.

Underline indicates language added.
[Brackets] indicate language deleted.

Zoning Change	Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Ownership
ZC 30	5601 Ager Road		1828409					Private
	5605 Ager Road		1821099					Private
	5611 Ager Road		1827344					Private
	5615 Ager Road		1793918					Private
	5617 Ager Road		1798875					Private
	5619 Ager Road		1826130					Private
	5621 Ager Road		1806322					Private
	5705 Ager Road		1828821					Private
	5707 Ager Road		1823442					Private
	5709 Ager Road		1823434					Private
	5711 Ager Road		1823426					Private
	5713 Ager Road		1826197					Private
	5715 Ager Road		1826205					Private
	2800 Lancer Drive		1832286					Private

Revise all tables and maps within the SMA to reflect this Zoning Change.



Underline indicates language added.
[Brackets] indicate language deleted.

B6: Future Land Use and Zoning at 2130 Chillum Road (Washington Gas)

Plan/SMA Cross References:

- Map 9, Future Land Use (p. 51)
- SMA

Exhibits/Speakers:

- 20 – Washington Gas Light Company

Summary of Issues:

Washington Gas requests reclassification of its property at 2130 Chillum Road to the Industrial-Heavy (IH) Zone.

Map of 2130 Chillum Road



Staff Analysis:

December 2022 Analysis

The subject property was classified into the Open Space (O-S) Zone April 6, 1982, through the 1982 *Approved Sectional Map Amendment for Planning Area 68* (CR-34-1982). The District Council carried forward this zoning in the 1994 *Approved Sectional Map Amendment for Planning Area 68*, the 1998 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.

The property’s zone was transitioned from the Transit District Overlay/Open Space Zone to the Agriculture and Preservation (AG) Zone, a one-to-one conversion, through the 2021 *Approved Countywide Map Amendment*.

Exhibit 21 testifies that the subject property is used for “support of natural gas distribution operations” and contains “is improved with several structures which include a complex network of subsurface transmission and distribution lines, compressor buildings, offices, classrooms, vehicle storage and repair areas, driver and excavation training areas, radio communications site, warehousing, materials storage, and other industrial type land uses.”

The subject property’s use by Washington Gas, a privately-owned public utility, and its precursor companies for support of natural gas distribution operations dates back to 1933. The property owner has continued these uses for 40 years in the OS Zone, and more than two years in its replacement zone, the AG Zone. The uses on the property are defined by Section 27-2500 of the Zoning Ordinance as “public utility uses or structures, major”, which is defined as follows:

A structure or facility that is a relatively major component of an infrastructure system providing community- or region-wide utility services. Examples of major public utility uses or structures include potable water treatment plants, water towers, wastewater treatment plants, solid waste facilities, gas compressor stations, and electrical substations. This use does not include telecommunications facilities, monopoles, or towers; or antennas.

Public utility uses or structures, major, are permitted by Special Exception in the AG Zone. The Special Exception Standards for this use, Section 27-5402(aaa), require:

Underline indicates language added.
[Brackets] indicate language deleted.

(A) The use, at the location selected, is necessary for public convenience and service, and cannot be supplied with equal public convenience if located elsewhere;

(B) Public utility buildings and structures in any Rural and Agricultural or Residential base zone, or on land proposed to be used for residential purposes in the RMH Zone shall (whenever feasible) have the exterior appearance of residential buildings;

(C) Overhead lines, poles, radio or television transmitter towers, and other towers shall not be located in airport approach areas; and

(D) In Rural and Agricultural or Residential base zones, or on land proposed to be used for residential purposes on an approved Basic Plan for the LCD Zone or any approved detailed site plan, telephone, radio, or television transmission towers shall be set back (from the boundary line of the special exception) a distance equal to its height (measured from its base) plus fifty (50) feet.

Map 9 of the Staff Draft Sector Plan recommends Institutional future land uses on the subject property commensurate with its long-term and anticipated use “in support of natural gas distribution operations.” Because of its location adjacent to the Northwest Branch of the Anacostia River and the environmental impacts identified in its testimony, should utility uses on the site be decommissioned, the site should not be developed for any use other than parkland or natural preserve. This carries forward the recommendation in the 2006 TDDP that states “portions of the existing Washington Gas Light Company natural gas storage site will be replaced by open space”.⁶

As implementation of this recommendation represents neither a change in existing policy nor requires a change in zoning, the Staff Draft Sector Plan and proposed SMA were silent on this property.

The proposal to reclassify the property to the IH Zone was evaluated during the plan development process and was rejected outright. Exhibit 21 contains no new information. Reclassification of the subject property to the IH Zone would not change Washington Gas’ ability to continue public utility uses on this site. It would, however, open the door to a panoply of uses, should ownership of any part of the property be transferred to another business, which are completely and wholly inappropriate for:

1. The convergence of two major streams with the Northwest Branch of the Anacostia River and their associated floodplains and other environmental features.
2. Presence within, and surrounded by, existing residential neighborhoods and parkland.
 - a. That these neighborhoods are home to a predominantly Hispanic, Latino, and African American community and that such communities have often disproportionately faced the negative impacts of industrial environment further reinforces staff’s recommendation.
3. Proximity to a Local Transit Center.

Reclassifying this property to the IH Zone would permit public utility uses or structures, major, by right, without the additional regulations identified in Section 27-5402(aaa) cited above. It would also permit the following high impact uses by right:

- Bulk storage of gasoline
- Contractor’s yard, photographic processing plant
- Fuel oil or bottled gas distribution
- Concrete or brick products manufacturing
- Manufacturing, assembly or fabrication, heavy
- Cold storage plant or distribution warehouse
- Motor freight facility
- Storage warehouse
- Recycling collection center
- Recycling of non-ferrous metals
- Recycling plant
- Solid waste processing facility

The IH Zone permits liquid gas storage (a use that the community has expressed strong opposition to), adult entertainment uses, concrete batching, and other high impact uses by special exception.

While staff believe Washington Gas intends to use the site to support natural gas transmission for the foreseeable future, the potential that they could decommission, surplus, or otherwise divest themselves of part or all of the property at 2130 Chillum Road remains, and staff does not agree that industrial uses (other than public utility uses as defined by the Zoning Ordinance) are appropriate in this area of Prince George’s County.

Notwithstanding testimony received expressing concern about climate change and the broader impacts of natural gas consumption on Prince George’s County, this site has been located here, along a major regional transmission facility, for 90 years and its decommission is not anticipated in the near future. Staff believes that the appropriate treatment of this property is a continuation of an over-four-decade-old policy that this site should remain a natural gas support facility and, if not this, then open space; the plan should be clarified to this end.

May 2024 Analysis

Subsequent to the December 2022 remand of the Proposed SMA to the Planning Department, Washington Gas renewed their request to be reclassified to the IH Zone to support a variety of current and future uses on the subject property. Staff evaluated Washington Gas’ Joint Public Hearing testimony and subsequent materials provided by Washington Gas to support their request and finds the following:

1. A zoning reclassification of the subject property to the Industrial, Heavy (IH) Zone is inappropriate and creates the potential for deleterious impacts to the public health, safety, and welfare of Prince George’s County and would substantially impair implementation of the Staff Draft Sector Plan if granted. The District Council is not permitted to conditionally zone property through a Sectional Map Amendment; there is no legal protection for the County or the community should such a reclassification take place, and then Washington Gas sells the property to a private entity, who would then be permitted to develop, by right, a variety of uses that are incompatible with the surrounding community and contradict the recommendations of the Staff Draft Sector Plan. See attached analysis (Attachment 1) for further details. Note that this issue is likely to be raised again at the joint public hearing for the 2024 Staff Draft plan

⁶ 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, p. 11.

Underline indicates language added.

[Brackets] indicate language deleted.

and proposed SMA and the attached analysis will be revised accordingly to reflect updated testimony and staff’s ongoing coordination with Washington Gas since the October 2022 joint public hearing.

2. All of the uses existing and proposed by Washington Gas for its property at 2130 Chillum Road are exempt from Prince George’s County’s planning and zoning jurisdiction because, pursuant to Section 27-1405(e) of the Zoning Ordinance, the provisions of the Zoning Ordinance do not apply to certain types of development when that development is subject to Mandatory Referral Review” and, pursuant to Section 20-301 of the Maryland Land Use Article, development on the subject property is subject to Mandatory Referral Review because it will be located and constructed by “a publicly owned or privately owned public utility”.
3. Were it somehow determined that Washington Gas would be subject to Prince George’s County planning and zoning, none of the uses proposed by Washington Gas to staff for the site are inconsistent with the operation of a public utility or other public agency, and the Zoning Ordinance could be amended, if necessary, to clarify that such uses are permitted within the definition of Public utility uses or structure (major or minor).
4. The text of the Staff Draft Sector Plan will be expanded to clearly articulate staff’s recommendations for the property, which is that it continues to be operated by Washington Gas or successor company as a privately-owned public utility site, and that should the site no longer be necessary for such uses, it be acquired by a public agency for public use of that portion of the property that lies outside the Regulated Area of the Countywide Green Infrastructure Network. The language should be clear and unambiguous that privately-owned public utility uses are broadly permitted on this site, subject to the approval of those agencies legally responsible for permitting those uses.
5. Concerns by Washington Gas about impacts of being classified in the AG Zone because the zone has the words “Agriculture and Preservation” in its name are unfounded. A stated purpose of the AG Zone is to “provide for areas which are to be devoted to uses which preserve the County’s ecological balance and heritage, while providing for the appropriate use and enjoyment of natural resources.” This plan, and preceding plans, have been clear that the property at 2130 Chillum Road is to be used for one of two purposes: public utilities or open space preservation. The AG Zone is used throughout the Established Communities and even within several General Plan Centers to regulate uses on land recommended by master, sector, or transit district development plans for open space preservation, in areas where agriculture would be virtually impossible.

Staff Recommendation:

This facility’s prior O-S and current AG zoning reflect the clear position of Prince George’s County that this site should be either a public utility or open space. To clearly articulate this previously implied position of Prince George’s County regarding the Washington Gas site at 2130 Chillum Road, staff recommend adding the following to Policy LU 2:

1. Insert a new text box describing this issue as follows:

The Washington Gas and Light Company (WGL) has operated a privately-owned public utility at 2130 Chillum Road since 1933. The property was reclassified into the Open Space (O-S) Zone April 6, 1982, through the 1982 *Approved Sectional Map Amendment for Planning Area 68 (CR-34-1982)*. The District Council carried forward this zoning in the 1994 *Approved Sectional Map Amendment for Planning Area 68*, the 1998 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.

The property’s zone was transitioned from the Transit District Overlay/Open Space Zone to the Agriculture and Preservation (AG) Zone, a one-to-one conversion, through the 2021 *Approved Countywide Map Amendment*. WGL has continued to conduct public utility operations at this location throughout its more-than-90-year history, including over 40 years in the same zoning classification.

At the October 11, 2022 joint public hearing for the July 2022 Staff Draft Sector Plan, WGL requested reclassification to the Industrial, Heavy (IH) Zone, a zone that permits liquid gas storage (a use to which the community has expressed strong opposition), adult entertainment uses, concrete batching and other high impact uses wholly inappropriate for a location adjacent to residential neighborhoods, along a river, near a Plan 2035 Center. WGL testified that the subject property is used for “support of natural gas distribution operations” and contains “is improved with several structures which include a complex network of subsurface transmission and distribution lines, compressor buildings, offices, classrooms, vehicle storage and repair areas, driver and excavation training areas, radio communications site, warehousing, materials storage, and other industrial type land uses.” Throughout 2023, the Planning Department has coordinated with WGL to determine the sector plan’s and SMA’s recommendations for this property.

This sector plan presumes perpetual use of this property as a privately-owned public utility and that most, if not all, uses associated with operation of that privately-owned public utility are exempt from the Prince George’s County Zoning Ordinance pursuant to Section 27-1705(e) because such uses are subject to Mandatory Referral review per State law. Throughout 2023, the Planning Department coordinated with WGL to determine the sector plan’s and SMA’s recommendations for this property.

2. Add Strategy LU 2.7: Uses and structures associated with the operation of a public utility should continue at the WGL facility at 2130 Chillum Road (Tax Account 1976596). WGL should continue to partner with the Maryland Department of the Environment and other partners to mitigate the environmental impacts of its prior and ongoing use of the property. Should all or part of this site be decommissioned from public utility uses, all remaining environmental impacts of its use should be mitigated and the site transferred to another public utility or public agency for public use.
3. Add Strategy LU 2.8: The property at 2130 Chillum Road is not appropriate for any other uses than those associated with the operation of a public utility or public agency, or as passive open space. For this reason, it should retain its current Agriculture and Preservation (AG) Zoning and should not be reclassified to any other zone. Classification to any other zone would permit, by right, uses that are not appropriate for this site.

Staff contacted WGL by e-mail on August 10, 2023 and recommended they contact the M-NCPPC Legal Department for a formal interpretation of the applicability of the Prince George’s County Zoning Ordinance to their property at 2130 Chillum Road.

Underline indicates language added.

[Brackets] indicate language deleted.

B7: Missing Middle Housing

Plan/SMA Cross References:

- Map 9, Future Land Use (p. 51)
- Strategy LU 9.2 (p. 68)
- Map 18 (p. 69)
- Strategy HN 1.3 (p. 157)
- SMA

Exhibits/Speakers:

- V2/13 – City of Hyattsville (Taylor Robey)
- V4/144 – Annelies Goger
- 19 – Sierra Club of Prince George’s County

Summary of Issues:

Two key issues raised during the course of developing the sector plan were housing affordability and the available range of housing options. In response to these issues, the Staff Draft Sector Plan contains the following strategies:

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.

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.

Zoning Change 2 helped implement these strategies by reclassifying a property into the Residential, Single-Family, Attached (RSF-A) Zone. The City of Hyattsville expressed support for these recommendations, stating that the City “supports specific land use and zoning policies that allow for Accessory Dwelling Units (ADUs) and additional opportunities through land use and zoning policies that provide missing middle housing within the Sector Plan area.”. Annelies Goger testified in favor of eliminating single-family detached-only zoning in areas zoned RSF-65.

The Prince George’s County Sierra Club notes: “For both recommendations LU 5.1 and LU 6.1, parcels that are included in the 10-minute walkshed as shown in Map 20 should be included in the West Hyattsville Local Transit Center as well as any adjacent parcels that would allow for a more complete redevelopment. The land that is within a 10-minute walkshed of a Metro station is a precious resource in terms of development potential and all potential properties that are adequate for development should be included. This is especially important given how much of the walkshed is in the floodplain. Additionally, all of the parcels currently zoned for RSF-A should be upzoned as well to not let valuable land go underutilized when development reoccurs. **Finally, any parcels that are zoned residential at a lower density in the 15-minute walkshed should be upzoned to RSF-A.**” [emphasis added]

Staff Analysis:

Staff concurs with this testimony. Single-family detached housing is an inappropriate land use within a 15-minute walkshed of a Metro station. Limiting housing to single-family detached housing types dramatically underutilizes land walking distance to Metro station, artificially inflates housing costs in location-efficient areas attractive to intentionally- or unintentionally-car-free households, reduces homeownership opportunities, increases rents, and reduces residents’ ability to live in a single neighborhood throughout the span of their life. The RSF-A Zone permits a range of infill housing types:

- Artists’ residential studios
- Dwelling, live-work
- Dwelling, single-family detached
- Dwelling, three-family
- Dwelling, townhouse
- Dwelling, two-family

The Queens Chapel Manor neighborhood east of the Northwest Branch, south of the Prince George’s Plaza Regional Transit District, north of Ager Road and west of MD 500 (Queens Chapel Road) lies within easy walking distance of the West Hyattsville and Hyattsville Crossing Neighborhoods. The neighborhood contains a mix of single-family detached houses, two- and three-family dwellings, with other multifamily and attached housing types along its perimeter. In particular, two- and three-family dwellings along 33rd Place, Manorwood Drive, and Madison Street transition seamlessly with single-family dwellings to the north, west, and south. Many single-family detached houses within the Queens Chapel Manor neighborhood have been enlarged and customized over the years to sizes indistinguishable from infill two- and three-family houses. Two-family houses, in particular, were permitted in Queens Chapel Manor by right from 2004-2022 pursuant to the Gateway Arts District Development District Overlay Zone and may still be constructed through April 1, 2024 pursuant to the transitional provisions of the Zoning Ordinance.

After thorough analysis of the neighborhood, staff recommends that providing property owners in Queens Chapel Manor the flexibility permitted through the RSF-A Zone will create opportunities for reinvestment in properties and new housing options walking distance to Metro.

Staff Recommendations

1. Revise the description of the 2004 *Approved Sector Plan for the Prince George’s County Gateway Arts District* to include the following housing context:

The Sector Plan and its associated Development District Overlay Zone encouraged a range of live-work, accessory dwelling, and other creative housing unit types within the Cities of Hyattsville and Mount Rainier and the Towns of Brentwood and North Brentwood.

2. Revise Map 9. Future Land Use, to recommend Residential, Medium-High on the following properties:

Underline indicates language added.
[Brackets] indicate language deleted.

Address			Tax ID
0	29th	Avenue	1791870
0	29th	Avenue	1803048
5602	29th	Avenue	1820083
5603	29th	Avenue	1825249
5604	29th	Avenue	1798636
5605	29th	Avenue	1799253
5606	29th	Avenue	1798180
5607	29th	Avenue	1813161
5608	29th	Avenue	1806637
5609	29th	Avenue	1809953
5610	29th	Avenue	1816396
5611	29th	Avenue	1792928
5612	29th	Avenue	1829225
5613	29th	Avenue	1821248
5614	29th	Avenue	1789593
5615	29th	Avenue	1801836
5616	29th	Avenue	1791276
5617	29th	Avenue	1793553
5618	29th	Avenue	1791862
5619	29th	Avenue	1826429
5621	29th	Avenue	1797810
5623	29th	Avenue	1818681
5702	29th	Avenue	1791037
5704	29th	Avenue	1797430
5705	29th	Avenue	1829464
5706	29th	Avenue	1803873
5707	29th	Avenue	1801901
5708	29th	Avenue	1831411
5709	29th	Avenue	1791003
5710	29th	Avenue	1816339
5711	29th	Avenue	1820802
5712	29th	Avenue	1805506
5713	29th	Avenue	1804582
5715	29th	Avenue	1807072
5716	29th	Avenue	1826213
5602	30th	Avenue	1799162
5603	30th	Avenue	1789056
5604	30th	Avenue	1794098
5605	30th	Avenue	1809078
5606	30th	Avenue	1809862
5607	30th	Avenue	1821412

Address			Tax ID
5614	30th	Avenue	1802602
5615	30th	Avenue	1796168
5616	30th	Avenue	1809888
5617	30th	Avenue	1793587
5618	30th	Avenue	1832203
5619	30th	Avenue	1811223
5620	30th	Avenue	1811470
5621	30th	Avenue	1832088
5622	30th	Avenue	1816008
5623	30th	Avenue	1830777
5625	30th	Avenue	1791938
5702	30th	Avenue	1806793
5703	30th	Avenue	1827708
5704	30th	Avenue	1823541
5705	30th	Avenue	1818665
5706	30th	Avenue	1802172
5707	30th	Avenue	1818806
5708	30th	Avenue	1812999
5709	30th	Avenue	1821479
5710	30th	Avenue	1822220
5711	30th	Avenue	1807502
5712	30th	Avenue	1819440
5713	30th	Avenue	1822162
5714	30th	Avenue	1810365
5715	30th	Avenue	1812973
5716	30th	Avenue	1797596
5717	30th	Avenue	1799451
5718	30th	Avenue	1802446
5719	30th	Avenue	1788629
5720	30th	Avenue	1812981
5721	30th	Avenue	1813039
5722	30th	Avenue	1794031
5724	30th	Avenue	1802917
5726	30th	Avenue	1829001
5800	30th	Avenue	1802677
5802	30th	Avenue	1804889
5803	30th	Avenue	1824937
5804	30th	Avenue	1799378
5805	30th	Avenue	1796077
5806	30th	Avenue	1802255
5807	30th	Avenue	1815158

Address			Tax ID
5814	30th	Avenue	1798909
5815	30th	Avenue	1794577
5816	30th	Avenue	1827435
5817	30th	Avenue	1819424
5818	30th	Avenue	1804657
5600	31st	Avenue	1828300
5601	31st	Avenue	1791557
5602	31st	Avenue	1795541
5603	31st	Avenue	1808542
5604	31st	Avenue	1808690
5605	31st	Avenue	1789262
5606	31st	Avenue	1816669
5607	31st	Avenue	1819333
5608	31st	Avenue	1821115
5609	31st	Avenue	1793835
5610	31st	Avenue	1795475
5611	31st	Avenue	1826288
5612	31st	Avenue	1794361
5613	31st	Avenue	1818335
5614	31st	Avenue	1803899
5615	31st	Avenue	1798107
5616	31st	Avenue	1804822
5617	31st	Avenue	1810175
5618	31st	Avenue	1790583
5619	31st	Avenue	1790658
5620	31st	Avenue	1798206
5621	31st	Avenue	1798891
5622	31st	Avenue	1794056
5623	31st	Avenue	1816065
5624	31st	Avenue	1818053
5701	31st	Avenue	1799055
5702	31st	Avenue	1791581
5703	31st	Avenue	1803683
5704	31st	Avenue	1805332
5705	31st	Avenue	1795137
5706	31st	Avenue	1811751
5708	31st	Avenue	1818079
5710	31st	Avenue	1829639
5711	31st	Avenue	1789429
5712	31st	Avenue	1805050
5713	31st	Avenue	1793538

Underline indicates language added.
[Brackets] indicate language deleted.

Address			Tax ID
5608	30th	Avenue	1788645
5609	30th	Avenue	1797281
5610	30th	Avenue	1820646
5611	30th	Avenue	1805027
5612	30th	Avenue	1819697
5613	30th	Avenue	1788918
5804	31st	Avenue	1801703
5805	31st	Avenue	1790195
5806	31st	Avenue	1827419
5807	31st	Avenue	1830546
5808	31st	Avenue	1789403
5809	31st	Avenue	1813211
5810	31st	Avenue	1801000
5811	31st	Avenue	1796747
5812	31st	Avenue	1830249
5814	31st	Avenue	1831775
5815	31st	Avenue	1817964
5816	31st	Avenue	1823194
5817	31st	Avenue	1832443
5700	31st	Place	1832484
5701	31st	Place	1803535
5702	31st	Place	1790922
5703	31st	Place	1790997
5704	31st	Place	1805217
5705	31st	Place	1831205
5706	31st	Place	1804830
5707	31st	Place	1801646
5708	31st	Place	1793504
5709	31st	Place	1828136
5711	31st	Place	1805431
5720	31st	Place	1828672
5803	31st	Place	1827955
5806	31st	Place	1808500
5808	31st	Place	1831221
5809	31st	Place	1794320
5811	31st	Place	1828128
5813	31st	Place	1808716
5814	31st	Place	1828359
5815	31st	Place	1793561
5816	31st	Place	1804236
5817	31st	Place	1826916

Address			Tax ID
5808	30th	Avenue	1824879
5809	30th	Avenue	1802552
5810	30th	Avenue	1793348
5811	30th	Avenue	1813344
5812	30th	Avenue	1825744
5813	30th	Avenue	1789692
5901	31st	Place	1788983
5802	32nd	Avenue	1813278
5803	32nd	Avenue	1791888
5804	32nd	Avenue	1791185
5805	32nd	Avenue	1823319
5806	32nd	Avenue	1809870
5807	32nd	Avenue	1820968
5808	32nd	Avenue	1792274
5809	32nd	Avenue	1793470
5810	32nd	Avenue	1791730
5811	32nd	Avenue	1826031
5812	32nd	Avenue	1823160
5813	32nd	Avenue	1798610
5814	32nd	Avenue	1803501
5815	32nd	Avenue	1821453
5816	32nd	Avenue	1799436
5817	32nd	Avenue	1815679
5818	32nd	Avenue	1789387
5819	32nd	Avenue	1820059
5820	32nd	Avenue	1812841
5821	32nd	Avenue	1794247
5822	32nd	Avenue	1807692
5823	32nd	Avenue	1792456
5824	32nd	Avenue	1791961
5825	32nd	Avenue	1829670
5826	32nd	Avenue	1806272
5900	32nd	Avenue	1793991
5901	32nd	Avenue	1789502
5902	32nd	Avenue	1815992
5903	32nd	Avenue	1818269
5904	32nd	Avenue	1816156
5905	32nd	Avenue	1831767
0	33rd	Avenue	1812916
5701	33rd	Avenue	1802420
5702	33rd	Avenue	1821578

Address			Tax ID
5714	31st	Avenue	1799972
5715	31st	Avenue	1806488
5716	31st	Avenue	1796721
5718	31st	Avenue	1822493
5802	31st	Avenue	1827138
5803	31st	Avenue	1804103
5814	33rd	Avenue	1802826
5815	33rd	Avenue	1799071
5816	33rd	Avenue	1793272
5817	33rd	Avenue	1822279
5818	33rd	Avenue	1827070
5819	33rd	Avenue	1828532
5820	33rd	Avenue	1809805
5821	33rd	Avenue	1826718
5822	33rd	Avenue	1791060
5823	33rd	Avenue	1820349
5824	33rd	Avenue	1809607
5825	33rd	Avenue	1808393
5826	33rd	Avenue	1803766
5827	33rd	Avenue	1827757
5828	33rd	Avenue	1825843
5829	33rd	Avenue	1824846
5830	33rd	Avenue	1816255
5831	33rd	Avenue	1818087
5832	33rd	Avenue	1832005
5833	33rd	Avenue	1805738
5834	33rd	Avenue	1818558
5835	33rd	Avenue	1809060
5837	33rd	Avenue	1820240
5839	33rd	Avenue	1795954
5900	33rd	Avenue	1809524
5901	33rd	Avenue	1812650
5902	33rd	Avenue	1827641
5903	33rd	Avenue	1828441
5904	33rd	Avenue	1832500
5905	33rd	Avenue	1809938
5907	33rd	Avenue	1802610
5900	34th	Avenue	1803170
5901	34th	Avenue	1803477
5902	34th	Avenue	1802669
5903	34th	Avenue	1795574

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Address			Tax ID
5818	31st	Place	1829415
5819	31st	Place	1811686
5820	31st	Place	1821982
5821	31st	Place	1813575
5822	31st	Place	1802792
5823	31st	Place	1821503
5824	31st	Place	1799980
5825	31st	Place	1792811
5826	31st	Place	1832518
5827	31st	Place	1802891
5829	31st	Place	1795897
5831	31st	Place	1799196
6005	34th	Avenue	1801380
5904	35th	Avenue	1832237
6000	35th	Avenue	1830397
6001	35th	Avenue	1794858
6002	35th	Avenue	1825728
6003	35th	Avenue	1803832
6004	35th	Avenue	1791136
6005	35th	Avenue	1792183
6006	35th	Avenue	1827971
6008	35th	Avenue	3462439
6009	35th	Avenue	1792191
6010	35th	Avenue	1828037
0	36th	Avenue	1797133
5900	36th	Avenue	1828011
5902	36th	Avenue	1813468
5904	36th	Avenue	1813476
5906	36th	Avenue	1820554
5908	36th	Avenue	1827468
5910	36th	Avenue	1797125
5912	36th	Avenue	1807031
6000	36th	Avenue	1803584
6001	36th	Avenue	1832351
6002	36th	Avenue	1803741
6003	36th	Avenue	1794775
6004	36th	Avenue	1797604
6005	36th	Avenue	1817980
6006	36th	Avenue	1828193
6007	36th	Avenue	1817659
6008	36th	Avenue	1796648

Address			Tax ID
5703	33rd	Avenue	1824952
5801	33rd	Avenue	1815083
5803	33rd	Avenue	1806801
5805	33rd	Avenue	1796846
5806	33rd	Avenue	1816289
5807	33rd	Avenue	1807643
5808	33rd	Avenue	1819820
5809	33rd	Avenue	1818517
5810	33rd	Avenue	1796697
5811	33rd	Avenue	1830959
5812	33rd	Avenue	1819234
5813	33rd	Avenue	1830256
6009	37th	Avenue	1804558
6010	37th	Avenue	1794643
6011	37th	Avenue	1809466
6012	37th	Avenue	1815067
6013	37th	Avenue	1822295
6014	37th	Avenue	1792357
6015	37th	Avenue	1801547
6017	37th	Avenue	1818889
6019	37th	Avenue	1809052
6100	Editors Park	Drive	1791771
6110	Editors Park	Drive	4021416
6111	Editors Park	Drive	1791805
2805	Jamestown	Road	1800101
2806	Jamestown	Road	1797471
2807	Jamestown	Road	1808302
2900	Jamestown	Road	1801406
2901	Jamestown	Road	1821396
2902	Jamestown	Road	1807569
2903	Jamestown	Road	1793744
2904	Jamestown	Road	1797950
2905	Jamestown	Road	1792134
2907	Jamestown	Road	1798230
2909	Jamestown	Road	1799147
2911	Jamestown	Road	1813260
3000	Jamestown	Road	1828698
3001	Jamestown	Road	1794023
3002	Jamestown	Road	1831593
3003	Jamestown	Road	1811520
3005	Jamestown	Road	1795202

Address			Tax ID
5904	34th	Avenue	1818798
5905	34th	Avenue	1828243
5906	34th	Avenue	1830421
5907	34th	Avenue	1797174
5908	34th	Avenue	1821800
5909	34th	Avenue	1788975
5911	34th	Avenue	1817915
6000	34th	Avenue	1826593
6001	34th	Avenue	1805068
6002	34th	Avenue	1816180
6003	34th	Avenue	1795533
6004	34th	Avenue	1795640
5623	Jamestown	Road	1822774
5625	Jamestown	Road	1825132
5627	Jamestown	Road	1827625
5629	Jamestown	Road	1804459
5631	Jamestown	Road	1819887
5633	Jamestown	Road	1806504
5635	Jamestown	Road	1825488
5900	Jamestown	Road	1790484
5902	Jamestown	Road	1792316
5903	Jamestown	Road	1791466
5905	Jamestown	Road	1809664
6001	Jamestown	Road	1816768
6002	Jamestown	Road	1790930
6003	Jamestown	Road	1827682
6004	Jamestown	Road	1798339
6005	Jamestown	Road	1820034
6006	Jamestown	Road	1803592
6007	Jamestown	Road	1811264
6008	Jamestown	Road	1798081
6009	Jamestown	Road	1796291
6010	Jamestown	Road	1788561
6011	Jamestown	Road	1815968
6012	Jamestown	Road	1823269
6013	Jamestown	Road	1805514
6015	Jamestown	Road	1813559
6017	Jamestown	Road	1815869
6019	Jamestown	Road	1801372
6021	Jamestown	Road	1791987
3102	Kelliher	Road	1820810

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Address			Tax ID
6009	36th	Avenue	1826056
6011	36th	Avenue	1793884
6013	36th	Avenue	1806306
5903	37th	Avenue	1793488
5905	37th	Avenue	1829068
5907	37th	Avenue	1789601
5909	37th	Avenue	1805746
5910	37th	Avenue	1829076
5911	37th	Avenue	1809193
6000	37th	Avenue	1829050
6001	37th	Avenue	1816107
6002	37th	Avenue	1803840
6003	37th	Avenue	1820836
6004	37th	Avenue	1801042
6005	37th	Avenue	1789213
6006	37th	Avenue	1821966
6007	37th	Avenue	1797935
6008	37th	Avenue	1795483
3109	Kimberly	Road	1820992
3110	Kimberly	Road	1798115
3112	Kimberly	Road	1807908
3114	Kimberly	Road	1828607
3116	Kimberly	Road	1832229
3200	Kimberly	Road	1825611
3201	Kimberly	Road	1827872
3202	Kimberly	Road	1816032
3203	Kimberly	Road	1819119
3204	Kimberly	Road	1793157
3205	Kimberly	Road	1797612
3206	Kimberly	Road	1815182
3207	Kimberly	Road	1829316
2802	Lancer	Drive	1812940
2803	Lancer	Drive	1812585
2805	Lancer	Drive	1803030
2900	Lancer	Drive	1800127
2901	Lancer	Drive	1794197
2902	Lancer	Drive	1816081
2903	Lancer	Drive	1806397
2904	Lancer	Drive	1796481
2905	Lancer	Drive	1821560
3000	Lancer	Drive	1790724

Address			Tax ID
3007	Jamestown	Road	1796655
5600	Jamestown	Road	1828342
5602	Jamestown	Road	1811033
5604	Jamestown	Road	1831247
5606	Jamestown	Road	1818459
5608	Jamestown	Road	1819325
5610	Jamestown	Road	1797588
5611	Jamestown	Road	1824838
5612	Jamestown	Road	1792571
5613	Jamestown	Road	1800580
5614	Jamestown	Road	1825819
5615	Jamestown	Road	1796390
5617	Jamestown	Road	1810787
5618	Jamestown	Road	1818970
5619	Jamestown	Road	1809680
5620	Jamestown	Road	1804608
5621	Jamestown	Road	1812791
3302	Lancer	Drive	1810209
3303	Lancer	Drive	1805548
3304	Lancer	Drive	1802719
3305	Lancer	Drive	1829175
3306	Lancer	Drive	1815299
3307	Lancer	Drive	1789726
3308	Lancer	Drive	1790260
3309	Lancer	Drive	1818673
3310	Lancer	Drive	1828631
3311	Lancer	Drive	1822105
3312	Lancer	Drive	1806348
3313	Lancer	Drive	1803774
3314	Lancer	Drive	1826973
3315	Lancer	Drive	1826122
3316	Lancer	Drive	1817808
3317	Lancer	Drive	1789395
3318	Lancer	Drive	1825181
3000	Lancer	Place	1820158
3001	Lancer	Place	1804806
3002	Lancer	Place	1806686
3003	Lancer	Place	1803857
3004	Lancer	Place	1789247
3005	Lancer	Place	1801638
3100	Lancer	Place	1828334

Address			Tax ID
3103	Kelliher	Road	1807015
3104	Kelliher	Road	1832492
3105	Kelliher	Road	1793314
3106	Kelliher	Road	1793876
3107	Kelliher	Road	1793322
3108	Kelliher	Road	1788868
3109	Kelliher	Road	1810506
3111	Kelliher	Road	1807205
3113	Kelliher	Road	1829365
3100	Kimberly	Road	1831387
3101	Kimberly	Road	1807783
3102	Kimberly	Road	1803436
3103	Kimberly	Road	1816321
3104	Kimberly	Road	1816347
3105	Kimberly	Road	1797984
3106	Kimberly	Road	1795129
3107	Kimberly	Road	1796184
3108	Kimberly	Road	1795582
3300	Lancer	Place	1819051
3301	Lancer	Place	1830991
3302	Lancer	Place	1807114
3303	Lancer	Place	1818541
3304	Lancer	Place	1816578
3305	Lancer	Place	1800218
3306	Lancer	Place	1800093
3307	Lancer	Place	1793728
3308	Lancer	Place	1808336
3309	Lancer	Place	1809920
3311	Lancer	Place	1827716
3313	Lancer	Place	1796630
3315	Lancer	Place	1806629
3100	Madison	Place	1815281
3102	Madison	Place	1795970
3103	Madison	Place	1803006
3104	Madison	Place	1803113
3105	Madison	Place	1812619
3106	Madison	Place	1828433
3107	Madison	Place	1819002
3108	Madison	Place	1807171
3109	Madison	Place	1815851
3111	Madison	Place	1792019

Underline indicates language added.
[Brackets] indicate language deleted.

Address			Tax ID
3001	Lancer	Drive	1791458
3002	Lancer	Drive	1810027
3003	Lancer	Drive	1795111
3004	Lancer	Drive	1802545
3005	Lancer	Drive	1820067
3100	Lancer	Drive	1813021
3101	Lancer	Drive	1801844
3102	Lancer	Drive	1800192
3103	Lancer	Drive	1809391
3104	Lancer	Drive	1793223
3105	Lancer	Drive	1818962
3106	Lancer	Drive	1816743
3107	Lancer	Drive	1813351
3108	Lancer	Drive	1797349
3109	Lancer	Drive	1790609
3110	Lancer	Drive	1798313
3111	Lancer	Drive	1795608
3112	Lancer	Drive	1791672
3113	Lancer	Drive	1804673
3114	Lancer	Drive	1822212
3115	Lancer	Drive	1826379
3117	Lancer	Drive	1801745
3300	Lancer	Drive	1804061
3301	Lancer	Drive	1815596
3200	Madison	Street	1789445
3201	Madison	Street	1817337
3202	Madison	Street	1800366
3203	Madison	Street	1812924
3205	Madison	Street	1792209
5800	Maryhurst	Drive	1826791
5802	Maryhurst	Drive	1826437
5803	Maryhurst	Drive	1795731
5804	Maryhurst	Drive	1806900
5805	Maryhurst	Drive	1800051
5806	Maryhurst	Drive	1829142
5807	Maryhurst	Drive	1818988
5808	Maryhurst	Drive	1828888
5810	Maryhurst	Drive	1828375
5811	Maryhurst	Drive	1793827
5812	Maryhurst	Drive	1804434
5813	Maryhurst	Drive	1805100

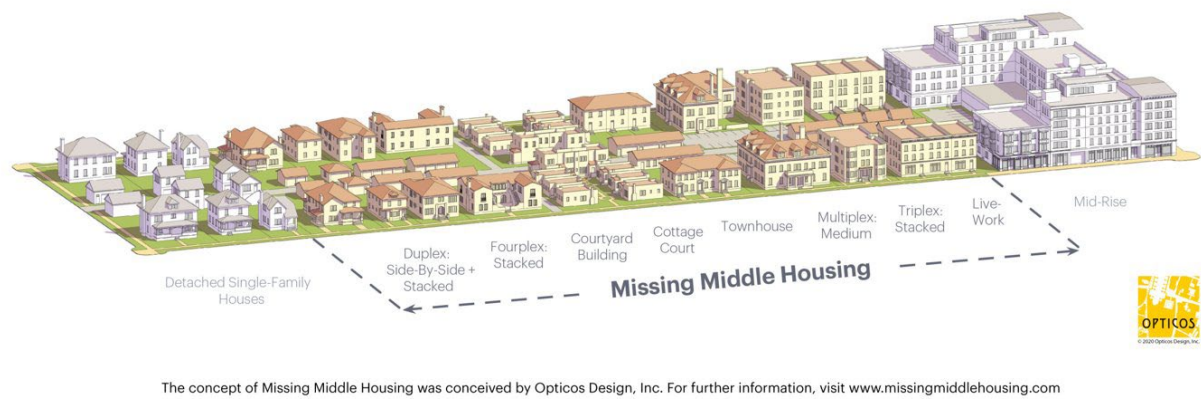
Address			Tax ID
3101	Lancer	Place	1798404
3102	Lancer	Place	1815919
3103	Lancer	Place	1798594
3104	Lancer	Place	1815257
3105	Lancer	Place	1831940
3106	Lancer	Place	1801570
3107	Lancer	Place	1826981
3108	Lancer	Place	1826304
3109	Lancer	Place	1819267
3110	Lancer	Place	1818871
3111	Lancer	Place	1822360
3112	Lancer	Place	1803915
3113	Lancer	Place	1829191
3114	Lancer	Place	1802198
3115	Lancer	Place	1794924
3116	Lancer	Place	1819432
3117	Lancer	Place	1793371
3118	Lancer	Place	1803121
3119	Lancer	Place	1819481
3120	Lancer	Place	1793785
3121	Lancer	Place	1799121
3122	Lancer	Place	1815075
3124	Lancer	Place	1821826
3135	Nicholson	Street	1802339
3136	Nicholson	Street	1801885
3201	Nicholson	Street	1799543
3202	Nicholson	Street	1826601
3203	Nicholson	Street	1825033
3302	Nicholson	Street	1815265
3303	Nicholson	Street	1813484
3304	Nicholson	Street	1811132
3305	Nicholson	Street	1791524
3307	Nicholson	Street	1810357
3401	Nicholson	Street	1827559
3402	Nicholson	Street	1817345
3403	Nicholson	Street	1828599
3404	Nicholson	Street	1798347
3405	Nicholson	Street	1818137
3407	Nicholson	Street	1816149
3500	Nicholson	Street	1820588
3501	Nicholson	Street	1803238

Address			Tax ID
3113	Madison	Place	1831007
3100	Madison	Street	1802735
3102	Madison	Street	1829159
3103	Madison	Street	1795764
3104	Madison	Street	1802693
3105	Madison	Street	1802560
3106	Madison	Street	1801232
3107	Madison	Street	1795442
3108	Madison	Street	1798669
3109	Madison	Street	1821263
3110	Madison	Street	1808732
3111	Madison	Street	1829357
3112	Madison	Street	1807866
3113	Madison	Street	1804038
3115	Madison	Street	1818384
3116	Madison	Street	1826189
3117	Madison	Street	1816453
3118	Madison	Street	1794338
3119	Madison	Street	1828664
3120	Madison	Street	1799006
3121	Madison	Street	1807858
3123	Madison	Street	1789981
3125	Madison	Street	1832047
3127	Madison	Street	1798990
3508	Oliver	Street	1794601
3509	Oliver	Street	1794635
3510	Oliver	Street	1820133
3512	Oliver	Street	1800473
3514	Oliver	Street	1818228
3515	Oliver	Street	1817840
3516	Oliver	Street	1792944
3517	Oliver	Street	1801596
3518	Oliver	Street	1823350
3520	Oliver	Street	1809441
3522	Oliver	Street	1812817
3524	Oliver	Street	1818640
3600	Oliver	Street	1821081
3601	Oliver	Street	1798685
3602	Oliver	Street	1790682
3603	Oliver	Street	1825629
3604	Oliver	Street	1792514

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[Brackets] indicate language deleted.

Missing middle housing refers to housing types that have existed across a spectrum and include various types that fit seamlessly within the existing fabric of a block. These homes are the building blocks for neighborhoods, towns, and cities, and are often seen in older, more urbanized neighborhoods built before the 1940s. “Missing” connotes how, in many communities since the mid-1940s, zoning and other development restrictions prohibited the construction of certain building types; and “middle” describes the form, scale, and number of units, which lie somewhere between single-family buildings and mid- to high-rise apartment buildings.

Figure 6. Missing Middle Housing



Missing middle typologies vary slightly depending upon the type and context, but all core types are generally one- to 2.5 stories in height with two to eight units per building. Because they tend to be smaller than the typical sized single-family detached house—approximately 600-1,200 square feet—they have smaller building footprints. Smaller-sized units can help developers keep their costs down and attract a different market of buyers and renters who are not being provided for in all markets, including small families, single-person households, and millennials who are willing to exchange square footage for shorter commutes and lively neighborhoods, as well as baby boomers who are working and living longer and want to stay in their community. Missing middle housing functions best when located in a well-connected development pattern, such as that in West Hyattsville-Queens Chapel, which makes walking and biking easier, safer, and convenient; and supports public transit and other infrastructure investments. This also keeps housing costs attainable by minimizing or reducing the need for a car and parking. One of the best examples of integrated Missing Middle Housing types in Prince George’s County is the Queens Chapel Manor neighborhood north of Ager Road and west of MD 500 (Queens Chapel Road). This neighborhood seamlessly integrates one-family detached houses, duplexes, and triplexes.

Missing Middle Housing is market-rate and is more affordable to households that earn generally between 60-110 percent of the area median income (AMI). In West Hyattsville-Queens Chapel, the AMI is approximately \$59,000.¹ Most workers in the sector plan area are employed in service, construction, and retail occupations, and a majority are renters.² Missing middle house types are an attainable option for those in the workforce and may be one way that first-time homebuyers can enter the housing landscape and begin to build generational wealth, which is crucial for a household’s economic security.³

Much of the existing residential development pattern in West Hyattsville reflects its original 1940s development. It consists of interconnected curvilinear and rectilinear blocks of small lots, typically between 5,000-6,000 square feet in area. Most housing consists of large multi-unit properties situated around the area’s edges, followed by single-family detached houses. These are likewise smaller, averaging 1,000 square feet with many homes having footprints of 600 square feet or less. Parking is available on-street, and many homeowners have added side driveways to provide additional off-street parking. In some respects, neighborhoods in the plan area are like many missing middle places—compact, walkable, amenity-rich, and with access to high-quality public transportation. The existing neighborhood density is 14.3 dwelling units/residential acre, which is compatible with low-to moderate development. All of these contribute to the affordability and desirability of West Hyattsville.

Because the existing residential pattern is already walkable and mostly built out, small individual lot infill of missing middle types of the same scale and form of the surrounding houses is most appropriate for adding new housing in the plan area. These single-family neighborhoods are zoned RSF-65; however, the development standards for this zone require larger lots and subsequently larger buildings than those that currently exist. To unlock the development potential in these zones, new ways to allow for smaller lots and houses—with or without multiple units—may require adjustments to current regulations. Small lot ordinances and density adjustments may be appropriate to develop existing lots that cannot achieve what existing zoning allows and provide low-to moderate intensity housing in a variety of contexts.

Small lot ordinances are used in two general options: 1) to allow for new, smaller lots in residential zones that typically have very large minimum lot sizes (5,000 square feet and larger), which can be for either attached or detached single-family homes and do not typically require a homeowner’s association; or 2) to develop existing lots that cannot achieve what the existing zoning allows and so remained vacant or underutilized.⁴ This approach is typically applied as an ordinance that applies to certain sized parcels in certain zones or as an overlay, and does not change the existing zone standards for lots not using the ordinance.

¹ U.S. Census Bureau 2020 “Census 2010 Summary File 1,” in Household Income Profile, Extracted by ESRI, September 2020

² Source: U.S. Census Bureau, “Census 2010 Summary File 1,” in Housing Profile, Extracted by ESRI, September 2020.

³ Christian E. Weller and Lily Roberts, Eliminating the Black-White Wealth Gap is a Generational Challenge (Center for American Progress, 2021)

⁴ National Association of Home Builders, Diversifying Housing Options with Smaller Lots and Smaller Homes (Opticos Design, Inc., 2019) pg. 14

7. Add the following strategies to Policy HN 1:

HN 1.6: Construct a variety of infill single-family housing types, including single-family detached, single-family attached, duplex, triplex, rowhomes, and townhomes, in the area between the West Hyattsville and Hyattsville Crossing Metrorail Stations. See also Strategy LU 9.3

HN 1.7: Should the Zoning Ordinance be amended to re-permit accessory dwelling units), their use is recommended throughout the West Hyattsville-Queens Chapel sector.

Add HN 1.6 to Table 27 as an ongoing implementation item, with “Property Owners/Developers” as Lead Entity.

8. Add a text box above Strategy HN 1.7 as follows:

ACCESSORY DWELLING UNITS

Another way to expand housing choices is to allow accessory dwelling units. Accessory dwelling units are small, self-contained housing units that exist within or adjacent to a larger primary residence, typically a single-family house, on the same parcel. They are known as granny flats, carriage houses, in-law apartments, or backyard cottages; and are typically in a basement, on an upper floor, or located in a former garage or elsewhere on the property. As a small housing type, it can be an efficient and cost-effective option for housing affordability. Its function can change over time—a rental that generates income for young homeowners might later become a place for returning young adults, then become a way for older homeowners to defray housing costs and remain in their community.

Accessory dwelling units were permitted in all single-family neighborhoods within the City of Mount Rainier and the Town of Brentwood between 2004 and 2022, and may be constructed pursuant to the transitional provisions of the Zoning Ordinance, which allows use of the prior Zoning Ordinance under certain conditions until April 1, 2024.

9. Add Policies LU 9 and HN 1 to the Relevant Policies for the Table 26 indicator “New dwelling units within the Sector Plan area within a one-half mile walk of Metro stations”

10. Add Zoning Change 31 to reclassify the properties identified above into the RSF-A Zone:

Zoning Change 31: RSF-65 to RSF-A

Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200’ Scale Index Map
31	RSF-65 to RSF-A		CMA	April 1, 2022	207NE02
			SMA	November 30, 2004	207NE03

These properties are located within the Established Communities and the City of Hyattsville. The Future Land Use Map in the Adopted West Hyattsville-Queens Chapel Sector Plan recommends Residential-Medium-High land uses on these properties (See Map 9. Future Land Use Map in the sector plan and Map 24: Zoning Change (ZC) 31: RSF-65 to RSF-A below.)

These properties represent a unique opportunity to provide “Missing Middle” housing options by maximizing their location between the Hyattsville Crossing and West Hyattsville Metrorail stations to provide context-sensitive, one-, two-, or three-family housing at densities comparable to existing conditions.

The subject properties are currently classified in the Residential, Single-Family-65 (RSF-65) Zone, which does not support the diversity of housing types the recommended RSF-A Zone supports. RSF-65 zoning is wholly inappropriate within a 15-minute walkshed of a Metro station.

This reclassification implements Strategy LU 9.3 of the Adopted Sector Plan:

“As redevelopment opportunities arise, develop context-sensitive one-, two, or three-family dwelling units (detached or attached) within the Queens Chapel Manor neighborhood between the West Hyattsville and Hyattsville Crossing Metrorail Stations. Implement this strategy by reclassifying the subject neighborhood from the Residential, Single-Family, Detached (RSF-65) Zone to the Residential, Single-Family, Attached (RSF-A) Zone.”

This reclassification also implements Strategies LU 1.1, HN 1.3, and HN 1.6 of the Adopted Sector Plan.

B8: “Stroads”

Plan/SMA Cross References:

- Transport. and Mobility Element Policies and Strategies (pp. 85-127)

Exhibits/Speakers:

- 14 – Matthew Butner
- 15/V4 – Annelies Goger

Summary of Issues:

Sector plan area has too many roads dedicated primarily to auto use.

“We have a big problem with what people call ‘stroads’, which are hybrids between streets and roads...”

“The walkable transit-oriented community envisioned in the Draft Sector Plan is incompatible with the current infrastructure for vehicles in the sector plan area. This mismatch will become more apparent overtime [sic]. Or the current infrastructure for vehicles will stall the Draft Sector Plan.”

Staff Analysis:

The sector plan recommends several actions to calm/slow vehicular traffic and to encourage active transportation and transit use.

See, in particular, the following policies and strategies:

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.)

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

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.

Policy TM 5. Enhance active transportation infrastructure to make healthy and sustainable travel modes safe, comfortable, and attractive.

See Strategy TM 1.3:

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.

The sector plan recommends the following improvements on major streets:

- *Institute a road diet on Hamilton Street from Ager Road to MD 500 (Queens Chapel Road) (TM 1.9)*
- *Retain the nearly-complete road diet on MD 500 (Queens Chapel Road) (Table 12)*

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

Staff submit that the proposed road diet on MD 501 should be extended westward to the Metro overpass given changes in the land use and transportation plan per Issue B1. Staff also recommend applying the Urban Street Design Standards to the entirety of MD 500 (Queens Chapel Road).

Staff recommend that the proposed road diet on Hamilton Street be specific as to what elements must be included and accurately reflect existing rights-of-way.

Staff Recommendations:

1. Revise Strategy TM 1.10 as follows:

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

2. Revise the recommendations for Hamilton Street between the end of the platted street near Jamestown Road and 35th Place as follows:
Between its terminus and MD 500 (Queens Chapel Road

Minimum ROW: [Per zone]102 feet

Underline indicates language added.

[Brackets] indicate language deleted.

Elements:

- Maximum 25 mph speed limit
- Minimum 16’ median
- On-street parking
- 5’ barrier-separated on-street bicycle lane
- Minimum 8’ landscaping & furniture buffer
- Minimum 10’ sidewalk on south side
- Retain 14’ sidewalk on north side of street between Ager Road and MD 500.

Between MD 500 and 35th Place

Right of Way Type: Mixed-Use Boulevard B Std. 100.23

Minimum ROW: 96 feet

Add barrier separation to the bicycle lane.

See also Corrections 6a and 19b in the Errata/Updated Information Sheet.

Underline indicates language added.
[Brackets] indicate language deleted.

B9: Pedestrian Access to Schools

Plan/SMA Cross References:

- Transport. and Mobility Element Policies and Strategies (pp. 85-127)

Exhibits/Speakers:

- 12 – Dan Behrend
- V2/13 – City of Hyattsville (Taylor Robey)

Summary of Issues:

Improve pedestrian and bicycle accessibility from neighborhood streets to public schools in the sector plan area.

Staff Analysis

Staff concur.

Staff recommend incorporating Policy TM 4 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* into this sector plan, adapted for context.

Staff also recommend that schools develop plans for pedestrian/bicycle safety and encourage pedestrian/bicycle buses by commuting students.

The City of Hyattsville recommended improving pedestrian access to Nicholas Orem Middle School. Staff evaluated the existing access and recommends improving pedestrian access from Oliver Street to the middle school.

Staff Recommendations

1. Add a new Policy TM 9 and supporting strategies as follows:

Policy TM 9: All streets within a half-mile of each school should encourage active transportation and incorporate pedestrian/bicycle safety features.

TM 9.1: Seek opportunities to construct sidewalks on all streets within a half-mile of a school. All intersections within a half-mile of all schools should have marked crosswalks on all legs and appropriate signage.

TM 9.2: Municipalities and the Department of Public Works and Transportation should pursue funding through the federal Safe Routes to School or other programs for sidewalk/crosswalk construction.

TM 9.3 Within one-half mile of all schools, seek opportunities to provide protected bicycle facilities, such as cycle tracks and shared-use paths, to facilitate student bicycle commuting. See also Table 12.

TM 9.4: Where physical conditions permit, seek opportunities to provide on-road bicycle facilities with separation from motor vehicle traffic on all streets within one-half mile of a school to facilitate bicycle commuting.

TM 9.5: Work with Prince George’s County Public Schools to develop pedestrian/bicycle safety plans for schools within the sector plan area.

TM 9.6: Encourage school communities to form bicycle and/or pedestrian buses to facilitate safe active commuting to school.

TM 9.7: Evaluate pedestrian and bicycle access to Nicholas Orem Middle School and upgrade facilities to current standards.

Renumber subsequent policies and strategies accordingly.

2. Add language clarifying that Policy 9 does not override other recommendations of the plan:

Nothing within Policy 9 should be construed, or used, to weaken facility recommendations found elsewhere in this plan. Where Policy 9 says “seek opportunities” and another strategy, table, or map recommends construction, the recommendation is to construct. If another strategy, table, or map recommends construction of a certain type of facility, such as a painted bicycle lane, that facility should be constructed in the interim while a stronger facility recommended in Policy 9 is explored.

3. Add a text box describing bicycle and pedestrian buses.
4. Create a map showing a half-mile walkshed of all schools in the sector plan area.
5. Renumber subsequent policies and strategies in the Transportation and Mobility Element.


Revise Table 27 to prioritize all facilities recommended within a half-mile of schools as short-term implementation measures.

C: Defining the Context (Section II)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS					
C1	Avonridge CDC requests several edits to Community Engagement: Key Takeaways on pp. 34-35	<p>The Community Engagement: Key Takeaways graphic on pp. 34-35 summarizes information received from the public and stakeholders during the two-plus-year process to develop the plan.</p> <p>Additional information contained in testimony is not an appropriate edit for a graphic that describes what the project team heard in 2020-2021.</p>	Community Engagement: Key Takeaways on pp. 34-35	17 – Avonridge Community Development Corporation	No change to plan.
UNINCORPORATED NEIGHBORHOOD IDENTIFICATION					
C2	Add Avonridge to the white space in Map 4, Municipal Boundaries.	<p>See staff response under issue B4 above.</p> <p>Map 4 is intended to show municipalities, not individual neighborhoods or unincorporated communities.</p>	Map 4 (p. 19)	17 – Avonridge Community Development Corporation	No change to plan.
C3	<p>Add (Sub-Division) to names (Avondale Grove, North Avondale, North Woodridge) in Map 5, Major Geographic Features, correct</p> <p>spelling of Woodridge, and add Avondale Terrace Sub-Division.</p>	<p>Staff appreciate the desire of this community organization to identify subdivisions, but traditionally does not use the name “subdivision” when describing a neighborhood: a subdivision is a legal construct, a neighborhood with a name is where people live.</p> <p>Per Exhibit 16, Map 12, Avonridge Communities, on page 58 of the 2015 <i>Greater Chillum Community Study</i> is accurate and should be used for edits to Map 5.</p>	Map 5 (p. 20)	17 – Avonridge Community Development Corporation	Edit Map 5 to reflect correct spelling of Woodridge and add Avondale Terrace, as described in Exhibit 16.
C4	Townhouses named "Towns of Avondale" were completed in 2019; delete photo of the older high rise from the history graphic on page 22 and insert photo of the new townhouses.	Staff concur but note that the property is currently named “Avondale Ridge”.	History, pp. 21-22	17 – Avonridge Community Development Corporation	<p>Edit the history graphic on page 22 and delete the photo of the older high rise and insert photo of the new townhouses. Edit text as follows:</p> <p>2019</p> <p>[Avondale Overlook]<u>Avondale Ridge townhomes</u> constructed; first new housing development in sector plan area since 1960s.</p>
UNINCORPORATED NEIGHBORHOOD IDENTIFICATION (CONTINUED)					
C5	Revise graphic showing Major Opportunities and Challenges to reflect that the pedestrian bridge across the Northwest Branch from Chillum Road to the West Hyattsville Metro Station has been out of service for more than one year, “causing many to find alternative transportation modes.”	The subject bridge was reconstructed and has reopened to the public.	Major Opportunities and Challenges, pp. 36-39	17 – Avonridge Community Development Corporation	No change to plan.
C6	Revise graphic showing Major Opportunities and Challenges to add “sub-division” to the branding bullet.	<p>See comments on “subdivisions” vs. neighborhoods in staff response to issues B4 and C3.</p> <p>Staff note a contradiction in Exhibit 16 that individual “sub-divisions” be identified explicitly and its acknowledgment that doing so is a challenge preventing successful implementation of a cohesive, market-responsive vision for the broader community.</p>	Major Opportunities and Challenges, pp. 36-39	17 – Avonridge Community Development Corporation	<p>Revise Major Opportunities and Challenges, pp. 36-39 as follows:</p> <p>Municipal <u>and neighborhood</u> 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.</p>

Underline indicates language added.
[Brackets] indicate language deleted.

D: Land Use (Section III)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
DESIGNATION OF LOCAL TRANSIT CENTER					
D1	All properties within a 10-minute walkshed of the West Hyattsville Metro Station should be in the Local Transit Center.	<p>Properties within the 10-minute walkshed of the West Hyattsville Metro Station are generally excluded from the Local Transit Center for one or more of the following reasons:</p> <p>They are within an existing single-family residential neighborhood unlikely to redevelop.</p> <p>They contain existing, and/or are planned for, multifamily residential development at densities above those permitted in the LTO Zones and/or at price points that provide affordable/workforce housing within walking distance to Metro.</p> <p>They are located within the floodplain and should not be redeveloped.</p> <p>They are public parks.</p> <p>The property is not contiguous to the Local Transit Center.</p> <p>There is general community support for the type of neighborhood-scale retail environment envisioned by the Staff Draft Sector Plan for MD 208 (Hamilton Street) east of MD 500 (Queens Chapel Road). See also Issue O2.</p> <p>Staff believe that the current extent of the Local Transit Center will support the market for transit-oriented development and redevelopment in the West Hyattsville area for the 25-year life of the sector plan.</p> <p>See also Key Issue B5.</p>	Land Use Element (pp. 43-72)	15/V4 – Annelies Goger 19 – Sierra Club of Prince George's County	No change to plan.
PROPERTIES IN FLOODPLAIN					
D2	Tax accounts 1831478 and 1831460 are in the floodplain and should not be included in Strategy LU 9.1.	<p>Only a small sliver of one of these properties is in the floodplain.</p> 	Strategy LU 9.1 (p. 66)	19 – Sierra Club of Prince George's County	No change to plan.
D3	"Understanding the environmental challenges of redeveloping in the Northwest Branch flood plain, the county or a city should shortly acquire the properties identified in policy LU 10 to signal its commitment to repairing the environmental conditions in the area."	Staff concur.	Policy LU 10 (p. 72)	14 – Matthew Butner	No change to plan.

Underline indicates language added.
[Brackets] indicate language deleted.

E: Economic Prosperity (Section IV)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS					
E1	The Kaiser Permanente facility on Ager Road opened for business subsequent to plan drafting but prior to plan adoption.	The plan should be updated to reflect this.	Existing Conditions Summary (p. 74)	V2/13 – City of Hyattsville (Taylor Robey)	<p>Revise the Existing Conditions Summary on page 74 of the plan as follows:</p> <p>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]This[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 the 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 47,000 square foot Kaiser Permanente medical facility [project under construction near the West Hyattsville Metro Station on]at 5620 Ager Road[and it includes 47,000 square feet of medical office space].</p>
POLICY EP 2: CREATE ATTRACTIVE COMMERCIAL CORRIDORS TO SERVE RESIDENTS AND VISITORS					
E2	The City of Hyattsville requested a strategy stating the need for a feasibility study to evaluate the establishment of a business and commerce organization focused on supporting the West Hyattsville commercial sector along MD 500 (Queens Chapel Road) and Hamilton Street.	Staff concur.	Policy EP 2, pp. 75-76	V2/13 – City of Hyattsville (Taylor Robey)	<p>Add Strategy EP 2.8 as follows:</p> <p><u>EP 2.8: Conduct a feasibility study to evaluate the establishment of a business and commerce organization focused on supporting the West Hyattsville commercial sector along MD 500 (Queens Chapel Road) and Hamilton Street.</u></p> <p>Add this strategy to Table 27. Identify the City of Hyattsville as the Lead Entity and PGCEDC as a Partner Entity. This is a short-term implementation item.</p>

Underline indicates language added.
[Brackets] indicate language deleted.

F: Transportation and Mobility (Section V)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
GENERAL TRANSPORTATION AND MOBILITY					
F1	<p>The City of Hyattsville “supports all proposed bike lanes and other recommendations that improve safety and accessibility for pedestrians and cyclists in the Sector Plan area.”</p> <p>Additional testimony supports bicycle, pedestrian, and safety recommendations.</p>	<p>Noted.</p>	<p>Transport. and Mobility Element, Policies and Strategies (pp. 85-127)</p>	<p>V3/11 – Melissa Schweisguth</p> <p>12 – Dan Behrend</p> <p>V2/13 – City of Hyattsville (Taylor Robey)</p> <p>14 – Matthew Butner</p> <p>15/V4 – Annelies Goger</p> <p>19 – Sierra Club of Prince George’s County</p> <p>V1 – Joseph Solomon</p>	<p>No change to plan.</p>
F2	<p>Supports application of Urban Street Design Standards to the Local Transit Center and Regional Transit District.</p>	<p>Noted.</p>	<p>Policy TM 1 (pp. 85-108)</p>	<p>12 – Dan Behrend</p>	<p>No change to plan.</p>
F3	<p>“Allowing regional through-traffic to continue to run right through the core of the West Hyattsville local transit center at high speeds and volumes will undermine achieving the overall vision.”</p>	<p>Staff concur.</p> <p>With the advent of GPS technology, drivers will often maximize the entire road network to travel between points A and B. This diverts trips on heavily traveled routes to under-utilized routes, making the entire system work more efficiently.</p> <p>SHA is completing a multi-year, multi-phase reconstruction of MD 500 (Queens Chapel Road) that includes enhanced bicycle and pedestrian infrastructure and a corridor-wide reduction to four vehicle travel lanes. The sector plan makes additional recommendations to calm traffic through this corridor, recognizing that the 2016-2024 reconstruction of MD 500 requires additional bicycle and pedestrian accommodation to implement the sector plan’s vision.</p> <p>Inherent in the success of Plan 2035 is a shared understanding that places that are successful in attracting jobs, residents, shoppers, and students will experience vehicular congestion. Places with free-flowing traffic are often economically failing places where few people live and fewer people want to live, work, or play. As more people come to West Hyattsville, it is expected that vehicular congestion may increase. Through-commuters need to know that MD 500 (Queens Chapel Road) and other roads in Prince George’s County are main streets through vital neighborhoods, and not a shortcut for people from the northern part of the County or neighboring counties to access Washington, DC. Staff recommend applying the Urban Street Design Standards to the entirety of MD 500 (Queens Chapel Road).</p>	<p>Transport. and Mobility Element, Policies and Strategies (pp. 85-127)</p>	<p>15/V4 – Annelies Goger</p>	<p>Add the following street to TM 1.5 (“Reconstruct the following existing streets outside the Local Transit Center or Regional Transit District to the appropriate urban street design standards...”)</p> <p><u>MD 500 (Queens Chapel Road) throughout the sector plan area.</u></p> <p><u>Assign MD 500 MPOT ID UC-206 and recommend reconstruction as a Mixed-Use Boulevard B throughout its entire length.</u></p>
F4	Reserved				

Underline indicates language added.
[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F5	"The language in TM 10.1 is concerning and needs to be much stronger. These plans will not be successful if DPW&T and SHA fail to implement what is needed."	Staff concur and notes that the Planning Board plays a critical role in ensuring that the recommended retrofits to, and construction of, streets to the Urban Street Design Standards where proposed development fronts on or contains all or part of a street recommended for retrofit.	Strategy TM 10.1 (p. 126)	19 – Sierra Club of Prince George's County	<p>Revise Strategy TM 1.6 as follows:</p> <p>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] <u>which vehicular elements may be removed to</u> ensure high-quality complete streets. <u>Under no circumstances should the recommended bicycle facility be reduced to a lower bicycle facility within the following hierarchy:</u></p> <p><u>HIERARCHY OF BICYCLE FACILITIES</u></p> <p><u>This sector plan establishes a preferred hierarchy of bicycle facilities. Whenever a new street is proposed, whether recommended through this sector plan or as part of a new development, designers, operating agencies, and regulatory agencies should consider the strongest possible bicycle facility among the following hierarchy:</u></p> <p>1. <u>Off-street barrier-separated cycle track</u></p> <p>2. <u>On-street barrier-separated cycle track</u></p> <p>3. <u>Shared Use off-street sidepath</u></p> <p>4. <u>Barrier-separated one-way bicycle lane</u></p> <p>5. <u>One-way bicycle lane with wide paint separation</u></p> <p>6. <u>One-way painted bicycle lane</u></p> <p>7. <u>Bicycle-on-shoulder</u></p> <p>8. <u>Shared-use lane</u></p> <p>Revise Strategy TM 10.1 as follows:</p> <p>TM 10.1. [DPW&T should consider updates to]<u>Update</u> 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.</p>
F6	Revise Existing Conditions Summary to state that congestion is not a significant challenge during off-peak hours and that there are frequent delays during peak hours.	<p>The existing conditions summaries are based on research and data collected during the plan preparation period of 2020-2021, and not perceptions.</p> <p>Traffic data were collected in November 2020 at the following signalized intersections in the sector plan area:</p> <ul style="list-style-type: none">• Hamilton Street and 38th Avenue• Hamilton Street and Ager Road• MD 500 (Queens Chapel Road) and Queensbury Road• MD 500 (Queens Chapel Road) and Hamilton Street• MD 500 (Queens Chapel Road) and Ager Road• MD 500 (Queens Chapel Road) and MD 501 (Chillum Road) <p>An analysis of this data during morning and evening peak hours showed a level of service (LOS) of A or B at these signalized intersections, meaning free or moving traffic with a high level of driver comfort.</p>	Transport. and Mobility Existing Conditions Summary (p. 79)	17 – Avonridge Community Development Corporation	No change to plan.

Underline indicates language added.
[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
STREET NETWORK					
F7	Construct new streets to complete a street grid between MD 500 (Queens Chapel Road) and MD 208 (38 th Avenue).	Staff do not recommend constructing a street through the floodplain traversing the ravine on M-NCPPC property at the southeast corner of MD 500 (Queens Chapel Road) and MD 208 (Hamilton Street), which would be necessary to complete the recommended street grid.	Policy TM 1 and supporting strategies (pp. 85-108)	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.
F8	Construct new streets to complete a street grid between MD 410 (East West Highway) and Belcrest Road.	<p>This was not evaluated during the sector plan process.</p> <p>Staff concur in concept, but such connections require further study.</p>	Policy TM 1 and supporting strategies (pp. 85-108)	V2/13 – City of Hyattsville (Taylor Robey)	<p>Add a new strategy to Policy TM 1 as follows:</p> <p><u>TM 1.20: Evaluate the potential of creating a grid of complete and green streets to serve new development south of MD 410 (East West Highway), west of MD 500 (Queens Chapel Road), and north and east of Belcrest Road. If possible, a new street in this location should connect to America Boulevard.</u></p>
F9	Maps do not show the streets in the Avondale Ridge townhouse development.	Plan maps do not show private streets. The streets in this subdivision are owned and maintained by a homeowners’ association and were not dedicated to a public agency.	Plan-wide	17 – Avonridge Community Development Corporation	No change to plan.
F10	Include Varnum Street/Arundel Road in the list of “green streets”.	Strategy TM 1.5 recommends that Varnum Street and Arundel Road be retrofit to the 2017 County Urban Street Design Standards, including appropriate green stormwater management infrastructure. However, the plan also recommends the retention of the existing shopping strip on the south side of Varnum Street between Eastern Avenue NE and Russell Avenue.	Strategy TM 1.5 (p. 86)	19 – Sierra Club of Prince George’s County	<p>Revise Table 11 recommendations for UC-218, Varnum Street, as follows:</p> <p><i>Between Eastern Avenue NE and Russell Avenue</i></p> <p>Minimum ROW: <u>93 feet</u></p> <p>Elements: Add <u>Retain 25’ sidewalk on south side of street and extend to Russell Avenue</u></p> <p>Add barrier-separation to the bicycle lanes.</p> <p>Notes: Add <u>All necessary right-of-way acquisition will occur on the north side of street. Reconstruction may occur either through redevelopment or by the City of Mount Rainier.</u></p> <p>Delete [Between Eastern Avenue and 22nd Avenue, maintain (do not reduce) existing width of sidewalk and buffer on south side of Varnum Street.]</p> <p><i>Between Russell Avenue and 34th Street</i></p> <p><u>Minimum ROW: 76 feet</u></p> <p>Elements:</p> <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’ barrier-separated on-street bicycle lanes <p>Motor Vehicle Lanes: 2</p>
TRAFFIC CALMING					
F11	Recommend a road diet for Ager Road to two lanes.	<p>While staff concur, in general, with the practice of road diets, there are limitations to this approach. Ager Road and MD 500 (Queens Chapel Road) are major roadways that carry a significant amount of local and regional traffic and are anticipated to carry sufficient vehicles in the near-to-mid-term to warrant a retention of the current four-lane configuration of these two roads.</p> <p>Both roads were reconstructed while this sector plan was underway, and the operating agencies do not anticipate making significant physical changes to them in the near-to-mid-term.</p> <p>The sector plan focuses on bicycle and pedestrian safety measures that make crossing these two four-lane roads safer and more attractive for non-vehicular travelers.</p>	Policy TM 1 and supporting strategies (pp. 85-108)	15/V4 – Annelise Goger	No change to plan.

Underline indicates language added.
[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
PEDESTRIAN CONNECTIVITY					
F12	Complete sidewalks on MD 208 (Hamilton Street) east of MD 500 (Queens Chapel Road).	<p>Sector plan recommends minimum 8-foot-wide sidewalks on both sides of MD 208 (Hamilton Street).</p> <p>See Table 12: Recommended Countywide Master Plan of Transportation Streets (p. 94-104) and Table 15: Streets Subject to Strategy TM 4.9 (Construct complete and continuous sidewalks on both sides of the roadway at these locations) (p. 116).</p>	<p>TM 1.15 (p. 93)</p> <p>Table 12 (p. 94-104)</p> <p>TM 4.9 (p. 116)</p> <p>Table 15 (p. 116)</p>	9 – Danny Schaible	No change to plan.
F13	<p>There have been several instances of bicycle infrastructure constructed since the existing conditions maps were created.</p> <p>Connect levee paving efforts to existing pedestrian/bicycle networks.</p>	<p>Staff concur.</p> <p>Exhibit 11 stated that Map 22 is missing “a long-existing connector/service road from the "Brentwood" levee trail to the Northwest Branch trail" Maps 22 and 27 show a planned shared lane along 37th Street between Allison Street and the Brentwood Levee Trail and the connection to the Northwest Branch Trail at the Town of Brentwood Public Works Complex, 4604 37th Street.</p>	Transport. and Mobility Element, Policies and Strategies (pp. 85-127)	<p>V3/11 – Melissa Schweisguth</p> <p>19 – Sierra Club of Prince George’s County</p>	<p>Add the following strategies under Policy TM 4:</p> <p><u>TM 4.12: Formalize access paths along and atop levees as bicycle/pedestrian rights-of-way and connect them to the existing bicycle/pedestrian network.</u></p> <p><u>TM 4.13: Construct a signed crosswalk where the Arundel Road Levee trail crosses Chillum Road. Consider pedestrian-actuated signalization at this location.</u></p> <p>See also Appendix F: Correction/Information Update Sheet for the July 2022 Staff Draft Sector Plan and Proposed SMA, updates enrollment figures to reflect September 30, 2023 totals.</p>
F14	Potential resident opposition to sidewalks.	<p>The provision of sidewalks is intended to be within the public right-of-way. If sidewalk construction must occur outside of the existing right-of-way, Prince George’s County would need to acquire additional property. This would necessarily require engagement with affected property owners.</p> <p>Staff consider sidewalks a fundamental part of all streets and feel that neighborhoods in older parts of Prince George’s County are disadvantaged by their absence.</p>	Strategy TM 4.9 and Table 15 (p. 116)	17 – Avonridge Community Development Corporation	No change to plan.
F15	Reserved				
IMPROVED CONNECTIVITY TO THE NORTHWEST BRANCH TRAIL					
F16	Improve pedestrian accessibility from MD 208 (Hamilton Street) to the Northwest Branch Trail along MD 208 (38th Avenue)	<p>Comment addressed by Strategy TM 4.1.</p> <p><i>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.</i></p> <p>Table 14 recommends 5-foot bicycle lanes and 8-foot sidewalks along MD 208 (38th Avenue) (BL-201). This facility would likely require maximization of the existing SHA right-of-way.</p>	<p>Strategy TM 4.1 (p. 111)</p> <p>Table 14 (pp 112-114)</p>	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.
F17	Formalize the informal connection to the Northwest Branch Trail system at Farragut Street between 36th Place and 37th Avenue.	<p>Comment addressed by Strategy 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 this connection.</p> <p>Table 14 recommends new trail/shared-use path T-213, which connects Farragut Street to the Northwest Branch Trail system and is intended specifically to formalize the identified informal connection.</p>	<p>Strategy TM 4.1 (p. 111)</p> <p>Table 14 (pp 112-114)</p>	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.

Underline indicates language added.
[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
BICYCLE FACILITIES					
F18	Light bicycle trails to aid commuters.	<p>The Department of Parks and Recreation (DPR) is open to providing lighting along park trails in the West Hyattsville area.</p> <p>While studies do not show that lighting alone makes a bicycle and pedestrian path safer, when there is demand for trail use generated by diverse land uses that are active during dark morning and evening hours, lighting can increase usage during dark hours and this greater user safety. The other factor DPR must consider is the potential impact on the natural area through which trails pass.</p> <p>DPR has just completed a developer-funded extension of the trail lighting system along the Northwest Branch Trail in the immediate vicinity of the West Hyattsville Metro Station.</p> <p>Additionally, DPR is planning a pilot lighting project in the Langley Park and Cottage City area along the Anacostia River Trail and a Northwest Branch Trail spur that has the potential for future replication in other trail locations.</p>		<p>V2/13 – City of Hyattsville (Taylor Robey)</p> <p>16 – Avondale/North Woodridge Citizens Association</p> <p>17 – Avonridge Community Development Corporation</p> <p>19 – Sierra Club of Prince George’s County</p>	<p>Add a strategy to Policy TM 5 as follows:</p> <p><u>TM 5.13: Evaluate the feasibility of providing lighting on key commuter trails, including the Northwest Branch Trail, and their connecting trails.</u></p> <p>Add a text box that states:</p> <p><u>DPR is planning a pilot lighting project in the Langley Park and Cottage City area along the Anacostia River Trail and a Northwest Branch Trail spur. These pilot projects will use solar-powered lighting and have programmable controls using photovoltaic, time of day, and motion sensing on/off controls, as well as brightness controls and night sky protections. It is hoped that these new technologies can be used to facilitate safe dark hour usage of the trail system for both transportation and recreation, without creating further stresses on the flora and fauna of our close to home semi-natural environments.</u></p>

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[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F19	<p>Make all proposed bicycle lanes protected with rigid buffer (not just space buffer)</p> <p>Identify protected bicycle lanes in the Elements column of Table 12, rather than in Notes.</p> <p>Use parking protected bicycle lanes whenever practicable.</p>	<p>Staff concur with comments but note that barrier-separated bicycle lanes may not be feasible in all locations due to right-of-way or other access constraints.</p> <p>The Sector Plan (Table 12) recommends protected bicycle lanes on MD 500 (Queens Chapel Road), MD 501 (Chillum Road), Ager Road, and Belcrest Road.</p>	<p>Policy TM 1 and supporting strategies (pp. 85-108)</p> <p>Table 12 (p. 94-104)</p> <p>TM 4.9 (p. 116)</p> <p>Table 15 (p. 116)</p> <p>Policy TM 5 and supporting strategies (pp. 119-122)</p>	<p>V3/11 – Melissa Schweisguth</p> <p>12 – Dan Behrend</p>	<p>Revise Strategy TM 1.8 as follows:</p> <p>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:</p> <ul style="list-style-type: none"> • Slower speeds • Shorter crossing distances • Reduced curb radii • Wider sidewalks • [More]<u>Additional</u> bicycle facilities • <u>Barrier-separated bicycle lanes</u> • Pedestrian amenities <p>Move the definition of a protected bicycle lane out of Table 11 and into a text box:</p> <p><u>BARRIER-SEPARATED/PROTECTED BICYCLE LANES</u></p> <p><u>A bicycle lane separated from vehicular traffic by a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")</u></p> <p>Add safety-related cross-references to Policy TM 8 (Vision Zero).</p> <p>Revise Table 12 to identify protected bicycle lanes in the Elements column. Such lanes will be revised as "...<u>protected</u> bicycle lane with...</p> <p>Add the following strategies to Policy TM 5:</p> <p><u>TM 5.15: Whenever and wherever feasible, physically separate bicycle lanes from vehicle travel or parking lanes. Where feasible, use concrete or other hard, semi-permanent materials for such separation in lieu of flexiposts.</u></p> <p><u>TM 5.16: For streets where bicycle lanes and on-street parking are recommended, evaluate the potential for parking-protected bicycle lanes during street design.</u></p> <p>Renumber existing TM 5.15 as TM 5.18 for better page formatting.</p>
F20	<p>Do not recommend shared bicycle lane markings (sharrows) anywhere. They are not effective in reducing crashes.</p>	<p>Staff generally concur with this comment but note that, while shared bicycle lane markings (sharrows) are not optimal, they are an acceptable compromise on low-speed residential streets where rights-of-way may prevent striping of bicycle lanes.</p> <p>Staff note that previous recommendations for shared bicycle-lane markings in the 2009 <i>Approved Countywide Master Plan of Transportation</i> have been largely upgraded to bicycle lanes or other facilities in this sector plan.</p>	<p>Policy TM 1 and supporting strategies (pp. 85-108)</p> <p>Table 12 (p. 94-104)</p> <p>TM 4.1 (p. 111)</p> <p>Table 14 (p. 112-114)</p>	<p>V3/11 – Melissa Schweisguth</p>	<p>Revise Table 14 and Map 27 to extend BL-201 along Jefferson Street to the sector plan boundary.</p>

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F21	The 2016 <i>Approved Prince George's Plaza Transit District Development Plan</i> recommends a grade-separated cycle track on Belcrest Road. Why is this recommendation not carried forward in this sector plan?	<p>The Belcrest Road cycle track recommended by the 2016 <i>Approved Prince George's Plaza Transit District Development Plan</i> is intended to terminate at the entrance to the Hyattsville Crossing Metro Station.</p> <p>The Mosaic at Metro Apartments (6210 Belcrest Road) was constructed in the late 2000s and it was determined at the time of the TDDP that redevelopment was unlikely, and that the existing frontage was insufficient to construct a raised cycle track at this location. The 2016 TDDP recommended a shared-use sidepath from the Metro station entrance to MD 500 (Queens Chapel Road).</p> <p>This recommendation is also infeasible due to the lack of available right-of-way or redevelopable frontage along the west side of Belcrest Road in this area. Redevelopment of the east side of Belcrest Road, as recommended by this sector plan, allows for a reconstruction of Belcrest Road and incorporation of the recommended protected bicycle lane by incorporating any necessary expansion of the right-of-way on the east side.</p>	Table 12 (p. 94-104)	12 – Dan Behrend	No change to plan.
F22	The 2009 <i>Approved Countywide Master Plan of Transportation</i> recommends a shared-use sidepath along MD 208 (Hamilton Street). Why is this recommendation not carried forward in this sector plan?	<p>The 2009 <i>Approved Countywide Master Plan of Transportation</i> recommends “Continuous sidewalks, pedestrian safety features, and other pedestrian amenities are needed along this pedestrian route to the West Hyattsville Metro Station.” (p. 37).</p> <p>This recommendation is shown as a “Park Trails and Shared Use Path, Planned” on PGAtlas.</p> <p>This sector plan carries forward this recommendation in the following strategy:</p> <p><i>TM 4.9: Construct complete and continuous sidewalks on both sides of the roadway at these locations....</i> [shown in Table 15 and including MD 208 (Hamilton Street)]</p> <p>Table 12, Recommended Countywide Master Plan of Transportation Streets, recommends eight-foot sidewalks and a five-foot bicycle lane on each side of the street.</p> <p>This proposed bicycle lane will connect seamlessly with the proposed bicycle lanes on Hamilton Street and 38th Avenue. The benefits of a shared-use sidepath are mitigated somewhat by the fact that it is a two-way facility on one side of the street, requiring users to cross an often-busy street to use the facility.</p>	Table 12 (p. 94-104)	12 – Dan Behrend	No change to plan.
F23	Clarify shared lane impact on on-street parking.	<p>Shared lanes indicate and reinforce that bicycles may share the travel lanes with motor vehicles.</p> <p>Staff note that while residents are often passionate about on-street parking, nobody is entitled to park in a specific location on a public street, and provision of on-street parking is not permanently guaranteed where it currently exists, especially on a state highway.</p>	Table 12 (p. 94-104) Map 27 (p. 115)	17 – Avonridge Community Development Corporation	No change to plan.
F24	Avonridge CDC oppose MD 500 (Queens Chapel Road) bicycle lanes “if this means that residents would lose parking in front of their homes”	<p>The segment of MD 500 (Queens Chapel Road) in question currently has on-street parking in the state right-of-way in front of 14 houses between Russell Avenue and Carson Circle. All houses with frontage on MD 500 (Queens Chapel Road) have off-street parking, permitted alley parking, and on-street parking on surrounding streets.</p> <p>As of September 27, 2023, SHA is reconstructing MD 500 (Queens Chapel Road); SHA did not continue the southbound bicycle lane on MD 500 (Queens Chapel Road) due to this on-street parking, but they should continue to evaluate this block to ensure continuity of facilities.</p>	Table 12 (p. 94-104) Map 27 (p. 115)	17 – Avonridge Community Development Corporation	No change to plan.

Underline indicates language added.
[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
IMPROVED BICYCLE AMENITIES					
F25	Encourage employers (or newly developed commercial space) to offer long-term, secure, limited-access employee bike parking and access to showers to reduce barriers to bike commuting.	<p>Staff concur.</p> <p>Section 27-6308(c) of the Zoning Ordinance states:</p> <p><i>The Planning Director may authorize up to a five percent reduction in the minimum number of off-street parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for developments that comply with the bicycle parking standards in Section 27-6309, Bicycle Parking Standards, and provide both of the following:</i></p> <p><i>(1) Additional enclosed (indoor or locker) and secure bicycle parking spaces equal to at least five percent of the number of vehicle parking spaces provided; and</i></p> <p><i>(2) Shower and dressing areas for employees.</i></p>	<p>Policy TM 5 (pp. 119-122)</p> <p>Policy TM 9 (pp. 125-127)</p>	12 – Dan Behrend	<p>Add/revise the following strategies:</p> <p>TM 5.[5]Z: Provide long-term bicycle parking facilities, including bicycle “fix-it stations,” for residents [at multifamily developments]<u>and/or employees[.]</u> consistent with the American Association of State Highway and Transportation Officials (AASHTO) <i>Guide for the Development of Bicycle Facilities</i>.</p> <p><u>TM 5.8: Where feasible, provide showers and dressing areas for employees.</u></p> <p><u>See also Section 27-6308 and 27-6309 of the Zoning Ordinance.</u></p> <p>Renumber subsequent strategies under Policy TM 5.</p> <p><u>TM 10.6: Permit and encourage a five percent reduction in the minimum number of required off-street parking spaces, pursuant to Section 27-6308(c) of the Zoning Ordinance (Special Facilities for Bicycle Commuters), for the provision of additional bicycle parking facilities, showers, and dressing areas for bicycle commuters.</u></p> <p>Renumber subsequent strategies under Policy TM 10 (former TM 9).</p>
F26	Provide a secure bike storage space at the West Hyattsville Metro Station, similar to pilot project at the College Park-University of Maryland Metro Station	<p>Staff concur.</p> <p>See more information at https://www.wmata.com/service/bikes/bike-and-ride.cfm.</p>	TM 5.6 (p. 119)	12 – Dan Behrend	<p>Revise Strategy TM 5.9 (former TM 5.6) as follows:</p> <p>TM 5.[6]9: Provide free, <u>secure</u>, [short-term] covered bicycle parking at the West Hyattsville Metro Station and at all developments within one-quarter mile of station.</p> <p>Add a text box describing the Bike and Ride facility at the College Park-UMD Metro Station.</p>
INTERSECTION SAFETY					
F27	Add new strategy to provide curb extensions, mountable curbs, and/or bike/micro-mobility parking at intersections and mid-block crosswalks near new developments to daylight intersections – that is, make it easier for drivers to see people using the crosswalk and vice versa.”	<p>Curb extensions are identified as traffic calming strategies in the text box on p. 124.</p> <p>Mountable curbs must be evaluated as streets are constructed to ensure stormwater management is maintained.</p> <p>Micro-mobility facilities are addressed by Policy TM 6 (p. 122).</p> <p>The RTO and LTO Zones limit block lengths to 800 feet. Staff concur that mid-block crosswalks are desirable on blocks of 700-800 feet.</p>	<p>Policy TM 5 and supporting strategies (pp. 119-122)</p> <p>Policy TM 6 (p. 122)</p> <p>Policy TM 10 and supporting strategies (p. 126)</p> <p>Policy HD 4 and supporting strategies (p. 168-170)</p>	12 – Dan Behrend	<p>Add a strategy to Policy TM 5 as follows:</p> <p><u>TM 5.17: Consider mid-block crosswalks (where permitted) to improve pedestrian visibility and calm traffic.</u></p> <p>Add Strategy TM 10.3 as follows:</p> <p><u>TM 11.3: As the County Council evaluates the effectiveness of the Zoning Ordinance, it should evaluate the maximum block lengths of the Transit-Oriented/Activity Center Zones in the context of pedestrian-friendliness.</u></p> <p>Add Strategy HD 4.12 as follows:</p> <p><u>HD 4.12: Design blocks not to exceed 500 feet in length.</u></p>
F28	Conduct signal warrant analysis for the following intersections: Ager Road and Lancer Drive, Nicholson Street and MD 500 (Queens Chapel Road), and Ager Road and Nicholson Street.	<p>An area master plan generally does not analyze traffic movements at the same level of detail as a signal warrant analysis.</p> <p>In general, traffic signals make pedestrian and bicycle movements safer, and present opportunities for transit signal priority to improve bus movements as well.</p>	Strategy TM 8.2 (p. 124)	9 – Danny Schaible V2/13 – City of Hyattsville (Taylor Robey)	<p>Add new Strategy TM 8.2 as follows:</p> <p><u>TM 8.2: Conduct a signal warrant analysis at the following intersections:</u></p> <p><u>Ager Road and Lancer Drive/Little Branch Run</u></p> <p><u>MD 500 (Queens Chapel Road) and Nicholson Street</u></p> <p><u>Ager Road and Nicholson Street</u></p> <p>Renumber subsequent strategies under Policy TM 8 accordingly.</p>
INTERSECTION SAFETY					

Underline indicates language added.
[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F29	Consider a roundabout at MD 208 (Hamilton Street and 38th Avenue).	Staff considered a roundabout at this location during the sector plan process and are concerned about the costs of a roundabout at this location, including the loss of signalized pedestrian crosswalks and impacts to properties that abut the current intersection of Hamilton Street and 38th Avenue. These costs outweigh the potential benefits to traffic flow.	Policy TM 1 and supporting strategies (pp. 85-108)	9 – Danny Schaible	No change to plan.
F30	<p>“Revise TM 5.7, or add a new TM strategy, to encourage the use of leading pedestrian intervals, automatic pedestrian phases – without requiring people to press a beg button, and to ensure that existing traffic controls accommodate all road users, throughout the sector plan area.”</p> <p>“Revise TM 8.2, or add a new TM strategy, to include raised and/or continuous crosswalks and raised intersections within a certain radius of the Metro station.”</p> <p>Restripe crosswalk at Ager Road and Lancer Drive/Little Branch Run.</p> <p>Add HAWK signal where the trail from the West Hyattsville Metro Station crosses MD 501 (Chillum Road)</p>	Staff concur.	<p>Policy TM 5 and supporting strategies (pp. 119-122)</p> <p>Strategy TM 8.2 (p. 124)</p>	<p>12 – Dan Behrend</p> <p>18 – Peta Irving Brown</p> <p>19 – Sierra Club of Prince George’s County</p>	<p>Add new strategies to Policy TM 5 as follows:</p> <p><u>TM 5.5: Evaluate the potential for leading pedestrian intervals at all signalized intersections.</u></p> <p><u>TM 5.6: Incorporate automatic pedestrian phases at all signalized intersections.</u></p> <p>Renumber subsequent strategies accordingly.</p>

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[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F30 (cont.)	<p>“Revise TM 5.7, or add a new TM strategy, to encourage the use of leading pedestrian intervals, automatic pedestrian phases – without requiring people to press a beg button, and to ensure that existing traffic controls accommodate all road users, throughout the sector plan area.”</p> <p>“Revise TM 8.2, or add a new TM strategy, to include raised and/or continuous crosswalks and raised intersections within a certain radius of the Metro station.”</p> <p>Restripe crosswalk at Ager Road and Lancer Drive/Little Branch Run.</p> <p>Add HAWK signal where the trail from the West Hyattsville Metro Station crosses MD 501 (Chillum Road)</p>	Staff concur.	<p>Policy TM 5 and supporting strategies (pp. 119-122)</p> <p>Strategy TM 8.2 (p. 124)</p>	<p>12 – Dan Behrend</p> <p>18 – Peta Irving Brown</p> <p>19 – Sierra Club of Prince George’s County</p>	<p>Revise Strategy TM 8.3 (former TM 8.2) as follows:</p> <p>TM 8.[2]3: Work with the appropriate agency or agencies (SHA, DPW&T, municipalities) to evaluate the feasibility of constructing protected intersections and pedestrian refuges, signalized marked, <u>raised, and/or continuous</u> crosswalks with [adequate timings,]<u>leading pedestrian intervals, automatic pedestrian phases, sidewalk extensions, and HAWK signals</u>, at all major intersections in the Local Transit Center and Regional Transit District. Prioritize the following locations through temporary pilot testing:</p> <ul style="list-style-type: none">• 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), <u>16th Avenue</u>, and MD 501 (Chillum Road)• MD 208 (Hamilton Street) with 35th Place, 26th Avenue, and the parking lot entrance in front of Hyatt Park• 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• <u>Ager Road and Lancer Drive/Little Branch Run</u>• <u>MD 500 (Queens Chapel Road) and the Northwest Branch Trail</u>• <u>MD 208 (38th Avenue) and the Northwest Branch Trail</u>• <u>MD 501 (Chillum Road) and T-217</u> <p><u>As an interim measure, ensure all crosswalks are maintained during street construction.</u></p>

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[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations										
F31	<p>Eliminate free-right turns from the following intersections:</p> <p>MD 208 (38th Street) and Arundel Road</p> <p>MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)</p> <p>MD 500 (Queens Chapel Road) and Eastern Avenue NE</p> <p>MD 501 (Queens Chapel Road) and 19th Avenue</p>	<p>Strategy TM 1.14 recommends evaluating the feasibility of eliminating free-right turns from several intersections.</p> <p>With regard to those recommended in Exhibit 20:</p> <table><tr><th>Intersection</th><th>Staff Response</th></tr><tr><td>MD 208 (38th Street) and Arundel Road</td><td>This free-right turn encourages traffic to travel westbound on Arundel Road rather than enter residential neighborhoods in the Town of Brentwood. This is an unorthodox but successful traffic calming measure.</td></tr><tr><td>MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)</td><td>Free-right turns were eliminated in 2022 by SHA.</td></tr><tr><td>MD 500 (Queens Chapel Road) and Eastern Avenue NE</td><td>Staff concur.</td></tr><tr><td>MD 501 (Chillum Road) and 19th Avenue</td><td>Staff concur. Elimination of this free-right turn is recommended by DPR as part of the Anacostia Gateway/Prince George’s Connector Trail crossing of MD 501.</td></tr></table> <p>See also Correction 23 on the Errata Sheet.</p>	Intersection	Staff Response	MD 208 (38th Street) and Arundel Road	This free-right turn encourages traffic to travel westbound on Arundel Road rather than enter residential neighborhoods in the Town of Brentwood. This is an unorthodox but successful traffic calming measure.	MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)	Free-right turns were eliminated in 2022 by SHA.	MD 500 (Queens Chapel Road) and Eastern Avenue NE	Staff concur.	MD 501 (Chillum Road) and 19th Avenue	Staff concur. Elimination of this free-right turn is recommended by DPR as part of the Anacostia Gateway/Prince George’s Connector Trail crossing of MD 501.	Strategy TM 1.14 (p. 89)	19 – Sierra Club of Prince George’s County	<p>Revise Strategy TM 1.14 as follows:</p> <p>TM 1.14. <u>Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George’s Connector Trail.</u> 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:</p> <ul style="list-style-type: none">• Hamilton Street and Ager Road• Hamilton Street and MD 500 (Queens Chapel Road)• <u>MD 500 (Queens Chapel Road) and Eastern Avenue NE (in coordination with DDOT)</u> <p>Take the following steps:</p> <p>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, <u>DDOT</u>, WMATA, and municipalities, to evaluate (its)<u>their</u> effectiveness and impact on improving bicyclist and pedestrian experience and safety. Evaluation of the crossing distance as well as pedestrian timing should be considered.</p> <p>2. Should this pilot project be successful, DPW&T/<u>DDOT</u> and SHA should partner to permanently implement the recommendations, 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).</p> <p>Update Figure 3 (p. 127) to reflect these changes.</p>
Intersection	Staff Response														
MD 208 (38th Street) and Arundel Road	This free-right turn encourages traffic to travel westbound on Arundel Road rather than enter residential neighborhoods in the Town of Brentwood. This is an unorthodox but successful traffic calming measure.														
MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)	Free-right turns were eliminated in 2022 by SHA.														
MD 500 (Queens Chapel Road) and Eastern Avenue NE	Staff concur.														
MD 501 (Chillum Road) and 19th Avenue	Staff concur. Elimination of this free-right turn is recommended by DPR as part of the Anacostia Gateway/Prince George’s Connector Trail crossing of MD 501.														
INTERSECTIONS OF NORTHWEST BRANCH TRAIL WITH MD 208 (38 TH AVENUE) AND MD 500 (QUEENS CHAPEL ROAD)															
F32	<p>Strategy TM 5.9 recommends “Install pedestrian/bicycle actuated traffic control devices on</p> <p>the Northwest Branch Trail where it crosses major streets, including MD 500 (Queens Chapel Road) and MD 208 (38th Avenue). These already exist.</p> <p>“Encourage MDSHA to install control devices that require drivers to actually stop (e.g., red lights; automated enforcement) at both crossings.”</p> <p>“Revise TM 5.9...to provide a raised intersection where the NW Branch Trail crosses MD 208.”</p>	<p>Staff Draft Plan Strategy TM 5.9 should be strengthened to indicate that a stop signal should be provided at these intersections.</p> <p>One is already under construction at MD 500 (Queens Chapel Road), Jamestown Road, and the Northwest Branch Trail as of November 7, 2022.</p>	TM 5.9 (p. 120)	V3/11 – Melissa Schweisguth 12 – Dan Behrend	<p>Revise Strategy TM 5.12 (former Strategy TM 5.9) as follows:</p> <p>TM 5.[9]12: <u>[Install]Provide a raised crossing for the Northwest Branch Trail as it crosses MD 208 (38th Avenue) to slow traffic. Upgrade the</u> pedestrian/bicycle actuated traffic control device[s on] <u>at this intersection</u> [the Northwest Branch Trail where it crosses major streets, including MD 500 (Queens Chapel Road) and]<u>with MD 208 (38th Avenue[Street]) to require vehicles to stop for crossing</u> <u>pedestrians/bicyclists.</u></p> <p><u>See also Strategy TM 8.3.</u></p> <p>Insert a photo of the raised crossing of the Trolley Trail at Berwyn Road in College Park.</p> <p>Insert text box describing the new traffic control device at MD 500, Jamestown Road, and the Northwest Branch Trail.</p> <p>Update Figure 3 (p. 127) to reflect these changes.</p>										

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[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
INTERSECTIONS OF NORTHWEST BRANCH TRAIL WITH MD 208 (38 TH AVENUE) AND MD 500 (QUEENS CHAPEL ROAD)					
F33	Improve the Northwest Branch Trail crossing of MD 500 (Queens Chapel Road)	<p>This comment is addressed by the following strategies:</p> <p><i>TM 5.10 (former Strategy 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:</i></p> <ul style="list-style-type: none">• <i>MD 500 (Queens Chapel Road) and Hamilton Street</i>• <i>Hamilton Street and Ager Road</i>• <i>MD 500 (Queens Chapel Road) and the Northwest Branch Trail</i>• <i>MD 208 (38th Avenue) and the Northwest Branch Trail</i>• <i>MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)</i>• <i>MD 500 (Queens Chapel Road) and Buchanan Street</i> <p><i>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).</i></p> <p>Pedestrian and bicyclist safety at this intersection can also be addressed by adding it to Strategy TM 8.2, which recommends feasibility analysis of protected intersections (see text box on p. 124 of the Staff Draft Sector Plan) at key intersections.</p>	<p>Strategy TM 5.7 (p. 130)</p> <p>Strategy TM 8.2 (p. 124)</p> <p>Strategy PF 1.12 (p. 203)</p>	<p>V2/13 – City of Hyattsville (Taylor Robey)</p> <p>V3/11 – Melissa Schweisguth</p> <p>12 – Dan Behrend</p> <p>16 – Avondale/North Woodridge Citizens Association</p>	See recommended edits under Issue F32 above.

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G: Natural Environment

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
INVASIVE SPECIES					
G1	Remove invasive plants along the Northwest Branch Trail	Staff concur. See also Issue P9 below.	Policy NE 3 and supporting strategies (p. 143) Strategy NE 6.4 (p. 146)	V2/13 – City of Hyattsville (Taylor Robey) 17 – Avonridge Community Development Corporation V1 – Joseph Solomon	Add Strategy NE 3.6: <u>NE 3.6: Create and implement an invasive species management plan within all M-NCPPC park property, focusing on controlling invasive species along the Northwest Branch Trail.</u> Add a strategy to Policy NE 6 as follows: <u>NE 6.7: Develop an invasive species management plan for the sector plan area.</u>
RENEWABLE ENERGY					
G2	“In my opinion, it would be completely out of touch to approve a plan that lacks a strong policy of promoting infrastructure for the use of solar and other renewable energy.”	See Strategy NE 5.3: <i>Encourage all new development and redevelopment to incorporate multiple green building techniques found in Section 27-61600 of the Zoning Ordinance.</i> Staff recommend an additional strategy.	Policy NE 5 and supporting strategies (p. 146)	18 – Peta Irving Brown	Add a new strategy to Policy NE 5 as follows: <u>NE 5.5: Work with property owners to identify opportunities to add infrastructure that supports renewable energy use, generation, and/or transmission.</u> Add a text box below Policy 5 as follows: <u>ENERGY-EFFICIENT CONSTRUCTION</u> <u>Building or renovating with energy efficiency in mind not only combats climate change, but also saves property owners money on energy bills. For new construction, property owners and builders may consider using passive solar home design. This is a construction methodology that minimizes energy output towards home cooling by properly siting one’s home, carefully considering the placement and shading for one’s windows, building with masonry that absorbs the summer sun’s heat, and using technologies and other design strategies like shading and landscaping to reduce indoor temperatures in the warmer months.¹ For owners of existing buildings, replacing existing roofs with cool roofs (roofs made of a variety of materials that reflect more sunlight than traditional roofs in order to reduce the roof’s temperature) and properly selecting one’s appliances, windows, doors, insulation, and other structural elements for maximum energy efficiency allow property owners to benefit from energy-saving technologies without needing to start from scratch.^{2 3 4}</u> <u>1 https://www.energy.gov/energysaver/passive-solar-homes</u> <u>2 https://www.energy.gov/energysaver/cool-roofs</u> <u>3 https://www.energy.gov/energysaver/efficient-home-design</u> <u>4 Prince George’s County Climate Action Plan, page 84</u>

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Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
WOODLAND CONSERVATION					
G3	<p>“...an additional stipulation must be that in the event that it is necessary to remove a tree, the tree is to be replaced so as to achieve no net tree loss in the geography of the sector plan.”</p>	<p>In heavily developed areas of the County, it is very challenging to replace trees in the same area. On-site preservation and reforestation are the highest priority measures identified in Section 25-122(c) of the Woodland Conservation Ordinance. However, there are limited areas within West Hyattsville-Queens Chapel that can be replanted with new trees to offset nearby tree removal.</p> <p>On May 8, 2023, the State enacted House Bill 723/Senate Bill 526, an act concerning Natural Resources – Forest Preservation and Retention. This law requires counties to update their current woodland and tree preservation ordinances by July 1, 2024.</p> <p>Any updates to this sector plan as a result of the enactment of a new Subtitle 25 should be incorporated during the adoption or approval process.</p>	Policy NE 4 and supporting strategies (p 145).	19 – Sierra Club of Prince George’s County	<p>Add a text box as follows:</p> <p><u>WOODLAND AND WILDLIFE HABITAT ORDINANCE (WCO) AND WOODLAND CONSERVATION FUND</u></p> <p><u>The Woodland and Wildlife Habitat Conservation Ordinance (WCO) (Subtitle 25, Division 2) allows the woodland conservation requirement for a developing site to be satisfied by a combination of methods including on-site preservation and planting, off-site preservation and planting (banking), habitat enhancement or by payment of a fee-in-lieu based on the area being credited. Fees-in-lieu collected, and fines associated with violations of the WCO, are deposited in the Woodland Conservation Fund. The Woodland Conservation Fund is administered by the Prince George’s County Department of Environment and may be used for afforestation/reforestation projects, street tree planting, maintenance of existing forest, achieving tree canopy goals, and land acquisition for conservation purposes.</u></p> <p><u>On May 8, 2023, an amendment to the state Forest Conservation Act was enacted. The state law requires Prince George’s County to update the local ordinance (Subtitle 25 Division 2) to reflect the revised and new forest conservation requirements. As of May 2, 2024, the County Council had not approved an update to Subtitle 25. Any revisions to this sector plan necessary to reflect the requirements of an updated Subtitle 25 should be incorporated through the adoption and approval process.</u></p> <p>Add a strategy to Policy NE 4 as follows:</p> <p><u>NE 4.5: Prioritize on-site tree conservation and preservation to the maximum extent practicable and, if necessary, locate off-site tree planting within the sector plan area in accordance with Subtitle 25, Division 2.</u></p>
CLIMATE ACTION PLAN					
G4	<p>“The County’s Climate Action Plan recommends that all long-range planning documents be aligned with the recommendations of the Climate Action Plan. We recommend that the Sector Plan explicitly embed the recommendations of the Climate Action Plan to decrease greenhouse gas emissions and improve climate resilience.”</p> <p>“Policy NE 5 needs to have numerous recommendations added so as to reflect all of the relevant recommendations in the recently adopted Prince George’s County Climate Action Plan.”</p>	<p>On April 26, 2022, the County Council adopted the Prince George’s County Climate Action Plan. Per CR-32-2022, the Council “recognizes that the draft Climate Action Plan (including the Supplementary Comments Report) is a dynamic plan the policies and recommendations of which will be revised to stay current with rapidly changing events, and certain policies of which will have to be implemented by legislation.” As with many planning, regulatory, and other land use policy issues, most of the Climate Action Plan requires actions that affect the entire County, and requires legislative, policy, or other action beyond the scope of a sector plan.</p> <p>The most important way a master or sector plan can implement the Climate Action Plan is through Action Area 2: Mitigating the Cause of Climate Change by Reducing Greenhouse Gas Emissions. This plan does this in two interrelated ways: by maximizing opportunities to create opportunities for people to live, work, play, learn, and visit without needing to drive an automobile and by making transportation alternatives to the automobile safe, attractive, and redundant.</p> <p>See Issue B1 above for more discussion of flood management.</p> <p>Overall, this sector plan supports, and/or is not in conflict with, the recommendations of the Climate Action Plan.</p>	Plan-wide	19 – Sierra Club of Prince George’s County	<p>Add the following strategies to Policy NE 5:</p> <p><u>NE 5.1: Identify opportunities to implement the recommendations of the 2022 Prince George’s County Climate Action Plan.</u></p> <p>Renumber Strategies 5.1-5.4 accordingly.</p>

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H: Housing and Neighborhoods

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS					
H1	The Riverfront at West Hyattsville development exists prior to plan adoption.	Construction of The Riverfront at West Hyattsville was complete in 2023.	Existing Conditions Summary (p. 155	V2/13 – City of Hyattsville (Taylor Robey)	Revise the Existing Conditions Summary on page 155 as follows: 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 Ridge[Overlook] (townhomes) (2019), and the Riverfront at West Hyattsville (townhomes) [(construction ongoing as of July 28, 2022)] (2023).
SENIOR HOUSING					
H2	Plan should include additional senior housing	See Issue B7 above. The increase in overall dwelling units increases choices for seniors in an environment that does not require an automobile. Strategy HN 2.3 recommends preserving Rainier Manor Apartments, a key senior housing neighborhood in the sector plan area. The SMA should not reclassify this property, which might increase developer interest and facilitate displacement.	Strategy HN 2.3 (p. 160) Zoning Change 21	15/V4 – Annelies Goger	Delete Zoning Change 21. Retain Rainier Manor in the RMF-48 Zone.
GREEN BUILDING					
H3	Explicitly state support for “renovations and repairs for weatherization and retrofits for energy efficiency, as well as augmentation of tree canopy and other green infrastructure.”	Staff concur.	Policy HN 2 and supporting strategies (pp. 160-162)	15/V4 – Annelies Goger 19 – Sierra Club of Prince George’s County	Add the following strategy to Policy HN 2: <u>HN 2.6: Identify resources to support homeowner renovations and repairs to weatherize homes, retrofit homes for better energy efficiency, plant/manage trees, and to add additional green infrastructure to their properties.</u> Add cross-references to this strategy from Policy NE 5 and NE 6.

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I: Community Heritage, Culture, and Design

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
AVONRIDGE					
I1	Add Avonridge to the Community Heritage, Culture, and Design Existing Conditions Summary.	<p>The Community Heritage, Culture, and Design Existing Conditions Summary provides a very brief description of the sector plan area in the context of its historic significance in relation to the rest of Prince George's County.</p> <p>Individual neighborhoods or subdivisions are not generally identified in this part of a master or sector plan unless they have historical or architectural significance worthy of targeted preservation.</p> <p>The Avonridge communities are representative of one of several "Colonial-style detached housing units faced in brick and other materials" with streets laid out in "curvilinear, naturalistic patterns with buildings and circulation oriented toward interior spaces."</p>	Community Heritage, Culture, and Design Existing Conditions Summary (p. 165)	17 – Avonridge Community Development Corporation	No change to plan.
I2	Include linkage to Avonridge in Strategy HD 2.2, proposed gateway at MD 500 and Hamilton Street.	<p>Strategy HD 2.2 states:</p> <p><i>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.</i></p> <p>See Key Issue B4 above. This is a gateway for the Hamilton Street Main Street Area, not for Avonridge.</p>	Strategy HD 2.2 (p. 167)	17 – Avonridge Community Development Corporation	No change to plan.
WAYFINDING/SIGNAGE					
I3	Provide signage to identify all communities (i.e., subdivisions and apartment complexes).	<p>Staff concur.</p> <p>Staff recommend using Strategy HN 1.7 from the 2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>.</p>	Policy HD 1 and supporting strategies (p. 166)	17 – Avonridge Community Development Corporation	<p>Add a new strategy under Policy HD 1 as follows:</p> <p><u>HD 1.6: Work with neighborhoods and civic associations to install and maintain neighborhood-specific entry (monument) signage.</u></p>

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No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
IMPORTANCE OF SMALL, LOCAL, AND MINORITY-OWNED BUSINESSES					
14	<p>Suggest building a brand around the concept that this is not a chain retail destination, this is an area with vibrant small businesses, including many BIPOC-owned and women-owned small businesses, as well as a healthy arts and bicycling community.</p> <p>“The plan includes a policy of promoting small, local, and minority-owned businesses but the discussion is only tied to economic prosperity. I think the policy should also be included in the discussion of sense of place and identity. This sector has a large Black and Hispanic population and a strong network of minority-owned or operated businesses. This is part of the identity here, which makes this area different from chain-restaurant neighborhoods.” Connect “the policy to the sense of place and identity.”</p>	<p>Staff concur.</p> <p>Policy HD 1 can be revised to reflect the importance of existing businesses, as the Staff Draft policy is largely repetitive of Strategy HD 1.1.</p>	Policy HD 1 and supporting strategies (p. 166)	15/V4 – Annelies Goger 18 – Peta Irving Brown	<p>Add the following to the Community Heritage, Culture, and Design Existing Conditions Summary:</p> <p>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. <u>Current retail offerings include a range of businesses owned by, and catering to, the diverse Hispanic, African American, and international population.</u></p> <p>Revise Policy HD 1 as follows:</p> <p>[Establish community branding and bilingual wayfinding that highlights]<u>Highlight</u> and celebrate[s] the sector plan area’s cultural diversity and history [and]<u>to create</u>[s] a character-defining place. See also Policies[y] <u>EP 1, EP 2, and</u> HD 6.</p> <p>Add a new strategy under Policy HD 1 as follows:</p> <p><u>HD 1.7: Work with property owners to retain the sector plan area’s small, local, and minority-owned businesses as redevelopment occurs. See also Strategies LU 5.3, EP 1.1, EP 1.2, EP 1.3, and EP 2.5.</u></p> <p><u>HD 1.8: Celebrate and promote the sector plan area’s small, local, and minority-owned businesses through targeted events and marketing.</u></p>
PLACEMAKING/DESIGN OF PUBLIC OPEN SPACES					
15	<p>Coordinate with WMATA and the community on the design of the proposed Metro Station Plaza.</p> <p>“Propose a more intentional, fleshed out vision for the Metro station area development and plaza that will guide efforts to cultivate a sense of place and to benefit existing businesses and residents.”</p> <p>“The plan should be explicit about design features that will be necessary to accommodate...desired uses”</p>	<p>In Prince George’s County, a sector plan has little ability to influence the ultimate design of the built environment beyond providing concepts and illustrative drawings that developers and public agencies can (but are not required to) consider. In Prince George’s County, design decisions are usually left to property owners, with legal requirements representing the extent of County involvement.</p> <p>During the plan development process, WMATA specifically requested that the sector plan limit details as to the design of transit-oriented development on their property, so as not to limit or discourage development proposals that may come in the future. This is especially prescient given that this is a 25-year plan, and some of the illustrative and conceptual designs found in other County master and sector plans have not aged well nor kept up with architectural and landscaping trends.</p> <p>Staff concur that the community should participate in the design of public and open spaces.</p>	<p>Policy HD 3 and supporting strategies (p. 168)</p> <p>Strategy HC 4.1 (p. 177)</p> <p>Table 25 (p. 192)</p> <p>Figure 8 (p. 201)</p>	15/V4 – Annelies Goger	<p>Add a strategy to Policy HD 3 as follows:</p> <p><u>HD 3.6: Engage a broad cross-section of the community, including young people and those traditionally underrepresented, in the design of public open and gathering spaces.</u></p>

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No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
16	"The plan should propose that the station area have design features that are intentionally designed with seniors, children, and people with disabilities in mind"	Staff concur.	Policy HD 4 and supporting strategies (pp. 168-170)	15/V4 – Annelies Goger	Add a strategy to Policy HD 4 as follows: <u>HD 4.13: Public spaces should be intentionally designed to support the needs of all users, including seniors, children, and persons of differing abilities.</u>

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J: Healthy Communities (Section IX)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS SUMMARY					
J1	Identify the Washington Gas facility at 2130 Chillum Road as a barrier to accessibility	<p>Staff do not recommend public access to or through the Washington Gas site for safety and security considerations.</p> <p>Meanwhile, staff see the Washington Gas site as not as a barrier but as an unavoidable obstacle that must be navigated around by improved pedestrian and bicycle facilities on MD 501 (Chillum Road).</p>	Healthy Communities Existing Conditions Summary (p. 174)	17 – Avonridge Community Development Corporation	No change to plan.
SENIOR AMENITIES					
J2	Add the unincorporated Avonridge neighborhood to Strategy HC 5.3	<p>Strategy HC 5.3 states “Work with municipalities and partner agencies to expand senior offerings throughout the sector plan area.”</p> <p>Avonridge is entirely within the sector plan area.</p>	Strategy HC 5.3 (p. 178)	17 – Avonridge Community Development Corporation	No change to plan.
COMMUNITY GARDENS					
J3	Install a potential community garden and/or hydroponic/aquaponic food production facility at Chillum Road Park.	Staff concur, noting that a hydroponic/aquaponic food production facility would require feasibility analysis and operational considerations worthy of further study.	<p>Policy HC 2 (p. 175)</p> <p>Table 25 (pp. 190-196)</p>	17 – Avonridge Community Development Corporation	<p>Revise Strategy HC 2.5 as follows:</p> <p>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:</p> <ul style="list-style-type: none">• Northwest Branch Stream Valley Park• Proposed park to be located at 2607 Kirkwood Place• [Avondale]<u>Avonridge</u> Gateway Plaza <p>Add a strategy to Policy HC 2 as follows:</p> <p><u>HC 2.6: Evaluate the feasibility of a community garden and hydroponic or aquaponic food production facility as part of the development of Chillum Road Park.</u></p> <p>Revise “Functions, Features, and Comments” within Table 25, New Recommended Parks, Recreation, and Public Open Space Facilities, for Chillum Road Park Enhancements as follows:</p> <p>This is an expansion of an existing park facility.</p> <p>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.</p> <p><u>Consider as location for community garden.</u></p> <p>This park includes Cut Areas C1 and C2 in Appendix A.</p> <p>This facility includes trail T-208 (see Table 14).</p> <p>M-NCPPC should acquire the WMATA and County owned properties listed here for this park expansion.</p> <p>See also Policies LU 1, LU 10, NE 1, [and]NE 2,<u>and HC 2.</u></p>
PUBLIC RESTROOMS					
J4	Provide public restrooms.	Staff concur.	Policy HC 4 (p. 177)	V3 – Melissa Schweisguth	<p>Add a strategy under Policy HC 4 as follows:</p> <p><u>HC 4.5: Identify opportunities to provide accessible public restrooms.</u></p>

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K: Public Facilities (Section X)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
PUBLIC AMENITY SPACES					
K1	The City of Hyattsville requests a strategy to study the feasibility of a local indoor or outdoor amenity space.	<p>The City’s request is addressed by Policy PF 3, which states the following:</p> <p><i>Policy PF 3. Expand access to community multiuse spaces in the sector plan area. See also Policy HD 3.</i></p> <p><i>PF 3.1. Construct a small multipurpose community resource center on the south side of MD 501 (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.</i></p> <p><i>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.</i></p> <p><i>PF 3.3. Identify opportunities to expand the services and programs provided at the Mount Rainier Nature and Recreation Center.</i></p> <p><i>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.</i></p> <p>The Staff Draft Sector Plan recommends construction of 11 new parks and public open spaces with amenities, a new Mountain Skills Bike Park, and expansions to Chillum Park, Chillum Road Park, and Northwest Stream Valley Park, all with additional amenities.</p> <p>Public park construction projects generally begin with a feasibility study during which potential amenities are evaluated.</p>	<p>Policy PF 1 and supporting strategies (pp. 188-203)</p> <p>Policy PF 3 and supporting strategies (pp. 204-205)</p>	<p>V2/13 – City of Hyattsville (Taylor Robey)</p> <p>15/V4 – Annelies Goger</p> <p>V1 – Joseph Solomon</p>	No change to plan.
PARK NAMES					
K3	Consider renaming Chillum Road Park to Avonridge Park	Staff concur with Exhibit 17’s statement that multiple parks with “Chillum” in the name may be confusing.	Policy PF 1 and supporting strategies (pp. 188-203)	17 – Avonridge Community Development Corporation	<p>Add a strategy following Strategy PF 1.6 as follows:</p> <p><u>PF 1.7: Consider renaming Chillum Road Park to reflect community identity, remove a reference to a state highway in the park name, and re-brand the park as a new amenity.</u></p> <p>Renumber subsequent strategies under Policy PF 1 accordingly.</p>

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L: Monitoring and Evaluation (Section XI)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations												
BICYCLE FACILITIES CONSTRUCTED																	
L1	<p>“Revise the 2048 targets in Table 28 from “increase”</p> <p>to an actual numerical target for miles of bicycle and shared-use paths and sidewalks.”</p>	<p>Staff concur.</p> <p>The plan recommends 19 miles of sidewalks, 9.2 miles of bicycle lanes, 2.6 miles of shared lanes, and 2 miles of new park trails and/or shared-use paths.</p> <p>These (rounded to the nearest half) should be the numerical targets.</p>	Table 28 (p. 224-226)	12 – Dan Behrend	<div>Revise Table 28 as follows:</div> <table><tr><td>Indicator</td><td>Miles of new bicycle and [shared-use paths and sidewalks] pedestrian facilities constructed since the date of approval of this sector plan.</td></tr><tr><td>2048 Target</td><td>[Increase] <u>New Sidewalks: 19 miles</u> <u>New Bicycle Lanes: 9 miles</u> <u>New Shared Lanes: 2.5 miles</u> <u>New Park Trails/Shared-Use Paths: 2 miles</u></td></tr><tr><td>Why is this important in WHQC?</td><td>Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.</td></tr><tr><td>Data Source</td><td>GIS Analysis</td></tr><tr><td>Interval (Years)</td><td>5</td></tr><tr><td>Relevant Policies</td><td>TM 1 TM 4</td></tr></table>	Indicator	Miles of new bicycle and [shared-use paths and sidewalks] pedestrian facilities constructed since the date of approval of this sector plan.	2048 Target	[Increase] <u>New Sidewalks: 19 miles</u> <u>New Bicycle Lanes: 9 miles</u> <u>New Shared Lanes: 2.5 miles</u> <u>New Park Trails/Shared-Use Paths: 2 miles</u>	Why is this important in WHQC?	Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.	Data Source	GIS Analysis	Interval (Years)	5	Relevant Policies	TM 1 TM 4
Indicator	Miles of new bicycle and [shared-use paths and sidewalks] pedestrian facilities constructed since the date of approval of this sector plan.																
2048 Target	[Increase] <u>New Sidewalks: 19 miles</u> <u>New Bicycle Lanes: 9 miles</u> <u>New Shared Lanes: 2.5 miles</u> <u>New Park Trails/Shared-Use Paths: 2 miles</u>																
Why is this important in WHQC?	Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.																
Data Source	GIS Analysis																
Interval (Years)	5																
Relevant Policies	TM 1 TM 4																

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II. M: Implementation Matrix

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
TRANSPORTATION AND MOBILITY					
M1	MD 501 (Chillum Road) road diet proposed in Strategy TM 1.10 should occur immediately	Staff concur.	Table 27 (pp. 209-221)	19 – Sierra Club of Prince George’s County	Revise Table 27, Implementation Matrix, to show Strategy TM 1.10 as a short-term implementation action.

Revisions to Table 27, Implementation Framework based on Plan Revisions Above

Note: Timeframes are:

O=Ongoing

S=Short term (<5 years)

M=Mid-term (5-<10 years)

L=Long-term (>10 years)

Issue	Strategy	Action	Lead Entity	Partner Entities	Time
A5	NE 3.6	Ensure property maintenance	Owners/Developers	DPW&T, DPIE, SHA, M-NCPPC DPR	Q
B2	HN 2.6	Assist tenants with relocation	Owners/Developers	DHCD, Nonprofits	Q
B5	TM 2.5	Provide access to new development on Ager Road via alley/side street	Owners/Developers	Planning Board, DPIE	Q
B6	LU 2.7	Continue public utilities uses at 2130 Chillum Road or preserve as open space	Owners/Developers		Q
E2	EP 2.8	Study business and commerce organization	City of Hyattsville	PGCEDC	S
F8	TM 1.20	Evaluate street grid at Belcrest Road, MD 410, and MD 500	Owners/Developers	City of Hyattsville, M-NCPPC Planning, SHA, DPW&T	M
F13	TM 4.12	Formalize levee paths	DPW&T	M-NCPPC DPR	S
	TM 4.13	Construct crosswalk at Arundel Road Levee trail and Chillum Road	DPW&T		S
F15	TM 9.1	Construct sidewalks within half-mile of schools	DPW&T, SHA, City of Hyattsville, City of Mount Rainier		Q
	TM 9.2	Pursue Safe Routes to Schools funding	DPW&T, SHA, City of Hyattsville, City of Mount Rainier		Q
	TM 9.3	Provide protected bicycle facilities on high-level roads within a half-mile of schools.	DPW&T, SHA, City of Hyattsville, City of Mount Rainier		S
	TM 9.4	Provide separated bicycle lanes within half-mile of schools.	DPW&T, SHA, City of Hyattsville, City of Mount Rainier		S
	TM 9.5	Develop pedestrian safety plans	PGCPS	DPW&T, SHA, City of Hyattsville	S
	TM 9.6	Form bicycle/pedestrian buses	Residents		Q
F18	TM 5.14	Add lights to trails	M-NCPPC DPR	Owners/Developers	Q
F19	TM 5.15	Physically separate bicycle lanes	DPW&T, SHA, City of Hyattsville		Q
F19	TM 5.16	Evaluate parking-protected bicycle lanes	DPW&T, SHA, City of Hyattsville		Q
F25	TM 5.8	Provide showers and dressing areas	Owners/Developers		Q
	TM 10.6	Reduce off-street parking in exchange for showers/dressing areas	M-NCPPC Planning		Q
F27	TM 5.17	Consider mid-block crosswalks	DPW&T, SHA, City of Hyattsville		Q
	HD 4.12	Design blocks not to exceed 500 feet	Owners/Developers		Q
F28	TM 8.2	Conduct signal warrant analysis	DPW&T, SHA,	City of Hyattsville	S
F30	TM 5.5	Evaluate leading pedestrian intervals	DPW&T, SHA, City of Hyattsville		S
	TM 5.6	Incorporate automatic pedestrian phases	DPW&T, SHA, City of Hyattsville		S
G1	NE 3.7	Remove invasive plants from parks	M-NCPPC DPR		Q
G1	NE 6.7	Develop invasive species management plan	M-NCPPC DPR		S
G2	NE 5.6	Add renewable energy infrastructure	Owners/Developers		Q
G3	NE 4.4	Prioritize on-site tree preservation.	Owners/Developers		Q
H3	HN 2.7	Support renovations	DHCD	Municipalities	Q
I3	HD 1.6	Install and maintain monument signage	Owners/Developers		Q

Underline indicates language added.
[Brackets] indicate language deleted.

Issue	Strategy	Action	Lead Entity	Partner Entities	Time
<u>I4</u>	<u>HD 1.7</u>	<u>Retain small, local, minority-owned businesses</u>	<u>Owners/Developers</u>	<u>PGCEDC</u>	<u>Q</u>
	<u>HD 1.8</u>	<u>Celebrate local businesses through events/marketing</u>	<u>Owners/Developers</u>	<u>Nonprofits</u>	<u>Q</u>
<u>I5</u>	<u>HD 3.6</u>	<u>Engage public in open space design</u>	<u>M-NCPPC DPR, M-NCPPC Planning, WMATA, Owners/Developers</u>		<u>Q</u>
<u>I6</u>	<u>HD 4.13</u>	<u>Design public open spaces for all users.</u>	<u>Owners/Developers, M-NCPPC DPR</u>		<u>Q</u>
<u>J3</u>	<u>HC 2.6</u>	<u>Evaluate hydroponic/aquaponic food production</u>	<u>M-NCPPC DPR</u>	<u>PGCEDC</u>	<u>M</u>
<u>J4</u>	<u>HC 4.5</u>	<u>Provide accessible public restrooms</u>	<u>Owners/Developers, M-NCPPC DPR</u>		<u>S</u>
<u>K3</u>	<u>PF 1.8</u>	<u>Rename Chillum Road Park</u>	<u>M-NCPPC DPR</u>		<u>M</u>
M1	TM 1.10	Evaluate road diet on MD 501	SHA		[M] <u>S</u>

N: Proposed Sectional Map Amendment

Public Rezoning Request

One request was submitted by the public for the reclassification of property into a new zoning classification. No requests were submitted by the public for the retention of property in the existing zoning classification.

Staff make the following recommendations:

	Public Rezoning Requests for Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Exhibit #/Name	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation
O1	2130 Chillum Road	Reclassify to New Zone	20 – Washington Gas Light Company	1976596	AG	AG	IH	No change.

Map H. Public Rezoning Request



Underline indicates language added.
[Brackets] indicate language deleted.

Property Owner Testimony in Support of Zoning Recommendation

No property owners testified in support of the Proposed SMA’s zoning recommendations for their properties.

Section 27-4201(b)(1)(B) states a primary purpose of the Reserved Open Space (ROS) Zone:

The use of the ROS Zone is intended to facilitate the permanent maintenance of certain areas of the County, both publicly and privately owned, in an undeveloped state.

There is a formatting error in Section 27-3503(a)(4) that warrants legislative correction: Section 27-3503(a)(4)(E)(v) is intended to be Section 27-3503(a)(4)(F), a clause independent of the Military Installation Overlay (MIO) Zones, which states:

The ROS Zone, if the land subject to the proposed amendment is not publicly-owned, unless the landowner has requested or consented, in writing, to the amendment.

The intent of the ROS Zone is to permanently preserve public lands, and large tracts of privately-owned land that the property owner consents to leave undeveloped in perpetuity. Only agricultural and large-lot residential uses are permitted in the ROS Zone.

Proposed Zoning Change 15 states:

Note: CB-98-2021 may have inadvertently removed a prior prohibition against reclassifying a privately-owned property to the ROS Zone without the landowner’s written consent. Should the Council return this provision to the Zoning Ordinance before the Planning Board endorses the SMA, or should the property owner testify in opposition to the proposed reclassification to the ROS Zone, the property at 0 Ingraham Street with Tax Account 1978865 should be alternately recommended for reclassification to the AG Zone.

This recommendation is in error.

Staff Recommendation

No testimony was received by the property owner of a private parcel at 0 Ingraham Street (Tax Account 1978865); accordingly, the District Council should not reclassify this property to the ROS Zone. Staff recommend retaining the recommendation of Parks and Open Space on the subject property but deleting it from Zoning Change 15, thereby retaining its existing zoning classification of RSF-65.

Accordingly Zoning Change 15 should be revised as follows:

Zoning Change 15: AG, LTO-E, and RSF-65 to ROS

Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date		200’ Scale Index Map
15	AG, LTO-e, and RSF-65 to ROS	[22.31] <u>22.28</u>	CMA	April 1, 2022		206NE02
			TDOZMA (LTO-e-and AG-zoned portion)	May 23, 2006		
			SMA (remainder of property)	May 19, 1994		

These properties are located generally between MD 501 (Chillum Road) and single-family neighborhoods in the Avondale Grove and Avondale Terrace Subdivisions in the Established Communities. The Future Land Use Map in the Staff Draft West Hyattsville-Queens Chapel Sector Plan recommends Parks and Open Space uses on these properties. (See Map 10. Future Land Use Map in the sector plan and Map 12: Zoning Change (ZC) 15: AG, LTO-e, and RSF-65 to ROS below.)

The subject properties are predominantly within the one-percent annual chance floodplain and include wetlands and a stream. They are currently owned by the Washington Metropolitan Area Transit Authority and M-NCPPC[, except for 1,200 square foot portion of Parcel C in private ownership]. The Green and Yellow Line elevated structure and associated support piers, as well as the portal for the tunnel to the Fort Totten Metro Station, along with an area for maintenance vehicle and equipment storage, are located on these properties. The proximity of the elevated tracks, which bisect the WMATA properties, and the sensitive environmental elements make their development infeasible. In addition, the sector plan identifies this area as a location where compensatory stormwater storage may be located.

The M-NCPPC properties comprise the Chillum Road Park and contain significant tree cover and a wetland area.

This reclassification specifically implements Strategy LU 2.1 of the Staff Draft West Hyattsville-Queens Chapel Sector Plan by classifying environmentally sensitive public property and/or County parks in the ROS Zone to preserve it to the maximum extent practicable. This reclassification also implements Strategies NE 1.1, NE 2.2, and PF 1.1.

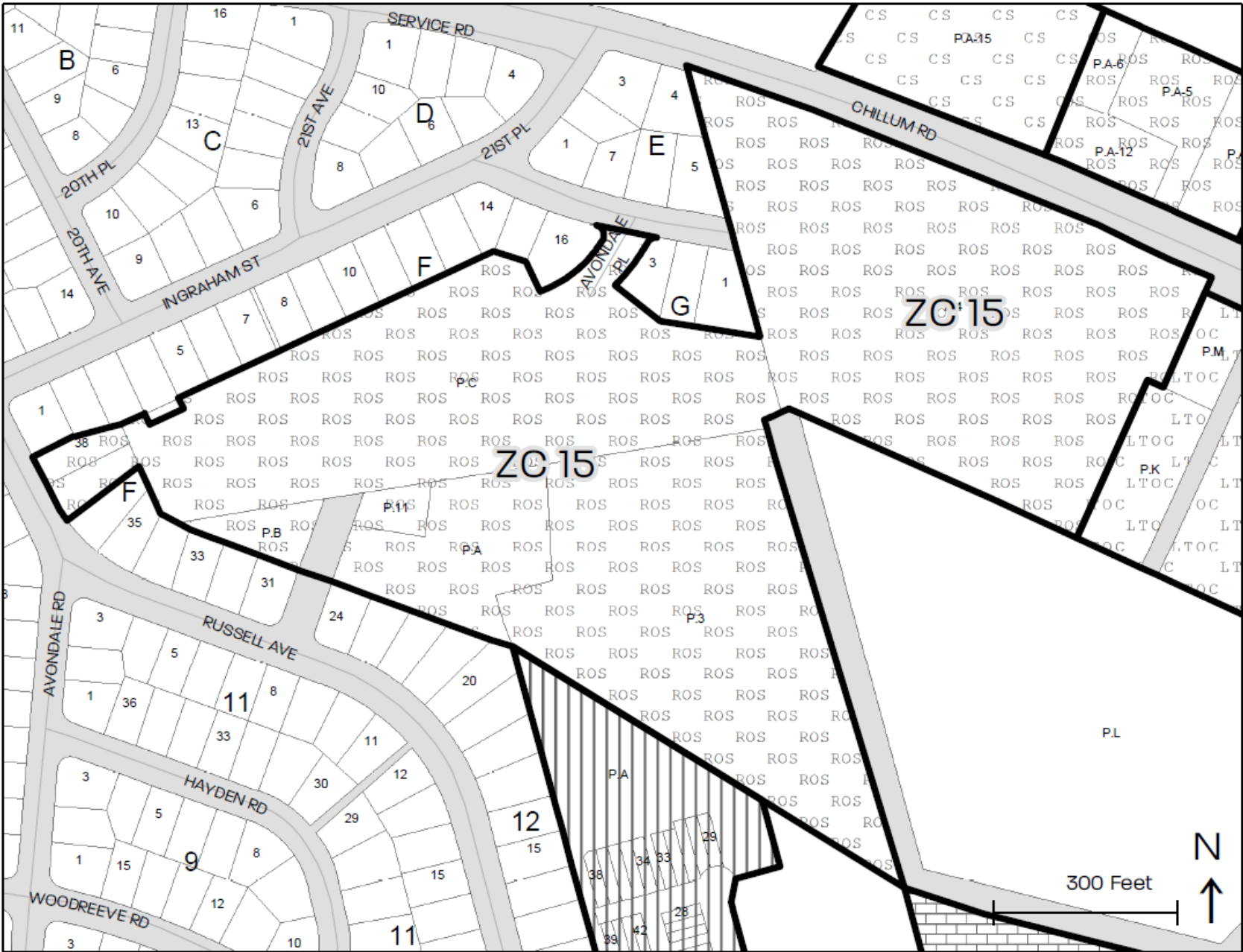
The current zones are inappropriate for these properties; their proximity to the Northwest Branch makes them vulnerable to flooding events.

[Note: CB-98-2021 may have inadvertently removed a prior prohibition against reclassifying a privately-owned property to the ROS Zone without the landowner’s written consent. Should the Council return this provision to the Zoning Ordinance before the Planning Board endorses the SMA or should the property owner testify in opposition to the proposed reclassification to the ROS Zone, the property at 0 Ingraham Street with Tax Account 1978865 should be alternately recommended for reclassification to the AG Zone.]

Underline indicates language added.
[Brackets] indicate language deleted.

Zoning Change	Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Ownership
ZC 15	[0 Ingraham St]	049D1	[1978865	Pt Parcel C Eq 1200 Sf	N/A	N/A	N/A	Private]
			1978923	Pt of Par C Eq 2.2681 A	N/A	N/A	N/A	WMATA
			1891126	Pt Par C Eq 4.062 Ac	N/A	N/A	N/A	WMATA
	Russell Ave	049D1	1896752	Parcel B	N/A	F	N/A	WMATA
	Queens Chapel Rd	049D1	1978527	N/A	N/A	N/A	011	WMATA
	Avondale Pl	049D1	1879683	Parcel A	N/A	12	N/A	M-NCPPC
	Queens Chapel Rd	049D1	1879691	N/A	N/A	N/A	003	M-NCPPC
	2201 Chillum Rd	049D1	1912229	JH86 2191	N/A	N/A	004	WMATA
	4919 Russell Ave	049D1	1837293	N/A	38	F	N/A	WMATA
	4917 Russell Ave	049D1	1983667	N/A	37	F	N/A	WMATA

Map 12: Zoning Change (ZC) 15: AG, LTO-e, and RSF-65 to ROS



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[Brackets] indicate language deleted.

Additional SMA Topics

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
ZONING ALONG BRENTWOOD LEVEE					
O1	<p>All properties in Strategy LU 4.2 and that abut the Brentwood Levee should be rezoned ROS.</p> <p>“In recommendation LU2.2 it is important to start to remove built areas that are in the floodplain from developed zoning so that they can later become renatured and act as a natural riparian buffer. However, it is hard to discern without mapping which properties would be included. We encourage this list to be expansive, and particularly to include the industrial lots along Chillum that are in the floodplain.”</p>	<p>Only agricultural and large-lot residential uses are permitted in the ROS Zone. Staff recommend the District Council only consider reclassification of non-residential property to the ROS Zone if the property owner has indicated a desire to do so. Such a reclassification presents a serious legal challenge, as such a zoning would deprive a property owner of nearly all economic use of their property.</p> <p>Most of the properties identified in Exhibit 19 for reclassification in the ROS Zone are commercial properties with active businesses on them, or small-lot residential properties for which a change in zoning from the Residential Single-Family-65 (RSF-65) Zone to the ROS Zone would result in additional permitting hardships for the property owner with no real benefit to the County, as the outcome of such a zoning would remain one single-family detached home.</p> <p>A fundamental principle of land use is that the best way to prevent legal development of someone else’s property is to purchase it. Policy LU 10 recommends acquisition of 21 properties, through a fair and legal process, to mitigate their environmental impacts.</p>	ZC 6 ZC 11 ZC 12 ZC 13 ZC 14 ZC 15 ZC 16 ZC 22 ZC 24 ZC 25 ZC 26 ZC 27	19 – Sierra Club of Prince George’s County	No change to SMA.
ZONING ALONG MD 208 (HAMILTON STREET)					
O2	<p>Zone properties between “3511 Hamilton Street and 3601 Hamilton Street, as well as the properties on the Northern side of the street” to the CN Zone. “To have a successful walkable commercial district, large gaps should not exist. These entire blocks should be rezoned to CN to encourage a more holistic development that can accommodate multiple commercial uses rather than the current disjointed proposal. This is especially important since this stretch is considered to be an important commercial corridor under EP 2.”</p>	<p>Staff did not consider redevelopment of existing single-family detached houses along MD 208 (Hamilton Street) an important priority of this sector plan and are concerned about the addition of properties to support retail when the sector plan area is over-retailed, and the plan recommends concentration of retail within the Local Transit Center.</p> <p>Adding retail to this corridor, given its fragmented property ownership, may contribute to additional one-off disconnected, suburban-style retail than that which already exists. The plan’s recommendation is to redevelop existing commercial properties to the more urban, walkable design of the CN Zone, but not to expand retail/commercial uses beyond what already exists on the corridor.</p> <p>Staff also did not evaluate the traffic impact that additional access points/curb cuts for commercial traffic would have on MD 208 (Hamilton Street).</p>	Policy LU 8.2 (p. 64)	19 – Sierra Club of Prince George’s County	No change to SMA.

Underline indicates language added.
[Brackets] indicate language deleted.

O: Testimony Outside the Scope of the Staff Draft Sector Plan and/or Proposed SMA

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
ISSUES REQUIRING COUNTYWIDE ANALYSIS AND LEGISLATIVE ACTION					
P1	Add land use and zoning policies that allow for Accessory Dwelling Units (ADUs).	<p>ADUs and the legislative measures necessary to permit and regulate them are countywide issues beyond the scope of a sector plan.</p> <p>Under the prior Zoning Ordinance, accessory dwelling units were permitted in certain areas of the Gateway Arts District Development District Overlay Zone, which covered parts of the West Hyattsville-Queens Chapel Sector.</p> <p>Should ADUs be legalized, staff concur these would be appropriate in the West Hyattsville-Queens Chapel Sector.</p>	Policy HN 1 (p. 157)	9 – Danny Schaible V2/13 – City of Hyattsville (Taylor Robey)	<p>Add a strategy to Policy LU 9 as follows:</p> <p><u>LU 9.3: Should accessory dwelling units be permitted in the future, they are appropriate throughout the West Hyattsville-Queens Chapel Sector.</u></p>
P2	Give local jurisdictions right to determine & regulate ADUs	Zoning authority is granted by the General Assembly and is beyond the scope of a sector plan.	Policy HN 1 (p. 157)	V3/11 – Melissa Schweisguth	No change to plan.
P3	Reserved				
P4	Recommend the County Council update the Ordinances related to bicycling and bikeways	An update of the County Code to modernize regulations concerning bicycles is a countywide legislative issue beyond the scope of a sector plan.	N/A	12 – Dan Behrend	No change to plan.
P5	Eliminate parking minimums from all zones, but especially those closest to the Metro Station, in the sector plan.	<p>The elimination of parking minimums from all zones is a countywide legislative issue beyond the scope of a sector plan.</p> <p>Section 27-6305 of the Zoning Ordinance currently contains an extensive list of minimum parking requirements that are significantly reduced from the prior Zoning Ordinance, especially in the RTO and LTO Zones around the Metro Stations affected by this sector plan.</p> <p>See also Policy TM 9 in the Staff Draft Sector Plan, which recommends full utilization of additional parking reduction strategies contained within the Zoning and Parking Ordinances, and the text box “Parking Management” on p. 125.</p>	TM 9 (pp. 125-126)	9 – Danny Schaible	No change to plan.
P6	Allow convenience retail and coffee shops in single-family detached zones.	Legislation to change the Zoning Ordinance to permit commercial uses in residential neighborhoods requires significant study, community input, and legislative action at the countywide scale beyond the scope of a sector plan.	Plan-wide	15/V4 – Annelies Goger	No change to plan.
P7	“The plan should recommend that the county require all new construction buildings to be pre-wired for solar power, car chargers, electrified HVAC systems, and electric stoves.”	Revisions to the Building Code require study and legislative action at the countywide scale beyond the scope of a sector plan.	N/A	15/V4 – Annelies Goger	No change to plan.
P8	The plan should have “more emphasis on financial feasibility and community investment strategies”	Public (and private) funding streams and financing opportunities are created, utilized, and end repeatedly throughout the 25-year life of a sector plan. Prince George’s County has dozens of master and sector plans with chapters and appendices full of funding approaches or programs that are no longer viable or no longer exist. Staff find such content of limited value because of its time-sensitivity. All parties must avail themselves of the best possible financial opportunities at the time of implementation.	N/A	15/V4 – Annelies Goger	No change to plan.

Underline indicates language added.
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Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
REGIONAL TRANSPORTATION SYSTEM					
P9	Conduct a traffic study to evaluate scenarios for reconfiguring the traffic pattern to discourage through regional traffic.	<p>A traffic study that addresses regional travel patterns and identifies alternate routes for through traffic is beyond the geographic scope of this sector plan.</p> <p>The Planning Department is currently drafting an update to the 2009 <i>Approved Countywide Master Plan of Transportation</i> and this issue is an important consideration.</p>	Transport. and Mobility Element Policies and Strategies (pp. 85-127)	<p>15/V4 – Annelies Goger</p> <p>V1 – Joseph Solomon</p>	No change to plan.
P10	Replace medium-capacity transit corridors identified in the Master Plan of Transportation Existing Conditions Report with streamlined Bus Rapid Transit Corridors	<p>The identification of, and planning for, regional bus and BRT corridors is beyond the scope of a sector plan.</p> <p>The Planning Department is preparing an update to the 2009 <i>Approved Countywide Master Plan of Transportation</i> that will identify priority transit corridors.</p> <p>See also Strategy TM 7.4:</p> <p><i>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).</i></p>	Policy TM 7 and supporting strategies (p. 123)	15/V4 – Annelies Goger	No change to plan.
REGULATE/MONITOR INVASIVE SPECIES					
P11	Observe all existing trees to identify the presence of invasive species and require their removal, with a fine that could be utilized to pay for removal.	<p>A County program to monitor invasive species growth on all public and private property would require legislative action that is beyond the scope of a sector plan and considerable taxpayer expense.</p> <p>Staff recommend carrying forward Strategy NE 4.4 from the 2022 <i>Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan</i>, adapted for this sector plan.</p> <p>See also Issue G1.</p>	Policy NE 6 and supporting strategies (pp. 146-147)	<p>17 – Avonridge Community Development Corporation</p> <p>V1 – Joseph Solomon</p>	See Issue G1.
PARK PERMITTING					
P12	The City of Hyattsville requests strategies for the exploration of permitting for park usage	The topic of requiring permits to use public parks is extremely complex and a countywide issue beyond the scope of this sector plan.	Policy PF 1 and supporting strategies (pp. 188-203)	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.
AUTONOMOUS VEHICLES AND SUPPORTING INFRASTRUCTURE					
P13	Prepare the sector plan area for autonomous, electric vehicles, and smart infrastructure	<p>The regulation of electric vehicles, including requirements for supportive infrastructure, is a countywide issue beyond the scope of a sector plan.</p> <p>The County Council approved three bills (CB-15-2022, CB-59-2022, and CB-67-2022) this past year requiring electric charging infrastructure throughout the County. The Council also established, through CR-120-2022, the Electric Vehicle Infrastructure and Deployment Advisory Group to explore additional actions necessary.</p> <p>The impacts of autonomous vehicles are largely unknown, speculative, and yet-to-be-determined; they require further study and analysis at a national level far beyond the scope of a sector plan.</p>	Transport. and Mobility Element Policies and Strategies (pp. 85-127)	15/V4 – Annelies Goger	No change to plan.

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
PUBLIC SCHOOLS					
P14	<p>Concern expressed about the impact of new residential construction on public school enrollment and capacity</p> <p>The City of Hyattsville requests “additional study and coordination with PGCPs concerning existing school capacity to mitigate and minimize the effects of new development on local schools.</p>	<p>PGCPs operates a Countywide school system that has sufficient capacity for current and projected enrollment. The most cost-effective and efficient way to ensure that all students attend a school that is at or below capacity is through the periodic revision of school attendance boundaries.</p> <p>PGCPs recently updated its school boundaries to reflect enrollment demand. For more information, visit https://www.pgcps.org/about-pgcps/boundary.</p> <p>Pursuant to Section 24-4510(a)(3)(D) of the Subdivision Regulations, preliminary plans of subdivision located in the Transit-Oriented/Activity Center base or PD zones are exempt from the County’s adequate public facilities ordinance for schools. Areas in the LTO and RTO Zones would qualify for this exemption.</p> <p>The housing types and target market in this Sector Plan area, like most market-rate multifamily housing near transit, do not produce significant numbers of schoolchildren. Staff coordinated with PGCPs in developing the plan’s recommendations and on the response to this issue. PGCPs is responsible for school facility planning and for guaranteeing sufficient capacity exists for all school-aged children. The Planning Department will no longer use pupil yield analyses in long-range planning, as a) school enrollment varies based on housing type, demographic variations, average neighborhood age, and other factors well beyond the scope or control of a sector plan and makes the use of broad statistical measures inadequate in responding to targeted needs; b) PGCPs prefers that coordination on school planning occur on a broader, county-wide level, or on a unique case by case basis where a plan area corresponds with a facility need PGCPs identifies; and c) systemwide capacity exists and will continue to exist and overutilization of schools over a multi-year period is largely the result of school boundaries, not facility needs.</p> <p>M-NCPPC and PGCPs continue to coordinate on school facility planning issues. PGCPs capacity is a systemwide issue beyond the scope of a sector plan.</p> <p>Correction 24b from Appendix F: Correction/Information Update Sheet for the July 2022 Staff Draft Sector Plan and Proposed SMA, updates enrollment figures to reflect September 30, 2023 totals.</p>	Policy PF 4 and supporting strategies (p. 204)	V2/13 – City of Hyattsville (Taylor Robey)	<p>Move and revise language on page 185 and 186 as follows:</p> <p>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. 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. Utilization rates above 100 percent are not desirable.] <u>In 2023, there were 656 students, with a utilization of almost 75 percent. Built in 1962, Nicholas Orem Middle School offers sixth to eighth grades. In 2023, there were 1,055 students with a utilization of 127 percent.</u></p> <p>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.] <u>and had an enrollment of 2,425 in 2022 with a 104 percent utilization rate.</u> s</p> <p>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.</p> <p>[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.”]</p> <p><u>School utilization rates above 100 percent are not desirable; however, school utilization is a systemwide issue and is often addressed by school boundary adjustments. The Prince George’s County Board of Education approved a Comprehensive School Boundary plan in November 2022 “to develop a system of school boundaries that best utilizes available school facilities in support of the Board of Education’s academic objectives.”</u></p> <p>“With the opening of new and larger middle schools in School Years (SY) 2024 and 2025, new boundaries and reorganizations will allow the school system to better balance enrollment in the north county.”^{Footnote}</p> <p>Footnote: Prince George’s County Public Schools, <i>FY 2024 Educational Facilities Master Plan</i>, page 7, accessed online February 24, 2024 at https://go.boarddocs.com/mabe/pgcps/Board.nsf/files/CSCKTT4EE28D/\$file/FY%2024%20EMFP%20Draft%20Rev%203_%205.9.2023.pdf .</p>

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List of Speakers

Verbal Testimony #	Speaker Signup #	Name	Title	On Behalf Of
V1	1.	Joseph Solomon	President, Hyattsville City Council	Community
V2	2.	Taylor Robey	City Planner	City of Hyattsville
V3	3.	Melissa Schweisguth		Self
V4	4.	Annelies Goger		Self

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List of Exhibits

Exhibit No.	Item Description	Received From	Date
1.	Staff Draft West Hyattsville Queens Chapel Sector Plan	M-NCPPC	9/27/2022
2.	Planning Board Resolution – Proposed Sectional Map Amendment (SMA)	M-NCPPC	9/27/2022
3.	Errata Sheet for the Staff Draft Plan	M-NCPPC	9/27/2022
4.	Errata Sheet for the Proposed SMA	M-NCPPC	9/27/2022
5.	2006 <i>Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone</i> (By reference: available online)	M-NCPPC	9/27/2022
6.	2004 <i>Approved Sector Plan and Sectional Map Amendment for the Prince George’s County Gateway Arts District</i> (By reference: available online)	M-NCPPC	9/27/2022
7.	1994 <i>Approved Master Plan and Sectional Map Amendment for Planning Area 68</i> (By reference: available online)	M-NCPPC	9/27/2022
8.	1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67</i> (By reference: available online)	M-NCPPC	9/27/2022
9.	eComment regarding traffic concerns certain intersections. 2018 Hyattsville Transportation Study attached.	Danny Schaible	9/21/2022
10.	eComment in support of the plan	Adnan Barazi	10/6/2022
11.	eComment and email regarding maps 22, 23 and 27	Melissa Schweisguth	10/7/2022 10/10/2022
12.	Email regarding street design and transportation infrastructure	Dan Behrend	10/11/2022
13.	Email and letter dated October 11, 2022, containing the City’s comments	City of Hyattsville (Taylor Robey, City Planner)	10/14/2022
14.	Email and letter in support of the plan and outlining policy recommendations	Matthew Butner	10/25/2022
15.	Letter dated October 25, 2022, outlining feedback regarding traffic, infrastructure, and other issues	Annelies M. Goger	10/25/2022
16.	Email and letter regarding community concerns	Avondale/North Woodridge Citizens’ Association (Jo-Anne M. Butty, President)	10/26/2022
17.	Email, letter, and chart containing 32 comments and requests	Avonridge Community Development Corporation (Imani Kazana, President)	10/26/2022
18.	Email and photo of concerns about pedestrian safety at the intersection of Ager Road and Lancer Drive	Peta-Gay Irving Brown	10/26/2022
19.	Email and letter dated October 25, 2022, recommending certain improvements and stronger alignment with the Climate Action Plan	Prince George’s County Sierra Club (Janet Gingold, Chair)	10/26/2022
20.	Email and letter requesting a zoning change for the Washington Gas Chillum Site	Washington Gas Light Company (Midgett S. Parker, Law Office of Midgett S. Parker, P.A.)	10/26/2022

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STAFF DRAFT II

WEST HYATTSVILLE

QUEENS CHAPEL

SECTOR PLAN

Appendix F: Correction/Information Update Sheet

for the July 2022 Staff Draft Sector Plan

and Proposed SMA

Revision No.	Issue	Correction/Clarification	Page #
1	On September 11, 2022, the name of the Prince George’s Plaza Metrorail Station was changed to “Hyattsville Crossing”.	Change all references to the Prince George’s Plaza Metrorail Station to “Hyattsville Crossing”.	Plan-wide
1a	“Supersede” may be unclear to readers.	Replace with “supersede and replace” Add the following language to Table B-2 in Appendix B: <u>In the event any policy, strategy, table, map, or graphic in this sector plan conflicts with the 2009 Approved Countywide Master Plan of Transportation, the content of this sector plan is applicable.</u>	Plan-wide
1b	The initial staff draft plan was released in July 2022 but will not be approved until 2025.	Update the horizon year to 2050; update any references to the time frame and schedule for plan preparation and approval.	Plan-wide
1c	Revise Prince George’s County Council and Prince George’s County Planning Board to reflect membership on the date of approval of the sector plan.	Revise accordingly.	Plan-wide
2	Boundary line drawing error along MD 208 (38 th Avenue) and MD 501 (Chillum Road)	Correct boundary line along 38 th Avenue and Chillum Road on all relevant maps.	Plan-wide
3	Hyperlinks to map data sources pending at time of publication.	Include hyperlinks to map data sources.	Plan-wide
4	Cross-references to Figures 6-8 omitted from several strategies and tables.	Include cross-references to Figures 6-8 where applicable.	Plan-wide
5	MD 208 is 38 th Avenue in the City of Hyattsville and 38 th Street in the Town of Brentwood.	Change map and text references accordingly.	Plan-wide
6	The use of “Shared Lane” in the plan may create misconceptions: all lanes in the sector plan area are shared.	Replace all references to “Shared Lane” with “Shared bicycle lane markings (Sharrow)”.	Plan-wide

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[Brackets] indicate language deleted.

Revision No.	Issue	Correction/Clarification	Page #
6a	On September 21, 2021, the County Council, sitting as the District Council, adopted CR-79-2021, initiating a new Countywide Master Plan of Transportation. This functional master plan is being prepared concurrently with the West Hyattsville-Queens Chapel Sector Plan; relevant policies and strategies within the Staff Draft Countywide Master Plan of Transportation should be carried forward into this sector plan.	<p>Revise Strategy TM 1.14 as follows:</p> <p>TM 1.14. Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George’s Connector Trail. 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:</p> <ul style="list-style-type: none">• Hamilton Street and Ager Road• Hamilton Street and MD 500 (Queens Chapel Road)• <u>MD 500 (Queens Chapel Road) and Eastern Avenue NE (in coordination with DDOT)</u>• <u>MD 500 (Queens Chapel Road) and Ager Road</u>^{footnote} <p><u>Note: In 2024, SHA constructed a slip lane from southbound MD 500 (Queens Chapel Road) to westbound Ager Road. This slip lane should be further evaluated for possible elimination or installation of a signal in advance of the crosswalk to increase safety.</u></p> <p>Add a Strategy to Policy TM 1 as follows:</p> <p><u>TM 1.15. Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center. This strategy amends Table 21 of Plan 2035, applicable recommendations of the 2009 Countywide Master Plan of Transportation, and the Transportation Review Guidelines.</u></p> <p><u>Add this strategy to Table 27, identify the Planning Board as the Lead Entity, the County Council as a Partner Entity, and identify it as a short-term implementation item.</u></p> <p>Update Table 11. Recommended Countywide Master Plan of Transportation Streets and Table 13. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, to ensure recommendations are consistent between this Staff Draft plan and the ongoing Countywide Master Plan of Transportation.</p> <p>Update Table 11. Recommended Countywide Master Plan of Transportation Streets and Table 13. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, to provide separate rows for facilities with different names. For example, UC-218 would have one row for Varnum Street and one row for Arundel Road.</p> <p>Update Table 11 and Table 13 to indicate whether a recommended facility will require reconstruction as a public agency capital project, will be constructed by a developer, a combination thereof, or whichever occurs first.</p> <p>Update the MPOT ID designations in Table 11 to identify any street recommended for Urban Street Design Standard retrofit or construction with the UC- identifier.</p> <p>Update Table 11 to indicate where medians are only necessary to support existing left turn lanes (in those locations where no new intersections are recommended).</p> <p>Limit expansions of rights-of-way beyond existing limits, especially where curbs, gutters, and stormwater facilities would require relocation/reconstruction, to where absolutely necessary to advance the placemaking elements of the sector plan.</p> <p>Add the following language to the text box on Traffic Level of Service Requirements on page 108: <u>Based on how Regional Transit Districts and Local Centers function, the concurrent update of the Countywide Master Plan of Transportation is exploring elimination of LOS requirements within all Regional Transit Districts and Local Centers.</u></p> <p><u>Add a Strategy to Policy TM 5 as follows:</u></p> <p>TM 5.19. Add street name signs consistent with those of the applicable jurisdiction (SHA, County, municipality) for trails where they intersect streets.</p> <p><u>Add this strategy to Table 27, identify SHA, DPW&T, and the municipalities as the Lead Entities and identify it as a short-term implementation item.</u></p> <p><u>Add Strategy TM 1.15 to Tables B-1 and B-2 in Appendix B.</u></p>	Plan-wide

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6b	On November 14, 2023, the Prince George’s County Council approved CR-67-2023, CR-68-2023, and CB-69-2023, collectively referred to as the Walkable Streets Act of 2023. Subsequent to this action, the Department of Public Works and Transportation kicked off an update to the County’s Urban Street Design Standards. This update will last through July 2024 and will not be complete in time to inform the specific Urban Street Design Standard to be used for the design of streets in this sector plan.	<p>Replace the text box on page 90 with a new text box beneath the Complete and Green Streets header on page 85 that reads:</p> <p><u>Prince George’s County established the Complete and Green Streets policy in 2012 with Council Bill CB-83-2012.</u></p> <p><u>On November 14, 2023, the Prince George’s County Council approved CR-67-2023, CR-68-2023, and CB-69-2023, collectively referred to as the Walkable Streets Act of 2023, updating the County’s adopted Urban Street Design Standards. The provisions of the Walkable Urban Streets Act of 2023 become effective June 1, 2024. Subsequent to this legislation, the Department of Public Works and Transportation initiated a comprehensive update to the County’s Urban Street Design Standards. This update will last through at least July 2024 and will not be complete in time to inform the specific Urban Street Design Standards to be used for the design of streets in this Staff Draft Sector Plan.</u></p> <p><u>In lieu of specific Urban Street Design Standard recommendations, this plan recommends the specific urban street type (Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, etc.), based on the urban street types in the 2023 adopted Urban Street Design Standards. Should the County Council adopt updated Urban Street Design Standards prior to adoption and/or approval of this sector plan, they should be incorporated as amendments through the adoption and/or approval process, or through the ongoing update to the Countywide Master Plan of Transportation.</u></p> <p>Delete all references to specific Urban Street Design Standards in the Staff Draft Sector Plan.</p> <p>Add a footnote to Strategy TM 11.1 as follows:</p> <p>The Walkable Urban Streets Act of 2023 incorporates this recommendation and is effective June 1, 2024. The 2024 update of the Urban Street Design Standards (in progress as of May 2, 2024) should provide additional clarity on sidewalk and buffer requirements.</p>	Plan-wide
7	Exhibit 16 refers to the townhouse development constructed in or about 2019 at the northwest corner of the intersection of MD 500 (Queens Chapel Road) and Avondale Overlook Drive as “Towns of Avondale”. These townhouses were constructed pursuant to Preliminary Plan of Subdivision 4-13039 (Avondale Overlook) and DSP-05114-02 (Avondale Overlook, Metropolitan at Hyattsville). The Staff Draft Sector Plan refers to them as “Avondale Overlook”. The community markets itself as of November 12, 2022, as “Avondale Ridge” and the plan will be updated accordingly to reflect this.	Revise all references to the townhouse development at the northwest corner of the intersection of MD 500 (Queens Chapel Road) and Avondale Overlook Drive as Avondale Ridge.	Plan-wide
8	The staff draft plan does not differentiate between the Commission, the Planning Department and the Department of Parks and Recreation.	Use the following distinctions when referring to the M-NCPPC: Park and recreation operations and facilities: M-NCPPC DPR Planning functions: Planning Department Commission as property owner: M-NCPPC	Plan-wide
8a	On September 10, 2022, WMATA terminated Yellow Line service to the West Hyattsville Station. WMATA subsequently made this change permanent.	Remove references to the Yellow Line throughout the sector plan.	Plan-wide

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8b	In 2023, Queens Park Plaza apartments at 2500 Queens Chapel Road was acquired through Prince George’s County’s Right-of-First-Refusal Program to preserve at least 57 below-market rate units in the 94-unit complex.	<p>Revise Table 19 and Map 34 to remove Queens Park Plaza at 2500 Queens Chapel Road (Tax Account 1978576).</p> <p>Revise Table 20 and Map 35 to add Queens Park Plaza.</p> <p>Add a text box near Strategy HN 2.4 as follows:</p> <p><u>RIGHT OF FIRST REFUSAL</u></p> <p><u>In 2013, the Prince George’s County Council passed CB 27-2013 which created the Right of First Refusal Program (“ROFR Program”) to expand the availability of affordable rental housing in the County. In 2023, this program was used to acquire 2500 Apartments at 2500 Queens Chapel Road. CR-48-2023 approved a 15-year Payment in Lieu of Taxes to support preservation of 57 below-market-rate units at this location.</u></p> <p><u>Revise the description of Zoning Change 18 as follows:</u></p> <p><u>The subject property comprises Queens Park Plaza Apartments. The subject property contains at least 94 dwelling units on 4.39 acres, a density that exceeds the maximum permitted density of 20 dwelling units per acre in the RMF-20 zone. This reclassification to the RMF-48 zone will allow Queens Park Plaza to conform to the Zoning Ordinance density regulations. This reclassification also implements Strategy LU 1.1 of the Staff Draft Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).</u></p> <p><u>[This reclassification to the RMF-48 Zone implements Strategy LU 9.1, which specifically recommends reclassifying the subject parcels of Queens Park Plaza into the RMF-48 Zone to implement Policy LU 9, which recommends redevelopment that creates a range of market- and below-market-rate housing opportunities on the periphery of the West Hyattsville Local Transit Center. This reclassification also implements Strategies HN 1.1 and HN 2.3 of the Staff Draft West Hyattsville-Queens Chapel Sector Plan, which recommends redevelopment of Queens Park Plaza to include a mix of unit types, sizes, and price points.]</u></p>	Plan-wide SMA-wide
9	The sector plan boundary includes several properties transected by the Northwest Branch of the Anacostia River. Accordingly, these properties lie in both Planning Areas 65 and 68. An appropriate reference to Planning Area 65 and amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> erroneously excluded from Abstract.	Add Planning Area 65 and amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> to paragraph one of Abstract.	Plan-wide
9a	The “Sector Plan” text box states that Plan 2035 recommended Prince George’s Plaza as a Regional Transit District and West Hyattsville as a Local Transit Center. It designated these.	<p>Revise the first sentence of the Sector Plan text box as follows:</p> <p>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]designated Prince George’s Plaza as a Regional Transit District and West Hyattsville as Local Transit Center.</p>	10
10	Demographics infographic missing	Add demographics infographic to Section II: Defining the Context.	15-42
10a	On March 5, 2024, the County Council presented CB-15-2024, an omnibus bill to update the Zoning Ordinance. On March 12, 2024, the Council presented CB-20-2024, CB-21-2024, and CB-22-2024, bills to update the Subdivision Regulations, the Woodland and Wildlife Habitat Conservation Ordinance, and the Tree Canopy Coverage Ordinance to reflect revised and new forest conservation requirements in the state Forest Conservation Act. Proposed changes in these bills that impact this sector plan include doubling the permitted densities in the Local Transit-Oriented (LTO) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones and increasing the required stream buffer within the West Hyattsville Local Transit Center.	Add references to this legislation where appropriate, noting that recommendations within the plan may need to be revised through the adoption and amendment process to reflect changes to the County Code.	Plan-wide
11	Planning Area 65 erroneously excluded from Description of Plan Area	Add Planning Area 65 to description of where the sector plan is located.	17
11a	The WMATA Silver Line extension to Ashburn, Virginia opened for revenue service November 15, 2022. The Potomac Yard-VT station in Alexandria, Virginia opened May 19, 2023.	Revise footnote 1 to note that there are 98 stations in the Metrorail system.	23
11b	The sector plan covers a portion of the Prince George’s Plaza Regional Transit District.	<p>Revise the third sentence under CENTERS on page 28 as follows:</p> <p>This plan covers the entire West Hyattsville Local Transit Center <u>and a portion of the Prince George’s Plaza Regional Transit District.</u></p>	28

Underline indicates language added.
[Brackets] indicate language deleted.

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11c	Plan 2035 recommended densities significantly lower than appropriate for Regional Transit Districts and Local Centers. To address this issue, the County Council created the Transit-Oriented/Activity Center Zones in 2018; these zones permit densities roughly double the densities recommended in Plan 2035. In 2023, the Council introduced CB-73-2023, which would significantly increase the allowed densities in the TO/AC zones to reflect appropriate densities for transit station areas.	<p>Delete the last sentence under CENTERS on page 28.</p> <p>Revise the description of the West Hyattsville Local Transit Center on page 28 as follows:</p> <p>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] transit-supportive densities, the Local Transit-Oriented (LTO) Zones allow [individual developments to exceed the Plan 2035-recommended densities]<u>densities up to 80 dwelling units per acre and floor area ratios up to 3.0.</u></p> <p>Revise the description of the Prince George’s Plaza Regional Transit District on page 29 as follows:</p> <p>The 2016 <i>Approved Prince George’s Plaza Transit District Development Plan</i> defines the area north of the Hyattsville Crossing 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.</p> <p>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.]</p> <p><u>To accomplish transit-supportive densities, the Regional Transit-Oriented, High-Intensity (RTO-H) Zones allow densities up to 100 dwelling units per acre and floor area ratios up to 5.0.</u></p>	28-29
12	1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> description and paragraph erroneously excluded from Planning Background Sub-section of Section II	Add description of 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> .	28-32
13	Amendments to the 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> and the 2017 <i>Approved Resource Conservation Plan: A Countywide Functional Master Plan</i> erroneously excluded from Legal Context	Add amendment to the 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> and the 2017 <i>Approved Resource Conservation Plan: A Countywide Functional Master Plan</i> to paragraph one of Legal Context.	31
13a	The Countywide Map Amendment and the 2018 Zoning Ordinance took effect on April 1, 2022. It will have been in effect nearly three years when the sector plan and SMA are approved.	<p>Delete the explanatory text box on page 31.</p> <p>Revise language on p. 31 as follows:</p> <p>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[.] <u>and its</u> [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] <u>2018 Zoning Ordinance</u> [(including the proposed CMA)], Subdivision Regulations, and Landscape Manual.</p> <p>Revise the second paragraph under Scenario Planning on page 40 as follows:</p> <p>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 <u>types, mixes, and densities of land uses permitted in the Local, Transit-Oriented (LTO) Zones.</u> [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.</p> <p>[³ See page 31 for a description of the Countywide Map Amendment.]</p>	31, 40

Underline indicates language added.
[Brackets] indicate language deleted.

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13b	The effects of the COVID-19 pandemic on the office market are clearer in 2023 than they were in 2019. Demand for suburban office space is increasingly unlikely in this sector plan area.	Revise the Challenges for Economic Prosperity as follows: Replace: [•_____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.] With: •_____The saturation of the region’s office market was exacerbated by dramatic shifts to telework; there will be very little demand for Class A office space. •_____Like most of Prince George’s County, the sector plan area is currently over-retailed.	36
13c	Infrastructure projects underway when the plan was initially drafted have subsequently been completed.	Under Major Opportunities and Challenges, Transportation and Mobility Opportunities, replace: [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.] With •_____Public sector investment in improvements to the Northwest Branch trail and bridges, MD 500 (Queens Chapel Road), the Arundel Road Levee, and Ager Road were recently completed. Under Major Opportunities and Challenges, Public Facilities Opportunities, replace: [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.] With •_____Hyattsville Middle School, which serves many students in the sector plan area, was reconstructed and expanded in 2023..	37
13d	Only a portion of the Shops at Queens Chillum is within the floodplain, but all of the Chillum Road Shopping Center is within the floodplain.	Revise the first bullet under Natural Environment: Challenges as follows: •_____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 <u>Chillum Road Shopping Center</u> [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.	37
13e	The Sector Plan and SMA make recommendations for specific properties as they are platted, mapped, and addressed on May 2, 2024. Properties may change ownership, may be re-platted, and may get different street addresses during the life of this plan.	Add the following language to How to Use This Plan on page 42: <u>Property Information</u> <u>Several strategies, maps, and tables within this sector plan refer to specific properties where such recommendations apply. Properties identified in strategies, maps, and tables reflect their location, address, and tax account information as of May 2, 2024. Should parcels be re-platted or new tax accounts or addresses assigned during the adoption and approval process, strategies, maps, and tables should be updated to reflect the accurate property information for those locations where recommendations specifically apply as of the date of sector plan approval.</u>	
13f	A medical office building was constructed at 5620 Ager Road and opened for business subsequent to drafting the July 2022 Staff Draft Sector Plan. Also, between Staff Drafts of the Sector Plan, the 30 th anniversary of the West Hyattsville Metro Station transpired.	Revise the second paragraph on page 44 as follows: Despite the presence of the West Hyattsville Metro Station for [nearly] <u>over</u> 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] <u>opened in August 2022</u> at 5620 Ager Road.	44
14	Map 9 is cluttered due to the presence of the Local Transit Center boundary, which is redundant to Map 11.	Remove the Local Transit Center boundary from Map 9.	51
14a	The sector plan does not recommend new single-family development in the Edge of the West Hyattsville Local Transit Center	Revise Policy LU 6 as follows: 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.	60
15	Strategy LU 8.1 refers to Russell Street.	Revise to Russell Avenue.	62

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15a	The neighborhood-serving ground-floor retail and dining corridor along Hamilton Street east of MD 500, as shown in Figure 1, erroneously includes the north side of Hamilton Street, which is inconsistent with LU 8.2 and Map 16.	Adjust the highlighted commercial corridor on Hamilton Street east of MD 500 (Queens Chapel Road) and outside of the Center boundary to highlight the south side of the street.	77
15b	The 2 nd and 3 rd paragraph of the Existing Conditions Summary of the Transportation and Mobility Element are repetitive.	<p>Replace:</p> <p>[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.</p> <p>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).]</p> <p>With</p> <p><u>Popular bicycle and 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 Hyattsville Crossing Metro Station. 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. The biggest challenges for cyclists accessing these destinations include missing linkages (for example between Nicholson Street and Hyattsville Crossing 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).</u></p>	
16	Maps 22 and 27 show an existing on-street bicycle lane along MD 500 (Queens Chapel Road) for its entirety.	<p>As of November 12, 2022, there is only a bicycle lane on southbound MD 500 between MD 410 (East West Highway) and Hamilton Manor Drive and northbound MD 500 between MD 208 (Hamilton Street) and 5615 Queens Chapel Road.</p> <p>SHA’s ongoing reconstruction project is anticipated to add bicycle lanes south of MD 208 (Hamilton Street); PG Atlas will be updated following completion of this project.</p> <p>Revise maps accordingly.</p>	82, 115
17	Maps 22 and 27 show the trail along the levee north of Queenstown Apartments as a “Walking and Equestrian Trail, Existing”. The trail is frequently used by bicyclists.	Add the trail along the levee behind Queenstown Apartments and along the Arundel Canal as an existing park trail and shared use path on Maps 22 and 27. Show this trail as a Hard Surface Trail on Map 23.	82, 115
18	Maps 22 and 27 do not show T-209, the trail along the Arundel Canal between Queenstown Apartments and Chillum Road, as existing.		
19	Maps 22 and 27 do not show existing shared lanes on Jefferson Street and 40 th Avenue.	Show Jefferson Street and 40 th Avenue as Shared Lane, Existing on Maps 22 and 27.	82, 115
19a	In the context of master plan conformance, “impair” better describes the impact of not reconstructing identified streets to the Urban Street Design Standards than “inhibit”	<p>Revise Strategy TM 1.3 as follows:</p> <p>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]<u>impair</u> implementation of this sector plan.</p>	85
19b	The reconstruction of Queenstown Drive from Buchanan Street to Chillum Road was erroneously omitted from Strategy TM 1.5.	Add reconstruction of Queenstown Drive from Buchanan Street to Chillum Road to Strategy TM 1.5	86
19c	Subsequent to the public release of the July 2022 Staff Draft Sector Plan, in March 2023, the City of Mount Rainier created a Safe Streets Task Force. In June 2023, the City adopted the <i>Mount Rainier Vision Zero Action Plan</i> . In December 2023, the City was awarded a \$9.7 million U.S. Department of Transportation Safe Streets for All Grant. In January 2024, the City Council enacted a 20 mile-per-hour speed limit on all City Streets.	Add a text box describing these events in Policy TM 1.	86

Underline indicates language added.
[Brackets] indicate language deleted.

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19d	Subsequent to the public release of the July 2022 Staff Draft Sector Plan, the Planning Department commissioned three-dimensional renderings of the 2017 Urban Street Design Standards. In addition, the Sector Plan does not recommend any Shared Streets.	Revise the graphics on pp. 91-92 with 3D renderings. Delete the Shared Street description and graphic on page 92.	91-92
19e	The July 2022 staff draft plan recommended construction of a 120-foot-wide MD 500 (Queens Chapel Road) in an area south of Overlook Drive where SHA only owns 75 feet of right-of-way and where existing residential buildings, including single-family homes, are less than 120 feet apart. Acquisition of houses for road widening is not necessary at this location. This was an error in the original plan. Recommendations for this road also erroneously excluded a minimum right-of-way for areas in the RTO-H-E Zone and miscalculated the minimum right-of-way needed in other zones.	Revise the Minimum ROW in Table 11 for MD 500 (Queens Chapel Road) as follows: <ol style="list-style-type: none"> South of Overlook Drive: 75 feet. In the RTO-H-E Zone: 124 feet In other zones north of Overlook Drive: 119 feet Delete recommended median, landscaping and furniture buffer, and bicycle lane buffer.	94-104
19f	The recommendations for the existing segment of 30 th Street do not reflect existing rights-of-way.	Update UC-215 recommendations east of MD 500 (Queens Chapel Road) to reflect a Minimum ROW of 58 feet. Delete proposed bicycle lanes and observe that landscaping and furniture buffers will be determined by available right-of-way. Retain existing on-street parking. Recommend shared-lane markings.	94-104
19g	The July 2022 staff draft plan recommended construction of a 61-foot-wide Nicholson Street through Queens Chapel Manor where the existing right-of-way is approximately 57 feet, and where existing residential buildings, including single-family homes, are less than 120 feet apart. Acquisition of houses for road widening is not necessary at this location. This was an error in the original plan. This ROW limitation limits what can be built in this ROW.	Update Nicholson Street recommendations between MD 500 and Ager Road as follows: Minimum ROW: <u>57 feet</u> Elements: <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] <u>Minimum 10’ sidewalks on north side of street (for school commuters)</u> <u>Minimum 8’ sidewalk on south side of street</u> <u>5’ barrier-separated on-street bicycle lanes</u> Notes: <u>Reconstruction may occur as redevelopment occurs and/or by the City of Hyattsville within existing rights-of-way.</u> <i>Between Ager Road and Little Branch Run</i> Delete requirements in all zones Add to Elements: <ul style="list-style-type: none"> <u>Minimum 8’ landscaping & furniture buffer</u> <u>Minimum 10’ sidewalks</u> 	94-104
19h	The July 2022 Staff Draft Sector Plan identified the origin of Hamilton Street as the “end of the platted street near Jamestown Road”. The appropriate terminus is Jamestown Road, as illustrated by Figure 9.	Update the recommendation for Hamilton Street west of MD 500 in Table 11 as follows: From: [End of platted street near]Jamestown Road	94-104
20	The shared-use path bridge that connects MD 501 to the West Hyattsville Metro Station was reconstructed and opened to the public in March 2023	Revise Strategy TM 4.3 as follows: [In the short term, reconstruct the shared-use path bridge that connects MD 501 (Chillum Road) to the West Hyattsville Metro Station. In the long-term, c]Construct [the] <u>a</u> 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).	111
20a	Subsequent to the release of the July 2022 Staff Draft Sector Plan, the Planning Department released the January 2023 <i>Anacostia Trails Heritage Area Wayfinding and Signage Study</i> .	Revise Strategy 4.8 as follows: Implement the wayfinding and signage strategies identified in <u>the 2023 Anacostia Trails Heritage Area Wayfinding and Signage Study</u> , 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.	112
21	T-208 originates at the Northwest Branch Trail north of the Northwest Branch, not at Chillum Road.	Revise the “From” Column in Table 13: NW Branch Trail [(at Chillum Road)]	114
22	There is an extraneous trail connection shown as T-210 on Map 27. T-210 is the existing path between 16 th Avenue and the NW Branch Trail as already shown as existing on map.	Delete this extraneous green dashed line in Chillum Park on Map 27.	115

Underline indicates language added.
[Brackets] indicate language deleted.

Revision No.	Issue	Correction/Clarification	Page #
22a	The construction of complete and continuous sidewalks on MD 500 (Queens Chapel Road) as recommended by Strategy TM 4.9 is underway and may be complete before the sector plan is approved.	Add a footnote to Table 14. Streets subject to Strategy TM 4.9 as follows: <u>This project was under construction as of March 28, 2024 and may be complete before approval of this sector plan.</u>	
23	<p>DPR has completed 30% design on the Anacostia Gateway/Prince George’s Connector Trail, which is referred to as the “Metropolitan Branch Spur” in the plan. The selected alignment parallels 16th Avenue from Chillum Park to MD 501 (Chillum Road), MD 501 to 19th Avenue, and 19th Avenue to LaSalle Road, where the existing trail segment begins at Avondale Neighborhood Park.</p> <p>This 30% design includes the elimination of the free right turn lane from MD 501 (Chillum Road) to 19th Avenue.</p> <p>The selected alignment is in a different location than previously proposed.</p>	<p>The sector plan should be clarified that T-208 as shown in the Staff Draft Plan and the Anacostia Gateway/Prince George’s Connector Trail are separate facilities.</p> <p>Revise Table 14 as follows:</p> <p>Delete T-208 and replace it with the following:</p> <p><u>Route ID: T-208</u> <u>Facility Name: Avondale Connector Trail</u> <u>From: T-217 between UC-214 and MD 501</u> <u>To: Lasalle Road</u> <u>Min ROW: 10’</u> <u>Notes: Segment between Avondale Neighborhood Park and current WMATA property on Russell Avenue has been constructed as wider sidewalk with marked crosswalks.</u></p> <p>Add T-210 as follows:</p> <p><u>Route ID: T-210</u> <u>Facility Name: Anacostia Gateway/Prince George’s Connector Trail</u> <u>From: Chillum Park</u> <u>To: Metropolitan Branch Trail in Washington, DC</u> <u>Min. ROW: 10’</u> <u>Notes: Crosses MD 501 at 16th Avenue.</u></p> <p>Revise shared-use path T-217 as follows:</p> <p>Route ID: T-217 Facility Name: [Buchanan Street (new extension)]/<u>West Hyattsville Greenway, Segments A, B, and C</u> (See also UC-216) From: Intersection of Hamilton Street and Jamestown Road To: [UC-215]<u>Queenstown Drive</u> Min ROW: 10’ Notes: [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.]</p> <p>Segment A: 10’ two-way shared use path beginning at the intersection of Hamilton Street and Jamestown Road, crossing the Northwest Branch Trail and the Northwest Branch on a new bridge and ending at an intersection with MD 501 (Chillum Road). See Figure 9 for an illustration of the northern entrance to this facility.</p> <p>Alternatively, or as an interim step until redevelopment occurs at the West Hyattsville Metro Station, the existing path between the Northwest Branch Trail and Hamilton Street may be used.</p>	112, 115

Revision No.	Issue	Correction/Clarification	Page #
23 (con't)	<p>DPR has completed 30% design on the Anacostia Gateway/Prince George’s Connector Trail, which is referred to as the “Metropolitan Branch Spur” in the plan. The selected alignment parallels 16th Avenue from Chillum Park to MD 501 (Chillum Road), MD 501 to 19th Avenue, and 19th Avenue to LaSalle Road, where the existing trail segment begins at Avondale Neighborhood Park.</p> <p>This 30% design includes the elimination of the free right turn lane from MD 501 (Chillum Road) to 19th Avenue.</p> <p>The selected alignment is in a different location than previously proposed.</p>	<p>T-217 (continued)</p> <p>Segment B: 10’ two-way shared use path along the north side of MD 501 (Chillum Road) to a signalized intersection with 30th Street Extended (UC-215). Path turns south and runs on the east side of 30th Street Extended to its intersection with UC-216.</p> <p>Segment C: 10’ two-way shared use path in a 30’ linear park running in the median of UC-216 between 30th Street Extended and Queenstown Drive. See Figure 7 for an illustration of this alignment.</p> <p>See Strategies HD 7.4 and PF 1.1, Table 23. New Recommended Parks, Recreation, and Public Open Space Facilities, and Map 38. New Recommended Parks, Recreation, and Public Open Space Facilities</p> <p>To be constructed as redevelopment occurs.</p> <p>Rename T-210 as the Anacostia Gateway/Prince George’s Connector Trail throughout the plan.</p> <p>Revise Map 27 to reflect the selected alignment of T-210.</p> <p>Revise Map 27 to extend T-217 from UC-215 to the West Hyattsville Metro Station, using the existing path between MD 501 (Chillum Road) and the station.</p> <p>Revise Map 27 to show T-208 connecting to T-210 on the west side of Lasalle Road.</p> <p>Truncate SL-200 at the entrance to Avondale Neighborhood Park.</p> <p>Revise Strategy TM 1.14 as follows:</p> <p>TM 1.14. <u>Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George’s Connector Trail.</u> 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...</p> <p>Revise Figure 3 to reflect these changes.</p> <p>Revise Strategy TM 4.6 as follows:</p> <p>Work with the District of Columbia Department of Transportation (DDOT) to complete the [Metropolitan Branch Spur, also known as the Prince George’s County Connector] Anacostia Gateway/Prince George’s Connector Trail, between [the West Hyattsville Metro Station]Chillum Park and the Metropolitan Branch Trail in the District of Columbia. In the sector plan area, this connection is labeled T-210[08]. See also Strategy PF 1.1.</p>	112, 115, 119, 127

Revision No.	Issue	Correction/Clarification	Page #
24	The West Hyattsville Greenway, a major public amenity envisioned for the sector plan area, is only described within Tables 14 and 25 of the July 2022 Staff Draft Sector Plan. Though envisioned as a loop that begins and ends at the intersection of Hamilton Street and Jamestown Road, tables and maps are inconsistent as to its extent.	<p>Revise Table 13, Map 27, Table 23, and Map 38 to clearly indicate that the West Hyattsville Greenway forms a loop.</p> <p>Add a new facility to Table 13 as follows:</p> <p>Route ID: <u>T-218</u> Facility Name: <u>West Hyattsville Greenway, Segment E</u> From: <u>Intersection of Jamestown Road and MD 500 (Queens Chapel Road)</u> To: <u>Intersection of Jamestown Road and Hamilton Street</u> Min. Row: <u>10'</u> Notes: <u>10' cycle track on the south side of Jamestown Road (UC-209).</u> <u>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40 To be constructed as redevelopment occurs.</u></p> <p><u>Add a new facility to Table 23 as follows:</u></p> <p>Name: <u>West Hyattsville Greenway: Segment E</u> Location: <u>A shared-use path on the south side of UC-209 (Jamestown Road) between MD 500 (Queens Chapel Road) and Hamilton Street.</u> This facility will be located on portions of the following properties as they exist on May 2, 2024: • <u>5402 Jamestown Road (Tax Account 1855527)</u> • <u>F Jamestown Road (Tax Account 1851260)</u> • <u>2700 Hamilton Street (Tax Account 1851252)</u> <u>Fixed</u> Park Type: <u>Greenway/Linear Park</u> Park Ownership: <u>TBD</u> Recommended Facility Functions and Notes: <u>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</u> <u>Alignment and dedication/easement/ covenant should be shown on preliminary plan of subdivision.</u> <u>Includes cycle track T-218.</u> <u>See also Strategies LU 8.3, EP 2.7, TM 1.3, TM 4.4, TM 1.10, and the description of UC-209 in Table 11. Recommended Master Plan of Transportation Streets.</u></p> <p><u>Revise Maps 27 and 38 accordingly.</u></p>	Plan-wide
24a	<p>Policy HD 1 was originally written as:</p> <p><i>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.</i></p> <p>The act of establishing something is a strategy, not policy language.</p>	<p>Revise Policy HD 1 as follows:</p> <p>[Establish community branding and bilingual wayfinding that h]Highlight[s] and celebrate[s] the sector plan area’s cultural diversity and history [and creates]to <u>create</u> a character-defining place. See also Polic[y]ies <u>EP 1, EP 2, and HD 6.</u></p>	166
24b	<p>Table 24 contains 2019 PGCPs enrollment figures, and contains a statement that “A new middle school is under construction in Adelphi. Upon completion, it will alleviate over-utilization of Nicholas Orem Middle School.</p> <p>Subsequent to the July 2022 release of the Staff Draft Sector Plan:</p> <p>1) Sonia Sotomayor Middle School and a new Hyattsville Middle School opened in August 2023. 2) PGCPs released its Official September 30, 2023 enrollment report. 3) Enrollment at Nicholas Orem Middle School increased despite the opening of Sotomayor Middle School.</p>	<p>Revise Table 24 to reflect September 30, 2023 enrollment totals.</p> <p>Delete the footnotes to Table 24.</p>	185
25	Right column of Table 25 has awkward header.	Rename the right column of Table 25 “Functions, Features, and Comments”.	190-196
26	Figure 7 (first image) does not match quality of other figures.	Replace Figure 7 (first image) with higher quality conceptual rendering.	198
26a	The renovation of the Chillum Fire/EMS Station #844 was funded in the FY 2022 Approved Capital Improvement Program. It is not funded in the FY 2024 Approved Capital Improvement Program.	<p>Revise Strategy PF 5.2 as follows:</p> <p>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)]<u>not funded in the FY 2024 Approved Capital Improvement Program.</u></p>	205

Revision No.	Issue	Correction/Clarification	Page #
27	Incorporate Correction No. 8 above into Table 27, Implementation Framework, as follows:	<p>M-NCPPC Planning Department as Lead Entity:</p> <p>TM 10.3, TM 10.4, TM 10.5, HD 3.6, HD 5.1, HD 6.2</p> <p>M-NCPPC Planning Department as Partner Entity:</p> <p>LU 3.1, TM 1.1, TM 1.12, TM 1.20, TM 4.7, TM 11.1, TM 11.2, TM 11.3, NE 1.4, NE 3.1, NE 4.4, HD 1.1, HD 1.5, HD 3.6, HD 4.1, HD 4.5, HD 5.1, HD 6.3, HC 4.1,</p> <p>M-NCPPC DPR as Lead Entity:</p> <p>LU 2.3, TM 4.1 (T-207, T-208, T-210, T-215). TM 4.3, TM 4.4, TM 4.5, TM 5.14, TM 8.3, NE 1.3, NE 3.3, NE 3.4, NE 3.5, NE 3.7, NE 4.2, NE 4.3, NE 6.7, HD 1.4, HD 2.3, HD 2.4, HD 3.2, HD 3.3, HD 3.6, HD 4.1, HD 4.2, HD 4.5, HD 4.13, HD 7.3, HD 7.4, HC 2.6, HC 4.2, HC 4.3, HC 4.5, HC 5.2, HC 5.3, PF 1.1 (Chillum Park Enhancements, Park Acquisitions, Mountain Bike Skills Park), PF 1.4, PF 1.5, PF 1.6, PF 1.7, PF 1.8, PF 1.9, PF 1.10, PF 1.12, PF 1.13, PF 1.14, PF 2.3, and PF 2.4</p> <p>M-NCPPC DPR as Partner Entity:</p> <p>LU 2.2, LU 2.10, LU 2.11, TM 4.1 (T-209, T-211, T-212, T-213, T-217, T-218), TM 4.7, TM 4.12, TM 5.7, TM 5.9, TM 5.10, TM 5.12, TM 5.13, NE 1.5, NE 2.2, NE 3.1, NE 3.2, NE 3.6, NE 4.1, HD 1.1, HD 1.2, HD 1.5, HD 2.1, HD 2.2, HD 3.1, HD 4.4, HD 6.2, HD 6.3, HD 7.1, HD 7.2, HC 2.4, HC 3.2, HC 4.1, HC 4.4, PF 1.1 (Greenway segments, private park/plaza construction), PF 1.2, PF 1.3, PF 2.1, and PF 2.2.</p> <p>Add the Planning Department as a dedicated column in Table 25.</p>	208-221
27a	The County Council is evaluating the effectiveness of the Zoning Ordinance on an ongoing basis.	Revise Table 27 to reflect that implementation of Strategy LU 3.1 is ongoing.	208-221
27b	Table 27 omitted Implementation Timeframes for specific public facility recommendations.	Add implementation timeframes where they are missing.	208-221
27c	The July 2022 Staff Draft Plan is inconsistent with the Planning Board and County Council’s previously approved approach to the Implementation Matrix for implementation items where ultimate lead responsibility is yet to be determined.	For items where lead responsibility is yet to be determined, identify the possible partner entities and identify the Lead Entity as “TBD”.	208-221
27d	Multiple parties can construct, improve, or maintain bus stops and bus-supportive infrastructure.	<p>Revise Table 27 to show the following entities as Lead Entity for TM 7.1 and TM 7.2:</p> <p>SHA WMATA Owners/Developers DPW&T City of Hyattsville City of Mount Rainier Town of Brentwood Shuttle-UM</p> <p>Revise Table 27 to show the following entities as Lead Entity for TM 7.3:</p> <p>SHA Owners/Developers DPW&T City of Hyattsville City of Mount Rainier Town of Brentwood Shuttle-UM</p>	208-221
27e	The implementation matrix includes a recommendation to install shared lane markings on Jefferson Street. Subsequent to the public release of the July 2022 Staff Draft Sector Plan, the City of Hyattsville installed these markings.	Delete Jefferson Street from Table 27.	208-221
28	The correct implementation agencies for NE 1.4, evaluation of hydrologic and hydraulic models to identify flood risk are DoE as the lead and the Planning Department, DPIE, and the U.S. Army Corps of Engineers as partner entities.	Revise Table 27 for Strategy NE 1.4 accordingly.	214
29	M-NCPPC would not play an obvious role in relocating the Town of Brentwood Public Works facility at 4604 37 th Street.	Remove M-NCPPC as Partner Entity in Table 27, Implementation Framework, for Strategy NE 1.9.	214
30	Maryland Milestones, municipalities, or other organizations, not DPR, would provide historic road signage.	<p>Revise the Partner Entities in Table 27, Implementation Framework, for Strategy HD 1.5 as follows:</p> <p>[M-NCPPC] <u>Community Orgs.</u> <u>Maryland Milestones</u> <u>Municipalities</u></p>	216

Underline indicates language added.
[Brackets] indicate language deleted.

Revision No.	Issue	Correction/Clarification	Page #
31	There are no DPR-owned historic and cultural resources in the sector plan area, so M-NCPPC would not partner in establishing walking tours of such resources.	Remove M-NCPPC as a Partner Entity in Table 27, Implementation Framework, for Strategy HD 6.1.	217
32	Maryland Milestones would lead implementation of Strategy HD 6.3 (apply for heritage tourism grants).	Revise Table 27, Implementation Framework, for Strategy HD 6.3 as follows: Identify Maryland Milestones as Lead Entity Identify M-NCPPC Planning Department and M-NCPPC DPR as Partner Entities.	218
33	Implementation Lead Entities for Strategies HD 7.1, HD 7.2, HC 2.4, PF 2.1, PF 2.3 and construction of the West Hyattsville Greenway (Strategy PF 1.1) will be determined in the future.	Lead identified as TBD for these strategies.	218-220
34	Revise Prince George’s County Council and Prince George’s County Planning Board to reflect membership on the date of approval of the sector plan.	Revise accordingly.	4-5
34a	Introduction to Comprehensive Rezoning Changes states that the existing zoning map is endorsed by the Planning Board. While this is technically accurate, Planning Board endorsement of an SMA usually refers to the period prior to an SMA’s approval by the District Council, not the approved County Zoning Map.	Revise the first sentence as follows: Map D-1 shows the existing zoning classifications within the West Hyattsville-Queens Chapel Sector[, endorsed by the Planning Board].	D-2
35	Certificate of Adoption fails to mention amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> .	Add amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> to Certificate of Adoption.	275
36	Acknowledge and update new, retired, reassigned, and former staff, consultants, and “special thanks to” names.	Update as needed at time of publication.	276-281
37	The July 2022 Proposed SMA referred several times to Strategy NE 2.3. This was in error. No zoning change implements Strategy NE 2.3.	Delete all references to Strategy NE 2.3 in the May 2024 Proposed SMA.	SMA-wide
38	References to the plan within the SMA were inconsistent. The SMA is a draft Planning Board Resolution that will not be acted on by the Planning Board until they have adopted the Staff Draft Sector Plan. There were several errors in cross-references to specific strategies.	Update all plan cross-references within the SMA for accuracy and to refer to the Adopted Sector Plan	SMA-wide
39	Prior to its public release, the May 2024 Staff Draft Sector Plan and Proposed SMA underwent an internal review process.	Revise as needed to ensure document quality, accuracy, clarity, and internal consistency.	Plan-wide SMA-wide

STAFF DRAFT II WEST HYATTSVILLE QUEENS CHAPEL

SECTOR PLAN

Appendix G: Map Citations

Map 1. West Hyattsville-Queens Chapel Sector Plan Boundary

- Prince George's County Planning Department, All Imagery, *Imagery*, 2023 **
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 2. Sector Plan Area: Local Context

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020 **
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, October 18, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

Map 3. Sector Plan Area: County Context

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020 **
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, August 23, 2022 *
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, October 18, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 4. Municipal Boundaries

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Municipal Boundary Py*, Polygon, January 19, 2014
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Municipal_Boundary_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 5. Major Landmarks

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Place Name Pt*, Point, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Place_Name_Pt.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *School Pt*, Point, April 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/School_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP Additional Place Name Pt*, Point, April 14, 2023 *
- Prince George's County Planning Department, *WHQC SP Selected Landmarks Pt*, Point, March 23, 2024 *

Map 6. Existing Land Use

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *WHQC SP ExistingLU 02202024 Py*, Polygon, February 28, 2024 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 7. Approved Development Applications in Sector Plan Area as of May 2, 2024

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU CSP Py updated 02272024*, Polygon, February 28, 2024 *
- Prince George's County Planning Department, *WHQC SP LU DSP Py updated 02272024*, Polygon, February 28, 2024 *
- Prince George's County Planning Department, *WHQC SP LU Preliminary Plan Py updated 02272024*, Polygon, February 28, 2024 *

Map 8. Existing Zoning

- Prince George's County Planning Department, *BCA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/BCA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Existing Zoning Py*, Polygon, March 3, 2022 *
- Prince George's County Planning Department, *Zoning Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Zoning_Py.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 9. Future Land Use Map (FLUM)

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *FLU change updated20240207*, Polygon, February 9, 2024 *
- Prince George's County Planning Department, *GenPln 2035 GFLU Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GenPln_2035_GFLU_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *WHQC SP Properties*, Polygon, July 7, 2022 *

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

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 11. Properties Subject to Strategies LU 2.3-LU 2.6

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 12. Properties Subject to Strategy LU 2.9

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Floodplain DPIE Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Floodplain_DPIE_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 2 9 Py*, Polygon, February 23, 2024 *

Map 13. Properties Subject to Strategy LU 2.10

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Floodplain DPIE Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Floodplain_DPIE_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 2 10 Py*, Polygon, February 26, 2024 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 14. West Hyattsville Local Transit Center, Core, and Edge

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *WHQC SP WHLTC Boundary updated20240207 Py*, Polygon, February 9, 2024 *
- Prince George's County Planning Department, *WHQC SP WHLTC Core dissolve updated20240207 Py*, Polygon, February 9, 2024 *
- Prince George's County Planning Department, *WHQC SP WHLTC Edge updated20230919 Py*, Polygon, February 9, 2024 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 15. 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

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Floodplain DPIE Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Floodplain_DPIE_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 4 2 Py*, Polygon, October 16, 2023 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 16. Properties subject to Strategy LU 5.4

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 17. Prince George's Plaza Regional Transit District

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *PGC Core Edge Py*, Polygon, August 16, 2016 *
- Prince George's County Planning Department, *GPRTD Additions Py*, Polygon, September 21, 2023 *
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 18. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 8.1

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 8 1 Py*, Polygon, November 30, 2022 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 19. Properties on MD 208 (Hamilton Street) Recommended for Classification in the CN Zone Pursuant to Strategy LU 8.2

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 8 2 Py,,* Polygon, November 30, 2022 *

Map 20. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 9.1

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 9 1 Py,,* Polygon, January 23, 2024 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 21. Properties Recommended for Classification/Retention in the RSF-A Zone Pursuant to Strategy LU 9.2 and LU 9.3

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 9 2 updated20230919 Py*, Polygon, March 7, 2024 *

Map 22. Metrorail Station Walksheds and Bikesheds

- Prince George's County Planning Department, AECOM, 10-Minute Walkshed Py, Polygon, 2021
- Prince George's County Planning Department, AECOM, 15-Minute Walkshed, Polygon, 2021
- Prince George's County Planning Department, AECOM, 10-Minute Bikeshed, Polygon, 2021
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 23. Existing Master Plan of Transportation Rights-of-Way

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Right of Way Py*, Polygon, January 19, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP MPOT P204 Correction Ln*, Line, June 14, 2022 *
- Prince George's County Planning Department, *WHQC SP MPOT P230 Correction Ln*, Line, February 13, 2024 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 24. Existing and Previously Recommended Bicycle and Shared-Use Facilities

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP MPOT Ped Bike updated 07192022*, Polygon, July 21, 2022 *

Map 25. Existing Pedestrian Facilities

- DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/> **
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Sidewalk Cline 2020 Ln*, Line, March 24, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Sidewalk_Cline_2020_Ln.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 26. Existing Bus Transit Facilities

- DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/> **
- Prince George's County Planning Department, *Bus Route THE BUS Ln*, Line, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Bus_Route_THE_BUS_Ln.zip
- Prince George's County Planning Department, *Bus Stop THE BUS Pt*, Point, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Bus_Stop_THE_BUS_Pt.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Washington Metropolitan Area Transit Authority/Prince George's County Planning Department, *Bus Route Metro Ln*, Line, September 29, 2020 **
- Washington Metropolitan Area Transit Authority/Prince George's County Planning Department, *Bus Stop Metro Pt*, Point, August 2, 2019 **
- University of Maryland, 113 Hyattsville, accessed September 16, 2020, *UMD Shuttle Route 113*,
https://transportation.umd.edu/sites/default/files/113_HYT.pdf.

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 27. Recommended Countywide Master Plan of Transportation Streets

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Right of Way Py*, Polygon, January 19, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC RoadImprovement Py updated 01102024*, Polygon, January 24, 2024 *

Map 28. Properties subject to Strategy TM 1.17

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP TM 1 17 updated 03062024 Py*, Polygon, March 6, 2024*

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 29. Recommended Countywide Master Plan of Transportation Bicycle, Pedestrian, and Shared-Use Facilities

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Ped Bike Mask Py*, Polygon, June 6, 2022 *
- Prince George's County Planning Department, *WHQC REC Streets Facilities Py updated 02132024*, Polygon, February 15, 2024 *
- Prince George's County Planning Department, *WHQC SP Existing Trail Correction Ln*, Line, June 6, 2022 *
- Prince George's County Planning Department, *WHQC TrailImprovement Py updated 02132024*, Polygon, February 15, 2024 *

Map 30. Streets Subject to Strategies TM 4.9 and TM 4.10

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC TM 4 9 Streets Ln*, Line, July 12, 2022 *
- Prince George's County Planning Department, *WHQC TM 4 10 Streets Ln*, Line, July 12, 2022 *

Map 31. Major Environmental Features

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Area 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2020_Py.zip
- Prince George's County Planning Department, *Impervious Surface 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2020_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Tree canopy 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Tree_canopy_2020_Py.zip
- Prince George's County Planning Department, *Wetland DNR Py*, Polygon **

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 32. Countywide Green Infrastructure Network (Existing)

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *GI Pln 2017 Py*, Polygon, July 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GI_Pln_2017_Py.zip
- Prince George's County Planning Department, *Impervious Surface 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2020_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

Map 33. County One Percent Annual Chance (100-Year) Floodplain

- Prince George's County Planning Department, *Floodplain DPIE Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Floodplain_DPIE_Py.zip
- Prince George's County Planning Department, *Hydro Area 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2020_Py.zip
- Prince George's County Planning Department, *Impervious Surface 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2020_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

Map 34. Properties Recommended for Conservation Easements as Redevelopment Occurs

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP NE 2 2 Py updated20230919*, Polygon, October 5, 2023 *

Map 35. Amendments to the Countywide Green Infrastructure Network pursuant to Strategy NE 2.3 and NE 2.4

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *GI Pln 2017 Py*, Polygon, July 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GI_Pln_2017_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP Proposed GI Network 1*, Polygon, March 6, 2024 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 36. Properties Recommended for Long-Term Redevelopment Pursuant to Strategy HN 1.8 and HN 1.9

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 37. Priority Housing Preservation Areas

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 38. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hist Dist Nation Register Py*, Polygon, October 18, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hist_Dist_Nation_Register_Py.zip
- Prince George's County Planning Department, *Historic Site Pt*, Point, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Historic_Site_Pt.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Scenic Historic Road Ln*, Line, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Scenic_Historic_Road_Ln.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 39. Public Facilities and Amenities in and near the Sector Plan Area

- Prince George's County Planning Department, *Community Center Pt*, Point, November 22, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Community_Center_Pt.zip
- Prince George's County Planning Department, *Fire Station Pt*, Point, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Fire_Station_Pt.zip
- Prince George's County Planning Department, *Hospital Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hospital_Pt.zip
- Prince George's County Planning Department, *Library Pt*, Point, August 21, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Library_Pt.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Picnic Area Pt*, Point, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Picnic_Area_Pt.zip
- Prince George's County Planning Department, *Playground Pt*, Point, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Playground_Pt.zip
- Prince George's County Planning Department, *Police Station Pt*, Point, April 22, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Police_Station_Pt.zip
- Prince George's County Planning Department, *Post Office Pt*, Point, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Post_Office_Pt.zip
- Prince George's County Planning Department, *School Pt*, Point, April 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/School_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 40. New Recommended Parks, Recreation, and Public Open Space Facilities

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Ped Bike Mask Py*, Line, July 5, 2022 *
- Prince George's County Planning Department, *WHQC REC Streets Facilities Py updated 02132024*, Polygon, February 15, 2024 *
- Prince George's County Planning Department, *WHQC SP Existing Trail Correction Ln*, Line, June 22, 2022 *
- Prince George's County Planning Department, *WHQC SP Proposed Parks Ln updated 20240213*, Line, February 20, 2024 *
- Prince George's County Planning Department, *WHQC SP Proposed Parks Pt*, Point, July 7, 2022 *
- Prince George's County Planning Department, *WHQC SP Proposed Parks Py*, Polygon, July 12, 2022 *
- Prince George's County Planning Department, *WHQC Trail Improvements Py updated 02132024*, Polygon, February 15, 2024 *

Map C-1. Existing Zoning

- Prince George's County Planning Department, *CBCA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/CBCA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *Zoning Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Zoning_Py.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map C-2. Proposed Zoning

- Prince George's County Planning Department, *BCBA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/BCBA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Proposed Zoning 01312024 Py*, Polygon, February 1, 2024 *

Map C-3. Proposed Zoning Changes

- Prince George's County Planning Department, *BCBA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/BCBA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
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* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.