

Staff Analysis of Testimony

Third Draft of the 2025 Preliminary West Hyattsville-Queens Chapel Sector Plan and

Proposed West Hyattsville-Queens Chapel Sectional Map Amendment (SMA)

July 1, 2025, Joint Public Hearing Record

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I. Introduction

Purpose of the Analysis of Testimony and Process

This analysis of testimony is intended to identify areas where staff recommend the Planning Board amend the third draft of the preliminary sector plan or proposed Sectional Map Amendment (SMA) in its resolutions of adoption and endorsement in response to issues raised in public testimony. 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.

Following the Planning Board’s work session on this analysis of testimony, the Planning Board may adopt, adopt with amendments, deny, or remand (to staff) the draft sector Plan. The Planning Board will also make its recommendation on the proposed SMA. Once adopted, the Planning Board then transmits the adopted sector plan and endorsed SMA to the District Council. The District Council may review the adopted plan and endorsed SMA in a work session and then determine whether to approve them, approve them with amendments based on the record, deny the plan, remand one or both of them to the Planning Board for further analysis, or propose amendments to the plan or SMA not based on information contained in the record of public testimony. If the District Council proposes amendments to the plan and/or SMA that are not based on information in the record of public testimony, a second joint public hearing of the District Council and Planning Board must be held on those amendments only.

Staff Recommended Actions

At the direction of the Planning Board, recommendations in this analysis will be incorporated into the Planning Board’s Resolution of Adoption, and will include, as an attachment, an Errata Sheet containing corrections and clarifications.

This report analyzes 89 exhibits (Exhibits 75-160, T1, T4 and T5) and 38 pages of transcribed oral testimony (representing 14 speakers [1 absent]) from the joint public hearing on the third draft of the Preliminary West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA held on July 1, 2025. Late exhibits, T1, T4 and T5, are recommended by staff to be admitted into the record. Late exhibits T2 and T3 are not recommended to be admitted into the record. Copies of the transcript and all exhibits submitted before and after the close of public record on July 21, 2025, are included as attachments. Following a review of the exhibits and oral testimony, Planning Department staff analyzed the issues raised in the testimony and offered the Department’s response and several recommendations for changes to the text and maps of the third draft of the preliminary sector plan and proposed SMA, as amendments, in response to testimony. Testimony includes written testimony received during the open record period and verbal testimony, which was provided at the joint public hearing.

This analysis is organized as follows:

General testimony regarding the plan and key issues are provided first, followed by additional testimony that is then organized 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 are provided:

Issue No.	Summary of Issues	Staff Response	Plan/SMA Cross References	Exhibit/Speaker #	Staff Recommendation	Planning Board Action	District Council Action
Topic							
Serial number	Summary of issues raised in testimony	Staff analysis of testimony (including a summary of how the draft sector plan or proposed SMA addresses the issue raised)	References to specific plan policies/strategies and page numbers	List of exhibits/speakers providing testimony on this topic	Staff recommendation to Planning Board (if any)	Planning Board Action (completed after adoption)	District Council Action (completed after approval)

Within the testimony analysis, the following symbols are used:

Underline indicates language added to the draft plan and/or proposed SMA.

~~Bracket~~ indicates language deleted from the draft plan and/or proposed SMA.

I. Introduction

Acronym Guide

ADU	Accessory Dwelling Unit
AG	Agriculture and Preservation Zone
CB	Council Bill
CN	Commercial, Neighborhood Zone
CR	Council Resolution
CSG	Coalition for Smarter Growth
DDOT	D.C. Department of Transportation
DPIE	Prince George’s County Department of Permitting, Inspections and Enforcement
DPW&T	Prince George’s County Department of Public Works and Transportation
DSP	Detailed Site Plan
FLU	Future Land Use
HPC	Historic Preservation Commission
IE	Industrial, Employment Zone
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
MD	Maryland
MDOT	Maryland Department of Transportation
MDE	Maryland Department of the Environment
M-NCPPC	The Maryland-National Capital Park and Planning Commission
MPOT	Master Plan of Transportation
NCOZ	Neighborhood Conservation Overlay Zone
NOAA	National Oceanic and Atmospheric Administration
OS	Open Space
PD	Planned Development Zone
PGCEDC	Prince George's County Economic Development Corporation
PGCPS	Prince George's County Public Schools
PPP	Public Participation Program
RMF-20	Residential, Multifamily-20 Zone
RMF-48	Residential, Multifamily-48 Zone
ROS	Reserved Open Space Zone
RSF-65	Residential, Single-Family-65 Zone
RSF-A	Residential, Single-Family-Attached Zone
SHA	Maryland State Highway Administration
SMA	Sectional Map Amendment
SS4A	Safe Streets for All
SWM	Stormwater Management
TDDP	Transit District Development Plan
TDR	Transfer of Development Rights
WHQC	West Hyattsville-Queens Chapel
WMATA	Washington Metropolitan Area Transit Authority
ZC	Zoning Change

II. Analysis of Testimony: A. General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
General Support or Opposition							
A1	The Coalition for Smarter Growth (CSG) expresses strong support for the third draft of the plan, praising its comprehensive approach to expanding housing options, improving walkability and bike access, and connecting the community to Metro stations.	Acknowledged.	N/A	E87/Cheryl Cort	No change.	Confirmed Staff Recommendation.	
A2	Supports the revised draft plan, believing it will help create a more affordable, walkable, and sustainable community.	Acknowledged.	N/A	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	
A3	The plan lacks clear explanations on how the proposed development will tangibly benefit long-term residents’ daily lives, address concerns like trash pickup, policing, infrastructure capacity, and school overcrowding, and instead focuses on building without providing solutions to these critical community needs.	Staff acknowledge these important concerns and emphasize that the sector plan is designed to address growth thoughtfully and comprehensively. While the plan focuses on increasing housing options, it also includes strategies to enhance public services and infrastructure and encourages public facility providers to keep pace with development. Additionally, all new development must comply with adequate public facility regulations.	N/A	E141/Toni Stanley-Winsett and Shea A. Winsett, Ph.D.	No change.	Confirmed Staff Recommendation.	
Plan and SMA Boundary							
A4	Recommended that the sector plan and SMA boundary be expanded to include other adjacent areas.	While the desire to expand the sector plan boundary to include areas east of Queens Chapel Road and south of East-West Highway is understandable given their location and proximity to transit, it is not procedurally feasible at this point in the project. The boundary is established and approved by the County Council at the time of the plan’s initiation (i.e., 2022) and is based on planning priorities, available resources, and coordination with other planning efforts. Expanding the boundary now would require reinitiating the plan through a new Council Resolution that defines and approves the new boundary. Reinitiating restarts the entire planning process over. Concerns about adjacent areas will be addressed through future planning efforts, which are guided by the Prince George’s County Planning Board and the District Council. The West Hyattsville-Queens Chapel Sector Plan area was identified as a priority following the County’s comprehensive zoning rewrite, which made the 2006 <i>Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone</i> and the previous Development District Overlay Zone obsolete. Nonetheless, the boundary from the previous plan is expanded to replace portions of 1994 <i>Approved Master Plan for Planning Area 68</i> and 2004 <i>Approved Sector Plan for the Prince</i>	N/A	E120/V1/Alan Socha	No change.	Confirmed Staff Recommendation.	

II. A: General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
		George’s County Gateway Arts District, and the 1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity.					
Plan and SMA Approval Timeline							
A5	Recommended that the plan be paused until the state’s economy stabilizes to ensure that both the funding-dependent and rezoning components can be implemented responsibly and equitably.	While staff acknowledge the concerns expressed, it is important to recognize that the sector plan is a long-term plan, intended to shape development over the next 20 to 25 years. Many of its recommendations, particularly those requiring funding, are not expected to be implemented immediately but rather occur over time as resources become available. Delaying adoption would not resolve current fiscal challenges and may hinder the County’s ability to acquire state and federal funding in the future, which at times requires alignment with adopted plans. Additionally, moving forward with rezoning now allows the County to begin addressing ongoing housing needs and implements the reclassification of key roadways to mixed-use boulevards.	N/A	E120/V1/Alan Socha	No change.	Confirmed Staff Recommendation.	
Community Outreach							
A6	Commended the Planning Department’s public outreach efforts, noting that the open houses were well-organized and effective in fostering public input.	Acknowledged.	N/A	V2/Peter Stockus	No change.	Confirmed Staff Recommendation.	
A7	Praised the planning staff’s thorough response to public comments in Draft II, calling it a model of transparent and responsive planning.	Acknowledged.	N/A	E77/E152/V3/Melissa Schweisguth	No change.	Confirmed Staff Recommendation.	
A8	Commended M-NCPPC extensive public engagement with the City of Mount Rainier and different populations groups.	Acknowledged.	N/A	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	
A9	The Hispanic population has not been consulted on this project.	Staff agree with the importance of engaging all members of the community, including the Hispanic population, in the planning process. That is why outreach materials and events were provided in both English and Spanish, and interpretation services were available at all events to ensure accessibility. The project followed a robust and inclusive Public Participation Program, which included multilingual advertising, translated materials, and targeted outreach strategies to reach diverse communities within the sector. While participation levels can vary, every effort was made to try and reach all residents.	N/A	E117/Alexi Ms. Boado	No change.	Confirmed Staff Recommendation.	

II. A: General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
A10	Concerned that outreach efforts primarily engaged newer residents or those outside the plan’s impact area, thereby neglecting the voices of established homeowners directly affected by the proposed changes.	Staff respectfully acknowledge these concerns and affirm that a robust Public Participation Program (PPP) was executed throughout the planning process. This program included multiple outreach methods designed to engage a wide range of residents, including long-term homeowners across the sector plan area. Efforts were made to ensure all voices were heard, and outreach materials and events were broadly advertised online and through mail to maximize community involvement.	N/A	E141/Toni Stanley-Winsett and Shea A. Winsett, Ph.D.	No change.	Confirmed Staff Recommendation.	
Implementation							
A11	Expressed the need for more detailed implementation guidance, particularly regarding interagency collaboration and ensuring accountability in carrying out the plan’s recommendations.	Staff acknowledge the importance of clear implementation guidance and recognize that many past community plans have struggled with consistent follow-through. To help address this issue, newer plans, including this one, contain an implementation matrix, which outlines actionable recommendations, identifies lead and supporting agencies, and provides estimated timelines for short-, mid-, and long-term actions. While the plan presents an ambitious vision for the future, it is written with the understanding that implementation will occur gradually and depend on available funding, staffing, and the capacity of implementing entities. Throughout the planning process, staff worked closely with potential implementation partners to build support and agreement with the plan’s priorities. Although the plan itself cannot require future coordination or guarantee that all recommendations will be carried out, it establishes a basic framework to help guide future efforts and encourage accountability.	N/A	E77/E152/V3/Melissa Schweisguth E111/Daniel Broder	No change.	Confirmed Staff Recommendation.	
A12	Implementation matrix should include explicit funding sources.	The sector plan outlines a 20-to 25-year vision, and it is not feasible to identify explicit funding sources for every action item over such a long timeframe. However, the accompanying Public Facilities Report does highlight recommendations that have already been included in agency budgets where applicable. Most agency budgets operate on a 6-year outlook, and funding decisions are made incrementally over time as priorities and resources evolve.	N/A	E111/Daniel Broder	No change.	Confirmed Staff Recommendation.	
A13	Plan fails to account for the real-world constraints of partner agencies and to meaningfully include the City of Hyattsville as a key partner in its planning recommendations.	Plans are, by nature, intended to be aspirational and optimistic, while still grounded in the realm of possibility, striking a careful balance between visionary goals and practical implementation. The City of Hyattsville has played an important and active role throughout the development of this plan, with several meetings and public events specifically focused on engaging city officials, stakeholders, and residents to ensure their perspectives are considered. The City of Hyattsville has also submitted testimony expressing general support of the sector plan.	N/A	E117/Alexi Boado	No change.	Confirmed Staff Recommendation.	
A14	Urged that implementation language be made more flexible to allow property owners in cooperation with the Planning Department discretion in	The request for more flexible implementation language is acknowledged, but it's important to note that sector plans are general policy guides and not necessarily strict regulatory documents in most development cases. They do not impose binding requirements that must be followed; those types of regulations are governed by the Zoning Ordinance. Staff use	N/A	E137/V9/Casey Cirner	No change.	Confirmed Staff Recommendation.	

II. A: General Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	balancing recommended public improvements and redevelopment costs.	discretion when reviewing development proposals against the plan's recommendations, allowing for flexibility based on project-specific conditions.					
Existing Conditions							
A15	Expressed concern that there are discrepancies between the plan’s statistics and Census.gov data suggesting either poor research practices or intentional manipulation of data, both of which undermine trust in the project.	It is difficult to determine where any discrepancies may exist without knowing which specific datasets are being referenced. However, it is important to note that the sector plan boundary does not align with established Census boundaries, and a split census boundary methodology may have been used to generate statistics to try and more accurately reflect the specific plan geography. Additionally, the project’s existing conditions analysis was conducted in 2020 and may have relied on different or more up-to-date datasets than those being used for comparison.	N/A	E141/Toni Stanley-Winsett and Shea A. Winsett, Ph.D.	No change.	Confirmed Staff Recommendation.	

II. B: Key Issues

This section of the analysis discusses **key** issues raised in public testimony. These issues are complex, include a significant amount of written testimony, and require lengthier staff analysis and recommendation. This table serves as a synopsis; please refer to staff analysis and recommendations for additional context.

No.	Key Issue	Summary	Staff Recommendations	Pages
B1	Rezoning RSF-65 Neighborhoods to RSF-A	Testimony and exhibits were submitted both in favor of and in opposition to the rezoning proposal for all RSF-65 Zone property to RSF-A. Some are in favor, given its location proximate to two Metro stations, potential to mitigate climate change, and ability to increase the local tax base, while others oppose the recommendations for a multitude of reasons covering each of the plan elements.	<ul style="list-style-type: none">• Revise LU 10.2 in the sector plan.• Delete LU 10.3 from the sector plan.• Revise HN 1.4 in the sector plan.• Update Map 9. Future Land Use Recommendations, to show Residential Medium for the subject properties.• Update Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2 and LU 10.3.• Delete Right Size Zoning callout box.• Delete Appendix G. Properties Subject to Strategy LU 10.2 & LU 10.3.• Delete ZC 31, ZC 36, and ZC 37 from the SMA.• Add HD 6.3 to the sector plan, which recommends reviewing Avondale for local Historic District Designation.• Add HN 2.6 to the sector plan, which recommends specific topics that should be analyzed during the Missing Middle Housing Study.	9-19
B2	Future Land Use and Zoning at 2130 Chillum Road (Washington Gas)	Washington Gas requests the reclassification of its property at 2130 Chillum Road to the Industrial, Employment (IE) Zone.	No change. Retain plan and SMA as is to rezone subject property to Local Transit-Oriented – Edge (LTO-E).	20-21

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

Plan/SMA Cross References:
LU 10.2, LU 10.3, Map 9, Map 22, HN 1.4, Appendix G, ZC 31, ZC 36, and ZC 37

Exhibits/Speakers:

E77/E152/V3/Melissa Schweisguth	E98/Barry Fargo	E131/Peter Zorc
E78/Rachiel P. Durant	E100/V6/Nancy Gaskins	E134/Elissa Woodbury
E80/Dorothy Hamilton	E101/Moira McCauly	E135/Gregory Pitman
E81/E132/E138/E140/E148/E149/V10 Pat Padua	E102/Lindsey Mendelson	E136/Brian Wivel
E82/V11 James Butty	E103/Tom Taylor	E142/Jacquelyn Henry and Denny Henry
E83/V5 Yohnei Shambourger	E105/E113/E133/E154/V8 Jewel B. Smith	E143/Crystal Arthur
E84/Rosemary Latney and John Latney	E106/E145/Regina Ikard	E144/Marcia Icton
E86/V4/Andrea Ganesh	E107/Matthew Girardi	E146/Antoine D. Smith
E87/Cheryle Cort	E108/Nora Doyle	E147/Nancy Carter
E88/E99/Standford Fraser	E109/E110/Elvira Ebert	E150/Dan Behrend
E89/Bradley Kennedy	E111/Daniel Broder	E151/Jennifer Kubit
E90/Douglas Stallworth	E112/Antoinette H. Brown	E155/Anne Weeks
E91/E104/Thomas G. Zeller	E114/Bernard Holloway	E156/Lidia Awad
E92/Judy Allen-Leventhal	E115/Amanda Huron	E157/Vilma Bigelow
E93/Laurence Aurbach	E116/Eric Newberry	E158/Sarah Gallagher
E94/Mayor Celina R. Benitez	E117/Alexi Boado	E159/Bertha Jackson
E95/Steve Brigham	E118/Donna Owens	E160/Maria Ramm
E96/Ryan Burgess	E119/Jacob Barker	V14/Niambi Carter
E97/Alexander Campbell	E120/V1/Alan Socha	

Summary of Issues: Many have expressed negative sentiments to the proposed rezoning of single-family detached neighborhoods (Avondale Terrace, Avondale Grove, Avondale, North Woodridge, Evans Addition to Hyattsville, Czarra, Castle Manor, Clearwood, and/or Queens Chapel Manor) from RSF-65 to RSF-A. The opposition cited a multitude of reasons including lack of public engagement and dislike of the planning process, in addition to concerns around taxes, transportation, parking, infrastructure, neighborhood character, the environment, and potential resident displacement.

Staff Analysis: The opposition raised a wide range of concerns across the plan elements (e.g., land use, transportation, and housing). While the strength of these arguments differed greatly, several key points present compelling justification for the Planning Board and District Council to reconsider the proposed application of the RSF-A Zone to most of the sector plan area currently zoned RSF-65.

Based on the input received, the Planning Department is supportive of having further discussions to discuss the rezoning proposal prior to expanding the RSF-A designation to all neighborhoods. Many residents shared that they felt misled, as the expansion had not been presented during earlier phases of community engagement. The Planning Department is beginning a Missing Middle Housing Study in 2025. This process is expected to provide data-driven guidance on the appropriate location and form of diverse housing types across the County. The study will likely explore whether expanded housing options within single-family zones, such as duplexes, triplexes, and townhouses, should be subject to public facility requirements to address residents’ concerns about future public facility needs. The study also has a goal to evaluate the role of Accessory Dwelling Units (ADUs), in compliance with State Law, and determine the ability in increasing housing diversity without necessitating broad rezoning. Since the ADU program is in its early stages, its potential impact remains uncertain and deserves further analysis.

Lastly, a major rationale for the rezoning was to facilitate redevelopment of smaller lots, those below the 6,500 square-foot minimum required under RSF-65. However, this issue has been mitigated through the adoption and implementation of Council Bill CB-15-2024, which essentially allows single-family detached houses to be built on lots between 3,250 and 6,500 square feet assuming designed standards are met, or a variance is applied for and granted. This legislative change creates an alternative path on a case-by-case basis for redevelopment. Though staff emphasize that the more streamlined approach is the proposed rezoning to RSF-A which makes such redevelopment permitted by right without the need for a variance.

Taken together, these factors demonstrate the need for further study before advancing the proposed zoning changes. The Planning Department is in support of context-sensitive housing diversity, particularly in areas near transit, and looks forward to exploring Countywide in collaboration with the general public. Please refer to the final recommendations after a summary of the testimony for further information.

In Favor: Approximately 24 pieces of testimony were received in **favor** of the proposed rezoning the entirety of the several neighborhoods from RSF-65 to RSF-A, and the associated strategy HN 1.4 to construct duplex, triplex, or townhouses in the plan area. The following people below provided testimony favoring the policies, strategies, and rezoning concerning Avondale Terrace, Avondale Grove, Avondale, North Woodridge, Evans Addition to Hyattsville, Czarra, Castle Manor, Clearwood, and/or Queens Chapel Manor either at the Joint Public Hearing on July 1, 2025, or in writing by the close of the record on July 21, 2025:

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

- Cheryl Cort (CSG)
 - Standford Fraser
 - Bradley Kennedy
 - Douglas Stallworth
 - Thomas G. Zeller
 - Judy Allen-Leventhal
 - Laurence Aurbach
 - Mayor Celina R. Benitez
 - Steve Brigham
- Ryan Burgess
 - Alexander Campbell
 - Barry Fargo
 - Moira McCauly
 - Lindsey Mendelson
 - Tom Taylor
 - Matthew Girardi
 - Nora Doyle
 - Bernard Holloway
- Amanda Huron
 - Jacob Barker
 - Peter Zorc
 - Elissa Woodbury
 - Gregory Pitman
 - Brian Wivell
 - Dan Behrend

The testimony strongly supports rezoning from RSF-65 to RSF-A to allow duplexes, triplexes, and townhouses to address the housing crisis, reduce sprawl, and mitigate climate impacts. It notes that the area already includes similar “missing middle” housing types and that the proposed change would increase flexibility in housing options, creating more opportunities for families to live near Metro stations and helping meet the demand for affordable housing. The testimony also emphasizes that restricting housing in transit-rich areas will lead to more sprawl and increased traffic. Mayor Benitez specifically supports smart infill growth, housing diversity, and housing affordability.

In Opposition: Approximately 43 pieces of testimony were received in **opposition** to the proposed rezoning of the several neighborhoods from RSF-65 to RSF-A, and the associated strategy HN 1.4 to construct duplex, triplex, or townhouses in the plan area. The following stakeholders below provided testimony opposed to the policies, strategies, and rezoning concerning either Avondale Terrace, Avondale Grove, Avondale, North Woodridge, Evans Addition to Hyattsville, Czarra, Castle Manor, Clearwood, and/or Queens Chapel Manor either at the July 1, 2025, Joint Public Hearing or in writing by the close of the record on July 21, 2025:

- Melissa Schweisguth
 - Rachiel P. Durant
 - Dorothy Hamilton
 - Pat Padua
 - Veronica Padua
 - James Butty
 - Yohnei Shambourger
 - Rosemary Latney
 - John Latney
 - Katherine Goldberg
 - Andrea Ganesh
 - Nancy Gaskins
- Jewel B. Smith
 - Regina Ikard
 - Elvira Ebert
 - Daniel Broder
 - Antoinette H. Brown
 - Eric Newberry
 - Alexi Boado
 - Donna Owens
 - Alan Socha
 - Jacquelyn Henry
 - Denny Henry
 - Crystal Arthur
- Marcia Iceton
 - Antoine D. Smith
 - Nancy Carter
 - Jennifer Kubit
 - Anne Weeks
 - Maria Ramm
 - Lidia Awad
 - Vilma Bigelow
 - Sarah Gallagher
 - Bertha Jackson
 - Niambi Carter

The residents of Avondale, Avondale Grove, Avondale Terrace, and North Woodridge organized a petition (Exhibits 138, and 149) against the proposed rezoning. Upon review, there were 137 unique signatures (4 duplicates were identified). Of the 159 signatures there were 103 unique addresses; with 7 from Avondale, 55 from Avondale Grove, 17 from Avondale Terrace, 23 from North Woodridge, and 1 from Clearwood. Collectively, they represent approximately 23 percent (124/435 addresses) of the addresses under Zoning Change 36. Many of the petitioners also submitted testimony. Below is a summary of concerns along with staff’s response.

Lack of Transparency, Community Input and Engagement, and Public Notification

Ms. Schweisguth, Mr. Padua, Ms. Goldberg, Ms. Gaskins, Ms. Smith, Ms. Ikard, Dr. Brown, Ms. Arthur, Ms. Iceton, Ms. Carter, Ms. Kubit, and Ms. Bigelow communicated that the proposed recommendations to rezone Avondale and other single-family neighborhoods were developed without any consultation, engagement or outreach to the current community by the Planning Department, while aligning with goals, policies, standards and planning principle for sustainable communities. Residents were also concerned about the timing of notification and the failure of advanced notification or public engagement and questioned how and why certain communities were added to the rezoning proposal.

For clarification, the concerns about community engagement were mentioned. The sector plan was developed following a Public Participation Program (PPP, refer to CR-002-2022,¹ attachment A) that was formally approved by the District Council at the time of the plan’s initiation. This program outlined a robust framework for public engagement, including numerous events, meetings, and outreach efforts conducted over a significant period to ensure a wide range of community input. The PPP

¹ Council Resolution. CR-002-2022. [Prince George's County Council - Reference No. CR-002-2022](#).

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

played a critical role in helping understand the needs, concerns, and values of residents and local community stakeholders. All events were advertised to the community using multiple methods and any person interested was invited and strongly encouraged to participate, including the residents of the referenced communities. It is also notable that previous testimony was received from the Avondale/North Woodridge Citizen’s Association (Exhibit 16), as far back as October 26, 2022, indicating that these outreach efforts reached the targeted neighborhoods at least to some degree.

Nonetheless, staff acknowledge that this specific issue was not raised directly with the referenced communities prior to its inclusion in the third draft. The current rezoning proposal addresses concerns regarding increasing housing demand of different housing types, accommodating projected population growth, increasing housing density around the Metro stations, and reducing pressure to convert greenfield or agricultural land for development throughout the County based on current trends and State directives. Still, resident feedback remains a central and critical part of the process, especially since residents are directly affected by proposed changes, but it must be balanced with long-term policy objectives and countywide needs.

Lastly, it is important to note that property owner notifications regarding the proposed rezoning were issued in accordance with Section 27-3407(b)(1) of the County Zoning Ordinance, which governs public notice procedures. This section requires that written notice be mailed to all affected property owners at least 30 days prior to a public hearing. The Planning Department complied with this legal requirement to ensure that the public had a formal opportunity to review and respond to the proposed changes. The Planning Department followed the procedures required by law, using the most current and available address data provided through State tax assessment records. The Zoning Ordinance is also clear that, “failure of the Planning Board to send, or the landowner to receive the notice shall not invalidate the adoption or approval of the staff draft plan, or sectional map amendment,” per Section 27-3502(e)(2)(C). Although the law does not mandate follow-up beyond the initial notice, the Department also supplemented these efforts with three residents meetings (May 20, 2025, June 25, 2025, and July 21, 2025) around this issue, a newspaper advertisement, and opportunities for testimony at the joint public hearing and beyond to provide several opportunities for residents to engage with and learn about the plan, and provide feedback.

Disregard of Public Testimony

Mr. Padua said that although the Planning Department claimed revisions to the draft were made in response to the public’s concern, some concerns by the community were not reflected in the plan. For clarification, the Planning Department reviews all testimony submitted. Each major comment is addressed as part of the formal staff analysis of testimony, where justifications are provided explaining why specific suggestions may or may not have been incorporated into the later plan drafts or as recommendations to the Planning Board and District Council. While not every recommendation can be reflected in the final plan due to current development trends, planning practice and policies and compliance with standards, directives and laws, the planning process strives for transparency, fairness, and consensus building.

Insufficient Close of Record

Mr. Padua, also expressed the desire to submit additional petition signatures after the close of public record. The process for establishing the duration of the public record is set forth under Section 27-3502(f)(2) of the Prince George’s County Zoning Ordinance. This section states that the public record must remain open for a minimum of 15 days, with a maximum of 30 days following the joint public hearing. The actual number of days within this window is determined at the discretion of the County Council and is announced in advance to ensure transparency and fairness. In this instance, the record was held open for a period that complies with the Code, 20 days, providing ample time for all interested parties to submit written testimony, documentation, or petition signatures. Late submissions may only be accepted through a formal motion and majority vote of the District Council during a public meeting or work session and must adhere to other procedural rules outlined in the ordinance. This process ensures that the acceptance of additional materials does not introduce new testimony without opportunity for review and analysis. The purpose of setting a firm deadline is to allow staff and decision-makers a chance to fairly and thoroughly review all materials within a consistent timeframe prior to rendering recommendations or decisions.

Project Timeline is Inadequate to Evaluate the Negative Impacts

Ms. Schweisguth, Mr. Padua, and Mr. Newberry argue that the anticipated timeline for approval does not allow adequate time to evaluate the potential negative impacts of rezoning. Staff recognize that the anticipated approval in November 2025 may seem insufficient by some, but it is important to point out that the process is governed by the Prince George’s County Zoning Ordinance, specifically Sections 27-3502 and 27-3503, which lay out the legal framework and timeline for the preparation, review, and adoption of a sector plan and sectional map amendment (SMA). The Planning Department is required by law to follow this established timeline and meet the required deadlines, which is designed to balance timely action with robust public input. While November 2025 is the anticipated timeline for approval, this schedule is subject to change. Per the adopted Code, the Planning Board and Prince George’s County District Council may conduct additional work sessions or public hearings if deemed necessary.

The proposed zoning change, from RSF-65 to RSF-A, is relatively modest in nature. It retains the same residential character but allows a broader range of housing types to align with State laws and directives to support various housing typologies. The plan was developed through detailed analysis of existing conditions and identification of strategies to mitigate negative impacts. The inclusion of anti-displacement strategies and transportation and public facility recommendations within the plan demonstrates a proactive approach to mitigating potential impacts before they occur.

Existing Density

Ms. Ikard, Mr. Boadi, and Ms. Icton argued that the community is already dense enough and questioned why increased density would be beneficial. Staff acknowledge community concerns regarding existing density; however, when paired with the plan’s recommendations for improvements to public facilities and transportation infrastructure, additional density would help support local businesses and transit and encourage a more sustainable land use pattern.

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

Impacts on Property Values and Taxes

Ms. Durant, Ms. Hamilton, Mr. Padua, Ms. Gaskins, Ms. Smith, Mr. and Mrs. Henry, Mr. A. Smith, Ms. Carter, Ms. Kubit, Dr. Ganesh, and Dr. Carter expressed concerns with rezoning causing an increase in property values and in turn property taxes without any additional benefit to current residents; also noting an absence of communication regarding potential property tax implications and the future potential for a significant economic downturn. While others, including Mr. and Mrs. Latney, Ms. Ebert, and Dr. Brown, were more concerned about a decrease in property values, and in turn a decrease in tax revenue. The increases or decreases in property values and property taxes are not within the purview of the land use and zoning process.

Furthermore, Ms. Kubit stated that upzoning small or limited areas within a jurisdiction can lead to higher property taxes without an increase in housing units in the short term. Ms. Kubit’s assertion was linked to submitted documentation, specifically an article from the Council of Community Housing Organizations² and an article from the Brookings Institution,³ both summarize conclusions of several studies from non-profit organizations with similar findings. In response to Ms. Kubit’s concern, it is important to place this information in context of how rezoning occurs in Prince George’s County and the broader regional planning environment. In Prince George’s County, the primary legal tool for rezoning is the Sectional Map Amendment (SMA), which can only review and apply new zoning to a select portion of the County at a time. Countywide rezonings are extremely rare due to the complexity and scale of the process which has only occurred twice in County’s history as part of a zoning code rewrite. Currently, there are three ongoing SMAs in Prince George’s County, the Central Avenue-Blue Line Corridor, Port Towns, and West Hyattsville-Queens Chapel, all of which are exploring the potential rezoning of RSF-65 neighborhoods to the RSF-A Zone to some degree.

The proposed rezonings are part of a larger regional response to address housing supply, affordability, and equity. Neighboring jurisdictions such as Montgomery County, Washington, D.C., and some northern Virginia counties are also pursuing similar zoning changes, recognizing that limited single-family detached zoning can constrain housing availability and contribute to regional affordability challenges, also in accordance with regional planning efforts and State Laws. This shared effort reflects consensus building that modest increases in residential density, particularly in areas well-served by infrastructure, are necessary to accommodate growth and meet the needs of communities with population growth.

Unfairly Targeted with Inequitable Treatment

Mr. and Ms. Latney, Ms. Ikard, Mr. Socha, Ms. Arthur, Ms. Icton, and Ms. Carter expressed concerns that the referenced communities are being unfairly targeted, and that other communities such as Greenbelt, Cheverly, College Riggs Road, College Park, College Park Estates, Largo, University Park, New Carrollton, and Bowie, are not being considered for such rezonings. As mentioned, the Planning Department is in the process of three different SMAs and each SMA is currently conducting similar analysis regarding rezoning and housing diversity and may or may not make similar zoning proposals. In West Hyattsville, expanding RSF-A zoning to all RSF-65 properties was an attempt to be more equitable within the limited confines of the boundary established in 2022 at the time of initiation, while also simultaneously adding additional housing near two existing transit stations. That said, staff concur that the pursuit to add additional housing diversity to existing neighborhoods near transit would best be completed on larger scale to ensure equity. See staff’s recommendations.

Lack of Commercial Uses

Ms. Ikard and Ms. Icton expressed concerns about insufficient commercial businesses (i.e., commercial uses) in the plan area, and a desire to attract businesses to grow the commercial tax base instead of the residential tax base. However, one of the most effective ways to attract and sustain commercial investment is by increasing the local customer base through moderate increases in housing density. Many national and regional businesses use demographic thresholds, such as minimum population, income levels, and foot traffic within a certain radius, when deciding whether to locate to a specific area. Without sufficient population density, neighborhoods often struggle to retain or attract a variety of retail and service options. The plan seeks to address this issue by encouraging compact, mixed-use, and transit-accessible development near the Metro that brings more housing that also supports commercial businesses. Furthermore, the plan designates targeted areas such as the Hamilton Street corridor as walkable commercial hubs where future redevelopment of housing and businesses can reinforce each other. By focusing on growth in strategic areas with existing infrastructure, the plan aims to improve residents’ access to goods and services over time by increasing housing density.

Exacerbating Existing Parking Problems

Ms. Schweisguth, Ms. Durant, Mr. Butty, Ms. Shambourger, Ms. Goldberg, Ms. Smith, Ms. Ikard, Ms. Ebert, Dr. Brown, Ms. Boadi, Ms. Owens, and Ms. Icton expressed concern regarding on-street parking availability, and that adding new households will only exacerbate problems. Stating that parking can be difficult to find, that not all households have off-street parking, and many residents expect to be able to park in front of their house, especially those with physical disabilities or safety concerns. It was also stated that the community has already had to implement residential street parking zones due to increasing demand. The sector plan and proposed rezoning have been developed to offer multiple strategies to support multi-modal transportation options. The communities of Avondale, Queens Chapel Manor and the surrounding neighborhoods are in proximity transit, including the West Hyattsville and Prince George’s Plaza Metro stations. These areas are also connected to trails and walkable routes, with many more planned for the future. The plan is premised on encouraging this shift over time, as bike and pedestrian infrastructure improves and transit-oriented development becomes more viable.

In terms of zoning requirements, it is important to note that the RSF-A zone includes off-street parking standards, 1.5 spaces per unit for duplexes, 1.2 spaces per unit for triplexes, and 2 spaces per unit for townhouses, which means any new housing must provide a minimum amount of off-street parking. In addition, for the City of Hyattsville, the plan recommends extending residential parking district hours into the evening (TM 10.2), which would increase the availability of on-street spaces for residents during peak demand hours. The neighborhoods affected by rezoning are all within a 10-minute bike ride of a Metro station, and many within the 15-minute walkshed, and as housing options diversify and transportation choices expand, reliance on single-occupancy vehicles may lessen, reducing strain on the parking supply. By pairing modest increases in density with updated infrastructure and parking management policies, the plan aims to balance growth while providing adequate parking and supporting multi-modal transportation options by partnering with local transportation agencies.

² Menconi, Keith. SF Examiner. Council of Community Housing Organizations. July 4, 2025. “What Happens To Property Values After Upzoning? It’s Complicated.” <<https://www.sfccho.org/in-the-news/2025/7/10/what-happens-to-property-values-after-upzoning-its-complicated>>

³ Davis, Jenna. The Brookings Institution. July 15, 2021. “The Double-Edged Sword of Upzoning.” <<https://www.brookings.edu/articles/the-double-edged-sword-of-upzoning/>>

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

Exacerbating Existing Traffic Problems

Mr. Padua, Mr. Butty, Mr. and Mrs. Latney, Ms. Goldberg, Ms. Gaskins, Ms. Smith, Ms. Ebert, Dr. Brown, Ms. Owens, Mr. A. Smith, Ms. Carter, and Dr. Carter expressed concern that increased housing density would worsen traffic conditions, noting that many neighborhood streets were not designed to handle high traffic volumes and currently have parking on both sides, which often makes it difficult for two vehicles to pass creating a safety challenge. While residents raise valid concerns about traffic and roadway safety in the sector plan area, it is important to place these concerns in the broader context of regional growth and transportation planning. While the West Hyattsville-Queens Chapel Sector Plan cannot regulate growth beyond its boundaries, it is designed to mitigate regional traffic pressure by encouraging infill housing near existing transit infrastructure. By focusing growth in areas served by Metrorail and bus lines, the plan supports alternatives to car dependency and gives residents real transportation choices, such as walking, biking, and public transit, thereby reducing the overall vehicle miles traveled across the region.

Additionally, the concern that new housing will worsen safety by further constricting already narrow streets overlooks an important aspect of urban design: new development will not change the width of existing streets, and in fact, narrower residential streets are often associated with improved safety outcomes, as currently being evaluated under Go Prince George’s, the update to the Master Plan of Transportation. Narrower streets naturally calm traffic by lowering vehicle speeds, which reduces both the frequency and severity of crashes. Studies in urban planning consistently show that wide streets encourage faster driving, while narrower, well-used streets with active frontages promote safer, more walkable environments.

Lack of Sidewalks, Traffic Calming, and Declining Road Maintenance

Ms. Gaskins expressed concerns regarding the declining physical condition on existing roads and how increasing density will cause further decline. Dr. Carter highlighted the lack of sidewalks and other traffic calming infrastructure like speedbumps. Concerns about the condition of existing transportation infrastructure are valid, and staff acknowledge that maintaining and improving local streets and sidewalks is essential to preserving the quality of life in neighborhoods. The proposed plan addresses this by recommending that nearly all major roads in the area be upgraded to urban street standards and all streets include sidewalks, recommended improvements that directly respond to resident concerns. These enhancements aim to support safer, more accessible, and more attractive streets for all users. While such upgrades require long-term capital investment and coordination among various agencies, the plan’s focus on encouraging infill development in areas with existing infrastructure increases the likelihood of future investment. Infill development often draws attention and funding to improve roads, sidewalks, lighting, and other public facilities. To further support this, the plan includes an implementation matrix that outlines recommended improvements, identifies lead and supporting agencies, and provides general timelines for when these upgrades could take place.

Loss of Habitat, and Negative Impacts on Local Wildlife and the Environment

Mr. Padua, Mr. Butty, Ms. Smith, Ms. Ebert, Mr. A. Smith, and Ms. Carter expressed concerns that an increase in housing will destroy habitat and negatively impact local wildlife and the environment. Plan 2035 is the General Plan for Prince George’s County that includes policies, strategies and goals to support sustainable communities and environmental resources. The proposed RSF-A zoning retains design standards and lot coverage restrictions that are closely aligned with current zoning, helping ensure that the built environment remains consistent with the existing character of the neighborhood. For example, the maximum lot coverage for a single-family detached house under current zoning is 35 percent, while for duplexes under the proposed zone it is only slightly higher at 45 percent. Newly constructed housing will need to adhere to these design standards, preserving setbacks, green space, and the general aesthetics of the street, limiting the environmental impact on the area’s existing urban ecology. From a broader planning perspective, it is more environmentally responsible to accommodate new housing with infill development than to build on greenfield or previously undisturbed sites within the County. Infill development leverages existing infrastructure and minimizes the ecological footprint of growth. Overall, this strategy supports both environmental conservation and sustainable land use planning by directing growth to areas with existing infrastructure in a neighborhood contextual way.

Water and Sewer Infrastructure Capacity Concerns and Stormwater Management

Ms. Durant, Mr. Padua, Mr. Butty, and Dr. Brown expressed concerns regarding insufficient water/sewer infrastructure capacity and stormwater management facilities. The water and sewer planning in Prince George’s County is conducted through a coordinated, regional effort involving Washington Suburban Sanitary Commission and state and local agencies. These entities oversee long-term infrastructure planning and implement capital improvement projects funded through a combination of sources. Sector plans provide recommendations for water and sewer capacity; but the County’s functional plan focuses on administration and planning for future needs., Best practices emphasize increasing capacity of the existing system rather than extending to areas that are not currently in the system. Furthermore, the sector plan recommends sustainable development practices that help alleviate stress on existing stormwater collection systems. The County’s focus remains on managing runoff by incorporating green infrastructure and low-impact development techniques. All new developments are required to meet current stormwater and sewer system regulations, and site-specific constraints will be addressed through the development review and permitting process.

Limit Upzoning in the Floodplain and Flooding Issues

Mr. Broder stated that the County should not upzone RSF-65 properties located in the floodplain or Chesapeake Bay Critical Area (CBCA), as increased impervious surfaces in these areas may worsen environmental impacts. Ms. Boadi also expressed concerns regarding inter property flooding. Any redevelopment within the Chesapeake Bay Critical Area is required by law to achieve a 10 percent reduction in stormwater runoff, meaning that any new development will result in improved environmental performance compared to existing conditions, regardless of zoning. Additionally, all developments must comply with applicable floodplain regulations, which are designed to protect both people and property from increased flood risk.

Lower Air Quality

Mr. Padua, Mr. Butty, Ms. Smith, and Mr. A. Smith expressed concern that increasing density will lower local air quality. All future development is required to follow local, state and federal codes related to addressing air quality, as applicable. Importantly, the proposed plan advances a more sustainable, compact land use pattern by encouraging infill development near existing transit. These strategies help reduce vehicle miles traveled by supporting shorter trips and encouraging public transportation, walking, and biking, modes of travel to reduce greenhouse gas emissions. Additionally, the plan supports enhancements like improved streetscapes, expanded pedestrian infrastructure, and increased tree plantings. By directing growth toward areas already served by infrastructure, the plan further protects outlying green spaces within the plan area. Overall, the plan contributes to a more sustainable development, environmental goals, and broader regional efforts to improve air quality.

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

Increased Noise Pollution

Mr. Butty, Ms. Bigelow, and Ms. Jackson expressed concerns about an increase in noise pollution. Mr. Butty’s concern regarding potentially increased noise pollution is noted; however, it is important to clarify that the proposed zoning change maintains the residential character of the area. Both the existing RSF-65 Zone, and the proposed RSF-A Zone are residential in nature and governed by the same County noise ordinances, meaning that everyday residential noise levels are expected to remain comparable regardless of the zoning designation. Construction activity in Prince George’s County is regulated by the adopted County Code and is typically permitted only during standard daytime hours, generally between 7:00 a.m. and 7:00 p.m. on weekdays and with further restrictions on weekends and holidays.

Limited Green Space, Parkland, Playgrounds and Community Centers

Mr. Padua, Mr. and Mrs. Latney, Ms. Smith, Ms. Ikard, and Mr. A. Smith expressed concerns regarding parkland, green space, playgrounds, and community centers, generally saying that additional residents would place a strain on limited public resources. Under Policy PF 1, and Strategy PF 1.1, recommend a variety of new parks and public open space facilities, ensuring these new facilities follow the Urban Park Guidelines and Typologies found in Formula 2040, Appendices F and G. The plan recommends the creation of seven new or enhanced parks. Details on these parks can be found in Table 24 (pages 207-210) and their locations identified in Map 44 (page 211). Further, over 2.5 miles of new hard surface trails are recommended for the sector plan area, including those that are part of the West Hyattsville Greenway and the Mall, as well as nearly one mile of new side paths. Additional plazas and open spaces are planned for the sector plan area; these locations are to be determined. Overall, the plan recommends meeting the park utilization guidelines adopted by the Department of Parks and Recreation, which provides targets for park amenities based on population forecasts within each park planning area.

Oppose Housing Diversity in Single-Family Detached Housing Neighborhoods

Ms. Shambourger expressed concerned that the Hyattsville area has already experienced a significant influx of new townhouses and apartment developments, while new detached single-family house construction is lacking; and that developers could purchase a contiguous row of single-family houses and construct higher-density housing within the middle of an established single-family neighborhood, disrupting the character and cohesion of the area. In response to concerns about the prevalence of townhomes and apartments in the Hyattsville area, the plan’s approach to housing reflects a data-driven response to current and projected housing needs. The project’s housing demand study⁴ identified a growing need for a broader range of housing types, including multifamily units, duplexes, triplexes, and townhouses, driven by demographic shifts, affordability challenges, and household preferences. Encouraging a mix of housing types creates more accessible options for individuals and families at varying income levels and life stages. Additionally, directing this growth into existing neighborhoods helps leverage existing infrastructure, schools, roads, water, sewer, and transit access, which is far more sustainable and cost-effective than extending services to undeveloped areas. This strategy supports compact, walkable, and transit-oriented communities that align with both the County’s growth goals and long-term sustainability. Lastly, parcel assembly requires the voluntary sale of multiple, individually owned properties, each with its own unique set of circumstances, timelines, and valuations. Even if parcel assembly were to occur, the proposed RSF-A zoning still includes design and dimensional standards, such as lot width, setbacks, and height, that will help new development to fit into the existing residential character and scale of the neighborhood.

Fear of Displacement, Gentrification, and Speculative Development

Mr. Padua, Mr. and Mrs. Latney, Ms. Ikard, Mr. Newberry, Ms. Carter, and Ms. Kubit expressed concerns over aggressive real estate investors, speculative development by corporate purchasers, and the potential to be displaced through gentrification. Dr. Carter expressed similar concerns that rezoning alone is not a guaranteed solution to affordability issues and could worsen displacement unless paired with stronger tools for inclusionary zoning. Mr. Padua echoed these statements expressing concern over economic displacement and affordability for existing homeowners. Ms. Hamilton was particularly concerned about the displacement of senior citizens who are on fixed incomes and cannot afford a rise in property taxes. In response, the plan makes recommendations to mitigate that potential outcome in accordance with planning principles and practice and to align with the goals, policies and strategies of Plan 2035. The sector plan was updated in draft III to include specific anti-displacement strategies under the Housing and Neighborhoods Element. These strategies focus on stabilizing existing communities, expanding homeownership opportunities, encouraging long-term affordability, and partnering with nonprofit developers to protect vulnerable populations. The plan also supports tools like first-time home buyer assistance to help new residents in addition to housing rehabilitation assistance to help long-time homeowners stay in place. Another key tool supported in the plan is a type inclusionary zoning, a land-use policy that incentivizes developers to include a percentage of affordable housing units within new residential developments. The proposed upzoning itself functions as a form of inclusionary zoning by expanding the range of permitted housing types, which can be built at more accessible price points than detached single-family houses. The plan also helps to address the underlying imbalance between housing supply and demand that contributes to rising housing costs. In many communities, limited housing availability, particularly for middle- and lower-income households, drives up prices, creating affordability challenges and exacerbating displacement risks. By modestly increasing density and encouraging diverse housing types, the plan creates opportunities to support market-rate and affordable units to enter the housing stock.

Regarding concerns about gentrification and speculative development, it is important to distinguish between equitable growth and exclusionary preservation. By allowing a greater range of housing types, the proposed rezoning can increase supply and relieve some of the upward pressure on housing prices, rather than accelerate it. Moreover, by allowing for moderate, incremental density, the plan supports modest infill, a form of growth that is less likely to lead to rapid change or displacement, and more likely to help meet existing demand in a more inclusive way.

Lastly, Ms. Kubit’s reference to an article concluding that upzonings were associated with gentrification should be viewed with caution, as the study she cites focused on rezonings in New York City, a housing market that is vastly different from Prince George’s County in scale, intensity, and market pressure. Moreover, the upzonings examined in the article were primarily for mid-rise, high-density apartment and condominium development near transit, whereas the proposed changes in Prince George’s County are intended to allow small-scale, attached housing types such as duplexes within existing single-family neighborhoods.

⁴ The Maryland-National Capital Park and Planning Commission. "West Hyattsville-Queens Chapel Sector Plan Existing Conditions Report." Unpublished report. July 19, 2021. Internal document archive, M-NCPPC, Largo, MD.

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ADUs Provide the Desired Housing over RSF-A Zoning

Ms. Schweisguth, and Ms. Kubit expressed that the mandate for ADUs makes rezoning RSF-65 properties to RSF-A unnecessary as the ADUs will add needed housing without major community disruption. Ms. Kubit emphasized that ADUs are more likely to be built by homeowners rather than be replaced with corporate-owned attached housing. Resident support for ADUs as the better solution to meet housing demand overlooks one key goal, which is to add flexibility in how we meet the County’s pressing housing needs. Relying solely on ADUs is not sufficient to address demand due to physical, financial, or future regulatory constraints. ADUs also serve a relatively niche market, and limiting supply expansion to only this one housing type could not possibly meet overall demand. In fact, doing so could artificially increase demand for ADUs by leaving households that prefer other housing options with few or no alternatives. Enabling multiple ways to increase housing types alongside ADUs offers more pathways to increase housing supply, especially in areas near existing infrastructure and transit. This flexibility helps the County accommodate the growing population and increasing demand for differing housing types. See staff’s recommendations.

Use Other Approaches to Increase Housing Diversity Incrementally

Ms. Schweisguth recommends an owner-initiated, permit-based approach to rezoning, like the Zoning for Housing/Housing for All programs with the City of Alexandria and Expanded Housing Option (EHO) program used in Arlington County to help moderate impacts on property values and taxes, especially if the County does not adopt an ADU-only alternative. For clarification, the examples relate to housing programs that are in a city and county in another state. Additionally, the City of Alexandria has not codified any comparable interventions but is currently studying potential programs. Arlington County has amended their zoning ordinance to expand the range of housing types, such as duplexes and townhouses, allowed by right in traditionally single-family detached zones. This program established a framework where attached housing could be built provided the property meets specific criteria. To address community concerns about the pace of change, the revised ordinance also included annual caps by zone to limit how many new units could be approved annually. In practice, this mechanism mirrors what is being proposed in Prince George’s County. Once a property is rezoned to RSF-A, the property owner must still apply for a building permit and meet all applicable design and development standards. Implementing a system identical to Arlington’s Expanded Housing Option program would require a formal amendment to the County’s Zoning Ordinance and also comply with applicable state laws in Maryland.

Loss of Neighborhood Character, Identity, and History

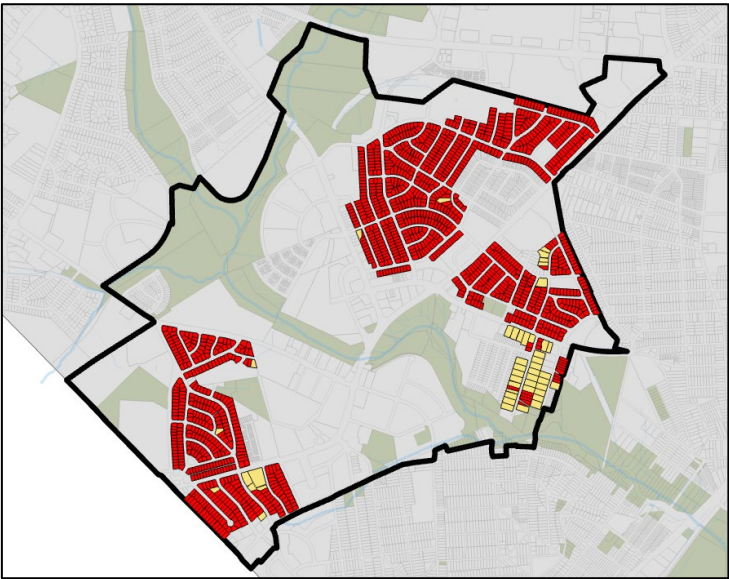
Ms. Durant, Mr. Padua, Mr. Butty, Ms. Shambourger, Mr. and Mrs. Latney, Ms. Goldberg, Ms. Gaskins, Ms. Smith, Ms. Ebert, Dr. Brown, Mr. Newberry, Mr. A. Smith, Ms. Carter, and Dr. Carter oppose the rezoning in order to preserve Avondale (Avondale Terrace and Avondale Grove) and North Woodridge’s 80-year history as stable, established single-family detached, lower density neighborhoods designed by the late architect, Harry Wardman. Residents expressed valuing the neighborhood’s legacy, and many residents have made an intentional investment in the community and in its character as it currently exists. Mr. Padua recommended formal historic designation of the community. Ms. Durant, Ms. Goldberg, Ms. Gaskins, and Dr. Carter more specifically emphasized that increased density would threaten the quiet, peaceful environment and family-oriented nature of the neighborhood and sense of community.

While some residents’ desire to preserve the character and legacy of Avondale and adjacent communities is understandable, it is important to clarify several points regarding the proposed rezoning and the broader context in which it is taking place. First, none of the properties included in the rezoning proposal are designated as a County Historic Site nor are the communities within a County Historic District and therefore do not benefit from any formal preservation protections under local law. While a portion of the subdivision, Evan’s Addition to Hyattsville, located along Hamilton Street and 37th Place, falls within the federally recognized Hyattsville Historic District, that federal designation offers no authority to restrict or prevent changes to housing types or land use. As such, the argument for preserving the neighborhood’s historic character lacks a formal preservation framework, as the community is undesignated.

With that said, Avondale (comprising Avondale Grove and Avondale Terrace) and North Woodridge have been reviewed for eligibility for the National Register of Historic Places. While a 2007 survey, conducted by EHT Tracerics, Inc., via M-NCPPC and referenced by Mr. Padua in Exhibit 140 provided initial documentation of historic significance and made preliminary recommendations regarding its designation on the National Register of Historic Places (NRHP), it is not the most recent effort. In 2016, M-NCPPC hired an additional consultant (Ottery Group) to prepare and submit a Maryland Historic Trust (MHT) Determination of Eligibility Form for the National Register. The author of the form recommended that the Avondale community be designated as it was based on the 2007 survey work; however, the MHT reviewer disagreed, stating that Avondale was an “undistinguished example of an extremely common type” and therefore not eligible.⁵ North Woodridge was not recommended for designation by either the author or the MHT reviewer.⁶

Nonetheless, the Avondale community could be eligible for local designation as a Historic District, which would offer limited protections sought by some residents who testified. Local designation would prevent or limit the demolition of existing contributing buildings and would require a Historic Area Work Permit for exterior alterations or improvements. While this designation could technically occur as part of the current sector plan process, given the stage of the project and lack of known community consensus, staff do not recommend pursuing designation at this time. However, future planning efforts should include evaluating local historic designation potential. See staff’s recommendations below.

Regarding concerns about losing the quiet, peaceful environment and family-oriented nature of the neighborhood, it must be emphasized that allowing for infill housing, such as duplexes, does not inherently diminish neighborhood character. Best planning practices and principles provide examples of the importance of creating, maintaining and supporting established communities



⁵ Maryland Historical Trust Determination of Eligibility Form. 2016. Maryland Historical Trust. Avondale, PG:68-000. <https://apps.mht.maryland.gov/medusa/PDF/PrinceGeorges/PG:68-000.pdf>.

⁶ Maryland Historical Trust Determination of Eligibility Form. 2016. Maryland Historical Trust. North Woodridge, PG:68-133. <https://apps.mht.maryland.gov/medusa/PDF/PrinceGeorges/PG:68-133.pdf>.

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

It is also important to emphasize that the potential for large-scale transformation is limited under the proposed zoning. Nearly all lots (96.84 percent) included in the rezoning are under 10,500 square feet, with 60 percent of lots under 6,500 square feet, which means that triplexes and townhouses are not permitted on most lots due to minimum lot size requirements and maximum lot coverage limitations (See Figure 1: Lots Measuring Less Than 10,500 Square Feet). For instance, a triplex requires at least 10,502 square feet, and a group of 4 townhouses requires at least 10,672 square feet, not to mention additional requirements related to lot width, setbacks, and coverage. As a result, the only additional housing type realistically possible on most parcels is a duplex. Even on the larger lots, parcel assembly would be necessary to pursue higher density, an expensive process less likely to occur quickly or at scale as previously mentioned.

Figure 1: Lots Measuring Less Than 10,500 Square Feet

Furthermore, the design standards of the RSF-A Zone are crafted to ensure that any new housing development including duplex, triplex, or townhouses is compatible with the residential character of the neighborhood. These standards regulate building height, setbacks, and lot coverage, all of which are intended to maintain visual consistency and respect the surrounding residential context. Rather than drastically altering the streetscape, these rules promote housing that fits into the scale and lotting pattern of existing blocks. In short, the rezoning will result in incremental change and reflects a careful balance between preserving neighborhood integrity and planning responsibly for current and future housing needs.

Increase in Crime and Police/Emergency Services Response Times

Ms. Durant, Ms. Hamilton, Mr. Padua, Mr. Butty, Ms. Gaskins, Ms. Smith, Ms. Ikard, Ms. Ebert, Ms. Icton, and Mr. A. Smith expressed concerns over an increase in criminal activity and the potential strain on police resources and emergency services as housing density increases. Neighborhood safety can be supported through a concept known as "eyes on the street." Coined by urbanist Jane Jacobs, in the book the Life and Death of Cities, this concept refers to the way that a more active, populated street, where neighbors are out walking, children are playing, and people are using public spaces, can serve as a natural form of surveillance and deterrence against crime. A vibrant and active neighborhood is more likely to discourage illicit activity simply because more people are present and paying attention to their surroundings.

Finally, allowing infill development within existing neighborhoods, rather than pushing new growth to the outskirts of the County, can improve public safety. When new housing is added within the existing suburban fabric, where roads, lighting, and patrol coverage already exist, police and emergency services can more effectively serve and monitor the community. In contrast, extending development to more isolated or undeveloped areas stretches public safety resources thin, potentially making both old and new neighborhoods harder to serve. By concentrating growth where infrastructure already exists, the County can support safer, more connected neighborhoods while addressing housing needs in a sustainable way, especially by continuing to advance the goals, strategies and policies under the Public Facilities Element of Plan 2035.

Overcrowded PGCPs Schools

Mr. Butty, Ms. Ikard, Ms. Icton, and Ms. Carter expressed concern that the neighborhood schools are overcrowded and adding more students will further strain them. At present, three schools within Prince George’s County Public Schools serve the Queens Chapel Manor neighborhood: Edward M. Felegy Elementary School, Nicholas Orem Middle School, and Northwestern High School. These schools have a utilization rate of 75 percent, 127 percent, and 102 percent, respectively.⁷ The middle schools’ average utilization rate is 98 percent, while the high schools’ average utilization rate is 94 percent.⁸ Additionally, PGCPs is addressing overcrowding in the northern part of the County through creating a new middle school in the Glenridge area⁹ and high schools in the northern Adelphi area¹⁰ as well as the International School at Langley Park; construction of the International School at Langley Park is supported by Strategy PF 3.2.¹¹ Further, Strategy PF 3.1 recommends coordinating 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. 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 third, 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.

Limited Libraries

Ms. Ikard expressed that rezoning will strain public libraries. While there are no public libraries located within the sector plan boundaries, the Mount Rainier Branch Library and the Hyattsville Branch Library are located nearby and continue to serve residents of the sector plan area. Strategy PF 1.1 encourages the expansion of public facilities to keep pace with community needs. However, the existing conditions report did not identify the need for additional libraries in this area for the foreseeable future.

Staff Recommendation: Staff recommend removing from the sector plan and SMA associated strategies that recommend rezoning all properties currently zoned RSF-65 to the RSF-A. To reverse this recommendation, the following modifications need to be completed.

LU 10.2. Develop multiple one-, two-, or three-family dwelling units on the property at 2901 Nicholson Street (Tax Account 1789874) to support “Missing Middle” Housing initiatives 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 1.4 and Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2[and LU 10.3].

⁷ 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>.

⁸ 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>.

⁹ Prince George’s County, FY 2024-2029 Approved Capital Improvement Program & Budget, p. 163. Accessed online October 30, 2024, at https://www.princegeorgescountymd.gov/sites/default/files/media-document/Board%20of%20Education_2.pdf.

¹⁰ Prince George’s County, FY 2024-2029 Approved Capital Improvement Program & Budget, p. 164. Accessed online October 30, 2024, at https://www.princegeorgescountymd.gov/sites/default/files/media-document/Board%20of%20Education_2.pdf.

¹¹ Prince George’s County, FY 2024-2029 Approved Capital Improvement Program & Budget, p. 157. Accessed online October 30, 2024, at https://www.princegeorgescountymd.gov/sites/default/files/media-document/Board%20of%20Education_2.pdf.

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

[LU 10.3. As redevelopment opportunities arise, develop context sensitive one , two , or three family dwelling units (detached or attached) within the Avondale Terrace, Avondale Grove, Avondale, North Woodridge, Evans Addition to Hyattsville, Czarra, Castle Manor, Clearwood, and Queens Chapel Manor neighborhood and subdivisions within the sector plan area. Implement this strategy by reclassifying the subject neighborhoods/subdivisions from the Residential, Single Family, Detached (RSF-65) Zone to the Residential, Single Family, Attached (RSF-A) Zone. However, any properties within the Mount Rainier Neighborhood Conservation Overlay (NCO) Zone will be retained in the NCO Zone, and this plan does not make any recommendation to amend the Mount Rainier NCO Boundary. See also Strategy HN 1.4, Appendix G, and the Right Size Zoning box below. See also Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2 and LU 10.3.]

Revise Map 9. Future Land Use Map (FLUM), by changing all properties currently zoned RSF-65 to Residential Medium, instead of Residential Medium-High.

Rename and edit Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2[and LU 10.3] to exclude the properties currently zoned RSF-65.

Delete the callout box titled “Right Size Zoning.”

[RIGHT SIZE ZONING

Within the West Hyattsville area, many of the neighborhoods’ current zoning of RSF-65 (Residential Single Family, detached), with minimum lot size of 6,500 square feet, do not align with the existing lotting pattern, which is below 6,500 square feet on average. This means that any potential redevelopment, even with a new single family house, would require purchasing at least two lots to meet the necessary setbacks and other requirements. However, rezoning to RSF-A (Residential Single Family, Attached), which permits townhouses along with other housing types, would allow construction to take place on a single lot of 5,000 square feet. Rezoning much of the area from RSF-65 to RSF-A would provide more flexibility for infill Missing Middle housing overall. Rezoning the 1,455 lots is based on feedback from the community and the City of Hyattsville from the October 2024 public hearing to include more housing choice and stock near transit.]

HN 1.4. Construct a variety of infill single-family housing types, including single-family detached, single-family attached, duplex, and triplex, on properties zoned RSF-A[,including the Avondale Terrace, Avondale Grove, Avondale, North Woodridge, Evans Addition to Hyattsville, Czarra, Castle Manor, Clearwood, and Queens Chapel Manor neighborhoods and subdivisions] within the sector plan area. See also Strategies LU 10.2[and LU 10.3].

Delete “Appendix G. Properties Subject to Strategy LU 10.2 & LU 10.3.”

Delete LU 10.3 from Section XI. Implementation Matrix.

Staff recommend adding a new strategy to the Community Heritage, Culture, and Design plan element to consider future historic designation, HD 6.3 Work with the County Executive Office, County Council and the Historic Preservation Section of the Prince George’s County Planning Department to determine local eligibility of the Avondale, Avondale Grove, and Avondale Terrace subdivisions, collectively known as Avondale (PG: 68-000), as a Historic District.

Add strategy HD 6.3 Assess Avondale’s (PG: 68-000) eligibility for Historic District designation and pursue if supported, to the Section XI. Implementation Matrix. Indicate Owners/Developers as Lead Entity and the Planning Department and County Council as Partner Entities. Add HPC and County Executive to “Other” as a Partner Entity. Mark as S for short-term.

Staff recommend adding a new strategy to the Housing and Neighborhoods plan element to evaluate the adequacy of existing public facilities and services in relation to annual housing production. This evaluation will include all permitted residential uses. Add strategy HN 2.6 Evaluate the adequacy of existing public facilities to meet the needs of new housing development and ensure continued service provision for existing housing.

Add strategy HN 2.6 Evaluate the adequacy of existing public facilities and services in relation to annual housing production to the Section XI. Implementation Matrix. Indicate County Council as Lead Entity and the Planning Department and DHCD as Partner Entities. Mark as S for short-term.

Planning Board Action

Confirmed Staff Recommendation.

Sectional Map Amendment

Delete Zoning Change ZC 31, ZC 36, and ZC 37 from the Proposed *West Hyattsville-Queens Chapel Sectional Map Amendment*.

Update Table 1: Comprehensive Rezoning Changes (Base Zones), by removing line items for ZC 31, ZC 36, and ZC 37.

Update Table 2: Zoning Inventory (in acres), Base Zones by recalculating the “Proposed Acres” and “Change in Acres,” for zones RSF-65 and RSF-A.

Update Map 2: Proposed Zoning to reflect all properties listed under ZC 31, ZC 36, and ZC 37 as RSF-65.

II. B1: Rezoning RSF-65 Neighborhoods to RSF-A

Update Map 3: Proposed Zoning Changes to delete ZC 31, ZC 36, and ZC 37 and change the zoning from RSF-A back to RSF-A.

Planning Board Action

Confirmed Staff Recommendation.

II. B2: Future Land Use and Zoning at 2130 Chillum Road (Washington Gas)

Plan/SMA Cross References:

Map 9, Future Land Use (p. 53)

SMA

Exhibits/Speakers:

E77/E152/V3/Melissa Schweisguth

V12/Midgett S. Parker; Attorney, Law Office of Midgett S. Parker, P.A.; representing Washington Gas Light Property

V13/Brandon Todd, Senior Director for Corporate Public Policy, Washington Gas Light Company

Summary of Issues: Washington Gas Light Company requests the reclassification of its property at 2130 Chillum Road from the Agriculture and Preservation (AG) Zone to the Industrial, Employment (IE) Zone.

Staff 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*. The subject property’s use by Washington Gas Light, a privately-owned public utility, and its precursor companies for support of natural gas distribution operations dates to 1933. The property owner has continued these uses for 40 years in the OS Zone, and since 2021, 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, IE and LTO-E Zones. The Special Exception Standards for this use, Section 27-5402(aaa), require:

(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.

The property owner is requesting the IE Zone, a light industrial zone that allows a range of industrial uses. Mr. Parker and Mr. Todd argued against rezoning the Washington Gas property at 2130 Chillum Road to Local Transit-Oriented Edge (LTO-E), stating that the site has been in continuous industrial use (natural gas facility) since the 1930s and will remain an active facility with no plans for closure. Mr. Todd specifically described ongoing critical operations such as fleet maintenance, CDL training, and equipment storage that support regional gas services. Both emphasized that the existing zoning does not match the site's industrial use. However, though privately owned, as a public utility, the property is not required to follow the Zoning Ordinance and the traditional development review process but instead undergoes the mandatory referral review process. Notably, the mandatory referral review process does not include strict regulatory control but provides general guidance for the property’s development that may or may not be included in the property’s final development.

In Support: Ms. Schweisguth supports the proposed LTO-E rezoning for the Washington Gas Light property over the requested industrial zoning, citing concerns about pollution risks to the already impaired Northwest Branch of the Anacostia River.

In Opposition: Mr. Parker criticized the plan’s mixed-use redevelopment goals as aspirational and disconnected from current operational realities. Mr. Parker emphasized the need for zoning “uniformity” as supported by Maryland case law, stating that the property should be rezoned to IE since other similarly situated properties owned by Washington Gas Light Company are zoned IE in other parts of the County.

Staff Response: While Mr. Parker criticizes the plan’s mixed-use redevelopment aspirations, it is important to note that comprehensive plans are visionary documents. They are intended to guide long-term growth and development over 20 to 25 years, and therefore often contain forward-looking goals that anticipate future needs, potential opportunities, and transitions that may not be immediately feasible. The inclusion of aspirational land use strategies is not an issue but a critical feature of planning. In this case, the plan does not presume or require that redevelopment will occur, nor does it interfere with existing lawful operations. Instead, it provides a pathway for potential future change that aligns more closely with the surrounding context, including adjacent residential neighborhoods and access to transit. The plan also provides design guidance to ensure that if existing utility uses expand, the expansion does not disrupt the community. Taken together, these elements ensure the plan balances present-day realities with the potential for redevelopment over the long term.

II. B2: Future Land Use and Zoning at 2130 Chillum Road (Washington Gas)

Regarding the principle of uniformity, the Planning Department’s understanding is that it applies in two circumstances. The first is that zoning regulations are applied consistently to all properties within the same zoning district, which is not in dispute in this case. Second, that similarly situated properties be treated alike in terms of zoning classification. The subject property is not similarly situated when compared to other properties owned by the Washington Gas Light Company as identified in the State Tax Assessor files. Notably, the subject property is the only property owned by Washington Gas Light Company that is within a Plan 2035 center and is the only property within a half mile radius of a Metro Station (See Table 1. Properties Owned by Washington Gas Light Company). These two key facts about the subject property make it unique among the others, leading credence to why this property should be rezoned differently.

What is also notable about the other properties owned by the Washington Gas Light Company is that they currently operate in an array of non-industrial zones including ROS, AR, AG, RR, RE, RMF-48, CGO and LCD. This is because Washington Gas, as a privately-owned public utility, is exempt from the Prince George’s County Zoning Ordinance. This means that they can continue to operate as a public utility without being in an industrial zone. Though Washington Gas is exempt from the Zoning Ordinance, the property will still be subject to the Mandatory Referral Process according to state law, *Sections 20-301 through 305* of the *Land Use Article*. Rezoning to an industrial classification would open the door to several undesirable uses should ownership of any part of the property be transferred to another property owner, which is inappropriate for a property surrounded by residential neighborhoods and parkland, in proximity of a Metro Station, and near the Northwest Branch of the Anacostia River which includes sensitive environmental features.

Washington Gas may intend to use the site to support natural gas transmission in the future. However, the potential that the site could be decommissioned, surplused, or otherwise divested of part or all of the property at 2130 Chillum Road remains, based on analysis and future neighborhood compatibility that industrial uses would not be appropriate in this area of Prince George’s County, given its proximity to residential neighborhoods, a Metro station, and stream valley. Therefore, reclassification of the subject property to the Industrial, Employment (IE) Zone is determined to be inappropriate.

Table 1. Properties Owned by Washington Gas Light Company

Tax ID	Address	Zone	Plan 2035 Center	Within 1/2 Mile of Metro Station
1976596	2130 Chillum Road, Hyattsville, 20782	AG	Yes	Yes, 0.14 miles
5545174	48th Street, Bladensburg, 20710	IH	No	No
3324118	21700 Aquasco Road, Aquasco, 20608	ROS	No	No
1189398	Brandywine Road, Brandywine, 20613	RR/RE/LCD	No	No
3465614	13980 Brandywine Road, Brandywine, 20613	RMF-48	No	No
1811462	4901 Buchanan Street, Hyattsville, 20781	IE/IH	No	No
5613757	Capital Court, Upper Marlboro, 20774	CGO	No	No
1187525	Cedarville Road, Brandywine, 20613	AR	No	No
1183482	Floral Park Road, Brandywine, 20613	RR	No	No
1187905	7117 Floral Park Road, Brandywine, 20613	RR	No	No
0644351	4000 Forestville Road, District Heights, 20747	IE	No	No
1819739	4609 Tanglewood Drive, Hyattsville, 20781	IH	No	No
1830876	4908 Windom Road, Bladensburg, 20710	IH	No	No
1805290	4912 Windom Road, Bladensburg, 20710	IH	No	No

Staff Recommendation:

Staff recommend that the Washington Gas property remain in the West Hyattsville Local Transit Center Edge and to rezone the subject property to the Local Transit-Oriented–Edge (LTO-E) Zone to allow for a mix of future uses that align with the overall vision for the center and increase the density very close to the Metro Station. Staff reacknowledge that current use will likely continue for the time being and emphasize the application of design guidelines if the property owner expands existing land uses or redevelops with a similar use. These recommendations are not required but they will be considered during the mandatory referral process.

Planning Board Action

Confirmed Staff Recommendation.

II. C: Land Use (Section III)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
General Testimony							
C1	Disapproves of nearby commercial establishments described as catering to “vices,” such as an adult entertainment club, dispensary, and a 24-hour convenience store.	Concerns about nearby commercial establishments such as adult entertainment venues, dispensaries, and 24-hour convenience stores are understandable. The sector plan does not expand or promote these types uses but instead supports more mixed-use, walkable, and neighborhood-serving commercial areas that enhance overall quality of life.	N/A	E81/E132/E138/E140/E148/E149/V10 Pat Padua	No change.	Confirmed Staff Recommendation.	
C2	Supports SMART growth and transit-oriented development, noting its potential to bring economic investment and long-term prosperity to the community.	Acknowledged.	N/A	V2/Peter Stockus	No change.	Confirmed Staff Recommendation.	
C3	Critical of the sector plan’s focus around the West Hyattsville Metro Station, stating it risks promoting transience rather than building a stable, safe, and lasting community where residents’ basic needs and sense of belonging are prioritized.	Staff appreciate the concern regarding the plan’s focus on the West Hyattsville Metro Station but emphasize that the plan is essentially promoting transit-oriented development, as described in Plan 2035, as a way to promote additional housing opportunities that capitalize on existing infrastructure. This approach addresses key challenges including reducing car dependency, mitigating climate change, and limiting sprawl by encouraging more sustainable and connected neighborhoods. While transit access is an important tool, staff fully understand that it alone does not create a strong sense of community. Accordingly, the plan also prioritizes creating gathering spaces, supporting public events, and fostering neighborhood connections to build a stable community where residents’ basic needs and sense of belonging are central.	N/A	E141/Toni Stanley-Winsett and Shea A. Winsett, Ph.D.	No change.	Confirmed Staff Recommendation.	
Plan Wide							
C4	Supports the recommended Transfer of Development Rights (TDR) program (Strategies LU 3.3) and acknowledged its value in supporting economically viable redevelopment.	Acknowledged.	LU 3.3	E137/V9/Casey Cirner	No change.	Confirmed Staff Recommendation.	
C5	Supports rezoning for transit-oriented development near Metro.	Acknowledged.	LU 4, LU 5	E88/E99/Standford Fraser E90/Douglas Stallworth	No change.	Confirmed Staff Recommendation.	

II. C: Land Use (Section III)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
				E91/E104/Thomas G. Zeller E92/Judy Allen-Leventhal E93/Laurence Aurbach E95/Steve Brigham E96/Ryan Burgess E97/Alexander Campbell E98/Barry Fargo E101/Moira McCauly E102/Lindsey Mendelson E103/Tom Taylor E107/Matthew Girardi E114/Bernard Holloway E119/Jacob Barker E131/Peter Zorc E134/Elissa Woodbury E135/Gregory Pitman E136/Brian Wivel			
C6	Supports infill redevelopment within proximity of the West Hyattsville Metro station.	Acknowledged.	LU 4.1	E137/V9/Casey Cirner	No change.	Confirmed Staff Recommendation.	
Established Communities							
C7	Supports rezoning the First United Methodist Church in Hyattsville property as a social justice imperative to enable faith-based affordable housing projects near transit and address homelessness.	Acknowledged.	LU 8.1, ZC 1	V15/Yvonne Penn	No change. See II.	Confirmed Staff Recommendation.	

II. C: Land Use (Section III)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
C8	Supports LU 9.1, which recommends rezoning Varnum Road properties, including Kaywood Shopping Center to the Commercial Neighborhood (CN) Zone.	Acknowledged.	LU 9.1	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	
C9	Supports creating taller, mixed-use buildings along Hamilton Street to enhance walkable retail options and local job opportunities.	Acknowledged.	LU 9.2	E115/Amanda Huron	No Change.	Confirmed Staff Recommendation.	
C10	Supports LU 10.3, to preserve the Neighborhood Conservation Overlay Zone (NCOZ) in Mount Rainier.	Acknowledged.	LU 10.3	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Existing Conditions							
D1	Recommends several clarifying edits and updates to the existing conditions summary.	Staff agree the existing conditions summary needs clarification and updating. Please note that staff were unable to acquire the Metro customer mode of access (bike or walk) to the Hyattsville Crossing Metro Station, and the data was not collected during the existing conditions analysis.	N/A	E139/Nate Evans, MDOT, SHA	<p>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 (<u>See Map 25. Existing Master plan of Transportation Rights-of-way</u>). 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.</p> <p>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 a lack of pedestrian [refuge] areas at major signalized intersections, <u>and oversized blocks without pedestrian buffers along major corridors</u>. [There are also] <u>Other pedestrian challenges include</u> segments of noncontinuous sidewalks with segments ending abruptlyand oversized blocks without pedestrian buffers along major corridors (<u>See Map 27. Existing Pedestrian Facilities</u>). The biggest challenges for cyclists accessing these destinations include missing linkages <u>between existing segments and key destinations</u> (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>See Map 26 Existing and Previously Recommended Bicycle and Shared Use Facilities</u>).</p> <p>The sector plan area is well served by bus and rail with the West Hyattsville Metro Station having <u>an average weekday ridership of [3,365] 2,382 riders in 2024 [daily boardings], while the nearby Hyattsville Crossing Metro Station has an average of 2,866 riders per weekday in 2024.</u>⁴ The Metrorail station is the</p>	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
					<p>center of the community with 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. The 10-minute bikeshed is expansive with 4 percent of Metro customers presently bicycling to the station (<u>See Map 24. Metrorail Station Walksheds and Bikesheds</u>).</p> <p>Footnote: ⁴Average Daily Tap Entries, 2024. “Washington Ridership Summary.” Washington Metropolitan Area Transit Authority. Accessed 2025.</p>		
Complete and Green Streets							
D2	Recommends adding an introduction to the complete and green streets for greater context.	Staff agree additional context would be helpful to the reader.	N/A	E139/Nate Evans, MDOT, SHA	<p>Add the following introduction to the Complete and Green Streets section of the Transportation and Mobility section.</p> <p><u>Complete and green streets are essential to creating safer, healthier, and more sustainable communities. This plan prioritizes the redesign of key corridors to support all users, pedestrians, cyclists, transit riders, and drivers, while incorporating green infrastructure to manage stormwater, reduce heat, and enhance the public realm. By rethinking the design and function of our streets, the plan aims to calm traffic, improve connectivity, and promote active transportation. These policies and strategies also support broader goals of environmental resilience.</u></p>	Confirmed Staff Recommendation.	
D3	Recommends corrections and clarifications to the “Complete and Green Streets” callout box.	Staff agree with the need for correction and clarification.	N/A	E139/Nate Evans, MDOT, SHA	<p>This plan recommends the <u>assigns a</u> specific urban street type, such as [t]Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, [etc.], <u>for select streets</u> based on the approved Urban Street Design Standards.</p> <p>See page 103[104] for illustrations of the urban street types used in this sector plan.</p>	Confirmed Staff Recommendation.	
D4	Supports the use of the Urban Street Design Standards.	Acknowledged.	TM 1.5	E150/Dan Behrend	No change.	Confirmed Staff Recommendation.	
D5	Recommend highlighting UC-254 (Varnum Street/Arundel Street) as part of the East Coast Greenway.	Staff agree with this recommendation and supports highlighting UC-254 (Varnum Street/Arundel Street) as part of the East Coast Greenway, recognizing its important role in enhancing regional connectivity for cyclists and pedestrians.	TM 1.5	E94/Mayor Celina R. Benitez	<p>Add a callout box explaining the East Coast Greenway to page 98, near TM 1.5.</p> <p><u>East Coast Greenway</u></p>	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
					<p><u>The East Coast Greenway is a developing 3,000-mile biking and walking trail that spans from Maine to Florida, connecting major cities along the Eastern Seaboard. Designed to be mostly off-road, the Greenway supports active transportation, recreation, and tourism across 15 states and the District of Columbia.</u></p> <p><u>In Prince George’s County, the greenway passes through the West Hyattsville sector plan area as part of its Washington, D.C. to Baltimore segment, using local trail connections including the Northwest Branch and the Anacostia River Trails. A key portion of the trail is along UC-254 (Varnum Street/Arundel Street).</u></p>		
D6	Recommends that plan reflect the City's upcoming Safe Streets for All (SS4A) improvements along Varnum Street (UC-254).	Staff agree with the recommendation to reflect Mount Rainier’s upcoming Safe Streets for All (SS4A) grant funds for improvements along Varnum Street (UC-254). The plan designates Varnum as an Urban Connector (UC), which supports the implementation for complete streets and aligns with the City's efforts to enhance pedestrian and bicycle safety.	TM 1.5	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	
D7	Supports reduced turning radii at intersections to improve safety for all users but recommends designing corners with 15-foot effective radii, or no greater than 25 feet on bus and truck routes, to slow vehicle speeds and shorten pedestrian crossings.	Staff concur with the recommendation to reduce turning radii at intersections to improve safety and support designing no greater than 25 feet on all routes, especially bus and truck routes, to slow vehicle speeds and shorten pedestrian crossings. A maximum turning radii can be specified in Strategy TM 1.8.	TM 1.8	E87/Cheryl Cort	<p>Edit TM 1.8.</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 (<u>no more than 15 feet, except for truck/bus routes, which require a maximum of 25 feet</u>)• Wider sidewalks• Bicycle facilities• Barrier-separated bicycle lanes• Pedestrian amenities (e.g., benches)	Confirmed Staff Recommendation.	
D8	Supports setting speed limits at 20 and 25 per the County’s Urban Street Design Standards.	Acknowledged.	TM 1.8, TM 1.18	E87/Cheryl Cort E88/E99/Standford Fraser E89/Bradley Kennedy E90/Douglas Stallworth E91/E104/Thomas G. Zeller E92/Judy Allen-Leventhal E93/Laurence Aurbach E95/Steve Brigham E96/Ryan Burgess E97/Alexander Campbell	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
				E98/Barry Fargo E101/Moira McCauly E102/Lindsey Mendelson E103/Tom Taylor E107/Matthew Girardi E114/Bernard Holloway E119/Jacob Barker E131/Peter Zorc E134/Elissa Woodbury E135/Gregory Pitman E136/Brian Wivel			
D9	Supports the plan’s traffic calming and pedestrian-oriented measures, including the Hamilton Street Road diet, reduced speeds on Queens Chapel Road, and the concept of mixed-use boulevards.	Acknowledged.	TM 1.8, TM 1.18, TM 1.9	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	
D10	Expressed concern that the plan does not address missing sidewalks segments.	The plan does address sidewalks by identifying the missing gaps in the sidewalk network (See Map 27. Existing Pedestrian Facilities) and recommending the construction of new sidewalks along all roadways (See TM 1.8, TM 1.18), while prioritizing sidewalk connections near schools.	TM 1.8, TM 1.18, TM 4.9, TM 4.10, Map 27	E141/Toni Stanley-Winsett and Shea A. Winsett, Ph.D.	No change.	Confirmed Staff Recommendation.	
D11	“Piloting” slip lane removal at Hamilton Street/Ager Road conflicts with the design guidelines, which call for permanent removal of slip lanes in Local Center zones.	Per TM 1.14, TM 1.15, and TM 1.16, the draft plan recommends piloting the removal of slip lanes at four locations; Hamilton Street/Ager Road, Hamilton Street/MD 500, MD 500/Ager Road, and MD 500/Eastern Avenue. The referenced standard, footnote 5 on page 22 of the 2023 Urban Street Design Standards (Revised May 2024), only applies to streets within Local Centers, such as the West Hyattsville Local Transit Center. Of the four intersections referenced, only the first three are within the center, making their prohibition only applicable in those instances. Notably, the prohibition of slip lanes has several other exemptions as listed in Section 23-146(d) of the Prince George’s County Code. Given these exemptions, that include director of Department of Public Works and Transportation’s discretion based on a multitude of factors, additional study will nonetheless be required. The pilot program could be part of that additional study.	TM 1.14, TM 1.15, TM 1.16	E77/E152/V3/Melissa Schweisguth	No change.	Confirmed Staff Recommendation.	
D12	Supports removing right-turn slip lanes.	Acknowledged.	TM 1.14, TM 1.15, TM 1.16	E87/Cheryl Cort E88/E99/Standford Fraser E89/Bradley Kennedy	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
				E90/Douglas Stallworth E91/E104/Thomas G. Zeller E92/Judy Allen-Leventhal E93/Laurence Aurbach E95/Steve Brigham E96/Ryan Burgess E97/Alexander Campbell E98/Barry Fargo E101/Moira McCauly E102/Lindsey Mendelson E103/Tom Taylor E107/Matthew Girardi E114/Bernard Holloway E119/Jacob Barker E131/Peter Zorc E134/Elissa Woodbury E135/Gregory Pitman E136/Brian Wivel E150/Dan Behrend			
D13	Regarding TM 1.15, SHA must first evaluate the safety and operational impacts before considering a temporary pilot or permanent removal of the free right-turns.	Staff understand and agree that SHA must first evaluate the safety and operational impacts before any temporary or permanent changes to the free right-turns can be considered. The strategy is written to include coordination with MDOT SHA, but should be clarified that a pilot program cannot occur unless deemed feasible by the MDOT SHA.	TM 1.14, TM 1.15, TM 1.16	E139/Nate Evans, MDOT, SHA	Edit TM 1.15 TM 1.15. <u>If deemed feasible and safe by MDOT SHA,</u> [C]conduct a temporary pilot project with free right turn (slip lane) removal (blocking off the lane to vehicles with traffic cones) in coordination with DPW&T, MDOT SHA, DDOT, WMATA, and municipalities, at the following locations: <ul style="list-style-type: none">• Hamilton Street and Ager Road• Hamilton Street and MD 500 (Queens Chapel Road)• MD 500 (Queens Chapel Road) and Eastern Avenue NE• MD 500 (Queens Chapel Road) and Ager Road4 The project should evaluate the feasibility of eliminating free-right turns (slip lanes) and their effectiveness and impact on improving bicyclist and pedestrian experience and safety, while considering the crossing distance and pedestrian timing.	Confirmed Staff Recommendation.	
D14	Supports the proposal to remove vehicle level of service (LOS) as a street performance metric in	Acknowledged.	TM 1.17	E87/Cheryl Cort E88/E99/Standford Fraser E89/Bradley Kennedy E90/Douglas Stallworth E91/E104/Thomas G. Zeller	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	transit-oriented development areas.			E92/Judy Allen-Leventhal E93/Laurence Aurbach E95/Steve Brigham E96/Ryan Burgess E97/Alexander Campbell E98/Barry Fargo E101/Moira McCauly E102/Lindsey Mendelson E103/Tom Taylor E107/Matthew Girardi E114/Bernard Holloway E119/Jacob Barker E131/Peter Zorc E134/Elissa Woodbury E135/Gregory Pitman E136/Brian Wivel E150/Dan Behrend			
D15	Recommends changing the portion of UC-254 between 31 st Street and the sector plan boundary at 34 th Street to a bike lane instead of a shared-use lane to support the East Coast Greenway.	Staff agree with the recommendation to support the East Coast Greenway by improving bicycle infrastructure along UC-254; however, due to right-of-way constraints around the intersection with 32nd Street, a dedicated bike lane is likely not feasible in that segment. Instead, a shared lane or sharrow treatment is more appropriate in that location. That said, since UC-254 is a City-managed street, if the City of Mount Rainier wishes to pursue right-of-way widening in the future it can be pursued despite the more modest recommendation of this plan.	TM 1.18	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	
D16	Recommends adding a note to Table 13 for UM-227 stating “Road diet from 4 lanes to 2 lanes from 16th Avenue to MD 500 (Queens Chapel Road)” to ensure internal consistency with strategy TM 1.10.	Staff concur with the recommendation to add a note to Table 13 for UM-227 specifying “Road diet from 4 lanes to 2 lanes from 16th Avenue to MD 500 (Queens Chapel Road),” as it will improve internal consistency with strategy TM 1.10, align with similar treatments in the plan, and ensure consistency with the Master Plan of Transportation.	TM 1.18	E150/Dan Behrend	Add a note to Table 13 for UM-227 stating, <u>Road diet from 4 lanes to 2 lanes from 16th Avenue to MD 500 (Queens Chapel Road).</u>	Confirmed Staff Recommendation.	
D17	Supports the proposed bicycle facilities specified under TM 1.18 including UM-207, UC-227, UC-227, and P-223 but recommends specifying barrier-separated bicycle lanes on UM-207/MD 500 (Queens Chapel	Staff do not concur with the recommendation to specify barrier-separated bicycle lanes on UM-207/MD 500 (Queens Chapel Road) from Eastern Avenue to 24th Avenue. For this particular segment, the use of painted bicycle lanes was intentional due to right-of-way constraints. The corridor’s limited width does not allow for physically separated lanes without impacting other essential roadway functions	TM 1.18	E79/Gavin Baker	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	Road) from Eastern Avenue to 24th Avenue.						
D18	Recommends stating that to implement the full Mixed-Use Boulevard cross-section along MD 500 from Eastern Avenue NE to MD 410, SHA would first need to evaluate its safety and operational implications.	Staff concur that implementation of the full Mixed-Use Boulevard cross-section along MD 500 from Eastern Avenue NE to MD 410 will require SHA to first evaluate the safety and operational implications, and supports coordination to advance that analysis. This can be noted in the transportation statement.	TM 1.18	E139/Nate Evans, MDOT, SHA	Add the following note to all UM-207 segments in Table 12. Recommended Countywide Master plan of Transportation. <u>Implementation of the full Mixed-Use Boulevard cross-section for this segment is subject to SHA’s evaluation of safety and operational implications.</u>	Confirmed Staff Recommendation.	
D19	Recommends a road diet, retrofitting Ager Road from 4 to 2 travel lanes, while providing turn pockets to manage turning movements.	The current recommendations for Ager Road (UM-217) from Queens Chapel Road (MD 500) to the plan’s boundary calls for a 114’ right-of-way, which includes two 10’ inside lanes, two 11’ outside lanes, a median, on-street parking with bulbouts, and a barrier-separated bicycle lane. Given the existing width of the available right-of-way, location within a Center, and the Annual Average Daily Total traffic volume, staff recommend retaining the current recommendations.	TM 1.18	E87/Cheryl Cort	No change.	Confirmed Staff Recommendation.	
D20	Recommends a road diet, retrofitting Belcrest Road from 4 to 2 travel lanes, while providing turn pockets to manage turning movements.	The current recommendations for Belcrest Road (UM-223) from Belcrest Center Drive to Queens Chapel Road (MD 500) calls for a 98’ right-of-way, which includes two 10’ inside lanes, two 11’ outside lanes, a 6’ median, 8’ landscaping buffer, on-street parking, 10’ sidewalks, and a barrier-separated bicycle lane. Given the existing width of the available right-of-way, and the Annual Average Daily Total traffic volume, ¹² staff recommend retaining the current recommendations.	TM 1.18	E87/Cheryl Cort	No change.	Confirmed Staff Recommendation.	
D21	Recommends that the reconstruction of Arundel Road (UC-254) continue as a complete green street, consistent with earlier DPW&T plans.	Staff agree with the recommendation to continue the reconstruction of Arundel Road (UC-254) as a complete green street, as previously described by DPW&T, and supports coordination with the City of Mount Rainier’s Safe Streets for All (SS4A) grant improvements on Varnum Street (UC-254).	TM 3.1	E94/Mayor Celina R. Benitez	Add the recommended Arundel Road/Varnum Street (UC-254) to TM 3.1 Retrofit existing streets, wherever feasible, as Green Streets incorporating green infrastructure strategies into the street design...include: • MD 501 (Chillum Road, UM-227) east of the Metro overpass • Hamilton Street (UM-231/UC-231) • Ager Road (UM-217) • LaSalle Road (P-223) • MD 500 (Queens Chapel Road, UM-207)	Confirmed Staff Recommendation.	

¹² Traffic Volume Map, 2023. Annual Average Daily Traffic, Prince George's County. Prepared by the Maryland Department of Transportation, State Highway Administration. Published 2024. https://www.roads.maryland.gov/Traffic_Volume_Maps/Prince%20George's.pdf

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
					• <u>Arundel Road/Varnum Street (UC-254)</u>		
Active Transportation							
D22	Requests a new strategy that recommends connecting the existing trail behind the Mount Rainier Nature Center (T-209 (Levee Trail offshoot) to UC-251 bicycle lane, which currently stops at the sidewalk (Buchanan Street).	Staff agree with this recommendation. Connecting the existing trail behind the Mount Rainier Nature Center (an offshoot of T-209) to the bicycle lane on UC-251 (Buchanan Street) would close a gap in the active transportation network and enhance access for pedestrians and cyclists. The current configuration would require a cyclist to backtrack approximately 80 feet west to meet the connection, since the current trailhead is blocked by street parking. This connection supports broader plan goals related to mobility and connectivity.	TM 4	E94/Mayor Celina R. Benitez	Add strategy TM 4.14. <u>TM 4.14 Create a direct connection between trail T-209 offshoot, behind the Mount Rainier Nature Center, and the bicycle lane on UC-251 (Buchanan Street) by extending the trail, adding a curb cut and prohibiting parking at the connection point to ensure safe, continuous access for cyclists.</u> Update Table 26. Implementation Matrix, to include <u>TM 4.14 Extend trail T-209 to UC-251 with curb cut and no-parking zone for safe cyclist access.</u> Indicate M-NCPPC as Lead Entities, and Owner/Developer and City of Mount Rainier as Partner Entities. Mark as <u>S</u> for short-term.	Confirmed Staff Recommendation.	
D23	Supports completion of the Prince George’s Connector Trail (T-210).	The commenter strongly supports completing the Prince George’s Connector Trail (T-210), recognizing it as a vital regional project that will enhance transportation connectivity between Prince George’s County and D.C. Staff agree that completing this key segment of the trail network will greatly improve regional mobility and expand safe, sustainable transportation options for residents and commuters.	TM 1.14, TM 4.1, TM 4.6, and TM 8.3	E79/Gavin Baker	No change.	Confirmed Staff Recommendation.	
D24	Supports the recommended trail and bike facilities in TM 4.7. TM 4.1 and TM 1.7, including direct trail connections to Northwest Branch Trail, trails T-207, T-210, T-217 (along MD 501), and the coordination with D.C. to upgrade Eastern Avenue NE with a side path or protected bike lanes.	Acknowledged.	TM 4.1, TM 4.7, and TM 1.7	E79/Gavin Baker	No change.	Confirmed Staff Recommendation.	
D25	Supports recommendation TM 4.13 to improve the Arundel Road Levee trail crossing, a key access	Acknowledged.	TM 4.13	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	point to the Anacostia Trail Network.						
D26	Recommends that SHA evaluate the safety and operational impacts of TM 5.10, installation of bicycle signals at major intersections, at each recommended location.	Staff concur with the recommendation for SHA to evaluate the safety and operational impacts of TM 5.10.	TM 5.10	E139/Nate Evans, MDOT, SHA	Edit TM 5.10 to emphasize the need for SHA evaluation. 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 <u>while coordinating with MDOT SHA to assess safety, operational, and feasibility considerations before implementation, at locations including, but not limited to...</u>	Confirmed Staff Recommendation.	
D27	Recommends that SHA evaluate proposed public art along the MD 500 and MD 501 corridors, as recommended by TM 5.13, to ensure it does not adversely impact visibility, operations, or safety for all users.	Staff concur with SHA’s recommendation to evaluate proposed public art along the MD 500 and MD 501 corridors to ensure it does not negatively affect visibility, operations, or the safety of all users.	TM 5.13	E139/Nate Evans, MDOT, SHA	Edit TM 5.13 to emphasize the need for SHA evaluation. 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. <u>Any proposed public art shall be evaluated to ensure it does not pose adverse impacts to motorist visibility, operations, or the safety of all users.</u> See also Policy HD 2, and Strategies HD 1.1, HD 1.3, and PF 1.1.	Confirmed Staff Recommendation.	
D28	Supports the provision of bicycle share, scooter share, and other micro-mobility facilities at the MD 500 and MD 501 intersection, provided that proposed recommendations do not interfere with motorist visibility, roadway operations, and safety.	Staff concur with the recommendation to emphasize that any proposed bicycle share, scooter share, or other micro-mobility facilities at the MD 500 and MD 501 intersection are designed and located to maintain motorist visibility, roadway operations, and the overall safety of all users.	TM 6.1	E139/Nate Evans, MDOT, SHA	Edit TM 6.1 to emphasize safety for all users. 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... <u>All facilities should be designed and sited to avoid interference with motorist visibility, roadway operations, and the overall safety of all users.</u>	Confirmed Staff Recommendation.	
Transit Access							
D29	Supports the plan’s focus on facilitating transit use, improving active transportation accessibility, facility connectivity, and	Acknowledged.	TM 7	E139/Nate Evans, MDOT, SHA	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	promoting transit-oriented development.						
Traffic Calming and Safety							
D30	Supports the plan’s traffic calming measures on MD 501 and MD 500; but, only should be implemented at locations where a clear need has been identified, where installation is feasible, and where the measures align with SHA policy.	Staff concur with the recommendation and agree that traffic calming measures on MD 501 and MD 500 should be implemented only where a need has been identified, where they are feasible, and where they are consistent with SHA policy.	TM 8.1	E139/Nate Evans, MDOT, SHA	Edit TM 8.1 to include additional analysis. TM 8.1. Incorporate traffic calming strategies, <u>such as curb extensions, raised crosswalks, and pedestrian refuge islands, where a demonstrated need exists, and that are feasible and consistent with SHA policy</u> , to reduce speeds while increasing driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and retrofitted streets, prioritizing the following streets: <ul style="list-style-type: none">• MD 501 (Chillum Road)• Ager Road• MD 500 (Queens Chapel Road) See K23.	Confirmed Staff Recommendation.	
D31	Supports evaluating the need for a traffic signal at the MD 500 and Nicholson Street intersection, but SHA must first review a range of factors, including intersection conditions, observed operations, crash history, future traffic demands, and pedestrian needs, to determine if a safety or operational issue exists that warrants further study.	Staff concur with SHA’s recommendation to first review intersection conditions, operations, crash history, future traffic needs, and pedestrian needs at MD 500 and Nicholson Street to determine if a safety or operational issue exists before proceeding with a signal warrant analysis.	TM 8.2	E139/Nate Evans, MDOT, SHA	Edit TM 8.2 to specify SHA’s need for review. TM 8.2. Conduct a signal warrant analysis at the following intersections: <ul style="list-style-type: none">• Ager Road and Lancer Drive/Little Branch Run• MD 500 (Queens Chapel Road) and Nicholson Street, <u>following SHA review of intersection conditions, observed operations, crash history, future traffic needs, and pedestrian needs to determine if a safety or operational issue exists before initiating the analysis.</u>• Ager Road and Nicholson Street	Confirmed Staff Recommendation.	
D32	Supports the provision of protected intersections on MD 500 at Jamestown Road, MD 208, and MD 501, but their implementation requires SHA to first determine the availability of space and	Staff concur with the recommendation and agree that the implementation of protected intersections on MD 500 at Jamestown Road, MD 208, and MD 501 should be contingent upon SHA’s determination of available space and overall feasibility. However, Strategy TM 8.3 is already written in a way that is based on feasibility.	TM 8.3	E139/Nate Evans, MDOT, SHA	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	assess the general feasibility of constructing them.	TM 8.3. Work with the appropriate agency or agencies (SHA, DPW&T, municipalities) <i>to evaluate the feasibility</i> of constructing protected intersections and pedestrian refuges...					
D33	Supports TM 8.3 but recommends adding MD 501/Green Line overpass trail intersection to intersection improvements recommended in TM 8.3.	The intersection at MD 501 and T-217, east of the Green Line overpass, is already captured as part of the MD 501/T-217 intersection improvements listed under TM 8.3.	TM 8.3	E79/Gavin Baker	No change.	Confirmed Staff Recommendation.	
D34	Recommends studying a traffic signal at Queens Chapel (MD 500/UM-207) and Lancer Drive.	Staff concur that a study of a potential traffic signal at Queens Chapel Road (MD 500/UM-207) and Lancer Drive could be considered; however, the proposed street treatments for this corridor, once implemented, may sufficiently improve safety such that a new signal is unnecessary. Nevertheless, the intersection can be added to Strategy TM 8.3 to allow for further evaluation if warranted.	TM 8.3	E115/Amanda Huron	Add <u>MD 500 (Queens Chapel Road) and Lancer Drive</u> to TM 8.3, specifically to the list of intersections recommended for evaluation of various pedestrian improvements, including traffic signals.	Confirmed Staff Recommendation.	
D35	Recommends that the plan should recognize MDOT’s adoption of quick build solutions to address traffic safety issues including converting slip lanes with temporary measures in high-pedestrian areas.	Staff concur with this recommendation and support adding a strategy under Policy TM 8 to recognize MDOT and other transportation agencies’ ability to use quick-build solutions to improve traffic safety.	TM 8, TM 8.4	E87/Cheryl Cort	<p>Add a new strategy <u>TM 8.4 Support the use of low-cost, quick-build solutions, e.g., flexible bollards, painted, and other temporary measures, by transportation agencies to test and implement pedestrian and bicycle safety enhancements before full capital construction.</u></p> <p>Add <u>TM 8.4 Promote quick-build measures to test pedestrian and bicycle safety improvements</u>, to the implementation matrix. Indicate SHA and DPW&T as Lead Entities, and City of Hyattsville, City of Mount Rainier, and Town of Brentwood as Partner Agencies. Mark as <u>S</u> for short-term.</p>	Confirmed Staff Recommendation.	
D36	Recommends aligning the plan with the Mount Rainier Vision Zero Plan.	Staff reviewed the Mount Rainier Vision Zero Plan and identified several strategies that can be reenforced by the sector plan.	TM 8	E94/Mayor Celina R. Benitez	<p>Add strategy <u>TM 8.5 Through coordination between Prince George’s County, SHA, and the City of Mount Rainier implement automated speed enforcement (ASE) on residential streets within the City of Mount Rainier; targeting Queens Chapel Road, Varnum Street, 25th Avenue, 27th Avenue, 30th Street, Buchanan Street, and Chillum Road.</u></p> <p>Add strategy <u>TM 8.6 Implement Mount Rainier gateway treatments, such as curb extensions, signage, landscaping, pavement color, etc., to help reduce speeds as people enter the City of Mount Rainier;</u></p>	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
					<u>specifically at Chillum Road south of Queens Chapel Road, and Varnum Street east of Eastern Avenue (See HD 1.9).</u> Add strategy <u>HD 1.9 Design and construct gateway features at Chillum Road south of Queens Chapel Road and Varnum Street east of Eastern Avenue to mark entry into the City of Mount Rainier. These gateways should incorporate public art and signage that express the City’s unique identity, and design elements that calm traffic (See TM 8.6).</u>		
D37	Supports safe bicycle and pedestrian access to public schools.	Acknowledged.	TM 9	E150/Dan Behrend	No change.	Confirmed Staff Recommendation.	
D38	Recommends managing vehicle parking supply on- and off-street through pricing, permitting, and other tools.	Staff believe the plan already addresses the recommendation to manage on- and off-street vehicle parking supply through pricing, permitting, and other tools under Policy TM 10, Manage parking to reduce automobile use and encourage walking, bicycling, transit, and other alternative modes of transportation. Specifically, <ul style="list-style-type: none">• TM 10.1 proposes metered parking near the Metro station.• TM 10.2 call for the expansion and adjustment of residential parking districts through County and municipal ordinances.• TM 10.3 advances demand-based parking pricing and parking cash-out programs.• TM 10.4 permits on-street parking to count toward off-street parking requirements to support short-term/high-turnover parking.• TM 10.5, TM 10.6, and TM 10.7 provide for targeted parking reductions tied to proximity to transit or the provision of bicycle commuter facilities.• TM 10.8 proposes adjusting parking supply at the West Hyattsville Metro to shift demand.• TM 10.9 addresses siting for carsharing and ride-hailing pickup/drop-off locations.	TM 10	E87/Cheryl Cort	No change.	Confirmed Staff Recommendation.	
D39	Recommends specifying that parking reductions near Metro per TM 10.5 should be by right, and not at the Director’s approval.	Parking reductions are currently at the approval of the Planning Director per Section 27-6308(a). A change in the approval process requires County Council resolution to amend the Zoning Ordinance, which is beyond the scope of this sector plan.	TM 10.5	E87/Cheryl Cort	No change.	Confirmed Staff Recommendation.	

II. D: Transportation and Mobility (Section V)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
D40	Supports collaborating with WMATA to shift parking demand to Hyattsville Crossing Metro Station by reducing or sharing parking at West Hyattsville Metro Station.	Acknowledged.	TM 10.8	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	

II. E: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
General Testimony							
E1	Expressed concern that the third draft removes the prohibition on floodplain development and urged a more nuanced approach that considers infrastructure improvements while restricting development in environmentally sensitive or high-risk areas, such as along Chillum Road.	While the concern regarding floodplain development is understandable, it is important to clarify that the sector plan does not alter or override any existing County or State regulations governing development within floodplains, nor does it modify stormwater management requirements. All development proposals within floodplain areas remain subject to review by the Department of Permitting, Inspections, and Enforcement (DPIE), including the requirement for floodplain studies and necessary permits. The issuance of any floodplain waiver is solely under the authority of DPIE and will continue to be evaluated based on site-specific conditions, technical data provided by experts, and applicable law.	N/A	E77/E152/V3/Melissa Schweisguth	No change.	Confirmed Staff Recommendation.	
E2	Recommends that the plan put greater emphasis on protecting communities by promoting climate resilience and justice.	<p>Staff assert that the plan already emphasizes protecting communities by promoting climate resilience and justice through multiple policies and strategies, including for example:</p> <ul style="list-style-type: none">• Policy NE 1 and underlying strategies NE 1.1 to NE 1.8 focused on floodplain management and enhancing flood mitigation efforts.• Policy NE 2 and related strategies NE 2.1 to NE 2.4 recommend preserving and restoring green infrastructure and critical environmental buffers.• Policy NE 3 and underlying strategies NE 3.1 to NE 3.6 aim to improve ecological health, stream restoration, and invasive species management.• Policy NE 4 and its strategies NE 4.1 to NE 4.4 promote sustainable landscape and building design education and tree conservation.• Policy NE 5 and its strategies NE 5.1 to NE 5.6 address climate mitigation through reduced carbon emissions, energy-efficient construction, and supporting renewable energy infrastructure.• Policy NE 6 and associated strategies NE 6.1 to NE 6.8 emphasize preservation and expansion of tree canopy to reduce urban heat islands and enhance environmental quality.• Policy NE 7 and its strategies NE 7.1 to NE 7.5 focus on reducing stormwater runoff via best management practices and low-impact development. <p>Together, these policies demonstrate a comprehensive approach to fostering climate resilience, environmental justice, and community protection within the sector plan area.</p>	NE 1-7	E153/Greg Smith	No change.	Confirmed Staff Recommendation.	

II. E: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
E3	Recommend that the County assess existing stormwater infrastructure, regulations, and statutes for resilience to climate-driven intense storms, and revise them as needed to address increased frequency, severity, and storm flashiness.	Staff appreciate the recommendation to assess existing stormwater infrastructure regulations and statutes for resilience to intense climate-driven storms, and agree that this is an important issue for the County to address. However, such an assessment is beyond the scope of the sector plan. A comprehensive review of stormwater infrastructure and related regulatory frameworks requires a countywide approach. While the sector plan could recommend such a countywide study, it is staff's position that such studies are captured the County's general plan, Plan 2035, in a collective of strategies including NE 2.5, to identify strategies to reduce impervious surfaces by amending County codes and coordinating County agencies; NE 3.1, to evaluate the County's various regulatory codes and manuals to assess how to comprehensively provide urban green and open areas; and NE 4.3, to create a countywide standard for reviewing infrastructure installation, upgrades, and maintenance projects against projected climate change impacts.	N/A	E153/Greg Smith		Confirmed Staff Recommendation.	
E4	Recommend prohibiting redevelopment along the Chillum stream bank and floodplain, while supporting the relocation of existing businesses such as the strip mall, storage, and auto repair shops.	Staff recognize the desire to restrict redevelopment the Chillum Road near the stream bank and floodplain, but it is important to note that a sector plan cannot prohibit development outright. Additionally, under the current Zoning Ordinance, the District Council cannot rezone private property to the Reserved Open Space (ROS) zone, the most restrictive zone, without the written consent of the property owner. Nonetheless, any future redevelopment in this area would still be required to comply with all applicable local, state, and federal floodplain regulations, which are designed to protect both environmental resources and public safety.	N/A	E111/Daniel Broder	No change.	Confirmed Staff Recommendation.	
E5	Urged that upzoning be excluded from environmentally sensitive areas like the Chesapeake Bay Critical Area.	Approximately 29 properties (under ZC 37) are within or partially within the Chesapeake Bay Critical Area, Intense Development Overlay (IDO) Zone. The IDO Zone applies the same maximum density and maximum impervious surface coverage as the underlying base zone per Section 27-4402(a)(4) of the County Zoning Ordinance. However, any redevelopment that occurs on these properties is required to reduce pollutant loadings by at least 10 percent per Section 5B-113(e)(3)(B) of the County Code. Ultimately, any redevelopment would lead to stormwater management improvements regardless of the underlying zone.	ZC 37	E77/E152/V3/Melissa Schweisguth	See B1.	Confirmed Staff Recommendation.	
E6	Urged that upzoning be excluded from environmentally sensitive areas like the floodplain.	The zoning proposal includes 11 zoning changes (ZC 3, 10, 11, 12, 13, 14, 19, 22, 32, 34, and 38) within either the DPIE mapped floodplain and/or the FEMA mapped floodplain (2016). Of the 11 zoning changes, the majority are to less intense zoning categories, with only three zoning changes (ZC 10, 34, and 38) to a more intense zoning category. This includes Washington Gas Light property, Queens Town Apartments, and the strip retail at 3171 Queens Shopping Road. These changes were made strategically, with a focus on properties near transit that would benefit the most from redevelopment. Moreover, even in these cases, any redevelopment within the floodplain will be subject to additional review and compliance with floodplain regulations administered by DPIE. This includes requirements related to site design, stormwater management, and limitations on impervious surface coverage to reduce environmental risks and prevent adverse impacts on adjacent properties. The zoning itself does not override these regulations.	ZC 3, 10, 11, 12, 13, 14, 19, 22, 32, 34, and 38	E77/E152/V3/Melissa Schweisguth	No change.	Confirmed Staff Recommendation.	

II. E: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Best Management Practices and Floodplain Management							
E7	Recommends re-delineating the 100-year and 500-year floodplains using the best data available (i.e., NOAA and MDE) on all relevant maps.	Staff note that floodplains are located throughout Prince George’s County including within the plan boundary. However, the sector plan does not have the power to modify the floodplain boundaries, which are inherently dynamic and vary significantly based on methodology. Staff believe it is better to evaluate floodplain conditions on a case-by-case basis as redevelopment proposals arise, supported by site-specific engineering studies and hydrologic/hydraulic analyses. This approach ensures that floodplain impacts are assessed with precision without trying to prematurely limit development in key areas such as near the Metro station.	NE 1	E153/Greg Smith	No change.	Confirmed Staff Recommendation.	
E8	Requests for stricter stormwater mitigation requirements to address increased runoff from added impervious surfaces.	Such regulatory changes fall outside the scope of a sector plan, which does not have the authority to modify environmental regulations. However, the plan does support green building practices by encouraging the use of stormwater Best Management Practices (BMPs) and Low Impact Development (LID) strategies, which help reduce runoff and manage stormwater. In addition, the plan includes recommendation LU 3.2, to conduct a comprehensive floodplain study that would inform the creation of a floodplain overlay zone within the Zoning and Subdivision Regulations. If implemented, any proposed overlay zone would likely require site-specific engineering analysis, environmental assessment, and evaluation of development constraints to ensure that future development in sensitive areas is limited and environmentally responsible.	NE 1, NE 7, LU 3.2,	E77/E152/V3/Melissa Schweisguth	No change.	Confirmed Staff Recommendation.	
E9	Recommend prohibiting new developments and zoning intensifications within the re-delineated 100-year floodplain and requiring wider buffers for streams, wetlands, and floodplains.	The recommendation to prohibit new development and zoning intensifications within the floodplain and to require wider buffers for streams, wetlands, and floodplains was not incorporated into the plan because development in floodplains is already governed by Subtitle 32 of the County Code which establishes the standards for building within flood hazard areas. Floodplain development is evaluated case-by-case through detailed engineering studies at the time of redevelopment. To strengthen this framework, the plan recommends LU 3.2, which calls for a comprehensive floodplain study to support the creation of a floodplain overlay zone in the Zoning Ordinance, thereby limiting development in high-risk areas and promoting Best Management Practices and Low Impact Development standards. Additionally, the plan already seeks to preserve publicly owned land in floodplains to reduce future development pressure, as reflected in Strategy NE 1.1, retaining public ownership of identified properties for flood mitigation or natural restoration, and Strategy NE 1.7, preserving publicly owned properties north of MD 501 and south of the Northwest Branch for their environmental features.	NE 1.1, NE 1.7, LU 3.2	E153/Greg Smith	No change.	Confirmed Staff Recommendation.	

II. E: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Green Infrastructure							
E10	Recommend that the County prioritize the creation, protection, and enhancement of green infrastructure and “spongy” planning and landscape design to improve flood resilience.	<p>Staff appreciate the recommendation to prioritize the creation, protection, and enhancement of green infrastructure and “spongy” planning and landscape design to improve flood resilience. This recommendation is already addressed in the sector plan through multiple strategies that directly advance these objectives. Specifically:</p> <ul style="list-style-type: none">• NE 2.1 promotes green connections, reduced impervious surface area, increased green space beyond Zoning Ordinance requirements, environmental restoration, and the preservation of undisturbed natural areas within the Countywide Green Infrastructure Network.• NE 4.4 emphasizes prioritizing on-site tree conservation and preservation, with provisions for off-site planting within the plan area when necessary.• NE 5.3 encourages all new development and redevelopment to integrate multiple green building techniques that exceed Zoning Ordinance requirements.• NE 6.1 calls for selective tree clearing practices to preserve mature trees, canopy connectivity, and wildlife habitat during construction.• NE 7.1 supports collaboration with public agencies, municipalities, and private partners to incorporate stormwater best management practices (BMPs) along new and reconstructed streets to increase infiltration, supplemented by a sector plan-specific BMP Toolkit.• NE 7.2 encourages the maximization of pervious surfaces in development and redevelopment projects.• NE 7.5 promotes retrofitting existing development with stormwater BMPs where feasible. <p>Collectively, these policies ensure that the plan prioritizes green infrastructure and landscape-based flood resilience.</p>	NE 2.1, NE 4.4, NE 5.3, NE 6.1, NE 7.1, NE 7.2, NE 7.5	E153/Greg Smith	No change.	Confirmed Staff Recommendation.	
E11	Recommends reducing the size of the West Hyattsville Metro station parking lot and combining with adjacent land for a food forest, community garden, or urban agriculture project.	<p>This testimony is contrary to recommended strategies LU 4.4, to 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.”) and EP 2.4 (“Create a dynamic commercial main street corridor stretching east along Hamilton Street from the West Hyattsville Metro Station.) Should WMATA express interest in reducing the size of the parking lot in the future, this is supported through Strategy TM 10.8 (“Coordinate with WMATA to shift parking demand to Hyattsville Crossing Metro Station through reduced and/or shared parking at the West Hyattsville Metro Station.”).</p>	EP 2.4, TM 10.8, LU 4.4	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	
Climate Mitigation and Resilience							
E12	Recommend that the County carefully avoid expanding or intensifying the existing urban heat	<p>Staff agree that mitigating and reducing urban heat island effects is an important consideration in planning for climate resilience and community health. The sector plan addresses this concern through multiple strategies and policies that promote both tree canopy expansion and site/building design. Specifically, Strategy NE 5.3 encourages all new development and redevelopment to incorporate multiple green</p>	NE 5.3, NE 6	E153/Greg Smith	See K28	Confirmed Staff Recommendation.	

II. E: Natural Environment (Section VI)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	islands near the sector plan area, and instead use the plan to reduce their size and intensity by expanding tree canopy and forest cover.	building techniques identified in Section 27-61600 of the Zoning Ordinance, such as green roofs, high-reflectivity materials, and energy-efficient design, which help reduce heat absorption and improve thermal comfort. In addition, Policy NE 6 calls for the preservation and expansion of tree canopy to the maximum extent practicable, with the goals of creating a greener public realm, enhancing wildlife habitat, and directly reducing the extent and severity of the existing heat island. Together, these provisions support a holistic approach to reduce the heat island effect.					
E13	Supports the installation of canopy solar arrays over parking areas and garages.	This recommendation is already supported in the plan under Strategy NE 5.5, which calls for working with property owners to identify opportunities to add infrastructure that supports renewable energy use, generation, and/or transmission. The installation of canopy solar arrays over parking areas and garages aligns directly with this strategy by promoting on-site renewable energy generation while also providing additional environmental benefits such as reducing heat island effects.	NE 5.5	E153/Greg Smith	No change.	Confirmed Staff Recommendation.	
Forest and Tree Canopy							
E14	Recommend that the County ensure the implementation of the Sector Plan does not result in any net loss of trees, tree canopy, or forest within the Sector Plan area or the County.	Staff agree with the goal of maintaining and enhancing the area’s tree canopy and forest resources and note that the sector plan contains strategies that advance this objective under policy NE 6, which is about preserving and expanding the tree canopy to the maximum extent possible. Strategy NE 6.4 specifically calls for the planting of native, non-invasive trees and other vegetation during the design and construction of new development and redevelopment, in compliance with the Prince George’s County Landscape Manual. This includes planting along streets, in open spaces, gathering areas, other landscaped areas, and in re-vegetated construction zones. The strategy also encourages developers to go beyond the minimum requirements of the Landscape Manual wherever feasible, thereby supporting canopy expansion and ecological restoration. While staff recognize the value of a one-for-one tree replacement standard, such a requirement is not always practicable due to site constraints, nor is it currently enforceable under existing regulations. Tree protection, planting, and replacement requirements are governed by the Landscape Manual and Subtitle 25 of the County Code, which establish the County’s legal framework for managing these resources.	NE 6, NE 6.4	E153/Greg Smith	No change.	Confirmed Staff Recommendation.	
E15	Urges stronger plan recommendations to prevent worsening runoff impacts from the proposed zoning intensification across the sector plan and Queens Chapel Manor Apartments.	The concerns about stormwater runoff are understandable; however, all new development must comply with the County’s stormwater management regulations as outlined in the County Code. Additionally, the sector plan already strongly encourages the use of green building and site design techniques, such as green roofs, permeable surfaces, and enhanced tree cover, to further mitigate runoff and support sustainable development throughout the plan area. Policy NE 7, and the underlying strategies aim to reduce stormwater runoff through a variety of methods.	NE 7	E111/Daniel Broder	No change.	Confirmed Staff Recommendation.	

II. F: Housing and Neighborhoods (Section VII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
F1	Supports strategies that preserve existing affordable housing, especially the Queenstown Apartments.	Acknowledged.	HN 1, HN 2, LU 5.5, LU 5.6	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	
F2	Expressed concerned that zoning intensification, particularly of luxury apartments and townhouses, could accelerate displacement, and called for stronger, more detailed anti-displacement strategies.	While the concern about potential displacement and rising property taxes due to zoning intensification is valid, it is important to note that the plan does include anti-displacement strategies, particularly within the Housing and Neighborhoods section, aimed at supporting housing affordability and neighborhood stability. In developing implementation actions, the Planning Department intentionally avoids naming specific non-governmental entities, such as nonprofits or advocacy groups, within the implementation matrix. These organizations, while often critical partners, may change their focus, funding sources, or cease operations altogether, which makes it impractical to rely on them as fixed components in a 20- to 25-year policy document. Instead, the plan is designed to be flexible, enabling County agencies and future implementation partners to identify the most appropriate collaborators and tools based on evolving circumstances.	HN 2	E77/E152/V3/Melissa Schweisguth	No change.	Confirmed Staff Recommendation.	
F3	Recommends highlighting the success of the County’s Right of First Refusal law and to encourage continued use of this effective anti-displacement tool in WHQC.	Staff concur with and agree that the County’s Right of First Refusal law is an important and effective tool in preserving naturally occurring affordable housing and supports continued emphasis on its use as part of a broader anti-displacement strategy.	HN 2	E87/Cheryl Cort	<p>Add strategy <u>HN 2.11 Utilize Prince George’s County’s right to first refusal program by allowing the Department of Housing and Community Development (DHCD) to purchase multifamily rental housing that preserves affordability for low-to-moderate income households.</u></p> <p>Add callout box, <u>Right of First Refusal Law:</u></p> <p><u>Prince George’s County’s Right of First Refusal (ROFR) Program gives opportunity for DHCD to purchase multifamily properties with 20 or more units prior to sale with the intention to preserve low-to moderate-income housing units. The owner of the property must notify the County of the intention to sell and once entered into a bona fide sales contract give DHCD the option to purchase on the agreed price. DHCD has limited time to decide whether to purchase the property or give their rights to a third party, if they maintain affordability, or pass on the property all together. Prince George’s County Council first passed this legislation in 2013 covering a limited geography and then expanded it to all areas in 2015. ROFR is typically used to preserve affordability or prevent growing pressures of displacement by allowing purchasing the multifamily</u></p>	Confirmed Staff Recommendation.	

II. F: Housing and Neighborhoods (Section VII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
					<p><u>property. ROFR helps protect the social and community fabric that is generally disrupted when residents are displaced and priced out of the communities they have lived in for years. Under this program, 2,548 housing units have been preserved since 2021.</u>[#]</p> <p>Footnote: [#]<u>County Right of First Refusal Program: Multifamily Rental Properties. County Right of First Refusal Program: Multifamily Rental Properties Prince George's County</u></p> <p>Add HN 2.11 to the Section XI. Implementation Matrix. <u>HN 2.11 Use the County’s right of first refusal to purchase multifamily rentals.</u> Indicate DHCD as Lead Entity and Owners/Developers as Partner Entity. Mark as <u>M</u> for mid-term.</p>		
F4	Supports the plan’s focus on housing affordability and displacement prevention, highlighting the importance of preserving naturally occurring affordable housing and providing modest, affordable housing options.	Acknowledged.	HN 2	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	
F5	Despite claims of providing diverse housing options, new development is priced beyond the reach of many long-time, working-class Hyattsville residents.	Staff acknowledge the concern about housing affordability and emphasize that the plan encourages a multitude of strategies aimed at improving affordability and preventing displacement under Policy HN 2. However, it is important to note that Prince George’s County has not adopted a comprehensive affordable housing requirement like other jurisdictions that mandate affordable units in all new developments. Instead, the County relies on a diverse set of programs and policies to address affordability. The plan encourages the expansion of the existing programs and recommends several new initiatives.	HN 2	E141/Toni Stanley-Winsett and Shea A. Winsett, Ph.D.	No change.	Confirmed Staff Recommendation.	
F6	Expressed support for ADUs as a more flexible form of housing.	Acknowledged.	HN 2.12, LU 3.1(i), LU 10.5	E87/Cheryl Cort E88/E99/Standford Fraser E89/Bradley Kennedy E90/Douglas Stallworth E91/E104/Thomas G. Zeller E92/Judy Allen-Leventhal E93/Laurence Aurbach E95/Steve Brigham	No change.	Confirmed Staff Recommendation.	

II. F: Housing and Neighborhoods (Section VII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
				E96/Ryan Burgess E97/Alexander Campbell E98/Barry Fargo E101/Moira McCauly E102/Lindsey Mendelson E103/Tom Taylor E105/E113/E133/E154/V8/Jewel B. Smith E107/Matthew Girardi E114/Bernard Holloway E115/Amanda Huron E119/Jacob Barker E131/Peter Zorc E134/Elissa Woodbury E135/Gregory Pitman E136/Brian Wivel			
F7	Recommend postponing the proposed rezoning of RSF-65 neighborhoods to RSF-A until the County Council formally adopts ADU regulations, to prevent the potential overdevelopment of small lots, such as allowing triplexes with ADUs on 5,000 square foot parcels.	ADUs cannot be developed until the Zoning Ordinance is amended to include specific development standards and permit the use in single-family neighborhoods. These forthcoming standards will address factors related to compatibility with existing neighborhoods such as height, lot coverage, setbacks, and parking. Additionally, most lots in the plan area do not currently meet the criteria for triplex or townhouse construction (See B1), and those that do will still be limited by design regulations that restrict the size and location of units, and the amount of lot coverage.	HN 2.12, LU 3.1(i), LU 10.5	E151/Jennfier Kubit	No change.	Confirmed Staff Recommendation.	
F8	Expressed support for housing diversity as a means to offer more affordable options for new and existing residents.	Acknowledged.	HN 2.4, HN 2.5, HN 4.2, LU 3.1(i), LU 10.2	V2/Peter Stockus	No change.	Confirmed Staff Recommendation.	

II. G: Community Heritage, Culture, and Design (Section VIII)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
G1	Supports creating new “third spaces” in the sector, noting that a proposed indoor public space could serve as a more walkable alternative to the Hyattsville Public Library.	Acknowledged.	HD 3	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	
G2	Recommends adding improvements to the existing playground in Avondale Park under strategy HC 4.3.	Strategy HC 4.3 is broad and encompasses the renovation and revitalization of all community facilities within the sector plan area, including playground equipment at Avondale Park. As such, a separate, park-specific strategy is not necessary.	HC 4.3	E79/Gavin Baker	No change.	Confirmed Staff Recommendation.	
G3	Supports including a recommendation for an outdoor weekly farmers market, potentially in partnership with FreshFarm, to promote health and affordability for lower-income residents.	The plan already encourages the establishment of a farmers’ market through Strategy HD 5.3, which recommends programming the Hamilton Street streetscape for community-building events and activities, including farmers and craft markets. This strategy is further supported by TM 1.12 and illustrated in Figure 1.	HD 5.3, TM 1.12	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	
G4	Supports HD 6.5, to adaptatively reuse the Kaywood Theater and preserve its unique architectural.	Acknowledged.	HD 6.5	E94/Mayor Celina R. Benitez	No change.	Confirmed Staff Recommendation.	
G5	Expressed concerns about a proposed Washington Gas extension, fearing increased risks such as pipeline leaks, explosions, and emissions related to natural gas storage and distribution facilities.	Concerns regarding the proposed Washington Gas site appear to stem from a misunderstanding of the sector plan’s recommendations. The plan does not promote or encourage the expansion of industrial natural gas-related uses at this location. Instead, it recommends rezoning the property from its current classification to a mixed-use zone and updating the future land use designation to mixed-use. This change is intended to support a broader range of uses that better align with surrounding neighborhoods and long-term community goals, including walkability and transit-oriented development. However, as a public utility, existing operations are allowed to continue despite the zoning. For this reason, the plan does include design guidelines to help mitigate potential impacts if the owner chooses to expand or redevelop under the current use. These guidelines aim to improve site design, buffering, and environmental considerations.	HD 8	E83/V5/Yohnei Shambourger	No change. See B2.	Confirmed Staff Recommendation.	

II. H: Public Facilities (Section X)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
Parks, Recreation, and Open Space							
H1	Supports the park enhancements in PF 1.1, specifically improvements to Chillum Park and the Avonridge Gateway Plaza.	Acknowledged.	PF 1.1	E79/Gavin Baker	No change.	Confirmed Staff Recommendation.	
H2	Supports the proposed redesign of the Queens Chapel and Chillum Roads intersection (West Hyattsville Greenway), praising the vision for increased density, greenery, and reduced pavement in the area.	Acknowledged.	PF 1.2 TM 1.18	E115/Amanda Huron	No change.	Confirmed Staff Recommendation.	
H3	Supports recommendations for the Mount Rainier Community Center, including increasing sidewalk access, prioritizing green infrastructure at the center, and expanding services and programming.	Acknowledged.	PF 2.3, NE 4.2, TM 4.9	E79/Gavin Baker	No change.	Confirmed Staff Recommendation.	

II. I: Proposed Sectional Map Amendment

Public Rezoning Request

One request was submitted by the public for the reclassification of property into a new zoning classification.

Staff make the following recommendations:

	Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
I1	ZC 1	Agreement with Proposed Zone	V15/Yvonne Penn	6201 Belcrest Road	1800036	RSF-65	RTO-H-E	RTO-H-E	No change.	Confirmed Staff Recommendation.	
I2	ZC 10	Agreement with Proposed Zone	E137/V9/Casey Cirner	3301 Chillum Road	Multiple	RMF-20	LTO-C	LTO-C	No change.	Confirmed Staff Recommendation.	
I3	ZC 10	Reclassify to New Zone	E137/V9/Casey Cirner	3301 Chillum Road (Parcel 4)	1839505	ROS	ROS	LTO-C	<p>To avoid a functional split zoning of a property and aid in future redevelopment as is recommended under HN 1.3, and update Map 9. Future Land Use map to show mixed-use, Map 11. West Hyattsville Local Transit Center, Core and Edge to show core, Map 12. Properties Subject to LU 4.2, Map 14. Property Subject to Strategies LU 5.5 and LU 5.6, and add property to Appendix D, Table D-1, in the Sector Plan.</p> <p>Sectional Map Amendment Add property to ZC 10 of the SMA to rezone to LTO-C. Update Table 1: Comprehensive Rezoning Changes (Base Zones), by adding the property 3301 Chillum Road (Parcel 4) to ZC 10. Update Table 2: Zoning Inventory (in acres), Base Zones by recalculating the “Proposed Acres” and “Change in Acres,” for zones ROS and LTO-C. Update Map 2: Proposed Zoning to reflect all properties listed under revised ZC 10 reflect the proposed zone of LTO-C. Update Map 3: Proposed Zoning Changes to revise ZC 10 to include subject property and change the zoning from ROS to LTO-C.</p>	Confirmed Staff Recommendation.	
I4	ZC 37	Retain Zone.	V6/Ravi Ganesh	5403 Queens Chapel Road	1790666	RSF-65	RSF-A	RSF-65	Delete ZC 37. See B1 for additional justification. Staff note that the Dental Office land use is not permitted in either RSF-65 or RSF-A	Confirmed Staff Recommendation.	

II. I: Proposed Sectional Map Amendment

	Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Exhibit #/Name	Address	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation	Planning Board Action	District Council Action
									Zone. The existing land use is only currently permitted through the transitional provisions between the prior and existing ordinance. The proposed zoning change would not impact the existing business.		
15	N/A	Reclassify to New Zone	V12/Midgett S. Parker V13/Brandon Todd	2130 Chillum Road	1976596	AG	LTO-E	IE	No change. See B2. Future Land Use and Zoning at 2130 Chillum Road (Washington Gas).	Confirmed Staff Recommendation.	

II. J: 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	Planning Board Action	District Council Action
J1	Affidavit for a property owner supporting an upzoning that would impact their property is an uneven burden.	This requirement is mandated by state law.	SMA	E87/Cheryl Cort	No change.	Confirmed Staff Recommendation.	

III. K: Late Testimony

Should the Planning Board determine to allow the referenced additional testimony (T1, T4, and T5) into the record pursuant to Section 27-3502(f)(3) of the Zoning Ordinance, staff provide the following analysis and recommendations:

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
General Testimony							
K1	Stated that the County’s Executive Branch embraces the overall goals and ambition of the proposed plan.	Acknowledged.	N/A	T5/Kevin W. Stephen	No change.	Confirmed Staff Recommendation.	
Land Use							
K2	Supports LU 3.2, to study creation of a floodplain overlay zone, and LU 3.3 to study a TDR program.	Acknowledged.	LU 3.2	T1/Jeff Ulysse, City of Hyattsville	No change.	Confirmed Staff Recommendation.	
K3	Supports the recommended Transfer of Development Rights (TDR) program (Strategies LU 3.3) and acknowledged its value in supporting economically viable redevelopment.	Acknowledged.	LU 3.3	T1/Jeff Ulysse, City of Hyattsville	No change.	Confirmed Staff Recommendation.	
K4	Asked if amending Plan 2035 to re-define the boundary of the West Hyattsville Local Transit Center impacts what applies under the recently revised Urban Street Standards.	Amending Plan 2035 to redefine the West Hyattsville Local Transit Center boundary changes the street typologies that align with the new Urban Street Standards classifications. These typologies includes recommending the same street improvements such as wide sidewalks, bicycle lanes, etc., that are reflected in the different typologies (i.e., Mixed-Use Boulevard, Neighborhood Connector, etc.).	LU 4.1	T5/Kevin W. Stephen	No change.	Confirmed Staff Recommendation.	
K5	Recommends adding strategy “LU 3.4 Conduct a comprehensive traffic impact study to identify the change in traffic patterns and demand (along Queens Chapel Rd, Ager Rd, Chillum Rd and Hamilton St) caused by the proposed reclassification of land-use to ensure adequate multi-modal transportation alternatives are provided along major corridors for improved mobility and connectivity.”	Staff concur. Conducting a comprehensive traffic impact study is essential to address potential changes in traffic patterns and demand resulting from the proposed land-use reclassification, especially along key corridors such as Queens Chapel Road, Ager Road, Chillum Road, and Hamilton Street. This approach will promote improved mobility, enhance connectivity, and support a balanced transportation network that accommodates all users.	N/A	T5/Kevin W. Stephen	Add strategy <u>LU 3.4 Conduct a comprehensive traffic impact study to identify the change in traffic patterns and demand (along Queens Chapel Rd, Ager Rd, Chillum Rd and Hamilton St) caused by the proposed reclassification of land-use to ensure adequate multi-modal transportation alternatives are provided along major corridors for improved mobility and connectivity.</u> Add strategy <u>LU 3.4 Conduct a comprehensive traffic impact study</u> to the Section XI. Implementation Matrix. Indicate DPW&T as Lead Entity and the Planning Department as a Partner Entity. Mark as <u>M</u> for mid-term.	Confirmed Staff Recommendation.	
K6	Recommends revising LU 4.3 to specify the multimodal transportation facilities	Staff concur with the recommendation to revise LU 4.3 to specify the multimodal transportation facilities recommended. It helps with clarity and reinforces other strategies.	LU 4.3	T5/Kevin W. Stephen	Revise LU 4.3 Encourage the use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone on properties zoned LTO-C or LTO-	Confirmed Staff Recommendation.	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	recommended within the LTO-PD Zone to ensure first last mile connectivity.				E in the West Hyattsville-Queens Chapel Local Transit Center to achieve desired amenities including, but not limited to, <u>complete street design including sidewalks, crosswalks, and protected bike lanes.</u> Center-appropriate streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing.		
Economic Prosperity							
K7	Recommends revising EP 2.3 to specify commercial corridors should feature a “safe, pedestrian-friendly design.”	Staff concur with the recommendation to revise EP 2.3 to specify that commercial corridors should feature a “safe, pedestrian-friendly design.” This revision supports the goals for walkability and a more vibrant commercial environment.	EP 2.3	T5/Kevin W. Stephen	Revise EP 2.3 Create a dynamic commercial main street corridor <u>with safe, pedestrian-friendly design</u> stretching east of the West Hyattsville Metro Station.	Confirmed Staff Recommendation.	
K8	Recommends adding strategy “EP 2.9 Design all commercial corridors with Vision Zero principles, prioritizing pedestrian and cyclist safety through appropriate traffic calming, crosswalk enhancements, and speed management ensuring new businesses have safe pedestrian and bicycle access from surrounding neighborhoods and transit facilities.”	Staff concur with the recommendation to add strategy EP 2.9. Incorporating Vision Zero principles into the design of commercial corridors prioritizes pedestrian and cyclist safety, and are supported by other strategies. Staff also note that the plan has been reconciled with the City of Mount Rainier’s Vision Zero plan. See D36.	N/A	T5/Kevin W. Stephen	Add <u>EP 2.9 Design all commercial corridors with Vision Zero principles, prioritizing pedestrian and cyclist safety through appropriate traffic calming, crosswalk enhancements, and speed management ensuring new businesses have safe pedestrian and bicycle access from surrounding neighborhoods and transit facilities.</u>	Confirmed Staff Recommendation.	
Transportation and Mobility							
K9	Supports the goals and aspirations with regards to the improvements under TM 1, but stated additional funding sources will be needed to implemented.	Acknowledged.	TM 1	T5/Kevin W. Stephen	No change.	Confirmed Staff Recommendation.	
K10	Recommends modifying the Transportation goal to be more inclusive by saying, “Multimodal and energy efficient transportation options are woven into the community fabric through safe and accessible shared-use paths and streets that provide comfortable connections between communities, destinations and transit for	Staff concur with the recommendation to modify the Transportation goal, to be more inclusive of all transportation facility users.	N/A	T5/Kevin W. Stephen	Revise the 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 <u>for persons who walk, bike and roll.</u>	Confirmed Staff Recommendation.	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	persons who walk, bike and roll.”						
K11	Recommends adding a note to Map 27, that says “Capital Bikeshare provides pedestrians first and last-mile service to and from transit.”	Staff concur with the recommendation to add the note to Map 27, as it highlights the role of Capital Bikeshare in supporting first- and last-mile connections to transit.	N/A	T5/Kevin W. Stephen	Add the following note to Map 27: Existing Pedestrian Facilities, <u>Note: Capital Bikeshare provides pedestrians first and last-mile service to and from transit.</u>	Confirmed Staff Recommendation.	
K12	Recommends adding Capital Bikeshare Stations to Maps 27, 28, and 29.	Staff concur with the recommendation to add Capital Bikeshare stations to Maps 27, 28, and 29, as it accurately reflects existing infrastructure and supports multimodal connectivity throughout the area.	N/A	T5/Kevin W. Stephen	Add the existing Capital Bikeshare Stations to Map 27: Existing Pedestrian Facilities, Map 28. Existing Bus Transit Facilities, Map 29 Recommended Countywide Master Plan of Transportation Street	Confirmed Staff Recommendation.	
K13	Recommends adding lighting, high visibility crossings and mid-block crossings to TM 1.8.	Staff concur with the recommendation to add lighting, high-visibility crossings, and mid-block crossings to TM 1.8, as these improvements enhance pedestrian safety and accessibility.	TM 1.8	T5/Kevin W. Stephen	Revise 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... • <u>lighting</u> • <u>high visibility crossings</u> • <u>mid-block crossings</u>	Confirmed Staff Recommendation.	
K14	Recommends revising TM 1.12 to include DPIE as part of the coordination agency.	Staff concur with the recommendation to revise TM 1.12 to include DPIE, as their involvement is necessary for granting the permits needed for street events like farmers’ markets.	TM 1.12	T5/Kevin W. Stephen	Revise TM 1.12 Coordinate with municipalities, DPW&T, MDOT SHA, <u>DPIE</u> and transit agencies to create a plan and protocols to close strategically streets to traffic for street festivals, farmers’ markets, and other events... Indicate <u>DPIE</u> as a Partner Entity to Section XI. Implementation, for TM 1.12	Confirmed Staff Recommendation.	
K15	Recommends including lighting fixtures to TM 4.9.	Staff concur with the recommendation to include lighting fixtures in TM 4.9, as they improve safety and visibility for pedestrians and cyclists.	TM 4.9	T5/Kevin W. Stephen	Revise TM 4.9 Construct complete and continuous sidewalks <u>and lighting fixtures</u> on both sides of the roadway at these locations...	Confirmed Staff Recommendation.	
K16	Recommends including lighting fixtures to TM 4.10.	Staff concur with the recommendation to include lighting fixtures in TM 4.10, as they improve safety and visibility for pedestrians and cyclists.	TM 4.10	T5/Kevin W. Stephen	Revise TM 4.10 Construct complete and continuous sidewalks <u>and lighting fixtures</u> throughout the sector plan area, including on local streets at...	Confirmed Staff Recommendation.	
K17	Recommends providing dedicated lanes or paths where appropriate, designated parking and charging areas, and clear guidelines for use, with the goal of enhancing connectivity, offering convenient and sustainable transportation options, and mitigating potential	Staff concur that the plan should recommend establishing clear guidelines for micromobility units to reduce conflicts with pedestrians and vehicles.	TM 6	T5/Kevin W. Stephen	Add <u>TM 6.3 Establish clear guidelines for the safe operation and parking of micromobility devices to minimize conflicts with pedestrians, bicyclists, and motorists, including dedicated lanes and no-ride zones in high-pedestrian areas.</u> Add strategy <u>TM 6.3 Establish guidelines for safe micromobility implementation</u> to Section XI. Implementation Matrix. Indicate DPW&T	Confirmed Staff Recommendation.	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	conflicts with pedestrians and other vehicles.				and SHA as Lead Entities. Mark as <u>S</u> for short-term.		
K18	Recommends incorporating policies and infrastructure solutions that safely and efficiently integrate multiple modes of transportation into the urban fabric.	Staff concur with the recommendation to incorporate policies and infrastructure that integrate multiple modes of transportation, as this promotes safety, connectivity, and efficient mobility throughout the urban fabric.	TM 6	T5/Kevin W. Stephen	Add <u>TM 6.4 Ensure that micromobility parking and charging areas are clearly marked and ideally sited to reduce sidewalk clutter and improve device availability.</u>	Confirmed Staff Recommendation.	
K19	Recommends adding a strategy designating Queens Chapel Road from MD 500 (Chillum Road) to MD 410 (East West Highway) as an Enhanced Bus Stop Amenities corridor, prioritizing bus stops in this segment for dynamic bus shelters with real-time bus schedule displays, digital advertising, and county-centric digital public service information.	Staff concur with the recommendation to reinforce the designation of Queens Chapel Road as an Enhanced Bus Stop Amenities corridor, which prioritizes many enhancements that improve rider experience.	TM 7	T5/Kevin W. Stephen	Add <u>TM 7.6 Designate the segment of Queens Chapel Road from MD 500 (Chillum Road) to MD 410 (East-West Highway) as an Enhanced Bus Stop Amenities Corridor, prioritizing these stops for installation of dynamic bus shelters equipped with real-time schedule displays, digital advertising, and County-focused public service information, to improve rider experience.</u> Add strategy <u>TM 7.6 Designate Queens Chapel Road segment as Enhanced Bus Stop Amenities Corridor</u> to Section XI. Implementation Matrix. Indicate DPW&T as Lead Entities. Mark as <u>S</u> for short-term.	Confirmed Staff Recommendation.	
K20	Recommends implementing a concept framework for the aesthetic enhancement of areas surrounding transit stations and along key transit corridors, including landscaping, public art, improved lighting, and well-maintained public spaces to create welcoming and visually appealing environments for residents and visitors.	Staff concur with the recommendation to implement aesthetic enhancements around transit stations and corridors, to help create welcoming and attractive public spaces for residents and visitors.	TM 7	T5/Kevin W. Stephen	Add <u>TM 7.7 Develop and implement a concept framework for the aesthetic enhancement of areas surrounding transit stations and along key transit corridors, incorporating landscaping, public art, upgraded lighting, and maintenance programs to create welcoming, vibrant, and safe transit stations.</u> Add strategy <u>TM 7.7 Develop/Implement a concept framework for aesthetic enhancements of transit stations</u> to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as <u>S</u> for short-term.	Confirmed Staff Recommendation.	
K21	Recommends identifying and evaluating existing bus stop infrastructure to address and remove barriers to access for individuals with disabilities, parents with strollers, and others facing mobility challenges.	Staff concur with the recommendation to evaluate bus stop infrastructure, to help ensure accessibility and equitable transit access for all users.	TM 7	T5/Kevin W. Stephen	Add <u>TM 7.8 Conduct an audit of all WMATA and TheBus bus stops serving the West Hyattsville-Queens Chapel Manor area to identify and document barriers to access for individuals with disabilities, parents with strollers, and others with mobility challenges.</u>	Confirmed Staff Recommendation.	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
					Add strategy <u>TM 7.8 Conduct bus stop audit for accessibility</u> to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as <u>S</u> for short-term.		
K22	Recommends upgrades that include accessible ramps, tactile paving, clear signage, pedestrian crossings, lighting, and real-time transit information displays, with seamless integration of bus services and the Metro station to encourage multi-modal transportation.	Staff concur with the recommendation that any upgrades to bus stops identified by future studies should be implemented.	TM 9	T5/Kevin W. Stephen	Add <u>TM 7.9 Implement targeted improvements identified in TM 7.8, which may include the installation of accessible ramps, tactile paving, widened boarding areas, signage, pedestrian crossings, lighting, accessible seating, real time transit information displays, to bus stops, to ensure universal design principles.</u> Add strategy <u>TM 7.9 Implement bus stop accessibility improvements</u> to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as <u>L</u> for long-term.	Confirmed Staff Recommendation.	
K23	Recommends clearly identifying and implementing traffic safety and relief strategies for traffic calming and safety, especially on Chillum Road and Queens Chapel Road.	Staff concur with the recommendation to specify traffic safety and calming strategies for Chillum Road and Queens Chapel Road.	TM 8.1	T5/Kevin W. Stephen	Revise TM 8.1 Incorporate traffic calming strategies such as <u>curb extensions, raised crosswalks, and pedestrian refuge islands, where a demonstrated need exists, and that are feasible and consistent with SHA policy,</u> to reduce speeds while increasing driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and retrofitted streets, prioritizing the following streets: • MD 501 (Chillum Road) • Ager Road • MD 500 (Queens Chapel Road) See D30.	Confirmed Staff Recommendation.	
K24	Recommends addressing parking by balancing the need for sufficient parking for businesses with sustainability goals and transit ridership.	Staff concur with the recommendation to emphasize the need to balance parking demand with sustainability and transit goals, as it supports economic development while promoting multimodal transportation.	TM 10	T5/Kevin W. Stephen	Add <u>TM 10.10 The implementation of parking strategies should balance supporting the parking needs of small businesses and economic development with sustainability goals and transit-oriented development principles, while also preventing overflow parking from commercial areas into adjacent residential communities.</u>	Confirmed Staff Recommendation.	
K25	Recommends assessing parking needs and considering alternative parking mechanisms, such as vertical parking structures, while recognizing that sacrificing travel lanes may not be the best	Staff concur with the recommendation to assess parking needs and explore alternative mechanisms that ensure a balanced approach is taken when planning for development and transportation and land use development.	TM 10	T5/Kevin W. Stephen	Add <u>TM 10.11 Conduct a comprehensive assessment of parking needs in the West Hyattsville Local Transit Center to address competing demands for space. Explore alternative parking mechanisms, such as shared parking agreements, vertical parking structures,</u>	Confirmed Staff Recommendation.	

III. K: Late Testimony

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	option, and ensuring the Sector Plan addresses this issue with clarity.				<u>residential parking permits, metered parking, and/or centralized parking facilities, to ensure the necessary vehicle travel lanes on roadways are maintained, that the parking needs for commercial uses are fully met, and that multimodal transportation priorities are maintained.</u> Add strategy <u>TM 10.11 Conduct a parking needs assessment</u> to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as <u>M</u> for mid-term.		
Natural Environment							
K26	Expressed that upgrading the pumping system would not be feasible or have an impact on flooding as recommended under NE 1.5, and that conveyance system upgrades would be more impactful though likely infeasible.	Staff concur and also acknowledge that pump upgrades are not feasible and can remove the recommendation. However, it is unclear based on the statement provided if the conveyance system upgrades are also infeasible or if additional study is required. Unless notified otherwise, staff believe revising the strategy to focus on the conveyance system instead of the pumps is recommended.	NE 1.5	T5/Kevin W. Stephen	Revise NE 1.5 [Evaluate opportunities to improve pump systems and outflows to create more efficient and effective levee system] <u>Explore opportunities to improve drainage and reduce localized flooding, like upgrading the stormwater conveyance system.</u> In Section XI. Implementation Matrix, revise NE 1.5 Evaluate ways to improve <u>stormwater conveyance system</u> [pump systems and outflows]	Confirmed Staff Recommendation.	
K27	Recommends adding NE 5.7 Encourage coordinated scheduling amongst transit providers (Prince George’s County TheBus, WMATA Metrobus) towards reduction of redundant bus service.	Staff concur with the recommendation to add NE 5.7, since coordinated scheduling among transit providers would improve overall efficiency of the transit network.	NE 5	T5/Kevin W. Stephen	Add <u>NE 5.7 Encourage coordinated scheduling amongst transit providers (Prince George’s County TheBus, WMATA Metrobus) towards reduction of redundant bus service.</u>	Confirmed Staff Recommendation.	
K28	Recommends adding NE 5.8 Encourage the utilization of zero emissions and electric (EV) transit vehicles within the Sector Plan area to affect the reduction of urban heat island effects.	Staff concur with the recommendation to add NE 5.8, since promoting zero-emission and electric transit vehicles supports sustainability and helps mitigate urban heat island effects.	NE 5	T5/Kevin W. Stephen	Add <u>NE 5.8 Encourage the utilization of zero emissions and electric (EV) transit vehicles within the sector plan area to affect the reduction of urban heat island effects.</u>	Confirmed Staff Recommendation.	
K29	Specified that an enhance revenue mechanism is needed to implement suggested green street features.	Staff acknowledge that an enhanced revenue mechanism is needed for implementing green infrastructure and can emphasize this fact in the plan by adding a new strategy.	NE 7	T5/Kevin W. Stephen	Add <u>NE 7.6 Establish a dedicated funding source to support the installation, operation, and long-term maintenance of enhanced stormwater management features along County-owned rights-of-way, that accounts for the higher</u>	Confirmed Staff Recommendation.	

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Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
					<u>maintenance costs of small-scale green infrastructure.</u> Add strategy <u>NE 7.6</u> Establish dedicated <u>funding source for green street infrastructure</u> Section XI. Implementation Matrix. Indicate County Council as Lead Entities and DPW& and as a Partner Agency. Mark as <u>S</u> for short-term.		
K30	Recommends keeping on-site Stormwater Management (SWM) features privately maintained, with ownership deeded to management companies and HOAs through maintenance agreements prior to finalizing any developments, and incorporating these requirements as conditions in the permitting process.	Staff concur with the recommendation that on-site stormwater management (SWM) measures associated with redevelopment be privately owned and maintained, consistent with Section 32-194 of the County Code, which requires single-lot facilities and vegetated site features to remain under private ownership unless located on public property. This approach ensures long-term maintenance responsibility while limiting impacts on the County’s budget. Given the code requirement, an additional strategy is not necessary.	NE 7	T5/Kevin W. Stephen	No change.	Confirmed Staff Recommendation.	
Housing and Neighborhoods							
K31	Supports the plan’s focus on housing affordability and displacement prevention, highlighting the importance of preserving naturally occurring affordable housing and providing modest, affordable housing options.	Acknowledged.	HN 2	T1/Jeff Ulysse, City of Hyattsville	No change.	Confirmed Staff Recommendation.	
K32	Recommend that, due to the statewide mandate for ADUs under Maryland House Bill 1466 effective February 7, 2025, and the current lack of local regulations, the sector plan should refrain from promoting ADUs until appropriate local guidelines are established.	While it is understandable to be cautious given the current absence of local regulations, the sector plan should still encourage Accessory Dwelling Units (ADUs) as a valuable tool to expand missing middle housing options. ADUs cannot be developed until the Zoning Ordinance is amended, which will include the necessary development standards to ensure compatibility with existing neighborhoods. Moreover, Maryland House Bill 1466 mandates that local legislative bodies adopt laws authorizing ADU development by October 1, 2026, providing a clear timeline for establishing appropriate regulations and safeguards.	HN 2.12, LU 3.1(i), LU 10.5	T1/Jeff Ulysse, City of Hyattsville	No change.	Confirmed Staff Recommendation.	
Healthy Communities							
K33	Expressed that the sector plan promotes improved health outcomes by enhancing connectivity through safe pedestrian and biking access to	Acknowledged.	N/A	T4/Adebola Adepoju	No change.	Confirmed Staff Recommendation.	

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Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations	Planning Board Action	District Council Action
	transit and healthcare, expanding access to healthy foods via community gardens and farmers’ markets, and preserving and activating green spaces and recreational facilities to encourage active living.						
Public Facilities							
K34	Recommends that planned improvements should include evaluating the need for a fire hydrant installation.	Staff concur with the recommendation to evaluate the need for fire hydrant installation, since it enhances public safety and emergency response capabilities.	PF 5	T5/Kevin W. Stephen	Add <u>PF 5.2 Coordinate with local fire and emergency services, utility providers, and other relevant agencies to evaluate optimal location for installing fire hydrants as new development occurs.</u>	Confirmed Staff Recommendation.	

IV. List of Speakers

Verbal Testimony #	Speaker Signup #	Name	Title	On Behalf Of
V1	1.	Alan Socha		Self
V2	2.	Peter Stockus		Self
V3	3.	Melissa Schweisguth		Self
V4	4.	Andrea Ganesh (Absent)		Self
V5	5.	Yohnei Shambourger		Self
V6	6.	Dr. Ravi Ganesh, II, DDS		Self
V7	7.	Nancy Gaskins	At-Large Member	Avondale/North Woodridge Citizen’s Association
V8	8.	Jewel B. Smith	Vice President	Avondale/North Woodridge Citizen’s Association
V9	9.	Casey Cirner	Attorney, Miles and Stockridge	Queenstown Apartments Limited Partnership
V10	10.	Pat Padua	President	Avondale/North Woodridge Citizen’s Association
V11	11.	James Butty		Self, Jo-Anne Manswell-Butty
V12	12.	Midgett S. Parker, esq.	Attorney, Law Office of Midgett S. Parker, P.A.	Washington Gas Light Company
V13	13.	Brandon Todd	Senior Director for Corporate Public Policy	Washington Gas Light Company
V14	14.	Dr. Niambi Carter		Self
V15	15.	Rev. Yvonne Penne	Senior Pastor	First United Methodist Church of Hyattsville

V. List of Exhibits

Exhibit No.	Item Description	Received From	Date
October 11, 2022, Joint Public Hearing			
1	Preliminary West Hyattsville Queens Chapel Sector Plan (Draft I)	M-NCPPC	9/27/2022
2	Proposed Sectional Map Amendment (SMA) - Planning Board Resolution (Draft I)	M-NCPPC	9/27/2022
3	Errata Sheet for Staff Draft Plan (Draft I)	M-NCPPC	9/27/2022
4	Errata Sheet for Proposed SMA (Draft I)	M-NCPPC	9/27/2022
5	2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone (By reference: available online)	M-NCPPC	9/27/2022
6	2004 Approved Sector Plan and Sectional Map Amendment for the Prince George’s County Gateway Arts District (By reference: available online)	M-NCPPC	9/27/2022
7	1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68 (By reference: available online)	M-NCPPC	9/27/2022
8	1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67 (By reference: available online)	M-NCPPC	9/27/2022
9	E-Comment regarding traffic concerns certain intersections. 2018 Hyattsville Transportation Study attached	Danny Schnaible	9/21/2022
10	E-Comment in support of the plan	Adnan Barazi	10/6/2022
11	E-Comment/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/Letter dated October 11, 202, containing the City’s comments	Taylor Robey, City Planner, City of Hyattsville	10/14/2022
14	Email/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/Letter regarding community concerns	Avondale/North Woodridge Citizen’s Association	10/26/2022
17	Email/Letter and chart containing 32 comments and requests	Imani Kazana Avonridge Community Development Corporation	10/26/2022
18	Email with photo of concerns about pedestrian safety at the intersection of Ager Road and Lancer Drive	Peta-Gay Irving Brown	10/26/2022
19	Email/Letter dated October 25, 2022, recommending certain improvements and stronger alignment with Climate Action Plan	Janet Gingold, Chair, Prince George’s County Sierra Club	10/26/2022
20	Email/Letter requesting a zoning change for the Washington Gas Chillum Site	Midgett S. Parker Law Office of Midgett S. Parker, P.A.	10/26/2022
October 1, 2024, Joint Public Hearing			
21	Preliminary West Hyattsville Queens Chapel Sector Plan (Draft II)	M-NCPPC	7/8/2024
22	Proposed Sectional Map Amendment (SMA) - Planning Board Resolution (Draft II)	M-NCPPC	7/8/2024
23	2015 <i>Greater Chillum Community Study</i>	M-NCPPC	7/8/2024
24	Email/Letter in support of the plan	Connie Kaufman, Casey L. Cirner, Esq. and Phillip A. Hummel, Esq.	7/27/2024
25	Email in support of the plan with recommendations	Christopher Higham	7/3/2024
26	Email request to speak/comment on this sector plan	Alexi Boado	7/5/2024
27	Email concerns on the plan with recommendations	Melissa Schweisguth	8/4/2024
28	Email and agent affidavit	Midgett S. Parker, Jr., Esq., Law Office of Midgett S. Parker, P.A.	8/30/2024
29	E-Comment request to speak on behalf of Washington Gas facility located at 2130 Chillum Road, Hyattsville	Midgett S. Parker, Jr., Esq., Law Office of Midgett S. Parker, P.A.	8/30/2024
30	Errata Sheet for the West Hyattsville-Queens Chapel Sector Plan Sectional Map Amendment (as of October 1, 2024)	M-NCPPC	9/17/2024
31	E-Comment in support of plan	Mrs. Harris	9/22/2024
32	Email/Letter in Support of the plan with recommendations	Jeff Ulysse, City Planner, City of Hyattsville	9/23/2024
33	Email in support of the plan with recommendations	Pat Doyen	9/25/2024
34	Email in support of the plan with recommendations	Henry Renze	9/25/2024
35	Email in support of the plan with recommendations	Yohannes Bennehoff	9/25/2024
36	Email in support of the plan with recommendations	Moirra McCauley	9/25/2024
37	Email/Letter in support of the plan with recommendations	John Smith	9/25/2024
38	E-Comment and support letter in support of the plan	Cheryl Cort, Policy Director Coalition for Smarter Growth (CSG)	9/25/2024
39	Email in support of the plan with recommendations	Laura Ehle	9/26/2024
40	Email in support of the plan with recommendations	Danny Schaible	9/26/2024
41	Email in support of the plan with recommendations	Daniel Walter Rowlands	9/26/2024
42	E-Comment with concerns about the plan	Alan Socha	9/27/2024

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43	Email in support of the plan with recommendations	Lisa Frank	9/28/2024
44	Email in support of the plan with recommendations	Dan Behrend	9/29/2024
45	Email in support of the plan with recommendations	Thomas Zeller	9/29/2024
46	Email in support of the plan with recommendations	Bernard Holloway	9/30/2024
47	Email in support of the plan with recommendations	Jessica McBirney	9/30/2024
48	Email in support of the plan with recommendations	Steven Hartig	9/30/2024
49	Email in support of the plan with recommendations	Joseph Kane	9/30/2024
50	Email in support of the plan with recommendations	Gannon Sprinkle	9/30/2024
51	E-Comment	Enrique Zurita	9/30/2024
52	E-Comment in support of the plan	Dan Behrend	9/30/2024
53	E-Comment/Letter in support of the plan with recommendations	Zak Elyasi	9/30/2024
54	E-Comment/Letter in support of the plan with recommendations	Steven Hartig	9/30/2024
55	E-Comment in support of the plan	Joseph Kane	9/30/2024
56	E-Comment and support of the plan	Peter Stockus	9/30/2024
57	Email in support of the plan	Melissa Schweisguth	9/30/2024
58	Email in support of the plan	Jacob Goldberg	10/1/2024
59	Email/Letter in support of the plan with recommendations along with affidavit	Amanda Huron	10/1/2024
60	Email in support of the plan with recommendations	Elissa Woodbury	10/1/2024
61	Email/Letter in opposition of the plan	Alan Socha	10/4/2024
62	Email in support of the plan	Brendan Wray	10/12/2024
63	Email/Letter in support of the plan with recommendations	Joseph Jakuta, Prince George’s County Sierra Club	10/12/2024
64	Email in support of the plan with recommendations	Daniel Broder	10/13/2024
65	Email/Letter in opposition of the plan	Shea Winsett	10/13/2024
66	Email in support of the plan with recommendations	Lindsey Mendelson	10/15/2024
67	Email in opposition of the plan	Jenny Wesberry	10/15/2024
68	Email in opposition of the plan	Marcus Shappirio	10/16/2024
69	Email in opposition of the plan	Alexi Boado, Queens Chapel Manor	10/16/2024
70	Email in support of the plan	Will Koper	10/16/2024
71	Email in opposition of the plan	Jennifer Kubit	10/16/2024
72	Email/Letter in opposition of the plan	Leonard Lazarus	10/16/2024
73	Email/Letter in opposition of the plan with recommendations	Sally Gifford	10/16/2024
74	Rezoning Request Form: Washington Gas Light Company Property Address: 2130 Chillum Road, Hyattsville, MD 20782 Current: AG Zone Request: IE Zone	Midgett S. Parker, Jr., Esq., Law Office of Midgett S. Parker, P.A.	10/16/2024
July 1, 2025, Joint Public Hearing			
75	Preliminary West Hyattsville Queens Chapel Sector Plan (Draft III)	M-NCPPC	4/24/2025
76	Proposed Sectional Map Amendment (SMA) - Planning Board Resolution (Draft III)	M-NCPPC	4/24/2025
77	Individual Applicant Affidavit	Melissa Schweisguth	5/21/2025
78	Email/Letter in opposition of the plan for Avondale/North Woodridge Community	Rachiel P. Durant	5/28/2025
79	Email/Letter in support of the transportation and mobility sections of the plan with recommendations	Gavin Baker	5/30/2025
80	E-Comment in opposition of the plan with concerns related to increases in taxes	Dorothy Hamilton	5/30/2025
81	Email/Letter in opposition of the plan for Avondale/North Woodridge Community	Pat Padua, President, Avondale-North Woodridge Citizen’s Association	6/3/2025
82	Email/Letter in opposition of the plan for Avondale/North Woodridge Community	James Butty and Jo-Anne Butty, Avondale-North Woodridge Citizen’s Association	6/16/2025

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83	E-Comment in opposition of the plan opposing the change, concerns with townhouse developments	Yohneí Shambourger	6/23/2025
84	Email in opposition of the plan for Avondale/North Woodridge Community	Rosemary and John Latney	6/24/2025
85	E-Comment in opposition of the plan for Avondale/North Woodridge Community	Katherine Goldberg	6/24/2025
86	Email in opposition of the plan, proposed change in zoning regulations for Jefferson Street and Queens Chapel Road	Andrea Ganesh, on behalf of Nisha Ganesh and Andrew Ganesh	6/25/2025
87	E-Comment/Letter in support of the plan and the expansion of the missing middle rezoning	Cheryl Cort, Policy Direction, on behalf of Coalition for Smarter Growth (CSG)	6/25/2025
88	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations	Standford Fraser	6/26/2025
89	Email in support of the plan and the addition of housing density and walk/bike infrastructure	Bradley Kennedy	6/26/2025
90	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Douglas Stallworth	6/26/2025
91	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Thomas G. Zeller	6/26/2025
92	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Judy Allen-Leventhal	6/26/2025
93	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Laurence Aurbach	6/26/2025
94	Email/Letter in support of the plan with recommendations	City of Mount Rainier Letter, Mayor Celina R. Benitez, on behalf the City Council	6/26/2025
95	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Steve Brigham	6/26/2025
96	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Ryan Burgess	6/26/2025
97	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Alexander Campbell	6/26/2025
98	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Barry Fargo	6/26/2025
99	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Standford Fraser	6/26/2025
100	Email/E-Comment/Letter in opposition of the plan for Avondale/North Woodridge Community	Nancy Gaskins	6/26/2025
101	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Moirá McCaulý	6/26/2025
102	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Lindsey Mendelson	6/26/2025
103	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Tom Taylor	6/26/2025
104	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Thomas G. Zeller	6/26/2025
105	E-Comment in opposition of the plan for Avondale/North Woodridge Community	Jewel B. Smith	6/26/2025
106	Email in opposition of the plan for Avondale/North Woodridge Community	R. Ikard	6/27/2025
107	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Matthew Girardi	6/27/2025
108	E-Comment in support of the plan in favor of the transition to a residential single-family attached	Nora Doyle	6/27/2025
109	Email in opposition of the plan for Avondale/North Woodridge Community	Elvira Elber	6/29/2025
110	Email in opposition of the plan for Avondale/North Woodridge Community	Elvira Elber	6/29/2025
111	Email in opposition of the plan with recommendations	Daniel Broder	6/29/2025
112	Email in opposition of the plan for Avondale/North Woodridge Community	Antoinette H. Brown	6/30/2025
113	Email in opposition of the plan for Avondale/North Woodridge Community	Jewel B. Smith	6/30/2025
114	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Bernard Holloway	6/30/2025
115	Email/Letter/Affidavit Supports the upzoning reclassifying much of the neighborhood to RSF-A allowing townhouses	Amanda Huron	6/30/2025
116	Email in opposition of the plan for Avondale/North Woodridge Community	Eric Newberry	6/30/2025
117	E-Comment with concern of the plan recommendation	Alexi Boado	6/30/2025
118	E-Comment with concern and recommendation	Donna Owens	6/30/2025
119	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Jacob Barker	7/1/2025
120	Email in opposition of the plan with recommendations.	Alan Socha	7/1/2025
121	Errata Sheet for the West Hyattsville-Queens Chapel Sector Plan SMA (as of July 1, 2025)	M-NCPPC	7/1/2025
122	Staff Draft West Hyattsville Queens Chapel Sector Plan (Draft II)	M-NCPPC	7/1/2025
123	Resolution – Proposed Sectional Map Amendment (SMA) (Draft II)	M-NCPPC	7/1/2025
124	First Staff Draft West Hyattsville Queens Chapel Sector Plan	M-NCPPC	7/1/2025
125	Resolution – Proposed Sectional Map Amendment (SMA) (Draft I)	M-NCPPC	7/1/2025
126	2015 Greater Chillum Community Study	M-NCPPC	7/1/2025
127	2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone (By reference: available online)	M-NCPPC	7/1/2025

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128	2004 Approved Sector Plan and Sectional Map Amendment for the Prince George’s County Gateway Arts District (By reference: available online)	M-NCPPC	7/1/2025
129	1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68 (By reference: available online)	M-NCPPC	7/1/2025
130	1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67 (By reference: available online)	M-NCPPC	7/1/2025
131	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Peter Zorc	7/1/2025
132	Email/Letter in opposition of the plan for Avondale/North Woodridge Community	Pat Padua, on behalf of Avondale/North Woodridge Citizens Association	7/1/2025
133	Email in opposition of the plan	Jewel B. Smith	7/1/2025
134	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Elissa Woodbury	7/4/2025
135	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Gregory Pitman	7/5/2025
136	Email in support of the plan to foster a more inclusive and walkable community around two Metro Stations.	Brian Wivell	7/8/2025
137	Email/Letter regarding Queenstown Apartments	Connie Kaufman on behalf of Casey L. Cirner, Esq.	7/9/2025
138	Email/Petition in opposition of the plan for Avondale/North Woodridge Community	Pat Padua, on behalf of Avondale/North Woodridge Citizens Association	7/10/2025
139	Email/Letter in support of the plan with comments	Nate Evans, Assistant Chief, Regional and Intermodal Planning Division, on behalf of the Maryland Department of Transportation, State Highway Administration	7/10/2025
140	Email in opposition of the plan	Pat Padua, on behalf of Avondale/North Woodridge Citizens Association	7/11/2025
141	Email/Letter in opposition of the plan with comments	Toni Stanley-Winsett and Shea A. Winsett, Ph.D.	7/15/2025
142	Email in opposition of the plan with concern regarding property taxes	Jacquelyn Henry and Denny Henry	7/16/2025
143	Email in opposition of the plan for Avondale/North Woodridge Community	Crystal Arthur	7/21/2025
144	Email in opposition of the plan for Avondale/North Woodridge Community	Marcia Icton	7/21/2025
145	Email in opposition of the plan for Avondale/North Woodridge Community	Regina Ikard	7/21/2025
146	Email in opposition of the plan for Avondale/North Woodridge Community	Antoine D. Smith	7/21/2025
147	Email in opposition of the plan for Avondale/North Woodridge Community	Nancy Carter	7/21/2025
148	Email in opposition of the plan for Avondale/North Woodridge Community	Pat Padua, on behalf of Avondale/North Woodridge Citizens Association	7/21/2025
149	Email/Petition in opposition of the plan for Avondale/North Woodridge Community	Pat Padua, on behalf of Avondale/North Woodridge Citizens Association	7/21/2025
150	Email in support of the plan with recommendations	Dan Behrend	7/21/2025
151	Email with concerns about upzoning in a small neighborhood	Jennifer Kubit	7/21/2025
152	Email with recommendations and concerns	Melissa Schweisguth	7/21/2025
153	Email/Letter with recommendations and concerns	Greg Smith	7/21/2025
154	Email in opposition of the plan for Avondale/North Woodridge Community	Jewel B. Smith	7/21/2025
155	Email in opposition of the plan for Avondale/North Woodridge Community	Anne Weeks	7/20/2025
156	Email in opposition of the plan for Avondale/North Woodridge Community	Lidia Awad	7/21/2025
157	Email in opposition of the plan for Avondale/North Woodridge Community	Vilma Bigelow	7/21/2025
158	Email in opposition of the plan for Avondale/North Woodridge Community	Sarah Gallaher	7/21/2025
159	Email in opposition of the plan for Avondale/North Woodridge Community	Berhta Jackson	7/21/2025
160	Email in opposition of the plan for Avondale/North Woodridge Community	Maria Ramm	7/21/2025
Items Received After the Close of the Record			
T-1	Email/Letter in support of the plan with recommendations	Jeff Ulysse, City Planner, on behalf of the City of Hyattsville Robert Croslin, Mayor, on behalf of City of Hyattsville City Council	7/25/2025
T-2	Email containing further signatures who oppose the plan for Avondale/North Woodridge Community with 2-page Petition	Pat Padua, on behalf of Avondale/North Woodridge Citizens Association	8/5/2025
T-3	Email in opposition of the plan for Avondale/North Woodridge Community	Anne Powell	8/6/2025

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T-4	Letter in support of the plan with comments	Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/Policy Program on behalf of the Prince George’s County Health Department	8/18/2025
T-5	Letter in support of the plan with comments	Kevin W. Stephen, Deputy Chief Administrator Officer, Government Infrastructure, Technology, and Environment, on behalf of the County Executive of Prince George’s County Maryland	8/8/2025