



PRELIMINARY DRAFT III
**WEST HYATTSVILLE
QUEENS CHAPEL**

APRIL 2025

SECTOR PLAN

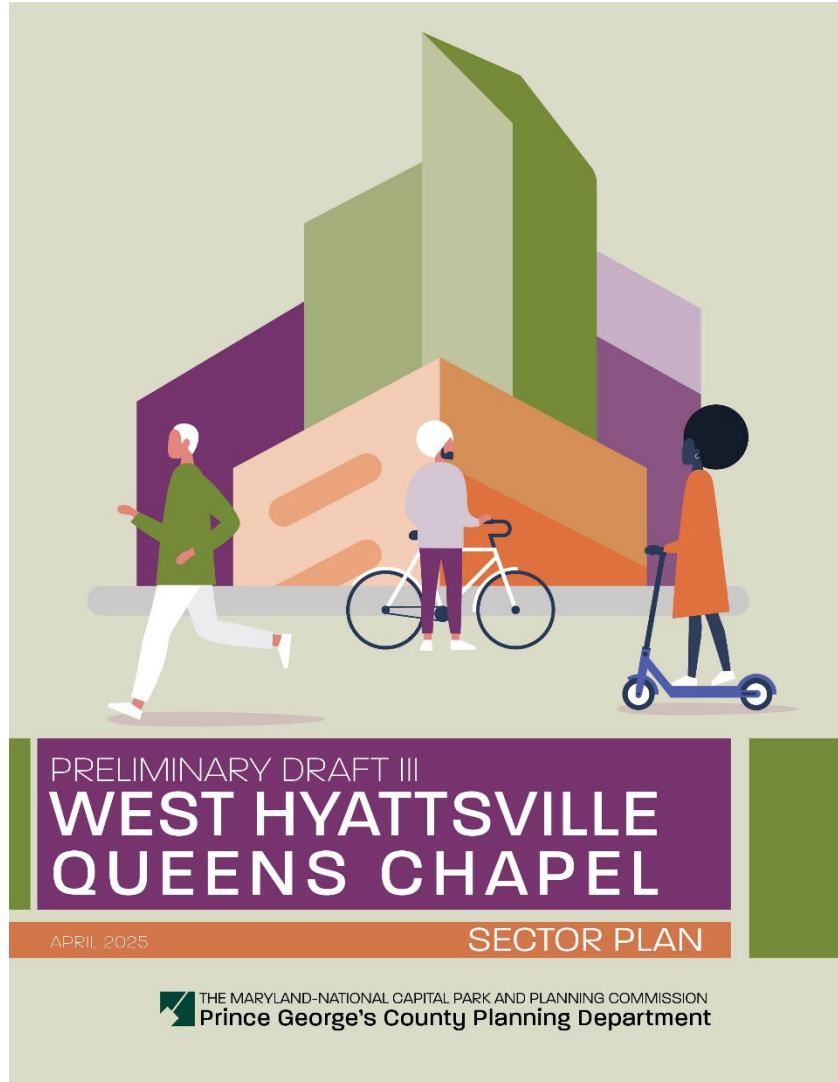
Abstract

Date	April 2025
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Subject	West Hyattsville-Queens Chapel Sector Plan
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The 2025 Preliminary West Hyattsville-Queens Chapel Sector Plan is the proposed sector plan for the southwestern portion of Planning Area 68. Upon approval, the West Hyattsville-Queens Chapel Sector Plan will supersede and replace the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* in its entirety. This plan will supersede and replace the 1994 *Approved Master Plan for Planning Area 68* and 2004 *Approved Sector Plan for the Prince George's County Gateway Arts District* for the portion of Planning Area 68, and the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for portions of the Northwest Branch Stream Valley Park within Planning Area 65, within this Sector. This plan will amend portions of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and other Countywide functional master plans within the West Hyattsville-Queens Chapel sector.

This sector plan was formulated over a 39-month period, guided by a detailed Public Participation Plan that included meetings with, and feedback from, residents, property owners, business owners, public agencies, and other stakeholders. This sector plan contains the long-term vision for West Hyattsville-Queens Chapel along with goals, policies, and strategies to implement the vision through the eight planning elements identified in Plan 2035. This sector plan is accompanied by a concurrent Proposed Sectional Map Amendment (SMA), which recommends the zoning changes necessary to implement this plan.

The 2025 Preliminary West Hyattsville-Queens Chapel Sector Plan recommends directing future residential growth in and adjacent to the Plan 2035-designated West Hyattsville Local Transit Center and the Prince George's Plaza Regional Transit District. This plan recommends maximizing the potential for transit-adjacent and pedestrian-friendly residential development while mitigating impacts to sensitive environmental features. The plan includes an implementation framework clearly illustrating the timeline, necessary partnerships, and key action items to implement the vision for the West Hyattsville-Queens Chapel area over the next 25 years.



April 2025
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774
www.pgplanning.org

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

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

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

The Prince George's County Planning Department:

- Our mission is to help preserve, protect, and manage the County's resources by providing the highest quality planning services and growth management guidance, and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department responsive and respected staff who provide superior planning and technical services and work cooperatively with decision makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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

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Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2025 Preliminary West Hyattsville-Queens Chapel Sector Plan. This plan recommends new residential development with supportive retail, services, and other amenities around the West Hyattsville and Hyattsville Crossing Metro Stations. The plan recommends enhancing the pedestrian and bicycle network and mitigating impacts on sensitive environmental features while providing additional amenities to existing residents and attracting new residents to this great community.

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

In January 2025, per Section 27-3502(f)(4) of the Zoning Ordinance, the Prince George's County Planning Board remanded the March 2024 Draft Sector Plan and its concurrent proposed Sectional Map Amendment (SMA) back to the Planning Department to allow time for further analysis regarding passed state and County legislation that impacted the vision and goals of this plan. This remand allowed the Planning Department to further evaluate three key challenges facing the plan area: missing middle housing, potential displacement, and sustainable development and mitigation strategies in floodplain areas.

This revised preliminary Sector Plan and its concurrent proposed SMA also incorporate revisions based upon testimony received at and following the October 1, 2024, joint public hearing of the Prince George's County Planning Board and Prince George's County Council, sitting as the District Council, on the May 2024 Draft plan and proposed SMA, along with additional corrections, clarifications, and updates. We invite you to carefully review this new draft sector plan and encourage you to attend a joint public hearing on July 1, 2025, to present your views. You are also encouraged to submit testimony in writing to the Clerk of the County Council. The Planning Board will review all comments presented at the joint public hearing in our deliberations prior to the adoption of the plan and transmittal to the County Council for action. We look forward to hearing from you soon!

Sincerely,

Peter Shapiro, Chair
Prince George's County Planning Board

Section I

Blueprint for Tomorrow



Introduction

The 2025 Preliminary West Hyattsville-Queens Chapel Sector Plan provides a long-term vision and goals, supported by focused policies and strategies, to guide the evolution of the West Hyattsville-Queens Chapel Sector Plan Area through 2050. Residents, workers, students, property owners, and other community stakeholders including the City of Hyattsville, the City of Mount Rainier, and the Town of Brentwood collaborated with the Prince George's County Planning Department and other public agencies over four-and-a-half years to develop the plan's recommendations.

The public outreach process consisted of virtual and in-person meetings. Additionally, multilingual translation was incorporated with accessible project materials communicated via the project websites, social media, and e-newsletters.

WHAT'S IN A NAME?

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

SECTOR PLAN

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

Map 1. West Hyattsville-Queens Chapel Sector Plan Boundary



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



Plan Vision

Centered around the West Hyattsville Metro Station, West Hyattsville-Queens Chapel is a vibrant, resilient, and culturally and socioeconomically diverse community that embraces the Northwest Branch Stream Valley Park and serves as a gateway to Prince George's County. Equity and resiliency are championed by the community while supporting government officials in making policy decisions. Diverse neighborhoods provide multiple housing choices for a range of income levels. Natural resources and open spaces are key in providing additional assets to the community with proximity to parklands. These parklands serve an ecological function and are programmed for a variety of recreation opportunities that promote wellness. Streets and shared-use paths are accessible, comfortable, and safe for all people and all modes of travel. Local businesses are the heartbeat of this community with attractive, lively, and thriving commercial areas and streetscapes that support an entrepreneurial atmosphere and encourage social interactions. West Hyattsville-Queens Chapel is a transit-oriented community where the public realm and mixed-use areas work together to serve as community hubs for all residents, business owners, and visitors.

Themes

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

In 2050—residents of West Hyattsville-Queens Chapel Sector Plan Area:



WORK in a thriving and diverse economy that:

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



LIVE in safe, walkable, and healthy communities that:

- Offer a range of housing types and sizes that allows people at various income levels to reside and age-in-place within the same community.
- Have numerous opportunities for recreation and access to health care and healthy foods and allow people to walk and safely access neighborhood-serving uses, amenities, shopping, and transit.



SUSTAIN our natural resources and rural areas by:

- Enhancing development growth options in Metro station areas and along corridors served by an interconnected bicycle and pedestrian network, which support reducing greenhouse gas emissions and other negative impacts of single-occupant automobile travel.
- Enhancing natural areas to capitalize on the ecological richness of the Northwest Branch Stream Valley.
- Concentrating development in designated Centers, reducing the demand for housing in the eastern and southern part of the County that is unserved by transit.

Key Policies by Element

LAND USE



- Create a vibrant, sustainable community surrounding the West Hyattsville Metro Station that includes a variety of land uses.
- Include best management practices for natural and environmentally sensitive areas.
- Maximize the potential for transit-oriented development within walking distance of the West Hyattsville Metro Station.

ECONOMIC PROSPERITY



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

TRANSPORTATION AND MOBILITY



- Prioritize the movement of people rather than vehicles by incorporating active transportation safety features, attractive streetscaping, and, where feasible, green infrastructure into all streets throughout the sector plan area to improve multimodal travel.
- Increase connectivity and reliance on non-vehicular modes of travel by comprehensively connecting trail and shared-use path networks with on-street pedestrian and bicycle facilities to support creating a 15-minute walk/bikeshed community.
- Support the County's efforts to achieve Vision Zero Prince George's, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

NATURAL ENVIRONMENT



- Support sustainable development and innovative green systems for floodplain mitigation in the sector plan area.
- Preserve and expand tree canopy to create a comfortable and attractive environment for people, provide additional wildlife habitat, and reduce urban heat island effects.

HOUSING AND NEIGHBORHOODS



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

COMMUNITY HERITAGE, CULTURE, AND DESIGN



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

HEALTHY COMMUNITIES



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

PUBLIC FACILITIES



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

What's New?

The Planning Department released an initial draft sector plan and proposed SMA for public review on July 22, 2022. On October 11, 2022, the County Council and Planning Board held a joint public hearing to gather testimony on both documents. Since that date, the Planning Department revised the draft sector plan and proposed SMA, incorporating feedback from the public hearing and aligning it more closely with the County's adopted policies, subsequently releasing a second draft sector plan and proposed SMA in May 2024. A second joint public hearing was held on the new draft on October 1, 2024.

However, this draft was remanded by the Planning Board on January 9, 2025, to reconsider the rezoning of Queens Chapel Manor and other neighborhoods for Missing Middle housing, analyze the impacts of the Housing Expansion and Affordability Act (HB 538) signed into law on April 25, 2024, and address changes introduced by the adoption of CB-15-2024 on July 16, 2024, to ensure alignment with new housing and zoning policies.

The major differences between this current draft plan and the May 2024 draft plan are:

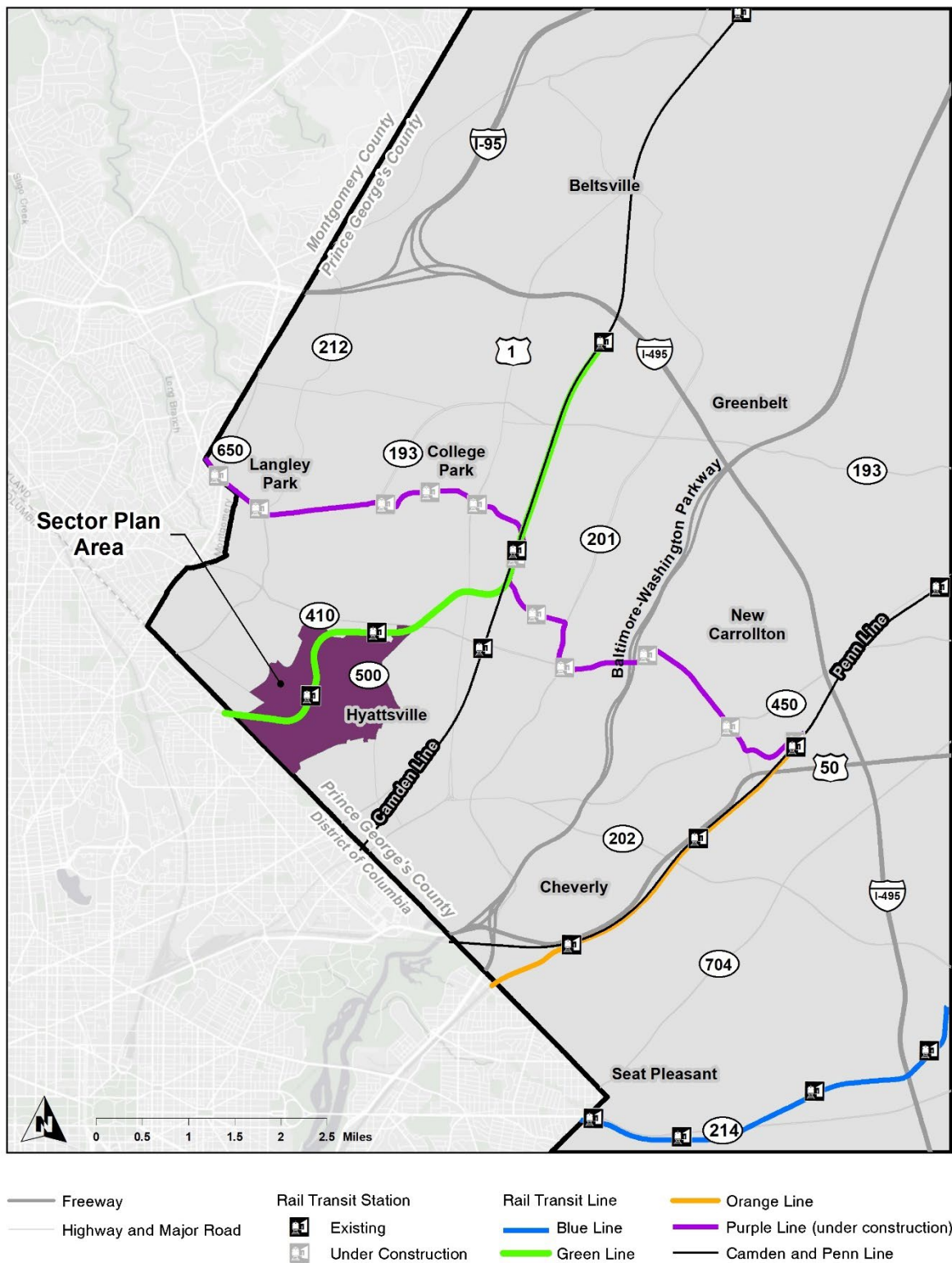
- This plan recommends reclassification of all the neighborhoods and subdivisions currently zoned Single-Family Residential, 65 (RSF-65) Zone, to the Single-Family Residential, Attached (RSF-A) Zone to facilitate infill and Missing Middle Housing development.
- This plan maintains the existing boundary of the West Hyattsville Local Transit Center and previous additions, such as the Queenstown Apartments and select properties along Ager Road and Queens Chapel Road.
- This plan continues to emphasize the best management practices (BMP) regarding floodplain mitigation and potential redevelopment of properties, especially within the West Hyattsville Local Transit Center boundary.
- This plan reorganized the Housing and Neighborhoods section to focus on increasing the housing supply/diversity, employing anti-displacement strategies during redevelopment, improving the quality of the housing stock, and increasing the density near the transit station in return for more affordable housing.
- This plan recommends applying Local Transit-Oriented, Edge (LTO-E) zoning and mixed-use land uses to the property at 2130 Chillum Road (WGL Property), which is currently owned by a privately owned public utility. This plan also outlines design guidelines in case the property's utility uses are expanded or redeveloped.
- This plan removes recommendations for M-NCPPC property acquisitions to expand Chillum Park and the Northwest Branch Stream Valley Park given funding constraints but still advocates for these properties to remain open space and enhance their ecological function.

Section II

Defining the Context



Map 2. Sector Plan Area: Local Context



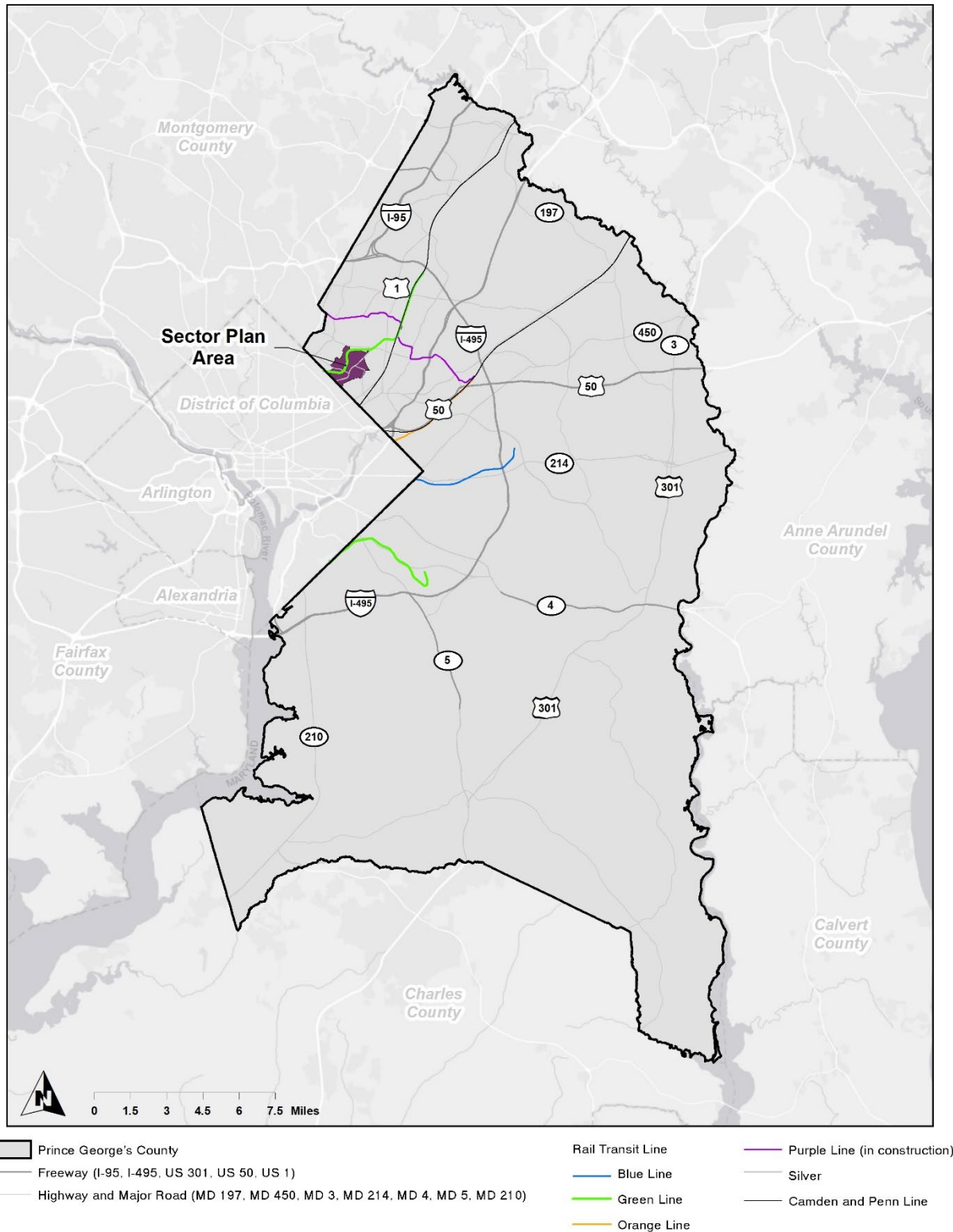
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2023, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

Description of the West Hyattsville-Queens Chapel Sector Plan Area

The West Hyattsville-Queens Chapel Sector Plan area consists of 1,085 acres located in Councilmanic District 2 within Prince George's County. It includes portions of three municipalities: the City of Hyattsville, City of Mount Rainier, and Town of Brentwood, as well as the Avonridge area of unincorporated Prince George's County. The sector plan area is in Planning Areas 65 and 68 of Prince George's County and is well placed along MD 500 (Queens Chapel Road) providing connections to major regional destinations in Prince George's County and the District of Columbia. The sector plan area is situated west of the Prince George's County Gateway Arts District, south of the current Prince George's Plaza Regional Transit District, north of the District of Columbia, and is anchored around the West Hyattsville Metro Station on the Metrorail Green Line. Portions of the sector plan area were previously within the West Hyattsville Transit District Overlay Zone and the Gateway Arts District Development District Overlay Zone, which were eliminated April 1, 2022, as part of the implementation of the County's current Zoning Ordinance.

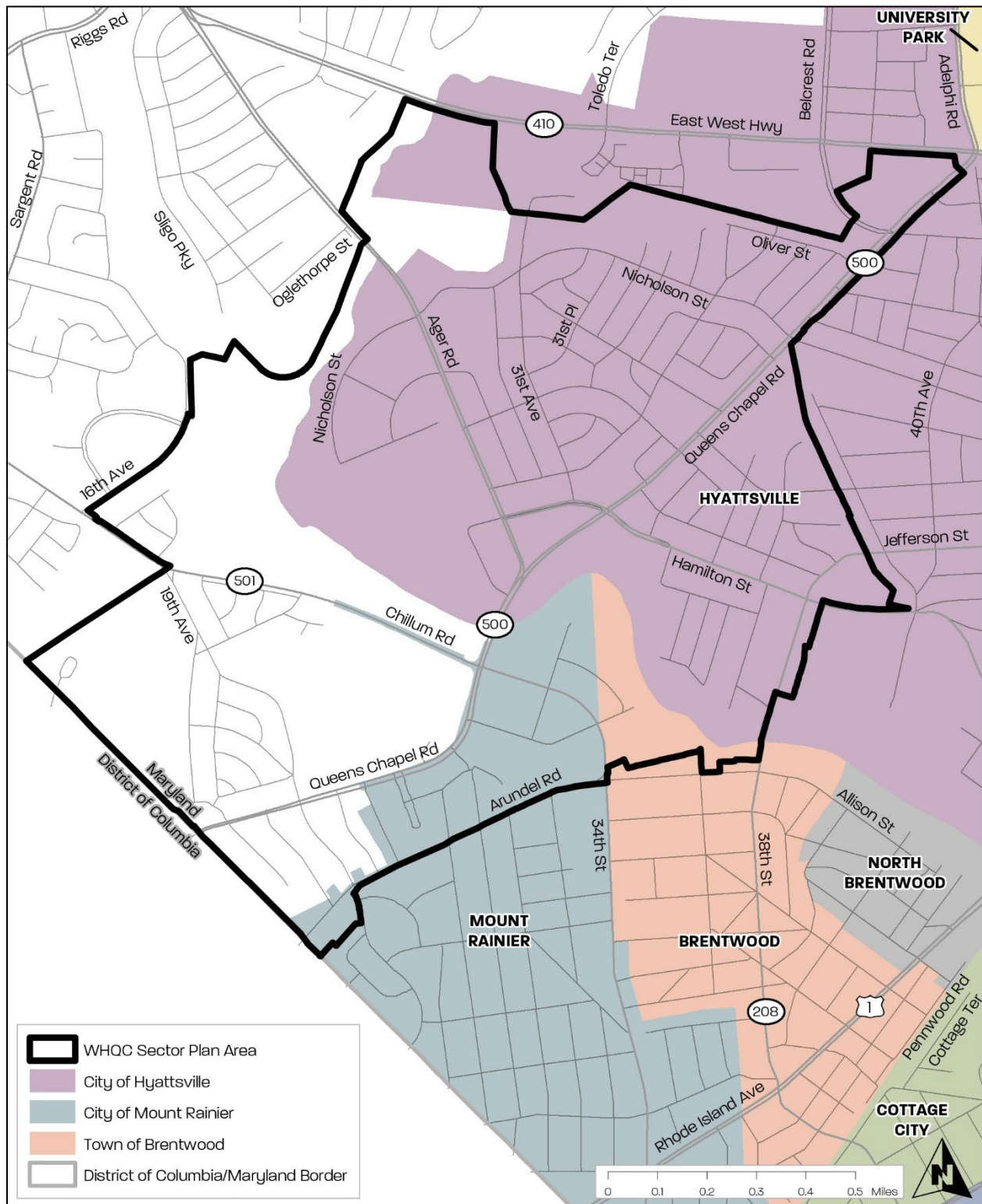
The sector plan area's location provides connections to an extensive trail system and is within the Anacostia Trails Heritage Area. The sector plan area is bisected by the Northwest Branch of the Anacostia River (Northwest Branch), and its 1-percent annual chance (100-year) floodplain. West Hyattsville-Queens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

Map 3. Sector Plan Area: County Context



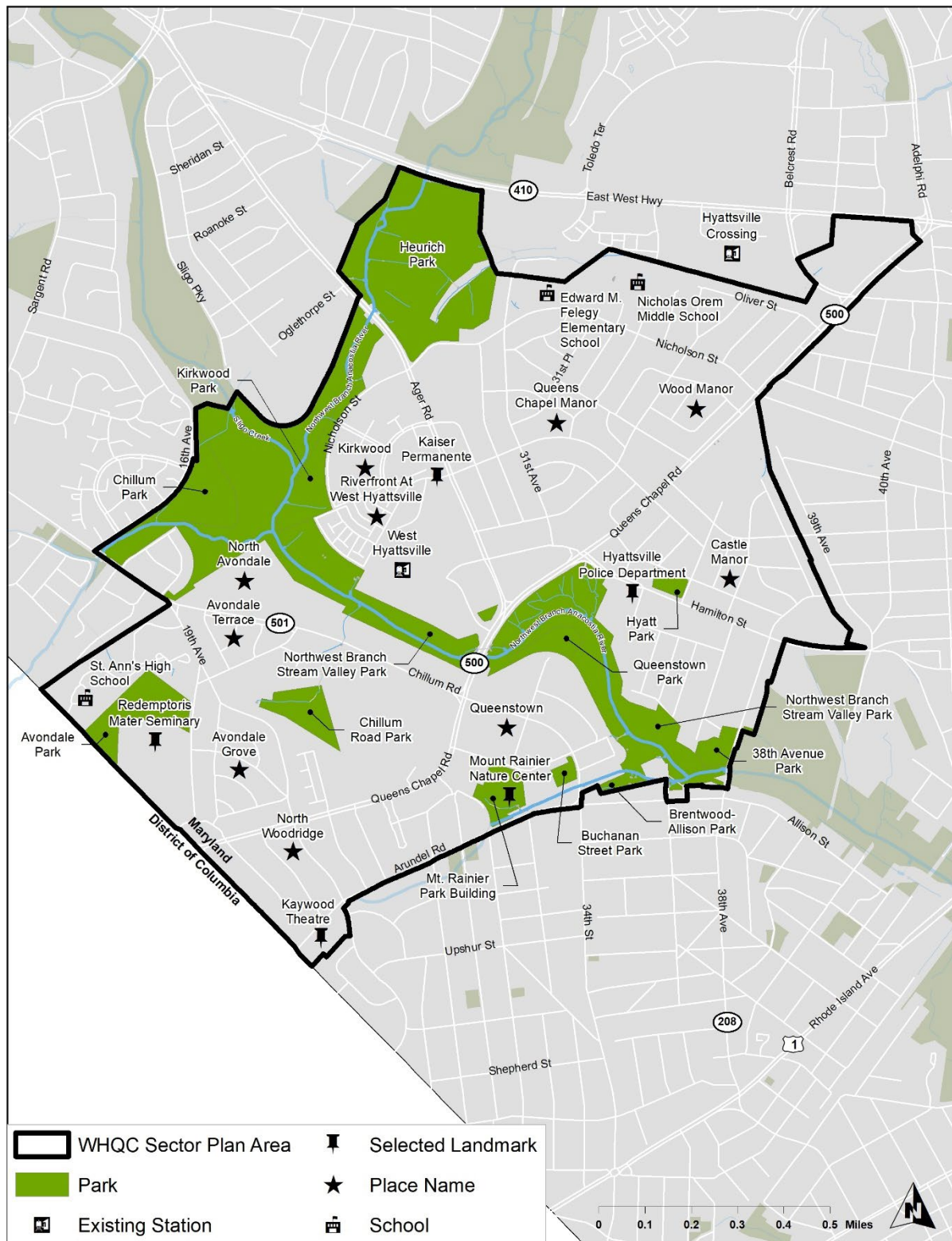
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2023, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHOC SP Map Citations.docx](#).

Map 4. Municipal Boundaries



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

Map 5. Major Landmarks



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#)

Who Lives Here?



15,392

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



52%

are below the median age of 34



60%

work in the services industry



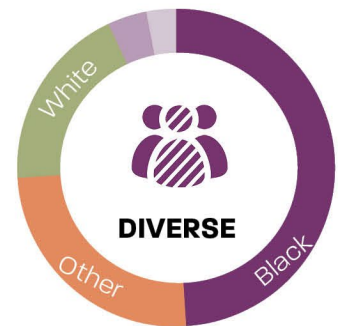
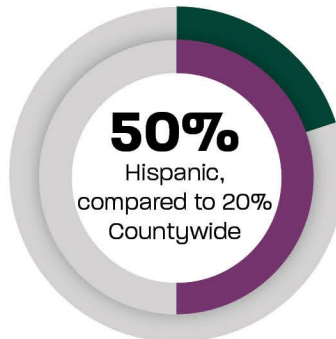
\$58,553

median household income



\$276,751

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



75%

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



22%

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

HISTORY

1763

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



1792

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

1825

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



1910

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



1924

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

1927–1937

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

1944

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

1945–1946

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

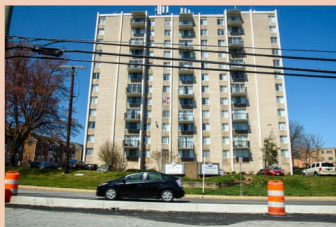
1949

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



Early 1990s

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



2019

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

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

1948

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



1960s

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

1993

The West Hyattsville Metro Station opened.

2021

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

2024

Opening of the Sovren, a mixed-income multifamily development consisting of 147 affordable housing units.

Significant Locations

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



PHOTO BY M-NCPPC

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

¹ There are 98 stations open as of March 28, 2025. There are 15 stations in Prince George's County. Source: Washington Metropolitan Area Transit Authority, "2019 Historical Metrorail Ridership" found online at https://www.wmata.com/about/records/public_docs/upload/2019_historical_rail-rideship_May-weekday-avg.xlsx.



PHOTO BY M-NCPPC

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



PHOTO BY M-NCPPC

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

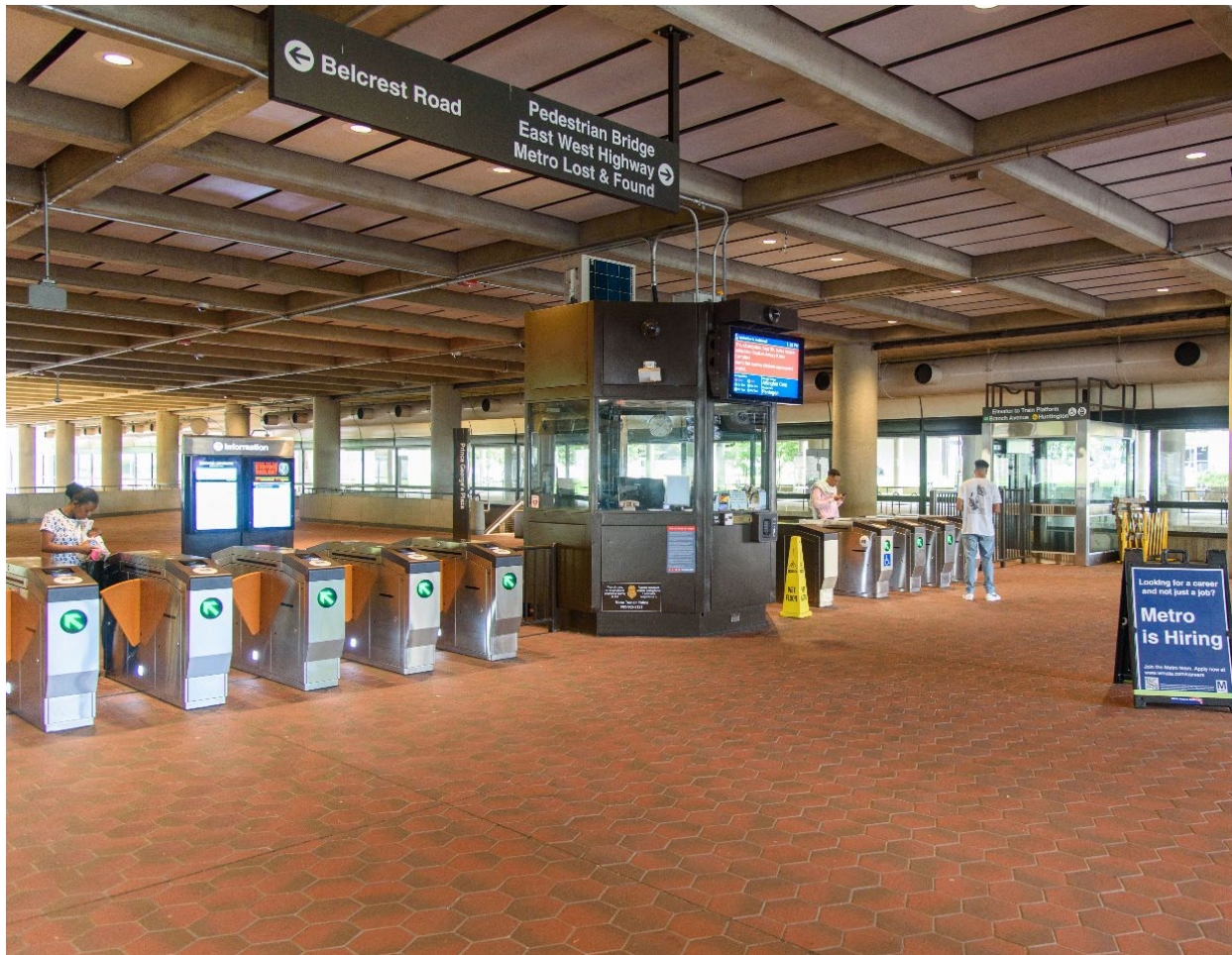


PHOTO BY M-NCPPC

The **Hyattsville Crossing Metro Station** is the next station north of West Hyattsville on the Green Line. The station also opened in 1993. In 2019, the station served 4,381 riders every weekday, making it the 58th-busiest Metro station in the region and the sixth busiest in Prince George's County.² Residents in the northern part of the sector plan area are closer to this station than the West Hyattsville Station.

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



PHOTO BY M-NCPPC

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

Planning Background



PLAN 2035 Plan 2035

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

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

CENTERS

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

WEST HYATTSVILLE LOCAL TRANSIT CENTER

Plan 2035 identifies the West Hyattsville Metro Station area as the West Hyattsville Local Transit Center. Since the opening of the West Hyattsville Metro Station in 1993, the station area has seen little new development. Densities surrounding the station are much lower than expected for a transit-adjacent neighborhood.

On September 4, 2024, County Council Bill CB-15-2024, an omnibus update to the text of the County Zoning Ordinance, became effective. The adopted bill updated the maximum densities allowed from 80 to 150 dwelling units per acre in the Core and from 40 to 120 dwelling units per acre in the Edge of the Local Transit-Oriented (LTO) Zone. The densities proposed in this legislation are consistent with this sector plan.

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

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

PRINCE GEORGE'S PLAZA REGIONAL TRANSIT DISTRICT

The 2016 *Approved Prince George's Plaza Transit District Development Plan* defines the area north of the Hyattsville Crossing Metro Station as the Prince George's Plaza Regional Transit District.

On September 4, 2024, County Council Bill CB-15-2024, an omnibus update to the text of the County Zoning Ordinance, went into effect. The adopted bill changed the maximum densities allowed from 100 to 250 dwelling units per acre in the Core and from 80 to 175 dwelling units per acre in the Edge of the RTO-H Zone. The densities proposed in this legislation are consistent with this sector plan.

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

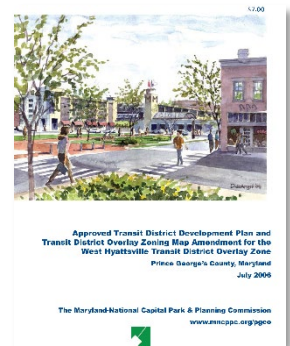
ESTABLISHED COMMUNITIES POLICY AREA

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

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

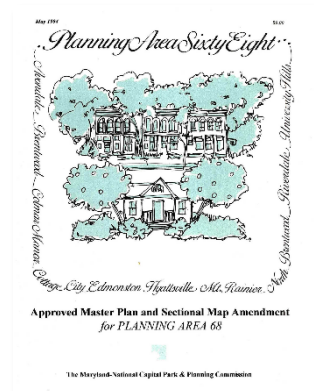
2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone

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



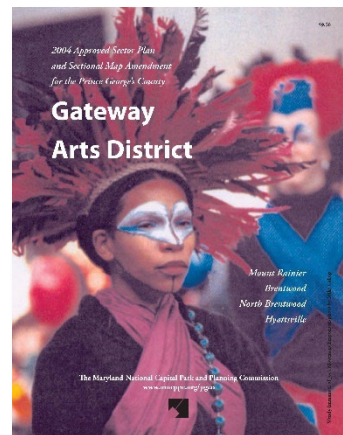
1994 *Approved Master Plan for Planning Area 68*

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



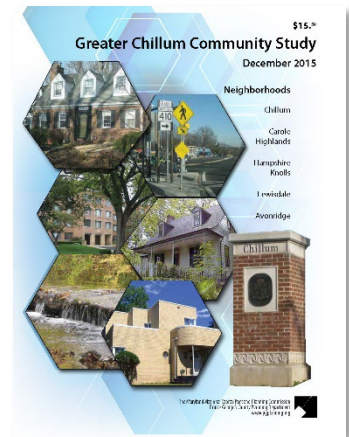
2004 *Approved Sector Plan for the Prince George's County Gateway Arts District*

The 2004 *Approved Sector Plan for the Prince George's County Gateway Arts District* identified Hamilton Street/Gallatin Street, MD 501 (Chillum Road)/34th Street, and Northwest Branch Stream Valley Park Trail as three "Artways" that transform ordinary streets into unique, dynamic forms of artistic expression to enhance east-west connections that celebrate the Arts District. The plan aimed to designate the Artways as truck-restricted routes that provide safe, adequate sidewalks, protected and highly visible pedestrian crossings, comprehensive bicycle and pedestrian facilities, unified and unique street signage, and street and sidewalk lighting. The Plan also contained a blueprint to implement the different development strategies for three different Arts District subareas, those are Hyattsville—the Arts District's economic engine, Mount Rainier—the Arts District's cultural center, and Brentwood/North Brentwood—the Arts District's production center. The Sector Plan and its associated Development District Overlay Zone encouraged a range of live-work, accessory dwelling, and other creative housing unit types within the Cities of Hyattsville and Mount Rainier and the Towns of Brentwood and North Brentwood.



2015 *Greater Chillum Community Study*

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



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

PLANNING AREA 65

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

Legal Context

Once adopted and approved, this sector plan will supersede and replace in its entirety the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* and supersede, within the plan's boundaries, the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity*, the 1994 *Approved Master Plan for Planning Area 68*, and the 2004 *Approved Sector Plan for the Prince George's County Gateway Arts District*. It will also amend the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (2013), and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*. See Appendix B for a list of specific amendments to functional master plans.

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

In 2018, the Prince George's County Council adopted the current [Zoning Ordinance, Subdivision Regulations, and Landscape Manual](#) that went into effect April 1, 2022. This sector plan will be adopted and approved pursuant to Section 27-3502 of the Zoning Ordinance; its land use and zoning recommendations were evaluated and prepared pursuant to the regulations and zones contained in the current Zoning Ordinance, Subdivision Regulations, and Landscape Manual.

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

Table 1. Prince George's County Ordinance References

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

Community Engagement



FOCUS GROUPS

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



INTERVIEWS

Conducted 40+ stakeholder interviews with 30+ key developers, major property owners, organizations, and state, county, and municipal agencies.



Used bilingual outreach materials to reach as many residents as possible



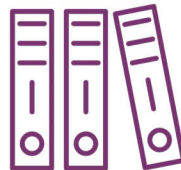
ONLINE ENGAGEMENT TOOLS

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



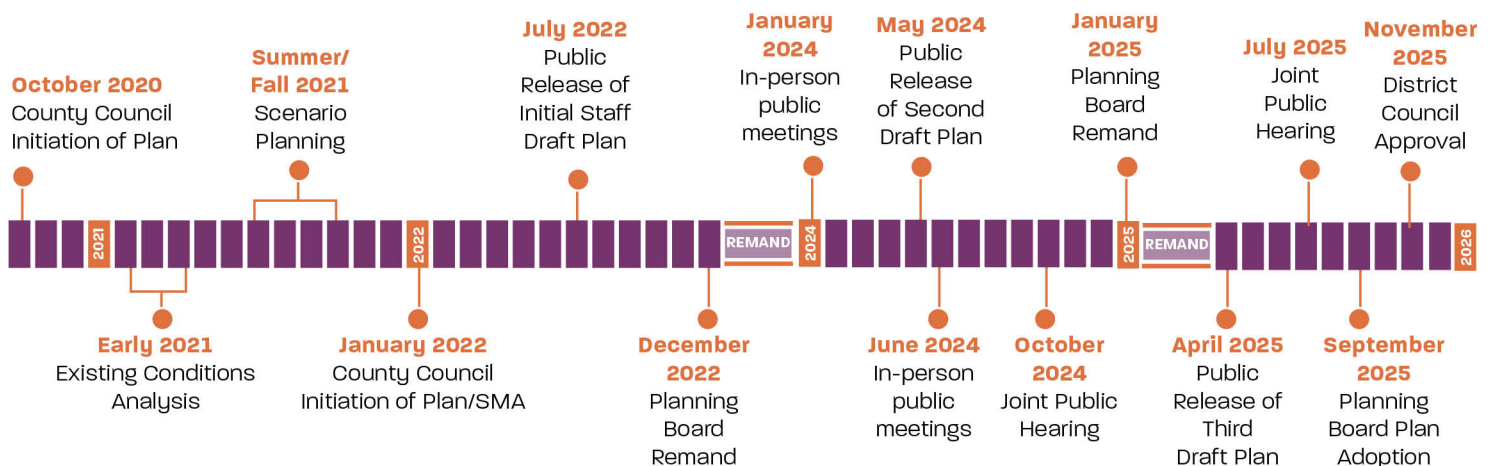
BILINGUAL VIRTUAL COMMUNITY ENGAGEMENT EVENTS

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



DOCUMENTS

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



Community Engagement

Key Takeaways

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

LAND USE



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

ECONOMIC PROSPERITY



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

TRANSPORTATION AND MOBILITY



- Attracted to the area because of its access and proximity to Washington, D.C., and public transportation options. They see this as a strength to build on, and advocate for infrastructure that will improve the area’s walkability, bike-ability, and accessibility to public transportation.
- Area generally lacks connectivity at crucial connection points to shared-use paths and major intersections; creating safety and accessibility challenges for both pedestrians and bicyclists.
- Desire to beautify and improve pedestrian and bicyclist routes along major commercial strips like Hamilton Street, MD 501 (Chillum Road), and MD 500 (Queens Chapel Road).
- Improvements to safety in the form of reduced speed limits, continuous wide, attractive sidewalks, traffic calming strategies, and improved lighting were among top concerns.
- Great desire for multimodal transportation access and need for increased opportunities for micro-transit and electric vehicles.

NATURAL ENVIRONMENT



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

HOUSING AND NEIGHBORHOODS



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

COMMUNITY HERITAGE, CULTURE, AND DESIGN



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

HEALTHY COMMUNITIES



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

PUBLIC FACILITIES



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

Major Opportunities and Challenges

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

LAND USE



OPPORTUNITIES

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

CHALLENGES

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

- Investors have acquired properties for development/redevelopment in the floodplain that will face significant environmental challenges and will require sustainable and responsible development techniques.

ECONOMIC PROSPERITY



OPPORTUNITIES

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

CHALLENGES

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

TRANSPORTATION AND MOBILITY



OPPORTUNITIES

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

CHALLENGES

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

which directly fronts the sidewalk and has parking in the rear, and therefore "interacts" more with the street.

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

NATURAL ENVIRONMENT



OPPORTUNITIES

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

CHALLENGES

- The sector plan area is bisected by the Northwest Branch and its floodplain. The West Hyattsville Metro Station abuts the floodplain, and the MD 501 (Chillum Road) corridor, including the Chillum Road Shopping Center, lies within the floodplain.
- While there is a rich tree canopy in the residential portions of the sector plan, existing commercial areas lack tree canopy coverage, contributing to increased urban heat island effect, exacerbating poor air quality, increasing runoff rates, and raising costs for cooling nearby buildings.
- Pollution, litter, and water quality are also major challenges for the Northwest Branch. This discourages residents and visitors from interacting with the natural environment.

HOUSING AND NEIGHBORHOODS



OPPORTUNITIES

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

CHALLENGES

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

COMMUNITY HERITAGE, CULTURE, AND DESIGN



OPPORTUNITIES

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

CHALLENGES

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

HEALTHY COMMUNITIES



OPPORTUNITIES

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

CHALLENGES

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

PUBLIC FACILITIES



OPPORTUNITIES

- Hyattsville Middle School, which serves many students in the sector plan area, was reconstructed and expanded in 2023.
- The newly renovated Hyattsville Library, also just outside of the sector plan area, offers residents additional public amenities just one Metro Station away.
- The Hyattsville Police Department is relocating to 3505 Hamilton Street. This move has the potential to enhance public safety within the sector plan area.
- The Department of Parks and Recreation is proposing a new multigenerational community recreation facility just north of the Sector Plan area.

CHALLENGES

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

Scenario Planning

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

Participants discussed the key priorities of the community, aspirations for development in the area, and future opportunities for community branding and public spaces. After analyzing all the feedback collected during this visioning workshop, the planning team created a series of land use and place-type maps that show conceptual options for growth in the sector plan area. The baseline for the growth concepts came from the types, mixes, and densities of land uses permitted in the Local, Transit-Oriented (LTO) Zones. A total of three growth concepts were generated from this process and presented to the public using the Virtual Town Hall. The results of these efforts led the planning team to one final preferred hybrid scenario that created a framework for growth and development in the sector plan area. See *Section III. Land Use* for more information about the recommended growth pattern.

SCENARIO PLANNING

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

Growth scenarios are encouraged to be achievable. Scenario planning identifies different ways a place can grow; it does not identify how a place necessarily will grow. How a place ultimately grows or does not grow is dependent on several factors, most importantly, the policy and regulatory environment, infrastructure investment, and the market.

ACTIVITY 2 - Activity Preference Survey

Mixed-Use Area Activities (5 minutes)

Select all the activities, services, and experiences that you want to see in the West Hyattsville Area Transit Center, Hamilton Street Corridor, and Chillum Road (5 minutes)

Did we miss anything?

Places to Gather (5 minutes)

Select all the places where you would like to see a mix of activities, services, and experiences (5 minutes)

Did we miss anything?

Mobility Options (5 minutes)

Select all the ways you would like to get around the West Hyattsville Area Transit Center, Hamilton Street Corridor, and Chillum Road (5 minutes)

Did we miss anything?

ACTIVITY 3 - Focus Areas [25 minutes]

WHQC Focus Areas

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

Focus Area 1 - West Hyattsville Local Transit Center (5 minutes)

The WHQC will be a major transit hub in the West Hyattsville Area Transit Center.

Focus Area 2 - Neighborhood South of Chillum Road (5 minutes)

The WHQC will be a major transit hub in the West Hyattsville Area Transit Center.

Focus Area 3 - Hamilton Street Corridor (5 minutes)

The WHQC will be a major transit hub in the West Hyattsville Area Transit Center.

Focus Area 4 - Parks and Open Space (5 minutes)

The WHQC will be a major transit hub in the West Hyattsville Area Transit Center.

ACTIVITY 4 - Visioning and Goals

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

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

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

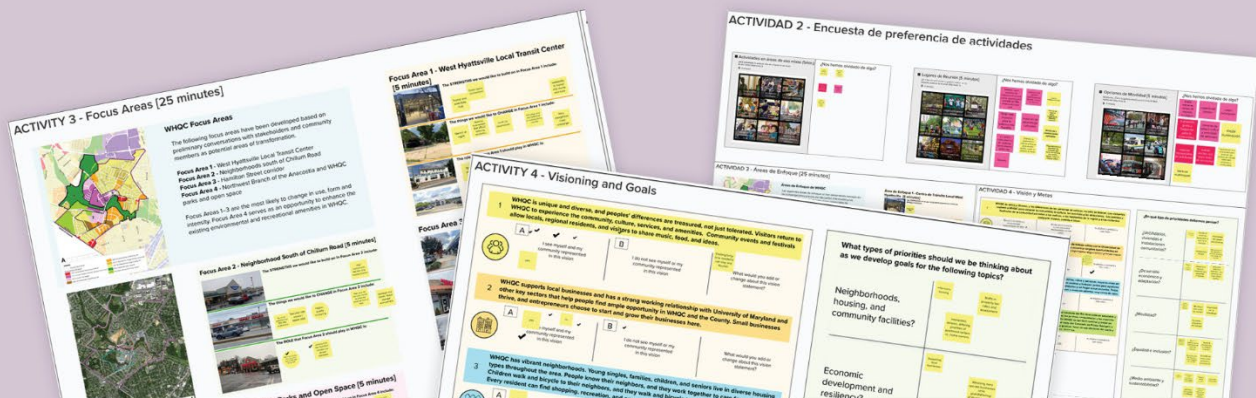
4 WHQC celebrates the natural environment. The Hamilton Branch of the Anacostia is healthy and vibrant. Senior groups gather every day on the banks, community gardens dot the banks, and native species grow, ponds, and open spaces. It is as easy as to walk and bike in WHQC as it is to drive. WHQC is connected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

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

Neighborhoods, housing, and community facilities?	Economic development and resiliency?	Mobility?	Equity and inclusion?	Environment and sustainability?
...

MURAL

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



How to Use this Plan

This sector plan contains the vision for the 1,085-acre (1.7 square miles) West Hyattsville-Queens Chapel area and goals, policies, and strategies for implementing that vision. This plan is divided into eight plan elements:

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

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

Hierarchy

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

Property Information

Several strategies, maps, and tables within this sector plan refer to specific properties where such recommendations apply. Properties identified in strategies, maps, and tables reflect their location, address, and tax account information as of January 10, 2024. Should parcels be re-platted or new tax accounts or addresses assigned during the adoption and approval process, strategies, maps, and tables should be updated to reflect the accurate property information for those locations where recommendations specifically apply as of the date of sector plan approval.

PLAN RECOMMENDATIONS

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

VISION

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

GOAL

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

POLICY

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

STRATEGY

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

Section III



Land Use



PLAN 2035 LAND USE GOAL

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

SECTOR PLAN LAND USE GOAL

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



Existing Conditions

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

Despite the presence of the West Hyattsville Metro Station for more than 30 years, there is no vertical mixed-use development in the sector plan area. There is no Class A office space; however, a new Class A medical office facility opened in August 2022 at 5620 Ager Road.

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

APPROVED DEVELOPMENT

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

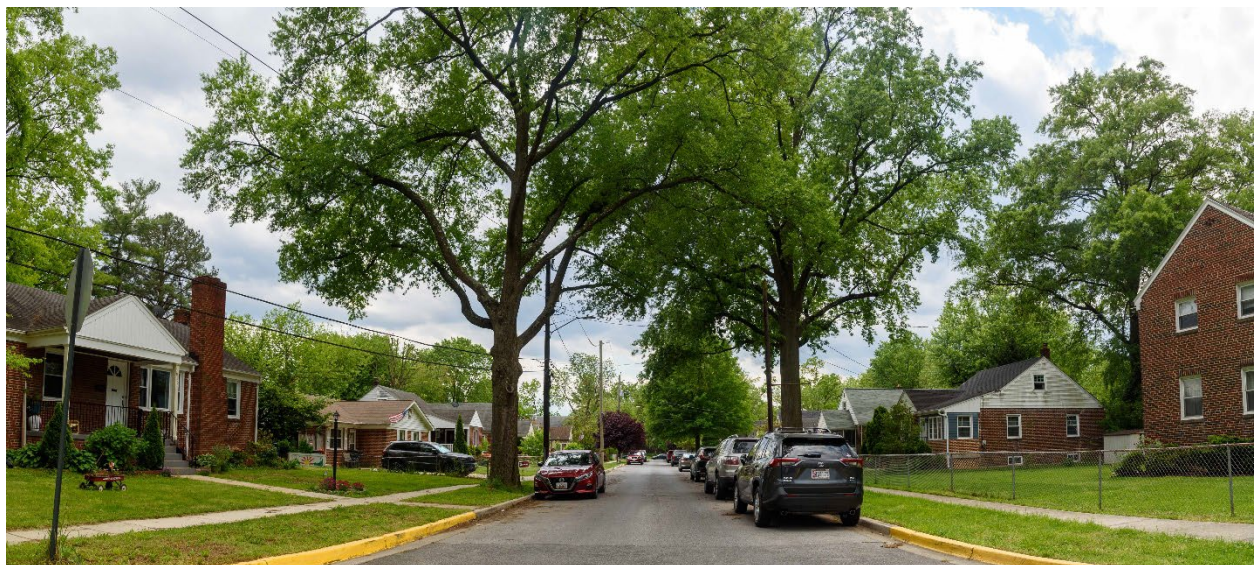
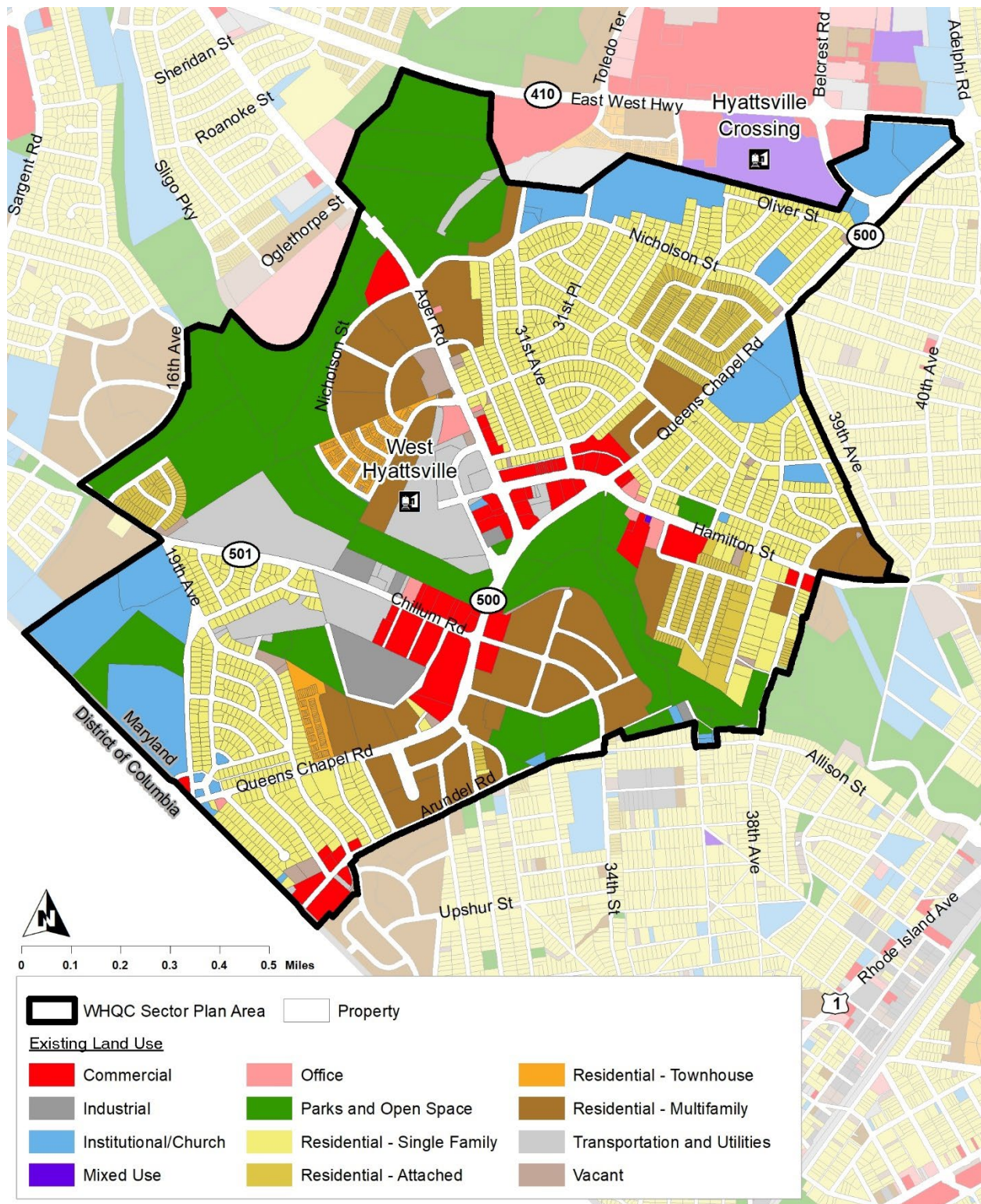


PHOTO BY M-NCPPC



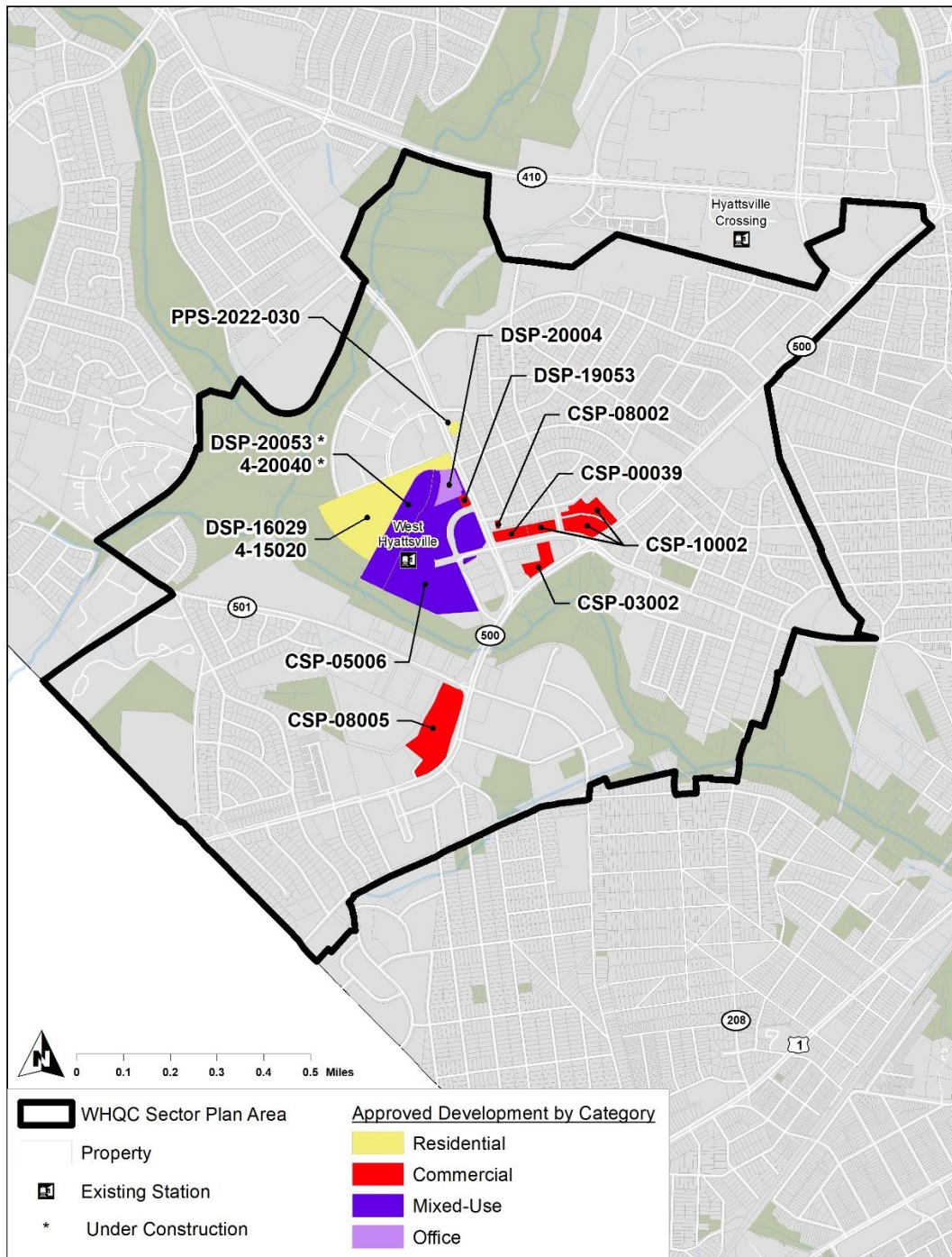
Map 6. Existing Land Use



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



Map 7. Approved Development Applications in Sector Plan Area as of January 14, 2025³

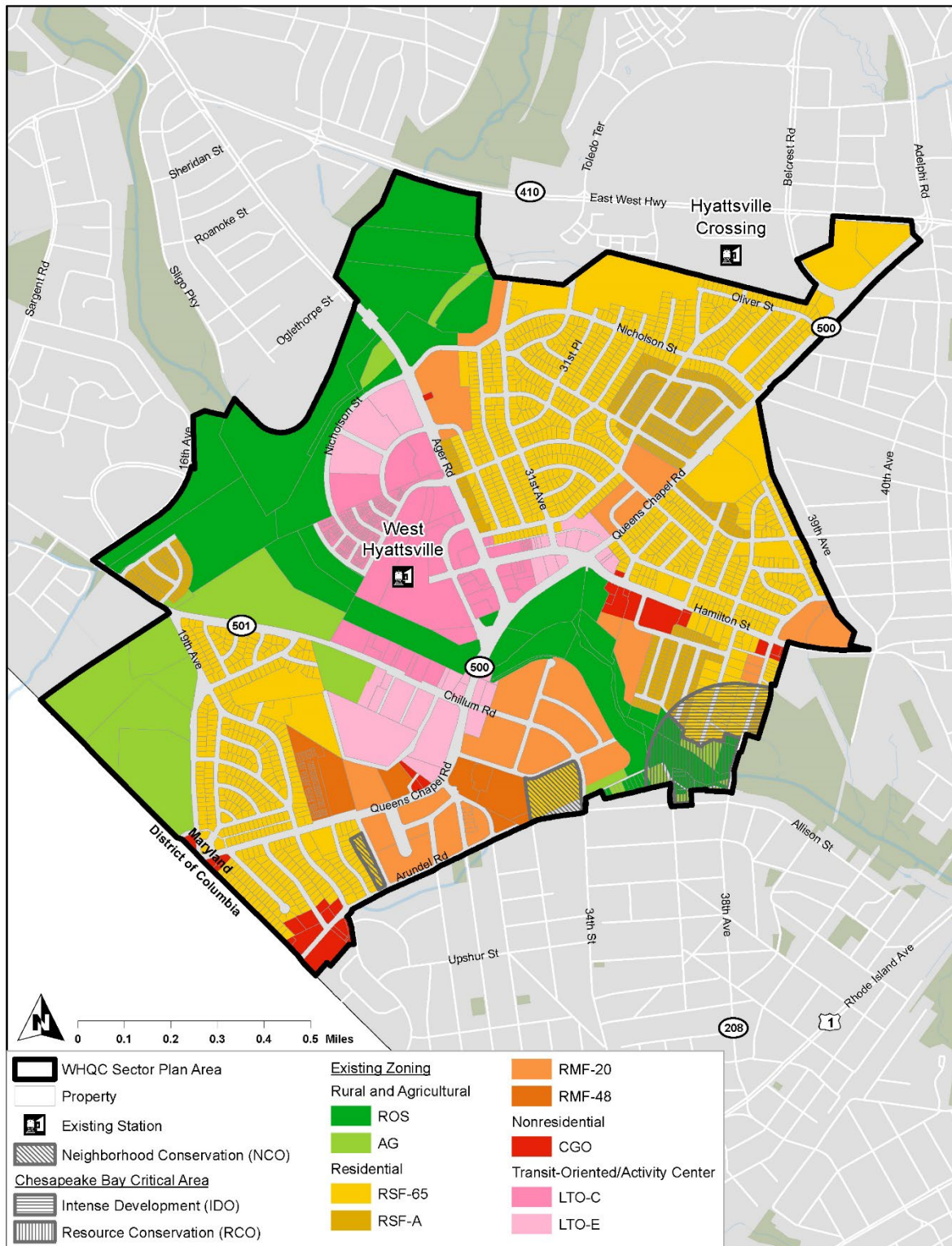


Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

³ Excludes approved development where construction is complete.



Map 8. Existing Zoning



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#)



Future Land Use Categories

Table 2. Future Land Use Categories

Color	Designation	Description	Density (Dwelling Units Per Acre)
	Mixed-Use	Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e., commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another. Large-scale mixed-use development should be limited to designated Centers and other areas where it currently exists.	Based on Center
	Neighborhood Mixed-Use	Traditional retail/shopping areas that are transitioning to a mix of residential, shopping, eating, and drinking, and other neighborhood-serving amenities. Neighborhood Mixed-Use areas are located outside of designated Centers, often along arterial roadways and at key intersections and interchanges.	(</=48)
	Commercial	Retail and business areas, including employment uses, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial.	N/A
	Industrial/Employment	Manufacturing and industrial parks, warehouses, and distribution. May include other employment, such as office and services.	N/A
	Institutional	Uses such as military installations, hospitals, sewage treatment plants, and schools.	N/A
	Residential High	Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments	(>20)
	Residential Medium-High	Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(> 8 and </= 20)
	Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).	(> 3.5 and </= 8)



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

ZONING AND THIS SECTOR PLAN

This sector plan will be approved with a concurrent Sectional Map Amendment that reclassifies properties into the appropriate zones to implement this plan and is intended to be implemented using the current Zoning Ordinance. Development proposed pursuant to the West Hyattsville Transit District Overlay Zone instituted by the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* under the Transitional Provisions of the Zoning Ordinance may not conform to this sector plan. See Strategy LU 3.1.



Policies and Strategies

PLANWIDE

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

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

FUTURE LAND USE RECOMMENDATIONS

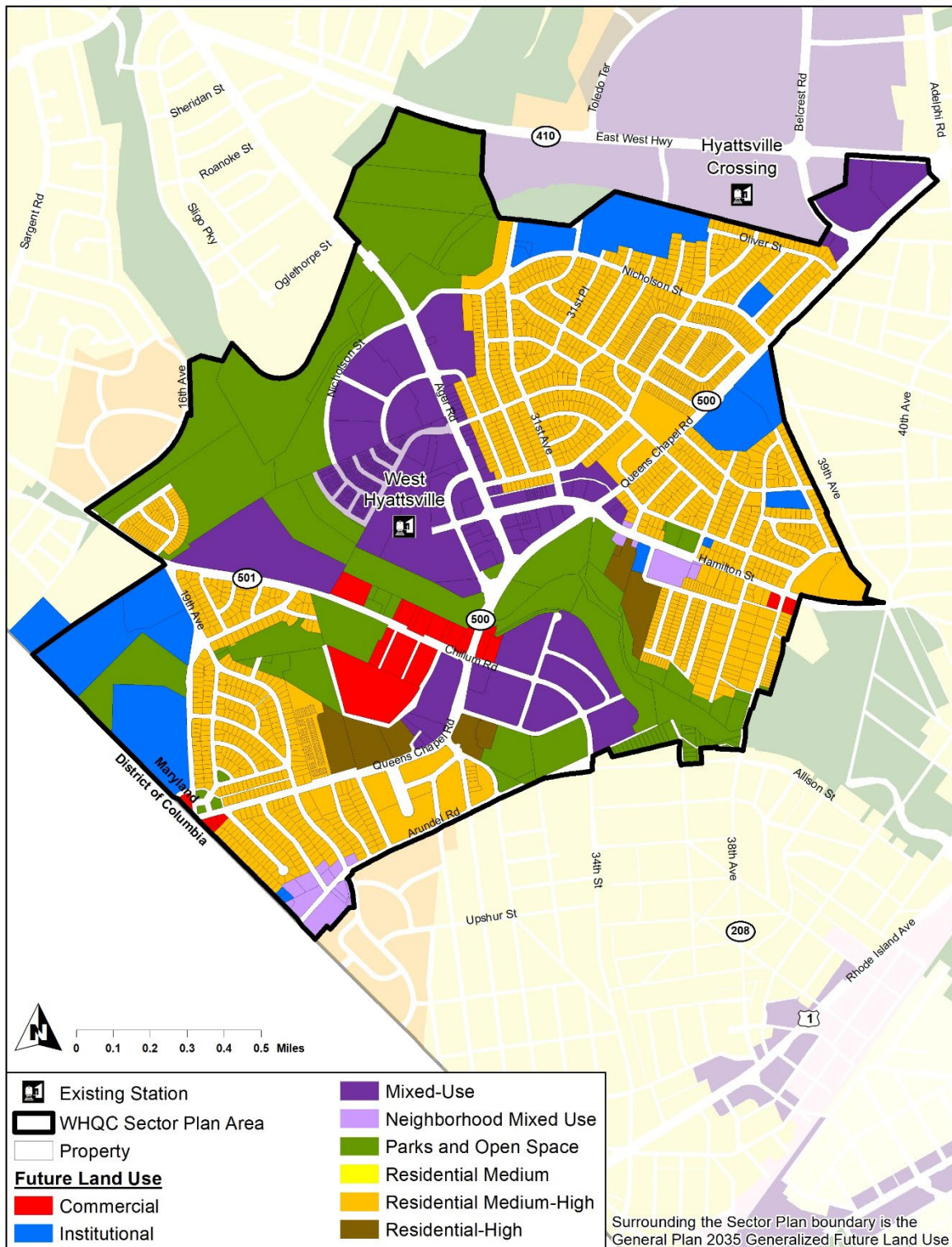
The Future Land Use Map (Map 9) contains specific land use recommendations for each parcel in the West Hyattsville-Queens Chapel sector plan area. This map applies to the entire sector plan area; if an actual conflict exists between the text of a strategy and a future land use designation, the strategy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



PHOTO BY M-NCPPC



Map 9. Future Land Use Map (FLUM)



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



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

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

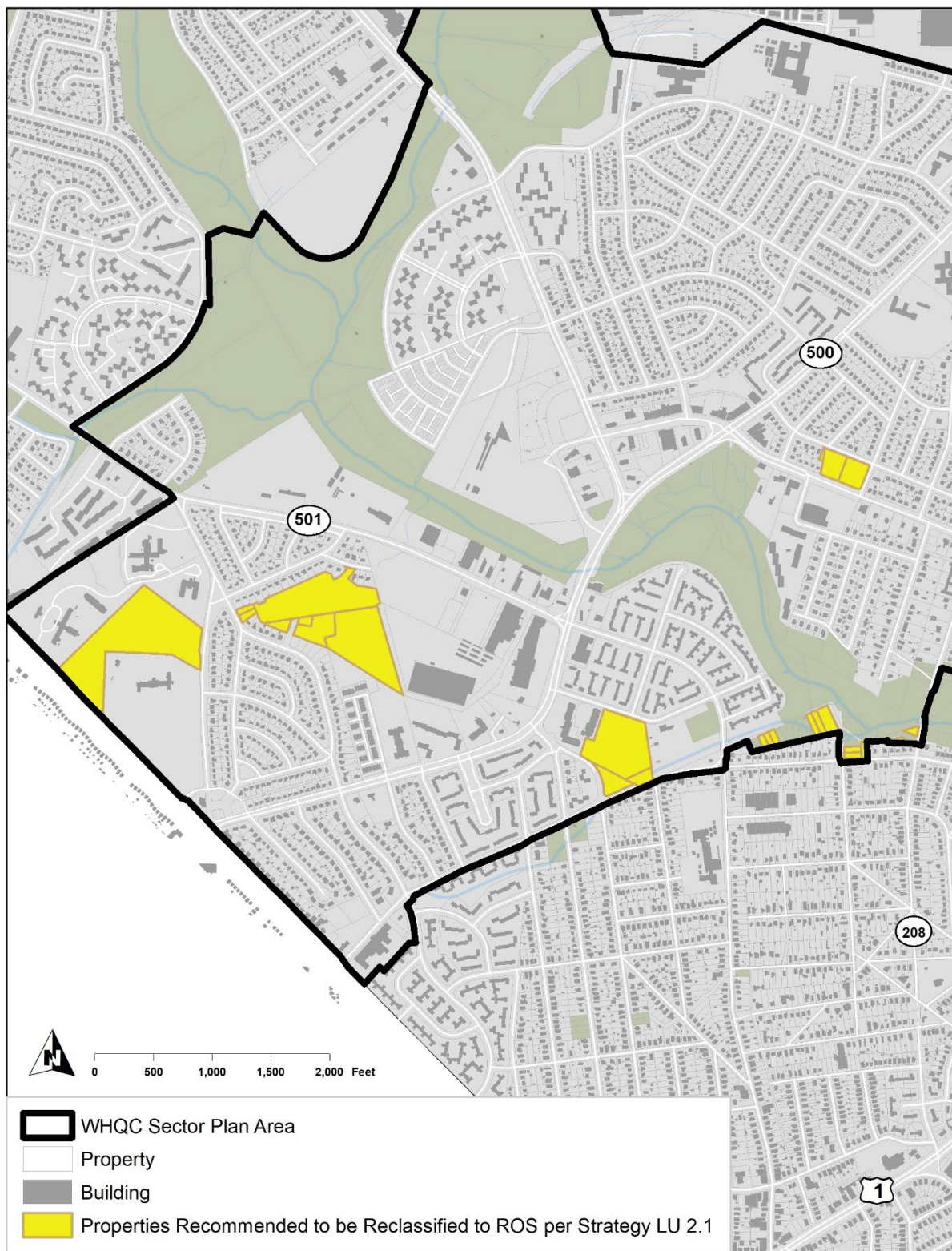
Table 3. Properties Recommended to be Reclassified to ROS per Strategy LU 2.1.

Address	Tax ID
0 Jefferson Street	1796994
3512 Hamilton Street	1797000
0 Hamilton Street	1832310
0 Russell Avenue	1891126
0 Ingraham Street	1978923
0 37th Street	1976919
0 Russell Avenue	1896752
0 Allison Street	1976927
0 Hamilton Street	1976760
0 38th Street	1976885
4919 Russell Avenue	1837293
4917 Russell Avenue	1983667

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



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



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



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

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

- i) Allowing accessory dwelling units and/or other forms of “Missing Middle” Housing strategies. See also Policy LU 10 and Strategy HN 1.4.
- ii) Clarifying the applicability of woodland conservation and tree canopy coverage requirements to Plan 2035 Centers as required by [CB-20-2024](#) and [CB-21-2024](#) or subsequent updated bills updating the code.
- iii) Increasing the maximum required regulated stream buffers as required by [CB-22-2024](#) or per subsequent updated bills updating the code.

APPROVED LEGISLATION

On September 3, 2024, the County Council’s CB-15-2024, an omnibus bill to update the Zoning Ordinance, went into effect. The bill doubled the permitted densities in the Local Transit-Oriented (LTO) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones. These densities permit the implementation of this sector plan’s recommendations while allowing individual property owners to respond to market demands and to better redevelop small sites with viable projects.

On May 15, 2024, the County Executive signed adopted County Council bills, CB-20-2024, CB-21-2024, and CB-22-2024 into law. The bills updated the Subdivision Regulations, the Woodland and Wildlife Habitat Conservation Ordinance, and the Tree Canopy Coverage Ordinance to reflect revised and new forest conservation requirements in the state Forest Conservation Act. The approved changes in these bills include increasing the required riparian stream buffer within the West Hyattsville Local Transit Center. These changes limit potential development on certain properties within the Sector Plan area. See “Environmental Challenges South of the Northwest Branch of the Anacostia River” on page 66 for more information. Any future legislation that is approved will supersede the previous bills, as appropriate.

LU 3.2. Conduct a comprehensive floodplain study, including site engineering, environmental analysis, and development constraints evaluation, to support the creation of a floodplain overlay zone within the Zoning and Subdivision Regulations, thereby limiting development in high-risk areas and promoting Best Management Practices and Low Impact Development standards where future flood issues may arise.

LU 3.3. Conduct a future study of Transfer of Development Rights as a policy tool to improve predictability in the real estate development market and accelerate the delivery of public benefits such as open space, parks, and affordable housing.



WEST HYATTSVILLE LOCAL TRANSIT CENTER

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

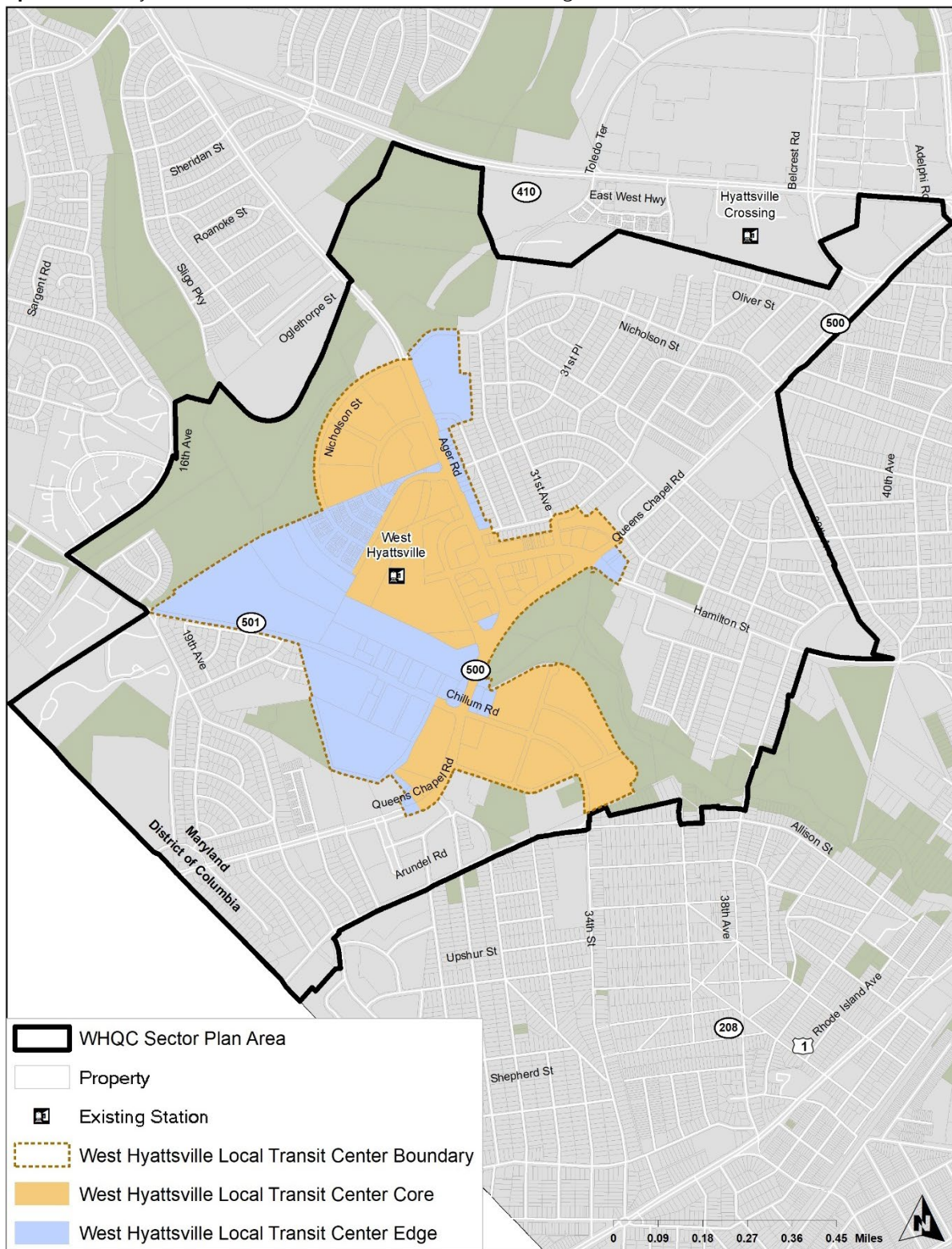
LU 4.1. Amend Plan 2035 to define the boundary of the West Hyattsville Local Transit Center as shown on Map 11. West Hyattsville Local Transit Center, Core, and Edge, and include all properties listed in Appendix D. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Center. Implement this strategy by classifying all properties in the West Hyattsville Local Transit Center into the Local Transit-Oriented Core or Edge (LTO-C or LTO-E) Zones based on their center designation respectively, except for those recommended to be retained in or reclassified to the Reserved Open Space (ROS) or Commercial Service (CS).

LOCAL TRANSIT CENTERS AND DENSITY

Local Transit Centers are intended to concentrate development around Metro stations and high-traffic Purple Line stations. The densities recommended in Plan 2035 allow for a variety of housing types, including single-family attached. Single-family attached dwelling units, such as townhouses, create a relatively lower density of individually owned properties near transit that limits the possibility of redevelopment because of its permanent character. Instead, development on this land should be maximized to ensure the greatest number of residents possible have access to transit and amenities within walking distance.



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



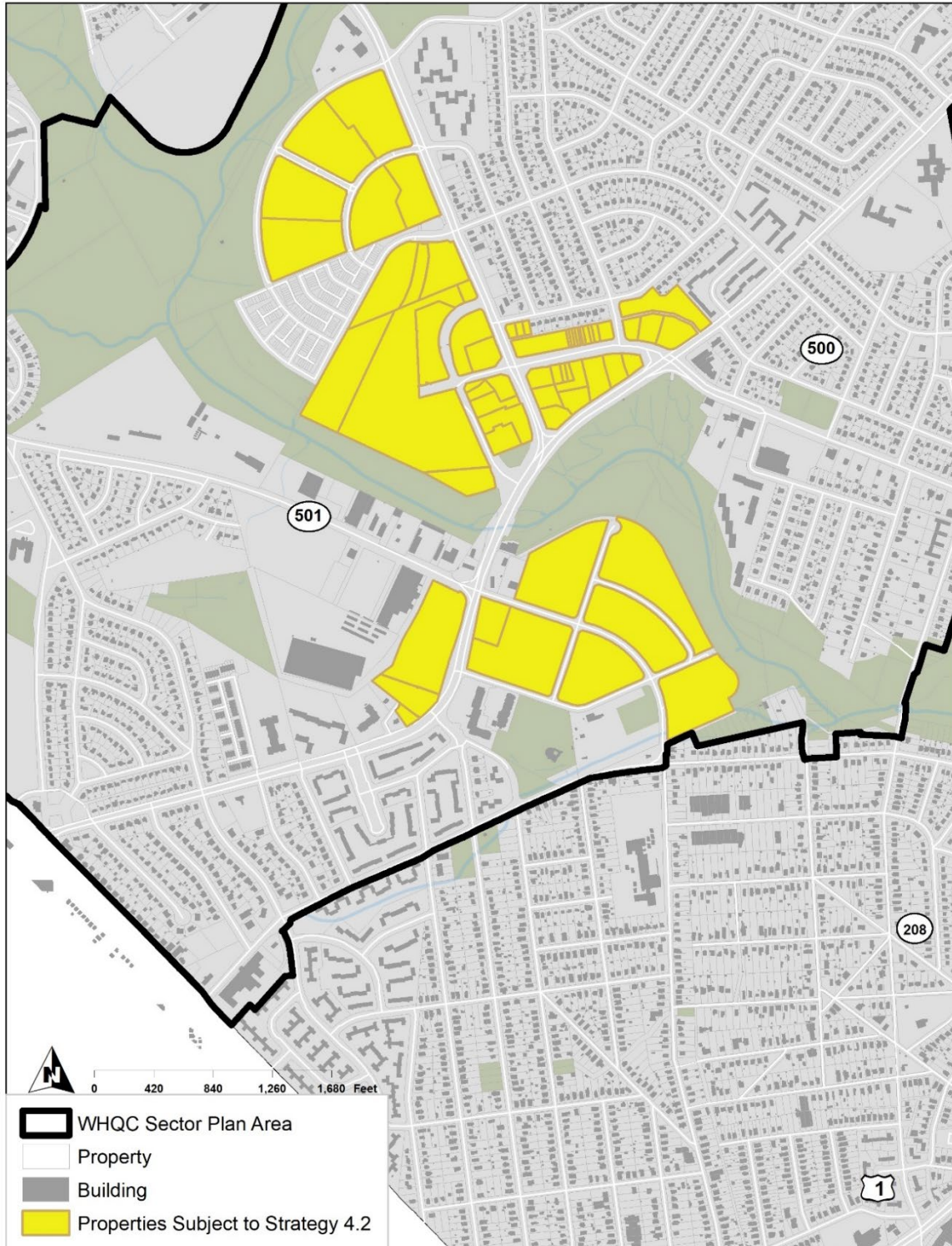
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



- LU 4.2.** Construct a mix of uses at transit-supportive densities on properties, classified in or recommended for the Local Transit-Oriented – Core Zone throughout the West Hyattsville Local Transit Center Core (See Map 12. Properties Subject to LU 4.2.).
- LU 4.3.** Encourage the use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone on properties zoned LTO-C or LTO-E in the West Hyattsville-Queens Chapel Local Transit Center to achieve desired amenities including, but not limited to, Center-appropriate streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing. See also Strategy LU 8.4, Strategy LU 10.5, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy NE 2, Policy NE 5, Policy NE 6, Policy NE 7, Policy HN 1, Policy HN 4, Policy HD 4, and Policy PF 1.
- LU 4.4.** Activate retail corridors within the Local Center 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 Chillum Road. Such uses should be located primarily on the ground floor of mixed-use buildings. See also Strategies EP 2.3, EP 2.7, and Policy HD 5.
- LU 4.5.** Consider amending Plan 2035 to redefine the Prince George's Plaza Regional Transit District to incorporate the West Hyattsville Local Transit Center.



Map 12. Properties subject to Strategy LU 4.2



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2025, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



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

LU 5.1. Define the Core of the West Hyattsville Local Transit Center to include all the properties listed in Table D-1 in Appendix D and shown on Map 11, West Hyattsville Local Transit Center, Core, and Edge. Implement this strategy by retaining or reclassifying all properties listed in Table D-1 in the Local Transit-Oriented, Core (LTO-C) Zone. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Core.

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

LU 5.3. Redevelop the properties at 3100 Queens Chapel Road (The Shops at Queens Chillum, Tax Account 1861095) and 3171 Queens Chapel Road (Tax Accounts 1971928 and 5643936) as mixed-use development, establishing partnerships to:

- i) Attract or retain a supermarket on the lower floor(s) of a new mixed-use building at or near the intersection of MD 500 (Queens Chapel Road) and UC-253;
- ii) Construct public gathering spaces as recommended in Strategy PF 1.1;
- iii) Concentrate ground-floor retail along UC-253/UM-253 and MD 500 (Queens Chapel Road) between Chillum Road and 29th Avenue; and
- iv) Work with property owners and local businesses to incentivize or subsidize existing tenants to stay in the neighborhood after redevelopment. See also Strategies EP 1.2 and EP 2.5.

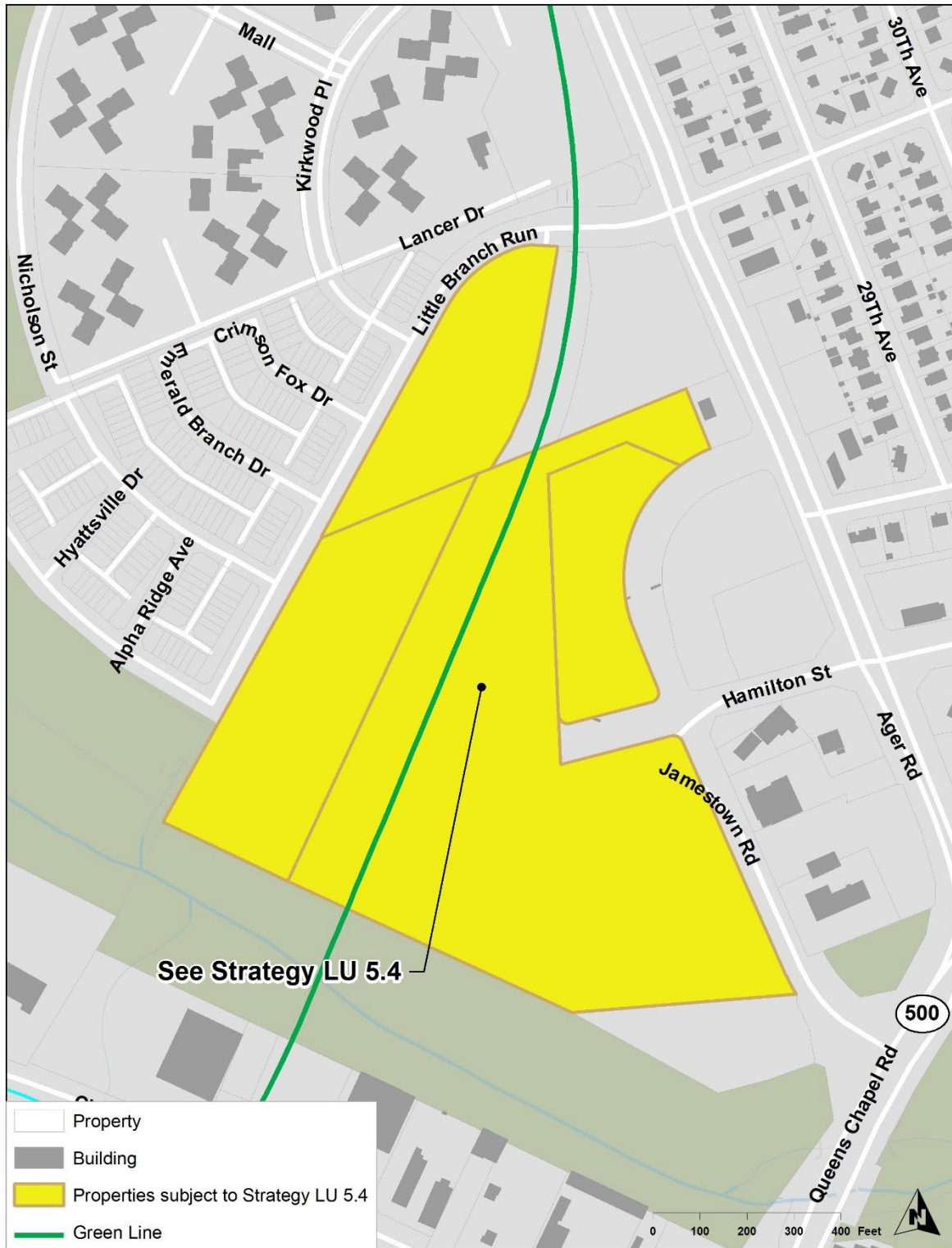
LU 5.4. New buildings constructed in the Core on properties adjacent to Metro tracks should front on streets or civic spaces. The rear of buildings and any integrated parking should face the Metro tracks. These properties include those listed in Table 4, Properties subject to Strategy LU 5.4. See Map 13, Properties subject to Strategy LU 5.4.

Table 4. Properties subject to Strategy LU 5.4

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



Map 13. Properties subject to Strategy LU 5.4



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHOC SP Map Citations.docx](#).



LU 5.5. Queenstown Apartments, located at 3301 Chillum Road (See Map 14, Properties Subject to LU 5.5 and LU 5.6), should be redeveloped into a sustainable, retrofitted, transit-oriented, pedestrian-friendly, mixed-use development with the quality and density commensurate with the Local Transit-Oriented, Core (LTO-C) Zone.

LU 5.6. If Queenstown Apartments are redeveloped, ensure development complies with local codes and regulations, including receiving applicable waivers and approvals in alignment with adequate floodplain mitigation measures, where appropriate. See also Strategies LU 5.5, EP 2.6, TM 1.4, TM 1.5, TM 1.12, TM 1.18, TM 4.5, TM 6.1, PF 1.1, and PF 1.2.

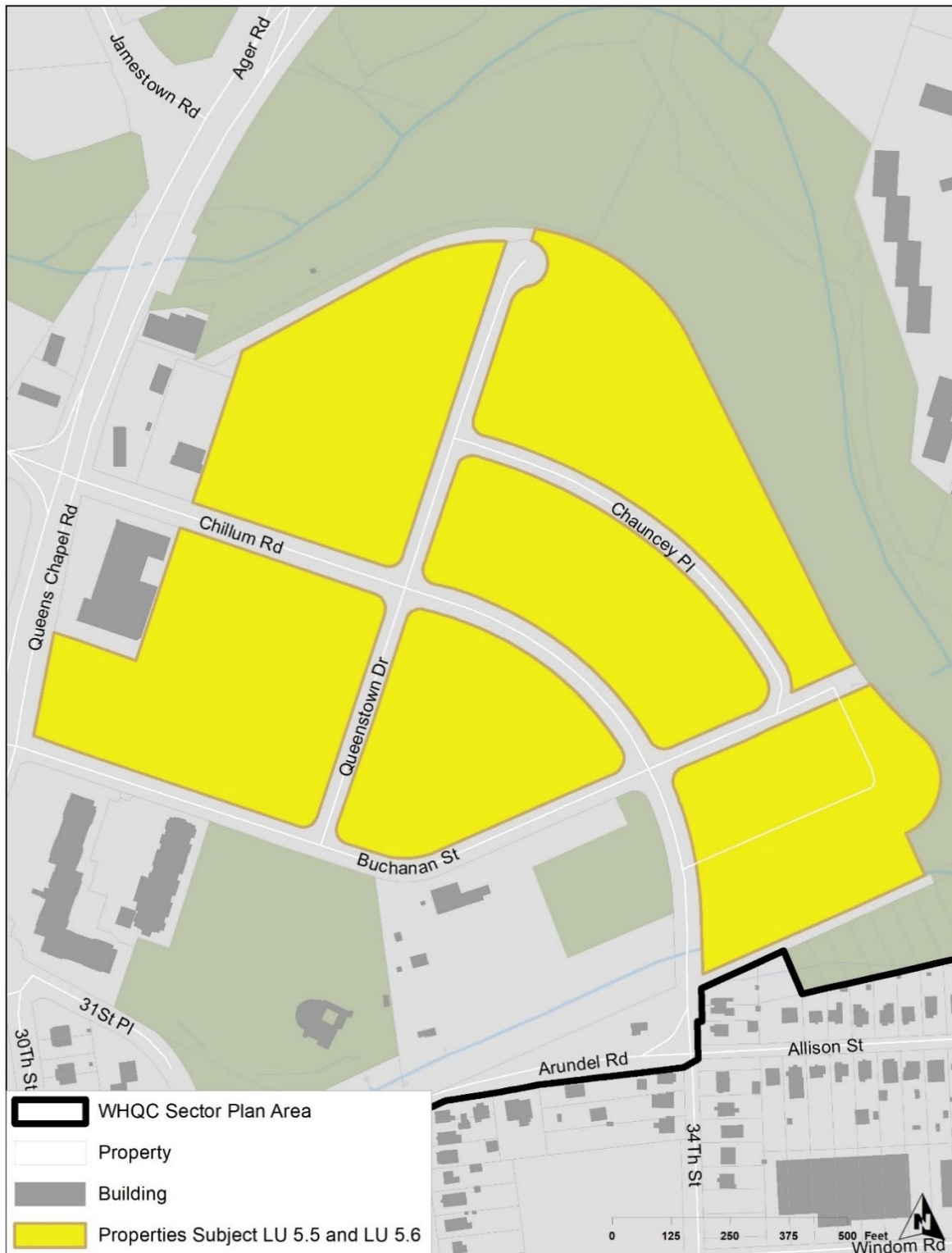
QUEENSTOWN APARTMENTS

Queenstown Apartments is a 1,062-unit garden apartment complex constructed in 1949 at 3301 Chillum Road and located within a half mile of the West Hyattsville Metro Station. The residential development is located behind the Allison Street levee system, constructed along segments of the Northwest Branch to reduce the risk of riverine flooding. In 2016, FEMA identified portions of the property within the 0.2-percent annual chance (500-year) floodplain and outside the special flood hazard areas. Prince George's County continues to identify part of the property within the County's regulatory floodplain, where development is subject to Chapter 32 of the County Code, the County's Floodplain Ordinance. However, the ongoing Allison Street Flood Protection System Certification Project is ameliorating the system's deficiencies by raising and extending the levee and its wall system and upgrading its pumps; the former may support or result in the removal of Queenstown Apartments from the FEMA 500-year floodplain and the County regulatory floodplain.

This sector plan recognizes the appropriateness of maximizing the property's potential to provide transit-adjacent, pedestrian-friendly, mixed-use development that includes additional units of housing near the West Hyattsville Metro Station. This is reflected in, among other things, the plan's proposed rezoning of the property to the Local Transit-Oriented, Core (LTO-C) Zone and mixed-use designation on the Future Land Use Map. The plan encourages the redevelopment of the Queenstown Apartments with the quality and density commensurate with the LTO-C Zone.



Map 14. Property Subject to Strategies LU 5.5 and LU 5.6



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



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

LU 6.1. Define the Edge of the West Hyattsville Local Transit Center to include all the properties listed in Table D-2 in Appendix D and as shown on Map 11, West Hyattsville Local Transit Center, Core, and Edge. Implement this strategy by reclassifying the properties listed in Table D-2 into, or retaining them in, the Local Transit-Oriented, Edge (LTO-E) Zone, except for those listed in Table 5, Properties Exempt from LU 6.1 and LU 6.2.

LU 6.2. Multifamily housing should be the dominant land use in the Edge, with neighborhood-scale supportive retail and services on ground floors where necessary. Townhouses are strongly discouraged within the West Hyattsville Local Transit Center except within the Riverfront at West Hyattsville, and except for the properties listed in Table 5, Properties Exempt from LU 6.1 and LU 6.2. See also Policy HN 1.

Table 5. Center Properties Exempt from LU 6.1 and LU 6.2

Address	Tax ID	Address	Tax ID
River Terrace Road	5651218	2434 Chillum Road	1853605
5618 Ager Road	1914753	2440 Chillum Road	1848159
Ager Road	1914472	2460 Chillum Road	1965086
Queens Chapel Road	1914647	2480 Chillum Road	1905678
Queens Chapel Road	1914324	2486 Chillum Road	1922574
2308 Chillum Road	1882810	3290 Queens Chapel Road	1874221
2222 Chillum Road	1943752	Queens Chapel Road	5644428
2222 Chillum Road	1969815	3200 Queens Chapel Road	1871482
2222 Chillum Road	1943760	Queens Chapel Road	1914712
2310 Chillum Road	1943745	3299 Queens Chapel Road	1971712
2428 Chillum Road	1840669	Queens Chapel Road	1972405
2426 Chillum Road	1840636	3201 Queens Chapel Road	1837665
2430 Chillum Road	1839166	3213 Queens Chapel Road	1978451
2201 Chillum Road	1912229	3110 Chillum Road	1943638
2201 Chillum Road	1912229	2425 Chillum Road	1912237
2309 Chillum Road	1912245	2425 Chillum Road	1912237
2425 Chillum Road	1912237	2421 Chillum Road	1898618
Chillum Road	2923548		



ENVIRONMENTAL CHALLENGES SOUTH OF THE NORTHWEST BRANCH OF THE ANACOSTIA RIVER



PHOTO BY M-NCPPC

The potential development of properties north and south of the Northwest Branch of the Anacostia River along MD 501 (Chillum Road), as shown on Map 16, offers an exciting opportunity to revitalize the area, despite existing environmental challenges, including their location in the floodplain and sensitive environmental features. While it is true that the properties abut or are near the Northwest Branch of the Anacostia River, and that there are no flood controls along this portion of the Northwest Branch, these challenges can be addressed with modern, sustainable building practices and floodplain mitigation.

For properties south of MD 501 (Chillum Road), floodplain mitigation techniques and upstream compensatory floodplain storage can be implemented to effectively manage flood risks, while ensuring that new development complies with current floodplain regulations. The properties north of MD 501 (Chillum Road), though historically used for vehicle-oriented purposes, can be assessed for potential soil and groundwater contamination and if deemed necessary, environmental remediation can be implemented. Given the proximity to a Metro station, these properties and their development are particularly important to the future of the West Hyattsville Local Center.

Regarding certain properties' proximity (50-60 feet) to the riverbank, creative design solutions such as elevated structures, stormwater management systems, and flood-resistant construction techniques (waterproof building materials, flood vents, etc.) may make redevelopment possible while preserving the health and safety of the community. Additional challenges that need to be addressed at the time of redevelopment include recent changes in stream buffer regulations enacted by CB-20-2024¹ and CB-22-2024, both approved May 15, 2024, that have made buffer restoration of at least 75 feet (within transit-oriented centers) to 100 feet (outside transit-oriented centers) a development requirement. Floodplain waivers to the requirements of the Floodplain Ordinance may be required for all new construction on these properties.

It must be noted that changes in the location and extent of the floodplain west of the MD 500 (Queens Chapel Road) bridge, a "chokepoint" for water flow in the Northwest Branch, have not been evaluated, and that the potential impacts would require a special study beyond the scope of a sector plan. However, given the properties' location within the West Hyattsville Local Center and location near a Metro station, future redevelopment should not be ruled out but carefully considered along with proper floodplain mitigation methods.

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



Policy LU 7. Balance development and preservation of properties with environmentally sensitive features within the West Hyattsville Local Center's Edge to the maximum extent practicable. See also Policy NE 1, Policy NE 6, and Policy PF 1.

LU 7.1. Retain or construct Parks and Open Space future land uses on all environmentally sensitive public property within the West Hyattsville Local Center. Implement this strategy by retaining or reclassifying all properties listed in Table 6, Properties Subject to Strategies LU 7.1 and LU 7.2, in the Reserved Open Space (ROS) Zone (See Map 15. Properties Subject to Strategies LU 7.1 and LU 7.2).

LU 7.2. To promote sustainability on publicly owned property, it is recommended to avoid expanding existing impervious surfaces and enhance stormwater management features by implementing Best Management Practices (BMPs), to manage runoff effectively and reduce environmental impact. See also strategies under Policies NE 2, NE 6, and NE 7.

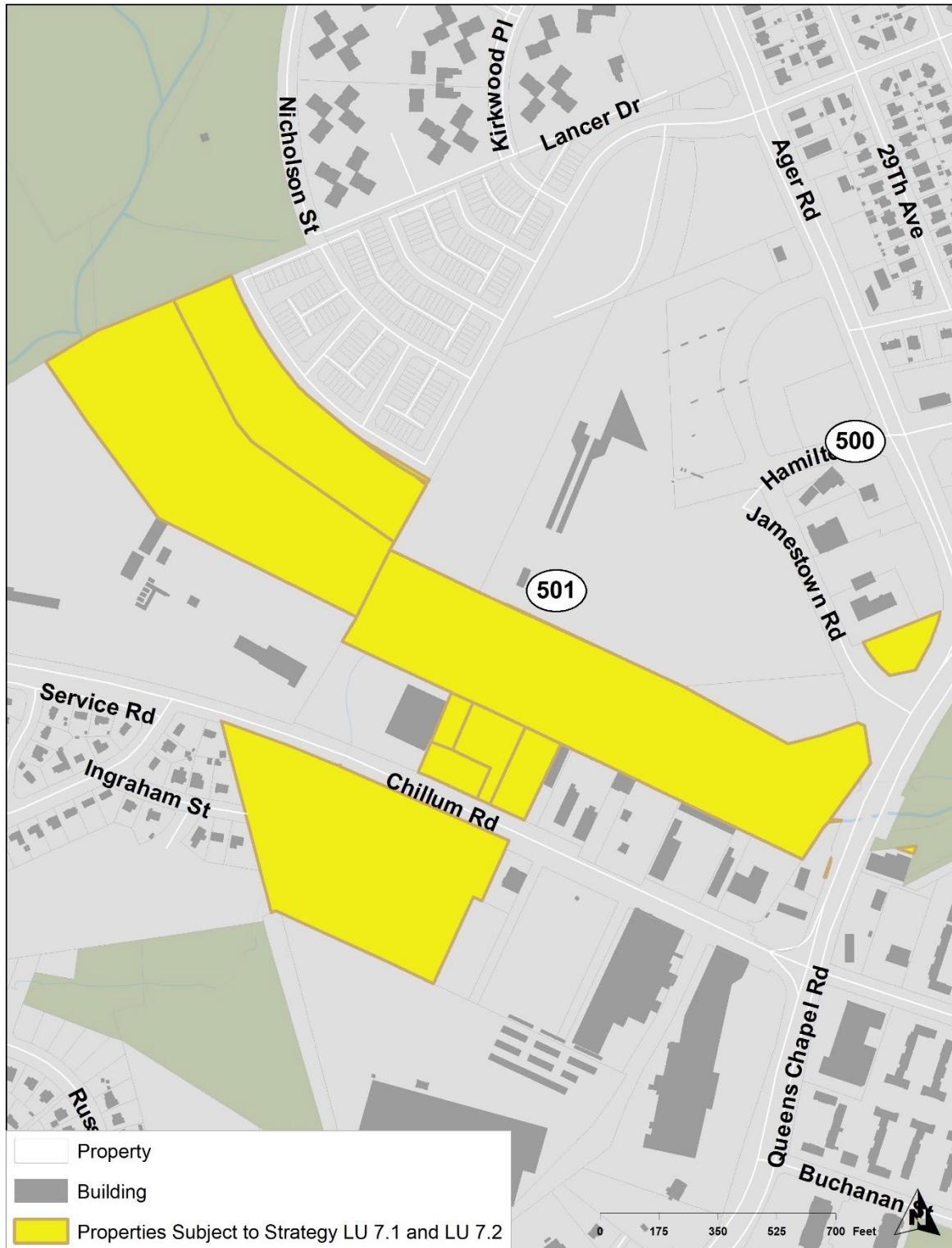
Table 6. Properties Subject to Strategies LU 7.1 and LU 7.2

Address	Tax ID
2222 Chillum Road	1943752
2222 Chillum Road	1943760
2201 Chillum Road	1912229
Queens Chapel Road	1914647
5618 Ager Road	1914753
0 Queens Chapel Road	1914712

Address	Tax ID
2222 Chillum Road	1969815
2310 Chillum Road	1943745
Queens Chapel Road	1914324
Ager Road	1914472
River Terrace Road	5651218



Map 15. Properties Subject to Strategies LU 7.1 and LU 7.2



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



LU 7.3. To preserve neighborhood-serving retail and commercial uses, rezone the properties listed in Table 7, Properties Subject to Strategy LU 7.3, into the Commercial, Service (CS) Zone and recommend commercial future land uses to allow existing businesses to continue operations, newly permitted businesses to adaptively reuse existing structures, and future commercial redevelopment to occur. See Map 9, Future Land Use Map (FLUM) and Map 16, Properties Subject to Strategies LU 7.3.

Table 7. Properties Subject to Strategies LU 7.3

Address	Tax ID
0 Chillum Road	2923548
2308 Chillum Road	1882810
2309 Chillum Road	1912245
2421 Chillum Road	1898618
2425 Chillum Road	1912237
2426 Chillum Road	1840636
2428 Chillum Road	1840669
2430 Chillum Road	1839166
2434 Chillum Road	1853605
3290 Queens Chapel Road	1874221
3299 Queens Chapel Road	1971712

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



Map 16. Properties Subject to Strategies LU 7.3



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



WASHINGTON GAS PROPERTY AT 2130 CHILLUM ROAD

The Washington Gas Light Company (WGL) has operated a privately owned public utility at 2130 Chillum Road since 1933. The property was reclassified into the Open Space (O-S) Zone April 6, 1982, through the 1982 *Approved Sectional Map Amendment for Planning Area 68* (CR-34-1982). The District Council carried forward this zoning in the 1994 *Approved Sectional Map Amendment for Planning Area 68*, the 1998 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*. The property's zone was transitioned from the Transit District Overlay/Open Space Zone to the Agriculture and Preservation (AG) Zone, a one-to-one conversion, through the 2021 *Approved Countywide Map Amendment*. WGL has continued to conduct public utility operations at this location throughout its more than 90-year history, including more than 40 years in the same zoning classification.

At the October 11, 2022, joint public hearing for the July 2022 draft sector plan, WGL requested reclassification to the Industrial, Heavy (IH) Zone, which staff recommended against. In the subsequent joint public hearing held in October 2024 on the 2024 Draft II Sector Plan, WGL requested the Industrial/Employment (IE) Zone. WGL testified that the subject property is used for "support of natural gas distribution operations" and "is improved with several structures which include a complex network of subsurface transmission and distribution lines, compressor buildings, offices, classrooms, vehicle storage and repair areas, driver and excavation training areas, radio communications site, warehousing, materials storage, and other industrial type land uses." Despite the long-standing utility use, this Sector Plan recommends that eventually the public utility land use is phased out and replaced with a mixed-use development.

Before mixed-use redevelopment can proceed, it is important to address potential contamination on the site, stemming from its historical industrial use. Although the property has participated in the Maryland Department of the Environment's (MDE) Voluntary Cleanup Program (VCP), which completed some remediation of environmental contamination, the property is still subject to a deed restriction that prohibits residential land use due to potential contamination. Any issues must be properly cleaned up to meet environmental standards, ensuring the site is safe for new development. Additionally, floodplain mitigation measures will be necessary to minimize the risk of flooding and support sustainable development. This approach will help create a more resilient and environmentally responsible development, while supporting regional goals for sustainable growth in line with the sector plan's vision for a vibrant, transit-oriented community.

Until the property is adapted for the desired development, the plan assumes the use as a privately-owned public utility, which is exempt from the Prince George's County Zoning Ordinance but is subject to Mandatory Referral review per state law. The current zoning allows for the Mandatory Referral process to help ensure that neighborhood compatibility is maintained while considering the health, wellness, and safety of surrounding neighborhoods. During the review process of this site, this plan recommends following the design guidelines provided under Policy HD 8, in addition to all applicable environmental regulations, zoning regulations, and the Prince George's County Landscape Manual to ensure the utility use is harmonious with the surrounding community and environmentally responsible.

LU 7.4. The long-term redevelopment of the WGL facility at 2130 Chillum Road (Tax Account 1976596) should focus on creating a mixed-use development, leveraging its proximity to the West Hyattsville Metro Station to promote sustainable, transit-oriented uses, primarily commercial, while enhancing the center's vibrancy.

LU 7.5. The property at 2130 Chillum Road should be rezoned to the Local Transit-Oriented – Edge (LTO-E) Zone to better position the property for long-term mixed-use development as shown in Map 9, Future Land Use Map.

LU 7.6. If the WGL facility at 2130 Chillum Road is decommissioned and redeveloped with a new use, the property owner should partner with the Maryland Department of the Environment and other stakeholders to mitigate environmental impacts, including mitigating any environmental



contamination. However, if the property is redeveloped or expanded as a continued utility land use, the property owner should adhere to the design guidelines in Policy HD 8.

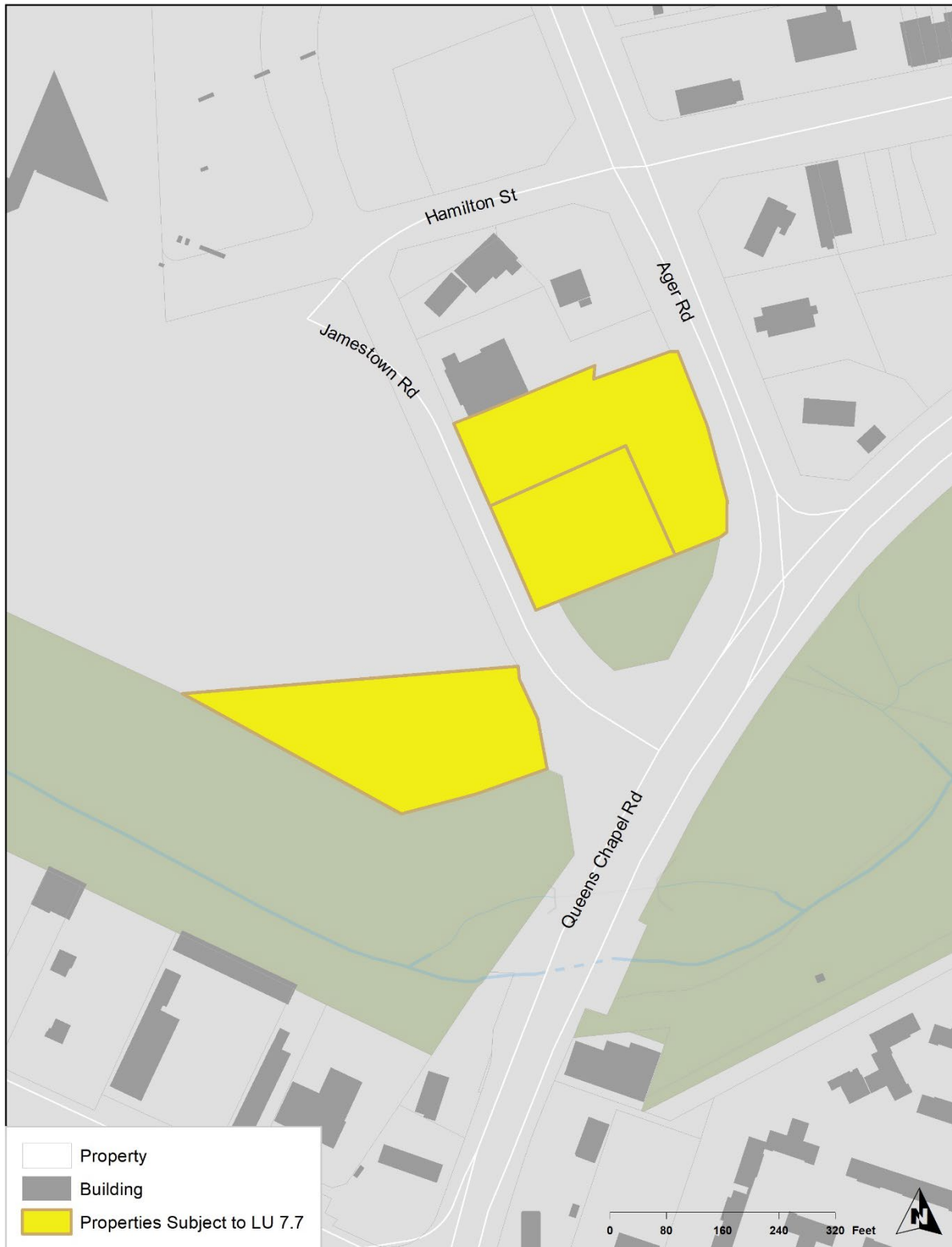
LU 7.7. The following properties listed in Table 8, Properties Subject to LU 7.7, along Jamestown Road near its intersection with MD 500 (Queens Chapel Road) are stated to be predominantly within the 1-percent annual chance (100-year) floodplain at the time of this plan. If DPIE permits floodplain waivers for development as supported by best management practices and sustainable development, these properties should be developed with vertical mixed-use, transit-oriented development at densities commensurate with the Local Transit-Oriented – Core (LTO-C) Zone assuming flood mitigation occurs simultaneously. See Map 17, Properties Subject to Strategies LU 7.7. If the flood-prone conditions of this property change, then the DPIE waiver process will not apply.

Table 8. Properties Subject to Strategies LU 7.7

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



Map 17. Properties Subject to Strategy LU 7.7



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



LU 7.8. Facilitate sustainable development for all properties within the West Hyattsville Local Center Edge by ensuring all existing environmental features are preserved and that floodplain impacts are fully addressed using sustainable building, green infrastructure, and best management practices. The development approach should seek balance between center growth and environmental stewardship. See also Policy NE 1, Policy NE 2, and Policy NE 3.

PRINCE GEORGE'S PLAZA REGIONAL TRANSIT DISTRICT

Policy LU 8. Ensure transit-supportive, yet densities commensurate with a Center's Edge between the Hyattsville Crossing Metro Station and MD 500 (Queens Chapel Road). See also Strategy HN 1.1.

LU 8.1. Amend Plan 2035 by adding the following properties east of Belcrest Road, south of MD 410 (East West Highway), and west of MD 500 (Queens Chapel Road) to the Edge of the Prince George's Plaza Regional Transit District:

Table 9. Properties to be added to the Prince George's Plaza Regional Transit District Edge and recommended for RTO-H-E Zone

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

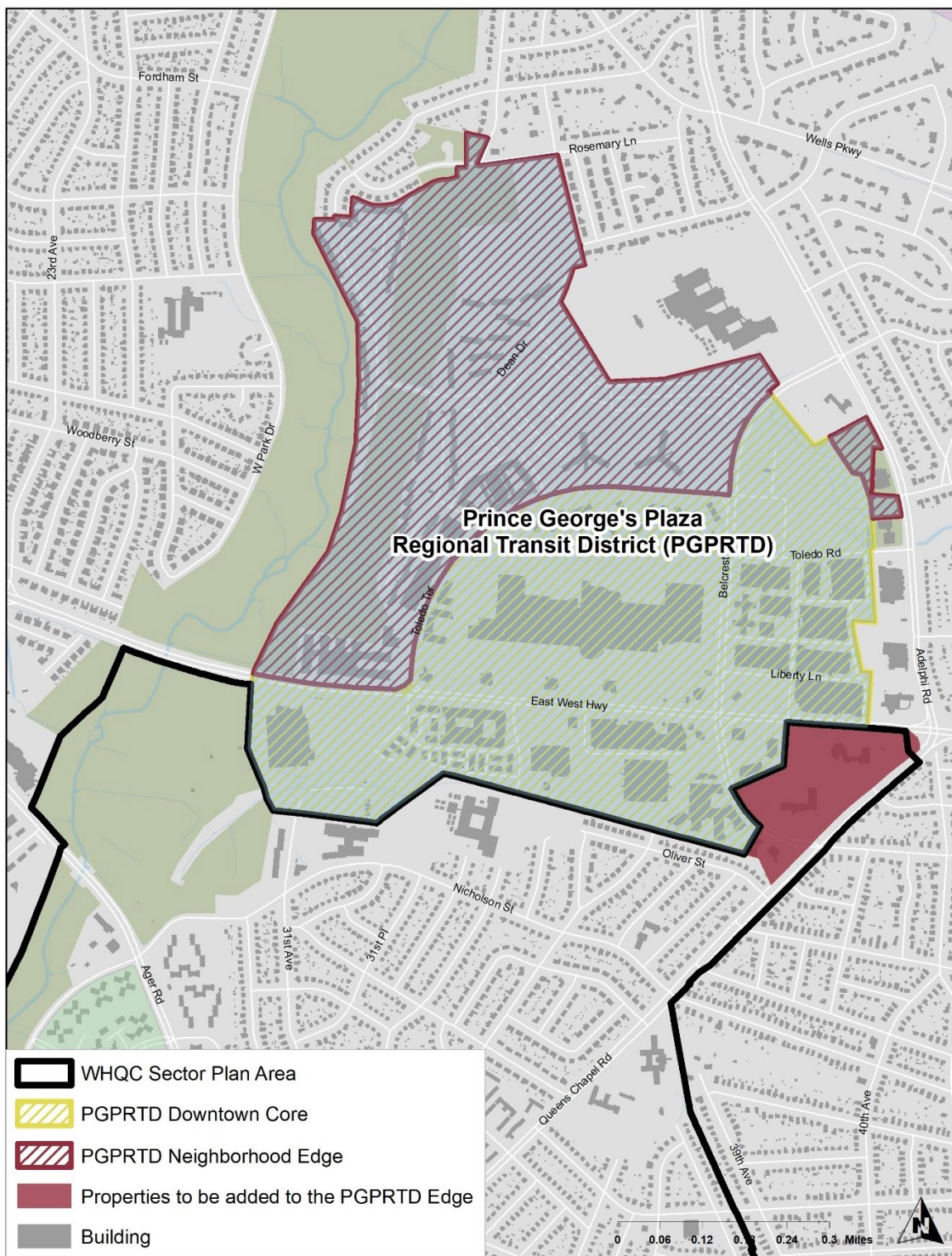
See Map 18 and Strategy PF 4.1.

LU 8.2. Construct a mix of uses on the properties listed in Table 9. Uses should primarily be multifamily residential with ground-floor commercial. Implement this strategy by reclassifying the properties identified in Strategy LU 8.1 and in Table 9 into the Regional Transit-Oriented, High-Intensity, Edge (RTO-H-E) Zone. See Map 9. Future Land Use Map (FLUM).

LU 8.3. Work with property owners to ensure that, as redevelopment occurs, the tallest buildings north of Belcrest Road front Belcrest Road and MD 410 (East West Highway), while shorter buildings front MD 500 (Queens Chapel Road), ensuring a transition to the single-family neighborhoods east of MD 500 (Queens Chapel Road). This arrangement should create a smooth transition in building densities, with taller structures gradually giving way to shorter ones, ultimately leading to a seamless transition toward the single-family neighborhood east of Queens Chapel. The use of the Neighborhood Compatibility Standards of Section [27-61200](#) will help ensure a smooth transition as redevelopment on the south side of Belcrest Road occurs. See also Strategy HD 4.7.



Map 18. Prince George's Plaza Regional Transit District



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



LU 8.4. Encourage the use of the Regional Transit-Oriented Planned Development (RTO-PD) Zone on all properties in the Prince George’s Plaza Regional Transit District to achieve desired amenities including, but not limited to, Center-appropriate streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing. See also Strategy LU 4.3, Strategy LU 10.5, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy NE 2, Policy NE 5, Policy NE 6, Policy NE 7, Policy HN 1, Policy HN 2, Policy HD 4, and Policy PF 1.

ESTABLISHED COMMUNITIES

Policy LU 9. Create walkable neighborhood shopping and dining destinations along existing commercial streets. See also Policy EP 1, Policy EP 2, and Policy HD 5.

LU 9.1. Construct a mix of uses at the neighborhood scale along Varnum Street between Eastern Avenue NE and Russell Avenue, including 2300 Arundel Road. See Map 9. Future Land Use Map (FLUM) and Map 19. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.1. Implement this strategy by reclassifying the following properties into the Commercial, Neighborhood (CN) Zone:

Table 10. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.1

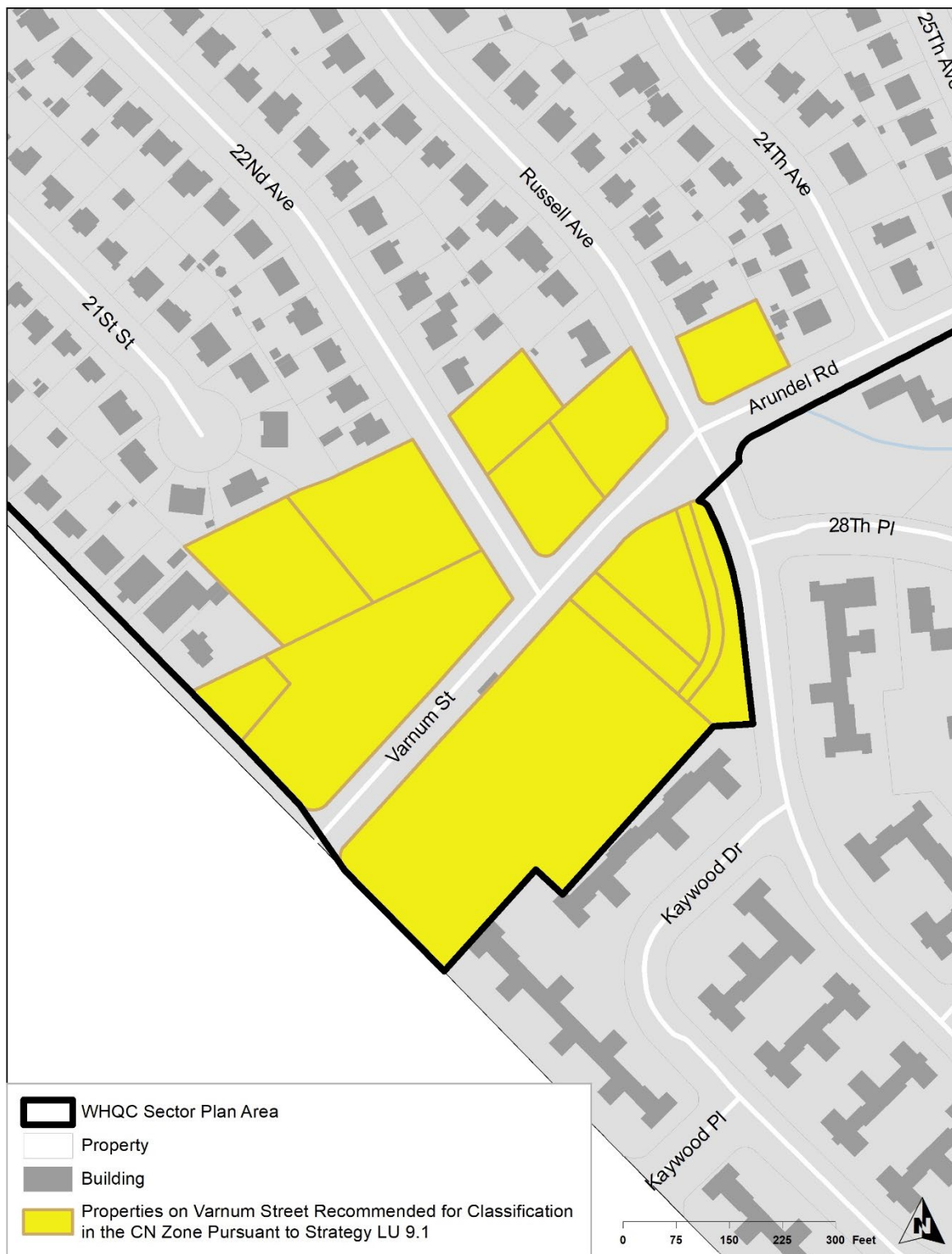
Address	Tax ID
0 Eastern Avenue	1925528
0 Arundel Road	1902394
0 22nd Avenue	1902402
4507 22nd Avenue	1908102
0 Russell Avenue	1958602
2300 Arundel Road	1926286
2310 Varnum Street	1906338

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

See also Strategies EP 2.5, TM 1.5, TM 1.12, and TM 1.18.



Map 19. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.1



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#)



Land Use

LU 9.2. Construct a mix of uses at the neighborhood scale along MD 208 (Hamilton Street), with existing commercial uses redeveloping to modern, street-front buildings over time. These buildings are envisioned to be standalone commercial structures or commercial/service ground floors with apartments above, constructed to the standards of the Commercial, Neighborhood (CN) Zone. See Map 9, Future Land Use Map (FLUM) and Map 20, Properties on MD 208 (Hamilton Street) Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.2. Implement this strategy by reclassifying the following properties into the CN Zone:

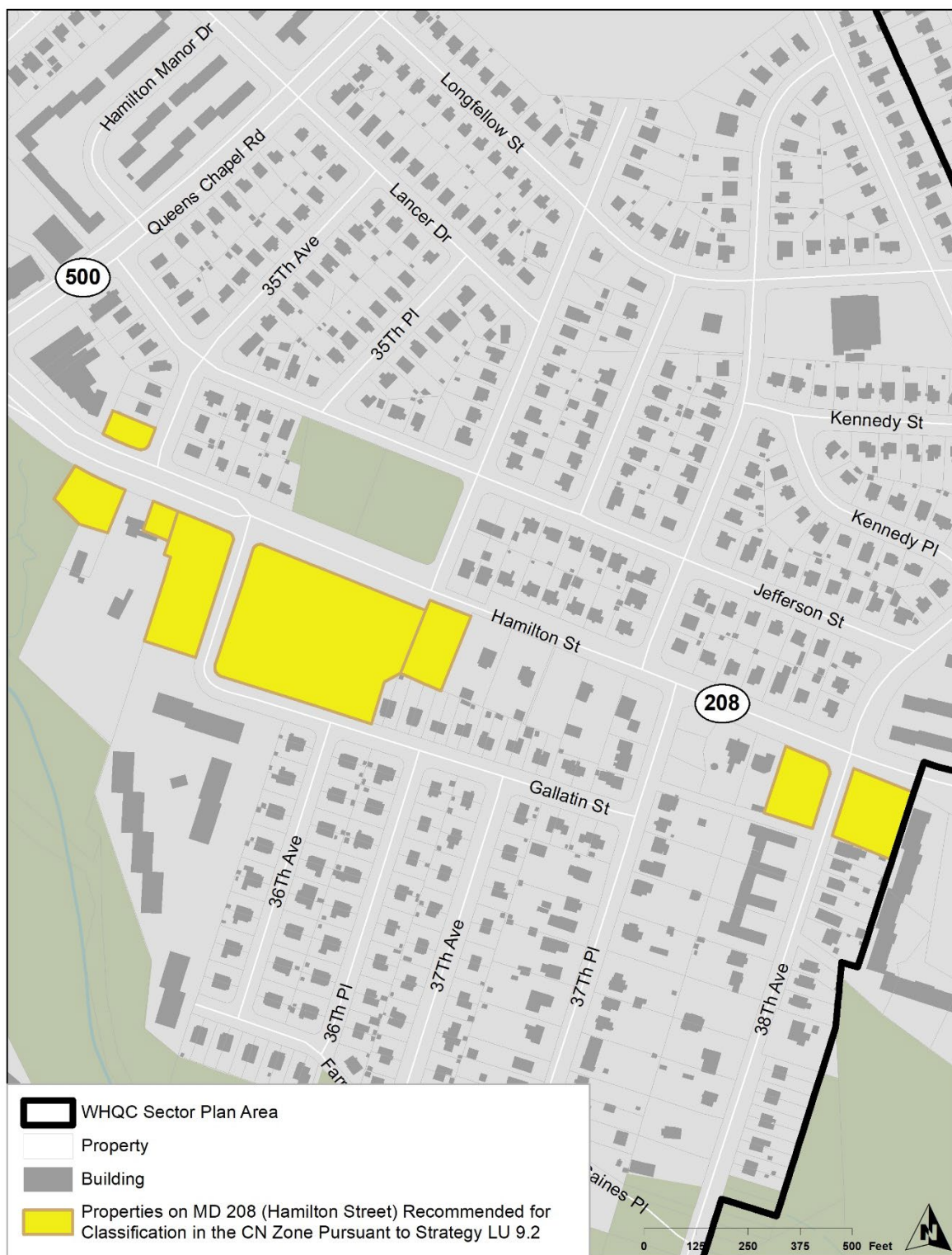
Table 11. Properties on MD 208 (Hamilton Street) Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.2

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

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



Map 20. Properties on MD 208 (Hamilton Street) Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.2



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



Policy LU 10. Support redevelopment that creates a range of market- and below-market-rate housing opportunities on the periphery of the West Hyattsville Local Transit Center. See also Policy HN 1, Policy HN 2, and Policy HN 3.

LU 10.1. Redevelop the following properties with a mix of multifamily housing types at densities up to 48 dwelling units per acre. See Map 9. Future Land Use Map (FLUM) and Map 21. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 10.1. Implement this strategy by reclassifying the following properties into the Residential, Multifamily-48 (RMF-48) Zone:

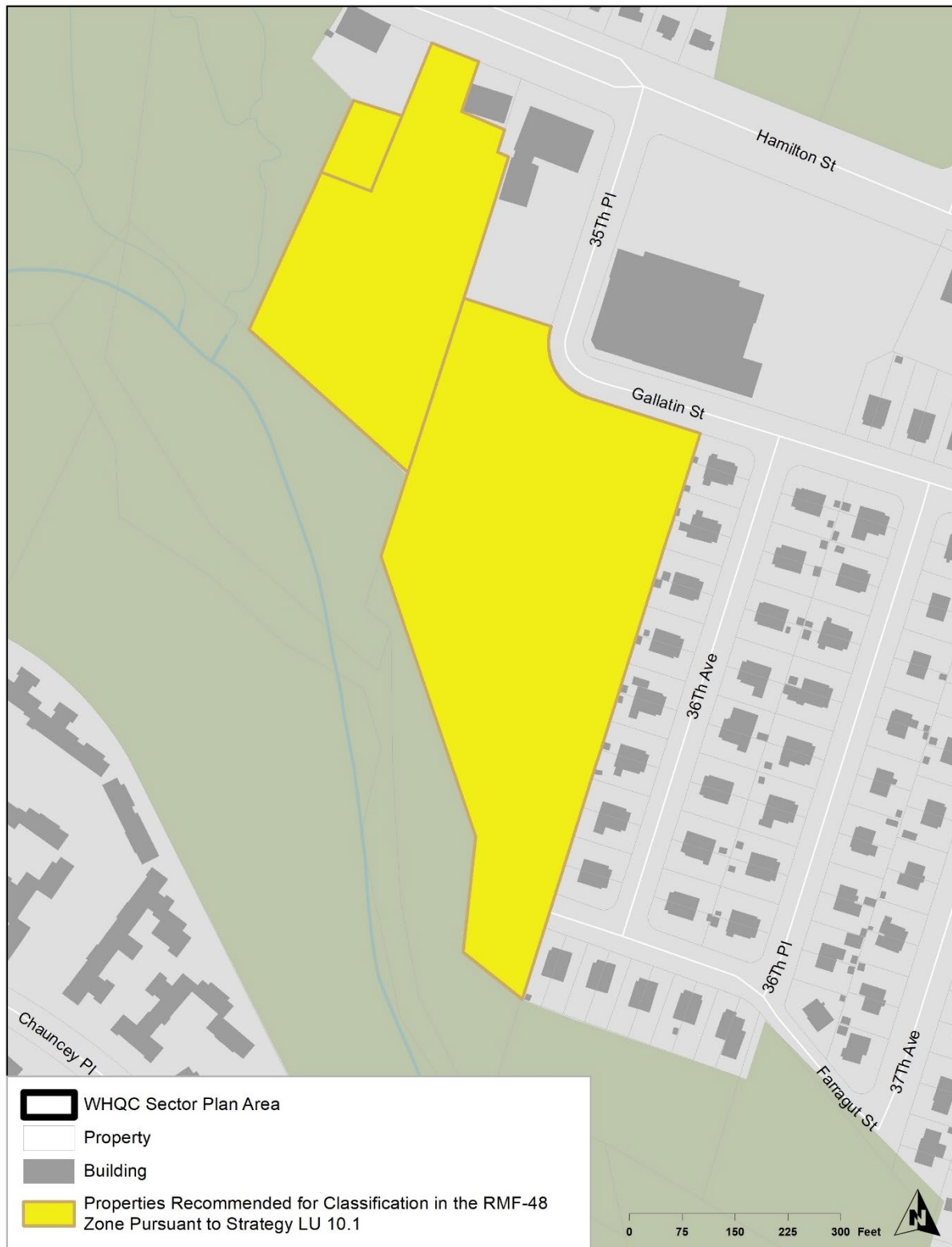
Table 12. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 10.1

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

See also Strategy HN 2.8.



Map 21. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 10.1



Source: Prince George's County Planning Department, GIS Open Data Portal, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



- 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.
- 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.

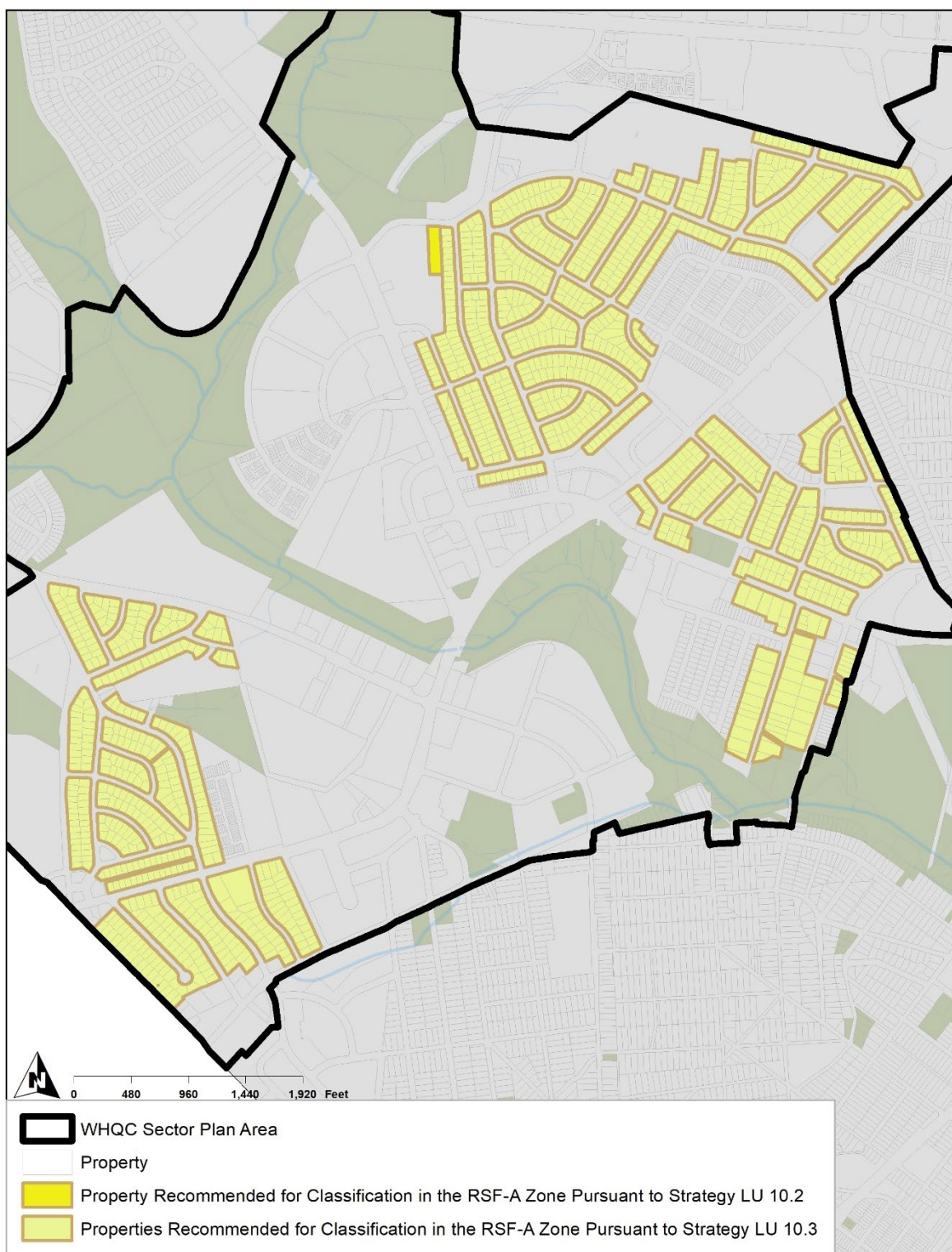
RIGHT SIZE ZONING

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, does 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.

- LU 10.4.** Should accessory dwelling units be permitted in the future, this housing typology should be context sensitive throughout the West Hyattsville-Queens Chapel Sector and in accordance with applicable state laws. See also Strategy LU 3.1.
- LU 10.5.** Encourage the use of the Residential-Planned Development (R-PD) and Mixed Use-Planned Development (MU-PD) Zones where permitted and feasible within the Established Communities to achieve desired amenities including, but not limited to, high-quality streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing. See also Strategy LU 4.3, Strategy LU 8.4, Strategy LU 10.5, Policy TM 1, Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy NE 2, Policy NE 5, Policy NE 6, Policy NE 7, Policy HN 1, Policy HN 2, Policy HD 4, and Policy PF 1.



Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2 and LU 10.3



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

Section IV



Economic Prosperity



PLAN 2035 ECONOMIC PROSPERITY GOAL

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

SECTOR PLAN ECONOMIC PROSPERITY GOAL

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



PHOTO BY M-NCPPC

Existing Conditions Summary

The sector plan area has a role to play by building a local, transit-oriented, neighborhood-serving economic center. There were approximately 82,000 square feet of primarily Class C office space across 11 properties in 2021. This inventory is aging, with the newest building constructed in 1966 (one building was renovated in 2007). There is currently no Class A office space in the sector plan area. The nearest Class A office space is primarily located at University Town Center, outside of the sector plan area and north of MD 410 (East West Highway), and significant portions of this space are under conversion to residential use. However, there is a new 47,000-square-foot Kaiser Permanente medical facility at 5620 Ager Road.

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



Policies and Strategies

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

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

EP 1.2. Evaluate the potential of rent subsidies and other financial support to help small, local, and minority-owned businesses stay in their current location or locate into new buildings as redevelopment occurs. See also Strategy LU 5.3.

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

Policy EP 2. Create attractive commercial corridors to serve residents and visitors. See also Strategy LU 4.4 and Policies LU 9 and HD 5.

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



PHOTO BY M-NCPPC



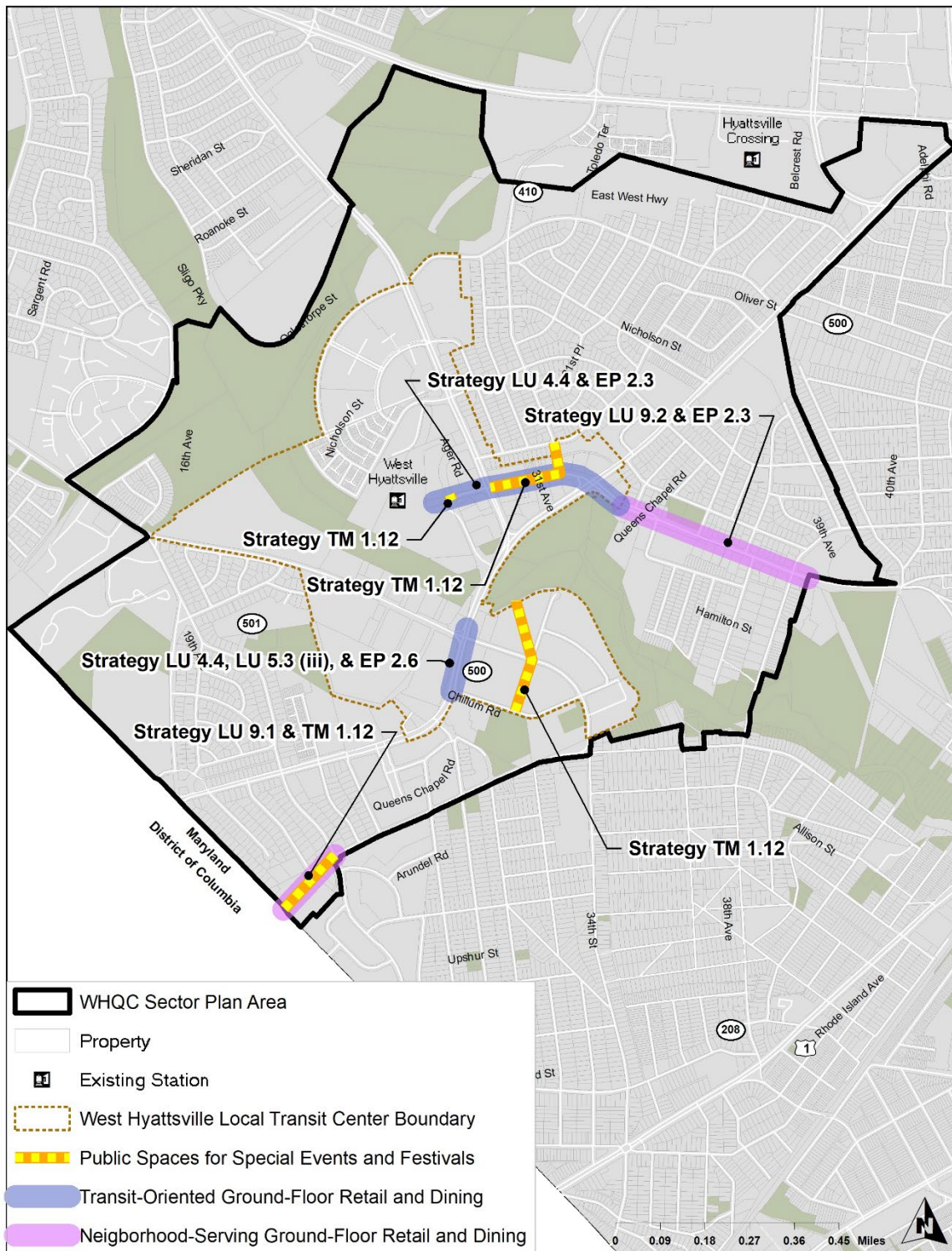
- EP 2.2.** Place neighborhood-focused retail and services on the ground floor of mixed-use buildings.
- EP 2.3.** Create a dynamic commercial main street corridor stretching east of the West Hyattsville Metro Station to the sector plan boundary. See also Strategy LU 4.4 and LU 9.2.
- EP 2.4.** Locate retail businesses, such as convenience retail, restaurants, bars, and personal services near the West Hyattsville Metro Station to serve transit commuters and users of the regional trail network and catalyze development of other retail/services in the area.
- EP 2.5.** Retain and attract a diverse range of tenants, including eating and drinking establishments, to the commercial storefronts along the south side of Varnum Street. As redevelopment occurs along the north side of Varnum Street, create a row of neighborhood-serving retail/commercial uses. See also Strategy LU 9.1.
- EP 2.6.** As Queenstown Apartments is redeveloped pursuant to strategy LU 5.5 and LU 5.6, create a row of eating and drinking establishments to serve trail users and neighborhood residents along UM-248 (Queenstown Drive Realignment) north of UR-250 (Chauncey Place Extended).
- EP 2.7.** Create a retail corridor along MD 500 (Queens Chapel Road) from 29th Avenue to Chillum Road to replace existing retail at the Shops at Queens Chillum and 3171 Queens Chapel Road. See also Strategy LU 5.3.
- EP 2.8.** Conduct a feasibility study to evaluate the establishment of a business and commerce organization focused on supporting the West Hyattsville commercial sector along MD 500 (Queens Chapel Road) and Hamilton Street.

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

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



Map 23. Recommended Commercial Corridors (See also Policy EP 2).



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F, Preliminary WHQC SP Map Citations.docx](#).

Section V



Transportation and Mobility



PLAN 2035 TRANSPORTATION AND MOBILITY GOAL

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

SECTOR PLAN TRANSPORTATION AND MOBILITY GOAL

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

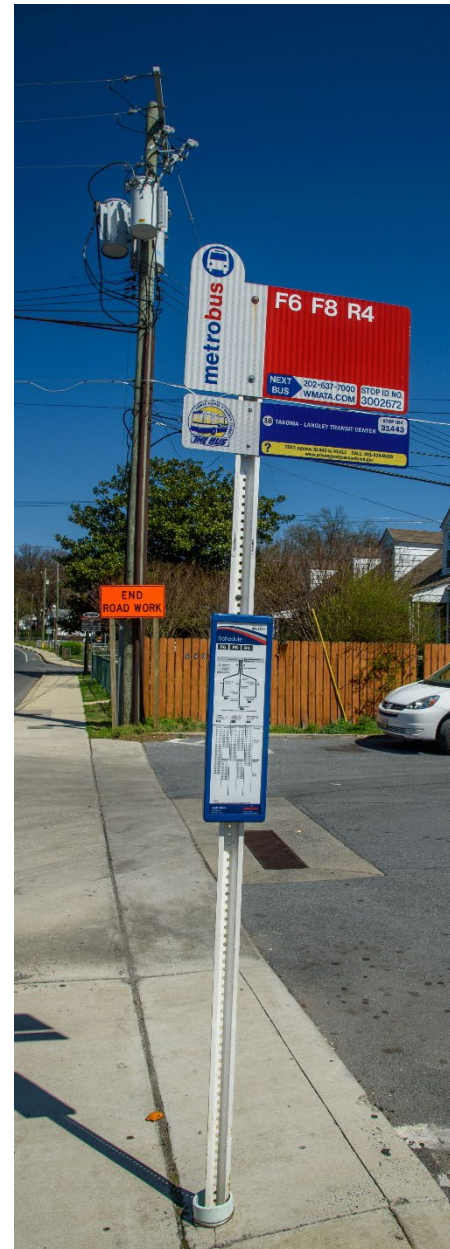


Existing Conditions Summary

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

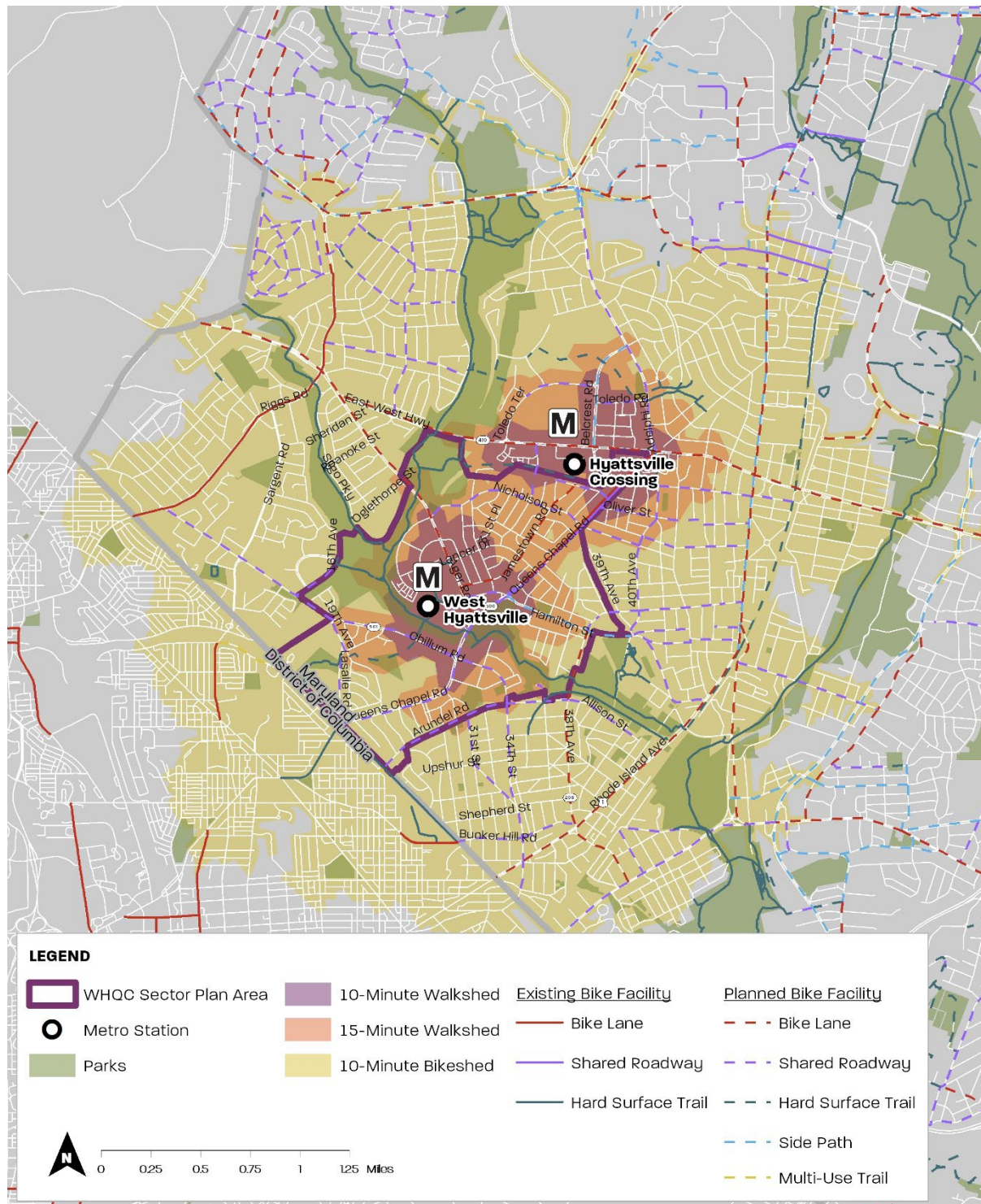
Popular bicycle and pedestrian destinations in the sector plan area include the West Hyattsville Metro Station, Queens Chapel Town Center, The Shops at Queens Chillum, and the area adjacent to Hyattsville Crossing Metro Station. The biggest challenges for pedestrians accessing these destinations include inadequate crossings and pedestrian refuge areas at major signalized intersections. There are also segments of noncontinuous sidewalks and oversized blocks without pedestrian buffers along major corridors. The biggest challenges for cyclists accessing these destinations include missing linkages (for example between Nicholson Street and Hyattsville Crossing Metro Station), and high levels of stress for people bicycling along major corridors like MD 500 (Queens Chapel Road), Ager Road, MD 501 (Chillum Road), and MD 208 (Hamilton Street).

The sector plan area is well served by bus and rail with the West Hyattsville Metro Station having a ridership of 3,365 daily boardings. The Metrorail station is the 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.





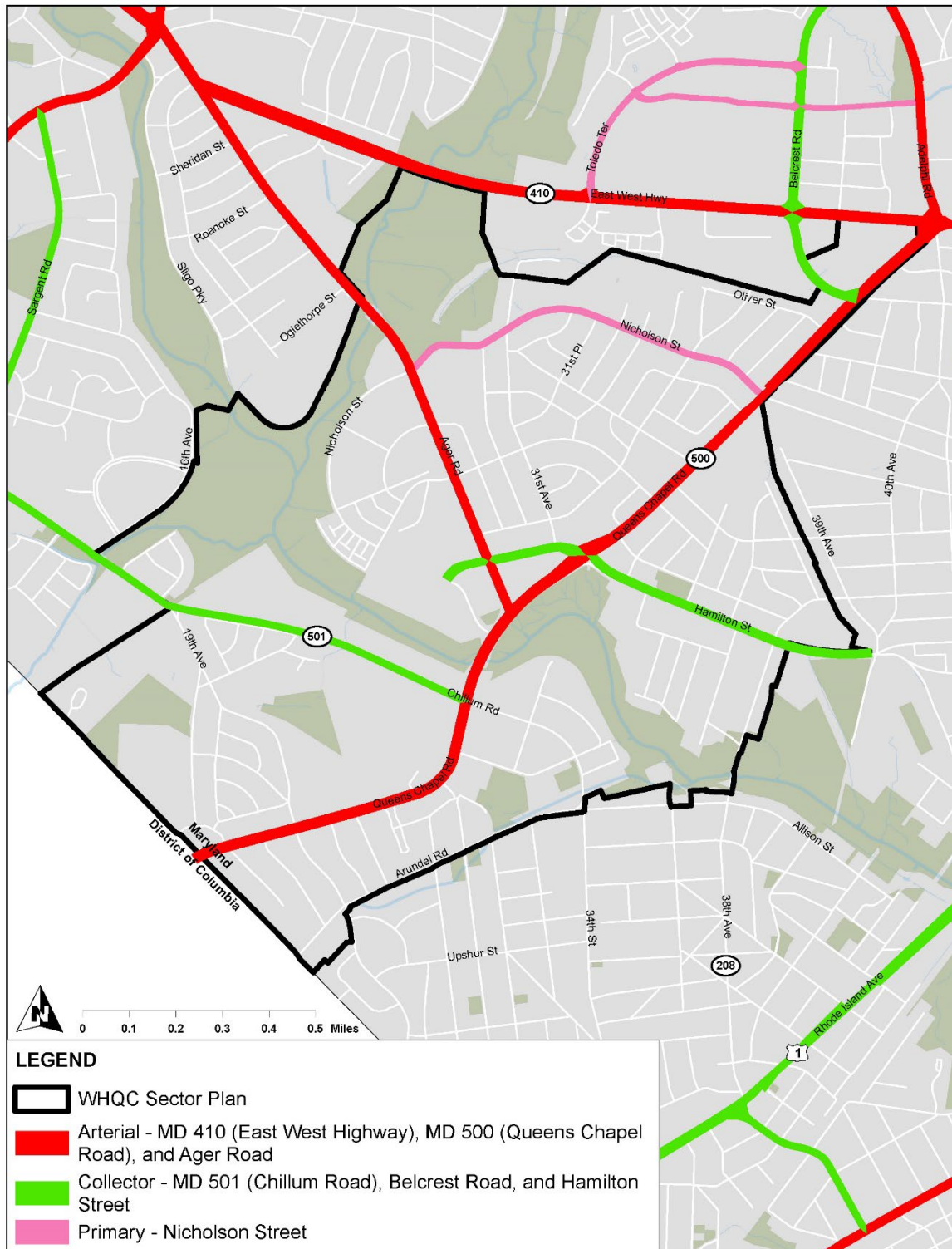
Map 24. Metrorail Station Walksheds and Bikesheds



Source: DC GIS Opendata, Open Data DC, 2021, <https://opendata.dc.gov/>; Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#). Note: Bike facilities, parks, and centerlines are not shown in Montgomery County in this figure. Map as shown is based on a walkshed/bikeshed analysis conducted in 2021.



Map 25. Existing Master Plan of Transportation Rights-of-Way

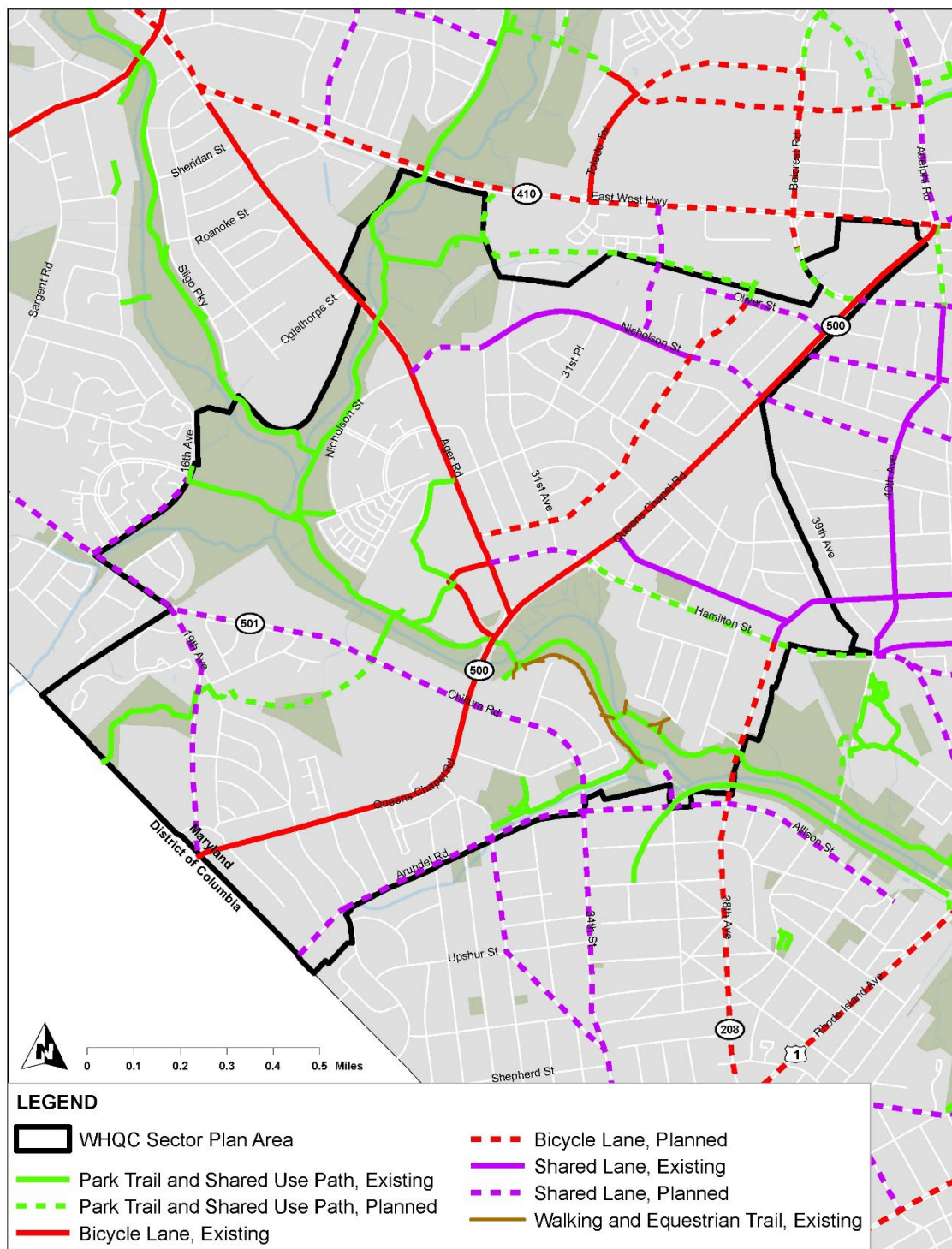


Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



ACTIVE TRANSPORTATION

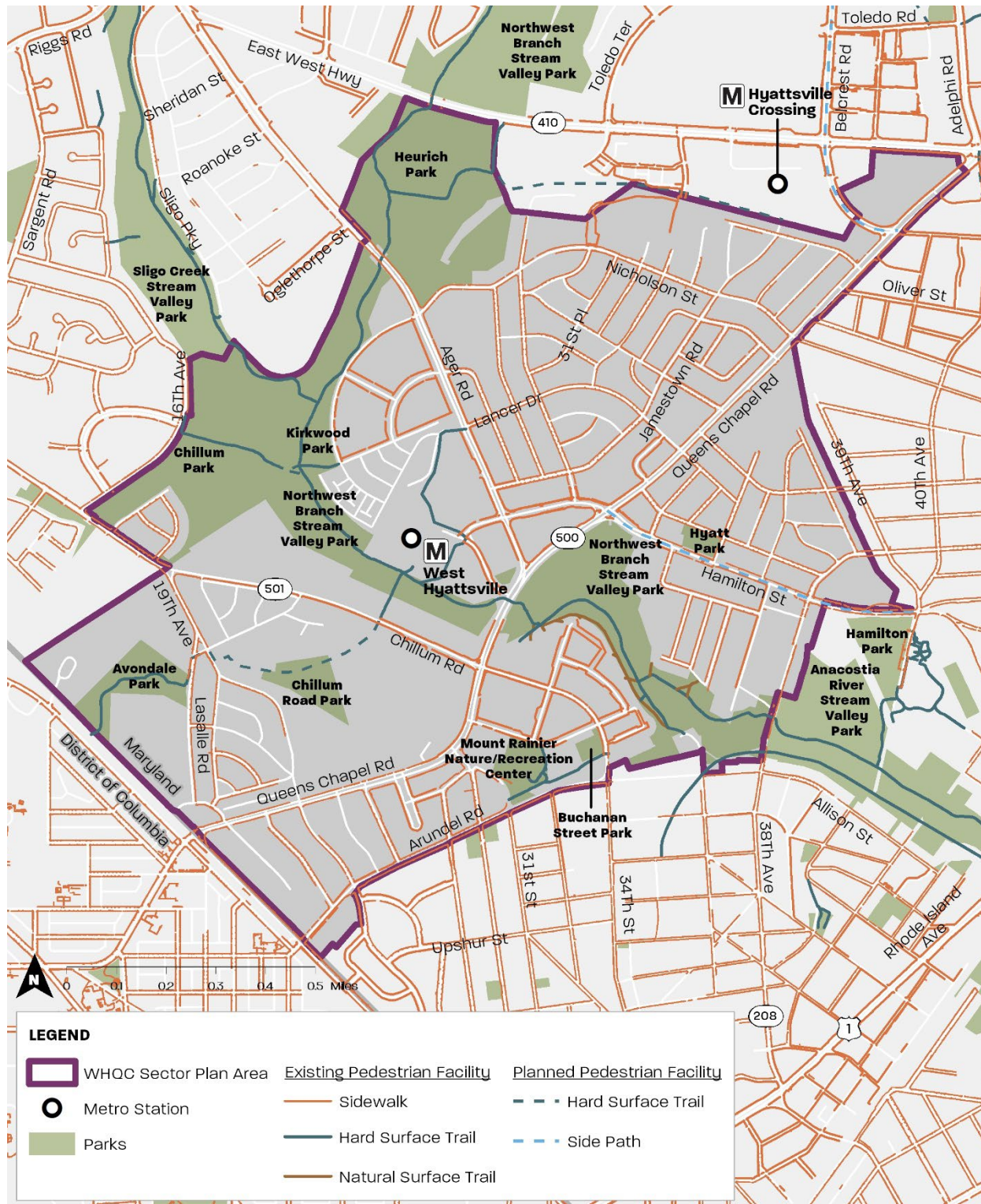
Map 26. Existing and Previously Recommended Bicycle and Shared-Use Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



Map 27. Existing Pedestrian Facilities

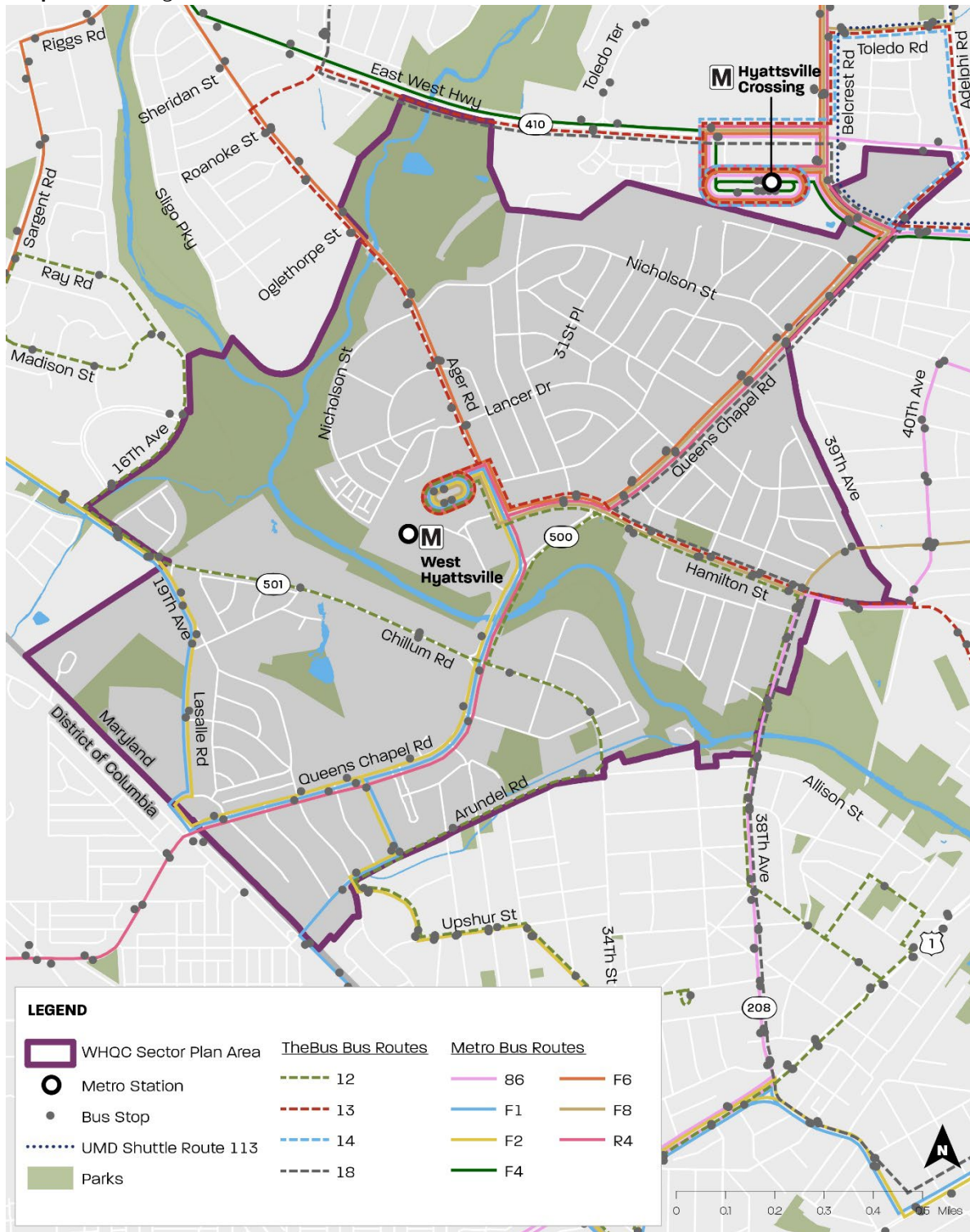


Data as of 2021. Source: DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/>; Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



TRANSIT

Map 28. Existing Bus Transit Facilities



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



Policies and Strategies

COMPLETE AND GREEN STREETS

COMPLETE AND GREEN STREETS

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

On November 14, 2023, the Prince George's County Council approved CR-67-2023, CR-68-2023, and CB-69-2023, collectively referred to as the Walkable Streets Act of 2023, updating the County's adopted Urban Street Design Standards. The provisions of the Walkable Urban Streets Act of 2023 became effective June 1, 2024. The Department of Public Works and Transportation released a comprehensive update to the County's Urban Street Design Standards in May 2024.

This plan recommends the specific urban street type (Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, etc.), based on the approved Urban Street Design Standards.

See page 104 for illustrations of the urban street types used in this sector plan.

Policy TM 1. Prioritize the movement of people rather than vehicles by incorporating active transportation safety features, attractive streetscaping, and, where feasible, stormwater management best practices into all streets throughout the sector plan area to improve multimodal travel. See also Policy TM 2, Policy TM 3, Policy TM 4, Policy TM 5, Policy TM 6, Policy TM 7, Policy TM 8, Policy TM 10, Policy NE 5, Strategy NE 6.7, Strategy NE 7.1, Policy HD 5, Policy HC 1, Policy HC 4, and Policy PF 1.

TM 1.1. Reconstruct all existing streets within the portion of the Prince George's Plaza Regional Transit District and the West Hyattsville Local Transit Center as designated by this sector plan to the appropriate urban street design standards within the current adopted Prince George's County Urban Street Design Standards during redevelopment of properties or through municipal, Department of Public Works and Transportation (DPW&T), or Maryland Department of Transportation State Highway Administration (MDOT SHA) capital improvement projects (CIP). See Table 13. Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street types; and Map 29. Recommended Countywide Master Plan of Transportation Streets; and the descriptions of key urban street types on page 104.



TM 1.2. Pursuant to [Section 23-146](#) of the Road and Sidewalks Code, [Section 24-4201\(c\)\(1\)](#), [Section 24-4201\(d\)](#), and [Section 24-4202\(a\)](#) of the Subdivision Regulations, and [Section 27-6206\(a\)](#) of the Zoning Ordinance, construct all new streets within the portion of the Prince George's Plaza Regional Transit District and the West Hyattsville Local Transit Center as designated by this sector plan, and in Planned Development Zones, to the appropriate urban street design standard (USDS) within the current adopted Prince George's County Urban Street Design Standards or most up-to-date County-approved urban street standards. Where the dimensions of sidewalks within these standards conflict with those within the Zoning Ordinance, the wider sidewalk standard should apply. See Table 13: Recommended Countywide Master Plan of Transportation Streets for specific urban street design standards and Map 29: Recommended Countywide Master Plan of Transportation Streets.

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

TM 1.4. Construct the following rights-of-way as development/redevelopment occurs (see Map 29):

- UM-248 (Queenstown Drive realignment) curving from Chillum Road to its northern terminus at the Northwest Branch trail
- UR-249 from UM-248 to Chauncey Place
- UR-250 (Chauncey Place extension) from the existing Chauncey Place to the new UM-248 (Queenstown Drive)
- UC-252 (30th Street Extended) from MD 501 (Chillum Road) to MD 500 (Queens Chapel Road)
- UM-253 and UC-253 from UC-252 (30th Street Extended) to Queenstown Drive.

PRELIMINARY MASTER PLAN OF TRANSPORTATION IDENTIFICATION KEY

Typology	Street Facility
U	Urban Center
UM	Mixed-Use Boulevard
UC	Neighborhood Connector
UR	Neighborhood Residential
UI	Urban Industrial
US	Shared Street
UA	Alley
RES	Residential Road Facilities
A	Arterial
MC	Major Collector
C	Collector
P	Primary
I	Industrial Highway Facilities
F	Freeway
E	Expressway



TM 1.5. Reconstruct the following existing streets outside the Local Transit Center or Regional Transit District to the appropriate urban street design standards from the 2023 Prince George's County Urban Street Design Standards (or the most up-to-date County-approved urban street standards) during redevelopment of properties or through DPW&T/SHA capital improvement projects. See Table 13: Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street types and Map 29. Recommended Countywide Master Plan of Transportation Streets; and the descriptions of key urban street types on page 104.

- MD 500 (Queens Chapel Road, UM-207) throughout the sector plan area
- MD 501 (Chillum Road, U-227) between the Metro Overpass and MD 500 (Queens Chapel Road)
- Varnum Street (UC-254)
- Arundel Road (UC-254) between Russell Avenue and 34th Street
- Nicholson Street (UR-243) between Ager Road and MD 500 (Queens Chapel Road)
- Lancer Drive (No MPOT ID) between Ager Road and MD 500 (Queens Chapel Road)
- 30th Street (UR-252) from MD 500 (Queens Chapel Road) to Arundel Road

BARRIER-SEPARATED/PROTECTED BICYCLE LANES

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



TM 1.6. The County Urban Street Design Standards include flexibility to address the unique geography, geometry, or needs of any given block. Where rights-of-way challenges exist to implement the Urban Street Design Standards, the applicant or government agency is to coordinate with the operating agency for the subject facility (such as DPW&T, SHA, etc.) to identify which vehicular elements may be removed to ensure high-quality complete streets. The recommended bicycle facility should comply with the following bicycle facility hierarchy:

HIERARCHY OF BICYCLE FACILITIES

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

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



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

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

- Slower speeds
- Shorter crossing distances
- Reduced curb radii
- Wider sidewalks
- Bicycle facilities
- Barrier-separated bicycle lanes
- Pedestrian amenities (e.g., benches)

TM 1.9. Institute a road diet along Hamilton Street (UM-231) from Ager Road to MD 500 (Queens Chapel Road) reducing the number of vehicle lanes from four to two. See Table 13. Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street design standards. See Figure 1, Illustrative Concept for Hamilton Main Street, for an illustrative rendering of this street segment.

TM 1.10. Institute a road diet on MD 501 (Chillum Road, UM-227) from 16th Avenue to MD 500 (Queens Chapel Road).

TM 1.11. Maintain current function of Gaines Alley (UA-235) and Alley #26 (UA-209) as shared streets.

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

- Hamilton Street (UM-231) between Ager Road and 31st Avenue (see Figure 1).
- 31st Avenue (UC-246) between Hamilton Street and Jamestown Road (see Figure 1).
- At the Transit Plaza near the West Hyattsville Metro. See Strategy PF 1.1 and Table 24, New Recommended Parks, Recreation, and Open Space Facilities.
- Varnum Street (UC-254) between Eastern Avenue NE (D.C. border) and Russell Avenue.
- Queenstown Drive (UM-248) realignment between Chillum Road and its termination at the Northwest Branch Trail.

MOUNT RAINIER VISION ZERO ACTION PLAN

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



Figure 1. Illustrative Concept for Hamilton Main Street



ILLUSTRATION BY AECOM

View of Hamilton Street from MD 500 (Queens Chapel Road). For more details, see also Strategies LU 4.4 and EP 2.3; Tables 13 and 24; and Policies HD 5 and PF 1.

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



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

TM 1.14. Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George's Connector Trail.

TM 1.15. 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:

- 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.

TM 1.16. Should the pilot project recommended under TM 1.15 proceed, DPW&T/DDOT and SHA should partner to permanently implement the project's recommendations, which may include adjusting curb radii, in coordination with WMATA, at the above intersections as needed to improve visibility of pedestrians and bicyclists to oncoming motorists. This may also include expanding sidewalks and increasing pedestrian refuge spaces to improve pedestrian and bicyclist safety. See Table 13. Recommended Countywide Master Plan of Transportation Streets and Map 29. Recommended Countywide Master Plan of Transportation Streets.

⁴ Note: In 2024, SHA constructed a slip lane from southbound MD 500 (Queens Chapel Road) to westbound Ager Road. This slip lane should be further evaluated for possible elimination or installation of a signal in advance of the crosswalk to increase safety.



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

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

Based on how Centers function, this plan proposes elimination of vehicular LOS requirements within the West Hyattsville Local Transit Center.

TM 1.17. Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center. This strategy amends Table 21 of Plan 2035, applicable recommendations of the 2009 *Countywide Master Plan of Transportation*, and the Transportation Review Guidelines.



DESIGN TURNING RADII TO SLOW TURNING VEHICLES

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

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



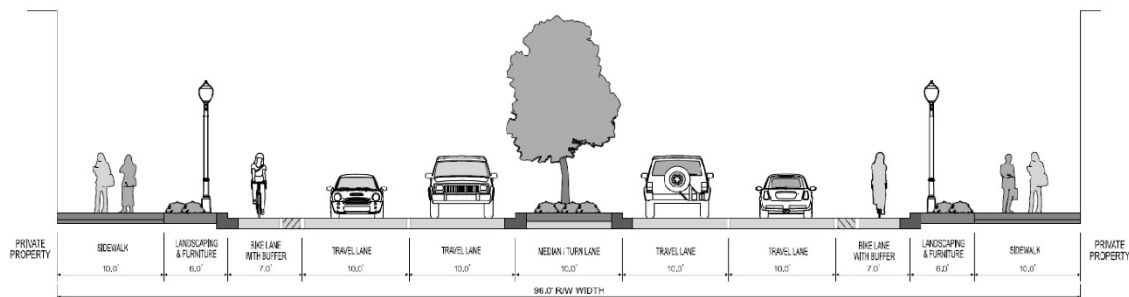
Urban Street Types⁵

MIXED-USE BOULEVARD

Mixed-Use Boulevards are significant roadways that travel through the heart of medium- to high-density mixed-use centers. Buildings along Mixed-Use Boulevards are located close to the street. Mixed-use Boulevards experience heavy transit, pedestrian, and bicycle activity and, as such, require slow vehicular speeds, wide sidewalks, and short crossings to ensure the safety of all users. Separated bicycle lanes are recommended on this type of roadway unless traffic volumes are extremely low (fewer than 6,000 a day).



Example Mixed-Use Boulevard Cross-Section: Four Travel Lanes (C)



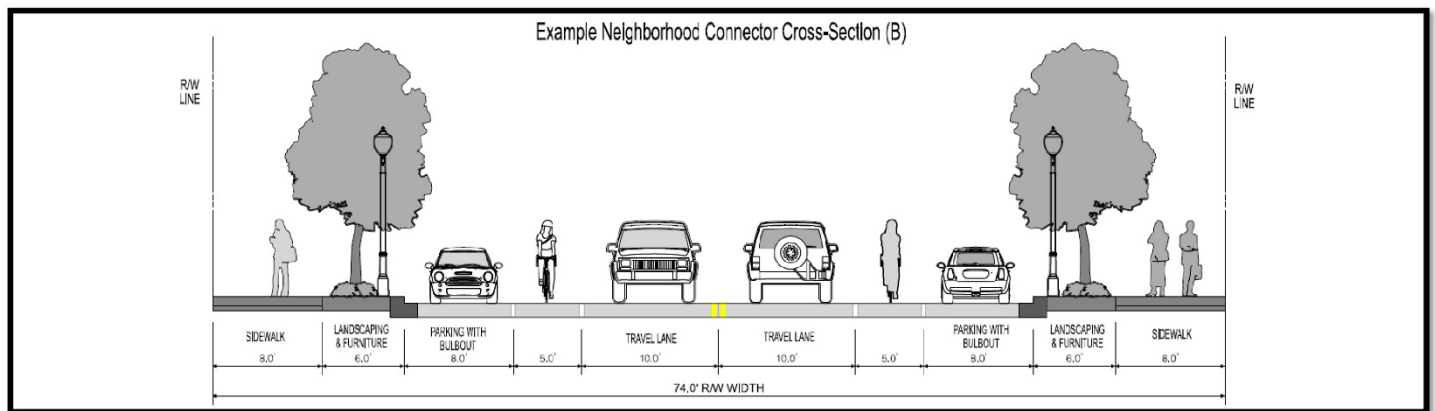
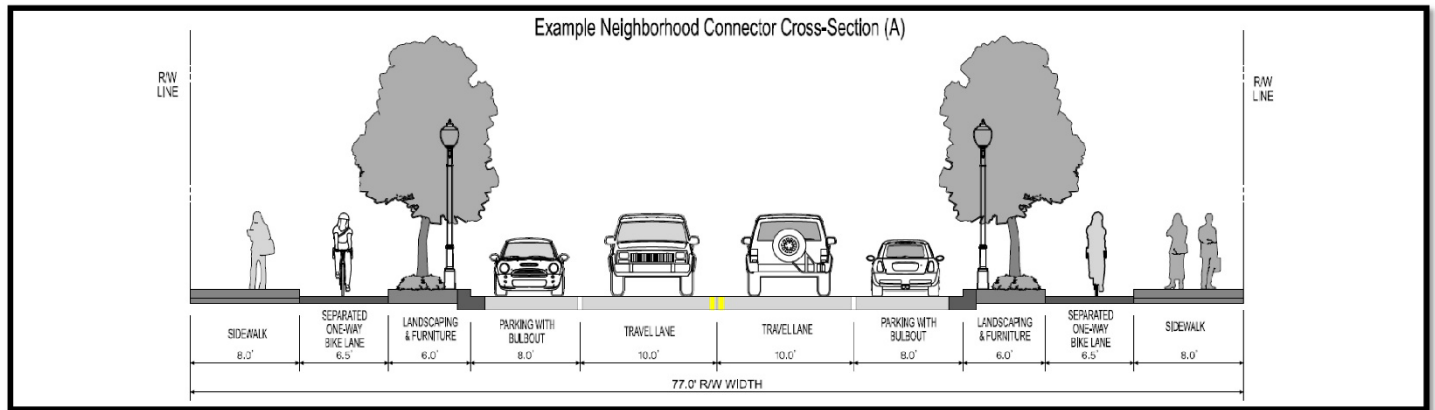
⁵ The Street Types recommended in this Draft Sector Plan reflect those found in the May 2024 Urban Street Design Standards. Should a future update of the Urban Street Design Standards identify new, more appropriate street types and/or design standards, those may be incorporated into the sector plan through the adoption or approval process.



NEIGHBORHOOD CONNECTOR

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





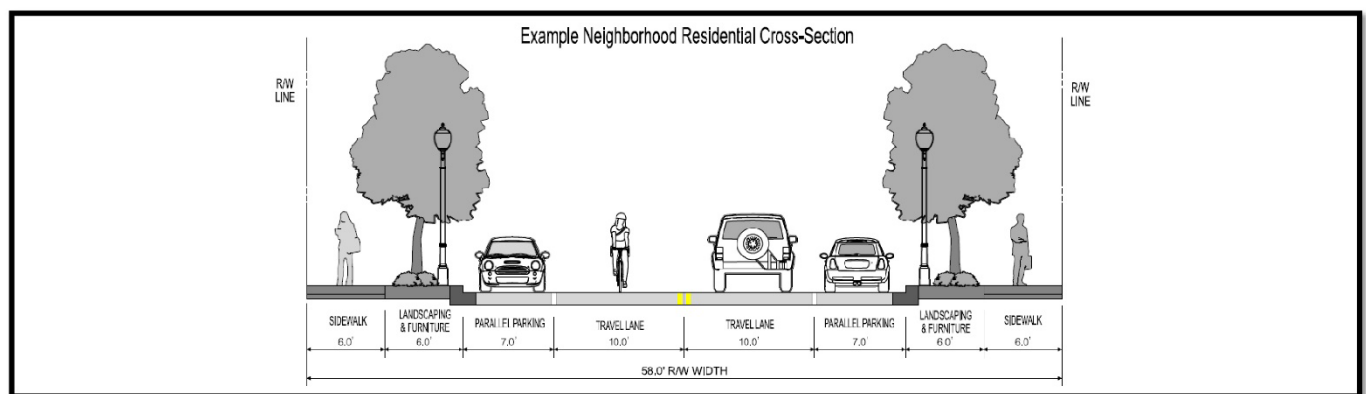


NEIGHBORHOOD RESIDENTIAL

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



Source: Prince George's County Department of Public Works and Transportation, Prince George's County Urban Street Design Standards, May 2024, accessed online at https://www.princegeorgescountymd.gov/DocumentCenter/View/20269/Prince-Georges-County-Urban-Street-Design-Standards_2017?bidId=. Illustratives by AECOM.





SIDEWALK AND BUFFER REQUIREMENTS

The Zoning Ordinance implements the County's Urban Street Design Standards (USDS) in applicable Transit-Oriented/Activity Center and Planned Development Zones. Based on context, the Zoning Ordinance requires wider minimum sidewalks and buffers than the USDS in certain Transit-Oriented/Activity Center and Planned Development Zones. The Walkable Urban Streets Act of 2023 partially reconciled these discrepancies by requiring sidewalk and buffer construction in the Transit-Oriented/Activity Center Zones to meet the requirements of the Zoning Ordinance. On July 16, 2024, the County Council passed CB-15-2024, an Omnibus Bill that updated the text of the County Zoning Ordinance. The Council Bill went into effect in September 2024, and widened the minimum sidewalk widths in the Transit-Oriented/Activity Center Zones, including the following relevant to this sector plan, as follows:

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

It is the intent of this sector plan that, where applicable, the widest minimum requirements for sidewalks and sidewalk buffers should apply. Table 13, Recommended Countywide Master Plan of Transportation Streets, recommends horizontal rights-of-way commensurate with the sidewalk widths required by Section 27-4204(b)(1)(C) of the Zoning Ordinance. If standards are to change in the future, this may necessitate a reduction in the type or presence of on-street bicycle accommodation and/or the provision of on-street parking to ensure a reasonable right-of-way for these streets, several of which bisect private property and will be constructed by property owners during redevelopment.

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



TM 1.18. Construct the multimodal facilities identified on Map 29 and in Table 13. The recommended facilities align with the May 2024 Urban Street Design Standards and included in the February 2025 Go Prince George's Preliminary Master Plan of Transportation.

Table 13. Recommended Countywide Master Plan of Transportation Streets

MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UR-244	The Mall	Nicholson Street	Kirkwood Place	Neighborhood Residential	LTO-C	60'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	See Strategy PF 1.1. No median To be reconstructed as redevelopment occurs.
UR-245	Kirkwood Place	Ager Road	Lancer Drive	Neighborhood Residential	LTO-C	82'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	No median To be reconstructed as redevelopment occurs. Connect both sections of Kirkwood Place as redevelopment occurs per Strategy TM 2.3.
UR-245	Kirkwood Place	Lancer Drive	Little Branch Run	Neighborhood Residential	LTO-E	53'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Shared bicycle lane markings (Sharrow) • Amenities as constructed per approved Detailed Site Plan 	2	Connect both sections of Kirkwood Place as redevelopment occurs per Strategy TM 2.3.
UM-207	MD 500 (Queens Chapel Road)	Eastern Avenue NE	Avondale Overlook Drive (SB), 24th Avenue (NB)	Mixed-Use Boulevard (TBD)	All	80'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • Minimum 8' sidewalks • 5' bicycle lane 	4	To be reconstructed by SHA as a long-term project. Remove on-street parking to accommodate bicycle lanes.

⁶ Rights-of-way in this table may be amended during the adoption or approval process to reflect any updates to the County's Urban Street Design Standards, Zoning Ordinance, or Subdivision Regulations.



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UM-207	MD 500 (Queens Chapel Road)	Avondale Overlook Drive (SB), 24th Avenue (NB)	MD 410 (East West Highway)	Mixed-Use Boulevard B	All	100'-124'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Inside lanes 10' • Outside lanes 11' • Median as necessary to support left turn lanes in existence on date of plan approval • Barrier-separated on-street bicycle lane 	4	<p>When a new bridge is constructed over the Northwest Branch, it should maintain the Mixed-Use Boulevard B configuration and include increased horizontal stream clearance for the Northwest Branch to accommodate additional flow. See Strategy NE 1.3.</p> <p>See Figure 4 for an illustrative concept of a segment this retrofit road.</p> <p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p> <p>Eliminate channelized right-turn lanes at Ager Road, convert to public open space.</p>
UM-207	MD 500 (Queens Chapel Road)	Avondale Overlook Drive (SB), 24th Avenue (NB)	MD 410 (East West Highway)	Mixed-Use Boulevard B	RTO-H-E LTO-C	124'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffer on east side. • Minimum 10' sidewalks on east side • On-street parking with new development and where existing ROW permits 	4	See above.
UM-207	MD 500 (Queens Chapel Road)	Avondale Overlook Drive (SB), 24th Avenue (NB)	MD 410 (East West Highway)	Mixed-Use Boulevard B	Other	119'	<ul style="list-style-type: none"> • Minimum 6' landscaping & furniture buffer • Minimum 8' sidewalks 	4	See above.
UA-209	Alley #26	37th Place	MD 208 (38th Avenue)	Alley		20'		1	No reconstruction needed.
UC-246	31st Avenue	Hamilton Street	Jamestown Road	Neighborhood Connector A	LTO-C	77'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffer • On-street parking • Minimum 8' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	<p>No median</p> <p>Reconstruction as redevelopment occurs.</p> <p>Additional horizontal ROW may be required to accommodate on-street parking.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UC-247	Jamestown Road	Hamilton Street	MD 500 (Queens Chapel Road)	Neighborhood Connector B	LTO-C	82'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 8' landscaping & furniture buffers • On-street parking • Minimum 10' sidewalks • 10' cycle track on south side of street. 	2	<p>No median</p> <p>Cycle track, sidewalks, and landscaping and furniture buffers should be designed cohesively to form Segment E (T-218) of the West Hyattsville Greenway.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 43.</p> <p>Reconstruction as redevelopment occurs.</p>
UM-227	MD 501 (Chillum Road)	16th Avenue	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	All	103'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • 10' landscaping and furniture buffer on both sides • Minimum 10' sidewalk on south side • 10' shared-use path on north side • 5' barrier-separated, on-street bicycle lanes • Maximum 25 mph speed limit 	4	<p>No on-street parking on north side.</p> <p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p> <p>Construct a shared-use sidepath (T-217) on the north side of the street. Left-turn lane from eastbound MD 501 to northbound MD 500.</p> <p>Preserve the existing service lane with on-street parking on the south side of MD 501.</p>
UC-227	Chillum Road	MD 500 (Queens Chapel Road)	Arundel Road	Neighborhood Connector B	All	74'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 10' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	<p>No median</p> <p>Reconstruction as redevelopment occurs.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UM-248	Queenstown Drive	Buchanan Street	Northern terminus at trail access	Mixed-Use Boulevard B	All	98'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 30' linear park median with 10' two-way shared-use path • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 10' Sidewalks 	2	<p>Realign existing Queenstown Drive to meet the existing Northwest Branch Trail bridge. This street segment includes the new Queenstown Drive realignment (See Strategy TM 1.3), the greenway/linear park (West Hyattsville Greenway, Segment D) recommended in Strategies PF 1.1 and PF 1.2, and the cycle track identified as T-216.</p> <p>See Figure 5 for an illustrative concept of this street retrofit and new street realignment.</p> <p>Reconstruction to occur only if redevelopment occurs.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 43.</p>
UR-249	UR-249	UM-248	Chauncey Place	Neighborhood Residential	All	68'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • 10' sidewalks recommended • 5' barrier-separated on-street bicycle lanes 	2	<p>No median.</p> <p>New construction as redevelopment occurs.</p>
UR-250	Chauncey Place	UM-248	Buchanan Street	Neighborhood Residential	All	68'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • 10' sidewalks recommended • 5' barrier-separated on-street bicycle lanes 	2	<p>No median.</p> <p>UC-213 includes the Chauncey Place extension (see Strategy TM 1.4).</p> <p>New construction as redevelopment occurs.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UR-251	Buchanan Street	Chauncey Place	Queens-town Drive	Neighborhood Residential	All	68'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • 10' sidewalks recommended • 5' barrier-separated on-street bicycle lanes 	2	No median. Reconstruction as redevelopment occurs.
UC-251	Buchanan Street	Queenstown Drive	MD 500 (Queens Chapel Road)	Neighborhood Connector A	All	77'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 8' sidewalks • 10' on-street cycle track with 2' buffer on north side of ROW 	2	No median. Reconstruction as redevelopment occurs.
UC-252	30th Street Extended	MD 501 (Chillum Road)	MD 500 (Queens Chapel Road)	Neighborhood Connector B	All	82'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • On-street parking • 5' barrier-separated on-street bicycle lanes south of UM-253. North of UM-253, this street will include the West Hyattsville Greenway (T-217), Segment B, on its east side. 	2	West of MD 500, this street will connect with and follow the existing right-of-way along the western boundary of the property at 3100 Queens Chapel Road (the Shops at Queens Chillum). New construction as redevelopment occurs. For pedestrian safety, signalize the intersections of UC-252 and MD 500, and UC-252 and MD 501. See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 42.
UC-252	30th Street Extended	MD 501 (Chillum Road)	MD 500 (Queens Chapel Road)	Neighborhood Connector B	LTO-C	82'	<ul style="list-style-type: none"> • Minimum 8' landscaping & furniture buffers • Minimum 10' sidewalks 	2	See above.
UR-252	30th Street	MD 500 (Queens Chapel Road)	Arundel Road	Neighborhood Residential	All	58'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • Landscaping & furniture buffers determined by zoning or available right-of-way • Retain on-street parking • 8' sidewalks recommended • Shared-lane markings 	2	No median. Segment to be reconstructed by City of Mount Rainier over long-term.



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UM-253	UM-253	30th Street Extended (UC-252)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	LTO-C	98'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 30' linear park median with 10' two-way shared-use path • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 10' Sidewalks 	2	<p>This street will include the West Hyattsville Greenway (T-217), Segment C as its median.</p> <p>New construction as redevelopment occurs.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 42.</p>
UC-253	UC-253	MD 500 (Queens Chapel Road)	Queens-town Drive	Neighborhood Connector B	All	78' (94')	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 30' linear park median with 10' two-way shared use path • Minimum 6' landscaping & furniture buffers • On-street parking optional • Minimum 8' Sidewalks 	2	<p>94' necessary if on-street parking provided.</p> <p>This street will include the West Hyattsville Greenway (T-217), Segment C as its median.</p> <p>New construction as redevelopment occurs.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 42.</p>
UM-217	Ager Road	Plan boundary (near Oglethorpe St)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard A	All	114'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • Maximum 25 mph speed limit • Median as necessary to support left turn lanes. • Limited on-street parking, with bulbouts • Barrier-separated bicycle lane 	4	<p>Designated Historic.</p> <p>Landscaping buffer and sidewalks to be installed as redevelopment occurs.</p> <p>Other segments to be reconstructed by DPW&T over long-term.</p>
UC-254	Varnum Street / Arundel Road	Eastern Avenue NE	Russell Avenue	Neighborhood Connector B	All	93'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 8' sidewalk on north side of street • Retain 25' sidewalk on south side of street and extend to Russell Avenue • 5' barrier-separated on-street bicycle lanes 	2	<p>All necessary right-of-way acquisition will occur on north side of street.</p> <p>Reconstruction may occur either through redevelopment or by the City of Mount Rainier.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UC-254	Arundel Road	Russell Avenue	34th Street	Neighborhood Connector B		76'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • No median • Minimum 6' landscaping & furniture buffers • On-street parking • Minimum 8' sidewalks • 5' barrier-separated on-street bicycle lanes between Russell Avenue and 31st Street • Shared bicycle lane markings (sharrows) between 31st Street and 34th Street 	2	
UA-235	Gaines Alley	37th Place	MD 208 (38th Avenue)	Alley		20'		1	No reconstruction needed.
UM-223	Belcrest Road	Belcrest Center Dr (edge of sector plan boundary)	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	RTO-H-E	98'	<ul style="list-style-type: none"> • Inside lanes 10' • Outside lanes 11' • Maximum 25 mph speed limit • Minimum 6' median • Minimum 8' landscaping & furniture buffer • On-street parking • Minimum 10' sidewalks • Barrier-separated bicycle lane 	4	<p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by DPW&T over mid-term.</p> <p>May be constructed as capital project or through redevelopment, whichever occurs first.</p>
UM-231	Hamilton Street	Jamestown Road	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	All	102'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 16' median • On-street parking • 5' barrier-separated on-street bicycle lane • Minimum 8' landscaping & furniture buffer • Minimum 10' sidewalk on south side • Retain 14' sidewalk on north side of street between Ager Road and MD 500. 	2	<p>Road diet from 4 to 2 lanes from Ager Road to MD 500.</p> <p>Designated Historic.</p> <p>See Figure 1 for an illustrative concept of this retrofit street.</p> <p>Reconstruction may occur either through redevelopment or by DPW&T in the mid-term.</p> <p>Portion between Ager Road and Jamestown Road unbuilt as of November 15, 2024.</p>



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UM-231	MD 208 (Hamilton Street)	MD 500 (Queens Chapel Road)	35th Place	Mixed-Use Boulevard B	All	96'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • Minimum 6' landscaping & furniture buffer • On-street parking • Minimum 8' sidewalks • 5' barrier-separated on-street bicycle lane 	4	<p>Retrofit in LTO/RTO Zones will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p>
UC-231	MD 208 (Hamilton Street)	35th Place	MD 208 (38th Avenue)	Neighborhood Connector B	All	76'	<ul style="list-style-type: none"> • Maximum 25 mph speed limit • 11' travel lanes for buses • No median • Landscaping & furniture buffers • On-street parking • Minimum 8' sidewalks • 5' barrier-separated on-street bicycle lanes 	2	<p>Retrofit will occur with redevelopment.</p> <p>Remainder to be reconstructed by SHA over long-term.</p>
UR-243	Nicholson Street	MD 500 (Queens Chapel Road)	Ager Road	Neighborhood Residential	All	58'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • On-street parking on one side of street • Minimum 10' sidewalks on north side of street (for school commuters) • Minimum 8' sidewalk on south side of street • 5' barrier-separated on-street bicycle lanes 	2	<p>Reconstruction may occur as redevelopment occurs and/or by the City of Hyattsville within existing rights-of-way.</p>
UR-243	Nicholson Street	Ager Road	Approx. 230 feet north of Hyattsville Drive	Neighborhood Residential	LTO-C	72'	<ul style="list-style-type: none"> • Maximum 20 mph speed limit • No median • On-street parking • Shared bicycle lane markings (sharrow) • Minimum 8' landscaping & furniture buffer • Minimum 10' sidewalks 	2	<p>Retrofit will occur with redevelopment.</p>
UR-243	Nicholson Street	Approx. 230 feet north of Hyattsville Drive	Little Branch Run	Neighborhood Residential	LTO-E	48'	<ul style="list-style-type: none"> • On-street parking • Shared bicycle lane markings (sharrow) • Sidewalks and buffers as existing on date of approval of the sector plan. 	2	<p>No new construction</p>



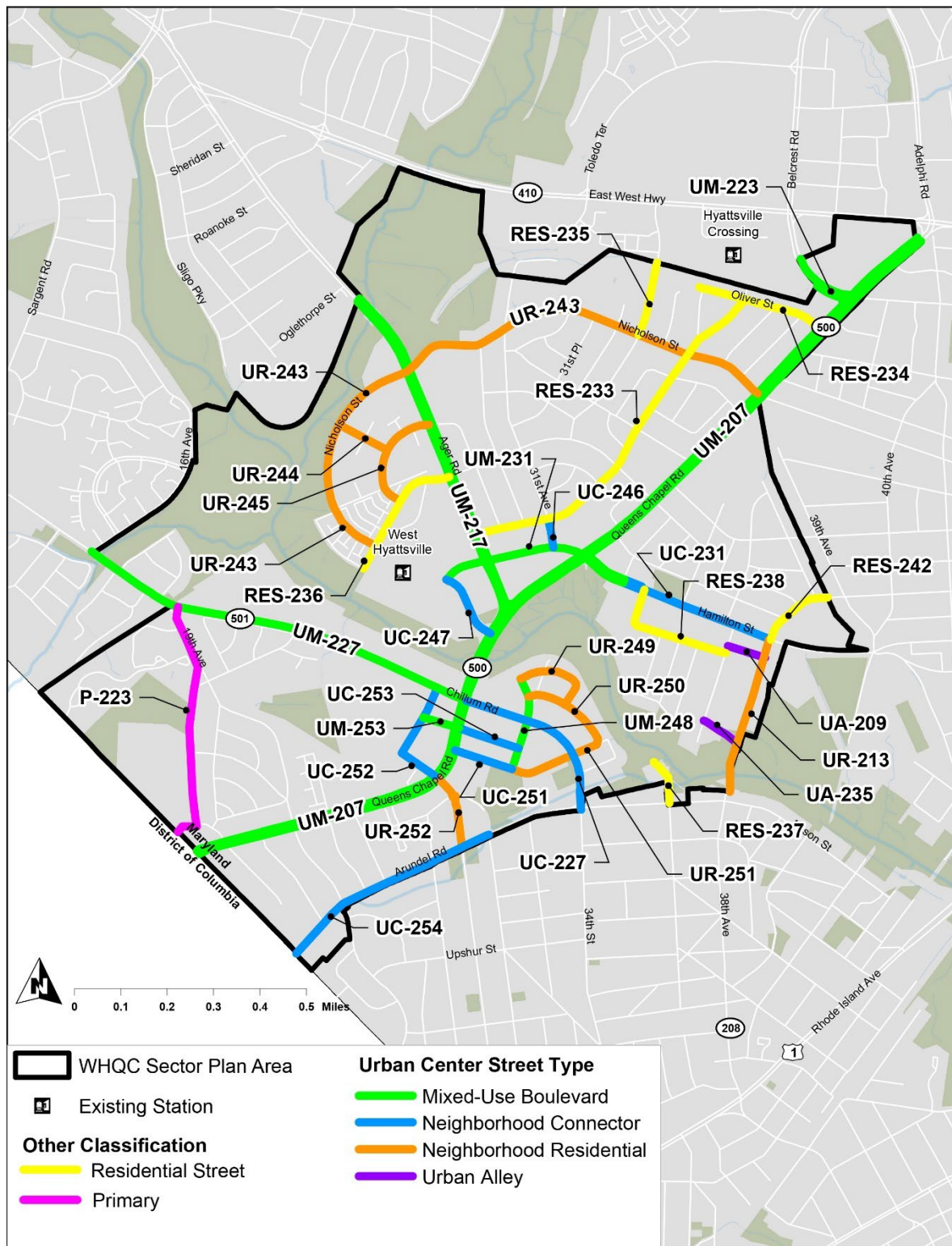
MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
UR-213	38th Avenue/ 38th Street (MD 208)	Sector Plan Boundary	Hamilton Street	Neighborhood Residential	All	TBD	<ul style="list-style-type: none"> • 5' bicycle lanes • Minimum 8' sidewalks 	2	Replace and enhance undersized, deficient, or damaged bridges, prioritizing the 38th Avenue Bridge (National Bridge Structure Number 1000001600344010). When bridges are replaced, they should include wider ROW to accommodate bicycle and pedestrian facilities; and increased stream clearance (horizontal, and if needed, vertical) for the Northwest Branch to accommodate additional, and reduce obstruction of, flow.
RES-233	Jamestown Road	Ager Road	Calvin McClanahan Memorial Garden/ Park/ Oliver Street	Residential Road Facilities	All	50'	<ul style="list-style-type: none"> • Shared-lane markings 	2	All improvements for areas outside LTO zones should be within the existing ROW. Where ROW permits, expand sidewalks to 6-8 feet. In LTO Zones, sidewalks and street tree and furnishing zone should be constructed to the requirements of the Zoning Ordinance. Add markings to existing ROW.
RES-234	Oliver Street	MD 500 (Queens Chapel Road)	35th Avenue	Residential Road Facilities	All	50'	<ul style="list-style-type: none"> • Shared-lane markings 	2	Add markings to existing ROW.
RES-235	33rd Avenue	Nicholson Street	Sector Plan Boundary at Editors Park Drive	Residential Road Facilities	All	50'	<ul style="list-style-type: none"> • Shared-lane markings 	2	Add markings to existing ROW. Improve bicycle and pedestrian access from the north end of 33rd Street to Nicholas Orem Middle School.
RES-237	37th Street	Brentwood Levee Trail (at 37th Street and Allison Street)	NW Branch Trail	Residential Road Facilities	All	50'	<ul style="list-style-type: none"> • Shared-lane markings 	2	Add markings to existing ROW.



MPOT ID	Facility Name	From	To	Right-Of-Way Type	Zone	Min ROW ⁶	Elements	Motor Vehicle Lanes	Notes
RES-236	Little Branch Run	Ager Road	River Terrace Road	Residential Road Facilities	All	50'	• Shared-lane markings	2	Add markings to existing ROW. Sign the street for sharrows to connect the Northwest Branch Trail with bicycle facilities along Lancer Drive.
RES-238	Gallatin Street and 35th Place	37th Place	MD 208 (Hamilton Street)	Residential Road Facilities	All	50'	• Shared-lane markings	2	Portion along 35th Place and Gallatin east of 36th Avenue can be phased out with construction of T-214.
RES-242	MD 208 (38th Avenue)/ Jefferson Street	Hamilton Street	Sector Plan Boundary	Residential Road Facilities	All	50	• 5' bicycle lanes • 8' sidewalks	2	
P-223	LaSalle Road	19th Avenue	Easten Avenue NE	Primary	All	56'	• Shared-use path	2	Includes the Anacostia Gateway Trail on the west side between 19th Avenue and Avondale Gateway Park, in lieu of a sidewalk. Include Tier 1 bus stops outside of the shared-use path. Add markings to existing ROW.
P-223	19th Avenue	LaSalle Road	MD 501 (Chillum Road)	Primary	All	56'	• Shared-use path	2	Includes the Anacostia Gateway Trail on the west side, in lieu of a sidewalk. Include Tier 1 bus stops outside of the shared-use path. Add markings to existing ROW.



Map 29. Recommended Countywide Master Plan of Transportation Streets



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



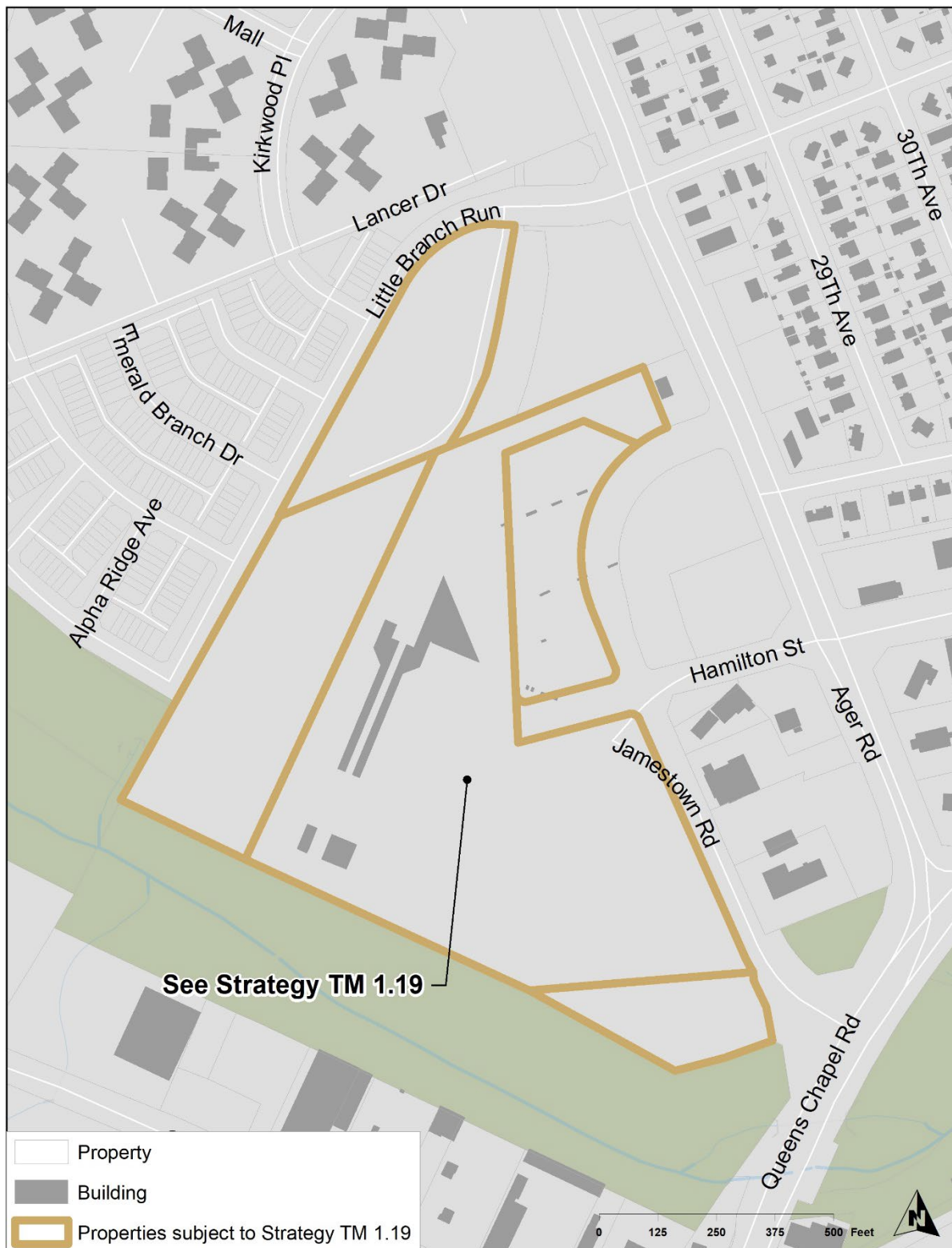
TM 1.19. No right-of-way or street should be constructed adjacent to the Metro tracks or the Northwest Branch Stream Valley Park in the Core on the following properties listed in Table 14 and shown on Map 30, except for a WMATA bus loop/bay facility:

Table 14. Properties subject to Strategy TM 1.19

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



Map 30. Properties subject to Strategy TM 1.19



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



- TM 1.20.** Test and evaluate the feasibility of expanding the sidewalk and reducing curb radius at the northern corner of the intersection of Hamilton Street with MD 500 (Queens Chapel Road) to reduce vehicle turning speeds and improve safety for pedestrians crossing Hamilton Street at the crosswalk. Testing should be done in partnership with the City of Hyattsville and SHA using interim materials, like paint and modular speed bumps, before permanent implementation.
- TM 1.21.** To ensure consistency across planning efforts, carry forward all recommendations within this sector plan in the concurrent update to the Countywide Master Plan of Transportation, Go Prince George's.
- TM 1.22.** Evaluate the potential of creating a grid of complete and green streets to serve new development south of MD 410 (East West Highway), west of MD 500 (Queens Chapel Road), and north and east of Belcrest Road. If possible, a new street in this location should connect to America Boulevard.

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

- TM 2.1.** Ensure all existing and new streets outside the West Hyattsville Local Transit Center and the Prince George's Plaza Regional Transit District meet the required LOS for Transportation Service Area 1.⁷
- TM 2.2.** Provide traffic calming measures as needed, in and adjacent to residential neighborhoods to slow traffic and discourage cut-through traffic. See Strategy TM 8.1.
- TM 2.3.** When redevelopment of Kirkwood Apartments occurs, connect Nicholson Street and Kirkwood Place to their eastern termini at Little Branch Run. See Strategy HN 1.3.
- TM 2.4.** Replace and enhance undersized, deficient, or damaged bridges in the sector plan area, prioritizing the 38th Avenue Bridge (National Bridge Inventory Structure Number 100000160034010). When bridges are replaced, they should include wider rights-of-way to accommodate bicycle and pedestrian facilities according to recommendations in Policies TM 1 and TM 4; and increased stream clearance (horizontal, and if needed, vertical) for the Northwest Branch to accommodate additional and reduce obstruction of flow. See Strategy NE 1.3.
- TM 2.5.** Provide access to new development or redevelopment along Ager Road by alley and/or side street, reducing the need to continue existing, or construct new, access points where vehicles may interface with pedestrians, bicycles, and other moving vehicles.

⁷ Should the County's LOS requirements change prior to approval of this sector plan, this strategy may be revised through the adoption and/or approval process.



Policy TM 3. Minimize and mitigate the environmental impacts of transportation infrastructure, facility design, and construction. See also Policies TM 1, NE 1, NE 5, NE 6, NE 7, and Strategies NE 1.3 and NE 6.6.

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

- MD 501 (Chillum Road, 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)

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

TM 3.3. Incorporate wide bioretention medians/bio-swale landscaping strips on both sides of MD 501 (Chillum Road, UM-227) from MD 500 (Queen Chapel Road, UM-207) to the T-210 connection crossing as part of the retrofit to the Urban Street Design Standards (see Table 13).

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

TM 3.5. In the long term, reconstruct the MD 500 (Queens Chapel Road, UM-207) bridge over the Northwest Branch so that the bridge traverses the river and an expanded floodplain on piers. The existing bridge abutments are too close to the river and create a significant chokepoint for floodwater, with unnecessary upstream impacts. This would require acquisition of properties between the Northwest Branch and MD 501 (Chillum Road) and potential impacts to parkland. See also Strategy NE 1.3.

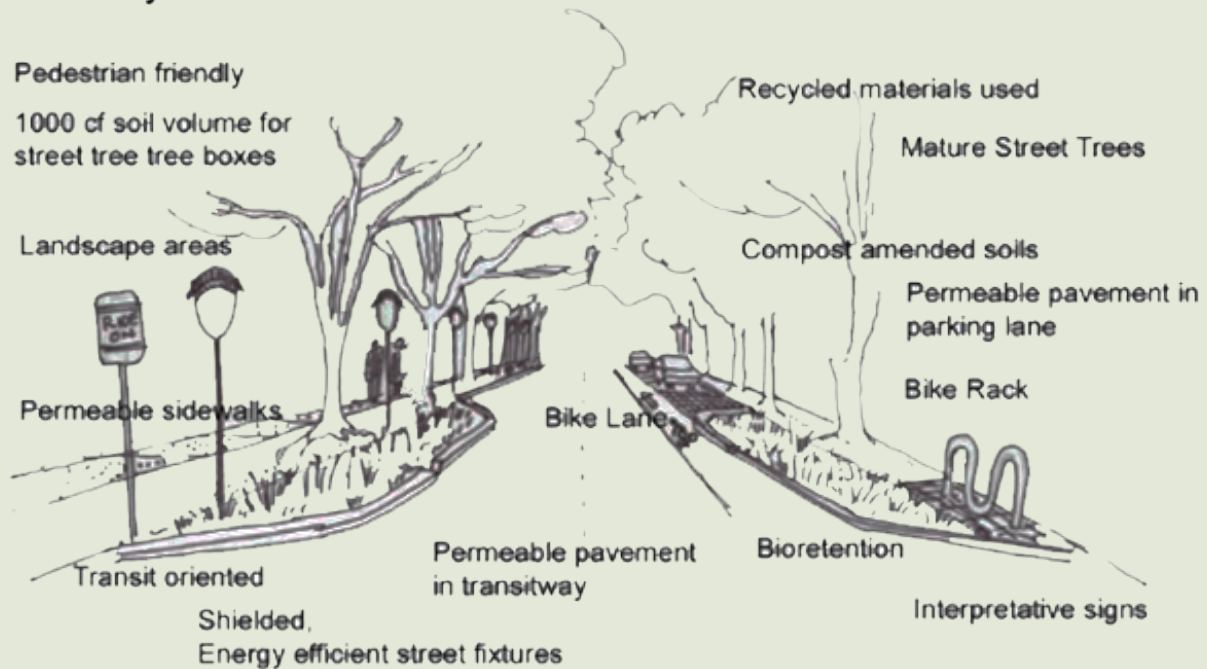


GREEN STREET

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

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

Anatomy of a Green Street



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



ACTIVE TRANSPORTATION

Policy TM 4. Increase connectivity and reliance on non-vehicular modes of travel by comprehensively connecting trail and shared-use path networks with on-street pedestrian and bicycle facilities. See also Policies TM 1, TM 2, TM 3, TM 5, TM 6, TM 7, TM 8, TM 10, NE 5, NE 6, NE 7, HD 5, HC 1, HC 4, and PF 1.

TM 4.1. Construct the pedestrian and bicycle facilities recommendations in Table 13: Recommended Countywide Master Plan of Transportation Streets and Table 15: Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, which include facilities along roadways as well as shared-use paths independent from the roadway. See Map 29. Recommended Countywide Master Plan of Transportation Streets and Map 31. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities.

Table 15. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities

Route ID	Facility Name	From	To	Min. ROW	Notes
Trails and shared use paths					
T-207		Heurich Park Road near Heurich Dog Park	NW Branch Trail at Ager Road	10'	To be constructed by M-NCPPC.
T-208		Reserved			
T-209		NW Branch Trail	Chillum Road	10'	This trail and shared-use path are located on the south side of the existing Queenstown Apartments and on the north side of the levee canal, and includes the current levee access road on top of the levee, which is not currently identified as a trail but is used as such.
T-210	Anacostia Gateway/Prince George's Connector Trail	Chillum Park	Metropolitan Branch Trail in Washington, D.C.	10'	Crosses MD 501 at 16th Avenue. To be constructed by M-NCPPC. Includes spur along 18th Avenue to playground.
T-211		Little Branch Run	West Hyattsville Metro Connector	10'	This path should run along the existing Riverfront at West Hyattsville Metro storm drain easement. Responsible party for construction to be determined.
T-212		River Terrace Road	NW Branch Trail	10'	Responsible party for construction to be determined.
T-213		Northwest Branch Trail bridge (near 36th Ave)	Farragut Street (western terminus)	8'	Responsible party for construction to be determined.



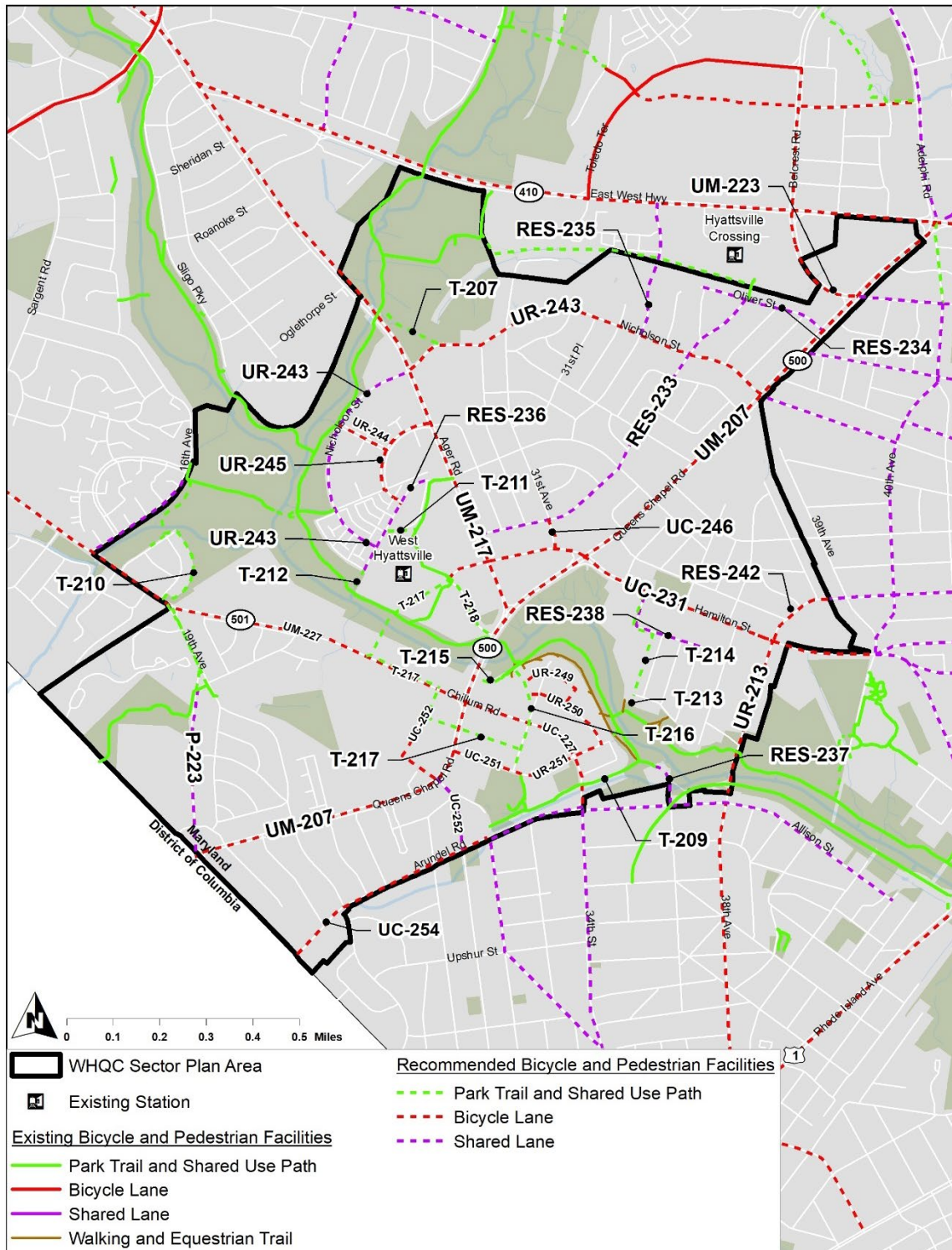
Route ID	Facility Name	From	To	Min. ROW	Notes
T-214		Farragut Street (western terminus)	MD 208 (Hamilton Street)	8'	<p>This shared-use path will follow the eastern property line of the property located at 3601 Gallatin St (Tax Account 1808922). Until trail T-214 is built, sign the following street segments for on-street shared bicycle lanes (sharrows): Farragut Street from its western terminus to 36th Avenue; 36th Avenue from Farragut Street to Gallatin Street; Gallatin Street from 36th Avenue to 35th Place; and 35th Place from Gallatin Street to MD 208 (Hamilton Street).</p> <p>Responsible party for construction to be determined.</p>
T-215		Northwest Branch Trail	MD 500 (Queens Chapel Road)	10'	<p>This path will follow the river and will connect the Northwest Branch Trail along the south side of the river with on-street bicycle facilities along MD 500 (Queens Chapel Road).</p> <p>Responsible party for construction to be determined.</p>
T-216	<p>Queenstown Drive and new Queenstown Drive realignment (see UM-248)</p> <p>West Hyattsville Greenway Segment D</p>	Buchanan Street	Northern terminus at trail access	10'	<p>10' two-way shared-use path located in the median. See greenway/linear park recommendation in Policy TM 4 and Strategy PF 1.1, Segment D of the West Hyattsville Greenway. See also Figure 5 for an illustrative concept.</p> <p>To be constructed as redevelopment occurs.</p>



Route ID	Facility Name	From	To	Min. ROW	Notes
T-217	West Hyattsville Greenway, Segments A, B, and C (See also UC-253/UM-253)	Intersection of Hamilton Street and Jamestown Road	Queenstown Drive	10'	<p>Segment A: 10' two-way shared-use path beginning at the intersection of Hamilton Street and Jamestown Road, crossing the Northwest Branch Trail and the Northwest Branch on a new bridge and ending at an intersection with MD 501 (Chillum Road). See Figure 6 for an illustration of the northern entrance to this facility.</p> <p>Alternatively, or as an interim step until redevelopment occurs at the West Hyattsville Metro Station, the existing path between the Northwest Branch Trail and Hamilton Street may be used.</p> <p>Segment B: 10' two-way shared-use path along the north side of MD 501 (Chillum Road) to a signalized intersection with 30th Street Extended (UC-252/UR-252). Path turns south and runs on the east side of 30th Street Extended to its intersection with UC-253/UM-253.</p> <p>Segment C: 10' two-way shared-use path in a 30' linear park running in the median of UM-253/UC-253 between 30th Street Extended and Queenstown Drive. See Figure 4 for an illustration of this alignment.</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 43.</p> <p>To be constructed as redevelopment occurs.</p>
T-218	West Hyattsville Greenway, Segment E	Intersection of Jamestown Road and MD 500 (Queens Chapel Road)	Intersection of Jamestown Road and Hamilton Street	10'	<p>10' cycle track on the south side of Jamestown Road (UC-247).</p> <p>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 43.</p> <p>To be constructed as redevelopment occurs.</p>



Map 31. Recommended Countywide Master Plan of Transportation Bicycle, Pedestrian, and Shared-Use Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



- TM 4.2.** The bicycle and pedestrian elements of street retrofit recommendations within this plan (including, but not limited to, Strategies TM 1.1, TM 1.2, TM 1.3, TM 1.4, TM 1.5, TM 1.16, TM 4.1, TM 4.10, and TM 4.11, Table 13, Table 15, Table 16, Table 17, Map 29, Map 31, and Map 32) apply the 2024 Urban Street Design Standards and supersede and amend the Master Plan Pedestrian and Bicycle Facility recommendations in the 2009 *Approved Countywide Master Plan of Transportation*.
- TM 4.3.** Construct the widened promenade-type bridge crossing for bicycles and pedestrians that also serves as the gateway to the Metro Station area recommended by Strategy PF 1.2, the West Hyattsville Greenway (Segment A). See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 24, and Map 43.
- TM 4.4.** Implement the bicycle and pedestrian facilities along the MD 500 (Queens Chapel Road) bridge recommended in Table 13. In the long term, construct the recommended bicycle and pedestrian bridge across the Northwest Branch to improve connectivity and make the area a focal point for gathering, recreation, and commuting per Strategy PF 1.2, the West Hyattsville Greenway (Segment D).
- TM 4.5.** Upon redevelopment, construct a trail connection (T-215) from the Northwest Branch Trail, on the south side of the river at Queenstown Apartments, along the river to connect with bicycle facilities on MD 500 (Queens Chapel Road) to allow for separation of local and express traffic on the trail. See also Strategies PF 1.1 and PF 1.2.
- TM 4.6.** Work with the District of Columbia Department of Transportation to complete the Anacostia Gateway/Prince George's Connector Trail, between Chillum Park and the Metropolitan Branch Trail in the District of Columbia. In the sector plan area, this connection is labeled T-210. See also Strategy PF 1.1.
- TM 4.7.** As redevelopment occurs, evaluate opportunities for increasing the number of direct trail connections to the Northwest Branch Trail.
- TM 4.8.** Implement the wayfinding and signage strategies identified in the 2023 *Anacostia Trails Heritage Area Wayfinding and Signage Study*; Policies HD 1, HD 2, HD 4, HD 6, HD 7, and PF 2; and Strategies TM 6.1, NE 4.2, HC 3.2, PF 1.1, and PF 1.2.



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

Table 16. Streets subject to Strategy TM 4.9

Street Name	From	To
MD 208 (Hamilton Street)	MD 500 (Queens Chapel Road)	MD 208 (38th Avenue)
MD 500 (Queens Chapel Road) ⁸	Northwest Branch bridge crossing	Hamilton Street
Jamestown Road	MD 500 (Queens Chapel Road)	Hamilton Street
MD 501 (Chillum Road)	west of the Metro overpass	Longford Drive
MD 208 (38th Avenue/38th Street)	Alley #26	Sector plan boundary (near 38th Avenue Bridge)
Russell Avenue	Ingraham Street	Varnum Street/Arundel Road
22nd Avenue	MD 500 (Queens Chapel Road)	Varnum Street
37th Place	southern terminus	MD 208 (Hamilton Street)
36th Avenue	MD 208 (Hamilton Street)	Jefferson Street
37th Avenue	MD 208 (Hamilton Street)	Longfellow Street
36th Place	Jefferson Street	Longfellow Street
31st Place	(along entrance to Mount Rainier Nature Center)	

⁸ This project was under construction as of May 2, 2024, and may be complete before approval of this sector plan.



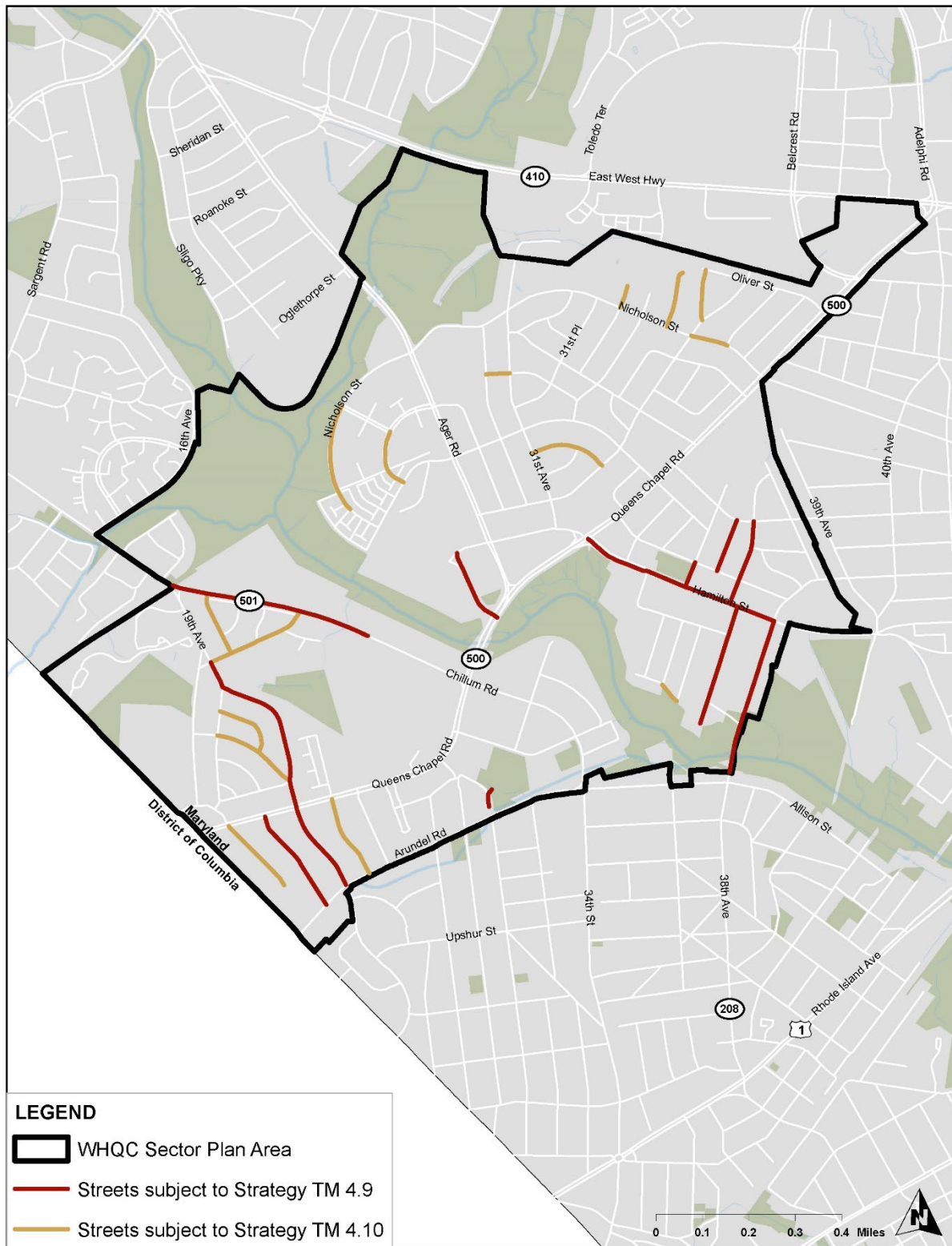
TM 4.10. Construct complete and continuous sidewalks throughout the sector plan area, including on local streets at:

Table 17. Streets subject to Strategy TM 4.10

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



Map 32. Streets Subject to Strategies TM 4.9 and TM 4.10



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



TM 4.11. MD 410 (East West Highway, UM-208) between MD 500 (Queens Chapel Road) and Belcrest Road should have a minimum 20-foot sidewalk, including an eight-foot minimum street tree planting area commensurate with the requirements of the RTO-H-E Zone on the north side of the street, consistent with the Urban Street Design Standards.

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

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

Policy TM 5. Enhance active transportation infrastructure to make healthy and sustainable travel modes safe, comfortable, and attractive. See also Policies LU 4, LU 6, LU 8, LU 9, NE 5, TM 1, TM 4, TM 7, TM 8, HD 4, HC 1, and PF 1.

TM 5.1. Sidewalks on new and existing streets within the Regional Transit District and Local Transit Center should exceed the minimum widths required by [Section 27-4204\(b\)\(1\)\(C\)](#) of the Zoning Ordinance, and new and reconstructed sidewalks outside of the Centers, where possible, should be a minimum of eight feet. See text box on page 108 for more information about minimum sidewalk widths.

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

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

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

TM 5.5. Evaluate the potential for leading pedestrian intervals at all signalized intersections.

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

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

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

ACTIVE TRANSPORTATION AND PEDESTRIAN/BICYCLE SAFETY FEATURES

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



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

TM 5.10. Evaluate the potential for bicycle signals, exclusive or lead bicycle phasing, and bicycle boxes at major intersections or where two major bicycle routes intersect, including, but not limited to:

- MD 500 (Queens Chapel Road) and Hamilton Street
- Hamilton Street and Ager Road
- MD 500 (Queens Chapel Road) and the Northwest Branch Trail
- MD 208 (38th Avenue) and the Northwest Branch Trail
- MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)
- MD 500 (Queens Chapel Road) and Buchanan Street
- MD 501 (Chillum Road) at T-217

COLLEGE PARK-U OF MD BIKE & RIDE

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

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



PHOTO BY M-NCPPC

Bicycle Signal.



TM 5.11. Construct bicycle ramps on or adjacent to stairwells to facilitate ease of access for bicyclists (or pedestrians walking their bicycles) in the sector plan area. Prioritize ramp construction from the Queens Chapel Manor Neighborhood to Hyattsville Crossing Metro Station at Calvin McClanahan Memorial Garden/Park.



PHOTO BY M-NCPPC

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

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



TM 5.13. Employ public art along MD 500 (Queens Chapel Road) from MD 501 (Chillum Road) to Jamestown Road (Northwest Branch Trail Entrance) to calm traffic and provide shade for active transportation users. See also Policy HD 2, and Strategies HD 1.1, HD 1.3, and PF 1.1.

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

TRAIL LIGHTING

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

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

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

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



TM 5.18. Consider artistic treatments to curb extensions and crosswalks on a case-by-case basis to create greater visibility, slow down traffic, and generally make conditions more desirable for pedestrians and cyclists. See also Policies HD 2 and HD 5, and Strategies TM 2.2 and TM 8.1.



PHOTO BY M-NCPPC

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



PHOTO BY M-NCPPC

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



TM 5.19. Develop a wayfinding signage plan to support the implementation of street signage where streets and trails intersect.

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

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

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

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

TRANSIT

Policy TM 7. **Improve access to destinations throughout the region by expanding transit services and amenities. See Map 28.**

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

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



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



PHOTO BY M-NCPPC

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

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

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



TRAFFIC CALMING AND SAFETY

TRAFFIC CALMING

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

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

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

TM 8.1. Incorporate traffic calming strategies 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 also Strategies TM 2.2 and Policy TM 5.

TM 8.2. Conduct a signal warrant analysis at the following intersections:

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

PROTECTED INTERSECTIONS

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

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



TM 8.3. Work with the appropriate agency or agencies (SHA, DPW&T, municipalities) to evaluate the feasibility of constructing protected intersections and pedestrian refuges; signalized, marked, raised, and/or continuous crosswalks with leading pedestrian intervals; automatic pedestrian phases; sidewalk extensions; and HAWK signals at all major intersections in the Local Transit Center and Regional Transit District. Prioritize the following locations through temporary pilot testing:

- MD 500 (Queens Chapel Road) and Jamestown Road
- MD 500 (Queens Chapel Road) and Hamilton Street
- Hamilton Street and Ager Road
- MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)
- T-210 (Anacostia Gateway/Prince George's Connector Trail), 16th Avenue, and MD 501 (Chillum Road)
- MD 208 (Hamilton Street) and 35th Place, 26th Avenue, and the parking lot entrance in front of Hyatt Park
- Lancer Drive/Little Branch Road and Ager Road
- MD 500 (Queens Chapel Road) and Ager Road
- MD 500 (Queens Chapel Road) and 30th Street
- Nicholson Street and Ager Road
- MD 500 (Queens Chapel Road) and Belcrest Road
- MD 500 (Queens Chapel Road) and the Northwest Branch Trail
- MD 208 (38th Avenue) and the Northwest Branch Trail
- MD 501 (Chillum Road) and T-217

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

TM 8.4. Improve pedestrian and bicycle safety at the intersection of Ager Road and MD 500 (Queens Chapel Road) by reconstructing it as a squared-off T-intersection.

HAWK SIGNAL

A HAWK (High-intensity Activated Crosswalk) signal or pedestrian crossing is a traffic control system designed to improve pedestrian safety typically at high-speed or wide-crossing roadways. It uses a unique beacon with two red lenses above a yellow lens, high-visibility crosswalk markings, and illuminated signs to alert drivers to the presence of pedestrians. When activated by the pedestrian, the beacon signals drivers to stop with a solid red light, allowing pedestrians to cross. The system features an alternating flashing red phase, where drivers can proceed after stopping, depending on whether pedestrians have finished crossing.

Source: Safety Effectiveness of the HAWK Pedestrian Crossing, Technical Briefing. FHWA Publication No.: FHWA-HRT-10-045. McLean, VA: Federal Highway Administration. June 2010. Retrieved January 8, 2025 at <https://www.fhwa.dot.gov/publications/research/safety/1>



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

TM 9.1. Seek opportunities to construct sidewalks on all streets within one-half mile of a school. All intersections within one-half mile of any school should have marked crosswalks on all legs and appropriate signage.

TM 9.2. Municipalities and the Department of Public Works and Transportation should pursue funding through the federal Safe Routes to School or other programs for sidewalk/crosswalk construction.

TM 9.3. Within one-half mile of all schools, seek opportunities to provide protected bicycle facilities, such as cycle tracks and shared-use paths to facilitate student bicycle commuting. See also Table 14.

TM 9.4. Where physical conditions permit, seek opportunities to provide on-road bicycle facilities with separation from motor vehicle traffic on all streets within one-half mile of a school to facilitate bicycle commuting.

TM 9.5. Work with Prince George's County Public Schools to develop pedestrian/bicycle safety plans for schools within the sector plan area.

TM 9.6. Encourage school communities to form bicycle and/or pedestrian buses to facilitate safe, active commuting to school.

TM 9.7. Evaluate pedestrian and bicycle access to Nicholas Orem Middle School and upgrade facilities to current standards.

BICYCLE AND PEDESTRIAN BUSES/TRAINS

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

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

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

⁹ Where Policy TM 9 says "seek opportunities" and another strategy, table, or map recommends construction, the recommendation is to construct. If another strategy, table, or map recommends construction of a certain type of facility, such as a painted bicycle lane, that facility should be constructed in the interim while a stronger facility recommended in Policy TM 9 is explored.



PARKING

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

TM 10.1. Coordinate with County and municipalities to expand residential parking districts per [Subtitle 26, Division 9](#) of the County Code or municipal parking ordinances and institute metered parking near the Metro station to discourage/reduce overflow parking in surrounding neighborhoods.

PARKING MANAGEMENT

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

Policy TM 8 of Plan 2035 recommends that the County "ensure minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035." To implement this policy, the Zoning Ordinance contains new parking regulations that allow, and in many cases require, property owners to provide fewer parking spaces than previously required. Transit-supportive parking regulations reduce vehicle trips by allowing the sharing of parking spaces for multiple uses, lowering development costs, and supporting transit, bicycle, pedestrian, and other non-motor vehicle travel modes.

Key regulations cited in Policy TM 10 of this Sector Plan include: [Section 27-6307\(e\)](#), which allows a property owner to use on-street parking spaces to help meet an off-street parking requirement (On-street parking serves multiple visitors and business patrons over the course of a given day); and [Section 27-6308\(a\)](#), which allows a reduction in parking spaces provided for development within a half-mile of a transit station, since many residents will walk or take transit.

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

TM 10.2. Collaborate with the City of Hyattsville to assess the feasibility of revising the parking restriction hours for parking districts 8, 9A, 9B, and 10 to cover additional evening hours rather than just daytime hours.

TM 10.3. Collaborate with the City of Hyattsville, DPW&T Office of Transportation, the Revenue Authority of Prince George's County, businesses, and property owners to advance parking management practices, such as variable demand-based parking pricing, carpool parking priority, parking cash-out programs, and unbundled parking costs.

TM 10.4. Permit and encourage on-street parking to count toward off-street parking minimums, per [Section 27-6307\(e\)](#) of the Zoning Ordinance (Off-Street Parking Alternatives), to support the on-street provision of short-term/high-turnover parking for customers or residential visitors.

TM 10.5. Permit and encourage a 50 percent parking reduction within one-quarter mile of the West Hyattsville Metro Station, pursuant to [Section 27-6308\(a\)](#) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).



- TM 10.6.** Permit and encourage a 15 percent parking reduction between one-quarter and one-half mile of the West Hyattsville Metro Station, pursuant to Section [27-6308\(a\)](#) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).
- TM 10.7.** Permit and encourage a 5 percent reduction in the minimum number of required off-street parking spaces, pursuant to Section 27-6308(c) of the Zoning Ordinance (Special Facilities for Bicycle Commuters), for the provision of additional bicycle parking facilities, showers, and dressing areas for bicycle commuters.
- TM 10.8.** Coordinate with WMATA to shift parking demand to Hyattsville Crossing Metro Station through reduced and/or shared parking at the West Hyattsville Metro Station.
- TM 10.9.** Coordinate with the City of Hyattsville and WMATA to determine the proper siting of car-sharing locations, and ride-hailing loading/unloading spaces, as new development occurs.

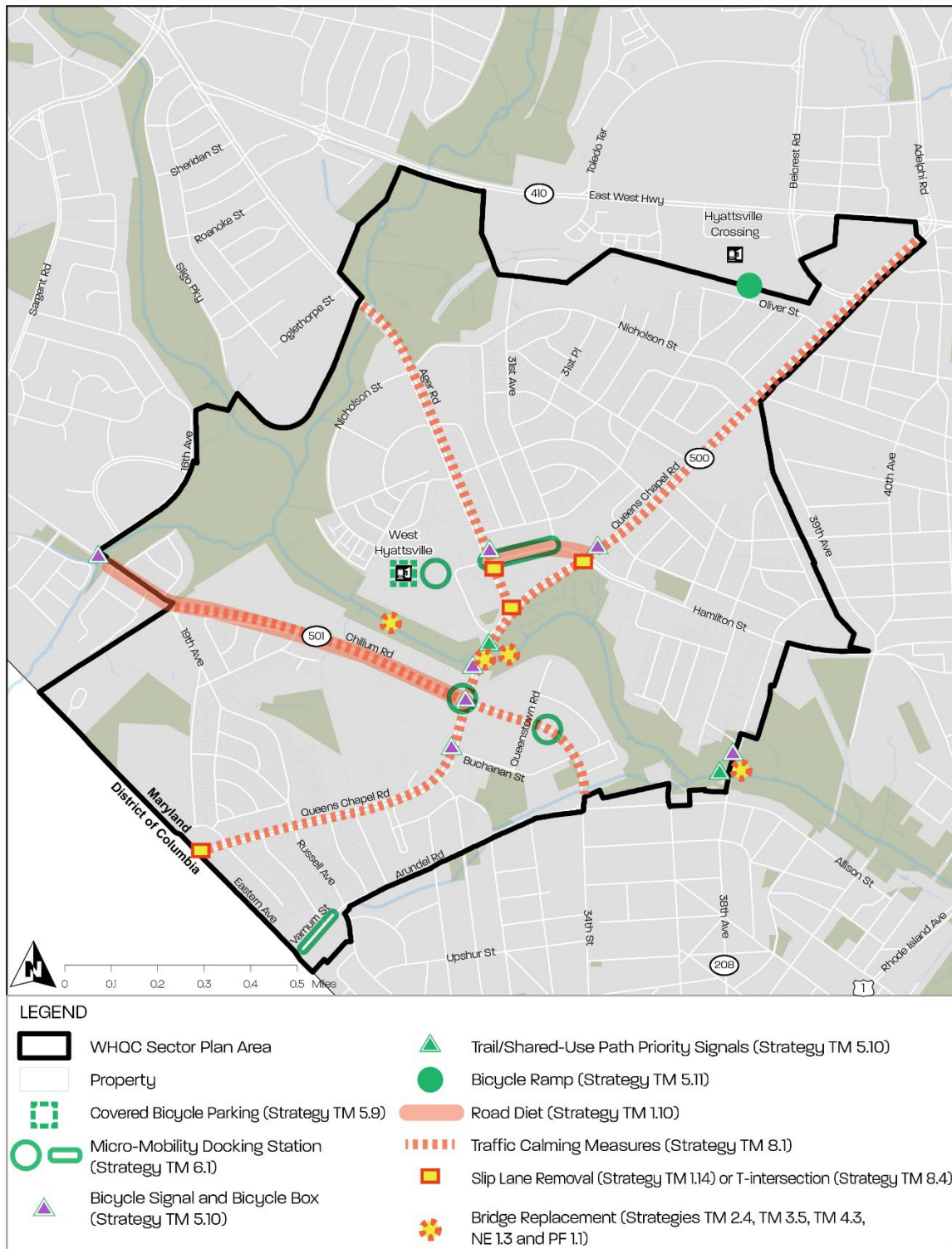
Policy TM 11. Evaluate transportation regulations to ensure consistency with master and sector plans and best planning practice.

- TM 11.1.** Update the County Urban Street Design Standards to align with the requirements of the Zoning Ordinance for sidewalk and buffer regulations where the Zoning Ordinance is more stringent.¹⁰
- TM 11.2.** As the County Council evaluates the effectiveness of the Zoning Ordinance, it should evaluate the maximum block lengths of the Transit-Oriented/Activity Center Zones in the context of pedestrian-friendliness. See also Strategy HD 4.12.

¹⁰ The Walkable Urban Streets Act of 2023 incorporates this recommendation and has been effective since June 1, 2024. The 2024 update of the Urban Street Design Standards provides additional clarity on sidewalk and buffer requirements.



Map 33. Overview of Key Recommendations for Pedestrian and Bicyclist Safety and Comfort



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

Section VI



Natural Environment



PLAN 2035 NATURAL ENVIRONMENT GOAL

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

SECTOR PLAN NATURAL ENVIRONMENT GOAL

The health of natural areas is enhanced to ensure their vitality for future generations, while streets and civic spaces are designed to strengthen their connection to the Anacostia River.



Existing Conditions Summary

The sector plan area contains several significant environmental features, including streams, wetlands, tree canopy, forest cover, legacy stormwater management systems, impervious surfaces, and floodplain areas (see Map 34 and Map 36). Fifteen acres of the sector plan area lie in the Resource Conservation Overlay (RCO) and 14 acres lie in the Intense Development Overlay (IDO) Zones of the Chesapeake Bay Critical Area (CBCA).

Based on current FEMA maps, several properties in the West Hyattsville Local Transit Center lie within the current 1-percent annual chance (100-year) floodplain for the Northwest Branch of the Anacostia River. Approximately 40 percent of the sector plan area is covered by impervious surfaces. The use of best management practices, low impact development, and green infrastructure are examples of how to mitigate some of the challenges associated with floodplain management.

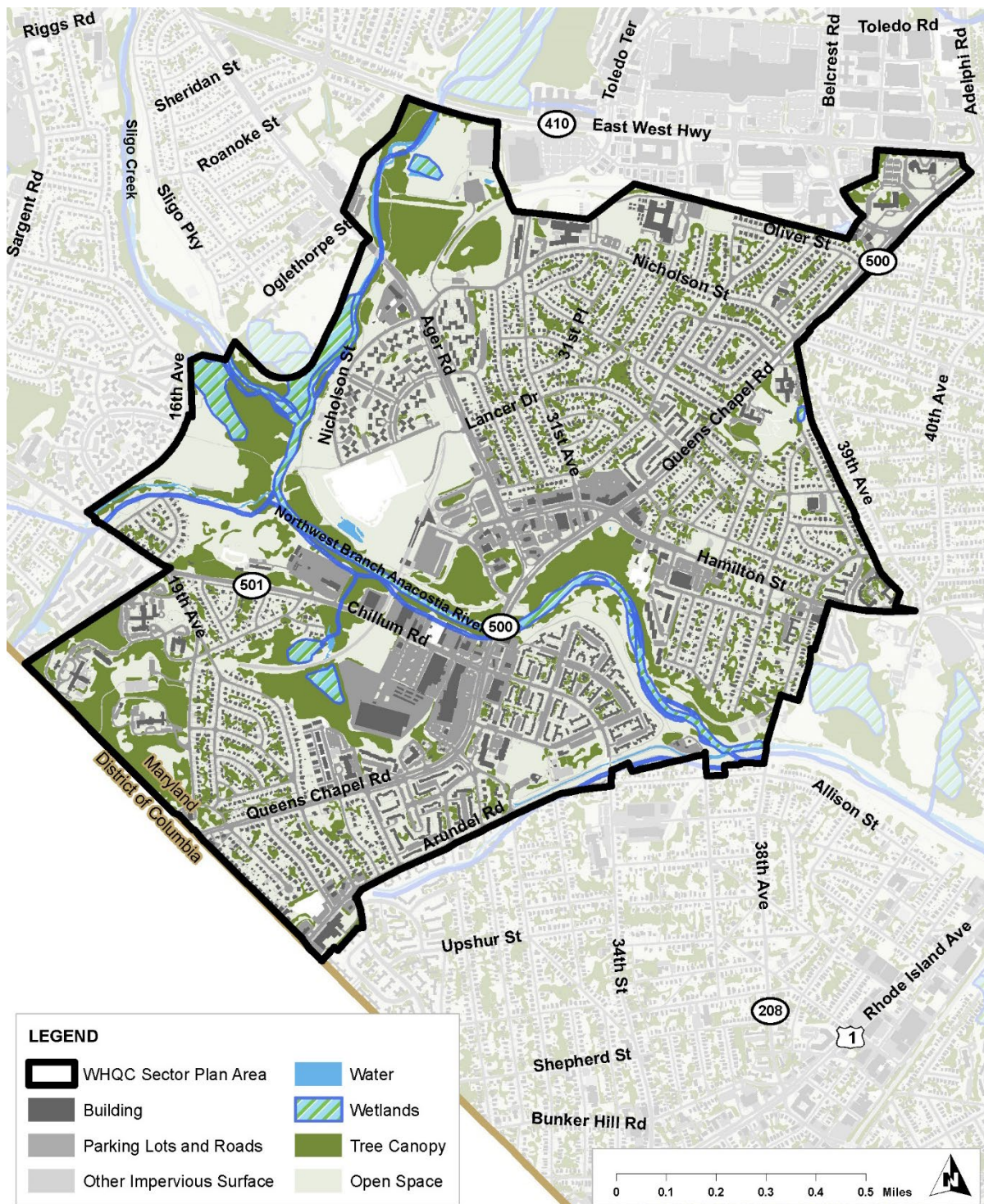
The Anacostia River was channelized in the 1950s by the Anacostia River Flood Control Project, resulting in a loss of wetland and forest throughout the watershed. The sector plan area has an existing storm drain network where multiple areas that are redeveloped can connect new stormwater infrastructure under engineering evaluation and upgrades.

Application of Environmental Site Design techniques to treat stormwater runoff from development projects in areas with Soil Groups C and D, which have slower infiltration and water transmission rates, will need to be evaluated through various mitigation efforts, including site engineering to align with the building code and best management practices.¹¹ Micro-bioretention may be appropriate in these areas.

¹¹ Section 32-171(a)(27) of the Stormwater Management Code defines Environmental Site Design as "Using small scale stormwater management practices, nonstructural techniques, and better site planning to mimic natural hydrologic runoff characteristics and minimize the impact of land development on water resources. (Methods for designing ESD practices are specified in the Maryland Design Manual and the Prince George's County Design Manual)."



Map 34. Major Environmental Features



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



GREEN INFRASTRUCTURE

Twenty-nine percent of the sector plan area is within the Regulated Area of the Countywide Green Infrastructure Network; 11 percent is in the Evaluation Area. Much of the Countywide Green Infrastructure Network within the Local Transit Center is already developed (see Map 35). Further site evaluation and engineering are to be considered to determine connectivity to the Countywide Green Infrastructure Network within the sector plan area. Four developments have been constructed since the last mapping of the Green Infrastructure Network in 2017: Riverfront at West Hyattsville, the townhomes at Avondale Ridge, the Kaiser Permanente West Hyattsville Medical Center, and the Sovren Apartments.

COUNTYWIDE GREEN INFRASTRUCTURE NETWORK AND REGULATED ENVIRONMENTAL FEATURES

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

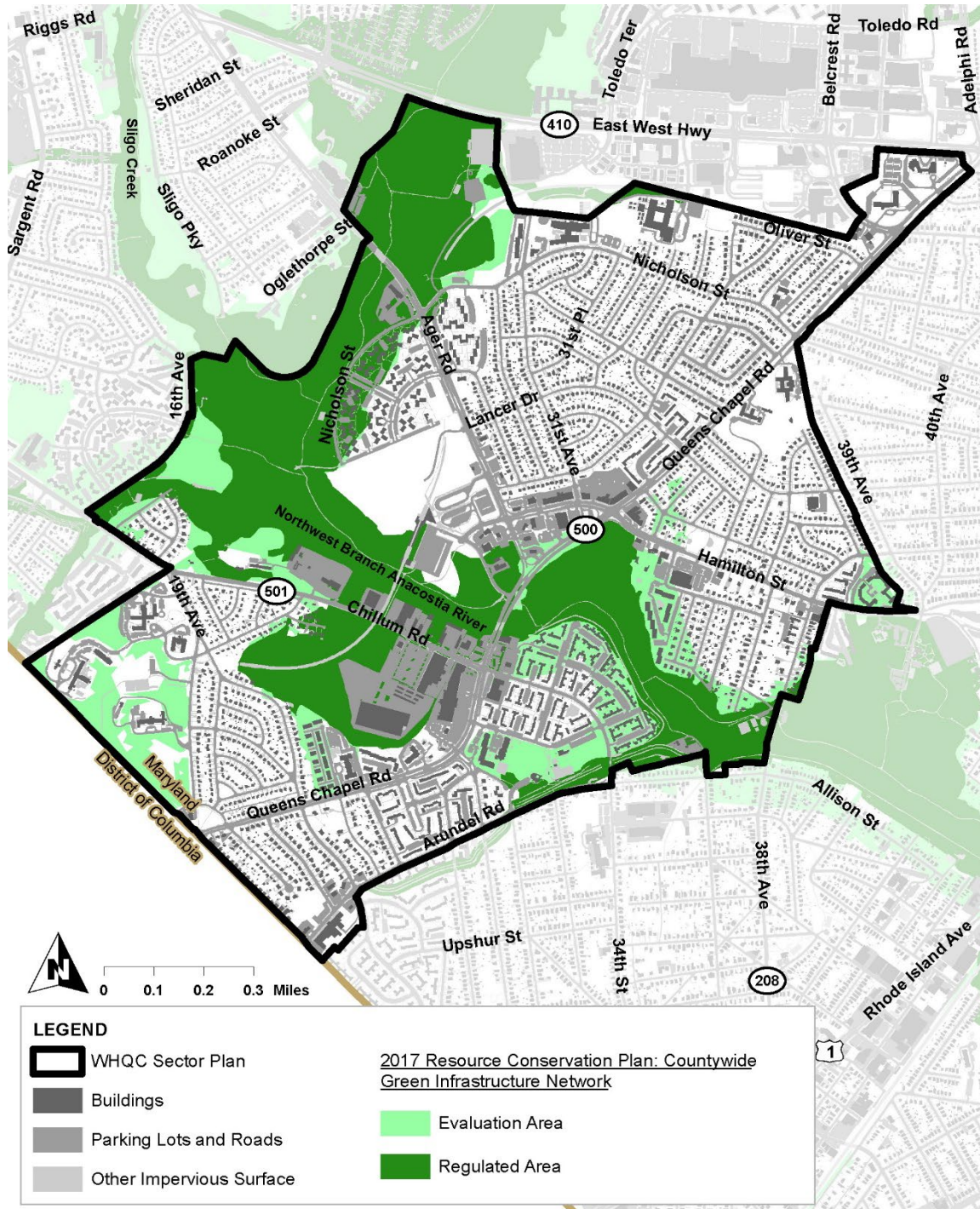
EVALUATION AREAS OF THE COUNTYWIDE GREEN INFRASTRUCTURE NETWORK

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

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



Map 35. Countywide Green Infrastructure Network (Existing)



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021,
<https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



BALANCING GROWTH AND PRESERVATION

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

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

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

FLOOD ELEVATION AND COMPENSATORY STORAGE ANALYSIS

The proximity of the West Hyattsville Metro Station to the Northwest Branch floodplain requires sustainable development with comprehensive floodplain mitigation considered. This means that implementation of a Local Transit Center may require elevating portions of the area out of the 1-percent annual chance, or 100-year, floodplain, and include freeboarding structures and infrastructure and possible adjustments to road networks, with an example of a minimum of three feet above the 100-year floodplain, as an industry recommendation. Mitigation measures that have traditionally been used in Prince George's County include creating compensatory flood storage areas elsewhere before development is completed.

Prince George's County regulates development in and near the floodplain through enforcement of [Subtitle 32, Division 4](#) of the County Code. Section 32-105(g) of the County Floodplain Ordinance states:

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

Cognizant of this, a comprehensive flood elevation and compensatory storage study was conducted as part of the July 2022 Draft Sector Plan. This study explored the feasibility of locations where compensatory floodwater storage basins might be constructed to temporarily detain excess water to reduce downstream impacts of storm events. The July 2022 Draft Sector Plan contained recommendations for development in floodplains predicated on the comprehensive compensatory storage scenarios identified in this study. Although the scenarios analyzed in the 2022 Draft Plan and related studies are no longer applicable to this 2025 revised sector plan, as the land use and development scenario being proposed have been modified, the results of the study's analysis provide important considerations for implementation of future development in the sector plan area. Landowners and developers in the area are encouraged to consider environmental, geotechnical, and engineering feasibility and design and utilize best practices to mitigate impacts to the natural environment and find sustainable development solutions in these areas.



WATERSHEDS AND FLOODPLAIN

Between 1902 and 1940, the Anacostia River was channelized, sea walls were built, and the predominant land use shifted from agriculture to urban and industrial, resulting in a significant loss of wetlands and forest throughout the watershed. Along the Anacostia River, hundreds of acres of wetlands were filled; today only about 10 percent of the historic wetlands remain.^{12, 13}

Table 18. Watersheds in the Sector Plan Area

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



PHOTO BY M-NCPPC

Northwest Branch of the Anacostia River

¹² Maryland Department of Natural Resources, *Characterization of the Anacostia River Watershed in Prince George's County, Maryland*, Annapolis, MD: March 2005, https://dnr.state.md.us/waters/Documents/WRAS/ar_char.pdf.

¹³ U.S. Environmental Protection Agency, *Section 319 Nonpoint Source Program Success Story District of Columbia*, Washington, D.C.: March 2010, https://www.epa.gov/sites/production/files/2015-10/documents/dc_anacostia.pdf.



In the 1950s, the US Army Corps of Engineers (USACE) designed and constructed the Anacostia Local Flood Protection and Navigation Project. This included four hydraulically independent levee systems. Four pumping stations were installed to manage land-side drainage and protect against levee-caused flooding. The construction of these levees has significantly changed the nature of the Anacostia River, deepening the stream channel from incision and erosion, and increasing the amount of sediment carried by the stream.¹⁴ The increase in impervious areas and reduction of wetlands have resulted in increased focus on floodplain mitigation behind the levee in areas such as Brentwood and upstream in the West Hyattsville-Queens Chapel sector plan area. Since the Flood Protection Project's completion in 1959, the population has grown significantly with limited stormwater management support and enhancements until the 1980s. In response to this, Prince George's County requested USACE evaluate the areas around the levee for flood risk. As a result of that analysis in 2009, Prince George's County upgraded levees around the Brentwood community.¹⁵

There are no levees along the Northwest Branch between MD 500 (Queens Chapel Road) and Sligo Creek. The combination of extensive floodplain (see Map 36), impervious surface, and pre-1980s development in this area means that a comprehensive stormwater management and flood mitigation solution is key to planning for the West Hyattsville Local Transit Center.

As climate change leads to heavier precipitation in the Washington, D.C. region, both frequency and intensity of rain and snowfall are expected to increase. Prince George's County, for example, is projected to see a rise in annual precipitation from 56 to 67 inches by 2060.¹⁶ In the West Hyattsville-Queens Chapel Sector Plan area, potential impacts of increased precipitation may include elevated groundwater levels, soil erosion, further degradation of local water quality, and an increased risk of flooding, particularly within the floodplain or other areas proximate to the Northwest Branch of the Anacostia River. Local government agencies are recommended to further conduct engineering feasibility and site evaluation of the potential impacts to ensure the potential areas of concern include best practices to address resilience and sustainability throughout the plan area.

FOREST AND TREE CANOPY/IMPERVIOUS SURFACES

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

¹⁴ U.S. Army Corps of Engineers, Baltimore District, Anacostia Watershed Restoration Prince George's County, Maryland, Ecosystem Restoration Feasibility Study and Integrated Environmental Assessment, October 2018, https://www.nab.usace.army.mil/Portals/63/docs/Environmental/Anacostia/AWR_PG_Main_Report_FINAL_Dec2018.pdf.

¹⁵ Prince George's County, *Allison Street Flood Control Project Levee Rehabilitation and 34th Street Bridge Replacement*, accessed September 2020, <https://www.princegeorgescountymd.gov/DocumentCenter/View/30214/Allison-Street-Bridge?bidId=>.

¹⁶ U.S. Climate Resilience Toolkit (2021). Climate Explorer: Prince George's County, Maryland. https://crt-climate-explorer.nemac.org/climate_graphs/?county=Prince%2BGeorge%27s%2BCounty&city=Prince%2BGeorge%27s%2BCounty%2C%20MD&fips=24033&lat=38.78492110000001&lon=-76.8720961&zoom=7&nav=local-climate-charts

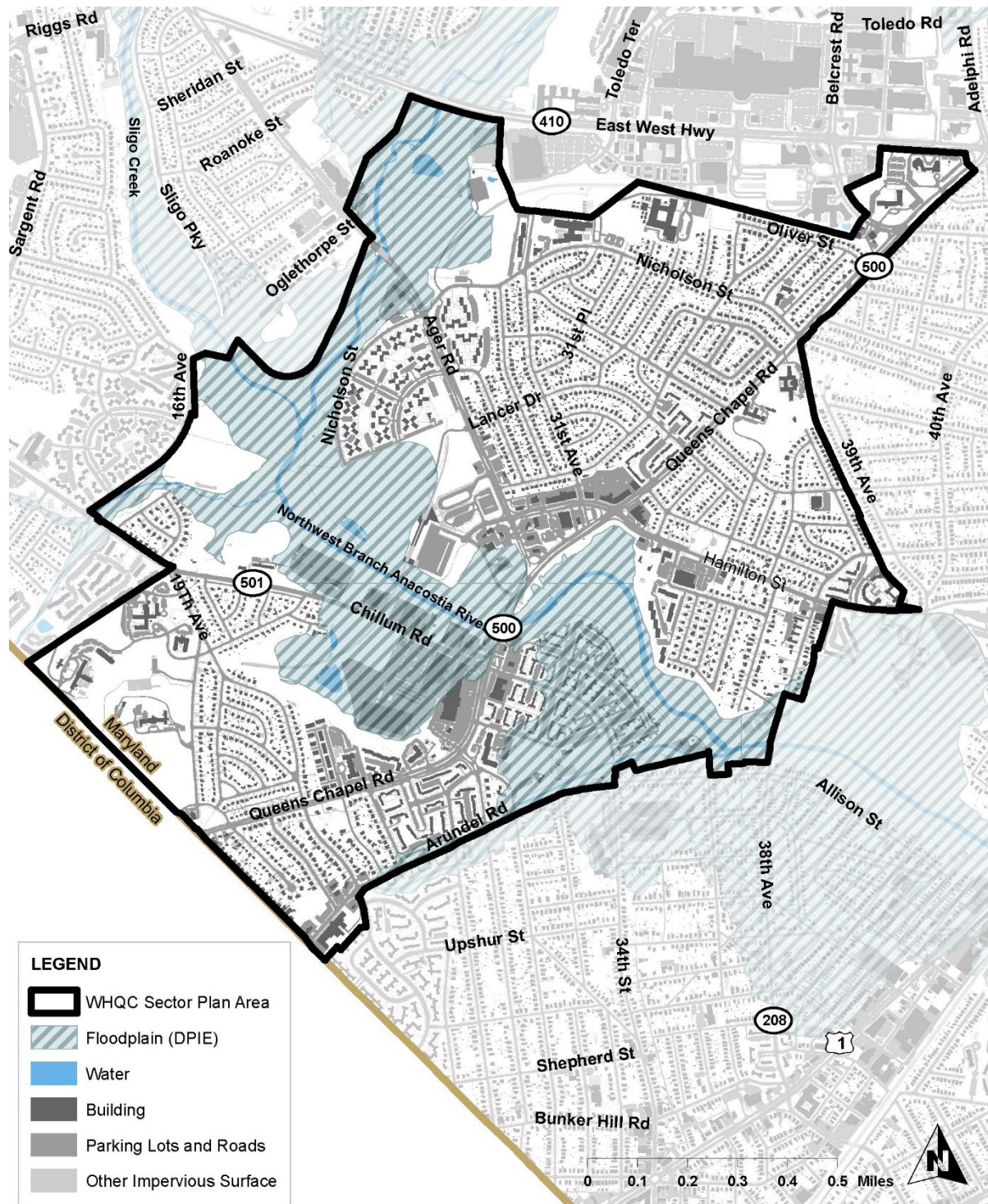


Natural Environment

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



Map 36. County 1-Percent Annual Chance (100-Year) Floodplain



Source: Federal Emergency Management Agency, National Flood Hazard Layer (NFHL) Status, 2021, <https://www.floodmaps.fema.gov/NFHL/status.shtml>; Prince George's County Planning Department, GIS Open Data Portal, 2021, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



Policies and Strategies

BEST MANAGEMENT PRACTICES AND FLOODPLAIN MANAGEMENT

Policy NE 1. To implement the land use recommendations of Plan 2035 and this sector plan while supporting floodplain management in the sector plan area, enhance floodplain mitigation efforts in the Northwest Branch and Sligo Creek floodplains. See also LU 2 and PF 1.

NE 1.1. Retain public ownership of properties identified in LU 2.1 and LU 7.1 that are within the 1-percent annual chance floodplain and repurpose properties for flood mitigation and/or other natural restoration purposes, where feasible. See also Strategies LU 2.1, LU 7.1 and PF 1.1.

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

NE 1.3. Replace and enhance aging or dilapidated bridges and culverts that may be obstructing flow or limiting community access to and across the Northwest Branch. See also Strategies TM 2.4 and TM 3.5.

NE 1.4. Evaluate hydrologic and hydraulic models for flood mitigation strategies.

NE 1.5. Evaluate opportunities to improve pump systems and outflows to create more efficient and effective levee systems.

NE 1.6. Elevate sites and infrastructure within the Northwest Branch subwatershed between the MD 500 (Queens Chapel Road) bridge and the MD 410 (East West Highway) bridge and/or within the Sligo Creek subwatershed between its confluence with the Northwest Branch and the MD 212 (Riggs Road) bridge to support green infrastructure practices.

NE 1.7. Retain publicly owned properties north of MD 501 (Chillum Road) and south of the Northwest Branch for their important environmental features. See also Policy LU 7.1 and LU 7.2.

NE 1.8. Partner with the Town of Brentwood to review site feasibility and sustainable development options of its 4604 37th Street facility due to the site's location in the Chesapeake Bay Critical Area. See also Strategy LU 2.1.



GREEN INFRASTRUCTURE

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

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

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

Table 19. Properties Recommended for Conservation Easements as Redevelopment Occurs

Property Name	Address	Tax ID
Shops at Queens Chillum	Queens Chapel Road ¹⁷	1861103
	Queens Chapel Road ¹⁸	1861111
Kings Park Plaza	2600 Queens Chapel Road	1864701
N/A	3006 29th Avenue	1919877
Existing public rights-of-way north and west of these properties		

¹⁷ Include existing tree canopy outside of the current Regulated Area.

¹⁸ Include existing tree canopy outside of the current Regulated Area.



Map 37. Properties Recommended for Conservation Easements as Redevelopment Occurs



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021,
<https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



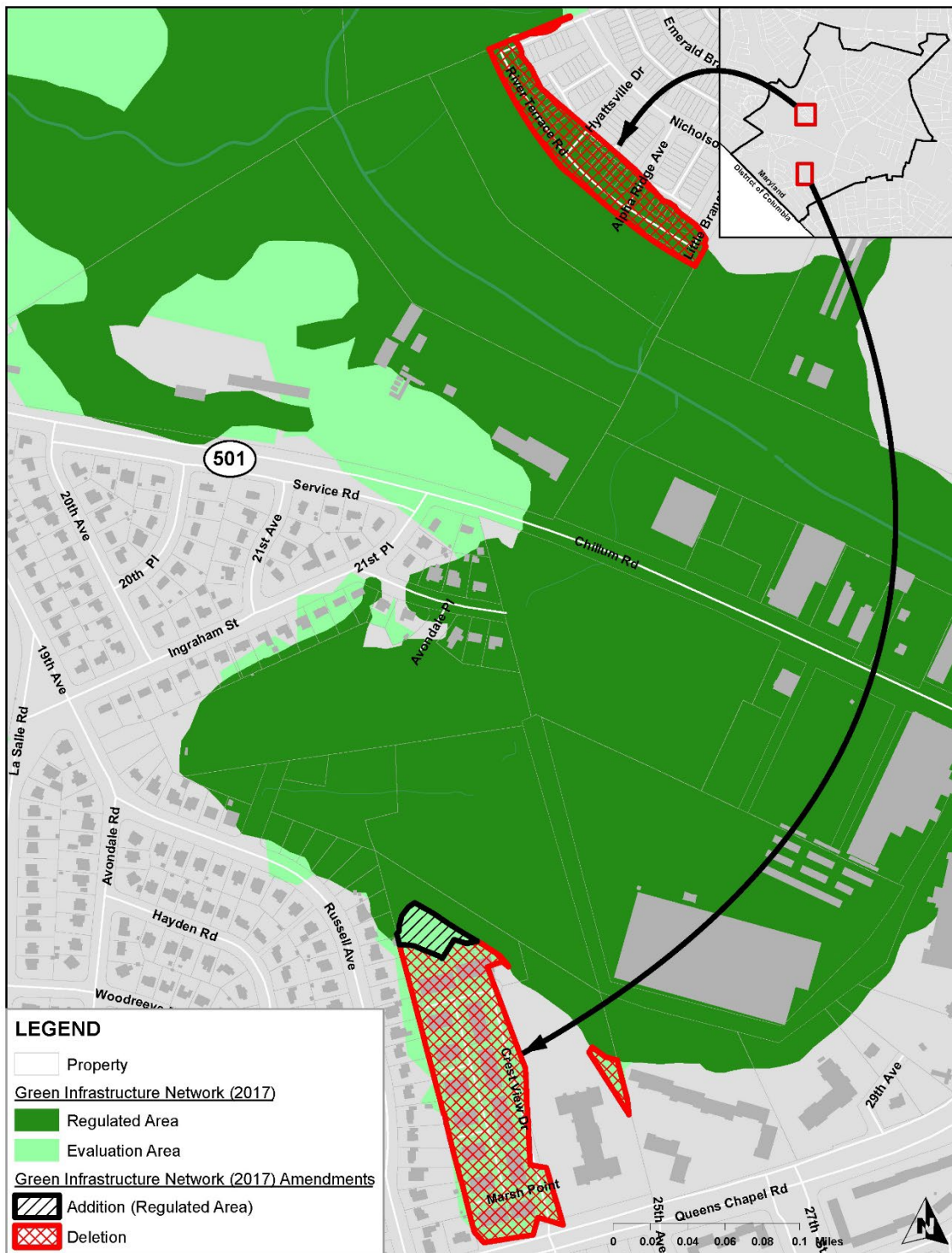
NE 2.3. Amend the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* by adding the existing Conservation Easement at Avondale Ridge Subdivision (4708 Crest View Drive [5599677 and 5599280] and 2400 Queens Chapel Road [5516046 and 5585842]) to the Regulated Area of the Countywide Green Infrastructure Network. See Map 38.

NE 2.4. Amend the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* by removing the following areas, as shown on Map 38 from the Countywide Green Infrastructure Network:

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



Map 38. Amendments to the Countywide Green Infrastructure Network pursuant to Strategies NE 2.3 and NE 2.4



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



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

- NE 3.1.** Continue to evaluate areas along the Northwest Branch and feeder streams experiencing erosion or bank failures that may benefit from stream restoration and other appropriate restoration measures. Work with public agencies, a qualified organization, community group, or company to implement restoration measures.
- NE 3.2.** When future improvements to public land along the Northwest Branch corridor and other stream corridors occur, protect and maintain existing riparian buffers.
- NE 3.3.** Conduct a study in coordination with Prince George's County Department of the Environment (DoE) and the Department of Parks and Recreation that identifies littering hot spots in public parks, including along the Northwest Branch Stream Valley Park Trail.
- NE 3.4.** Work with local and regional stakeholders to mitigate litter by increasing the number of trash, pet waste, and recycling receptacles, as well as no littering signs in public parks, especially at littering hot spots and along the Northwest Branch Stream Valley Park and trail. Signage should state that littering, dumping, and failing to immediately remove pet waste on M-NCPPC and/or municipal park property is prohibited and provide contact information to report violations.
- NE 3.5.** Work with DoE to identify or establish a partner entity, such as a nonprofit organization or "Friends of" group, to enhance the appearance and/or ecological health of public spaces, street corridors, parks, and the Northwest Branch Stream Valley Park through activities such as routine litter clean-ups, removal of illegal signs, and other beautification projects.
- NE 3.6.** Create and implement an invasive species management plan within all M-NCPPC park property, focusing on controlling invasive species along the Northwest Branch Trail.



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

- NE 4.1.** Partner with local environmental government agencies, community groups, and local universities to develop and implement a program that educates residential and commercial private property owners about types of native, non-invasive vegetation and the benefits of their use.
- NE 4.2.** Incorporate green infrastructure systems into any renovation of the Mount Rainier Nature Center (4701 31st Place, Tax ID 1897362) and provide educational interpretive signage related to these features.
- NE 4.3.** Explore opportunities to create environmentally themed play spaces for all ages that promote awareness of the local ecosystem and enhance existing parks and play areas.
- NE 4.4.** Prioritize on-site tree conservation and preservation to the maximum extent practicable and, if necessary, locate off-site tree planting within the sector plan area in accordance with [Subtitle 25, Division 2](#) of the County Code.

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

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

On May 8, 2023, an amendment to the state Forest Conservation Act was enacted. The state law required Prince George's County to update the local ordinance (Subtitle 25, Division 2) to reflect the new forest conservation requirements. On May 15, 2024, the County Executive signed CB-20-2024 into law which amended Subtitle 25 to align with the State mandates.



CLIMATE MITIGATION AND RESILIENCE

Policy NE 5. Reduce carbon emissions and dependency on fossil fuels and mitigate impacts of global warming. See also Policies LU 1, LU 2, LU 4, LU 5, LU 6, LU 8, LU 9, TM 1, TM 2, TM 3, TM 4, TM 5, TM 6, TM 10, NE 6, HC 1, and PF 1, and Strategy HN 3.5.

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

NE 5.2. To reduce single-occupant vehicle use, reduce parking to the maximum extent practicable within the Local Transit Center. See Policy TM 10.

NE 5.3. Encourage all new development and redevelopment to incorporate multiple green building techniques beyond what is required in [Section 27-61600](#) of the Zoning Ordinance.

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

NE 5.5. Work with property owners to identify opportunities to add infrastructure that supports renewable energy use, generation, and/or transmission.

NE 5.6. Construct new buildings to be energy-efficient, especially regarding cooling.

ENERGY-EFFICIENT CONSTRUCTION

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

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

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

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

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



FOREST AND TREE CANOPY

Policy NE 6. Preserve and expand tree canopy to the maximum extent possible to create a comfortable and attractive environment for people, provide additional wildlife habitat, and reduce urban heat island effects. See also Policy TM 3, and Strategies HN 3.5 and PF 1.1.

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

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

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

NE 6.4. During the design and construction of new development and redevelopment, plant native, non-invasive trees and other vegetation in compliance with the Prince George's County Landscape Manual along streets and in open spaces, gathering areas, other landscaped areas, and re-vegetated construction areas.

NE 6.5. During new development and redevelopment, install landscaping improvements beyond the minimum required and to the maximum extent practicable.

NE 6.6. Install street trees to the maximum extent possible along all streets and shared-use path rights-of-way in accordance with the County Urban Street Design Standards. The street trees should be native, provide shade, and comply with the Prince George's County Landscape Manual. Prioritize the following streets:¹⁹

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

NE 6.7. Replace crepe myrtle trees along Hamilton Street between MD 500 (Queens Chapel Road) and Ager Road with native trees that provide shade and other native vegetation that complies with the Prince George's County Landscape Manual.²⁰

NE 6.8. Develop an invasive species management plan for the sector plan area.

¹⁹ See as a resource DoE's grant programs, including the Tree ReLeaf Grant Program for community groups and municipalities to access funding for tree planting (<https://www.princegeorgescountymd.gov/457/Tree-ReLeaf-Grant-Program>).

²⁰ Ibid.



IMPERVIOUS SURFACES AND STORMWATER MANAGEMENT

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

- NE 7.1.** Work with DPW&T, SHA, municipalities, and private property owners and developers to design and install stormwater best management practices (BMPs) along new street construction and reconstruction to increase stormwater infiltration. A Stormwater BMP Toolkit with recommendations for the sector plan area is found in the following pages.
- NE 7.2.** Maximize the use of pervious surfaces (i.e., pervious pavement, green roofs, etc.) in the design and construction of new development and redevelopment.
- NE 7.3.** Work with DoE to expand awareness and educate private property owners, both residential and commercial, about the benefits of best management practices and low-impact development and available resources, such as rebate programs, to assist with installation.²¹
- NE 7.4.** Work with property owners to maximize onsite storage of stormwater (e.g., in structures or underground).
- NE 7.5.** Retrofit existing development with stormwater BMPs, where feasible.²²

²¹ For more information about the Department of the Environment's Clean Water Program and the Clean Water Partnership, visit <https://www.princegeorgescountymd.gov/261/Stormwater-Management>.

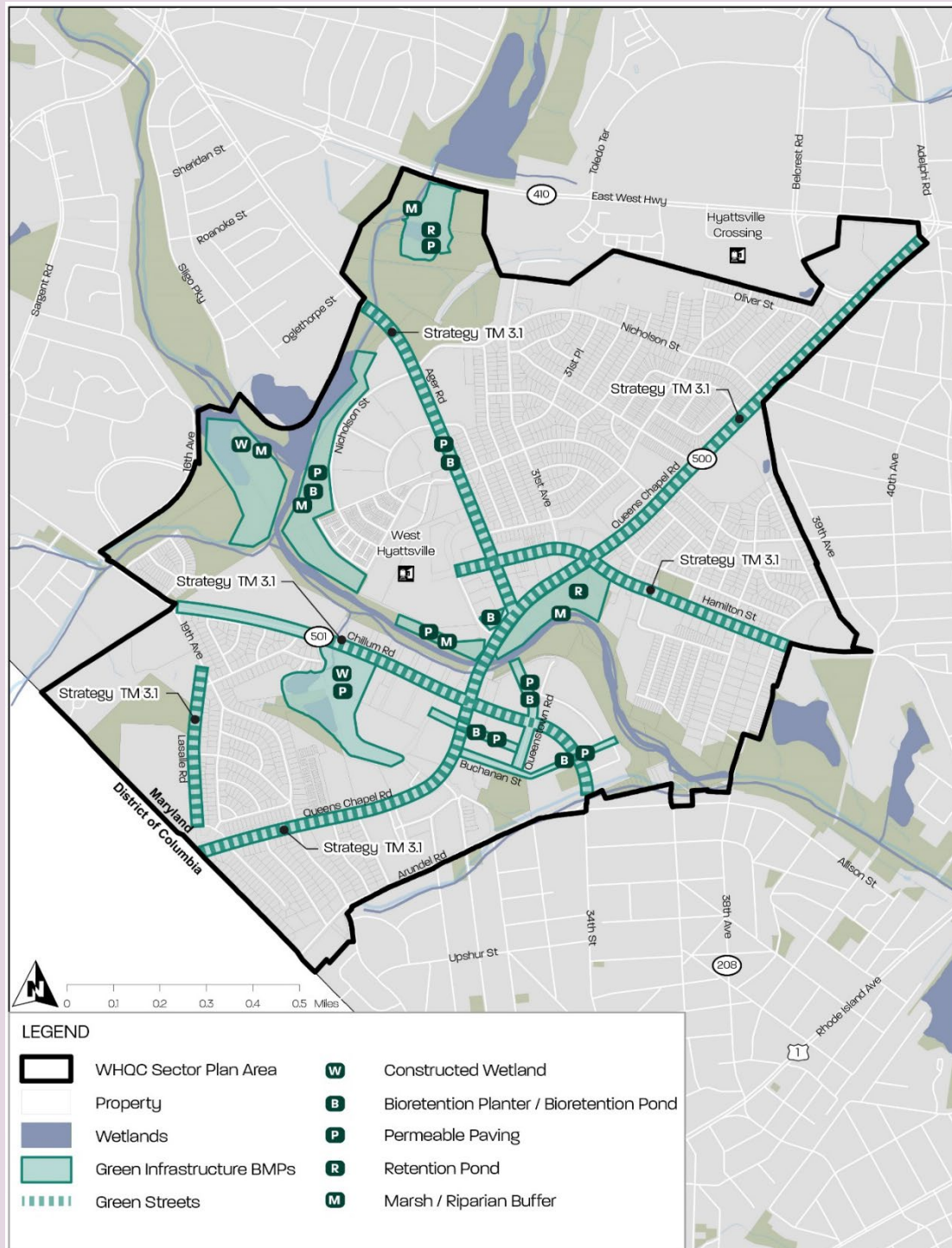
²² The use of BMPs helps the County meet the requirements of the County's National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Discharge Permit.



STORMWATER MANAGEMENT

Potential stormwater management quality controls, or green infrastructure BMPs, recommended throughout the Sector Plan are shown in Map 39. How these BMPs manage and treat stormwater, their benefits, and general areas within the sector plan area where the BMPs might be appropriate to implement are described below.

Map 39. Potential Green Infrastructure BMPs.





STORMWATER BEST MANAGEMENT TOOLKIT²³

Wetlands provide vital habitats for fish, wildlife, and plants, including endangered species. They enhance water quality, aid flood control, reduce erosion, and offer recreational, educational, and research opportunities. Wetland plants stabilize soil, absorb wave energy, and mitigate stream and river currents, protecting shorelines from erosion.²⁴

Bioretention ponds can provide both stormwater attenuation and water quality treatment. The retention time and still water promotes pollutant removal through sedimentation, while aquatic vegetation and biological uptake mechanisms offer additional treatment. Retention ponds lessen the transfer of pollutants into nearby water bodies.²⁵ Existing natural depressed areas could be used to create retention ponds. These ponds could add ecological value to development and create a point of interest for pedestrians. Water stored in retention ponds could also be used for irrigation purposes.

Permeable pavement captures precipitation and runoff, reducing peak runoff by storing it in a reservoir and allowing slow infiltration into the soil. It helps reduce pollutants and the need for large detention ponds. It is easy to install in areas with soils capable of infiltration.²⁶

Marsh or riparian buffers prevent surface runoff from moving too quickly over the land and filter sediment from runoff. These buffers provide shade, shelter, and food for fish and other aquatic organisms, as well as aesthetic benefits.²⁷

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

Any development or redevelopment within Prince George's County is subject to the regulations of the County's Stormwater Management Code (Subtitle 32, Division 3). This code incorporates requirements from the Maryland Department of the Environment (MDE) Stormwater Act of 2007. This act imposes many performance standards but most notably is the requirement that new developments and redevelopments implement Environmental Site Design (ESD) to the maximum extent practicable (MEP). For new developments, this means replicating, as much as practicable, woods in good condition for the disturbed area.²⁸ For redevelopment, this means to establish water quality measures for impervious areas not previously treated. This is accomplished through the implementation of ESD practices, which should be accounted for in the planning stages of the development process.

²³ For additional information, see the website of the [Stormwater Management Division of Prince George's County](https://www.princegeorgescountymd.gov/261/Stormwater-Management) at <https://www.princegeorgescountymd.gov/261/Stormwater-Management>

²⁴ U.S. Environmental Protection Agency, Wetlands Protection and Restoration, <https://www.epa.gov/wetlands>.

²⁵ U.S. Environmental Protection Agency, *Stormwater Best Management Practice: Bioretention*, EPA-832-F-21-031L (December 2021), <https://www.epa.gov/system/files/documents/2021-11/bmp-bioretention-rain-gardens.pdf>.

²⁶ U.S. Environmental Protection Agency, *Stormwater Best Management Practice: Permeable Pavements*, EPA-832-F-21-031W (December 2021), <https://www.epa.gov/system/files/documents/2021-11/bmp-permeable-pavements.pdf>.

²⁷ U.S. Environmental Protection Agency, *Stormwater Best Management Practice: Riparian/Forested Buffer*, EPA-832-F-21-031X (December 2021), <https://www.epa.gov/system/files/documents/2021-11/bmp-riparian-forested-buffer.pdf>.

²⁸ "Woods in good condition" is a hydrology term determinate of runoff and the baseline for channel protection, recharge, and runoff conditions that are ideal for the environment. Replication of "woods in good condition" is the target of ESD developments. All requirements are intended to mimic a predevelopment site that is wooded and in good condition hydrologically.



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

- **Alternative Surfaces** such as:
 - Green Roofs
 - Permeable Pavements
 - Reinforced Turf
- **Nonstructural Practices** such as:
 - Disconnection of Rooftop Runoff
 - Disconnection of Non-Rooftop Runoff
 - Sheetflow to Conservation Areas
- **Micro-Scale Practices** such as:
 - Rainwater Harvesting
 - Submerged Gravel Wetlands
 - Landscape Infiltration
 - Dry Wells
 - Micro-Bioretenion
 - Rain Gardens
 - Swales
 - Enhanced Filters

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

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

NON-STRUCTURAL ENVIRONMENTAL SITE DESIGN ON SMALL LOTS

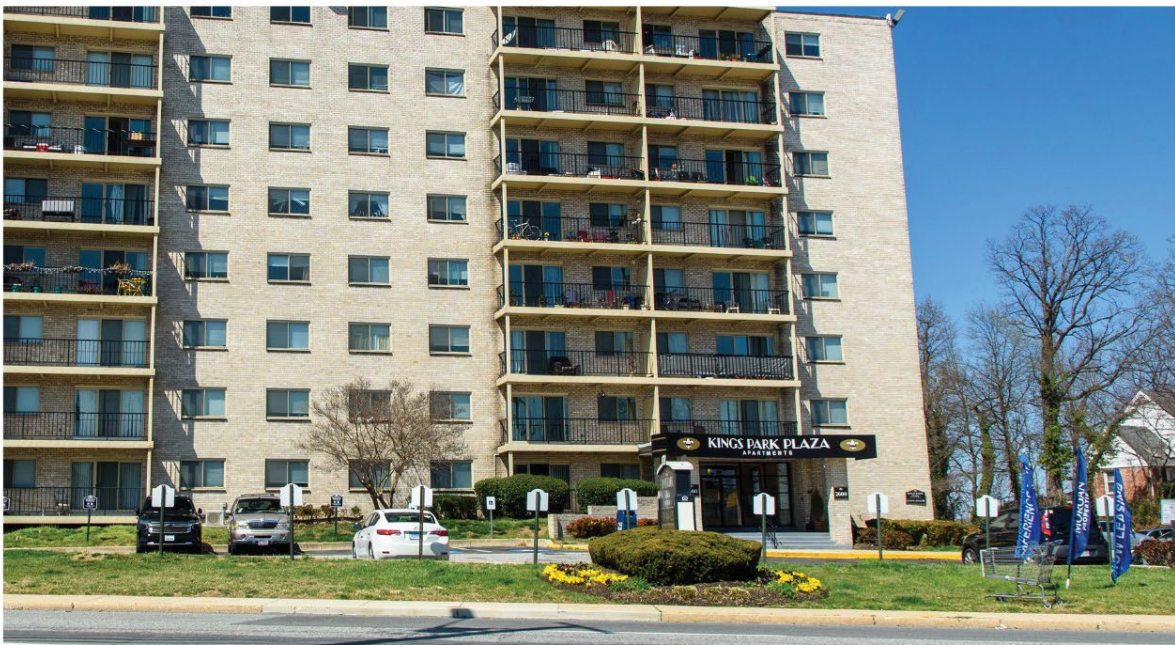
Non-structural environmental site design consists of redirecting runoff toward natural, vegetated areas rather than into storm drains. These activities allow development to occur within a site while reducing these projects' impacts on watersheds by maintaining natural areas, integrating stormwater treatment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

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

Section VII



Housing and Neighborhoods



PLAN 2035 HOUSING AND NEIGHBORHOODS GOAL

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

SECTOR PLAN HOUSING AND NEIGHBORHOODS GOAL

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



Existing Conditions Summary

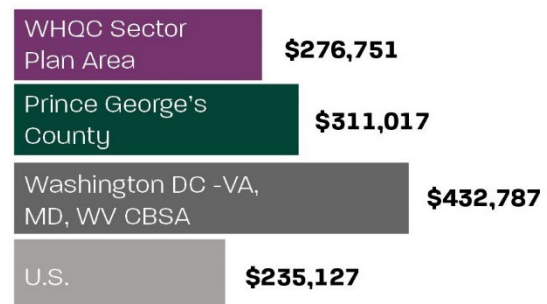
The sector plan area offers a variety of housing styles that meet the needs of a diverse demographic. Housing in the sector plan area consists of a mix of garden-style apartments, several high-rise apartment buildings, ramblers/ranchers, Cape Cods/bungalows, duplexes, and newer townhouses. Multifamily and single-family houses make up most of the area's housing stock at 64 percent and 25 percent, respectively. Attached houses and townhouses are 8 percent and 1 percent of the plan area's housing stock, respectively. As the community continues to grow and change, housing demand will increase within the area. Most dwellings in the sector plan area were built in the 1950s and 1960s; there have only been four housing developments in the area since the 1960s: Independence Court Assisted Living (senior housing) (1990), Avondale Ridge (townhouses) (2019), the Riverfront at West Hyattsville (townhouses) (2023), and the Sovren (multifamily) (2024).

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

Housing affordability was cited by focus group participants as one of the area's attributes, and one they wish to see maintained. In the sector plan area, there is significant variation in rental costs; approximately half of the sector plan area census block groups have median rents under \$1,391 a month. The most expensive rental units are near Hyattsville Hills and Avondale Terrace. Lower rents can be found in the southeastern portion of the sector plan area.²⁹

As seen in Figure 2. Median Home Value, the current median home value in the sector plan area is lower than other local geographies but higher than the national average. Most housing values within the sector plan area are between \$190,000 and \$369,000, with some falling below \$190,000.

Figure 2. Median Home Value



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

²⁹ Source: U.S. Census Bureau, "2018 American Community Survey 5-Year Estimates," 2018 Median Contract Rent by Block Groups, Extracted by ESRI, October 2020.



RESIDENTIAL MARKET

A key factor in determining housing demand is identifying the nature of the existing and anticipated supply: what types, sizes, or sale/rent price points are available in the sector plan area and surrounding areas. Analysis of residential demand considers recent and historical development within two miles of the sector plan area; market demand in this area has been met in recent years by development near Hyattsville Crossing Metro Station and along the US 1 Corridor.³⁰

Table 20. Residential Demand Summary (2045)

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

This sector plan expects more residential construction than the market analysis predicted, due to several factors. First, the Metro Station has become more suitable for development because of the recommended floodplain mitigation strategies. Second, residential development is permitted by right in the RTO, LTO, CGO, RMF-48, RMF-20, RSF-A, and CN Zones. Additionally, recommendations for the use of the LTO-PD Zone allow additional residential construction in exchange for providing below-market-rate units. Lastly, Maryland HB-538 offers additional bonus densities near Metro stations for developers who provide affordable housing, further incentivizing increased residential development in the area.

AFFORDABLE HOUSING OPPORTUNITIES

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

2021 CITY OF HYATTSVILLE HOUSING ACTION AGENDA

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

³⁰ AECOM, Hyattsville Community Development Corporation, Housing Initiative Partnership, and Assedo Consulting, LLC, *West Hyattsville-Queens Chapel Existing Conditions Report* (July 19, 2021), AECOM forecasted growth for the sector plan area based on historic trends and longer-term forecasts for Prince George's County provided by the Metropolitan Washington Council of Governments.



MISSING MIDDLE HOUSING

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

Figure 3. Missing Middle Housing



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

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

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



PHOTOS BY M-NCPPC

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



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



An existing home converted into three apartments



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



PHOTO BY M-NCPPC

Existing duplexes and triplexes in Queens Chapel Manor.



Missing Middle Housing is more affordable for households that earn between 60-110 percent of the area median income (AMI). In West Hyattsville-Queens Chapel, the AMI is approximately \$59,000.³¹ Most workers in the sector plan area are employed in service, construction, and retail occupations, and a majority are renters.³²

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

Because the existing residential pattern is already walkable and mostly built out, small individual lot infill of missing middle types of the same scale and form of the surrounding houses is most appropriate for adding new housing in the plan area. These single-family neighborhoods are zoned RSF-65; however, the development standards for this zone require larger lots and subsequently larger buildings than those that currently exist. To support redevelopment of sites, small lot ordinances and density adjustments in the Prince George's County Code may be appropriate to provide low- to moderate-intensity housing in a variety of contexts.

ANTI-DISPLACEMENT

Anti-displacement strategies are actions aimed at preventing the displacement of individuals or communities from their houses or neighborhoods, due to redevelopment, rising rents, increasing property taxes, or other external pressures. Displacement typically occurs when redevelopment activities result in the rapid decrease in the number of existing residents or established communities due to economic, social, or environmental changes, often linked to redevelopment.

To prevent resident displacement during redevelopment, a variety of methods could be used, as evaluated and assessed through many case studies across the country.³³ One approach is to provide affordable housing options through subsidies or rent control to help keep costs manageable for existing low-income residents even after redevelopment. Additionally, anti-displacement zoning regulations and missing middle housing could help increase the housing stock to ensure the housing demand is met. Other methods include implementing a "right to return" policy, which allows eligible displaced residents to return to new or renovated housing units in their original neighborhood at affordable rates; or

³¹ U.S. Census Bureau 2020 "Census 2010 Summary File 1," in *Household Income Profile*, Extracted by ESRI, September 2020

³² Source: U.S. Census Bureau, "Census 2010 Summary File 1," in *Housing Profile*, Extracted by ESRI, September 2020.

³³ <https://planning.org/passport/course/9249019/>



Community Land Trusts, where land is most typically owned by a nonprofit, but the houses are sold at affordable prices to low-income families. Regardless of the method, community engagement is essential to guarantee residents have a voice and that the redevelopment process addresses their needs and concerns.

This sector plan proactively provides policies and strategies to prevent displacement of existing residents. However, additional anti-displacement tools are recommended to be developed at the County and state levels for future implementation in the sector plan area.



PHOTO BY M-NCPPC

MIXED-INCOME DEVELOPMENT

In 2021, a detailed site plan (DSP-20053) was approved for a mixed-income multifamily development between Little Branch Run and the West Hyattsville Metro Station called Sovren at West Hyattsville. In 2022, the Prince George's County Council approved CR-42-2022, a grant of Housing Investment Trust Fund resources for gap financing, and CR-47-2022, a payment in lieu of taxes (PILOT) to support construction of 147 units (out of 293) for families with incomes at or below 80 percent of the median household in the region. The Sovren was completed in November 2024.



Policies and Strategies

Policy HN 1. Implement *Housing Opportunities for All* by increasing the quantity and diversity of the housing supply throughout the sector plan area through new construction. See also Policies LU 4, LU 5, LU 6, and LU 8.

HN 1.1. Construct a variety of multifamily housing types at a range of price points within the West Hyattsville Local Transit Center (except for properties in the CS or ROS Zones), the Prince George's Plaza Regional Transit District, and properties outside of a center zoned RMF-48. See also Strategy LU 6.2.

HN 1.2. Redevelop the non-residential properties at 3421 Hamilton Street (Tax Accounts 1831460 and 1831478) with multifamily dwelling units. Work with developers to ensure new development offers a mix of unit types, sustainable development, and housing innovation. See Map 37 and Strategy LU 10.1.

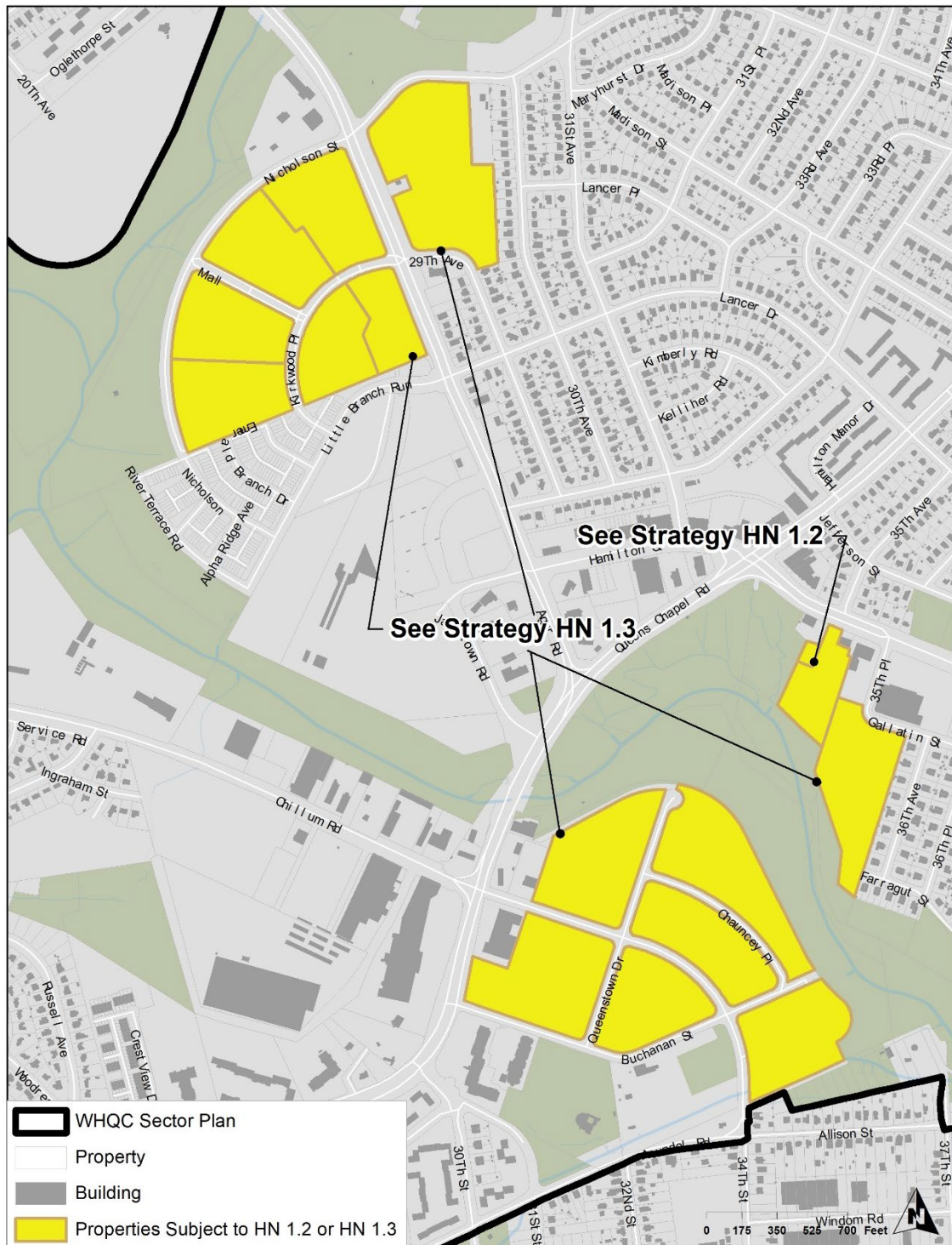
HN 1.3. Work with property owners and encourage partnerships with housing authorities and other government agencies for additional resources, to reposition the properties listed in Table 21 for long-term redevelopment for new multifamily housing, including affordable housing. See Map 40 and Policies LU 5.5, LU 5.6, and LU 10.1.

Table 21. Properties Recommended for Long-Term Redevelopment

Property	Address	Tax ID
Kirkwood Apartments	2607 Kirkwood Place	1836873
	2722 Kirkwood Place	1836824
	2616 Kirkwood Place	1836865
	2623 Nicholson Street	1836840
	2600 Kirkwood Place	1836857
	2700 Kirkwood Place	1836832
Landon Court Apartments	3601 Gallatin Street	1808922
North Pointe Apartment Homes	5735 29th Avenue	1791409, 1791425
Queenstown Apartments (in accordance with LU 5.5 and LU 5.6)	3301 Chillum Road	1839505, 1943836, 1943802, 1943786, 1943844, 1943794, 1943788, 1943810, 1943828



Map 40. Properties Recommended for Long-Term Redevelopment Pursuant to Strategies HN 1.2 and HN 1.3.



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



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.

HN 1.5. All newly constructed housing should incorporate universal design features to meet the needs of an aging population with varying abilities.

Policy HN 2. *Implement Housing Opportunities for All by employing an anti-displacement strategy that focuses on maintaining and improving housing affordability and empowering residents throughout the sector plan area. See also Policies LU 4, LU 5, LU 6, and LU 8.*

HN 2.1. Work with municipalities, Prince George's County Department of Housing and Community Development, and other stakeholders, as appropriate, to continue developing anti-displacement strategies long-term as development and redevelopment occur in the sector plan area.

HN 2.2. Proactively connect residents at risk of displacement with free legal assistance to protect their housing rights.

HN 2.3. Support local advocacy groups that help renters negotiate rental increases with developers and landowners.

HN 2.4. Conduct a Missing Middle Housing study for the sector plan area, as part of a larger Countywide study, to assess and address current and future housing needs and affordability.

HN 2.5. Work with developers, Prince George's County, the State of Maryland and other stakeholders to develop policies and incentives that implement Missing Middle Housing in a way that is context sensitive, especially in areas with naturally occurring affordable housing.

HN 2.6. Work with Prince George's County, the State of Maryland, and other stakeholders to construct new below-market-rate housing individually or as part of a mixed-income development.

HN 2.7. Encourage use of the Planned Development Zones to add below-market-rate housing units. See also Strategies LU 4.3, LU 8.4, and LU 10.5.

HN 2.8. Work closely with public, private, institutional, and nonprofit partners to ensure that tenants whose leases are not renewed due to the intent of the property owner to redevelop their property, are aided in locating and securing safe, affordable housing with similar or

UNIVERSAL DESIGN

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

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

ANTI-DISPLACEMENT STRATEGIES FOR THE WEST HYATTSVILLE-QUEENS CHAPEL SECTOR PLAN AREA

Displacement is a real concern as neighborhoods redevelop and change. This sector plan acknowledges that possibility while also seeking to retain and expand as much existing affordable housing as is feasible.



superior safe and affordable access to education, health care, transportation, and other amenities.

HN 2.9. Work with County agencies and municipalities to connect existing residents to educational programming, incentives, and funding programs for first-time homebuyers.

HN 2.10. Enact “right to return” legislation at the County level and apply to redevelopment projects in the sector plan area.

HN 2.11. Actively seek a non-profit organization to develop a Community Land Trust to build and sell affordable housing units to ensure long-term affordability and collective ownership.

RIGHT TO RETURN

“Right to Return” housing legislation ensures that eligible residents who are displaced due to redevelopment or public infrastructure projects have the right to return to their neighborhood once new housing is built. This policy guarantees that eligible displaced individuals and families can move back into affordable housing units in their original community, often at a similar rent or price as before the redevelopment. The goal is to preserve the cultural fabric of the community and protect long-standing residents from being priced out during gentrification. By prioritizing the return of displaced residents, this legislation fosters equity and helps maintain the diversity of the neighborhood, preventing the loss of low-income housing options in revitalized areas.

Source: U.S. Department of Housing and Urban Development, “Rental Assistance Demonstration, Revision 4,” Notice H-2019-09 PIH-201923

COMMUNITY LAND TRUSTS

The Maryland Affordable Housing Land Trust Act created the legal mechanisms necessary for the creation of Community Land Trusts. A Community Land Trust (CLT) is when an organization, such as a nonprofit purchases land for collective ownership, usually with the intention to build and sell affordable housing units. CLTs allow for long-term community control and prevent displacement due to market pressures. In a CLT, the land is owned collectively, while individuals purchase the houses on the land at affordable prices. This model not only helps preserve affordable housing but also fosters community stability. CLTs are a powerful tool for promoting equity and resilience in communities, while the protecting existing residents from displacement as neighborhoods evolve.

The County Council passed Council Resolution (CR-093-2024) on November 12, 2024, which established a Community Housing Trust Task Force in Prince George’s County to explore ways to increase affordable housing opportunities through land trust. The task force will consist of members from affordable housing organizations, County Council, housing and planning departments, and will focus on researching and recommending policies for a Community Housing Trust model (i.e., Community Land Trusts). The Task Force is required to submit a report with recommendations to the County Council within 12 months.

Source: Davis, John Emmeus and Kristin King-Ries. Lincoln Institute of Land Policy, “Preserving Affordable Homeownership: Municipal Partnerships with Community Land Trusts,” 2024.



HN 2.12. Should the Zoning Ordinance be amended to permit accessory dwelling units, their use is recommended throughout the West Hyattsville-Queens Chapel sector. See Strategy LU 3.1.

Policy HN 3. Implement *Housing Opportunities for All* by improving the quality of the existing housing supply, including older homes and income-restricted properties.

HN 3.1. Work with County agencies and municipalities to connect homeowners to incentives (such as funding programs) for home repairs and renovations to improve the livability of existing houses.

HN 3.2. Promote design services and construction programs to property owners through an informational campaign, and ensure these programs are used to support aging-in-place and not for rehabilitation/improvement of houses to prepare for sale.

HN 3.3. Implement a comprehensive approach to support elderly households aging in place, including universal design features that benefit residents and visitors with varying abilities.

HN 3.4. Encourage appropriate government agencies to use an array of tools, including grant programs, below-market financing, and tax incentives (for example, some current tools include Revitalization Tax Credits, HOME Investment Partnership, Housing Investment Trust Fund, and the Affordable Housing Bond Finance Program) to support affordable housing rehabilitation and preservation in the sector plan area.

ACCESSORY DWELLING UNITS

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

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

Accessory dwelling units were permitted in most single-family neighborhoods within the City of Mount Rainier and the Town of Brentwood between 2004 and 2022 pursuant to the repealed Gateway Arts District Development District Overlay Zone. Additionally, the State of Maryland created a Task Force to further analyze and evaluate the context for incorporating accessory dwelling units as a housing typology for local jurisdictions: <https://msa.maryland.gov/msa/mdmanu al/26excom/html/01accessory.html>.

AMAZON'S HOUSING EQUITY FUND

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

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

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



HN 3.5. Identify resources to support homeowner renovations and repairs to weatherize homes, retrofit homes for better energy efficiency, plant/manage trees, and add additional green infrastructure to their properties.

Policy HN 4. For qualifying projects, as defined below, encourage the increased density permitted pursuant to the Maryland Housing Expansion and Affordability Act (HB-538), as amended after the adoption of this plan, or permitted by similar legislation.

HN 4.1. Qualifying projects in which at least 15 percent of the dwelling units are deed-restricted to be affordable for at least 40 years and within three-quarters of a mile of the West Hyattsville Metro Station, where allowed by State law, the density should exceed the allowable density of the current Zoning Ordinance by 30 percent, in mixed-use zones, which include the RTO, LTO, and RMF zones.

HN 4.2. For qualifying projects in which at least 15 percent of the dwelling units are deed-restricted to be affordable for at least 40 years and within three-quarters of a mile of the West Hyattsville Metro Station, where allowed by State law, missing middle housing units are encouraged in single-family residential zones, especially in the RSF-A and RSF-65 zones.

MARYLAND HOUSING EXPANSION AND AFFORDABILITY ACT

In 2024, the **Maryland Housing Expansion and Affordability Act (HB-538)** focuses on increasing housing density and affordability across the state by allowing certain affordable housing projects to exceed existing zoning limitations in designated areas. This bill has been codified in the Housing Expansion and Affordability Subtitle of the Land Use Article of the Maryland Code. The approved bill specifies criteria for "qualified projects," such as properties located near metro stations, nonprofit-owned land, or former state-owned sites. These projects are granted flexibility in density, permitting higher housing densities than typically allowed in single-family, multifamily, and mixed-use zones. For example, where allowed by State law, projects in single-family zones can include missing middle housing units, while multifamily and mixed-use zones can see a 30 percent increase in allowable density. Mixed-use developments are also supported in nonresidential zones, provided certain health assessments are completed.

The bill emphasizes that these increased density limits are in addition to any local regulations and do not apply to agricultural or conservation zones. It further clarifies that if a project qualifies under multiple criteria (proximity to rail stations and nonprofit ownership), the density limits are not further increased. The overarching goal is to address housing affordability by creating more opportunities for diverse housing types and densities, particularly in areas that can support higher growth. The bill's provisions aim to reduce barriers to development and encourage the construction of more affordable housing options across Maryland, and specifically in the plan area.

Section VIII



Community Heritage, Culture, and Design



PLAN 2035 COMMUNITY HERITAGE, CULTURE, AND DESIGN GOAL

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

SECTOR PLAN COMMUNITY HERITAGE, CULTURE, AND DESIGN GOAL

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



Existing Conditions Summary

The sector plan area is home to a variety of historic structures and roads. There are eight extant mid-century modern buildings, and two designated historic roads. The entire sector plan area is located within the Anacostia Trails Heritage Area, which reinforces the importance of the Northwest Branch in the sector plan area's identity. As shown on Map 41, Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area, there are no individually designated (individual properties) Prince George's County Historic Sites in the West Hyattsville-Queens Chapel sector. However, portions of several non-regulated National Register Historic Districts are within or near the sector plan boundaries.

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

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

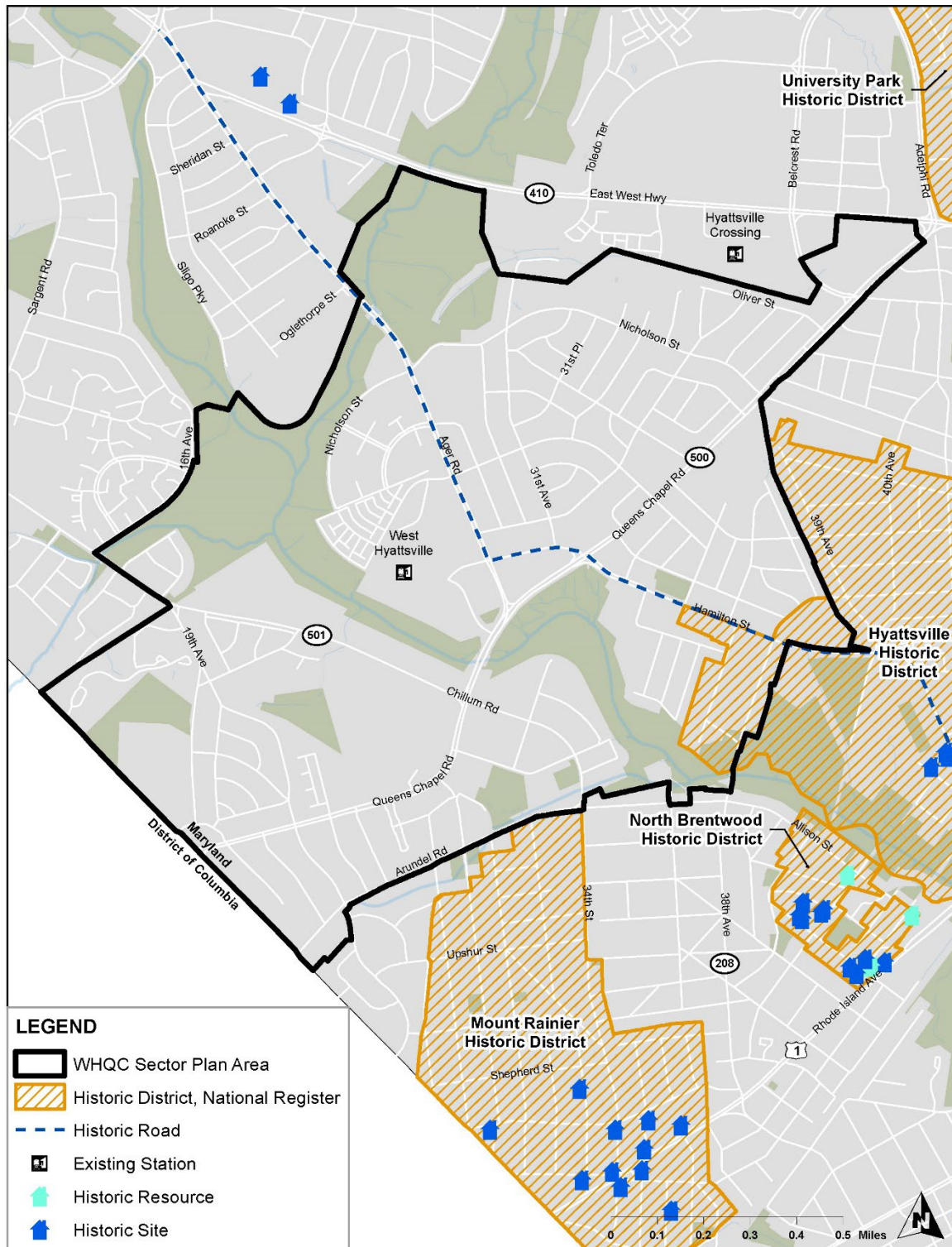
Established in 1924, the town of North Brentwood, just outside the sector plan area, is the first black community to be incorporated in Prince George's County and includes the North Brentwood National Register Historic District.

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

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



Map 41. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2021,
<https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



WHAT'S IN A NAME?

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

Policies and Strategies

Policy HD 1. Highlight and celebrate the sector plan area's cultural diversity and history to create a character-defining place. See also Policy EP 1, EP 2, and HD 6.

- HD 1.1.** Work with relevant County and municipal agencies and the community, partnering with students and local artists where possible, to develop and implement a cohesive community branding and wayfinding strategy for elements such as signage, street banners, public art, bridges, lighting, and seating that are reflective of the community's cultural diversity, history, and the importance of the Northwest Branch.
- HD 1.2.** Produce all wayfinding signage, interpretative signage, branding materials, and informational media in both English and Spanish.
- HD 1.3.** Install prominent gateway signage and/or artwork along MD 500 (Queens Chapel Road) between the bridge over the Northwest Branch and its intersection with MD 501 (Chillum Road).
- HD 1.4.** Develop and install wayfinding and signage throughout the sector plan area, including, but not limited to, streets and park signs at the West Hyattsville Metro Station, bus stops, parks, trails, shared-use paths, and Capital Bikeshare stations.
- HD 1.5.** Install interpretive and wayfinding signage identifying Ager Road and Hamilton Street as historic roads.
- HD 1.6.** Work with neighborhoods and civic associations to install and maintain neighborhood-specific entry (monument) signage.

HISTORIC ROAD

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

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



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

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



PHOTO BY M-NCPPC

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

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



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

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

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

GATEWAY

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

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

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

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

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

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

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

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

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

THIRD PLACES

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

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



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

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

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

HD 4.3. Install bus stop shelters at all bus stops. See also Strategy TM 7.1.

HD 4.4. Remove unsanctioned graffiti in a timely fashion.

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

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

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

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

Sources: The International Crime Prevention Through Environmental Design Association, accessed online on 11/04/2021, <https://www.cpted.net/>, and Crime Prevention Through Environmental Design, accessed online on July 1, 2022, <https://www.mncppc.org/4913/Crime-Prevention-Through-Environmental-D>.

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

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

- Buildings located along the west side of MD 500 (Queens Chapel Road) between Belcrest Road and MD 410 (East West Highway) at 6201 Belcrest Road (Tax Account 1800036) and 3799 East West Highway (Tax Account 1820695). Buildings on these parcels should have the tallest portions of buildings front on Belcrest Road and East West Highway and not on MD 500 (Queens Chapel Road). See Strategy LU 8.3; and
- Where this is not otherwise permitted by the Zoning Ordinance.



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

NEIGHBORHOOD COMPATIBILITY STANDARDS

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



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

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

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

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



HD 4.12. Consistent with Complete Street principles and to provide pedestrian-scale urban design, block lengths should not exceed 500 feet in length.

HD 4.13. Placemaking of public spaces is encouraged to support the use of all users, including seniors, children, and people with disabilities.

Policy HD 5. Enhance Hamilton Street between MD 500 (Queens Chapel Road) and Jamestown Road as a hip, lively, walkable corridor that serves as West Hyattsville-Queens Chapel's Main Street and is the heart of the community. See also Strategies EP 2.3, TM 1.9, TM 1.12, TM 1.14, TM 1.15, TM 1.16 and HD 2.2.

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

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

HD 5.3. Program the Hamilton Street streetscape for community building events and activities that take advantage of the temporary street closure and support local businesses and artists, such as street fairs and festivals, farmers' and craft markets, music performances, etc. See also Strategy TM 1.12 and Figure 1.

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

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

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

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

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



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

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

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

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

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

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

Policy HD 8. Promote urban design that ensures appropriate transitions between incompatible land uses, enhancing compatibility while adhering to zoning regulations and the landscape manual as periodically amended by the County Council.³⁴ See Strategy LU 7.6.

HD 8.1. If the Washington Gas Light Company property at 2130 Chillum Road (Tax Account 1976596) redevelops or expands utility uses, shield the site from Chillum Road by providing a minimum 10-foot-wide landscape strip along the street line for all nonresidential uses and parking lots adjacent to Chillum Road. The buffer should include a minimum of 1 shade tree and 10 shrubs per 35 linear feet (excluding driveway openings) or a minimum of 80 plants per 100 linear feet of frontage (excluding driveway openings).

HD 8.2. If the Washington Gas Light Company Property at 2130 Chillum Road (Tax Account 1976596) redevelops or expands utility uses, shield the site from the view of nearby residential areas by providing a minimum three-foot-wide landscape strip between any adjacent property line and nonresidential uses or parking lots. The landscape strip should include 15 shrubs per 35 linear feet to create a solid 3-foot-high landscaped buffer.

³⁴ The Prince George's County Landscape Manual offers multiple options to meet design requirements, and the property owner is within their right to consult the Landscape Manual to see if there are additional options to meet design requirements. However, these are requirements deemed most suitable for the site.



- HD 8.3.** Recommended buffers for the Washington Gas Light Company property at 2130 Chillum Road (Tax Account 1976596) should consist of a minimum percentage of native species, which varies depending on plant type; 40 percent of evergreen trees, 60 percent of shrubs, 70 percent of ornamental trees, and 80 percent of shade trees should be native.
- HD 8.4.** If the Washington Gas Light Company Property at 2130 Chillum Road (Tax Account 1976596) redevelops or expands utility uses a minimum of 8 percent planted area should be included for any new buildings with frontage on Chillum Road.
- HD 8.5.** If feasible, during future redevelopment of the Washington Gas Light Company property at 2130 Chillum Road (Tax Account 1976596), expand the existing vegetated buffer located between the utility site and the stream valley to help absorb excess floodwater and reduce erosion. The buffer should consist primarily of native species and help shield the view of the utility site from the Northwest Branch Trail.
- HD 8.6.** Ensure any future development of the Washington Gas Light Company property at 2130 Chillum Road (Tax Account 1976596) complies with all applicable state and local floodplain regulations.
- HD 8.7.** Given the surrounding residential and open space land uses around the Washington Gas Light Company property at 2130 Chillum Road (Tax ID 1976596), the storage of liquid gas is strongly discouraged at 2130 Chillum Road.

Section IX



Healthy Communities



PLAN 2035 HEALTHY COMMUNITIES GOAL

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

SECTOR PLAN HEALTHY COMMUNITIES GOAL

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



Existing Conditions Summary

The sector plan area is one in which residents have access to quality open space, trails, parks, multimodal transportation options, healthy food, and nutrition, and where people of all ages can live comfortably. Most residents live within a 15-minute walk of nature, quality parks and trails, multimodal transit options, and healthy and nutritious food choices. The Northwest Branch Stream Valley Trail provides access to the regional trail network and opportunities for recreation and commuting by biking or walking, as this network provides direct connections to points of interest outside of Prince George's County, including to Silver Spring, Wheaton, and the District of Columbia.

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

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

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

BENEFITS OF WALKABLE AND BIKEABLE COMMUNITIES

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

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



Policies and Strategies

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

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

HC 1.2. Create passive and active recreation options (e.g., outdoor fitness equipment, bike rentals) along the West Hyattsville Greenway. See Strategy PF 1.2.

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

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

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

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

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

FOOD FOREST

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

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

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

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



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

- Northwest Branch Stream Valley Park
- Proposed park at 2607 Kirkwood Place (Tax ID 1836865)
- Avonridge Gateway Plaza (Tax IDs 1941491, 1941509, and 19141517)

See also Strategy PF 1.1 and Map 43.

HC 2.6. Evaluate the feasibility of a community garden and hydroponic or aquaponic food production facility as part of the development of Chillum Road Park (5701 16th Street).

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

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

HC 3.2. Install multilingual health-based wayfinding, if deemed feasible, to medical facilities such as medical office buildings and urgent care facilities. See Policy HD 1.

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

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

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

COMMUNITY GARDENS

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



PHOTO BY M-NCPPC

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



Policy HC 4. Provide equitable access to recreation facilities and community spaces.

See also Polic PF 1 and TM 5.

HC 4.1. Establish urban-scale community civic spaces in the West Hyattsville Local Transit Center to provide public gathering spaces. See plaza and green recommendations in Table 24 and Map 43. Recommended Parks, Recreation, and Public Open Space Facilities under Strategy PF 1.1.

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

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

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

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

HC 5.1. Promote the preservation and retention of existing senior housing and assisted living facilities by working with housing providers.

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

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

Section X



Public Facilities



PLAN 2035 PUBLIC FACILITIES GOAL

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

SECTOR PLAN PUBLIC FACILITIES GOAL

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



Existing Conditions Summary

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

LIBRARIES

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

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

POLICE AND FIRE/EMERGENCY MEDICAL SERVICES (EMS)

Multiple jurisdictions and entities, including WMATA, provide police services across the sector plan area. Prince George's County Fire and Emergency Medical Services (PGFD) Station 801 (Hyattsville) is within the sector plan area at 6200 Belcrest Road. Station 844 (Chillum) at 6330 Riggs Road and Station 855 (Bunker Hill) at 3716 Rhode Island Avenue also provide primary fire and EMS response to the sector plan area.

PARKS AND RECREATION

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

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

**Table 22.** Existing Parks and Recreation Facilities

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
Avondale Park	1915487	La Salle Road	Neighborhood	11.84	M-NCPPC	Picnic shelter Playground Full-court basketball court Tennis courts with a practice ball wall Softball field Wooded areas Hard-surface multiuse trail
Brentwood-Allison Park	1878438, 1878446, 1878420	Arundel Road, along Brentwood Levee Trail east of Chillum Road	TBD	0.72	M-NCPPC	Undeveloped mini park providing urban green space
Buchanan Street Park	2789915	3315 Buchanan Street	TBD	1.38	M-NCPPC	Undeveloped park with open space and scattered trees Hard-surface multiuse trail connecting to MD 501 (Chillum Road)
Chillum Park	1914902, 1914530	5601 16th Avenue	Community	16.85	M-NCPPC	Regulation soccer field Picnic shelter One cricket pitch and play area Two school-aged playgrounds Football field with a softball overlay Long-distance trail
Chillum Road Park	1879683, 1879691	Avondale Place, behind the 4900 block of Russell Avenue	Resource	7.09	M-NCPPC	Undeveloped, wooded area with no park facilities
Heurich Park	1914779, 1914761, 1914480, 1826510	Ager Road and Nicholson Street	Community	55.73 (within sector plan area)	M-NCPPC	One of three M-NCPPC-owned artificial turf fields Dog park Playground Picnic area Parking lot Open space Short- and long-distance trails



Public Facilities

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
Hyatt Park	1796994, 1797000, 1832310	3512 Hamilton Street	Neighborhood	2.03	M-NCPPC	Recently renovated park owned by M-NCPPC but leased to the City of Hyattsville for development and programming Picnic areas Playground Interactive musical instruments Shaded stage area Community garden Open space
Kirkwood Park	1914514	2600 Nicholson Street	Community/ Resource	9.44	M-NCPPC	One softball diamond One full-court basketball court School-age playground Picnic shelter Open space Long-distance trail Valuable stream buffer
Mt. Rainier Park Building	1845882 (part), 1897362	3100 Arundel Road	Neighborhood	6.10	M-NCPPC	Playground Picnic area Tennis courts Open space with football goal posts Hard surface multiuse trail connecting to Buchanan Street Park
Mount Rainier Nature Center	1845882 (part)	4701 31st Place	Resource	0.07	M-NCPPC	Prince George's County's only urban nature center Hands-on exhibits Live animals Educational displays Game room Multipurpose room Outdoor amphitheater Campfire pit Parking lot Rental space Popular for birthday parties and similar events



Name	Tax ID	Location	Park Type	Acres	Park Ownership	Functions/Features
Queenstown Park	1812379 (part), 1971720 (part), 1914738 (part), 9999999 (part)	3270 Chillum Road, to the north of and behind Queenstown Apartments	Neighborhood	3.95	M-NCPPC	Picnic area Playground Long-distance trail Open space
38th Avenue Park	1881270, 1818616, 1812338 (part), 1812213 (part), 1812221 (part)	5002 38th Avenue	Neighborhood	3.13	M-NCPPC	Basketball Hard Surface Trail Picnic Area Tennis Outdoor fitness equipment Playground
Northwest Branch Stream Valley Park	1914886 (part), 1914902 (part), 1914530 (part), 1914472, 1914753, 1914324, 1914647, 1812320, 1812312, 1812379 (part), 1971720 (part), 1812353, 9999999, 1812361, 1812346, 1812387, 1812338, 1914951, 1914969, 1914977, 1914985, 1915040, 1915032, 1812213 (part), 1788579 (part)	Along the Northwest Branch of the Anacostia River	Resource	112.89 (within sector plan area)	M-NCPPC	Northwest Branch Trail Stream buffers <i>See also Heurich Park, Kirkwood Park, Chillum Park, Queenstown Park, Brentwood-Allison Park, and 38th Avenue Park.</i>



WATER AND SEWER

The entire sector plan area is served by public water and sewer. Water and sewer services are provided through the Washington Suburban Sanitary Commission.

PUBLIC SCHOOLS

Table 23. Public Schools Serving the Sector Plan Area

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

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

Several school buildings in the County are past their functional lifespan, with some serving children living in the sector plan area. Prince George's County Public Schools prefers a utilization rate of 80–95 percent. Public schools located in or near the sector plan area serve the families of the sector plan area, as shown in Table 23 and Map 42. Both Edward M. Felegy Elementary School and Nicholas Orem Middle School are located within the sector plan area, on Editors Park Drive in Hyattsville.

Built in 2014, Edward M. Felegy Elementary School offers grades Pre-K to fifth grade. Built in 1962, Nicholas Orem Middle School offers sixth to eighth grades.

Public high school students living in the sector plan area attend Northwestern High School, located north of the sector plan area on Adelphi Road. Built in 1951, and replaced in 2000, Northwestern High School offers ninth to twelfth grades.

School utilization rates above 100 percent are not desirable based on the Public School System's standards. However, school utilization is a systemwide issue and is often addressed by school boundary adjustments. The Prince George's County Board of Education approved a Comprehensive School Boundary plan in November 2022 "to develop a system of school boundaries that best utilizes available



school facilities in support of the Board of Education's academic objectives.”³⁵ “With the opening of new and larger middle schools in School Years (SY) 2024 and 2025, new boundaries and reorganizations will allow the school system to better balance enrollment in the north county.”³⁶

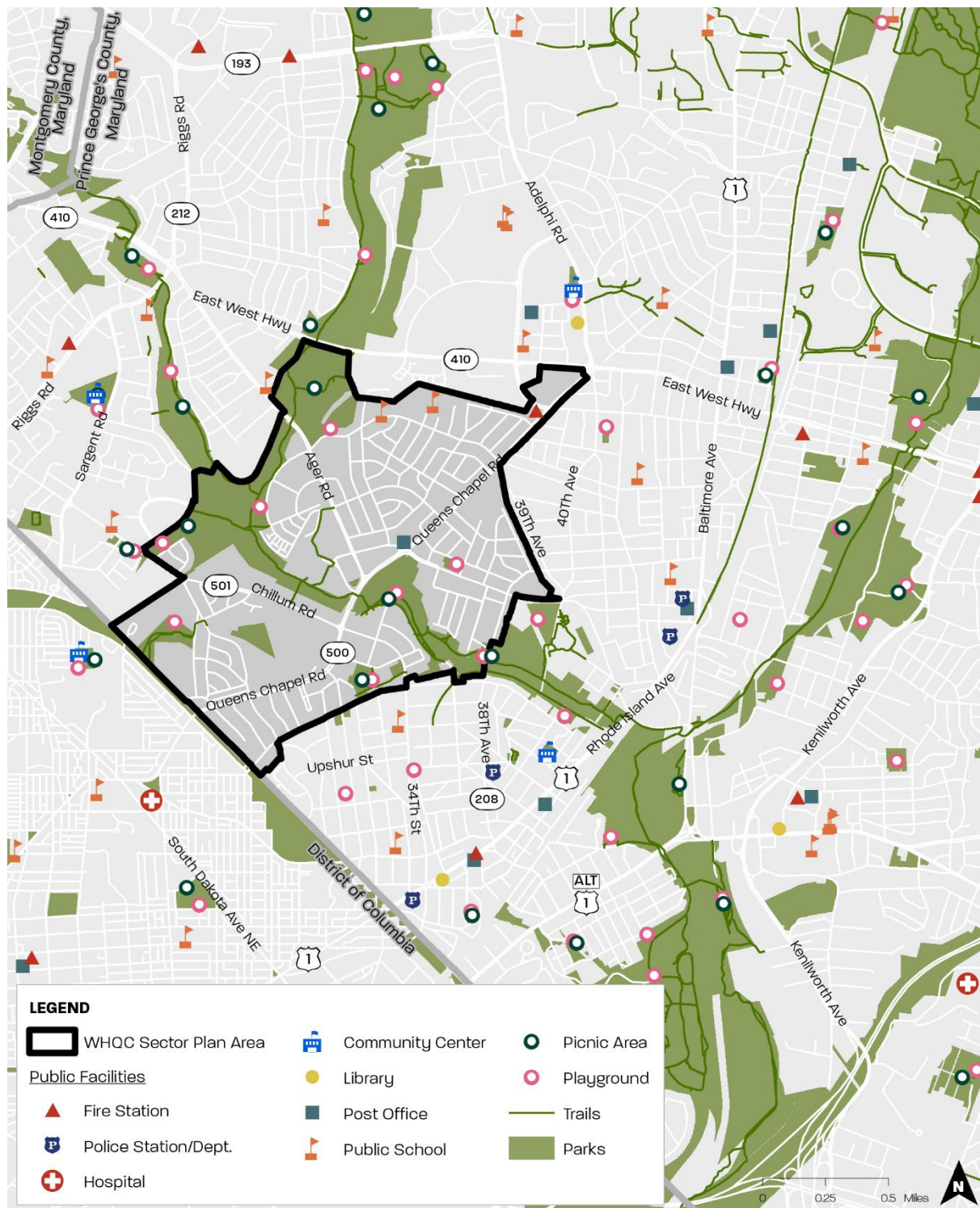
As for public higher education, Prince George's Community College has a campus at University Town Center just north of the sector plan area.

³⁵ Prince George's County Public Schools, *School Boundary Initiative*, found online at <https://www.pgcps.org/boundary>.

³⁶ Prince George's County Public Schools, *FY 2024 Educational Facilities Master Plan*, page 7, found online at [https://go.boarddocs.com/mabe/pgcps/Board.nsf/files/CSCKTT4EE28D/\\$file/FY%2024%20EMFP%20Draft%20Rev%203-%205.9.2023.pdf](https://go.boarddocs.com/mabe/pgcps/Board.nsf/files/CSCKTT4EE28D/$file/FY%2024%20EMFP%20Draft%20Rev%203-%205.9.2023.pdf).



Map 42. Public Facilities and Amenities in and near the Sector Plan Area



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

Note: Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



Policies and Strategies

PARKS, RECREATION, AND OPEN SPACE

PROVISION OF PARKS AND PUBLIC OPEN SPACES

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

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

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

PF 1.1. Provide a variety of park, recreational, and open spaces in the sector plan area by constructing or expanding the facilities identified in Table 24 and Map 42, New Recommended Parks, Recreation, and Public Open Space Facilities, and ensuring these new facilities follow the Urban Park Guidelines and Typologies found in Formula 2040, Appendices F and G.

PF 1.2. Construct the West Hyattsville Greenway, a connected, integrated system of shared-use paths, bikeways, pedestrian facilities, and bridges. This greenway should have enhanced landscaping and environmental features, including best stormwater management practices, branded wayfinding, interpretive signage that celebrates the Anacostia River and the history of the area, and fitness and bicycle repair equipment. Additional details are found in Table 24 and Map 43. See also Tables 13 and 15 and Strategies TM 4.3, TM 4.4, and HD 7.4.



Table 24. New Recommended Parks, Recreation, and Open Space Facilities

Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
West Hyattsville Greenway: Segment A	<p>Intersection of Jamestown Road and Hamilton Street to MD 501 (Chillum Road).</p> <p>All or part of this facility will be located on the following properties:</p> <ul style="list-style-type: none"> • 2700 Hamilton Street (Tax Account 1851252) • Northwest Branch Stream Valley Park (Tax Account 1914324) <p>All or part of this facility may also be located on the following properties, depending on final location/alignment:</p> <ul style="list-style-type: none"> • 2222 Chillum Road (Tax Accounts 1943752, 1943760, 1969815) • 2310 Chillum Road (Tax Account 1943745) 	●		Greenway/Linear Park	TBD	<p>Includes widened promenade-type bridge crossing of Northwest Branch for bicycles and pedestrians. The current crossing should be used as an interim crossing.</p> <p>Alignment and dedication/easement/covenant required at preliminary plan of subdivision.</p> <p>Alignment may require acquisition of WMATA Queenstown Storage Facility at 2310 Chillum Road or may be located immediately west of this facility.</p> <p>Will include a portion of Trail T-217.</p> <p>Will overlap with the Northwest Branch Stream Valley Park.</p> <p>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</p> <p>See also Policy LU 1 and Strategy TM 4.3.</p>
West Hyattsville Greenway: Segment B	<p>North side of MD 501 (Chillum Road) and east side of UC-215 (30th Street Extended).</p> <p>All or part of this facility will be located on the following properties:</p> <ul style="list-style-type: none"> • 2428 Chillum Road (Tax Account 1840669) • 2426 Chillum Road (Tax Account 1840636) • 2430 Chillum Road (Tax Account 1839166) • 2434 Chillum Road (Tax Account 1853605) • 2440 Chillum Road (Tax Account 1848159) • 2460 Chillum Road (Tax Account 1965086) • 2480 Chillum Road (Tax Account 1905678) • 2486 Chillum Road (Tax Account 1922574) <p>All or part of this facility may also be located on the following properties, depending on final location/alignment:</p> <ul style="list-style-type: none"> • 3100 Chillum Road (Tax Account 1861095) 	●		Greenway/Linear Park	TBD	<p>Greenway/Linear Park will run parallel to and abut MD 501 (Chillum Road) and UC-252.</p> <p>Alignment and dedication/easement/covenant required at preliminary plan of subdivision.</p> <p>Will include shared-use path T-217.</p> <p>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</p>



Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
West Hyattsville Greenway: Segment C	<p>In the median of UM-253/UC-253 between UC-252 (30th Street Extended) and UM-248 (Queenstown Drive).</p> <p>This facility and its associated street right-of-way (UM-253/UC-253) will traverse from west to east the entirety of the property at 3100 Queens Chapel Road (Tax Account 1861095) (The Shops at Queens Chillum), as it exists on the date of approval of this Sector Plan.</p> <p>This facility and its associated street right-of-way (UM-253/UC-253) will traverse from west to east the entirety of the property at 3301 Chillum Road between MD 500 (Queens Chapel Road) and Queenstown Drive (Tax Account 1943794), as it exists on the date of approval of this Sector Plan.</p> <p>A portion of this facility and its associated street right-of-way may also be located on the property at 3171 Queens Chapel Road (Tax Account 1971928), depending on final location/alignment.</p>	●		Greenway/ Linear Park	TBD	<p>Will include shared-use path T-217.</p> <p>Will be at least 30 feet in width and include trees, SWM features, furniture, interpretive/wayfinding signage, and other amenities.</p> <p>See Figure 4 for an illustrative concept of this linear park.</p> <p>See also the description of UM-253/UC-253 in Table 13. Recommended Master Plan of Transportation Streets.</p>
West Hyattsville Greenway: Segment D	<p>In the median of UM-248 (Queenstown Drive and Queenstown Drive realignment) between Buchanan Street and the intersection of MD 500 (Queens Chapel Road) and Jamestown Road.</p> <p>This facility and its associated street right-of-way (UM-248) will be located, depending on final location/alignment, on portions of the following properties as they exist on the date of approval of this sector plan:</p> <ul style="list-style-type: none"> • 3301 Chillum Road (Tax Accounts 1943778, 1943786, 1943794, 1943810, and 1943844) (Queenstown Apartments) • 3110 Chillum Road (Tax Account 1839505) (Queenstown Apartments) • Northwest Branch Stream Valley Park (Tax Accounts 1812379, 1914720, 1914738) <p>This facility and its associated street right-of-way (UM-248) may also be located, depending on final location/alignment, on portions of the following properties as they exist on the date of approval of this sector plan:</p> <ul style="list-style-type: none"> • 3301 Chillum Road (Tax Accounts 1943802 and 1943836) (Queenstown Apartments) 	●		Greenway/ Linear Park	TBD	<p>Includes widened crossing of Northwest Branch at or near the location of the current crossing. See Figure 5. This crossing should be constructed to have zero net impact on the levee at this location.</p> <p>The river crossing will be at least 30 feet in width and include trees, SWM features, furniture, interpretive/wayfinding signage, and other amenities.</p> <p>The current river crossing should be used as an interim crossing.</p> <p>Will partially overlap the Northwest Branch Stream Valley Park and Queenstown Park.</p> <p>Alignment and dedication/easement/ covenant should be shown on preliminary plan of subdivision.</p> <p>See also the description of UM-248 in Table 13. Recommended Master Plan of Transportation Streets.</p> <p>Includes Cycle Track T-216.</p>



Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
West Hyattsville Greenway: Segment E	<p>A shared-use path on the south side of UC-247 (Jamestown Road) between MD 500 (Queens Chapel Road) and Hamilton Street.</p> <p>This facility will be located on portions of the following properties as they exist on May 2, 2024:</p> <ul style="list-style-type: none"> • 5402 Jamestown Road (Tax Account 1855527) • F Jamestown Road (Tax Account 1851260) • 2700 Hamilton Street (Tax Account 1851252) 		●	Greenway/Linear Park	TBD	<p>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</p> <p>Alignment and dedication/easement/covenant should be shown on preliminary plan of subdivision.</p> <p>Includes cycle track T-218.</p> <p>See also the description of UC-247 in Table 13. Recommended Master Plan of Transportation Streets.</p>
Metro Station Plaza	<p>At the east entrance to the West Hyattsville Metro Station.</p> <p>Westernmost edge of the plaza should be within 250 feet of the entrance.</p> <p>All or a portion of this facility will be located on some or all of the following properties, depending on final location and size:</p> <ul style="list-style-type: none"> • 2700 Hamilton Street (Tax Account 1851252) • 5520 Jamestown Road (Tax Account 1927888) • 5440 Ager Road (Tax Account 1927896) 	●		Plaza	TBD	<p>Include seating, public art, and/or a fountain, innovative stormwater management features, and trees.</p> <p>See Figure 6 for an illustrative concept of this plaza.</p> <p>Location and dedication/easement/covenant should be shown on preliminary plan of subdivision.</p> <p>Plaza should conform to the WMATA Station Area Planning Guide.³⁷</p>
Queens Chillum Plaza	<p>Southwest corner of MD 500 (Queens Chapel Road) and MD 501 (Chillum Road).</p> <p>This entire facility will front the street intersection and be constructed on the property at 3100 Queens Chapel Road (Tax Account 1861095) (The Shops at Queens Chillum), as it exists on the date of approval of this Sector Plan.</p>		●	Plaza	Private w/ Public Use Easement	<p>Plaza will be shown on Detailed Site Plan for any development at 3100 Queens Chapel Road (Tax Account 1861095).</p> <p>Alignment and dedication/easement/covenant required at preliminary plan of subdivision.</p> <p>See also Strategy LU 4.4.</p>
Avonridge Gateway Plaza	<p>MD 500 (Queens Chapel Road) and Carlson Circle.</p> <p>This facility will consist of the following properties:</p> <ul style="list-style-type: none"> • Tax Accounts 1941491, 1941509, 1941517. • Unused rights-of-way for La Salle Road and Chapel Place southeast of Carson Circle. 		●	Green	TBD	<p>Existing open space.</p> <p>Add seating, wayfinding, and interpretative signage.</p> <p>Serve as a gateway to Avondale from the District of Columbia.</p> <p>Consider as location for community garden.</p> <p>See also Strategy HC 2.5.</p>

³⁷ Found online at <https://www.wmata.com/business/real-estate/upload/Station-Area-Planning-Guide-October-2017.pdf>.

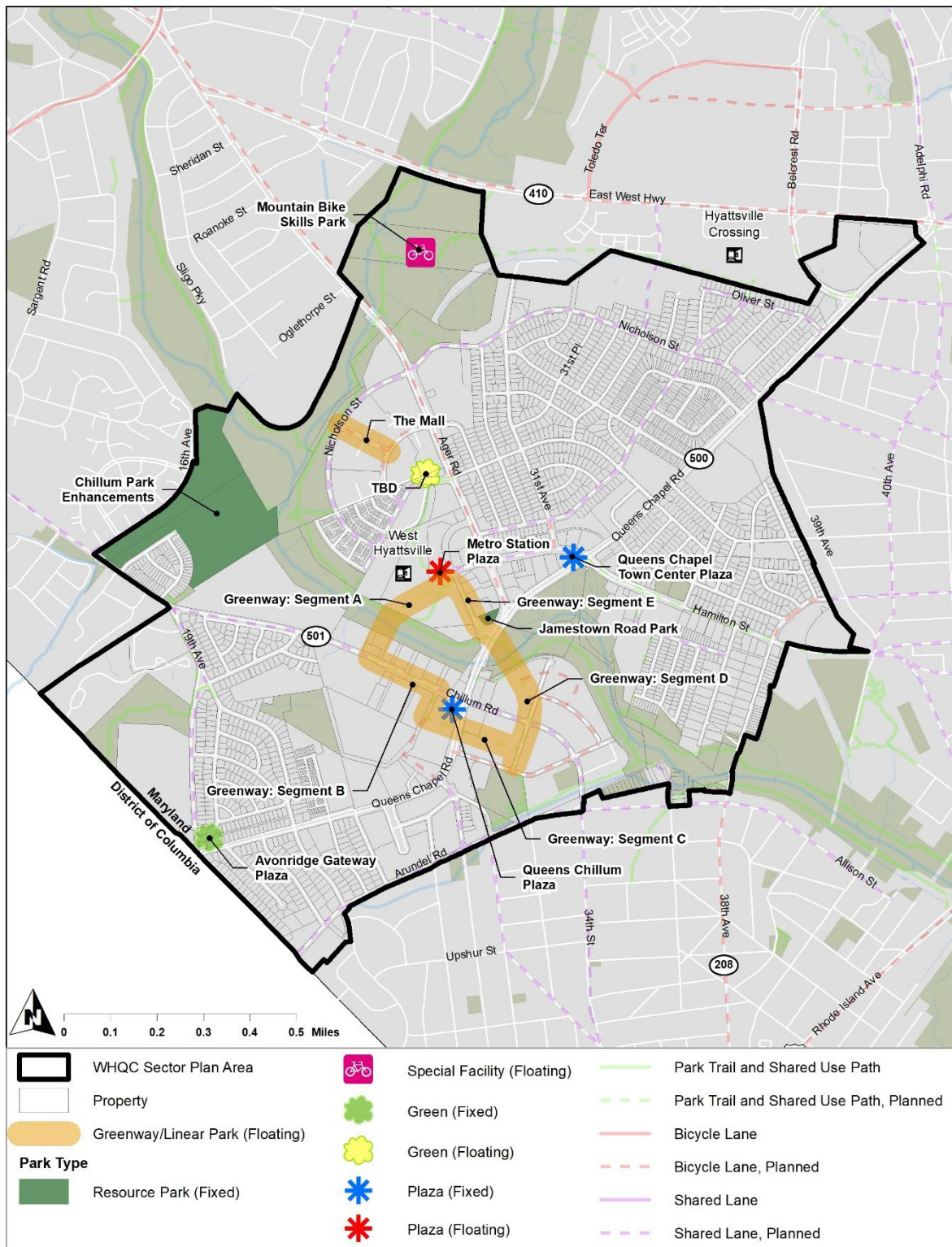


Public Facilities

Name	Location	Floating	Fixed	Park Type	Park Ownership	Recommended Facility Functions and Notes
Queens Chapel Town Center Plaza	Southwest corner of intersection of MD 500 (Queens Chapel Road) and Hamilton Street. This entire facility can be constructed on SHA right-of-way.		●	Plaza	TBD	Add a small plaza with seating, public art and/or a fountain, landscaping, welcoming visitors to the "Main Street" of Hamilton Street. See also Strategies LU 4.4, TM 1.14, TM 1.15, and TM 1.16.
Jamestown Road Park	Existing M-NCPPC property at intersection of Jamestown Road, MD 500 (Queens Chapel Road) and Ager Road (Tax Account 1914647, Parcel 2)		●	Resource Park	M-NCPPC	Focus of park is innovative stormwater management. Park should include interpretative and wayfinding signage and seating. See also Strategy LU 7.1.
The Mall	Parallel to and encompassing The Mall between Kirkwood Place and the Northwest Branch Stream Valley Trail. All or part of this facility will be located on the following properties: <ul style="list-style-type: none"> • 2700 Kirkwood Place (Tax Account 1836832) • 2623 Nicholson Street (Tax Account 1836840) 	●		Greenway/ Linear Park	TBD	Alignment and dedication/easement/ covenant required at preliminary plan of subdivision. Park may be on either side of the street or in the median. See also Strategy HN 1.3.
Chillum Park Enhancements	1850 Chillum Road (part of Tax Account 1914530) 5601 16th Avenue (Tax Account 1914902)		●	Resource Park	M-NCPPC	Park should include nature trails with interpretative signage. See also Policies LU 1, LU 2, NE 1, and NE 2.
TBD	2607 Kirkwood Place Park should cover the easement over the WMATA Green Line tunnel and may include the parcels at the northwest corner of Ager Road and Little Branch Run (Tax Accounts 5649146, 5666050) and a portion of Parcel E at 2607 Kirkwood Place (Tax Account 1836873).	●		Green	TBD	Include seating, public art and/or a fountain, innovative stormwater management features, and trees. Consider as location for community garden. See also Policy HD 2 and Strategies HN 1.3 and HC 2.5. Park should be at least one acre in size.
Mountain Bike Skills Park	This facility will be located on an existing M-NCPPC property within the Northwest Branch Stream Valley Park or Heurich Park.	●		Special Facility	M-NCPPC	The 2009 MPOT recommended a mountain bike skills park in the vicinity of Hyattsville to provide the northern portion of the County with a broader variety of trail experiences and better serve the mountain bike users in the County. Mountain bike skills parks can be constructed in urban areas and provide trail variety, challenges, and obstacles in relatively small, confined spaces. Mountain bike users are an underserved user group in Prince George's County.



Map 43. New Recommended Parks, Recreation, and Public Open Space Facilities



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).



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

Figure 4. Illustrative Concept of West Hyattsville Greenway Segment C



ILLUSTRATION BY AECOM

View looking down the proposed UC-252 from MD 500 (Queens Chapel Road). For details about the proposed street, greenway, and streetscape amenities, see Table 13, Table 15, and Table 24.



Figure 5. Illustrative Concepts of West Hyattsville Greenway Segment D



ILLUSTRATIONS BY AECOM

View looking down the proposed Queenstown Drive realignment (UM-248) toward the Northwest Branch from Chillum Road. For details about the proposed street, greenway, and streetscape amenities, see Table 13, Table 15, and Table 24.



View looking down the Northwest Branch from MD 500 (Queens Chapel Road) at the proposed river crossing. For more details, see Strategy TM 4.4 and Table 24.





ILLUSTRATIONS BY AECOM

Views toward the Northwest Branch from the proposed Queenstown Drive realignment (UM-248).





Figure 6. Illustrative Concept of Metro Station Plaza



ILLUSTRATION BY AECOM

View from the proposed Metro Station Plaza looking at the Jamestown Road (UC-247) and Hamilton Street (UM-231) intersection with the proposed Greenway Segment A. For details, see Table 13, Table 15, and Table 24.



PHOTO BY M-NCPPC

- PF 1.3.** Add amenities to new public spaces that support flexible programming for different age groups and diverse interests.
- PF 1.4.** Finalize all recommended park functions/amenities based upon the community needs identified at the time of park facility planning through community engagement.
- PF 1.5.** Secure public-use easements for privately built and/or maintained open spaces in the sector plan area.
- PF 1.6.** Acquire or establish easements for publicly accessible park spaces, either through fee-simple purchase or the parkland dedication process, at the fixed locations and in the proximity of the floating park symbols identified in Map 43 and Table 24. New Recommended Parks, Recreation, and Public Open Space Facilities. Alignments and locations of park facilities in Table 24 and Map 43 and dedication to M-NCPPC DPR, public use easements, and/or covenants will be identified in the Preliminary Plan of Subdivision.
- PF 1.7.** Consider renaming Chillum Road Park to reflect community identity and remove a reference to a state highway in the park name.
- PF 1.8.** Locate additional benches and informational media in natural spaces and along trails as recommended in Strategies HD 3.2 and HD 4.2, and Policy HD 7.



Public Facilities

- PF 1.9.** Where possible, install playgrounds as part of open space and park construction.
- PF 1.10.** Construct a plaza and seating area at the Buchanan Street Park (3315 Buchanan Street) as previously funded in the Prince George's County Fiscal Year 2022–2027 Proposed CIP, project 4.99.0221. The design of these enhancements should include environmentally sensitive design.
- PF 1.11.** Consider incorporating elements, features, and amenities from the illustrative concept in Figure 5 when redeveloping the pedestrian/bicycle bridge crossing of the Northwest Branch south of MD 500 (Queens Chapel Road) and the surrounding park and trail area. These features include amphitheater-style steps/seal walls leading to the river, public art installations, gathering and viewing spaces, plaza, and special paint/texture treatment of the Northwest Branch Trail crossing at MD 500 (Queens Chapel Road).
- PF 1.12.** Carry forward all relevant recommendations of the 2001 *Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism*. Where a recommendation in this Sector Plan conflicts with one in the 2001 ATHA Management Plan, this Sector Plan is applicable.

Policy PF 2. **Expand access to community multiuse spaces in the sector plan area. See also Policy HD 3.**

- PF 2.1.** Construct a small multipurpose community resource center on the south side of MD 501 (Chillum Road), west of MD 500 (Queens Chapel Road). This facility should have community meeting spaces, access to a playground, and public access to the internet. This facility may be operated by a public or nonprofit entity but should be available to the public during daytime and evening hours.
- PF 2.2.** Work with developers and property managers to provide additional small (approximately 1,000 square foot) indoor community meeting spaces at various locations throughout the sector plan area.
- PF 2.3.** Identify opportunities to expand the services and programs provided at the Mount Rainier Nature and Recreation Center.
- PF 2.4.** Construct the planned multigenerational center in the vicinity of the Hyattsville Crossing Metro Station to serve the sector plan area residents.

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

- PF 3.1.** Coordinate with PGCPs to provide adequate facilities to ensure all students have an opportunity to attend a high-quality public school that operates within Board of Education-established facility utilization rates.
- PF 3.2.** Construct the new International School at Langley Park (FY 2024 Approved Capital Improvement Program 3.77.0017).



Policy PF 4. **Provide modern public safety facilities.**

PF 4.1. Carry forward the recommendation in the 2008 *Approved Public Safety Facilities Master Plan* to construct a new Hyattsville fire/EMS station (Station 801) and replace the existing station at 6200/6206 Belcrest Road. This project was previously funded for construction in the FY 2022 Approved County Capital Improvement Program (Project 3.51.0001) as a new station at the same location but has subsequently been revised to a renovation of the existing station. A new station should be constructed elsewhere in the Prince George's Plaza Regional Transit District and the properties at 6200/6206 Belcrest Road redeveloped with transit-oriented development at types and densities commensurate with the Regional, Transit-Oriented, High-Intensity, Edge (RTO-H-E) Zone. This recommendation cannot amend the 2008 *Approved Public Safety Facilities Master Plan* because the sector plan area does not include the area where a new fire/EMS station would be most appropriate. See also Strategy LU 8.3.

PF 4.2. Carry forward the recommendation in the 2008 *Approved Public Safety Facilities Master Plan* to construct a new Chillum fire/EMS station (Station 844) to replace the existing station. This project is not funded in the FY 2024 Approved Capital Improvement Program.

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

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

Policy PF 6. **Provide enhanced public service within the sector plan area.**

PF 6.1. Coordinate with the City of Hyattsville, City of Mount Rainier, Town of Brentwood, Department of Public Works and Transportation (DPW&T), and Department of Permitting, Inspections, and Enforcement (DPIE) to ensure that services such as code enforcement, inspections, maintenance, and others, properly serve the needs of community members.

PF 6.2. Create a working group to include DPIE, DPW&T, and the Prince George's County Planning Department to coordinate code enforcement.

Section XI

Implementation Matrix



Implementation Framework

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

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

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

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

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

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

Implementation timeframes are:

- **Short-term (less than five years):** Strategies intended to be implemented by 2030. These strategies may require fewer resources and may be easier to accomplish in the near-term. Alternately, they may be high-priority strategies that lay the foundation for the implementation of later strategies.
- **Mid-term (five to ten years):** Strategies intended to be implemented between 2030 and 2035. These strategies may require interagency collaboration or additional resources prior to implementation.

- **Long-term (more than 10 years):** Strategies intended to be implemented after 2035. These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets favorably shift to support full implementation.

Table 25. Acronyms

Acronym	Definition
DDOT	District Department of Transportation (Washington, D.C.)
DHCD	Prince George's County Department of Housing and Community Development
DNR	Maryland Department of Natural Resources
DOE	Prince George's County Department of Environment
DPIE	Department of Permitting, Inspection and Enforcement
DPW&T	Department of Public Works and Transportation
DPR	Prince George's County Department of Parks and Recreation
HAPGC	Housing Authority of Prince George's County
MDHCD	Maryland Department of Housing and Community Development
MDOT	Maryland Department of Transportation
MHAA	Maryland Heritage Areas Authority
M-NCPPC	Maryland-National Capital Park and Planning Commission
MSAC	Maryland State Arts Council
PGCAHC	Prince George's County Arts and Humanities Council
PGCEDC	Prince George's County Economic Development Corporation
PGCHHS	Prince George's County Health and Human Services
PGCPS	Prince George's County Public Schools
PGCOCS	Prince George's County Office of Central Services
RAPGC	Revenue Authority of Prince George's County
PGCRDA	Prince George's County Redevelopment Authority
SHA	State Highway Association
TBD	To Be Determined
USACE	United States Army Corps of Engineers
WMATA	Washington Metropolitan Area Transit Authority

Table 26. Implementation Framework

Action	Strategy	○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
LAND USE														
Evaluate Zoning Ordinance regulations	LU 3.1	○	●											O
Conduct a comprehensive floodplain study	LU 3.2		○										● DOE	S
Conduct a study of Transfer of Development Rights	LU 3.3		○											S
Activate retail corridors	LU 4.4						○							M
Concentrate office, institutional, and other nonresidential development closest to the West Hyattsville Metro Station	LU 5.2						○							M
Redevelop The Shops at Queens Chillum/3171 Queens Chapel Road	LU 5.3						○							L
Attract/retain supermarket near MD 500 and UC-253	LU 5.3(i)						○						● PGEDC	L
Construct recommended public gathering places Southwest of MD 500 and MD 501	LU 5.3(ii), PF 1.1						○							L
Concentrate ground-floor retail along UC-253/UM-253 and MD 500	LU 5.3(iii), EP 2.7						○							L
Incentivize/subsidize existing tenants	LU 5.3(iv), EP 1.2						○			●				L
Redevelop Queenstown Apartments	LU 5.5, LU 5.6, EP 2.6			●			○		●				● DPIE	S
Redevelop 2130 Chillum Road (WGL Property) with a mix of uses	LU 7.4						○							L
Redevelop properties along Jamestown Road/Ager Road	LU 7.7			●			○						● DPIE	M
Construct mix of uses with ground-floor commercial	LU 8.2						○							L
Construct mix of uses along Varnum Street	LU 9.1, EP 2.5						○							L

Action	Strategy	<div> <div>○ Lead Entity and ● Partner Entities</div> </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Construct mix of uses along MD 208	LU 9.2						○						L
Redevelop Landon Court Apartments and 3421 Hamilton Street	LU 10.1						○						L
Construct single-family attached housing at specific sites	LU 10.2 LU 10.3						○						S
ECONOMIC PROSPERITY													
Develop incentives to support small, local, and minority-owned businesses	EP 1.1, EP 1.2	●					●					○ PGEDC	M
Provide shared facility/incubator space for businesses	EP 1.3						○					● PGEDC	M
Study business and commerce organization	EP 2.8									○		● PGEDC	S
Leverage new medical office building to attract healthcare services	EP 3.1						○					● PGEDC	M
Identify opportunities for a trade school or satellite campus	EP 3.2											○ Universities	M
Host job fairs and skills training	EP 3.3											○ PGEDC	S
TRANSPORTATION AND MOBILITY													
Upgrade Eastern Avenue NE to a complete and green street	TM 1.7											○ DDOT	L
Institute a road diet along Hamilton Street	TM 1.9						●	○					M
Institute a road diet on MD 501	TM 1.10				○								S
Maintain Gaines Alley and Alley #26 as shared streets	TM 1.11									○			S
Create plan to close streets for festivals, farmers' markets, etc.	TM 1.12		●	●	●	●	●	●		○	●		S

		🟦 Lead Entity and 🟢 Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy													
Evaluate eliminating free-right turns, expand sidewalks, and increase pedestrian refuge spaces: Hamilton Street and Ager Road; Hamilton Street and MD 500; MD 500 and Eastern Avenue NE; and MD 500 and Ager Road	TM 1.14, TM 1.15, TM 1.16				🟦			🟦					🟦 DDOT	S
Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center	TM 1.17	🟢											🟦 Planning Board	S
Reconstruct The Mall	TM 1.18						🟦							M
Reconstruct Kirkwood Place	TM 1.18						🟦							M
Reconstruct MD 500 (Queens Chapel Road)	TM 1.18				🟢		🟢						🟦 TBD	L
Replace the MD 500 (Queens Chapel Road) bridge over the Northwest Branch of the Anacostia River	TM 1.18				🟦		🟢							M
Reconstruct 31st Avenue	TM 1.18						🟢			🟦				L
Reconstruct Jamestown Road	TM 1.18						🟢	🟦						M
Reconstruct Chillum Road (east of MD 500)	TM 1.18						🟢	🟦						M
Reconstruct MD 501 (Chillum Road)	TM 1.18				🟦		🟢							M
Reconstruct Queenstown Drive	TM 1.18						🟦				🟢			M
Construct a new, realigned Queenstown Drive north of Chillum Road	TM 1.18						🟦							M
Construct UR-249	TM 1.18						🟦							M
Reconstruct Chauncey Place	TM 1.18						🟦							M
Reconstruct Buchanan Street from Chauncey Place to Queenstown Drive	TM 1.18						🟦				🟢			L
Reconstruct Buchanan Street from Queenstown Drive to MD 500	TM 1.18						🟦				🟢			L

		○ Lead Entity and ● Partner Entities											Time ○=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy													
Construct an extension of 30th Street	TM 1.18						○							M
Reconstruct existing 30th Street	TM 1.18										○			L
Construct a new Mixed-Use Boulevard B with a greenway median as described in Table 13 between UC-252 (30th Street Extended) and MD 500 (Queens Chapel Road)	TM 1.18						○							M
Construct a new Neighborhood Connector B between MD 500 (Queens Chapel Road) and Queenstown Drive	TM 1.18						○							M
Reconstruct Ager Road	TM 1.18						●	○						M
Reconstruct Varnum Street	TM 1.18						○				○			S
Reconstruct Arundel Road	TM 1.18										○			S
Reconstruct Belcrest Road	TM 1.18						●	●					○ TBD	S
Reconstruct Hamilton Street between Jamestown Road and MD 500 (Queens Chapel Road)	TM 1.18						●	●					○ TBD	M
Reconstruct MD 208 (Hamilton Street) between MD 500 (Queens Chapel Road and 35th Place	TM 1.18				○									M
Reconstruct MD 208 (Hamilton Street) between 35th Place and MD 208 (38th Avenue)	TM 1.18				○									M
Reconstruct Nicholson Street between Ager Road and MD 500 (Queens Chapel Road)	TM 1.18									○				L
Reconstruct Nicholson Street between Ager Road and Little Branch Run	TM 1.18									○				L
Reconstruct 38th Avenue (MD 208) between southern sector plan boundary and Hamilton Street	TM 1.18				○									L

Action	Strategy	<div> ○ Lead Entity and ● Partner Entities </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Reconstruct 38th Avenue (MD 208)/Jefferson Street between Hamilton Street and northern sector plan boundary	TM 1.18				○								L
Add shared-lane signage and sharrows to Jamestown Road between Ager Road and Calvin McClanahan Memorial Garden/Park/Oliver Street	TM 1.18									○			S
Add shared-lane signage and sharrows to Oliver Street between MD 500 (Queens Chapel Road) and 35th Avenue	TM 1.18									○			S
Add shared-lane signage and sharrows to 33rd Avenue between Nicholson Street and the Sector plan boundary at Editors Park Drive	TM 1.18									○			S
Add shared-lane signage and sharrows to Little Branch Run between Ager Road and River Terrace Road	TM 1.18									○			S
Add shared-lane signage and sharrows to 37th Street between Brentwood Levee Trail (at 37th Street and Allison Street) and the NW Branch Trail	TM 1.18											○	S
Add shared-lane signage and sharrows to Gallatin Street and 35th Place between 36th Avenue and MD 208 (Hamilton Street)	TM 1.18									○			S
Construct continuous sidewalks on Jamestown Road between Ager Road and the Calvin McClanahan Memorial Garden/Park/Oliver Street	TM 1.18									○			L

Action	Strategy	<div> <div>○ Lead Entity and ● Partner Entities</div> </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
When a new bridge is constructed over the Northwest Branch, construct continuous, wide sidewalks and provide on-road designated bicycle lanes on MD 208 (38th Ave/St and Jefferson St) between the northern sector plan boundary and the Brentwood Levee Trail at 38th Street	TM 1.18				●								M-L
Add shared-lane signage and sharrows to 19th Ave/La Salle Rd (P-223) between Avondale Neighborhood Park and MD 500 (Queens Chapel Road)	TM 1.18. TM 4.1							○					S
Evaluate expanding sidewalk and reducing curb radius at Hamilton Street and MD 500	TM 1.20				○								S
Evaluate street grid at Belcrest Road, MD 410, and MD 500	TM 1.22		●		●		○	●		●			M
Connect Nicholson Street and Kirkwood Place at Little Branch Run	TM 2.3						○			●		● DPIE	M-L
Replace and enhance bridges	TM 2.4			○	○			○					M-L
Replace the 38th Avenue Bridge	TM 2.4				○								M-L
Provide access to new development on Ager Road via alley/side street	TM 2.5						○					● DPIE, ● Planning Board	O
Retrofit streets as Green Streets	TM 3.1				○		●	○		○			M-L
Incorporate bioretention medians/bio-swale landscaping on MD 501	TM 3.3				○		●						M-L
Reconstruct the MD 500 Bridge over the Northwest Branch	TM 3.5				○								L
Construct a shared-use path (T-207) between Heurich Park Road near Heurich Dog Park and the NW Branch Trail at Ager Road	TM 4.1			○									M

		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy													
Formalize the shared-use path (T-209) between the NW Branch Trail and Chillum Road (West Hyattsville Greenway)	TM 4.1			●			●	○						L
Construct the Anacostia Gateway/Prince George's Connector Trail (T-210)	TM 4.1, TM 4.6			○									● DDOT	S
Construct a shared-use path (T-211) between Little Branch Run and the West Hyattsville Metro Connector	TM 4.1			●			●						○ TBD	M
Construct a shared-use path (T-212) between River Terrace Road and the NW Branch Trail	TM 4.1			●			●						○ TBD	M
Construct a shared-use path (T-213) between the Northwest Branch Trail bridge (near 36th Ave) and Farragut Street (western terminus)	TM 4.1			●			●						○ TBD	M
Construct a shared-use path (T-214) between Farragut Street (western terminus) and MD 208 (Hamilton Street)	TM 4.1						●			●			○ TBD	M
Construct a shared-use path (T-215) between the Northwest Branch Trail and MD 500 (Queens Chapel Road)	TM 4.1			○		●	●							L
Construct a shared-use path (T-216) in the median of Queenstown Drive and new Queenstown Drive realignment (see UM-248 and T-216 - Greenway Segment D)	TM 4.1						○							M
Construct Segment A of the West Hyattsville Greenway (T-217)	TM 4.1			●		●	○							M
Construct Segment B of the West Hyattsville Greenway (T-217)	TM 4.1			●			●						○ TBD	M
Construct Segment C of the West Hyattsville Greenway (T-217)	TM 4.1						○							L

ActionStrategy		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Construct Segment E of the West Hyattsville Greenway (T-218)	TM 4.1			●		●	●						○ TBD	M
Construct the new bicycle and pedestrian bridge across the Northwest Branch, part of Greenway Segment A	TM 4.3			○			●							L
Construct the new bicycle and pedestrian bridge across the Northwest Branch, part of Greenway Segment D	TM 4.4			○			●							L
Construct a trail connection from the Northwest Branch Trail to bicycle facilities on MD 500	TM 4.5			○										L
Evaluate more trail connections from Queenstown Apartments to Northwest Branch Trail	TM 4.7		●	●			○							L
Construct complete and continuous sidewalks (see Tables 16 and 17)	TM 4.9, TM 4.10				○		●	○		○	○			S-L
Add 20-foot-wide sidewalk and street tree planting to portion of MD 410	TM 4.11				●		○							S
Formalize levee paths	TM 4.12			●				○						S
Construct crosswalk at Arundel Road Levee trail and Chillum Road	TM 4.13							○						S
Evaluate leading pedestrian intervals	TM 5.5				○			○		○				S
Incorporate automatic pedestrian phases	TM 5.6				○			○		○				S
Provide long-term bicycle parking facilities	TM 5.7			●		○	○							S
Provide showers and dressing rooms for bicyclists	TM 5.8						○							O
Provide short-term bicycle parking at the West Hyattsville Metro Station and all nearby developments	TM 5.9			●		○	○							S

		Lead Entity and Partner Entities											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Action	Strategy												
Evaluate bicycle signals, phasing, and boxes	TM 5.10			●	○			○					S
Construct bicycle ramps on or adjacent to stairwells	TM 5.11					○				●			S
Provide raised crossing for NW Branch Trail at MD 208	TM 5.12			●	○								S
Employ public art along MD 500	TM 5.13			●	●		●			●		● PGAHC, ○ TBD	M-L
Evaluate feasibility of adding lights to trails	TM 5.14			○			●						O
Physically separate bicycle lanes	TM 5.15				○			○		○			O
Evaluate parking-protected bicycle lanes	TM 5.16				○			○		○			O
Consider mid-block crosswalks	TM 5.17				○			○		○			O
Consider artistic treatments to crosswalks	TM 5.18				●	●	●	●		●		● DPIE, ○ TBD	S
Develop wayfinding sign plan for trail signs at street/trail intersections.	TM 5.19				○			○		○	○		S
Provide micro-mobility facilities at the West Hyattsville Metro Station	TM 6.1					○	●			●		○ Micromobility providers, ○ TBD	S
Provide bicycle-share, scooter-share, and other micromobility facilities at specific locations	TM 6.1				○		●	○		○		○ Micromobility providers	M-L
Construct electric-assist bicycle and electric scooter infrastructure adjacent to the West Hyattsville Metro station	TM 6.2						●	○		●		○ Micromobility providers	M
Provide accessible shelters with seating at all bus stops	TM 7.1, HD 4.3				○	○	○	○		○	○	○ Shuttle-UM	S
Provide real-time bus arrival information at all bus stops	TM 7.2				○	○	○	○		○	○	○ Shuttle-UM	S
Provide ADA-accessible "floating bus stops"	TM 7.3				○		○	○		○	○		M
Evaluate rerouting transit	TM 7.5					●		●				● Shuttle-UM, ○ TBD	M-L

		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Provide traffic calming measures	TM 8.1				○			○		○				S
Conduct signal warrant analysis	TM 8.2				○			○		●				S
Pilot test protected intersections, pedestrian refuges, signalized, marked crosswalks, sidewalk extensions, and HAWK signals	TM 8.3			○	○	○		○						S-L
Reconstruct Ager Road at MD 500 as squared-off T-intersection	TM 8.4				○									O
Construct sidewalks within one-half mile of schools	TM 9.1				○			○		○	○			O
Pursue Safe Routes to Schools funding	TM 9.2				○			○		○	○			O
Provide protected bicycle facilities on high-level roads within one-half mile of schools.	TM 9.3				○			○		○	○			S
Provide separated bicycle lanes within one-half mile of schools	TM 9.4				○			○		○	○			S
Develop pedestrian safety plans	TM 9.5				●			●		●			○ PGPCS	S
Form bicycle/pedestrian buses	TM 9.6												○ Residents	O
Evaluate pedestrian and bicycle access to Nicholas Orem Middle School and upgrade to current standards	TM 9.7							○						S
Expand residential parking districts, institute metered parking near Metro station	TM 10.1									○			○ RAPGC	M
Assess the feasibility of revising the hours for parking districts 8, 9A, 9B, and 10	TM 10.2		○					●		●				S
Advance parking management practices	TM 10.3					●	○			●	●		● RAPGC	M
Encourage on-street parking to count toward off-street parking minimums	TM 10.4		○				●							O

		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy		○				●							O
Encourage parking reductions near West Hyattsville Metro Station	TM 10.5, TM 10.6		○				●							O
Reduce off-street parking in exchange for bicycle parking, showers/dressing areas	TM 10.7		○											O
Shift parking demand to Hyattsville Crossing Metro Station	TM 10.8					○								M
Determine proper siting of car-sharing, and ride-hailing spaces	TM 10.9					●	●						○ TBD	M
Evaluate transportation regulations for possible updates	TM 11.1 TM 11.2	○	●					●						O
NATURAL ENVIRONMENT														
Maintain flood protection structures	NE 1.2							○					● USACE	S
Replace and enhance bridges or culverts at the Northwest Branch	NE 1.3			○	○			○						M-L
Evaluate hydrologic and hydraulic models to identify flood risk	NE 1.4		●										○ DoE, ● DPIE, ● USACE	S
Evaluate ways to improve pump systems and outflows	NE 1.5			●				○						S
Elevate sites and infrastructure in certain areas	NE 1.6						○						● DoE	L
Relocate the Town of Brentwood Public Works facility	NE 1.8											○		L
Use conservation easements to preserve Regulated Areas	NE 2.2			●			○							M-L
Evaluate Northwest Branch and feeder streams experiencing erosion or bank failures	NE 3.1		●	●									○ DoE	O
Protect riparian buffers along the Northwest Branch corridor	NE 3.2			●	●	●	●	●		●		●	○ TBD	M
Study and mitigate littering hot spots in public parks	NE 3.3			○									● DoE	S

ActionStrategy		○ Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Increase trash, pet waste, and recycling receptacles and no littering signs in public parks	NE 3.4			○										S
Add littering and dumping prohibited signage	NE 3.4			○						○				S
Identify or establish entity to do routine litter clean-ups, remove illegal signs, and other beautification projects	NE 3.5			○						●			● DoE, ● Community organizations	S
Remove invasive plants from parks	NE 3.6			○										O
Develop native, non-invasive vegetation education program	NE 4.1			●									● Community organizations, ● Universities, ○ TBD	S
Incorporate green infrastructure systems and signage into Mount Rainier Nature Center	NE 4.2			○										M-L
Create environmentally themed play spaces	NE 4.3			○			●			●				S
Prioritize onsite tree preservation	NE 4.4						○							O
Add renewable energy infrastructure	NE 5.5						○							O
Install street trees to the maximum extent possible along all streets and shared-use path rights-of-way in accordance with the County Urban Street Design Standards	NE 6.6			○	○		○	○						M-L
Replace crepe myrtle trees along Hamilton Street between MD 500 (Queens Chapel Road) and Ager Road	NE 6.7						●			●			○ TBD	S
Develop invasive species management plan	NE 6.8			○										S
Educate about stormwater BMPs and available resources	NE 7.3									●			○ DoE, ● Community organizations	S

		● Lead Entity and ● Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy						●							M-L
Maximize onsite storage of stormwater	NE 7.4						●							
Retrofit development with stormwater BMPs, where feasible	NE 7.5						●							S
HOUSING AND NEIGHBORHOODS														
Redevelop 3421 Hamilton Street with multifamily	HN 1.2	●					●		●				● Office of the County Executive	L
Rehabilitate specific properties	HN 1.3						●		●	●				S
Construct infill single-family housing	HN 1.4						●							O
Construct below-market-rate housing	HN 1.4	●					●		●				● MDHCD	M-L
Continue developing long-term anti-displacement strategies	HN 2.1	●					●		●	●	●	●		L
Connect residents at risk of displacement with free legal assistance	HN 2.2								●	●	●	●		O
Help renters negotiate rental increases with developers and landowners	HN 2.3						●		●				● Nonprofits	O
Conduct Missing Middle Housing Study	HN 2.4	●	●						●					S
Incentivize Missing Middle Housing	HN 2.5	●	●						●					S
Construct below market-rate housing	HN 2.6						●		●	●	●	●	● MDHCD	M-L
Assist tenants with relocation	HN 2.8						●		●				● Nonprofits	O
Connect residents to resources for buying a home	HN 2.9								●				● MDHCD	O
Enact “right to return” legislation	HN 2.10	●	●						●					M
Develop a Community Land Trust	HN 2.11	●					●		●				● Nonprofits	M
Connect homeowners to funding for home repairs and renovations	HN 3.1								●					S
Support elderly households aging in place	HN 3.3	●					●		●	●	●	●		S

Action	Strategy	<div> <div>○ Lead Entity and ● Partner Entities</div> </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Support renovations	HN 3.5								○	●	●	●	O
Density should exceed 30 percent allowable density for certain affordable housing projects	HN 4.1	●	●				○						L
COMMUNITY HERITAGE, CULTURE, AND DESIGN													
Develop cohesive community branding and wayfinding strategy	HD 1.1		●	●	●		●	●		○	●	●	● Community Organizations M
Produce all signage and materials in both English and Spanish	HD 1.2			●	●		●	●		○	●	●	M
Install gateway signage and/or artwork along MD 500 (Queens Chapel Road) between the bridge over the Northwest Branch and its intersection with MD 501 (Chillum Road)	HD 1.3				●						○		● Community Organizations, ● Maryland Milestones S
Develop and install wayfinding and signage	HD 1.4			○	○	○	○	○		○	○	○	● Community Organizations, ● Maryland Milestones S
Install signage identifying historic roads	HD 1.5		●	●				○					● Community Organizations, ● Maryland Milestones S
Install and maintain monument signage	HD 1.6						○						O
Retain small, local, minority-owned businesses	HD 1.7						○						● PGCEDC O
Celebrate local businesses through events/marketing	HD 1.8						○						● Nonprofits O
Incorporate public art into development and public spaces	HD 2.1			●			○			●	●	●	● Community Organizations, ● PGCAHC M
Create a gateway with public art and street paving	HD 2.2			●	●		○			●	●	●	M
Create performance spaces within parks and plazas	HD 2.3			○			●			●	●	●	M
Integrate sculpture garden along the Northwest Branch Trail	HD 2.4			○									● Maryland Milestones M

ActionStrategy		Lead Entity and Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Establish an indoor public resource center	HD 3.1			●			●			●			● Office of the County Executive, ● TBD	M-L
Provide outdoor furniture within parks and public open spaces	HD 3.2 PF 1.8			○			●							S
Identify options for programming outdoor public spaces	HD 3.3			○			●			●	●	●	● Community organizations, ● PGCAHC	S
Allow retail and food service to occupy sidewalks and public spaces for seating	HD 3.4	●					○						● DPIE	S
Engage public in open space design	HD 3.6		○	○		○	○							O
Update design guidelines for the trail system	HD 4.1		●	○									● Maryland Milestones	M
Install lighting, benches, trash and recycling receptacles, and bicycle racks along major streets, in parks, and the trail system	HD 4.2 PF 1.8			○										S
Remove unsanctioned graffiti in a timely fashion	HD 4.4			●			○	●		●	●	●	● DPIE	S
Educate about and encourage CPTED strategies	HD 4.5		●	○										S
Connect property owners with resources to improve façades	HD 4.6									○	●	●	○ PGRDA	S
Design blocks not to exceed 500 feet	HD 4.12						○							O
Design public open spaces for all users	HD 4.13			○			○							O
Develop Hamilton Street Design Guidelines	HD 5.1		●				●			●				S
Establish protocols for the temporary closure of Hamilton Street for events and activities	HD 5.2				●	●	●	○		●			● DPIE	S
Program the Hamilton Street streetscape for community-building events and activities	HD 5.3						●			○			● Community organizations	S

Action	Strategy	<div> ○ Lead Entity and ● Partner Entities </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Establish walking tours of historic and cultural resources	HD 6.1									●			○ Community organizations M
Identify, document, and designate additional historic resources	HD 6.2		○	●			●						S
Apply for heritage tourism-based grants through the state	HD 6.3		●	●									○ Maryland Milestones, ● Experience Prince George's S
Adaptively reuse vacant and underutilized commercial buildings	HD 6.4						○						S
Adaptively reuse historic, outdated, or antiquated buildings	HD 6.5						○						S
Add interpretative signage	HD 7.1			●			●						● Maryland Milestones, ○ TBD S
Install signage and displays and establish walking tours exploring the role of the Northwest Branch and its communities in the Underground Railroad	HD 7.2			●			●						● Maryland Milestones, ○ TBD M
Install signage along the Northwest Branch Trail describing native species and animals	HD 7.3			○									S
Design the Jamestown Road Park and West Hyattsville Greenway to emphasize their relationship to the Anacostia River watershed and the Northwest Branch	HD 7.4			○			●						M
Shield WGL property from Chillum Road	HD 8.1	●	●				○						S-M
Shield WGL property from adjacent properties	HD 8.2	●	●				○						S-M
Ensure WGL property buffers use mostly native plants	HD 8.3	●	●				○						S-M
Provide planted area in front of WGL property	HD 8.4	●	●				○						S-M

Action	Strategy	<div> ○ Lead Entity and ● Partner Entities </div>											Time
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood	
Expand vegetative buffer between WGL property and the stream	HD 8.5	●	●				○						S-M
Ensure future development of WGL property complies with floodplain regulations	HD 8.6	●	●				○					● DOE	M-L
HEALTHY COMMUNITIIES													
Create passive and active recreation options along West Hyattsville Greenway	HC 1.2			●		●	●					○ TBD ● DDOT	M
Incentivize urban agriculture	HC 2.1	○										● PGCEDC	S
Implement food forest in natural areas	HC 2.3		●	○			●						M
Enhance public spaces for fresh food and farmer's market events	HC 2.4			●			●					○ TBD	S
Install community gardens on terraces and rooftops, vacant/underutilized parcels, and parkland	HC 2.5	●		○			●						M
Evaluate hydroponic/aquaponic food production	HC 2.6			○								● PGCEDC	M
Identify gaps in healthcare programs and services	HC 3.1											● Health Dept.	S
Install health-based wayfinding to office buildings and urgent care	HC 3.2			●	●	●	●	●		●		● Health Dept.	M
Locate an urgent care center in the West Hyattsville Local Transit Center	HC 3.3						○					● PGCEDC	S
Concentrate healthcare services at locations accessible by transit, foot, or bicycle.	HC 3.4						○						M-L
Establish urban-scale community civic spaces	HC 4.1		●	●			○			●	●	●	M-L
Install a network of outdoor fitness equipment integrated into parks and open spaces	HC 4.2			○									S
Revitalize recreation and community facilities	HC 4.3			○									M-L

		○ Lead Entity and ● Partner Entities											Time ○=Ongoing S=Short term (<5 years) M=Mid term (5-<10 years) L=Long term (>10 years)	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy			●		●	●	●		●			● Shuttle-UM ○ TBD	M
Ensure transit and other non-vehicular access to the planned multigenerational facility	HC 4.4			●		●	●	●		●				
Provide space and programming for seniors within civic centers	HC 5.2			○						●	●	●		M-L
Expand senior offerings	HC 5.3			○						●	●	●		S
PUBLIC FACILITIES														
Construct the recommended Greenway Segments	PF 1.1, PF 1.2			●			●						○ TBD	M-L
Construct the recommended Plazas and Greens	PF 1.1			●		●	●						○ TBD	M-L
Construct the recommended Parks	PF 1.1			●			○							M-L
Construct the recommended Chillum Park Enhancements	PF 1.1			○			●							S-M
Construct the recommended Mountain Bike Skills Park	PF 1.1			○						●			● Nonprofits	M
Add amenities to public spaces for flexible programming	PF 1.3			●			○							S
Finalize park functions/amenities through community engagement	PF 1.4			○			●							S
Secure public-use easements for privately built and/or maintained open spaces	PF 1.5			○			●							M
Acquire or establish easements for publicly accessible park spaces	PF 1.6			○			●							M
Consider renaming Chillum Road Park	PF 1.7			○										M
Install playgrounds in open space and park construction.	PF 1.9			○			●							S
Construct a plaza and seating area at Buchanan Street Park	PF 1.10			○										S
Consider elements, features, and amenities from Figure 5 when redeveloping the bridge crossing of the Northwest Branch	PF 1.11			○			●							L

		🟦 Lead Entity and 🟦 Partner Entities											Time	
		COUNTY COUNCIL	PLANNING DEPT	DPR	SHA	WMATA	Owners/Developers	DPW&T	DHCD	City of Hyattsville	City of Mt. Rainier	Town of Brentwood		Other
Action	Strategy													
Construct a small multipurpose community resource center	PF 2.1			🟦									🟦 TBD	L
Provide additional small indoor community meeting spaces	PF 2.2			🟦			🟦							M-L
Expand services and programs at the Mount Rainier Nature and Recreation Center	PF 2.3			🟦										S
Construct multigenerational center near Hyattsville Crossing Metro Station	PF 2.4			🟦										O
Provide adequate facilities for public school	PF 3.1												🟦 PGCPs	S
Complete construction of new schools	PF 3.2												🟦 PGCPs	S
Construct new fire/EMS station 801	PF 4.1												🟦 PGFD	L
Construct new fire/EMS station 844	PF 4.2												🟦 PGFD	L
Update utility infrastructure	PF 5.1												🟦 PEPCO 🟦 BGE	L
Coordinate code enforcement, inspections, and maintenance services	PF 6.1							🟦		🟦	🟦	🟦	🟦 DPIE	O
Create a working group to coordinate addressing code enforcement	PF 6.2		🟦					🟦					🟦 DPIE	S

Section XII

Monitoring and Evaluation



Evaluating the West Hyattsville-Queens Chapel Sector Plan Area

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

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

Table 27. West Hyattsville-Queens Chapel (WHQC) Sector Plan Indicators of Success

Indicator	2050 Target	Why is this important in WHQC?	Data Source	Interval (Years)	Relevant Policies
Number of new dwelling units constructed	4,000 dwelling units	Dwelling units constructed in and around the West Hyattsville Local Transit Center and Prince George's Plaza Regional Transit District increase opportunities for people to live in locations within walking distance to transit and amenities.	CoStar	5	LU 2 LU 4 LU 5 LU 6 LU 8 LU 9 LU 10 HN 1 HN 4
New dwelling units within the Sector Plan area within a one-half mile walk of Metro stations	3,000	A half-mile walkshed is the optimum distance for transit-oriented development; a distance that many people will walk, bike, or use micro-mobility modes.	GIS	5	LU 4 LU 5 LU 6 LU 8 LU 9 LU 10 HN 1 HN 4
Percentage of affordable dwelling units for rent	15% of all for-rent dwelling units in the sector plan area offer rents that represent less than 30% of a household's income for households earning 65% of the area median income.	Affordable housing units retained and constructed in the sector plan area allow residents of all income levels to live within walking distance to transit, amenities, and increased opportunities.	TBD	5	HN 1 HN 2 HN 4
Mode split	65% of all trips taken by non-auto means (walking, bicycling, transit, etc.)	A successful transit center would require higher proportions of trips that are generated to and from the sector plan area by walking, bicycling, and transit versus single-occupancy vehicle trips.	TBD	5	TM 1 TM 2 TM 4 TM 5 TM 6 TM 7 TM 9

Indicator	2050 Target	Why is this important in WHQC?	Data Source	Interval (Years)	Relevant Policies
Acres of Tree Canopy	Greater than 300 acres not in forest	Tree canopy functions include intercepting stormwater; controlling microclimate; and cleaning the air and water. (RCP, p. 41.)	GIS Analysis	5	NE 6
Percentage of sector plan area that is impervious	A lower percentage than that on the date of approval of the sector plan	Water quality, stormwater volumes, and flooding are all exacerbated by the presence of impervious surfaces. Retrofitting impervious surfaces to increase storage, treatment, and/or absorption decreases runoff and associated pollution.	GIS Analysis	5	NE 7
Miles of new pedestrian facilities constructed since the date of approval of this sector plan	New Sidewalks: 19 miles New Bicycle Lanes: 9 miles New Shared Bicycle Lane Markings (Sharrows): 2.5 miles New Park Trails/Shared-Use Paths: 2 miles	Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.	GIS Analysis	5	TM 1 TM 4
Percent of Metro users accessing West Hyattsville Metro Station by modes other than personal vehicle	Increase	A decrease in the number of people driving to the West Hyattsville Metro Station not only reflects a potential decrease in vehicular traffic, but also reduces parking demand, allowing the redevelopment of the existing surface parking lots.	WMATA	1	LU 4 TM 4 TM 5 TM 9

Appendices

Appendix A: Community Engagement Summary

Community Engagement is a critical part of a successful and meaningful sector plan. Garnering participation from the public helps shape the plan's vision and goals. The vision and goals provide a framework for developing policies, strategies, and actions that guide future growth in the sector plan area. Public participation involves connecting with community members, leaders, property owners, business owners, workers, students, and elected or appointed officials to identify key on-the-ground issues, gather critical feedback on plan recommendations, and build support for plan approval and implementation. Additionally, Section 27-3502(c) of the Zoning Ordinance requires the submittal of a public participation program for District Council review and approval. The public participation program approved by the District Council for this sector plan provided overarching guidance for how the planning team approached engagement and outreach to collect community feedback throughout the sector plan process.

Due to restrictions on in-person gathering because of the global COVID-19 pandemic, the public participation program for the West Hyattsville-Queens Chapel Sector Plan mandated an all-virtual planning process from 2020-2021. Public participation for this plan relied heavily on the use of online collaboration platforms, social media, email and website updates, online surveys, virtual meetings and office hours, and traditional phone calls and mailings to reach community members across the sector plan area. In-person outreach was conducted in 2024 with several information sessions completed in an open house format. There are several underrepresented groups in the area, including large immigrant populations; the public participation program was designed to be inclusive and capture feedback from diverse audiences. All outreach materials, presentations, and communications were conducted in both English and Spanish to ensure that the large population of Spanish-speaking residents in the sector plan area were included in all phases of the public participation program.

Virtual Kick-Off

At the Virtual Kick-Off meeting on Monday, November 9, 2020, the project team officially launched the public participation portion of the plan and shared information on the planning process and project scope with community members and stakeholders.

Virtual Office Hours

Virtual office hours were offered throughout the planning process. These office hours were an opportunity for staff to connect one-on-one with property owners, business owners, and community members to answer specific questions about the plan and receive direct input from interested parties. Virtual office hours were offered from November 2020 through December 2021.

Open House

On Wednesday, January 13, 2020, the project team held a virtual open house where initial findings from the existing conditions analysis were shared and input was collected from the community and stakeholders about the current state of the West Hyattsville-Queens Chapel plan area.

Focus Groups

The project team hosted a series of virtual focus group meetings with stakeholders in September 2020. Each focus group addressed a specific topic related to the eight elements of Plan 2035. In October 2021, after developing a series of potential development concepts, the planning team conducted another round of focus groups specifically designed to gather stakeholder feedback on a preferred development scenario.

Key Stakeholder Interviews

As part of the stakeholder engagement process, the project team undertook a series of interviews and listening sessions with stakeholders over the life of the project. Some key stakeholders included major landowners in the area, elected officials and staff, real estate developers and investors, local and state agencies, and city and town staff from the three jurisdictions that are partially located within the project area.

Virtual Visioning Workshop

The March 13, 2021, Virtual Visioning Workshop provided an opportunity for the project team and community members to work collaboratively using a series of online engagement tools to craft a collective vision and set of overarching goals for the plan. During this workshop, project team members guided participants through a series of online activities to elicit their ideas and desires for the future of their community. Participants used the online platforms Slido, MURAL, and Microsoft Teams to share comments via virtual sticky notes, participate in live polling, and partake in discussions about the future of West Hyattsville.

Virtual Town Hall

This simulated community room provided visitors with 24/7 access to project information in both English and Spanish. The Virtual Town Hall included maps, supporting documents, past presentation materials, and video recordings from previous engagement events. The Virtual Town Hall was also used to gather feedback on the draft vision and goals and showcase and collect feedback on preliminary concepts for development scenarios.

Interactive Mapping Tool

From March 8 through April 5, 2021, the Interactive Mapping Tool, powered by ESRI, provided community members the opportunity to give direct feedback about current conditions in the sector plan area.

Growth Concepts Showcase

From September 2-24, 2021, the project team collected feedback through an online showcase hosted in the Virtual Town Hall space on the preliminary growth concepts that were developed from information collected during the Visioning Workshop. A survey was advertised in and accessible via the Virtual Town Hall room along with the concepts to capture feedback from viewers. The project team also hosted a Facebook Live event on September 20, 2021, to conduct a tutorial of the virtual room to increase engagement and guide visitors through the Growth Concept Showcase.

Konveio

Using the digital outreach platform Konveio, the project team shared the draft vision and goals developed from feedback collected during the virtual visioning workshop. Konveio was also used as an online survey tool for the growth concepts.

Social Media and Sector Plan Video

Because of the restrictions caused by the Covid-19 pandemic, the planning team heavily relied on the use of social media outlets like Facebook, Instagram, Twitter, Nextdoor, and other platforms to connect with community members and stakeholders. The team created a multilingual social media campaign to promote the plan and engagement events. The team also produced and released a [project video](#) in July 2021 to boost awareness about the plan.³⁸

Youth Focus Group

Upon invitation by the City of Hyattsville's youth program, the planning team had the opportunity to safely conduct one in-person focus group with youth from around the sector plan area on October 26, 2021, at the Driskell Park Recreation Center. The students were aged 12-16 and participated in a series of exercises that captured their perspectives on the plan area over the next 20-25 years.

Quarterly E-newsletters

Quarterly e-newsletters with project updates, event information, and project resources were sent out to contacts in the sector plan area to keep community members and stakeholders up to date on major project milestones.

Public Hearing

The Planning Department released the first Preliminary Draft Sector Plan and Proposed SMA in July 2022. On October 11, 2022, the County Council, sitting as the District Council, and the Planning Board held a joint public hearing to receive testimony on both. On December 15, 2022, the Planning Board

³⁸ <https://www.youtube.com/watch?v=AUqX3L2LL-8>

remanded the Staff Draft Sector Plan and Proposed SMA back to the Planning Department to await necessary legislative action. In 2023, the Planning Department revised and released the second Preliminary Draft Sector Plan and Proposed SMA responding to testimony received at the October 11, 2022, joint public hearing. An additional joint public hearing was held on the second Preliminary Draft Sector Plan and Proposed SMA on October 1, 2024. The draft plan and SMA were subsequently remanded again by the Planning Board on January 8, 2025, to address additional concerns regarding resident displacement and newly passed legislation such as the Housing Expansion and Affordability Act.

Community Information Session

The Planning Department held a community information session at St. Matthew's Episcopal Church, 5901 36th Avenue, Hyattsville, on February 27, 2024. The purpose of this meeting was to receive feedback from residents about the proposed rezoning of properties from RSF-65 Zone to the RSF-A Zone. Two additional information sessions were held in June 2024, at the St. Matthew's Episcopal Church in Hyattsville and at the Mount Rainier Nature Center in Mount Rainier, to share with the community information about the second revised draft plan and SMA and how to submit testimony at the October 2024 joint public hearing.

Post-Remand Outreach

Staff engaged in additional public outreach after the remand on January 9, 2025. Staff met with major property owners such as Queenstown Apartment and Washington Gas Light Property, to discuss the updated sector plan and zoning proposals for their respective properties. Through this direct engagement, staff provided clarification on the proposed changes, addressed questions and concerns, and ensured that the property owners were informed of the planning process.

Appendix B: Plan 2035 and Functional Master Plan Amendments

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

Strategy	Strategy	Amendment
LU 4.1	Amend Plan 2035 to define the boundary of the West Hyattsville Local Transit Center as shown on Map 11, West Hyattsville Local Transit Center, Core, and Edge and to include all properties listed in Appendix D. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Center. Implement this strategy by classifying all properties in the West Hyattsville Local Transit Center, in the Local Transit-Oriented Core or Edge (LTO-C or LTO-E) Zones based on their center designation respectively, except for those recommended to be retained in or reclassified to the Reserved Open Space (ROS) or Commercial Service (CS) Zones.	Define the boundary of the West Hyattsville Local Transit Center.
LU 5.1	Define the Core of the West Hyattsville Local Transit Center to include all the properties listed in Table D-1 in Appendix D and shown on Map 11, West Hyattsville Local Transit Center, Core, and Edge. Implement this strategy by retaining or reclassifying all properties listed in Table D-1 in the Local Transit-Oriented, Core (LTO-C) Zone. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Core.	Define the Core of the West Hyattsville Local Transit Center
LU 6.1	Define the Edge of the West Hyattsville Local Transit Center to include all the properties listed in Table D-2 in Appendix D and as shown on Map 11. West Hyattsville Local Transit Center, Core, and Edge. Implement this strategy by reclassifying the properties listed in Table D-2 into, or retaining them in, the Local Transit-Oriented, Edge (LTO-E) Zone, except for those listed in Table 5, Properties Exempt from LU 6.1 and LU 6.2.	Define the Edge of the West Hyattsville Local Transit Center
LU 8.1	Amend Plan 2035 by adding the properties east of Belcrest Road, south of MD 410 (East West Highway), and west of MD 500 (Queens Chapel Road), as listed in Table 9, to the Edge of the Prince George's Plaza Regional Transit District.	Amend the boundary of the Edge of the Prince George's Plaza Regional Transit District
TM 1.17	Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center. This strategy amends Table 21 of Plan 2035, applicable recommendations of the 2009 <i>Countywide Master Plan of Transportation</i> , and the Transportation Review Guidelines.	Amend Table 21 by eliminating vehicular LOS requirements within the West Hyattsville Local Transit Center.

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

Strategy	Amendment
TM 1.17	Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center.
Multiple	All facility recommendations in Table 13 and Map 29, Recommended Countywide Master Plan of Transportation Streets, including, but not limited to, Route ID, Facility Name, From, To, Right-Of-Way Type, Minimum right-of-way, Elements, Number of Motor Vehicle Lanes, and recommendations in the Notes column.
Multiple	All bicycle, pedestrian, and shared-use facility recommendations in Table 15 and Map 31, Recommended Countywide Master Plan of Transportation Bicycle, Pedestrian, and Shared Use Facilities.
TM 4.9	All sidewalk recommendations in Table 16.
TM 4.10	All sidewalk recommendations in Table 17.
TM 4.11	MD 410 (East West Highway) between MD 500 (Queens Chapel Road) and Belcrest Road should have a minimum 20-foot sidewalk and 8-foot minimum street tree planting area commensurate with the requirements of the RTO-H-E Zone on the north side of the street, consistent with the Urban Street Design Standards.

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

Table B-3. Amendments to Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2014)

Strategy	Amendment
PF 1.1	Construct or expand the facilities identified in Table 24 and shown on Map 43, Recommended Parks, Recreation, and Public Open Space Facilities

Table B-4. Amendments to the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*

Strategy	Amendment
NE 2.3	Add the existing Conservation Easement at Avondale Ridge Subdivision (4708 Crest View Drive and 2400 Queens Chapel Road) to the Regulated Area of the Countywide Green Infrastructure Network. See Map 35.
NE 2.4	<p>Remove the following areas as shown on Map 38 from the Countywide Green Infrastructure Network, as they were developed with housing under current environmental regulations and are unlikely to be redeveloped:</p> <ul style="list-style-type: none"> • All of the Avondale Ridge Subdivision outside of its conservation easement • All parcels on the north side of River Terrace Road and including River Terrace Road

Appendix C: Comprehensive Zoning (Sectional Map Amendment) Process

Introduction

The comprehensive rezoning process, also known in Prince George's County as the sectional map amendment (SMA) process, allows for the rezoning of a section of the overall county zoning map to bring zoning into conformance with approved County plans and policies. A Sectional Map Amendment (SMA) for the area covered by the Preliminary West Hyattsville-Queens Chapel Sector Plan will be approved concurrently with the approval of this sector plan. The SMA is intended to implement the land use recommendations of the sector plan.

The District Council initiated the SMA on January 18, 2022, concurrent with its second initiation of the sector plan, through Council Resolution CR-2-2022. The procedure followed was in accordance with Sections 27-225.01.05 (prior to April 1, 2022) and 27-3502(c) of the Prince George's County Zoning Ordinance. The 2022 Proposed SMA was released to the public for review on July 29, 2022. A joint public hearing of the Planning Board and County Council, sitting as the District Council, regarding the July 2022 Proposed SMA was held on October 11, 2022. The Planning Board remanded the July 2022 Proposed SMA to staff on December 12, 2022. Staff incorporated feedback received through the October 11, 2022, Joint Public Hearing into the second Proposed SMA which was released in May 2024. A second Joint Public Hearing occurred October 1, 2024, but it was remanded in January 2025 for additional analysis.

The SMA process allows the master or sector plan's future land use vision to be implemented through the application of the appropriate zone classifications. It ensures that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate future development. Existing zoning that hinders such development may be corrected, and the need for individual, or piecemeal rezonings reduced, through the SMA process.

The approval of the zoning pattern recommended by the sector plan and implemented by the SMA brings zoning into greater conformity with County land use goals and policies as they apply to the West Hyattsville-Queens Chapel Sector Plan area, thereby enhancing the health, safety, and general welfare of all the County's residents and citizens.

The County's Capital Improvement Program, 10-Year Water and Sewer Plan, and existing land use and zoning were examined and evaluated in preparation of the land use plan and this proposed SMA.

COUNTYWIDE SECTIONAL MAP AMENDMENT

The District Council approved the Countywide Sectional Map Amendment (CMA) on November 29, 2021, through Council Resolution CR-136-2021. The CMA went into effect April 1, 2022.

Several of the recommendations of the Preliminary West Hyattsville-Queens Chapel Sector Plan cannot be implemented through the zones applied through the CMA. A concurrent Sectional Map Amendment is necessary to apply the appropriate zones to implement the Sector Plan.

Consideration has also been given to the environmental and economic impact of the land use and zoning proposals.

WHAT'S NEW

To accommodate Missing Middle Housing throughout the entire Sector Plan Area, most property was rezoned to the RSF-A Zone. The April 2024 Proposed SMA recommends the following major change by:

- Adding 99.24 acres to the RSF-A Zone from the RSF-65 Zone.
- Rezoning the WGL Property to the LTO-E Zone instead of retaining the AG Zone.

The approval of the SMA results in the revision of the official 1 inch=200 feet scale zoning map(s) for this sector plan area. A summary of the proposed SMA is below; for more information, please visit the project website at pgplan.org/WHQC.

Comprehensive Rezoning Changes

Map C-1 shows the existing zoning classifications within the West Hyattsville-Queens Chapel Sector. To implement the sector plan policies and land use recommendations contained in the Sector Plan, several properties within the sector plan area are reclassified to bring their zoning into conformance with the sector plan. The SMA process provides the most appropriate mechanism for the public sector to achieve this goal. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with approval of the sector plan. The SMA includes 38 zoning changes based on the land use and development policies described in the sector plan.

The locations of these zoning changes are shown on Map C-3. These zoning changes result in a new zoning inventory for the area (Map C-2). These maps and tables are included for illustrative purposes only. The 1" = 200' scale County zoning maps represent the official zoning boundaries.

This plan does not recommend any amendments to the Neighborhood Conservation Overlay, Chesapeake Bay Critical Area, Intense Development Overlay (IDO), or Chesapeake Bay Critical Area, Resource Conservation Overlay (RCO) Zones.

Table C-1. Comprehensive Rezoning Changes

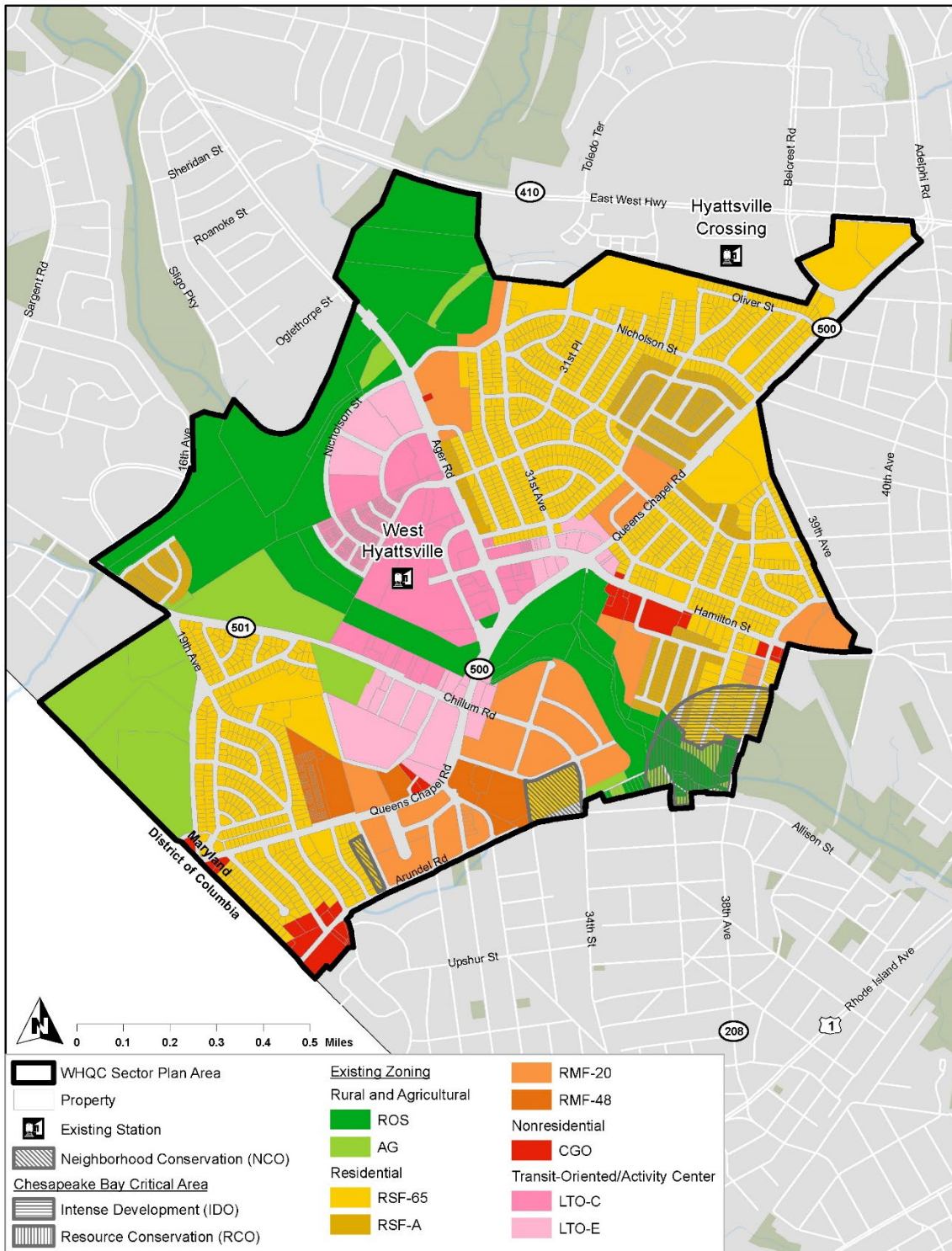
Change	Zoning Change	Acreage
1	RSF-65 to RTO-H-E	14.57
2	RSF-65 to RSF-A	0.98
3	LTO-C to LTO-E	8.09
4	RSF-65/LTO-E to LTO-C	4.68
5	CGO to CN	0.52
6	RSF-65 to ROS	2.03
7	CGO to CN	4.56
8	CGO to CN	1.06

Change	Zoning Change	Acreage
9	CGO/RMF-20 and RMF-20 to RMF-48	8.08
10	RMF-20 to LTO-C	32.25
11	LTO-E to CS	1.80
12	LTO-C/LTO-E to CS	5.50
13	LTO-C to CS	2.32
14	LTO-C to ROS	2.05
15	AG, LTO-E, and RSF-65 to ROS	22.10
16	AG to ROS	11.84
17	CGO/RSF-65 to CN	8.51
18	RMF-20 to RMF-48	4.38
19	LTO-E/CGO to LTO-C	7.49
20	RMF-20/CGO to LTO-E	9.64
21	LTO-E to LTO-C	13.95
22	RMF-48 to ROS	6.62
23	AG to ROS	0.47
24	AG to ROS	1.06
25	AG to ROS	0.49
26	AG to ROS	0.16
27	AG to ROS	0.13
28	RSF-65 to LTO-C	0.11
29	RMF-48 to RMF-20	5.81
30	RSF-A to LTO-E	3.00
31	RSF-65 to RSF-A	97.31
32	LTO-E to CS	16.49
33	CGO to LTO-E	0.61
34	LTO-E to LTO-C	1.37
35	LTO-E to LTO-C	2.00
36	RSF-65 to RSF-A	67.10
37	RSF-65 to RSF-A	56.78
38	AG to LTO-E	21.27

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

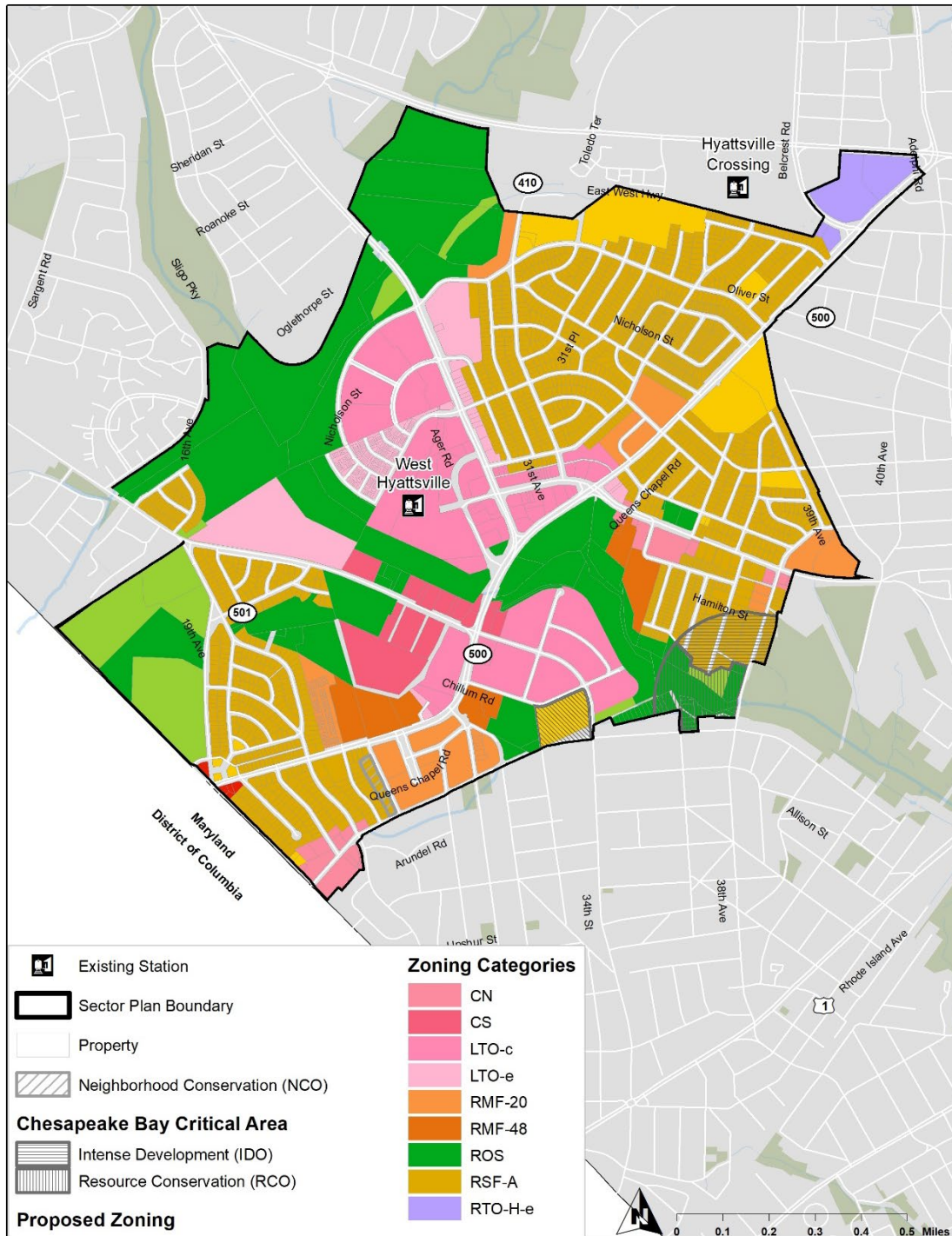
Zoning Class	SMA Proposed Acreage	Existing Acreage	Change in Acreage
RTO-H-E	14.57	0	14.57
RSF-A	265.00	45.84	219.16
LTO-C	111.66	68.4	43.26
LTO-E	46.37	51.77	-5.4
CN	14.66	0	14.66
ROS	249.36	202.41	46.95
RMF-48	22.79	22.76	0.03
CS	26.1	0	26.1
RSF-65	50.01	303.58	-253.57
CGO	1.24	18.14	-16.9
RMF-20	43.56	90.45	-46.89
AG	51.29	93.27	-41.98

Map C-1. Existing Zoning



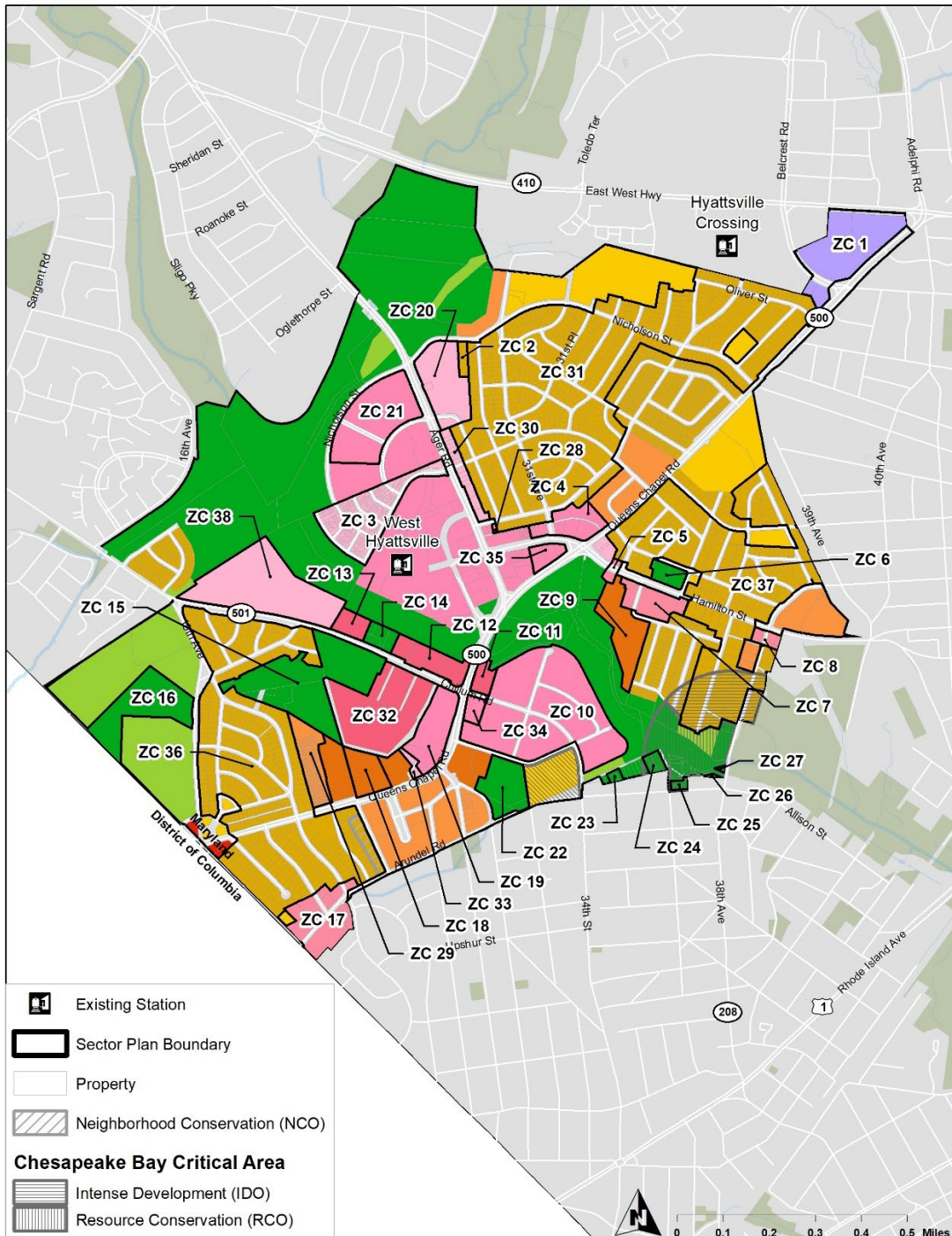
Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2023, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

Map C-2. Proposed Zoning



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

Map C-3. Proposed Zoning Changes



Source: Prince George's County Planning Department, *GIS Open Data Portal*, 2024, <https://gisdata.pgplanning.org/opendata/>. Note: Full data citation available in [Appendix F. Preliminary WHQC SP Map Citations.docx](#).

Appendix D: Properties within the West Hyattsville Local Transit Center

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

	Address	Tax ID
2906	Hamilton Street	1817493
2781	Hamilton Street	1960970
2803	Jamestown Road	1828557
5390	Ager Road	1853282
3301	Chillum Road	1943810
2722	Kirkwood Place	1836824
3402	Hamilton Street	1804871
2623	Nicholson Street	1836840
3026	Hamilton Street	1817402
3001	Hamilton Street	1913417
2600	Kirkwood Place	1836857
3100	Hamilton Street	1817386
5400	Ager Road	1839455
5320	Queens Chapel Road	1921410
5520	Jamestown Road	1927888
3301	Chillum Road	1943836
0	Queens Chapel Road	5643936
3118	Hamilton Street	1817378
5321	Ager Road	1926559
2901	Hamilton Street	1977818
3301	Chillum Road	1943802
3100	Queens Chapel Road	1861095
2700	Hamilton Street	1851252
2801	Jamestown Road	1828813
5615	Little Branch Run	1924745
5418	Queens Chapel Road	1817360
2775	Hamilton Street	1953595
3301	Chillum Road	1943786
3301	Chillum Road	1943828

	Address	Tax ID
2616	Kirkwood Road	1836865
2805	Jamestown Road	1800101
5340	Queens Chapel Road	1880756
3110	Hamilton Street	1817519
3032	Hamilton Street	1817394
3025	Hamilton Street	1964550
3005	Hamilton Street	1926567
3301	Chillum Road	1943844
3006	Hamilton Street	1817477
0	Ager Street	1853290
3014	Hamilton Street	1817436
0	Queens Chapel Road	1861103
2801	Hamilton Street	1960996
3020	Hamilton Street	1817410
5600	Ager Road	1837400
3008	Hamilton Street	1817469
5440	Ager Road	1927896
3301	Chillum Road	1943794
3171	Queens Chapel Road	1971928
3003	Hamilton Street	1913425
5601	Jamestown Road	1819648
5398	Queens Chapel Road	1834530
3012	Hamilton Street	1817444
0	Jamestown Road F	1851260
0	Hamilton Street	1961002
3010	Hamilton Street	1817451
5402	Jamestown Road	1855527
0	Manor Drive	1797075
0	Ager Road	1892181

	Address	Tax ID
3032	Queens Chapel Road	1861111
0	Ager Road	1972769
2903	Hamilton Street	1913409
5350	Queens Chapel Road	1860022
3301	Chillum Road	1943778
3018	Hamilton Street	1817428

	Address	Tax ID
2700	Kirkwood Place	1836832
2607	Kirkwood Place	1836873
5620	Ager Road	5649170
5685	Little Branch Run	5649181
0	Queens Chapel Road	5643925

Table D-2. Properties within the Edge of the West Hyattsville Local Transit Center

	Address	Tax ID
3402	Hamilton Street	1804871
3213	Queens Chapel Road	1978451
3110	Chillum Road	1943638
2130	Chillum Road	1976596
5615	Ager Road	1793918
2308	Chillum Road	1882810
0	Chillum Road	2923548
5713	Ager Road	1826197
2201	Chillum Road	1912229
5855	Ager Road	1801109
2222	Chillum Road	1943752
2900	Queens Chapel Road	1921048
5617	Ager Road	1798875
2430	Chillum Road	1839166
5618	Ager Road	1914753
2440	Chillum Road	1848159
3299	Queens Chapel Road	1971712
2428	Chillum Road	1840669
2800	Lancer Drive	1832286
3200	Queens Chapel Road	1871482
5611	Ager Road	1827344
2460	Chillum Road	1965086
2426	Chillum Road	1840636
5605	Ager Road	1821099
2425	Chillum Road	1912237
2434	Chillum Road	1853605
5720	29th Avenue	1791417
5705	Ager Road	1828821

	Address	Tax ID
5607	Alpha Ridge Avenue	5651138
5609	Alpha Ridge Avenue	5651140
5611	Alpha Ridge Avenue	5651151
5613	Alpha Ridge Avenue	5651162
5615	Alpha Ridge Avenue	5651173
0	Nicholson Street	5651184
5660	Little Branch Run	5649272
5658	Little Branch Run	5649283
5656	Little Branch Run	5649294
5654	Little Branch Run	5649306
5652	Little Branch Run	5649317
5650	Little Branch Run	5649328
2501	Crimson Fox Drive	5649330
2503	Crimson Fox Drive	5649341
2505	Crimson Fox Drive	5649352
2507	Crimson Fox Drive	5649363
2509	Crimson Fox Drive	5649374
2515	Crimson Fox Drive	5649385
2517	Crimson Fox Drive	5649396
2519	Crimson Fox Drive	5649408
2521	Crimson Fox Drive	5649410
2522	Crimson Fox Drive	5649421
2552	Nicholson Street	5650407
2550	Nicholson Street	5650418
0	Nicholson Street	5650420
0	Nicholson Street	5650431
0	Nicholson Street	5650442
0	Nicholson Street	5650453

	Address	Tax ID
0	Ager Road	1914472
2421	Chillum Road	1898618
3406	Hamilton Street	1792506
3420	Hamilton Street	1795400
2480	Chillum Road Unit 9272 1	1905678
5621	Ager Road	1806322
2309	Chillum Road	1912245
2310	Chillum Road	1943745
0	Queens Chapel Road	1914324
2222	Chillum Road	1969815
2486	Chillum Road	1922574
5720	29th Avenue	1791409
0	Queens Chapel Road	1972405
3006	29th Avenue	1919877
5709	Ager Road	1823434
5707	Ager Road	1823442
5711	Ager Road	1823426
3201	Queens Chapel Road	1837665
5715	Ager Road	1826205
3290	Queens Chapel Road	1874221
0	Ager Road	1972769
2222	Chillum Road	1943760
5601	Ager Road	1828409
5720	29th Avenue	1791425
5619	Ager Road	1826130
5684	Little Branch Run	5649066
5682	Little Branch Run	5649077
5680	Little Branch Run	5649088
5678	Little Branch Run	5649090
5676	Little Branch Run	5649102
2533	Nicholson Street	5650076
2535	Nicholson Street	5650087
2537	Nicholson Street	5650098
2541	Nicholson Street	5650112
2543	Nicholson Street	5650123
2545	Nicholson Street	5650134
5610	Hyattsville Drive	5650145

	Address	Tax ID
0	Nicholson Street	5650464
0	Nicholson Street	5650475
2501	Nicholson Street	5650486
2503	Nicholson Street	5650497
2505	Nicholson Street	5650500
2507	Nicholson Street	5650511
2509	Nicholson Street	5650522
2511	Nicholson Street	5650533
2513	Nicholson Street	5650544
2515	Nicholson Street	5650555
0	Alpha Ridge Avenue	5651195
0	River Terrace Road	5651207
0	River Terrace Road	5651218
0	Nicholson Street	5651220
2520	Crimson Fox Drive	5649432
2518	Crimson Fox Drive	5649443
2516	Crimson Fox Drive	5649454
2512	Crimson Fox Drive	5649465
2510	Crimson Fox Drive	5649476
2508	Crimson Fox Drive	5649487
2506	Crimson Fox Drive	5649498
2504	Crimson Fox Drive	5649501
2502	Crimson Fox Drive	5649512
2500	Crimson Fox Drive	5649523
0	Little Branch Run	5649534
0	Kirkwood Place	5649545
0	Crimson Fox Drive	5649556
0	Crimson Fox Drive	5649567
0	Kirkwood Place	5649578
0	Crimson Fox Drive	5649580
2517	Nicholson Street	5650566
2519	Nicholson Street	5650577
2521	Nicholson Street	5650588
2523	Nicholson Street	5650590
2525	Nicholson Street	5650602
2527	Nicholson Street	5650613
5612	Alpha Ridge Avenue	5650624

	Address	Tax ID
5608	Hyattsville Drive	5650156
5606	Hyattsville Drive	5650167
5604	Hyattsville Drive	5650178
5602	Hyattsville Drive	5650180
5600	Hyattsville Drive	5650191
2533	River Terrace Road	5650203
2535	River Terrace Road	5650214
2537	River Terrace Road	5650225
2539	River Terrace Road	5650236
5628	Little Branch Run	5650885
5626	Little Branch Run	5650896
5624	Little Branch Run	5650908
5622	Little Branch Run	5650910
5620	Little Branch Run	5650921
5618	Little Branch Run	5650932
5616	Little Branch Run	5650943
5614	Little Branch Run	5650954
5612	Little Branch Run	5650965
5610	Little Branch Run	5650976
5608	Little Branch Run	5650987
5606	Little Branch Run	5650998
5604	Little Branch Run	5651003
5602	Little Branch Run	5651014
5600	Little Branch Run	5651025
5674	Little Branch Run	5649113
5672	Little Branch Run	5649124
5670	Little Branch Run	5649135
0	Little Branch Run	5649146
0	Little Branch Run	5649157
0	Little Branch Run	5649168
2560	Kirkwood Place	5649204
2558	Kirkwood Place	5649215
2556	Kirkwood Place	5649226
2554	Kirkwood Place	5649237
2552	Kirkwood Place	5649248
2550	Kirkwood Place	5649250
5662	Little Branch Run	5649261
2541	River Terrace Road	5650247

	Address	Tax ID
5610	Alpha Ridge Avenue	5650635
5608	Alpha Ridge Avenue	5650646
5606	Alpha Ridge Avenue	5650657
5604	Alpha Ridge Avenue	5650668
5602	Alpha Ridge Avenue	5650670
5600	Alpha Ridge Avenue	5650681
2517	River Terrace Road	5650692
2519	River Terrace Road	5650704
2521	River Terrace Road	5650715
5642	Little Branch Run	5649591
5640	Little Branch Run	5649603
5638	Little Branch Run	5649614
5636	Little Branch Run	5649625
5634	Little Branch Run	5649636
5632	Little Branch Run	5649647
5630	Little Branch Run	5649658
2501	Emerald Branch Drive	5649660
2503	Emerald Branch Drive	5649671
2505	Emerald Branch Drive	5649682
2507	Emerald Branch Drive	5649693
2509	Emerald Branch Drive	5649705
2511	Emerald Branch Drive	5649716
2513	Emerald Branch Drive	5649727
2515	Emerald Branch Drive	5649738
2527	Emerald Branch Drive	5649740
2523	River Terrace Drive	5650726
2525	River Terrace Drive	5650737
2527	River Terrace Drive	5650748
2529	River Terrace Drive	5650750
5601	Hyattsville Drive	5650761
5603	Hyattsville Drive	5650772
5605	Hyattsville Drive	5650783
5607	Hyattsville Drive	5650794
5609	Hyattsville Drive	5650806
5611	Hyattsville Drive	5650817
5613	Hyattsville Drive	5650828
0	Nicholson Street	5650830
0	Nicholson Street	5650841

	Address	Tax ID
2543	River Terrace Road	5650258
2545	River Terrace Road	5650260
2546	Nicholson Street	5650271
2544	Nicholson Street	5650282
2542	Nicholson Street	5650293
2540	Nicholson Street	5650305
2538	Nicholson Street	5650316
2536	Nicholson Street	5650327
2566	Nicholson Street	5650338
2564	Nicholson Street	5650340
2562	Nicholson Street	5650351
2560	Nicholson Street	5650362
2558	Nicholson Street	5650373
2556	Nicholson Street	5650384
2554	Nicholson Street	5650395
2501	River Terrace Road	5651036
2503	River Terrace Road	5651047
2505	River Terrace Road	5651058
2507	River Terrace Road	5651060
2509	River Terrace Road	5651071
2511	River Terrace Road	5651082
2513	River Terrace Road	5651093
5601	Alpha Ridge Avenue	5651105
5603	Alpha Ridge Avenue	5651116
5605	Alpha Ridge Avenue	5651127
2502	Emerald Branch Drive	5649988
2500	Emerald Branch Drive	5649990
0	Emerald Branch Drive	5650008
0	Little Branch Run	5650010
0	Emerald Branch Drive	5650021
0	Queens Chapel Road	1914647

	Address	Tax ID
0	Nicholson Street	5650852
0	River Terrace Road	5650863
0	Nicholson Street	5650874
2529	Emerald Branch Drive	5649751
2531	Emerald Branch Drive	5649762
2533	Emerald Branch Drive	5649773
2535	Emerald Branch Drive	5649784
2537	Emerald Branch Drive	5649795
2540	Emerald Branch Drive	5649807
2538	Emerald Branch Drive	5649818
2536	Emerald Branch Drive	5649820
2534	Emerald Branch Drive	5649831
2530	Emerald Branch Drive	5649853
2528	Emerald Branch Drive	5649864
2524	Emerald Branch Drive	5649875
2522	Emerald Branch Drive	5649886
2520	Emerald Branch Drive	5649897
2518	Emerald Branch Drive	5649900
2516	Emerald Branch Drive	5649911
2514	Emerald Branch Drive	5649922
2512	Emerald Branch Drive	5649933
2510	Emerald Branch Drive	5649944
2508	Emerald Branch Drive	5649955
2506	Emerald Branch Drive	5649966
2504	Emerald Branch Drive	5649977
0	Emerald Branch Drive	5650032
0	Emerald Branch Drive	5650043
0	Emerald Branch Drive	5650054
2531	Nicholson Street	5650065
0	Ager Road	5666050
0	Queens Chapel Road	1914712

Appendix E: Staff Analysis of Testimony Received at the October 11, 2022, and October 1, 2024, Joint Public Hearings

Between October 2022 and May 2024, the Planning Department reviewed 20 exhibits and 12 pages of transcribed oral testimony (representing four speakers) from the Joint Public Hearing held on October 11, 2022, regarding the July 2022 Draft West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA. Following a review of the exhibits and oral testimony, Planning Department staff analyzed the issues raised in the testimony and incorporated revisions to the text and maps of the May 2024 Draft Sector Plan and Proposed SMA in response to this testimony. The May 2024 Draft Sector Plan and Proposed SMA was subject to its own Joint Public Hearing in October 2024. Following the closing of the public record for this Joint Public Hearing, Planning Department staff reviewed the exhibits and oral testimony from that hearing and recommended additions, deletions, and other revisions to the May 2024 Draft Sector Plan and Proposed SMA.

Between October 2024 and March 2025, the Planning Department reviewed 55 additional exhibits and 28 pages of transcribed testimony representing seven speakers from the October 1, 2024, Joint Public Hearing on the May 2024 Draft West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA. Following a review of the exhibits and oral testimony, Planning Department staff analyzed the issues raised in the testimony and incorporated several recommendations for changes to the text and maps of the May 2024 Draft Sector Plan and Proposed SMA into this new April 2025 Draft Sector Plan and SMA.

The purpose of this appendix is to demonstrate to residents and other stakeholders, the Planning Board, and the District Council how the October 11, 2022, and October 1, 2024, testimony was incorporated into their respective drafts of the West Hyattsville-Queens Chapel Sector Plan and Sectional Map Amendment. This appendix is purely informational and not otherwise part of the current Sector Plan or Proposed SMA for the purposes of their adoption and endorsement. It is included as part of the record for this process by the District Council upon approval of the adopted Sector Plan and endorsed SMA. Overall, the process remains iterative, with staff continuously refining the plan to respond to new developments, address emerging issues, and incorporate valuable feedback from the public and stakeholders.

Appendix E may be found online at pgplan.org/WHQCappendix and [Appendix E WHQC - 20241001 Analysis of Testimony 2025.04.24.docx](#)

Staff Analysis of Testimony
Second Draft (2024) West Hyattsville-Queens Chapel Sector Plan and
Proposed West Hyattsville-Queens Chapel Sectional Map Amendment (SMA)
October 1, 2024, 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 Second Draft Sector Plan or Proposed 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 and/or 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 55 exhibits and 28 pages of transcribed oral testimony (representing 7 speakers) from the Joint Public Hearing on the Second Draft West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA held on October 1, 2024. Copies of the transcript and all exhibits submitted before the close of public record on October 16, 2024, 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 Second Draft 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 is 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 us 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 is 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 staff draft sector plan or proposed SMA addresses the issue raised)	References to Specific Plan Policies/Strategies or 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)

I. Introduction

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

AG	Agriculture and Preservation Zone		LTO-C	Local Transit-Oriented-Core Zone		RMF-48	Residential, Multifamily-48 Zone
CB	Council Bill		LTO-E	Local Transit-Oriented-Edge Zone		ROS	Reserved Open Space Zone
CN	Commercial, Neighborhood Zone		MD	Maryland		RSF-65	Residential, Single-Family-65 Zone
CR	Council Resolution		M-NCPPC	The Maryland-National Capital Park and Planning Commission		RSF-A	Residential, Single-Family-Attached Zone
DPIE	Prince George's County Department of Permitting, Inspections and Enforcement		MPOT	Master Plan of Transportation		SHA	Maryland State Highway Administration
DPW&T	Prince George's County Department of Public Works and Transportation		OS	Open Space		SMA	Sectional Map Amendment
DSP	Detailed Site Plan		PD	Planned Development Zone		TDDP	Transit District Development Plan
HAWK	High-Intensity Activated Crosswalk		PGCEDC	Prince George's County Economic Development Corporation		WHQC	West Hyattsville-Queens Chapel
IE	Industrial, Employment		PGCPS	Prince George's County Public Schools		WMATA	Washington Metropolitan Area Transit Authority
IH	Industrial, Heavy Zone		RMF-20	Residential, Multifamily-20 Zone		ZC	Zoning change
LTO	Local Transit-Oriented Zone						

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							
A1	"I think this plan is quite significant and bold and we're very enthusiastic about seeing this move forward ." "Very important, bold step forward."	Acknowledged.	Plan-wide	V1, 23/Cheryl Cort	No change.		
A2	Supports plan.	Acknowledged.	Plan-wide	16/Mrs. Harris, 37/Dan Behrend	No change.		

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
General Opposition							
A3	Opposes Sector Plan and SMA.	Acknowledged.	Plan-wide, SMA-wide	50/Jenny Wesberry	No change.		
A4	Sector plan does not make a long-term plan for Hyattsville, nor does it represent the identity of the City of Hyattsville.	The plan vision (p. 12) and themes (p. 13) set forth goals, strategies, and policies for the portions of Hyattsville, Mount Rainier, Brentwood, and unincorporated parts of Prince George's County within the sector plan area over the next 25 years, and the implementation matrix (p. 221-240) provides the timeline for each relevant strategy's attainment. By definition, a sector plan is a "comprehensive plan for the physical development of the entirety of one or more planning areas, showing in detail elements such as the type, density, and intensity of land uses; pedestrian, bicycle, and vehicular traffic features; public facilities; and the relationship between the various uses to transportation, other public facilities and services, and amenities within the master plan area, and where appropriate, to other areas." These plans are intended to guide development for specific areas of the County and are generally more detailed than the County's General Plan, also known as Plan 2035. The sector plan and SMA intend to balance the needs, and the feedback received from residents, business owners, government agencies, non-profit organizations, and other stakeholders to create a path forward for the sector plan area that in the future implements County policies and further supports best practices for promoting enhanced quality of life.	Plan-wide	V10.48/Shea Winsett	No change.		
A5	Plan goal of development seems to be profit. Hyattsville is only pushing for land taxes and consumer spending, not expanding industry, agriculture, and tourism. Development doesn't include jobs or economic prosperity.	The Economic Prosperity element (Section IV, beginning on page 81) promotes jobs and business expansion for local, small, and minority-owned businesses, the creation of attractive commercial corridors that attract businesses; and diversifying business growth and job opportunities in the sector plan area while investing in training and maintaining a skilled workforce. This promotes both residents and business owners within the sector plan area and encourages a wider variety of businesses to come into the area, further contributing to the economic vitality of the region. While the draft plan may not actively pursue expanding agriculture and tourism with specific policies, the plan does create an environment conducive to urban agriculture and tourism. The plan is a culmination of years of work, prioritizing other economic drivers, such as retail and business development. Agriculture and tourism are not discouraged, and the plan includes policies that could boost both agriculture, tourism, and local visitation, such as adding small-scale edible gardens on parkland, expanding restaurant choice, adding interpretative signage along the Anacostia Riverfront, and promoting local historic sites. While agriculture and tourism are not the primary focus, the plan supports these sectors in a way that complements the broader goals of fostering a vibrant community.	Plan-wide	V10.48/Shea Winsett	No change.		

II. A: General Testimony

A6	<p>Developers and other non-resident opinions do not accurately reflect those of Hyattsville residents</p>	<p>Staff engaged with hundreds of stakeholders within the sector plan area since the plan was initiated in October 2020. Additionally, the engagement process is guided by a detailed Public Participation Plan. Staff conducted outreach through in-person and online meetings; via email, ground mail, and social media; and through interviews, all to ascertain stakeholders' priorities and develop a path forward for the sector plan's vision, goals, policies, and strategies. Hyattsville residents were invited to, and did participate in, all of staff's outreach efforts. The sector plan and SMA's goals are to balance the needs of all participants to create a path forward for the sector plan area that is equitable, economically viable, and environmentally sound. Business owners, developers and non-residents provided ideas that overlapped with those of sector plan area residents, and many of these ideas that were included in the plan have been positively received by sector plan area residents.</p>	Plan-wide	V10,48/Shea Winsett	No change.		
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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
Testimony Regarding Process							
A7	Insufficient outreach was done for the SMA.	A postcard notifying all Queens Chapel Manor residents, including Mr. Lazarus, of the Queens Chapel Manor-specific community meeting was mailed prior to the February 27, 2024, meeting. Additional postcards were mailed in late May 2024 to notify all property owners and residents in the sector plan area about the two open houses held in June 2024. Further, Mr. Lazarus was mailed three notices in compliance with County Code regarding the Joint Public Hearing as well as staff's contact information should he have any questions; the first was sent on May 3, 2024, for the July 8, 2024, joint public hearing that was ultimately postponed, and notices for the rescheduled October 1, 2024, joint public hearing were sent on August 2, 2024, and August 19, 2024.	SMA-wide	53/Leonard Lazarus	No change.		
A8	Information about the plan should be bilingual. The official notices were not accessible due to too many technical terms and their unavailability in Spanish. He hopes the hearing will be accessible and understandable for the entire community.	Noted. Throughout the planning process, communications and other correspondence were translated in Spanish, as available. Project meetings and public events, including the February 2024 and June 2024 open houses and the October 1, 2024, joint public hearing, were promoted through flyers and postcards in both English and Spanish, and the project website has a Spanish language translation for all materials. All public meetings had an interpreter available. The Planning Department will continue to prioritize.	Plan-wide	36/Enrique Zurita	No change.		
A9	Stakeholder engagement was insufficient. Did not find out about meetings until October 1. Joint Public Hearing was advertised. Number of interviewees was insufficient. Dislikes use of "stakeholders" in the plan.	Postcards were mailed in late May 2024 to notify all property owners and residents in the sector plan area about the two bilingual open houses held in June 2024. Additionally, Dr. Winsett was mailed three notices regarding the Joint Public Hearing; the first notice was sent on May 3, 2024, for the July 8 joint public hearing that was ultimately postponed, and notices for the rescheduled October 1, 2024, joint public hearing were sent on August 2, 2024, and August 19, 2024. Information regarding meetings was also relayed to stakeholders through Prince George's County Planning Department's social media and news releases, as well as through the City of Hyattsville. For clarification, "stakeholders" include multiple property owners, including residents, business owners and employees, government agencies, and non-profit organizations that live, work, and shop within the community.	Plan-wide	V10,48/Shea Winsett	No change.		

II. B: Key Issues

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

No.	Key Issue	Summary	Recommended Changes	Pages
B1	Queens Chapel Manor Rezoning	Testimony and exhibits were submitted both in favor of and in opposition to the zoning proposal for the Queens Chapel Manor (RSF-65 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. Others oppose the recommendations for a multitude of reasons, including inequitable treatment of the neighborhood and concerns with services, traffic, parking, infrastructure, density, climate change, and displacement.	Transportation and Mobility New strategy TM 10.2 and revisions to existing strategies TM 10.2-10.8 notation. Housing and Neighborhoods Reorganized with shifted notations. New strategies HN 1.4 (HN 2.6) and HN 1.8 (HN 1.3) and revisions to existing strategies HN 1.4 (HN 2.6), HN 1.5 (HN 1.5), HN 1.6 (HN 1.4), HN 1.7 (HN 2.12), HN 1.8 (HN 1.3), HN 1.9 (HN 1.2), HN 1.10 (HN 2.9) notations. Public Facilities New policy PF 6 and strategies PF 6.1 and PF 6.2.	10-15
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.	Revise plan and SMA to rezone subject property to Local Transit-Oriented – Edge (LTO-E).	16-19
B3	Queenstown Apartments Recommendations	Draft Sector Plan should prioritize redevelopment of Queenstown Apartments over the current recommendation of acquisition for preservation or flood mitigation. Only recommending that Queenstown Apartments relocate residents to comparable housing is a burden not imposed onto other property owners.	Land Use Revisions to Queenstown Apartments callout (p. 62) and LU 2.10. New strategy LU 2.10 (LU 5.5). Transportation and Mobility Revisions to TM 1.4. Housing and Neighborhoods Revisions to HN 1.8, (HN 1.3)	19-22
B4	Displacement	Given the possibility for the displacement of lower-income residents in the sector plan area, particularly in flood prone areas as these properties are potentially acquired to mitigate floodplain concerns or because of redevelopment, strong recommendations need to be included to prevent as much displacement as possible.	Housing and Neighborhoods Reorganized with shifted notations. Added new Policy HN 2 to single out anti-displacement strategies specifically. Drafted new strategies HN 2.1, HN 2.2, HN 2.3, HN 2.10, and HN 2.11 Added new section highlighting anti-displacement measures.	23-24

II. B1: Queens Chapel Manor Rezoning

Plan/SMA Cross References:

LU 9.3 (p. 79)
HN 1.3 (p. 174)
HN 1.6 (p. 174)
SMA ZC 31

Exhibits/Speakers:

V1, 23/Cheryl Cort
V2, 27, 44/Alan Socha
V9/Alan Jones
11/Melissa Schweisguth
12/Jennifer Kubit
14/Alexi Boado
15/Christopher Higham
17/Jeff Ulysse
18/Pat Doyen
19/Henry Renze
20/Johannes Bernerhoff
21/Moira McCauley
22/John Smith
24/Laura Ehle
25/Danny Schaible
26/Daniel Walter Rowlands
28/Lisa Frank
29/Dan Behrend
30/Thomas Zeller
31/Bernard Holloway
32/Jessica McBirney
33/Steven Hartig
34, 39/Joseph Kane
35/Gannon Sprinkle
40/Peter Stockus
41/Jacob Goldberg
42/Amanda Huron
43/Elissa Woodbury
45/Brendan Wray
47/Daniel Broder
49/Lindsey Mendelson
50/Mark Shappiro
52/Will Koper
53/Leonard Lazarus

Summary of Issues:

Queens Chapel Manor stakeholders have expressed mixed sentiments to rezoning the entirety of the neighborhood 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. Others oppose the recommendations for a multitude of reasons, including inequitable treatment of the neighborhood and concerns with services, traffic, parking, infrastructure, density, climate change, and displacement.

II. B1: Queens Chapel Manor Rezoning

Staff Analysis:

In Support:

Twenty-three pieces of testimony received were **in support** of the proposed rezoning for Queens Chapel Manor and/or its accompanying Strategy HN 1.6 (HN 1.4) (“Construct a variety of infill single-family housing types, including single-family detached, single-family attached, duplex, triplex, rowhomes, and townhomes, in the area between the West Hyattsville and Hyattsville Crossing Metrorail Stations.”) **with no changes**. The below stakeholders provided testimony in favor of the policies, strategies, and rezoning, as written by staff, concerning Queens Chapel Manor either at the October 1, 2024, Joint Public Hearing or in writing by the close of the record on October 16, 2024:

- Dan Behrend
- Johannes Bennehoff
- Cheryl Cort
- Pat Doyen
- Laura Ehle
- Lisa Frank
- Jacob Goldberg
- Steven Hartig
- Bernard Holloway
- Amanda Huron
- Joseph Kane
- Will Koper
- Jessica McBirney
- Moira McCauley
- Lindsey Mendelson
- Henry Renze
- Daniel Walter Rowlands
- John Smith
- Gannon Sprinkle
- Peter Stockus
- Elissa Woodbury
- Brendan Wray
- Thomas Zeller

Five stakeholders testified **in support** of the proposed rezoning for Queens Chapel Manor and/or its accompanying Strategy HN 1.6 **with changes** in writing by the close of the record on October 16, 2024:

- Daniel Broder
- Christopher Higham
- Danny Schaible
- Melissa Schweisguth
- Jeff Ulysse (on behalf of the City of Hyattsville)

Each of these five pieces of testimony supported upzoning for even more density than what was proposed in the draft plan for Queens Chapel Manor and/or adjacent neighborhoods than what was proposed in the sector plan and SMA. Ms. Schweisguth and Mr. Broder stated it was not clear why the plan references upzoning within a 15-minute walkshed of the Metro while the SMA proposes a much smaller area, mentioning that upzoning other areas proximate to the West Hyattsville Metro station to RSF-A could be appropriate. Similarly, Mr. Schaible recommends rezoning areas east of Queens Chapel Road that are also in the study area, so long as they are within 3/4 mile of a Metro station, and Mr. Ulysse states that the City of Hyattsville recommends rezoning from RSF-65 to RSF-A occur in all areas of the sector plan within the City of Hyattsville or considered in future sector plan updates so as not to reinforce statements of inequitable treatment that are commonly expressed by West Hyattsville residents. Queens Chapel Manor was originally selected because nearly the entire neighborhood is within a 15-minute walkshed from either the West Hyattsville or the Hyattsville Crossing Metro stations,¹ and the neighborhood is a distinct area with definitive boundaries. While other parts of the sector plan area are also within the 15-minute walkshed, these neighborhoods are only partially within that walkshed. Further, within the 15-minute walkshed, many properties are either already zoned or proposed to be zoned within either an LTO zone or a multifamily zone, both of which are more intense categories than the RSF-A zoning. Still, staff agree that a more equitable application of RSF-A zoning would include rezoning all properties

¹ Map 22, “Metrorail Station Walksheds and Bikesheds,” Staff Draft II West Hyattsville-Queens Chapel Sector Plan, 2024.

II. B1: Queens Chapel Manor Rezoning

currently zoned RSF-65 into the RSF-A Zone. Upon further evaluation and consideration of the 15-minute walkshed and the 15-minute bikeshed, rezoning all properties current zoned RSF-65 into RSF-A is the preferred recommendation. Additional detail can be found in the “Staff Recommendation” section following this section.

Mr. Higham stated that more aggressive rezoning would be preferable, such as rezoning a couple of streets in closer proximity to the Metro to allow for transit-oriented development. While the suggestion for more aggressive rezoning is recognized, the sector plan already recommends rezoning properties in proximity of the Metro station to the LTO-C and LTO-E Zones. The application of these zones is restricted to the boundaries of a designated Center. As such, expanding the use of these zones would require a further expansion of the designated Center boundaries. Expanding the Center boundary too much could potentially dilute the overall density of development in the area. Furthermore, the purpose of concentrating development within a defined Center boundary is to focus growth and infrastructure investment in areas with the greatest potential for sustainable, transit-oriented development. When the boundary becomes too large, it spreads the potential for density over a wider area, making it more challenging to achieve the high-density development that is necessary for successful transit-oriented communities. This could result in underutilized land, less efficient transit, and the difficulty of reaching the desired density targets that are vital for creating a vibrant, walkable neighborhood.

In Opposition:

Six pieces of testimony were received in **opposition** to the proposed rezoning for Queens Chapel Manor and/or its accompanying Strategy HN 1.6 (HN 1.4) (“Construct a variety of infill single-family housing types, including single-family detached, single-family attached, duplex, triplex, rowhomes, and townhomes, in the area between the West Hyattsville and Hyattsville Crossing Metrorail Stations.”). The stakeholders below provided testimony opposed to the policies, strategies, and rezoning concerning Queens Chapel Manor either at the October 1, 2024, Joint Public Hearing or in writing by the close of the record on October 16, 2024:

- Alexi Boado
- Alan Jones
- Leonard Lazarus
- Jennifer Kubit
- Mark Shappirio
- Alan Socha

Below is a summary of stakeholders’ concerns, along with staff’s response.

Inequitable Treatment of Queens Chapel Manor

Multiple stakeholders (Mr. Boado, Ms. Kubit, and Mr. Socha) expressed concern that the proposed rezoning is inequitable, as the Queens Chapel Manor neighborhood is largely lower-income and Hispanic. By not expanding the proposed rezoning across Queens Chapel Road, the Queens Chapel Manor residents are the only ones to carry the burden of the rezoning. Staff suggest this rezoning as a way of mitigating the inequalities between Queens Chapel Manor and the remainder of Hyattsville. By providing the opportunity to create more affordable homes in a neighborhood that is, on average, lower income and more diverse than the rest of the city, this is a strategy that helps to keep the neighborhood more affordable and thus more accessible. These more extensive housing options enable a greater diversity of low- and middle-income households to build wealth through home ownership, can counteract exclusionary displacement by providing affordable options and empowering current residents to remain in their neighborhoods despite rising land values, and can also enable homeowners to redevelop their single-family homes to add a rental unit, which would both increase the County’s housing supply and provide a vital income stream for the homeowner. Staff recognize the benefits of rezoning additional properties from RSF-65 into RSF-A will further the perceived benefits throughout the entire West Hyattsville-Queens Chapel Sector Plan area.

Two stakeholders (Mr. Lazarus and Mr. Socha) also expressed concern that other parts of the sector plan area could have also been proposed to be rezoned to RSF-A, with Mr. Socha stating the rezoning should apply to all of Hyattsville rather than just Queens Chapel Manor. As stated under “In Support,” Queens Chapel Manor was specifically selected originally because nearly the entire neighborhood is within a 15-minute walkshed from either the West Hyattsville or the Hyattsville Crossing Metro stations,² and the neighborhood is a distinct area with definitive boundaries. However, staff now acknowledge that there are additional areas, beyond Queens Chapel Manor, that could also benefit from RSF-A Zoning. This is especially true considering that the entire sector plan area is within the 15-minute bikeshed of the Metro Stations, a factor that was not fully considered in the original zoning proposal. The 15-minute bikeshed is an important consideration because it reflects an expanded area of accessibility to transit, beyond just walking distance. As biking becomes a more viable transportation option, especially considering the many bicycle infrastructure improvements recommended in the plan, areas within this Sector Plan area will gain greater potential for transit-oriented development, as they become better connected to the Metro Station. Overall, rezoning the entire bikeshed rather than just focusing on a specific neighborhood like Queens Chapel Manor aligns with broader goals of promoting accessibility, sustainable development, and creating a cohesive community where more people can take advantage of the Metro, regardless of whether they walk or bike to the station. Further details can be found in the “Staff Recommendation” section following this section.

Overcrowded PGCPs Schools

² Map 22, “Metrorail Station Walksheds and Bikesheds,” Staff Draft II West Hyattsville-Queens Chapel Sector Plan, 2024.

II. B1: Queens Chapel Manor Rezoning

Mr. Boado, Mr. Jones, and Ms. Kubit also 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%, 127%, and 102%, respectively.³ Staff agree the present utilization rates at Nicholas Orem Middle and Northwestern High are not desirable. However, there currently is extra capacity for students within PGCPSS. The middle schools' average utilization rate is 98%, while the high schools' average utilization rate is 94%.⁴ Redistricting to alleviate pressure at schools over capacity and add students to undercapacity schools is part of PGCPSS' solution to reduce strain on impacted schools. Additionally, PGCPSS is addressing overcrowding in the northern part of the County through creating a new middle school in the Glenridge area⁵ and high schools in the northern Adelphi area⁶ as well as the International School at Langley Park; construction of the International School at Langley Park is supported by Strategy PF 3.2.7. Further, Strategy PF 3.1 recommends coordinating with PGCPSS 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. The Planning Department will no longer use pupil yield analyses in long-range planning, as a) school enrollment varies based on housing type, demographic variations, average neighborhood age, and other factors well beyond the scope or control of a sector plan and makes the use of broad statistical measures inadequate in responding to targeted needs; b) PGCPSS 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 PGCPSS identifies; and c) systemwide capacity exists and will continue to exist and overutilization of schools over a multi-year period is largely the result of school boundaries, not facility needs.

Exacerbating Existing Parking Problems

Mr. Boado, Mr. Jones, Ms. Kubit, Mr. Lazarus, and Mr. Socha expressed concern regarding on-street parking availability. Parking is sometimes difficult to find now, and adding new households will only exacerbate problems. Not all households have off-street parking, and many residents expect to be able to park in front of their homes, especially those with physical disabilities or safety concerns. However, it is important to note that many households who move to Queens Chapel Manor do so because of the proximity to two Metro stations. While staff expect new households to have cars, many of these households may be car-light or even car-free because they selected to live in a neighborhood that has access to public transportation and trails. There is no guarantee that parking is always available in front of one's house on a public right-of-way, but if a resident needs a parking space in front of their house due to disability, they can apply to have an on-street parking space near their home reserved through the City of Hyattsville.

The Queens Chapel Manor neighborhood currently has four parking districts: 8, 9A, 9B, and 10. These districts cover nearly the entire neighborhood: the 3500-3700 blocks of Nicholson Street, 5800 block of 31st Place, and 5800 block of 32nd Avenue are not included within a parking district. All households in a parking district may receive a minimum of one permit and a maximum of four permits, which depends on both the number of off-street parking spaces that an individual property can support and by the total number of available on-street parking within a designated zone. All four parking districts restrict parking from 8:00 a.m. to 6:00 p.m., which is when neighborhood residents are more likely to be at work. The plan can help mitigate both existing and future parking shortages by encouraging the City of Hyattsville to revise the parking district hours to cover evening hours rather than daytime hours. Further details about this recommendation can be found in the "Staff Recommendation" section following this section.

Exacerbating Existing Traffic Problems

Mr. Lazarus, and Mr. Socha both expressed concern about traffic worsening as density increases. Traffic is more likely to worsen due to development outside of the sector plan area that creates sprawl, which encourages people to move farther away from the city center and commute through major thoroughfares such as Queens Chapel Road in single-occupancy vehicles. While this plan cannot control development outside of the sector plan area, its recommendation to put new housing near transit is the best way to give residents a choice to take non-single-occupancy vehicle forms of transportation.

Worsening Local Services

Mr. Jones, Mr. Lazarus, Mr. Shappirio, and Mr. Socha all testified with concerns that local services, such as code enforcement or emergency services, could suffer as density increases. The smart, compact growth proposed by this plan facilitates better access to and for emergency services as opposed to sprawl. The increased potential residential density proposed for Queens Chapel Manor, combined with the proposed Hamilton Street "main street" and mixed-use developments, would create much needed tax revenue in the form of property taxes, sales taxes, and food taxes. In turn, this money can go towards improved city and county services. Staff have added language that strengthens recommendations to ensure local services are adequate. Further details about this recommendation can be found in the "Staff Recommendation" section following this section.

Exacerbating Climate Change

Mr. Jones expressed concerns that increasing density within the sector plan area can make climate change worse. By adding more people, Queens Chapel Manor would see a loss of trees, increase in vehicles, and additional heat. However, through the kind of infill development envisioned for Queens Chapel Manor, the County can preserve its natural environment by reducing sprawl. This development pattern supports walkable neighborhoods, which can reduce parking needs per household, lower greenhouse gas emissions, lessen development of impervious surfaces, and preserve green space. Positive impacts include better stormwater retention, in turn leading to less flooding as new development is subject to more stringent stormwater management planning than was required when most Queens Chapel Manor homes were built: more tree cover, and cleaner air. Strategy NE 5.2 (NE 5.1) ("Maximize residential development at locations where residents can walk, bicycle, or take transit to their destinations.") supports development in transit-rich areas, and adding two- and three-family homes to the Queens Chapel Manor neighborhood abides by policies LU 1 ("Create a vibrant, sustainable community surrounding the West Hyattsville Metro Station that includes a variety of land uses."), TM 2 ("Minimize the potential motor vehicle traffic generated by all future developments in the sector plan area."), HC 1 ("Create a built environment that allows for safe walking and biking to

³ 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.pgcpss.org/offices/pupil-accounting/school-boundaries/enrollment-report>.

⁴ 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.pgcpss.org/offices/pupil-accounting/school-boundaries/enrollment-report>.

⁵ 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.

⁶ 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.

⁷ 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: Queens Chapel Manor Rezoning

multiple destinations, amenities, and other non-automobile transportation options.”), and PF 1 (“Create a vibrant transit-oriented development that facilitates outdoor enjoyment, public gathering, and healthy lifestyles and preserves environmental assets.”). Furthermore, Plan 2035’s goals include creating choice communities through “...supporting neighborhood investment in existing public infrastructure, services, and facilities and designing diverse and distinct communities that promote walkability and convenient access to employment, retail, and entertainment options” and protecting and valuing our natural resources through “proactively greening our built environment, restoring degraded resources, and promoting a more sustainable development pattern that reduces our reliance on driving and shifts development pressures away from our greenfields,” both of which encourage increased density in walkable, transit-rich communities in order to encourage non-motorized transport and protect the environment.

Insufficient Lot Sizes for Duplexes and Triplexes

Mr. Jones, Ms. Kubit, Mr. and Lazarus stated that lots in Queens Chapel Manor are too small to be able to handle duplexes and triplexes. Per the Zoning Ordinance, there is no minimum lot size for two- and three-family homes in the RSF-A zone. On average, Queens Chapel Manor properties zoned RSF-65 are 0.15 acres (~6,500 sq. ft.), while those zoned RSF-A are 0.08 acres (~3,500 sq. ft.). The average Queens Chapel Manor parcel containing a single-family detached home can accommodate a duplex that matches the density of the neighborhood’s existing duplexes. Further, duplexes and triplexes do not necessarily have to be side-by-side; the sector plan includes examples of stacked duplexes. With maximum heights of 50’ for two-family dwellings and 40’ for three-family dwellings in RSF-A, these lots are suitable for duplexes and triplexes, depending on design and topography.

An additional benefit of rezoning the entire neighborhood to RSF-A and expanding the rezoning to other neighborhoods in the sector plan area, is that property owners would be able to replace their existing single-family detached houses with new single-family detached houses, if so desired. Of the newly proposed, 1,455 lots zoned RSF-65 in Queens Chapel Manor, 872 lots are less than 6,500 square feet, the minimum lot size for a single-family detached house, and are thus non-conforming structures. Without a special exception, a single-family detached house could not be rebuilt on a lot smaller than 6,500 square feet in the RSF-65 zone, even if that lot previously had a single-family detached home, because it would not conform to that zone. However, the minimum lot size for a single-family detached home in RSF-A is 5,000 square feet. Rezoning the Queens Chapel Manor neighborhood along with other nearby neighborhoods to RSF-A would allow nearly every single-family detached home to be rebuilt.

Existing Stormwater and Sewage Infrastructure Concerns

Mr. Boado, Mr. Lazarus, Mr. Shappirio, and Ms. Kubit expressed concerns because the plan neither solves existing flooding issues caused by insufficient stormwater management, nor factors in increased loads on stormwater and sewage infrastructure. In addition to the aforementioned stringent stormwater management plans required with today’s development (see “Exacerbating Climate Change” above), Policy PF 5 (“Serve the sector plan area with modern utility infrastructure that can support recommended growth.”) and Strategy PF 5.1 (“Work with utility providers to systemically update infrastructure, including replacing obsolete transmission lines, adding capacity, and ensuring seamless utility services as growth and redevelopment occurs.”) ensure utilities, including storm sewers, are responsive to the neighborhood’s needs.

Impacts on Property Values and Taxes

Mr. Socha testified that property values and taxes may be impacted. As discussed in the property rezoning notification letter, this process may result in an increase in property values, and thus property taxes. However, studies have repeatedly shown that adding more affordable housing, including subsidized housing, into a neighborhood does not decrease property values; it causes property values to increase.⁸ As mentioned under “Worsening Local Services,” however, staff expect other types of tax revenue to be generated, including commercial property tax, sales tax, and food tax, through the proposed Hamilton Street “main street” and other mixed-use development, thus not putting all tax burden on Queens Chapel Manor residents.

Lack of Parks

Mr. Jones testified with concerns about losing green space, parks in particular, if this plan is executed. Policy PF 1 (“Create a vibrant transit-oriented development that facilitates outdoor enjoyment, public gathering, and healthy lifestyles and preserves environmental assets.”) and Strategy PF 1.1 (“Provide a variety of park, recreational, and open spaces in the sector plan area by constructing or expanding the facilities identified in Table 23 and Map 40, New Recommended Parks, Recreation, and Public Open Space Facilities, and ensuring these new facilities follow the Urban Park Guidelines and Typologies found in Formula 2040, Appendices F and G.”) make recommendations for 9 new or enhanced parks. Details on these parks can be found in Table 23 (pages 205-210) and their locations identified in Map 40 (page 211). Further, over 2.5 miles of new hard surface trails are planned 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 area; these locations are to be determined.

Lack of Interest or Ability to Make Improvements

Mr. Shappirio testified that it is unlikely for homeowners to make improvements to their homes to allow for an additional unit due to both lack of financial means and interest in doing so. The only way it would be possible would be to sell to a developer to then make those improvements. Staff acknowledge the possibility of homeowners selling to developers, but this possibility exists today. There is nothing stopping a homeowner from selling their property to a developer. Further, several attendees at public meetings expressed an interest in adding a unit to their single-family houses to create a separate living space for family members.

Existing Sidewalks on Nicholson Street Provide Important Value to the Community

⁸ Arizona State University Stardust Center for Affordable Homes and the Family. “Does Mixed-Income Housing Affect Surrounding Property Values” accessed online October 30, 2024, at <https://static.sustainability.asu.edu/docs/stardust/housing-research-synthesis/research-brief-3.pdf>.

II. B1: Queens Chapel Manor Rezoning

Mr. Lazarus expressed concern that changes to Nicholson Street will cause unwanted changes to the sidewalks and the street will be eliminated. Nicholson Street has been classified as a Neighborhood Residential Street per the sector plan's Urban Street Types, which can include landscaping buffers between the sidewalk and the street. If right-of-way exists, staff encourage the City of Hyattsville to maintain a buffer whenever the street is reconstructed.

Triplexes Can Block Light to Neighboring Properties

Mr. Lazarus testified with concerns that if allowed, triplexes might block sunlight from reaching neighboring properties. In the RSF-65 zone, single-family detached dwellings are currently limited to 40'. In the RSF-A zone, both single-family detached dwellings and three-family dwellings are still limited to 40', while two-family dwellings are permitted up to 50'.

Staff Recommendation:

Staff recommends expanding the RSF-A zoning to all properties currently zoned RSF-65, in order to apply the zone equitably throughout the sector plan area, to allow for the reconstruction of existing houses on lots less than 5,000 square feet, and to encourage the construction of Missing Middle housing types throughout the entire sector plan area, since the entire area is within 15-minute bikeshed, and much of the area is within the 15-minute walkshed of the Metro station.

~~HN 10.3.1.4.10.3 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, between the West Hyattsville and Hyattsville Crossing Metro Station. 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. See also Strategy HN 1.3.1.4 and Appendix H G.~~

RIGHT SIZE ZONING

Within the West Hyattsville area, many of the neighborhoods' current zoning of RSF-65 (Residential Single-Family, Attached), with minimum lot size of 6,500 square feet, does 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.

TM 10.2. Collaborate with the City of Hyattsville to assess the feasibility of revising the parking district hours for districts 8, 9A, 9B, and 10 to cover additional evening hours rather than just daytime hours.

TM 10.2.13. Collaborate with the City of Hyattsville, DPW&T Office of Transportation, the Revenue Authority of Prince George's County, businesses, and property owners to advance parking management practices, such as variable demand-based parking pricing, carpool parking priority, parking cash-out programs, and unbundled parking costs.

TM 10.2.13.14. Permit and encourage on-street parking to count toward off-street parking minimums, per Section 27-6307(c) of the Zoning Ordinance (Off-Street Parking Alternatives), to support the on-street provision of short-term/high-turnover parking for customers or residential visitors.

TM 10.2.14.5. Permit and encourage a 50 percent parking reduction within one-quarter mile of the West Hyattsville Metro Station, pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).

TM 10.2.15.6. Permit and encourage a 15 percent parking reduction between one-quarter and one-half mile of the West Hyattsville Metro Station, pursuant to Section 27-6308(a) of the Zoning Ordinance (Reduced Parking Standards for Parking Demand Reduction Strategies: Transit Accessibility).

TM 10.2.16.7. Permit and encourage a 5 percent reduction in the minimum number of required off-street parking spaces, pursuant to Section 27-6308(c) of the Zoning Ordinance (Special Facilities for Bicycle Commuters), for the provision of additional bicycle parking facilities, showers, and dressing areas for bicycle commuters.

TM 10.2.17.8. Coordinate with WMATA to shift parking demand to Hyattsville Crossing Metro Station through reduced and/or shared parking at the West Hyattsville Metro Station.

TM 10.2.18.9. Coordinate with the City of Hyattsville and WMATA to determine the proper siting of car sharing locations, and ride-hailing loading/unloading spaces, as new development occurs.

Policy PF 6. Provide enhanced public service within the sector plan area.

PF 6.1.1. Coordinate with the City of Hyattsville, City of Mount Rainier, Town of Brentwood, Department of Public Works and Transportation (DPW&T), and Permitting, Inspections and Enforcement (DPIE) to ensure that services such as code enforcement, inspections, maintenance, and others properly serve the needs of community members.

Policy 6.2. Create a working group to include DPIE, DPW&T, and the Prince George's County Planning Department to coordinate on addressing code enforcement.

Combine and revise HN 1.3 and HN 1.6 to HN 1.3-HN 1.4 Construct a range of one-, two-, and three-family detached housing products 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.

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

Plan/SMA Cross References:
Map 9, Future Land Use (p. 54)
SMA

Exhibits/Speakers:

V6 – Brandon Todd, Senior Director for Corporate Public Policy, Washington Gas Light Company
V8/13/55 – Midgett S. Parker, Attorney, Law Office of Midgett S. Parker, P.A., representing Washington Gas Light Property

Summary of Issues:

Washington Gas Light Company requests the reclassification of its property at 2130 Chillum Road 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, 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 Industrial, Employment Zone, a light industrial zone that allows a range of employment uses in addition to industrial uses. The IE Zone permits public utility uses or structures, major; liquid gas storage (a use that the community has expressed strong opposition to); bulk storage of gasoline; concrete batching; concrete and electronic recycling facilities; vehicle salvage yard; junkyard; heavy armament fabrication; and other high impact uses by special exception. Both Brandon Todd, Senior Director for Corporate Public Policy for the Washington Gas Light Company, and Midgett Parker, lawyer for the Washington Gas Light Company, testified that a rezoning to IE would properly reflect both its historical and future uses and is necessary to support both current and future uses of the site. Mr. Todd cited many uses occurring on the site, including natural gas transmission and distribution, operations and maintenance support, employee trainings, and equipment storage. Reclassifying this property to the IE Zone would permit the following high impact uses by right:

- Commercial fuel depot
- Commercial vehicle repair and maintenance
- Vehicle towing and wrecker service
- Dry-cleaning, laundry, or carpet-cleaning plant
- Contractor's yard, photographic processing plant
- Fuel oil or bottled gas distribution
- Alcohol production facility, large-scale
- Cannabis processor
- Manufacturing, assembly or fabrication, light
- Cold storage plant or distribution warehouse
- Motor freight facility
- Storage warehouse

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

- Recycling collection

While staff understands Washington Gas intends to use the site to support natural gas transmission in the future, the potential that they could decommission, surplus, or otherwise divest themselves of part or all of the property at 2130 Chillum Road remains, and staff does not agree that industrial uses are appropriate in this area of Prince George's County, given its proximity to a Metro station, stream valley and residential neighborhoods. Therefore, reclassification of the subject property to the Industrial, Employment (IE) Zone is determined to be inappropriate.

Washington Gas, as a public utility can continue public utility uses on this site without a zoning change. As stated on page 60 of the draft plan, "most, if not all, development and uses associated with operation of that privately-owned public utility are exempt from the Prince George's County Zoning Ordinance and are subject only to Mandatory Referral review per State law." Rezoning to an industrial classification would open the door to a panoply of uses should ownership of any part of the property be transferred to another business, which are completely and wholly inappropriate for:

1. The convergence of two major streams with the Northwest Branch of the Anacostia River and their associated floodplains and other environmental features.
2. Presence within, and surrounded by, existing residential neighborhoods and parkland.
 - a. That these neighborhoods are home to a predominantly Hispanic, Latino, and African American community and that such communities have often disproportionately faced the negative impacts (i.e., pollution, noise, smells, etc.) of industrial development further reinforces staff's recommendation.
3. Property in close proximity to an existing Metro Station.

Furthermore, in Mr. Parker's testimony, he disagrees with the property's institutional future land use category, claiming that it should be classified as industrial use. However, per Section 27-5101(c) "Principal Use Table for Rural and Agricultural, and Residential Base Zones" of the Zoning Ordinance, "public utility uses or structures, major" are classified as "Public, Civic, and Institutional Uses." Therefore, the current use, and previous Future Land Use recommendation is institutional. However, staff have reconsidered the long-term use of the property given its proximity to the Metro station.

Staff Recommendation:

Staff recommends that the Washington Gas property, along with previously deleted properties north and south of the Chillum Road area, be added back to the West Hyattsville Local Transit Center Edge and to rezone the subject property to the Local Transit-Oriented-Edge (LTO-E) Zone. Reinstating the previously deleted properties ensures a strong physical connection to the Metro Station and Center using existing connections over the stream valley. Rezoning to LTO-E will 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. Though the property has environmental constraints and limitations, mitigation is required by law and would be strongly considered during any future redevelopment. Staff also acknowledge that current use will likely continue for the time being and, therefore, also recommend several design guidelines if the current property owner expands existing utility land uses or redevelops with a similar use. These recommendations are not mandatory, but they will be considered during the mandatory referral process.

Update Map 9, Future Land Use to show Mixed-Use for the subject property.

~~LU 4.2: Exclude the undevelopable or environmentally constrained properties listed in Table 5 from the West Hyattsville Local Transit Center. Delete Table 5: Properties Excluded from the West Hyattsville Local Transit Center and Recommended for Reclassification out of the LTO Zones (if applicable) pursuant to Strategy 4.2.~~

~~LU 2.7: LU 7.4 Uses and structures associated with the operation of a public utility should continue at the WGL facility at 2130 Chillum Road (Tax Account 1976596). WGL should continue to partner with the Maryland Department of the Environment and other partners to mitigate the environmental impacts of its prior and ongoing use of the property. Should all or part of this site be decommissioned from public utility uses, all remaining environmental impacts of its use should be mitigated and the site transferred to another public utility or public agency for public use. The long-term redevelopment of the WGL facility at 2130 Chillum Road (Tax Account 1976596) should focus on creating a mixed-use development, leveraging its proximity to the West Hyattsville Metro Station to promote sustainable, transit-oriented uses, primarily commercial, while enhancing the center's vibrancy.~~

~~LU 2.8: LU 7.5 The property at 2130 Chillum Road is not appropriate for any other uses than those associated with the operation of a public utility or public agency, or as passive open space. For this reason, it should retain its current Agriculture and Preservation (AG) Zoning and should not be reclassified to any other zone. Classification to any other zone would permit, by right, uses that are not appropriate for this site should be rezoned to the Local Transit-Oriented – Edge (LTO-E) Zone to better position the property for long-term mixed-use development as shown in the Map 9, Future Land Use Map.~~

~~LU 7.6 If the WGL facility at 2130 Chillum Road is decommissioned and redeveloped with a new use, the property owner should partner with the Maryland Department of the Environment and other stakeholders to mitigate environmental impacts including mitigating any environmental contamination. However, if the property is redeveloped or expanded as a continued utility land use, the property owner should adhere to the design guidelines outlined in Policy HD 8.~~

Revise the Washington Gas Property at 2130 Chillum Road callout box:

WASHINGTON GAS PROPERTY AT 2130 CHILLUM ROAD

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

The Washington Gas Light Company (WGL) has operated a privately owned public utility at 2130 Chillum Road since 1933. The property was reclassified into the Open Space (O-S) Zone April 6, 1982, through the 1982 Approved Sectional Map Amendment for Planning Area 68 (CR-34-1982). The District Council carried forward this zoning in the 1994 Approved Sectional Map Amendment for Planning Area 68, the 1998 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone, and the 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone. The property's zone was transitioned from the Transit District Overlay/Open Space Zone to the Agriculture and Preservation (AG) Zone, a one-to-one conversion, through the 2021 Approved Countywide Map Amendment. WGL has continued to conduct public utility operations at this location throughout its more than 90-year history, including more than 40 years in the same zoning classification.

At the October 11, 2022, joint public hearing for the July 2022 draft sector plan, WGL requested reclassification to the Industrial, Heavy (IH) Zone, which staff recommended against. In the subsequent joint public hearing held in October 2024 on the 2024 Draft II Sector Plan, WGL requested the Industrial/Employment (IE) Zone. WGL testified that the subject property is used for "support of natural gas distribution operations" and "is improved with several structures which include a complex network of subsurface transmission and distribution lines, compressor buildings, offices, classrooms, vehicle storage and repair areas, driver and excavation training areas, radio communications site, warehousing, materials storage, and other industrial type land uses." Despite the long-standing utility use, this Sector Plan recommends that eventually the public utility land use is phased out and replaced with a mixed-use development.

Before mixed-use redevelopment can proceed, it is important to address potential contamination on the site, stemming from its historical industrial use. Although the property has participated in the Maryland Department of the Environment's (MDE) Voluntary Cleanup Program (VCP), which completed some remediation of environmental contamination, the property is still subject to a deed restriction that prohibits residential land use due to potential contamination. Any issues must be properly cleaned up to meet environmental standards, ensuring the site is safe for new development. Additionally, floodplain mitigation measures will be necessary to minimize the risk of flooding and support sustainable development. This approach will help create a more resilient and environmentally responsible development, while supporting regional goals for sustainable growth in line with the sector plan's vision for a vibrant, transit-oriented community.

Until the property is adapted for the desired development, the plan assumes the use as a privately-owned public utility, which is exempt from the Prince George's County Zoning Ordinance but is subject to mandatory review per state law. The current zoning allows for the Mandatory Referral process to ensure that neighborhood compatibility is maintained while considering the health, wellness and safety of surrounding neighborhoods. During the review process of this site, this plan recommends following the design guidelines provided under Policy HD 8, in addition to all applicable environmental regulations, zoning regulations, and the Prince George's County Landscape Manual to ensure the utility use is harmonious with the surrounding community and environmentally responsible.

Revise all road Segments UC-210 (UM-227) Chillum Road, between 16th Avenue and MD 500 to a Mixed-Use Boulevard B. Revise Table 11 (Table 13), Recommended Countywide Master Plan of Transportation, and Map 27 (Map 29), Recommended Countywide Master Plan of Transportation Streets.

ID	Route ID/Facility Name	From	To	USDS Type	Zone	Min ROW	Facility	Vehicle Lanes	Notes
UM-227	MD 501 (Chillum Road)	16th Avenue	MD 500 (Queens Chapel Road)	Mixed-Use Boulevard B	All	103'	<ul style="list-style-type: none">• Inside lanes 10'• Outside lanes 11'• 10' landscaping and furniture buffer on both sides• Minimum 10' sidewalk on south side• 10' shared-use path on north side• Maximum 25 mph speed limit	4	<ul style="list-style-type: none">-No on-street parking on north side-Retrofit in LTO/RTO Zones will occur with redevelopment.-Remainder to be reconstructed by SHA over long-term.-Construct a shared-use sidewalk (17-217) on the north side of the street as properties are acquired for preservation. Left-turn lane from eastbound MD 501 to northbound MD 500.-Preserve the existing service lane with on-street parking on the south side of MD 501.

Add the following design guidelines:

Policy HD 8. Policy HD 8. Promote urban design that ensures appropriate transitions between incompatible land uses, enhancing compatibility while adhering to zoning regulations and the landscape manual as periodically amended by the County Council.³⁴ See Strategy LU 7.6.

HD 8.1. If the Washington Gas Light Company property at 2130 Chillum Road (Tax Account 1976596) redevelops or expands existing utility uses, shield the site from Chillum Road by providing a minimum ten-foot-wide landscape strip along the street line for all nonresidential uses and parking lots adjacent to Chillum Road. The buffer should include a minimum of 1 shade tree and 10 shrubs per 35 linear feet (excluding driveway openings) or a minimum of 80 plant per 100 linear feet of frontage (excluding driveway openings).

HD 8.2. HD 8.2. If the Washington Gas Light Company Property at 2130 Chillum Road (Tax Account 1976596) redevelops or expands utility uses, shield the site from the view of nearby residential areas by providing a minimum three-foot-wide landscape strip between any adjacent property line and nonresidential uses or parking lots. The landscape strip should include 15 shrubs per 35 linear feet to create a solid 3-foot-high landscaped buffer.

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

HD 8.3. Recommended buffers for the Washington Gas Light Company Property at 2130 Chillum Road (Tax Account 1976596) should consist of at least 40 percent of native evergreen trees, 60 percent of native shrubs, 70 percent of native ornamental trees, and 80 percent of native shade trees.

HD 8.4. If the Washington Gas Light Company Property at 2130 Chillum Road (Tax Account 1976596) redevelops or expands utility uses a minimum of eight percent planted area should be included for any new buildings with frontage on Chillum Road.

HD 8.5. If feasible, during future redevelopment of the Washington Gas Light Company property at 2130 Chillum Road (Tax Account 1976596), expand the existing vegetated buffer located between the utility site and the stream valley to help absorb excess floodwater and reduce erosion. The buffer should consist primarily of native species and help shield the view of the utility site from the Northwest Branch Trail.

HD 8.6. Ensure any future development of the Washington Gas Light Company property at 2130 Chillum Road (Tax Account 1976596) complies with all applicable state and local floodplain regulations.

HD 8.7. Given the surrounding residential and open space land uses around the Washington Gas Light Company property at 2130 Chillum Road (Tax ID 1976596), the storage of liquid gas is strongly discouraged at 2130 Chillum Road.

³⁴The Prince George's County Landscape Manual offers multiple options to meet design requirements, and the property owner is within their right to consult the Landscape Manual to see if there are additional options to meet design requirements. However, these are the requirements deemed most suitable for the site.

II. B3: Queenstown Apartments Recommendations

Plan/SMA Cross References:
LU 2.10 (p. 62)

Exhibits/Speakers:
V7/10 – Casey Cirner, Attorney, Miles & Stockbridge; representing Queenstown Apartments Limited Partnership

Summary of Issues:

Draft Sector Plan should prioritize redevelopment of Queenstown Apartments over the current primary recommendation of acquisition for preservation or flood mitigation. Only recommending that Queenstown Apartments relocate residents to comparable housing is a burden not imposed onto other property owners. A definition for “gross tract area” should be added to the Zoning Ordinance and the Zoning Ordinance’s definition for “net lot area” should be modified.

Staff Analysis:

Queenstown Apartments is a 75-year-old apartment complex located at 3301 Chillum Road. These 1,062 units serve the needs of community members through providing naturally occurring, non-subsidized affordable housing. The property is located immediately to the north of the Allison Street levee system. After an evaluation revealed deficiencies, the levee and its wall system were raised and extended, and its pumps were upgraded.

Casey Cirner, attorney at Miles & Stockbridge representing Queenstown Apartments Limited Partnership, testified regarding the Draft Sector Plan’s recommendation that the Queenstown Apartments should be acquired for floodplain mitigation unless DPE grants a floodplain waiver. Ms. Cirner’s testimony was centered around concerns that the current recommendation would deter reinvestment and impair the property’s market value, and that if all necessary permits and approvals are obtained, redevelopment of the Queenstown Apartments can help achieve the Sector Plan’s goals of transit-oriented, walkable, mixed-use development near the West Hyattsville Metro station. Ms. Cirner also noted that of the apartment complexes recommended or potentially recommended for redevelopment, only Queenstown Apartments has a recommendation to relocate residents to comparable housing, at comparable unit sizes and price points, within a half-mile of a Metro station. Based on testimony and the need for further analysis, the Planning Department will update recommendations to ensure no displacement is promoted as part of resilience, while supporting future opportunities to partner with government agencies, where feasible.

Staff Recommendation:

Callout for Queenstown Apartments on page 62:

Queenstown Apartments is a 1,062-unit garden apartment complex constructed in 1949 at 3301 Chillum Road and located within a half mile of the West Hyattsville Metro station. The residential development ~~entire property~~ is located behind the Allison Street levee system, constructed along segments of the Northwest Branch to reduce the risk of riverine flooding. ~~and Arundel Road levees. While the levee system may reduce risk for riverine flooding, the complex’s location and elevation may contribute to behind-the-levee flooding.~~ In 2016, FEMA identified [these properties as being in] portions of the property within the 0.2-percent annual chance (500-year) floodplain and outside of the special flood hazard areas. Prince George’s County continues to identify [most of this] part of the property [as being] within the County’s regulatory floodplain, where [re]development is subject to [the provisions] Chapter 32 of the County Code, the County Floodplain Ordinance. However, the ongoing Allison Street Flood Protection System Certification Project is ameliorating the system’s deficiencies by raising and extending the levee and its wall system and upgrading its pumps; the former may result in the removal of Queenstown Apartments from the FEMA 500-year floodplain and the County’s regulatory floodplain.

This sector plan recognizes the appropriateness of maximizing the property’s potential to provide transit-adjacent, pedestrian-friendly, and mixed-use development that includes additional units of housing near the West Hyattsville Metro Station. This is reflected in, among other things, the plan’s proposed rezoning of the property to the Local Transit-Oriented, Core (LTO-C) Zone and mixed-use designation on the Future Land Use Map. After completion of the Allison Street Flood Protection System Certification Project, if the property is removed from the County’s regulatory floodplain, ~~[this sector plan recommends acquisition of Queenstown Apartments unless it is able to receive the necessary stormwater and floodplain approvals for redevelopment, clarifying the applicability of the County Floodplain Ordinance to this property and what mitigation strategies are viable are key to its success.]~~ The plan encourages the redevelopment of the Queenstown Apartments with the quality and density commensurate with the Local Transit-Oriented, Core (LTO-C) Zone.

LU 5.5. Queenstown Apartments, located at 3301 Chillum Road (see Map 15, properties subject to LU 5.5 and LU 5.6), should be redeveloped into a sustainable, retrofitted, transit-oriented, pedestrian-friendly, mixed-use development with the quality and density commensurate with the Local Transit-Oriented, Core (LTO-C) Zone.

LU 2.10 LU 5.6. If Queenstown Apartments [at 3301 Chillum Road continues to be identified within the County’s regulatory floodplain, it should be acquired for preservation or flood mitigation] are redeveloped, ensure development complies with local codes and regulations, including receiving applicable waivers and approvals in alignment with adequate floodplain mitigation measures, where appropriate.

~~[If such acquisition or demolition occurs, this property should be rehabilitated and maintained as naturally occurring affordable housing.]~~

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

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

II. B3: Queenstown Apartments Recommendations

Map 13. Property Subject to Strategy LU 2.10-Map 14. Property Subject to Strategy LU 5.5 and LU 5.6.

TM 1.4. ...[If Queenstown Apartments at 3301 Chillum Road are acquired for preservation purposes as recommended by Strategy LU 2.10, UC 2.H and UC 2.I3 should not be constructed.]

HN 4.9 HN 1.3. Work with property owners and encourage partnerships with housing authorities and other government agencies for additional resources, to reposition the properties listed in Table 21 for long-term redevelopment for new multifamily housing, including affordable housing. [Rehabilitate these apartment buildings in the short term to ensure high quality of life for tenants. In the mid- to long term, work with tenants and other stakeholders to assist residents in relocating prior to redevelopment. Work with developers to ensure new development offers a mix of unit types, sizes, and price points.]

Table 19. Properties Recommended for Long-Term Redevelopment

Property	Address	Tax ID
Kirkwood Apartments	2607 Kirkwood Place	1836873
	2722 Kirkwood Place	1836824
	2616 Kirkwood Place	1836865
	2623 Nicholson Street	1836840
	2600 Kirkwood Place	1836857
	2700 Kirkwood Place	1836832
Landon Court Apartments	3601 Gallatin Street	1808922
North Pointe Apartment Homes	5735 29 th Avenue	1791409, 1791425
Queenstown Apartments (in accordance with LU 5.5 and LU 5.6)	3301 Chillum Road	1839505, 1943836,
		1943802, 1943786,
		1943844, 1943794,
		1943788, 1943810,
		1943828

II. B4: Displacement

Plan/SMA Cross References:

LU 2.10 (p. 62)
LU 5.3 (p. 69)
HN 1.8 (p. 175)
HN 2.3 (p. 177)
HN 2.4 (p. 179)
HN 2.5 (p. 179)
HN 2.6 (p. 179)
HC 5.1 (p. 195)

Exhibits/Speakers:

V1, 23/Cheryl Cort
V2, 27, 44/Alan Socha
11/Melissa Schweisguth
12/Jennifer Kubit
14/Alexi Boado
18/Pat Doyen
19/Henry Renze
20/Johannes Bennehoff,
21/Morra McCauley
22/John Smith
24/Laura Ehle
26/Daniel Walter Rowlands
28/Lisa Frank
29/Dan Behrend
30/Thomas Zeller
31/Bernard Holloway
32/Jessica McBirney
34/Joseph Kane
35/Gannon Sprinkle
41/Jacob Goldberg
42/Amanda Huron
43/Elissa Woodbury
45/Brendan Wray
47/Dan Broder
49/Lindsey Mendelson
50/Mark Shappiro

Summary of Issues:

Given the possibility for the displacement of lower-income residents in the sector plan area, particularly in flood prone areas, as these properties are potentially acquired to mitigate floodplain concerns or because of redevelopment, strong recommendations need to be included to prevent as much displacement as possible.

Staff Analysis:

A majority of those expressing concern regarding displacement (all but Mr. Boado, Ms. Kubit, Mr. Shappiro, and Mr. Socha) are doing so regarding the proposed acquisition of apartments in flood prone areas; namely Queenstown Apartments. LU 2.9 recommends acquiring the complex for preservation or flood mitigation unless the property owners obtain appropriate stormwater and floodplain approvals for DPFE for construction in a floodplain, at which point they should only be developed with vertical mixed-use, transit-oriented development at densities commensurate with the Local, Transit-Oriented, Core (LTO-C) Zone. Several plan strategies seek to mitigate displacement as much as possible, which staff recommend highlighting as an important element of the plan's implementation. Further details about this recommendation can be found in the "Staff Recommendation" section following this section.

II. B4: Displacement

Mr. Boado, Ms. Kubit, Mr. Shappirio, and Mr. Socha opposed rezoning the Queens Chapel Manor neighborhood because it may make the neighborhood less affordable and thus would result in displacement. Displacement, unfortunately, can often be an unintended consequence as plans are developed and executed. In accordance with planning principles, staff recommendations are updated to further support anti-displacement strategies.

Staff Recommendation:

Add the following anti-displacement discussion to the Existing Conditions of the Housing and Neighborhoods section:

ANTI-DISPLACEMENT

Anti-displacement strategies are actions aimed at preventing the displacement of individuals or communities from their houses or neighborhoods, due to redevelopment, rising rents, increasing property taxes, or other external pressures. Displacement typically occurs when redevelopment activities result in the rapid decline of existing residents or established communities due to economic, social, or environmental changes, often linked to redevelopment.

To prevent resident displacement during redevelopment, a variety of methods could be used, as evaluated and assessed through many case studies across the country. One approach is to provide affordable housing options through subsidies or rent control to help keep costs manageable for existing low-income residents even after redevelopment. Additionally, anti-displacement zoning regulations and missing middle housing could help increase the housing stock to ensure the housing demand is met. Other methods include implementing a "right to return" policy, which allows eligible displaced residents to return to new or renovated housing units in their original neighborhood at affordable rates; or Community Land Trusts, where land is most typically owned by a non-profit, but the houses are sold at affordable prices to low-income families. Regardless of the method, community engagement is essential to guarantee residents have a voice and that redevelopment process addresses their needs and concerns.

This sector plan proactively provides policies and strategies to prevent displacement of existing residents. However, additional anti-displacement tools are recommended to be developed at the County and state levels for future implementation in the sector plan area.

Reorganized Housing and Neighborhoods by creating three distinct policies; each one addressing each key concern including increasing quantity and diversity of housing, mitigating displacement/creating affordable housing, and improving the physical quality of existing housing stock.

Policy HN 1. Implement Housing Opportunities for All by increasing the quantity and diversity ~~and affordability~~ of the housing supply throughout the sector plan area through new construction.

Policy HN 2. Implement Housing Opportunities for All by employing an anti-displacement strategy that focuses on maintaining and improving housing affordability and empowering residents throughout the sector plan area.

Policy HN 2 HN 3. Implement Housing Opportunities for All by improving the quality of the existing housing supply, including older homes and income-restricted properties ~~and helping keep housing costs low to stabilize residents at risk of displacement.~~

Add the following anti-displacement strategies:

HN 2.1. Work with municipalities, Prince George's County Department of Housing and Community Development, and other stakeholders, as appropriate, to continue developing anti-displacement strategies long-term as development and redevelopment occurs in the sector plan area.

HN 2.2. Proactively connect residents at risk of displacement with free legal assistance to protect their housing rights.

HN 2.3. Support local advocacy groups that help renters negotiate rental increases with developers and landowners.

HN 2.10. Enact "right to return" legislation at the County level and apply to redevelopment projects in the sector plan area.

HN 2.11. Actively seek a non-profit organization to develop a Community Land Trust to build and sell affordable housing units to ensure long-term affordability and collective ownership.

Add the following callout boxes.

RIGHT TO RETURN

"Right to Return" housing legislation ensures that eligible residents who are displaced due to redevelopment or public infrastructure projects have the right to return to their neighborhood once new housing is built. This policy guarantees that eligible displaced individuals and families can move back into affordable housing units in their original community, often at a similar rent or price as before the redevelopment. The goal is to preserve the cultural fabric of the community and protect long-standing residents from being priced out during gentrification. By prioritizing the return of displaced residents, this legislation fosters equity and helps maintain the diversity of the neighborhood, preventing the loss of low-income housing options in revitalized areas.

COMMUNITY LAND TRUSTS

The Maryland Affordable Housing Land Trust Act created the legal mechanisms necessary for the creation of Community Land Trusts. A Community Land Trust (CLT) is when an organization, such as a nonprofit purchases land for collective ownership, usually with the intention to build and sell affordable housing units. CLTs allow for long-term community control and prevent displacement due to market pressures. In a CLT, the land is owned collectively, while individuals purchase the houses on the land at affordable prices. This model not only helps preserve affordable housing but also fosters community stability. CLTs are a powerful tool for promoting equity and resilience in communities, while the protecting existing residents from displacement as neighborhoods evolve.

II. B4: Displacement

More recently the County Council passed Council Resolution (CR-093-2024) on November 12, 2024, which has established a Community Housing Trust Task Force in Prince George's County to explore ways to increase affordable housing opportunities through land trust. The task force will consist of members from affordable housing organizations, County Council, housing and planning departments, and will focus on researching and recommending policies for a Community Housing Trust model (i.e., Community Land Trusts). The Task Force is required to submit a report with recommendations to the County Council within 12 months.

Add new plan highlight:

Anti-Displacement Strategies for the West Hyattsville-Queens Chapel Sector Plan Area

Displacement is a real concern as neighborhoods redevelop and change. This sector plan acknowledges that possibility while also seeking to retaining and expanding as much existing affordable housing as is feasible.

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
Properties Within the Floodplain							
C1	Concerns in regard to how to address displacement of residents of naturally occurring affordable housing in the floodplain. Asks Council and administration to address challenge of preventing displacement as the County wrestles with floodplain concerns.	Staff acknowledge the potential elimination of any naturally occurring affordable housing will reduce the availability of a much-needed housing type for current and future sector plan area residents. HN 2.5 (HN 3.4) encourages using a variety of tools to support affordable housing preservation and rehabilitation within the sector plan area, and HN 2.6 (HN 2.8) makes recommendations regarding working with partners to ensure tenants whose leases are not renewed due to property redevelopment are provided with assistance in securing housing with similar or superior access to amenities.	LU 2.10, HN 1.8	V1, 23/Cheryl Cort	See B4. Displacement for staff recommended changes.		
C2	Agrees with LU 2.1, LU 2.2, LU 2.3, and the addition of LU 2.4-LU 2.10	Acknowledged.	LU 2.1, LU 2.2, LU 2.3, LU 2.4-LU 2.10	46/Joseph Jakuta	No change.		
C3	Requests removal of LU 2.9. This will scare away investors and lenders for much-needed TOD projects. Restricting development of these properties will provide no benefits to the floodplain as it will not increase storage capacity and will cost the County and State millions of dollars in taxes. Plan should consider providing financial incentives to landowners within or adjacent to the floodplain to increase floodplain storage capacity and to provide on-site stormwater capture that will reduce runoff into the floodplain.	5402 Jamestown Road is an undeveloped, vacant, wooded lot that is entirely within the regulatory and 100-year floodplain. 2775 Hamilton Street is developed and entirely within the regulatory and 100-year floodplain. Nearly the entirety of the Ager Road property is undeveloped and wooded and within the regulatory and 100-year floodplain. LU 2.9 does not restrict development potential, rather it states that the property may be developed with vertical mixed-use, transit-oriented development at densities commensurate with the Local, Transit-Oriented, Core (LTO-C) zone, should DPIE issue the appropriate stormwater and Floodplain approvals. Nothing in this plan prohibits DPIE from issuing those approvals if they see fit to do so. The plan does not recommend any changes to zoning on these properties, and maintains them in the classifications in which they are already in. However, the strategy can be reworded to make it clear DPIE can issue waivers for development that meets certain standards.	LU 2.9	38/Zak Elyasi	Revise LU 2.9. LU 2.9, LU 7.7 The following properties along Jamestown Road near its intersection with MD 500 (Queens Chapel Road) are predominantly within the 1-percent annual chance (100-year) floodplain. If DPIE permits floodplain waivers for development as supported by best management practices and sustainable development, these properties should and should be acquired for preservation or flood mitigation unless they obtain appropriate stormwater and floodplain approvals from DPIE for construction in a floodplain at which point they should only be developed with vertical mixed-use, transit-oriented development at densities commensurate with the Local, Transit-Oriented, Core (LTO-C) Zone.		

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
Properties Within the Floodplain							
C4	Agrees with removal of properties within floodplains from the list in LU 9.1.	Acknowledged.	LU 9.1	46/Joseph Jakuta	No change.		
Transit-Oriented Development							
C5	Expressing support for rezoning allowing transit-oriented development near Metro.	Acknowledged.	LU 4, LU 5	18/Pat Doyen, 19/Henry Renze, 20/Johannes Bennehoff, 21/Moira McCauley, 22/John Smith, 23/Cheryl Cort, 24/Laura Ehle, 26/Daniel Walter Rowlands, 28/Lisa Frank, 29/Dan Behrend, 30/Thomas Zeller, 31/Bernard Holloway, 32/Jessica McBirney, 33/Sтивен Hartig, 34/Joseph Kane, 35/Gannon Sprinkle, 41/Jacob Goldberg, 43/Elissa Woodbury, 45/Brendan Wray, 49/Lindsey Mendelson	No change.		

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
Transit-Oriented Development							
C6	Believes acquisition of properties along the north side of Chillum Road is wise but concerned that acquisition of properties on the south side of Chillum Road could eliminate much-needed retail options for local residents.	<p>Staff have reassessed the approach and now find that pursuing M-NCPPC acquisitions north and south of Chillum Road is no longer desirable. One of the main reasons for this change is the plan's overall focus on maintaining the existing functionality of local businesses in the area, along with improving stormwater management features. In particular, LU 2.4 states, "Existing buildings and sites may be renovated, as needed, to maintain business operations, improve the appearance of buildings and sites, and improve stormwater management or otherwise mitigate environmental impacts." This approach prefers revitalizing the current properties rather than acquiring new land for parkland development.</p> <p>Furthermore, the sector plan supports the retention and growth of neighborhood-serving businesses, as outlined in Policy EP 1, "Promote local entrepreneurship and small, local, and minority-owned business development," (p. 83). The policy includes strategies that focus on supporting and financially backing existing businesses. Additionally, strategies like EP 2.1, which advocates for concentrating neighborhood-serving retail in the West Hyattsville Local Transit Center, reinforce the idea of enhancing and preserving the existing commercial zones rather than initiating acquisitions. Plus with the including the Washington Gas Property back into the West Hyattsville Local Transit Center, along with the connecting properties on Chillum Road, these Chillum Road properties will best contribute to the vitality of the Center, but at a lower density. This also helps maintain the Greenway Concept along Chillum Road.</p> <p>After considering the goals of neighborhood-serving business preservation, community-based retail development, and sustainable growth, staff have determined that acquisition is no longer a priority. Instead, the focus should shift toward enhancing the existing infrastructure and fostering a thriving local economy.</p>	LU 2.3, LU 5.3, EP 2.1, EP 2.2, EP 2.7, EP 2.8	11/Melissa Schweisguth, 15/Christopher Higham, 47/Daniel Broder	<p>LU 2.3, LU 7.3 The properties listed Table 7. Properties Subject to Strategy LU 7.3, into the Commercial Service Zone and recommend commercial future land uses to allow existing businesses to continue operations, for newly permitted businesses to adaptively reuse existing structures, and for future commercial redevelopment to occur. In the mid-to-long-term, work with municipal, state, M-NCPPC Department of Parks and Recreation (DPR), and County agencies to acquire, mitigate environmental impacts of prior development on, and preserve as open space the properties in Table 4. See also Policy LU 2, Policy NE 1, Policy NE 2, Policy NE 3, and Policy PF 1.</p> <p>Table 7. Properties Subject to Strategies LU 7.3</p> <p>Address Tax ID</p> <p>0 Chillum Road, 2923548 2440 Chillum Road, 1848159 2308 Chillum Road, 1882810 2460 Chillum Road, 1965086 2309 Chillum Road, 1912245 2480 Chillum Road, 1905678 2421 Chillum Road, 1898618 2486 Chillum Road, 1922574 2425 Chillum Road, 1912237 0 Queens Chapel Road, 1972405 2426 Chillum Road, 1840636 0 Queens Chapel Road, 5644428 2428 Chillum Road, 1840669 3200 Queens Chapel Road, 1871482 2430 Chillum Road, 1839166 3201 Queens Chapel Road, 1943638 2434 Chillum Road, 1853605 3201 Queens Chapel Road, 1837665 3290 Queens Chapel Road, 1874221 3213 Queens Chapel Road, 1978451 3299 Queens Chapel Road, 1971712</p>		
Density							
C7	Increasing density will improve quality of life by widening the tax base, allowing for more affordable housing,	Acknowledged.	LU 1, LU 4, LU 5, LU 6, LU 7, LU 8, LU 9	52/Will Koper	No change.		

II. C: Land Use (Section III)

	increasing demand for climate-friendly modes of transportation, reducing sprawl, and improving economic vitality for local businesses.						
C8	Opposed to redeveloping Kirkwood Apartments as a mixed-use development. Redevelopment will increase flood risk for surrounding properties, decrease pedestrian safety, increase traffic, stress local schools, reduce quality of life for nearby residents, and decrease open space.	Kirkwood Apartments is currently zoned LTO-C and LTO-E and, as such, can be redeveloped as a mixed-use development by right. Prior to the Countywide Map Amendment, it had been zoned Mixed Use Transportation Oriented (M-X-1) since May 2006. Redevelopment of this property would improve stormwater retention, in turn leading to less flooding as new development is subject to more stringent stormwater management planning than was required in 1950 when the Kirkwood Apartments were built. Furthermore, Policy PF 5 (“Serve the sector plan area with modern utility infrastructure that can support recommended growth.”) and Strategy PF 5.1 (“Work with utility providers to systemically update infrastructure, including replacing obsolete transmission lines, adding capacity, and ensuring seamless utility services as growth and redevelopment occurs.”) ensures storm sewer capacity handles the sector plan area’s needs. Pedestrian safety is a major component of this plan, as evidenced by Policy TM 1 (“Prioritize the movement of people rather than vehicles by incorporating active transportation safety features, attractive landscaping, and, where feasible, stormwater management best practices into all streets throughout the sector plan area to improve multimodal travel.”) and its accompanying strategies, Policy TM 4 (“Increase connectivity and reliance on non-vehicular modes of travel by comprehensively connecting trail and shared-use path networks with on-street pedestrian and bicycle facilities.”) and its accompanying strategies, Policy TM 5 (“Enhance active transportation infrastructure to make healthy and sustainable travel modes safe, comfortable, and attractive.”) and its accompanying strategies, and Policy TM 8 (“Support the County’s efforts to achieve Vision Zero Prince George’s, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.”) and its accompanying strategies. This plan recommends nearly eight miles of new sidewalks, over three miles of new hard surface trails, as well as nearly one mile of new side paths. Traffic is more likely to worsen due to development outside of the sector plan area that creates sprawl, which encourages people to move farther away from the city center and	LU 5.5, HN 1.8	54/Sally Gifford	No change.		

II. C: Land Use (Section III)

C9	Support rehabilitating existing Kirkwood Apartments.	Staff recognize your support for rehabilitating the existing buildings, but redevelopment is essential for creating higher quality, higher density housing in proximity to the Metro station. The site's transportation access is an opportunity to enhance accessibility to public transportation and reduce reliance on cars. Staff also recognize concerns about traffic and stormwater management and want to highlight that any new development will include bicycle and pedestrian infrastructure (See TM 1.18 and TM 2.3) improvements and will have to follow strict stormwater management and floodplain regulations.	HN 1.8	54/Sally Gifford	No change.	
C10	If Kirkwood is redeveloped, preserve the existing setback, do not allow for exceptions to building height and make any buildings near the Riverfront townhomes lower in height, preserve existing mature shade trees, and ensure dumpsters face the radio tower right of way area.	Though the sector plan can make recommendations regarding design guidelines it is the Zoning Ordinance that dictates development standards, including building heights, setbacks, landscaping requirements, and neighborhood compatibility standards, to include refuse collection. Staff concur that any redevelopment of the Kirkwood Apartments must comply with the Zoning Ordinance.	LU 5.5	54/Sally Gifford	No change.	
C11	LU 3.1 should be revised to include consistency with the Climate Action Plan to the list of considerations, as well as indicate that CB-20-2024, CB-21-2024, and CB-22-2024 were passed.	Acknowledged and will further revise to indicate that CB-15-2024 was passed.	LU 3.1	46/Joseph Jakua	<p>LU 3.1. When evaluating the effectiveness of and potential updates to the Zoning Ordinance, the County Council should consider:</p> <p>i) Whether the goals of this plan will be best achieved if the District Council prohibits the use of the prior Zoning Ordinance and Subdivision Regulations for properties subject to Sectional Map Amendments adopted after September April 1, 2022.</p> <p>ii) Allowing accessory dwelling units and/or other forms of "Missing Middle" housing. See also Policy LU 9.10 and HN 1.4 HN 1.3.</p> <p>iii) Continuing to allow the construction of dwelling units on non-conforming lots of record smaller than 6,500 square feet without requiring a variance. See also Strategies LU 9.3 and HN 1.3.</p> <p>iv) The following amendments to the Zoning Ordinance proposed by CB-15-2024: (1) Limiting the locations of the Transit Oriented/Activity Center Planned Development Zones; (2) Prohibiting townhomes and three family dwellings in the LTO C-Zone, where only multifamily housing and other vertical forms of development are appropriate; (3) Increasing the maximum permitted densities in the Transit Oriented/Activity Center Zones; (4) Increasing the maximum permitted structure heights in the LTO Zones; (5) Identifying specific types of potential public benefits that may be included in a Planned Development zone.</p> <p>v) Clarifying the applicability of woodland conservation and tree canopy coverage requirements to Plan 2035 Centers as [proposed]required by CB-20-2024 and CB-21-2024 or subsequent updated bills updating the code.</p> <p>vi) Increasing the maximum required regulated stream buffers as [proposed]required by CB-22-2024.</p>	

II. C: Land Use (Section III)

						Should pending legislation be approved prior to adoption and/or approval of this sector plan, the plan should be revised to reflect its enactment.		
C12	No indication why RSF-A should not be further upzoned to LTO as well.	Per Section 27-4204(b)(2) of the Zoning Ordinance, the LTO Zone may only be located on lands within: <ul style="list-style-type: none">A Local Transit Center as designated on the Growth Policy Map in the General Plan or the applicable Area Master Plan or Sector Plan, as may be amended from time to time;The Innovation Corridor as designated on the Strategic Investment Map in the General Plan or the applicable Area Master Plan or Sector Plan; orAlong that portion of US 1 located south of the Innovation Corridor to the border with Washington, D.C. Any proposed rezoning to a Transit-Oriented/Activity Center base zone shall be in accordance with the locational standards of Section 27-4204(b)(2) of the Zoning Ordinance. Properties zoned RSF-A currently serve as a buffer between the highest densities recommended in the sector plan area and lower density uses. However, increased density can be added within RSF-A and is specifically recommended with the proposed upzoning of the entirety of the Queens Chapel Manor neighborhood to allow for two- and three-family homes.	LU 4.1	46/Joseph Jakuta	No change.			
C13	All properties listed in LU 4.2 should be rezoned to ROS, not just those as recommended in LU 2.1.	The properties proposed to be rezoned to ROS are publicly owned property. The Zoning Ordinance prohibits rezoning privately owned property to ROS without the property owner's consent under Section 27-3503(a)(4)(F), and given this would significantly restrict development rights on those properties, staff do not anticipate this would be successful. The LTO designation is intended to concentrate development around Metro stations and the single-family attached homes that are permitted by-right in the RSF-A zone are inappropriate within an LTO. Staff concurs that all RSF-65 properties in the 15-minute walkshed should be rezoned to RSF-A. Staff recommends expanding this further to include the entire 15-minute bikeshed as well.	LU 2.1, LU 4.2	46/Joseph Jakuta	No change.			
C14	All parcels in the 10-minute walkshed of the West Hyattsville Metro station should be included in the West Hyattsville Local Transit Center. All parcels currently zoned RSF-A in that walkshed should be further upzoned, and all parcels in the 15-minute walkshed should be upzoned to RSF-A.		LU 5.1, LU 6.1	46/Joseph Jakuta	See B1. Queens Chapel Manor Rezoning for staff recommended changes.			
C15	Appreciates inclusion of LU 5.5, though it should offer assurances for current	These recommendations are included in HN 1.8. However, staff agree that stronger anti-displacement recommendations can be included in the plan.	LU 5.5, LU 2.10, HN 1.8	46/Joseph Jakuta	See B4. Displacement, for staff recommended changes.			

II. C: Land Use (Section III)

	residents like those in LU 2.10 ii.						
C16	Agree with recommendations in LU 8.1.	Acknowledged.	LU 8.1	46/Joseph Jakuta	No change.		
C17	Uncertain why properties between 3511 and 3601 Hamilton Street were not included in the proposed upzoning to CN, as well as the properties on the northern side of the street.	<p>The properties mentioned are proposed for rezoning from CGO to CN per LU 8.2 and ZC 7. The plan does not envision a major commercial district here; rather, it allows for neighborhood-serving businesses that are appropriate given their location and proximity to the main commercial corridor on Hamilton Street west of Queens Chapel Road. The properties recommended for any rezoning within a commercial zoning classification were those already in an existing commercial zone, as this plan seeks to support and advance Plan 2035, the County's General Plan (see Land Use Policy 9, "Limit the expansion of new commercial zoning outside of the Regional Transit Districts and Local Centers to encourage reinvestment and growth in designated centers and in existing commercial areas," p.116). The plan's recommendation is to redevelop existing commercial properties to the more urban, walkable design of the CN Zone, but not to expand retail/commercial uses beyond what already exists on the corridor.</p> <p>Staff did not consider redevelopment of existing single-family detached houses along MID 208 (Hamilton Street) an important priority of this sector plan and are concerned about the addition of properties to support retail when the sector plan area is over-retailed, and the plan recommends concentration of retail within the Local Transit Center</p>	LU 8.2	46/Joseph Jakuta	No change.		

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
General Transportation Recommendations							
D1	Supporting the proposal to remove vehicle level of service as a street performance metric in transit-oriented development areas.	Acknowledged.	TM 1.15	V1, 23/Cheryl Cort, 18/Pat Doyen, 19/Henry Renze, 20/Johannes Bennehoff, 21/Moira McCauley, 22/John Smith, 23/Cheryl Cort, 24/Laura Ehle, 26/Daniel Walter Rowlands, 28/Lisa Frank, 29/Dan Behrend, 30/Thomas Zeller, 31/Bernard Holloway, 32/Jessica McBirney, 33/Steven Hartig, 34/Joseph Kane, 35/Gannon Sprinkle, 41/Jacob Goldberg, 43/Elissa Woodbury, 45/Brendan Wray, 49/Lindsey Mendelson	No change.		
D2	Supports setting speed limits at 20 and 25 per guidance from the County's Urban Street Design Standards.	Acknowledged.	TM 1.8, TM 1.16	V1, 23/Cheryl Cort, 18/Pat Doyen, 19/Henry Renze, 20/Johannes Bennehoff, 21/Moira McCauley, 22/John Smith, 23/Cheryl Cort, 24/Laura Ehle, 25/Danny Schaible, 26/Daniel Walter Rowlands, 28/Lisa Frank, 29/Dan Behrend, 30/Thomas Zeller, 31/Bernard Holloway, 32/Jessica McBirney, 33/Steven Hartig, 34/Joseph Kane, 35/Gannon Sprinkle, 41/Jacob Goldberg, 42/Amanda Huron, 43/Elissa Woodbury, 45/Brendan Wray, 49/Lindsey Mendelson, 52/Will Koper			

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
D3	Update sector plan when the in-progress Master Plan of Transportation is released to update relevant maps, recommendations, etc.	Staff concur and have been working closely with the MPOT team to incorporate recommendations. Per Section 27-3502(j)(1) of the Zoning Ordinance, “[w]hen General Plan amendments and Functional Master Plans (and amendments thereof) are approved after the adoption and approval of Area Master Plans or Sector Plans, they shall amend the Area Master Plans or Sector Plans only to the extent specified in the approved amendment and/or in the resolution of approval.”	Throughout the Transportation and Mobility section	11/ Melissa Schweisguth, 47/Daniel Broder	No change.		
D4	Revise the sector plan to reflect that the Walkable Urban Streets Act passed.	Acknowledged.	Throughout the Transportation and Mobility section	11/ Melissa Schweisguth, 47/Daniel Broder	<p>Revise “Complete and Green Streets” callout (p. 93):</p> <p>Prince George’s County established the Complete and Green Streets policy in 2012 with Council Bill CB-83-2012. On November 14, 2023, the Prince George’s County Council approved CR-67-2023, CR-68-2023, and CB-69-2023, collectively referred to as the Walkable Streets Act of 2023, updating the County’s adopted Urban Street Design Standards. The provisions of the Walkable Urban Streets Act of 2023 became effective June 1, 2024. Subsequent to this legislation, the Department of Public Works and Transportation initiated/released a comprehensive update to the County’s Urban Street Design Standards in May 2024. This update will last through at least July 2024 and will not be complete in time to inform the specific Urban Street Design Standards to be used for the design of streets in this Staff Draft II Sector Plan.</p> <p>This plan recommends the specific urban street type (Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, etc.), based on the approved Urban Street Design Standards. In lieu of specific Urban Street Design Standard recommendations, this plan recommends the specific urban street type (Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, etc.), based on the urban street types in the 2023 adopted Urban Street Design Standards. Should the County Council adopt updated Urban Street Design Standards prior to adoption and/or approval of this sector plan, they should be incorporated as amendments through the adoption and/or approval process, or through the ongoing update to the Countywide Master Plan of Transportation.</p> <p>Revise Footnote 12 (p. 141):</p>		

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
					The Walkable Urban Streets Act of 2023 incorporates this recommendation and is effective June 1, 2024. The 2024 update of the Urban Street Design Standards progress as of May 2, 2024 should provides additional clarity on sidewalk and buffer requirements.		
D5	Recommend engaging municipalities and SHA to apply the updated Urban Street Design Standards to State roads.	This action is covered under TM 1.5, "Reconstruct the following existing streets outside the Local Transit Center or Regional Transit District to the appropriate urban street design standards from the 2023 Prince George's County Urban Street Design Standards (or the most up-to-date County-approved urban street standards) during redevelopment of properties or through DPW&T/SHA capital improvement projects. (See Table 11: Recommended Countywide Master Plan of Transportation Streets for specific recommended urban street design standards; Map 27: Recommended Countywide Master Plan of Transportation Streets; and the descriptions of key street design standards on page 100.)" (p. 95). Included amongst that recommendation are MD 500 (Queens Chapel Road) and MD 501 (Chillum Road).	TM 1.5	11/ Melissa Schweisguth, 47/Daniel Broder	No change.		
D6	Supports removing right-turn slip lanes.	Acknowledged.	TM 1.14	V1, 23/Cheryl Cort, 18/Pat Doyen, 19/Henry Renze, 20/Johannes Bennehoff, 21/Moira McCauley, 22/John Smith, 23/Cheryl Cort, 24/Laura Ehle, 25/Danny Schable, 26/Daniel Walter Rowlands, 28/Lisa Frank, 29/Dan Behrend, 30/Thomas Zeller, 31/Bernard Holloway, 32/Jessica McBirney, 33/Sтивен Hartig, 34/Joseph Kane, 35/Gannon Sprinkle, 41/Jacob Goldberg, 42/Amanda Huron, 43/Elissa Woodbury, 45/Brendan Wray, 49/Lindsey Mendelson, 52/Will Koper	No change.		

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
D7	Plan language re: removing right-turn slip lanes could be stronger as it discusses evaluating removing lanes rather than comprehensively removing them.	TM 1.14 includes information on how these slip lanes might be removed, including a pilot program to evaluate their effectiveness and impact on improving bicyclist and pedestrian experience and safety, as well as a plan for how the slip lanes would ultimately be removed.	TM 1.14	VI, 23/Cheryl Cort, 46/Joseph Jakuta	<p>Update TM 1.14 to include stronger language and separate the strategies into TM 1.14, TM 1.15, and TM 1.16 for clarity.</p> <p>TM 1.14 Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George's Connector Trail.</p> <p><u>TM 1.15</u> 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 Hamilton municipalities, at the following locations: • Hamilton Street and Ager Road • Hamilton Street and MD 500 (Queens Chapel Road) • MD 500 (Queens Chapel Road) and Eastern Avenue NE (in coordination with DDOT) • MD 500 (Queens Chapel Road) and Ager Road. 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.</p> <p>TM 1.16 Should the pilot project recommended under <u>TM 1.15</u> proceed, DPW&T/DDOT and SHA is recommended to partner to permanently implement the project's recommendations, which may include adjusting curb radii, in coordination with WMATA, at the above intersections as needed to improve visibility of pedestrians and bicyclists from oncoming vehicles. This may also include expanding sidewalks and increasing pedestrian refuge spaces to improve pedestrian and bicyclist safety (See Table 13, Recommended Countywide Master Plan of Transportation Streets; and Map 29, Recommended Countywide Master Plan of Transportation Streets).</p>		
D8	Excited about bike lanes, street retrofits, and trail connections.	Acknowledged.	TM 1.1-1.9, TM 1.16, TM 4.1-4.7, TM 4.12, TM 5.15, TM 5.16, TM 9.3, TM 9.4	VI, 23/Cheryl Cort, 11/Melissa Schweisguth, 18/Pat Doyen, 19/Henry Renze, 20/Johannes Bennehoff, 21/Moira McCauley, 22/John Smith, 23/Cheryl Cort, 24/Laura Ehle,	No change.		

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
				25/Danny Schaible, 26/Daniel Walter Rowlands, 28/Lisa Frank, 29/Dan Behrend, 30/Thomas Zeller, 31/Bernard Holloway, 32/Jessica McBirney, 33/Steven Hartig, 34/Joseph Kane, 35/Gannon Sprinkle, 41/Jacob Goldberg, 42/Amanda Huron, 43/Elissa Woodbury, 45/Brendan Wray, 47/Daniel Broder, 49/Lindsey Mendelson, 52/Will Koper			
D9	Recommend retaining parking on one side of Jamestown Road and Nicholson Street, ensuring no street trees are removed for road redesign.	Recommendation for Jamestown Road keeps on-street parking on both sides of the street, while recommendation for Nicholson Street keeps on-street parking on one side of the street between Queens Chapel Road and Ager Road and on both sides between Ager Road and Little Branch Run. Maintaining as many street trees as possible is a priority.	TM 1.16	11/ Melissa Schweisguth, 47/Daniel Broder	No change.		
D10	Plan should require off-street parking, ideally permeable and/or multi-use, in any newly upzoned properties	Policy TM 10, "Manage parking to reduce automobile use and encourage walking, bicycling, transit, and other alternative modes of transportation," discourages the expansion of vehicular infrastructure in order to encourage alternative modes of transportation. Additionally, off-street parking requirements are regulated by the Zoning Ordinance and changes to the Zoning Ordinance are outside the scope of this plan.	TM 10	11/ Melissa Schweisguth, 47/Daniel Broder	No change.		
D11	Promote/incentivize permeable off-street parking, in general.	"This is promoted under Strategy NE 7.2, "Maximize the use of pervious surfaces (for example, pervious pavement, green roofs) in the design and construction of new development and redevelopment" (p. 162). Further, permeable pavement is encouraged in both Section 27-61603, Green Building Standards, of the Zoning Ordinance (although residential development that contains fewer than 10 dwelling units is exempt) and Section 4.9, Sustainable Landscaping Requirements, of the Prince George's County Landscape Manual. While the County promotes the use of permeable pavement, further incentivizing its use is outside the scope of this sector plan.	NE 7.2	11/ Melissa Schweisguth, 47/Daniel Broder	No change.		

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
D12	Recommend retaining parking on Jamestown Road, and further recommend keeping on-street parking as a traffic calming tool.	Recommendation for Jamestown Road keeps on-street parking on both sides of the street. Staff concur that on-street parking can be an important traffic calming tool.	TM 1.16	17/Jeff Ulyse	No change.		
D13	Urges Council to support recommendations for green street improvements.	Acknowledged.	TM 3.1, TM 3.2	23/Cheryl Cort	No change.		
D14	Endorses setting aggressive targets for the creation of new active transportation infrastructure, including 19 miles of new sidewalks, 9 miles of new bike lanes, and 2 miles of trails.	Acknowledged.	TM 4, PF 1.2	33/Steven Hartig	No change.		
D15	Opposes connecting Kirkwood Place to Little Branch Run as these streets do not support cross traffic and already have too much traffic.	Connecting Kirkwood Place to Little Branch Run is an important strategy for improving connectivity to the West Hyattsville Metro station for pedestrians, bicyclists, and others using non-motorized transportation. These streets are already platted, and constructing these streets within Riverfront to the property line was a condition of approval for the Riverfront Townhouse development project. ¹⁵ The timing of the opening of the two roads will be determined by DPJE and the City of Hyattsville.	TM 4.10	54/Sally Gifford	No change.		
D16	Opposed to bike lanes on Hamilton Street. They will impede parking in front of my house and worsen traffic.	The recommendations for the Hamilton Street bike lanes date back to the 2009 Master Plan of Transportation. Prioritizing the movement of people rather than vehicles by incorporating attractive transportation safety features is a key policy of the Transportation and Mobility element per Policy TM 1 (p. 93).	TM 1	V10.48/Shea Winsett	No change.		
D17	Applaud strengthening of TM 1.10.	Acknowledged.	TM 1.10	46/Joseph Jakuta	No change.		
D18	A HAWK should be recommended where the Northwest Branch Trail	This recommendation is included under TM 8.3.	TM 1.10, TM 8.3	46/Joseph Jakuta	Add definition callout box. <u>HAWK SIGNAL</u>		

¹⁵ See [EGCPB No. 17-42](#) and [EGCPB No. 17-43](#)

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
	intersects with Chillum Road.				A HAWK (High-intensity Activated Crosswalk) signal or pedestrian crossing is a traffic control system designed to improve pedestrian safety typically at high-speed or wide-crossing roadways. It uses a unique beacon with two red lenses above a yellow lens, high-visibility crosswalk markings, and illuminated signs to alert drivers to the presence of pedestrians. When activated by the pedestrian, the beacon signals drivers to stop with a solid red light, allowing pedestrians to cross. The system features an alternating flashing red phase, where drivers can proceed after stopping, depending on whether pedestrians have finished crossing. Source: Safety Effectiveness of the HAWK Pedestrian Crossing. Technical Briefing. FHWA Publication No.: FHWA-HRT-10-045. Melan, VA: Federal Highway Administration. June 2010. Retrieved January 8, 2025 at https://www.fhwa.dot.gov/publications/research/safety/10045/10045.pdf		
D19	Likes creation of a grid of green and complete streets south of MD 410, west of MD 500 and north and east of Belcrest Road with a possible new street connecting with American Boulevard in TM 1.20.	Acknowledged.	TM 1.20	46/Joseph Jakuta	No change.		
D20	Priority should be given to bump out islands as traffic calming measures in TM 2.2.	Recommendations will depend on a variety of factors, such as type of street, daily traffic, width, topography, etc., and should be determined based on what best suits that street.	TM 2.2	46/Joseph Jakuta	No change.		
D21	Final recommendations need to call on DPW&T to connect levee paving efforts to existing networks and ensure safe crossing for pedestrians and bicyclists.	This recommendation is included under TM 4.12.	TM 2	46/Joseph Jakuta	No change.		
D22	Varnum Street/Arundel Road should be included in the list of streets to become "Green Streets."	The plan recommends in TM 3.1 and TM 3.2 that new streets and retrofitted streets be green streets, wherever feasible; this does not exclude Varnum Street/Arundel Road. TM 3.1 specifically lists streets that should be prioritized because of soil types that better support infiltration measures. Redeveloping Varnum Street/Arundel	TM 3.1	46/Joseph Jakuta	No change.		

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 as a Green Street would be welcomed by both staff and the plan.					
D23	TM 3.5 is reasonable.	Acknowledged.	TM 3.5	46/Joseph Jakuta	No change.		
D24	Policy TM 3 should include recommendations concerning lighting through parkland.	This is addressed in TM 5, TM 5.14, and HD 4.2	TM 3, TM 5, TM 5.14, and HD 4.2	46/Joseph Jakuta	No change.		
D25	Concerning recommendation TM 4.1, the connection described in Map 27 as T-208 is a particularly crucial connection to a daycare facility and an underutilized park that should not be neglected.	Acknowledged.	TM 4.1	46/Joseph Jakuta	No change.		
D26	Strongly commend the inclusion of TM 4.3 through TM 4.7.	Acknowledged.	TM 4.3-TM 4.7	46/Joseph Jakuta	No change.		
D27	Stripe the crossing on 34th Street from the west side of the levee to the east side of the levee north of the 34th Street bridge.	This is recommended under TM 4.13.	TM 4.7	46/Joseph Jakuta	No change.		
D28	Plan should address paving the gap between the sidewalk and bike lane on Buchanan Street that leads to the Mount Ramier Nature Center.	This is recommended under TM 1.16.	TM 4.10	46/Joseph Jakuta	No change.		
D29	Encouraged that language in TM 10.1 was strengthened to provide better direction to DPW&T.	Acknowledged.	TM 10.1	46/Joseph Jakuta	No change.		

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
Floodplain Management							
E1	Agrees with dropping floodplain plan from first staff draft of plan.	Acknowledged.		15/Christopher Higham	No change.		
E2	Recommendations for compensatory storage are inappropriate. Any properties that are in an inappropriate area need to be rezoned to ROS and structures need to be gradually removed with a planned and appropriate timeline.	Staff acknowledge compensatory storage is not ideal; however, it is permitted by Subtitle 32, Division 4 of the County Code and the plan discourages it in the most environmentally sensitive areas. Further, the Zoning Ordinance prohibits rezoning privately owned property to ROS without the property owner's consent under Section 27-3503(a)(4)(F) and given this would significantly restrict development rights on those properties, staff do not anticipate this would be successful.	NE 1.6	46/Joseph Jakuta	No change.		
Stormwater Management							
E3	Require more stringent stormwater management plans for upzoned properties and do not allow variances for tree canopy, champion/specimen tree retention or impervious surface.	Per Subtitle 32, Division 3, "Stormwater Management" of the Prince George's County Code of Ordinances, stormwater management plans are required for any development that disturbs at least 5,000 square feet of land area and are ultimately reviewed and approved by the Prince George's County Department of Permitting, Engineering, Inspections, and Enforcement. While further requirements not outlined in Subtitle 32, Division 3 are outside the scope of this plan, Policy NE 7, "Reduce stormwater runoff" (p. 162) and its accompanying strategies encourage property owners to reduce runoff through several activities. Special conditions cannot be applied to any newly upzoned properties that would not apply to other by-right uses in that same zone. Variances are regulated by the zoning ordinance in Section 27-3613, Landscape Manual regulates landscaping, buffering, and screening, and Subtitle 25 regulates tree canopy; amending those is outside of the scope of this sector plan.	NE 7	11/Melissa Schweisguth, 47/Daniel Broder	No change.		
E4	Excited about environmental aspects of plan; specifically increasing the forest buffer around the Northwest Branch and working with WMATA to shift parking demand from the West Hyattsville Metro station to the Hyattsville Crossing station.	Acknowledged.		42/Amanda Huron	No change.		

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
Climate Change							
E5	Applaud expansion of NE 5 to include recommendations necessary for mitigating and adapting to climate change, as well as calls to implement recommendations of the Climate Action Plan.	Acknowledged.	NE 5	46/Joseph Jakuta	No change.		
E6	Density creates urban heat islands.	A major contributor to climate change is sprawl. The best way to combat sprawl is by maximizing residential development at locations where residents can walk, bicycle, or take transit to their destinations. Further, the plan encourages all new development and redevelopment to incorporate multiple green building techniques found in the Zoning Ordinance (Section 27-61600) in Strategy NE 5.4, and Policy NE 6 says to “[p]reserve and expand tree canopy to the maximum extent possible to create a comfortable and attractive environment for people, provide additional wildlife habitat, and reduce urban heat island effects.”	NE 5.4, NE 6	V10.48/Shea Winsett	No change.		

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
Trees and Vegetation							
E7	Would like to see recommendations about 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	This testimony is contrary to recommended strategies LU 4.4 ("Activate retail corridors by concentrating eating and dining establishments and convenience retail and services along Hamilton Street west of and including 3420 Hamilton Street to the West Hyattsville Metro Station and along MD 500 (Queens Chapel Road) between 29th Avenue and Hamilton Street. Such uses should be located primarily on the ground-floor of mixed-use buildings.") 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 10.7 ("Coordinate with WMATA to shift parking demand to Hyattsville Crossing Metro Station through reduced and/or shared parking at the West Hyattsville Metro Station.").		42/Amanda Huron	No change.		
E8	An additional stipulation must be that when it is necessary to remove a tree, it must be replaced so that there is no net tree loss in the geography of the sector plan.	Strategy NE 6.4 states that "[d]uring the design and construction of new development and redevelopment, plant native, non-invasive trees and other vegetation in compliance with the Prince George's County Landscape Manual along streets and in open spaces, gathering areas, other landscaped areas, and re-vegetated construction areas. New development and redevelopment should also seek to install landscaping improvements beyond the minimum required to the maximum extent practicable." While staff would welcome a one-for-one tree replacement, this is not always practicable, nor is it enforceable. Trees are regulated by the Landscape Manual and Subtitle 25 of the County Code.	NE 6.1	46/Joseph Jakuta	No change.		
E9	NE 6.6 should be revised to indicate that crepe myrtles on Hamilton Street can be replaced in-kind.	As crepe myrtles are non-native, invasive trees, staff recommend replacing them with native trees as appropriate per NE 6.6.	NE 6.6	46/Joseph Jakuta	No change.		
E10	Policy NE 6 should add an additional sub-recommendation of providing resources and funding to maintain trees in the area.	The plan cannot promise resources and funding for vegetation maintenance, but it can make recommendations to encourage high-quality services, including maintenance, are provided.	NE 6	46/Joseph Jakuta	PF 6. Provide enhanced public service within the sector plan area. PF 6.1. Coordinate with the City of Hyattsville, City of Mount Rainier, Town of Brentwood, Department of Public Works and Transportation (DPW&T), and Department of Permitting, Inspections, and Enforcement (DPIE) to ensure that services such as code enforcement, inspections, maintenance, and others, properly serve the needs of community members. PF 6.2. Create a working group to include DPIE, DPW&T, and the Prince George's County Planning Department to coordinate on addressing code enforcement.		

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	Rezoning of Queens Chapel neighborhood to RSF-A to allow for duplexes and triplexes neighborhood-wide is a plan highlight.	Acknowledged.	LU 9.3, HN 1.6, ZC 31	VI, 23/Cheryl Cort	No change.		
F2	Encourages County to expand quality, affordable housing construction to give families of all incomes the opportunity to live near transit, in a walkable community.	Staff concur. This is captured in HN 1.1 (“Construct a variety of multifamily housing types at a range of price points within the sector plan areas of the Prince George’s Plaza Regional Transit District, the West Hyattsville Local Transit Center, and properties zoned RMF-48.”), HN 1.2 (HN 2.7) (“Encourage use of the Planned Development Zones to add below-market-rate housing units.”), and HN 1.4 (HN 2.6) (“Work with Prince George’s County, the State of Maryland, and other stakeholders to construct new below-market-rate housing individually or as part of a mixed-income development.”).	HN 1	23/Cheryl Cort	No change.		
F3	Density is anti-Hyattsville. People did not move to Hyattsville to live in a dense area.	The sector plan area only contains a portion of the City of Hyattsville and also contains portions of unincorporated Prince George’s County, along with parts of Mount Rainier, and Brentwood. With a population of 21,187 in its 2.71 square miles of land area, Hyattsville has a population density of 7,832.5 people per square mile. ¹⁶ This density is significantly closer to that of Washington, D.C. at 11,280.7 people per square mile (population 689,545, land area 61.13 square miles) ¹⁷ than it is to the population density of Prince George’s County, which is 2,003.9 people per square mile (population 967,201, land area 482.7 square miles). ¹⁸ Hyattsville is predominated by smaller homes on compact lots, apartments, and single-family attached dwellings. While less dense than Washington, D.C., Hyattsville is a dense, transit-rich, compact city, and the redevelopment proposed in this plan does not substantially alter the character of Hyattsville’s residential development pattern.	LU 4, LU 5, LU 6, LU 7	VI0.48/Shea Winsett	No change.		

¹⁶ U.S. Census Bureau QuickFacts: Hyattsville city, Maryland. United States Census Bureau. Accessed online November 20, 2024, at: <https://www.census.gov/quickfacts/fact/table/hyattsvillecitymaryland/INC110222>.

¹⁷ U.S. Census Bureau QuickFacts: District of Columbia. United States Census Bureau. Accessed online November 20, 2024, at: <https://www.census.gov/quickfacts/fact/table/DC/PS1045223>.

¹⁸ U.S. Census Bureau QuickFacts: Prince George’s County, Maryland. United States Census Bureau. Accessed online November 20, 2024, at: <https://www.census.gov/quickfacts/fact/table/princegeorgescountymaryland/PS1045223>.

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
F4	Housing is unaffordable and will become more so after redevelopment.	Part of the reason that housing is increasingly unaffordable is because of lack of supply. This plan recommends adding significantly more housing to the sector plan area, including single-family detached, single-family attached, duplexes, triplexes, and apartments, while also recommending rehabilitation of and preserving naturally occurring affordable housing. Further, there is significant language in the plan that addresses the issue of displacement, aging in place, and ensuring housing at a variety of price points is built. Staff have added language that incentivizes building and maintaining affordable two- and three-family homes in Queens Chapel Manor to mitigate displacement as much as possible, as well as a callout in the Housing and Neighborhoods section further highlighting anti-displacement strategies that can be implemented.	HN 1.1, HN 1.2, HN 1.3, HN 1.4, HN 1.6, HN 1.7, HN 2.1, HN 2.3	V10.48/Shea Winsett	See B4. Displacement section for staff recommended changes.		
F5	Opticos Design is leading the planning direction for the sector plan.	The plan used a graphic designed by Opticos Design to illustrate the forms Missing Middle Housing can take, but staff did not work with Opticos on this plan.	Housing and Neighborhoods section	V10.48/Shea Winsett	No change.		
F6	Thankful for the inclusion of HN 1.7.	Acknowledged.	HN 1.7	46/Joseph Jakuta	No change.		

II. G: 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
Additional Public Facilities Needs							
G1	Plan does not come with maintenance/service plan for Hyattsville.	Increased residential density combined with the proposed Hamilton Street “main street” and mixed-use developments would create much needed tax revenue in the form of property taxes, sales taxes, and food taxes. In turn, this money can go towards improved city and county services. Staff encouraged the County and impacted municipalities to continue to provide excellent services to their residents.	Public Facilities section	V10,48/Shea Winsett	See E10 above for staff recommended changes.		
G2	Plan does not seem to have a plan for schools.	Staff agree the present utilization rates at Nicholas Orem Middle (127%) ¹⁹ and Northwestern High (102%) ²⁰ are not desirable. However, there currently is extra capacity for students within PGCPs. The middle schools’ average utilization rate is 98%, while the high schools’ average utilization rate is 94%. ²¹ Redistricting to alleviate pressure at schools over capacity and add students to undercapacity schools is part of PGCPs’ solution to reduce strain on impacted schools. Additionally, PGCPs is addressing overcrowding in the northern part of the county through creating a new middle school in the Glenridge area ²² and high schools in the northern Adelphi area ²³ as well as the International School at Langley Park. ²⁴ The plan also prescribes 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 under Strategy 3.1.	PF 3, PF 3.1, PF 3.2	V10,48/Shea Winsett	No change.		
G3	Plan should include recommendations for resilience hubs, particularly at the Mount Rainier Nature Center	The plan recommends constructing a small multipurpose community resource center on the south side of Chillum Road, west of Queens Chapel Road. This may serve some functionality of a resilience hub, but further research should be conducted on this topic, particularly in relation to M-NCPPC’s capacity to develop, staff, and maintain a resilience hub.	PF 2	46/Joseph Jakuta	No change.		

¹⁹ 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>.

²⁰ 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>.

²¹ 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>.

²² 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.

²³ 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.

²⁴ 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. H: Proposed Sectional Map Amendment

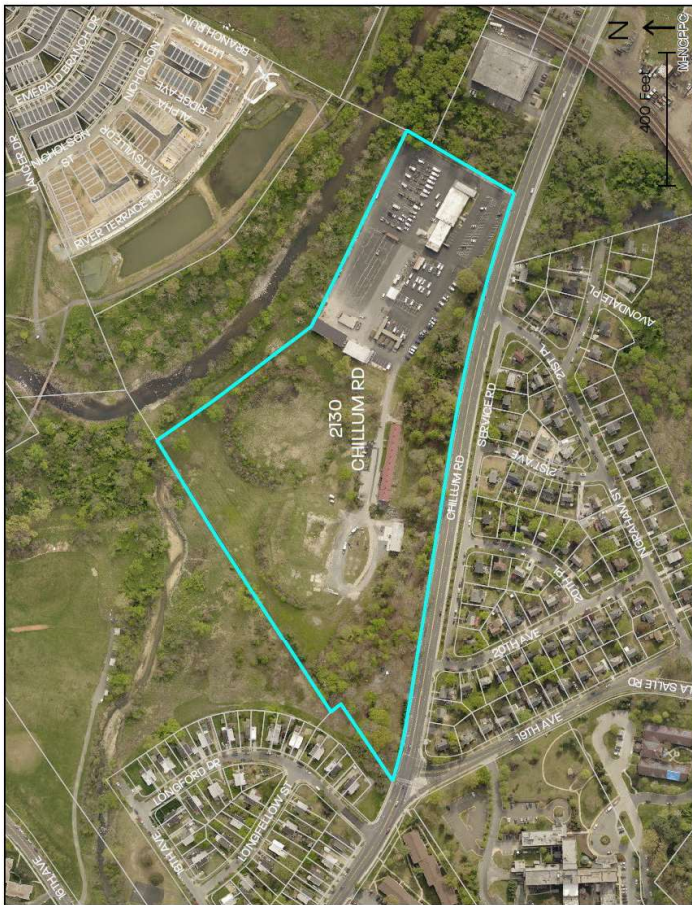
Public Rezoning Request

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

Staff make the following recommendations:

Public Rezoning Requests for 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
G-4	N/A	V6/Brandon Todd, V8/13/Midgett S. Parker	2130 Chillum Road	1976596	AG	LTO-E	IE	See B2. Future Land Use and Zoning at 2130 Chillum Road (Washington Gas)		

Map H. Public Rezoning Request



II. I: 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
H1	Expressed support for Accessory Dwelling Units once legally allowable.	Permitting ADUs is only possible through changes to the Zoning Ordinance. Notwithstanding, staff concur and support this through Strategy HN 1.7 (HN 2.12), “Should the Zoning Ordinance be amended to permit accessory dwelling units, their use is recommended throughout the West Hyattsville-Queens Chapel sector.”	HN 1.7, LU 9.4	V1, 23/Cheryl Cort, 15/Christopher Higham, 18/Pat Doyen, 19/Henry Renze, 20/Johannes Bennehoff, 21/Moira McCauley, 22/John Smith, 23/Cheryl Cort, 24/Laura Ehle, 26/Daniel Walter Rowlands, 28/Lisa Frank, 29/Dan Behrend, 30/Thomas Zeller, 31/Bernard Holloway, 32/Jessica McBirney, 33/Steven Hartig, 34/Joseph Kane, 35/Gannon Sprinkle, 41/Jacob Goldberg, 43/Elissa Woodbury, 45/Brendan Wray, 49/Lindsey Mendelson	No change.		
H2	Because rezoning only Queens Chapel Manor would be inequitable, all of Hyattsville should be upzoned to RSF-A.	As most of the City of Hyattsville is outside the sector plan area, this is outside of the plan’s scope. However, staff support rezoning to allow for two- and three-family housing as appropriate outside of the sector plan area.	HN 1.6, SMA ZC 31	V5/Alan Socha	See B1. Queens Chapel Manor Rezoning.		
H3	Requests M-NCPPC conducts a Missing Middle Housing Study to better assess Missing Middle Housing’s impact on local infrastructure.	The Prince George’s County Planning Department launched a Missing Middle Housing Initiative in 2021 and is in the process of launching a two-part project that includes a Missing Middle Housing study and a pattern book for Missing Middle Housing.	LU 9.3	17/Jeff Ulysse	<u>HN 2.4. Conduct a Missing Middle Housing study for the sector plan area, as part of larger Countywide study, to assess and address current and future housing needs and affordability.</u>		
H4	Affidavit for a property owner supporting an upzoning that would impact their property is an uneven burden.	This requirement is mandated by state law. Staff encourage those in opposition to this requirement to reach out to state senators and delegates to express their opposition.	SMA	23/Cheryl Cort	No change.		
H5	A detailed site plan should be approved before a property can be upzoned.	Comprehensive zoning (to include “upzoning” and “downzoning”) are regulated by Section 27-3500 of the Zoning Ordinance. The Decision Standards (27-3503(b)(5)) for a sectional map amendment do not require a detailed site plan to be developed for rezoning nor would it be feasible. The purpose of rezoning by the County is simply to change the	N/A	53/Leonard Lazarus	No change.		

II. I: 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
		<p>zoning designation, not to review specific development plans. A Sectional Map Amendment is a high-level zoning decision, meant to accommodate broader land use objectives and give developers flexibility to apply for development applications suited to that zone. Requiring a DSP, which includes detailed architectural drawings and site-specific information would effectively turn a zoning change into a quasi-development review, unnecessarily complicating the process. This would add time and cost without serving any meaningful planning purpose, as the site plan review comes later in the development process when specific projects are proposed.</p>					
H6	<p>A definition for “gross tract area” should be added to the Zoning Ordinance and the existing definition of “net lot area” should be modified to increase density outside the County’s regulated floodplains, as portions of a property outside the floodplain could potentially support additional density.</p>	<p>This recommendation falls outside the scope of this Draft Sector Plan and Sectional Map Amendment.</p>	N/A	V7,10 /Casey Cirner	No change.		

III. List of Speakers

Verbal Testimony #	Speaker Signup #	Name	Title	On Behalf Of
V1	1.	Cheryl Cort		Coalition for Smarter Growth
V2	2.	Peter Stockus (Absent)		
V3	3.	Joseph Jakuta (Absent)		
V4	4.	Amanda Huron (Absent)		
V5	5.	Alan Socha		Self
V6	6.	Brandon Todd	Senior Director for Corporate Public Policy	Washington Gas Light Company
V7	7.	Casey Cirner	Attorney, Miles and Stockridge	Queenstown Apartments Limited Partnership
V8	8.	Midgett S. Parker	Attorney, Law Office of Midgett S. Parker, P.A.	Washington Gas Light Company
V9	9.	Alan Jones		Self
V10	10.	Shea Winsett		Self

IV. List of Exhibits

Exhibit No.	Item Description	Received From	Date
1.	Second Draft West Hyattsville Queens Chapel Sector Plan	M-NCPPC	10/1/2024
2.	Planning Board Resolution – Proposed Sectional Map Amendment (SMA)	M-NCPPC	10/1/2024
3.	2015 Greater Chillum Community Study	M-NCPPC	10/1/2024
4.	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	10/1/2024
5.	2004 Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Aris District (By reference: available online)	M-NCPPC	10/1/2024
6.	1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68 (By reference: available online)	M-NCPPC	10/1/2024
7.	1989 Approved Master Plan for Langley Park-C College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67 (By reference: available online)	M-NCPPC	10/1/2024
8.	First Draft West Hyattsville Queens Chapel Sector Plan	M-NCPPC	10/1/2024
9.	Errata Sheet for the West Hyattsville-Queens Chapel Sector Plan SMA (as of October 1, 2024)	M-NCPPC	10/1/2024
10.	Letter regarding Sector Plan recommendations for Queenstown Apartments	Casey L. Orner and Phillip A. Hummel, Miles & Stockbridge	6/27/2024
11.	Email supporting Sector Plan and SMA with refinements	Melissa Schweisguth	9/30/2024
12.	Email in opposition to SMA recommendations for Queens Chapel Manor	Jennifer Kubit	10/15/2024
13.	Request for rezoning and agent affidavit for 2130 Chillum Road	Midgett S. Parker	8/30/2024
14.	Email in opposition to SMA recommendations for Queens Chapel Manor	Alexi Bodo	10/16/2024
15.	Email in support of the plan with recommendations	Christopher Higham	7/03/2024
16.	E-comment in support of the plan	Mrs. Harris	9/22/2024
17.	Email and letter in support of the plan with recommendations	Jeff Ulysse, City Planner, City of Hyattsville	9/23/2024
18.	Email in support of the plan with recommendations	Pat Doyen	9/25/2024
19.	Email in support of the plan with recommendations	Henry Renze	9/25/2024
20.	Email in support of the plan with recommendations	Yohannes Bennehoff	9/25/2024
21.	Email in support of the plan with recommendations	Moirra McCauley	9/25/2024
22.	Email and letter in support of the plan with recommendations	John Smith	9/25/2024
23.	E-comment & support letter in support of the plan	Cheryl Cort, Policy Director, Coalition for Smarter Growth (CSG)	9/25/2024
24.	Email in support of the plan with recommendations	Laura Ehle	9/26/2024
25.	Email in support of the plan with recommendations	Danny Schaible	9/26/2024
26.	Email in support of the plan with recommendations	Daniel Walter Rowlands	9/26/2024
27.	E-comment with concerns about the plan	Alan Socha	9/27/2024
28.	Email in support of the plan with recommendations	Lisa Frank	9/28/2024
29.	Email in support of the plan with recommendations	Dan Behrend	9/29/2024
30.	Email in support of the plan with recommendations	Thomas Zeller	9/29/2024
31.	Email in support of the plan with recommendations	Bernard Holloway	9/30/2024
32.	Email in support of the plan with recommendations	Jessica McBirney	9/30/2024
33.	Email in support of the plan with recommendations	Steven Hartig	9/30/2024
34.	Email in support of the plan with recommendations	Joseph Kane	9/30/2024
35.	Email in support of the plan with recommendations	Gannon Sprinkle	9/30/2024
36.	E-comment	Enrique Zurita	9/30/2024
37.	E-comment in support of the plan	Dan Behrend	9/30/2024
38.	Email in opposition of the plan with recommendations	Zak Elvasi, RAZ Development	9/30/2024
39.	E-comment in support of the plan	Joseph Kane	9/30/2024
40.	E-comment and support in support of the plan	Peter Stockus	9/30/2024
41.	Email in support of the plan	Jacob Goldberg	10/1/2024
42.	Email and letter in support of the plan with recommendations along with affidavit	Amanda Huron	10/1/2024
43.	Email in support of the plan with recommendations	Elissa Woodbury	10/1/2024
44.	Email and letter in opposition of the plan	Alan Socha	10/4/2024
45.	Email in support of the plan with recommendations	Brendan Wray	10/12/2024

IV. List of Exhibits

Exhibit No.	Item Description	Received From	Date
46.	Email and letter in support of the plan with recommendations	Joseph Jakuta, Prince George's Sierra Club	10/12/2024
47.	Email in support of the plan with recommendations	Daniel Broder	10/13/2024
48.	Email and letter in opposition of the plan	Shea Winsett	10/13/2024
49.	Email in support of the plan with recommendations	Lindsey Mendelson	10/15/2024
50.	Email in opposition of the plan	Jenny Wesberry	10/15/2024
51.	Email in support of the plan	Marcus Shappirio	10/15/2024
52.	Email in support of the plan	Will Koper	10/16/2024
53.	Email and letter in opposition of the plan	Leonard Lazarus	10/16/2024
54.	Email and letter in opposition of the plan with recommendations	Sally Gifford	10/16/2024
55.	Rezoning Request Form: Washington Gas Light Company Property Address: 2130 Chillum Road, Hyattsville, MD 20782 Current: AG Zone Request: IE Zone	Midgett S. Parker, Law Office of Midgett Parker, P.A.	10/16/2024

Appendix F: Map Citations

Appendix F contains citations for the maps contained in this Sector Plan and may be found online at [Appendix F. Preliminary WHQC SP Map Citations.docx](#)

WEST HYATTSVILLE QUEENS CHAPEL

SECTOR PLAN

Appendix F: Map Citations

Map 1. West Hyattsville-Queens Chapel Sector Plan Boundary

- Prince George's County Planning Department, All Imagery, *Imagery*, 2023 **
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 2. Sector Plan Area: Local Context

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020 **
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, October 18, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

Map 3. Sector Plan Area: County Context

- Esri, HERE, Garmin, (c) OpenStreetMap contributors, GIS user community, *World Light Gray Base*, Canvas, 2020 **
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Primary Road Ln*, Line, August 23, 2022 *
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip
- Prince George's County Planning Department, *Rail Transit Ln*, Line, October 18, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 4. Municipal Boundaries

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Municipal Boundary Py*, Polygon, January 19, 2014
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Municipal_Boundary_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 5. Major Landmarks

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Place Name Pt*, Point, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Place_Name_Pt.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *School Pt*, Point, April 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/School_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP Additional Place Name Pt*, Point, April 14, 2023 *
- Prince George's County Planning Department, *WHQC SP Selected Landmarks Pt*, Point, March 23, 2024 *

Map 6. Existing Land Use

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, August 4, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *WHQC SP ExistingLU 02202024 Py*, Polygon, February 28, 2024 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 7. Approved Development Applications in Sector Plan Area as of January 14, 2025

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU CSP Py updated 02272024*, Polygon, February 28, 2024 *
- Prince George's County Planning Department, *WHQC SP LU DSP Py updated 02272024*, Polygon, February 28, 2024 *
- Prince George's County Planning Department, *WHQC SP LU Preliminary Plan Py updated 02272024*, Polygon, February 28, 2024 *

Map 8. Existing Zoning

- Prince George's County Planning Department, *BCA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/BCA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Existing Zoning Py*, Polygon, March 3, 2022 *
- Prince George's County Planning Department, *Zoning Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Zoning_Py.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 9. Future Land Use Map (FLUM)

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *FLU change updated20240207*, Polygon, February 9, 2024 *
- Prince George's County Planning Department, *GenPln 2035 GFLU Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GenPln_2035_GFLU_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *WHQC SP Properties*, Polygon, July 7, 2022 *

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

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

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

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *WHQC SP WHLTC Boundary updated20240207 Py*, Polygon, January 15, 2025 *
- Prince George's County Planning Department, *WHQC SP WHLTC Core dissolve updated20240207 Py*, Polygon, January 15, 2025 *
- Prince George's County Planning Department, *WHQC SP WHLTC Edge updated20230919 Py*, Polygon, January 15, 2025 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 12. Properties subject to Strategy LU 4.2

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 4 2 Py*, Polygon, January 15, 2025*

Map 13. Properties subject to Strategy LU 5.4

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Rail Transit Ln*, Line, September 15, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Rail_Transit_Ln.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 14. Properties Subject to Strategies LU 5.5 and LU 5.6

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 15. Properties Subject to Strategy LU 7.1 and LU 7.2

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 7 1 LU 7 2 Py*, Polygon, March 5, 2025 *

Map 16. Properties Subject to Strategy LU 7.3

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 7 3 Py*, Polygon, March 5, 2025*

Map 17. Properties Subject to Strategy LU 7.7

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 7 7 Py*, Polygon, March 5, 2025 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 18. Prince George's Plaza Regional Transit District

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *PGC Core Edge Py*, Polygon, August 16, 2016 *
- Prince George's County Planning Department, *PGPRTD Additions Py*, Polygon, September 21, 2023 *
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 19. Properties on Varnum Street Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.1

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 9 1 Py*, Polygon, March 5, 2025 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 20. Properties on MD 208 (Hamilton Street) Recommended for Classification in the CN Zone Pursuant to Strategy LU 9.2

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 9 2 Py,,* Polygon, March 5, 2025 *

Map 21. Properties Recommended for Classification in the RMF-48 Zone Pursuant to Strategy LU 10.1

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opensdata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 10 1 Py,,* Polygon, March 5, 2025 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 22. Properties Recommended for Classification/Retention in the RSF-A Zone Pursuant to Strategy LU 10.2 and LU 10.3

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP LU 10 2, LU 10 3 Py*, Polygon, March 5, 2025 *

Map 23. Recommended Commercial Corridors (See also Policy EP 2)

- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *WHQC SP WHLTC Boundary updated20240207 Py*, Polygon, January 15, 2025 *
- Prince George's County Planning Department, *Public Spaces for Special Events and Festivals In*, Polygon, March 5, 2025 *
- Prince George's County Planning Department, *Transit-Oriented Ground Floor Retail and Dining In*, Polygon, March 5, 2025 *
- Prince George's County Planning Department, *Neighborhood-Serving Ground-Floor Retail and Dining In*, Polygon, March 5, 2025 *

Map 24. Metrorail Station Walksheds and Bikesheds

- Prince George's County Planning Department, AECOM, 10-Minute Walkshed Py, Polygon, 2021
- Prince George's County Planning Department, AECOM, 15-Minute Walkshed, Polygon, 2021
- Prince George's County Planning Department, AECOM, 10-Minute Bikeshed, Polygon, 2021
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 25. Existing Master Plan of Transportation Rights-of-Way

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Right of Way Py*, Polygon, January 19, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP MPOT P204 Correction Ln*, Line, June 14, 2022 *
- Prince George's County Planning Department, *WHQC SP MPOT P230 Correction Ln*, Line, February 13, 2024 *

Map 26. Existing and Previously Recommended Bicycle and Shared-Use Facilities

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP MPOT Ped Bike updated 07192022*, Polygon, July 21, 2022 *

Map 27. Existing Pedestrian Facilities

- DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/> **
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Sidewalk Cline 2020 Ln*, Line, March 24, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Sidewalk_Cline_2020_Ln.zip
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 28. Existing Bus Transit Facilities

- DC GIS Opendata, *Open Data DC*, 2021, <https://opendata.dc.gov/> **
- Prince George's County Planning Department, *Bus Route THE BUS Ln*, Line, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Bus_Route_THE_BUS_Ln.zip
- Prince George's County Planning Department, *Bus Stop THE BUS Pt*, Point, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Bus_Stop_THE_BUS_Pt.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Washington Metropolitan Area Transit Authority/Prince George's County Planning Department, *Bus Route Metro Ln*, Line, September 29, 2020 **
- Washington Metropolitan Area Transit Authority/Prince George's County Planning Department, *Bus Stop Metro Pt*, Point, August 2, 2019 **
- University of Maryland, 113 Hyattsville, accessed September 16, 2020, *UMD Shuttle Route 113*,
https://transportation.umd.edu/sites/default/files/113_HYT.pdf.

Map 29. Recommended Countywide Master Plan of Transportation Streets

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Right of Way Py*, Polygon, January 19, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Road Improvement Py updated 02252025*, Polygon, February 25, 2025 *

Map 30. Properties subject to Strategy TM 1.19

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP TM 1 19 updated 03062024 Py*, Polygon, March 5, 2025

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 31. Recommended Countywide Master Plan of Transportation Bicycle, Pedestrian, and Shared-Use Facilities

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Ped Bike Mask Py*, Polygon, June 6, 2022 *
- Prince George's County Planning Department, *WHQC REC Streets Facilities Py updated 02132024*, Polygon, February 15, 2024 *
- Prince George's County Planning Department, *WHQC SP Existing Trail Correction Ln*, Line, June 6, 2022 *
- Prince George's County Planning Department, *WHQC Trail Improvement Py updated 02252025*, Polygon, February 25, 2025 *

Map 32. Streets Subject to Strategies TM 4.9 and TM 4.10

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC TM 4 9 Streets Ln*, Line, July 12, 2022 *
- Prince George's County Planning Department, *WHQC TM 4 10 Streets Ln*, Line, July 12, 2022 *

Map 33. Overview of Key Recommendations for Pedestrian and Bicyclist Safety and Comfort

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Area 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2020_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Pedestrian and Bicyclist Safety and Comfort Ln*, Line, July 12, 2022*
- Prince George's County Planning Department, *Pedestrian and Bicyclist Safety and Comfort Pt*, Point, July 12, 2022*

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 34. Major Environmental Features

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Area 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2020_Py.zip
- Prince George's County Planning Department, *Impervious Surface 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2020_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Tree canopy 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Tree_canopy_2020_Py.zip
- Prince George's County Planning Department, *Wetland DNR Py*, Polygon **

Map 35. Countywide Green Infrastructure Network (Existing)

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *GI Pln 2017 Py*, Polygon, July 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GI_Pln_2017_Py.zip
- Prince George's County Planning Department, *Impervious Surface 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2020_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

Map 36. County 1-Percent Annual Chance (100-Year) Floodplain

- Prince George's County Planning Department, *Floodplain DPIE Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Floodplain_DPIE_Py.zip
- Prince George's County Planning Department, *Hydro Area 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2020_Py.zip
- Prince George's County Planning Department, *Impervious Surface 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2020_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *

Map 37. Properties Recommended for Conservation Easements as Redevelopment Occurs

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP NE 2 2 Py updated20230919*, Polygon, October 5, 2023 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 38. Amendments to the Countywide Green Infrastructure Network pursuant to Strategy NE 2.3 and NE 2.4

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *GI Pln 2017 Py*, Polygon, July 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GI_Pln_2017_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC SP Proposed GI Network 1*, Polygon, March 6, 2024 *

Map 39. Potential Green Infrastructure BMPs

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *Green Infrastructure BMPs Ply*, Polygon, July 12, 2022*
- Prince George's County Planning Department, *Green Streets Ln*, Line, July 12, 2022*
- Prince George's County Planning Department, *Best Management Practices Pt*, Point, July 12, 2022*

Map 40. Properties Recommended for Long-Term Redevelopment Pursuant to Strategy HN 1.2 and HN 1.3

- Prince George's County Planning Department, *Building 2020 Py*, Polygon, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2020_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Info Py*, Polygon, July 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC HN 1 2 HN 1 3 Py*, Polygon, January 15, 2025*

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 41. Existing County Historic Sites, Resources, and Districts in the Vicinity of the Sector Plan Area

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hist Dist Nation Register Py*, Polygon, October 18, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hist_Dist_Nation_Register_Py.zip
- Prince George's County Planning Department, *Historic Site Pt*, Point, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Historic_Site_Pt.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Scenic Historic Road Ln*, Line, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Scenic_Historic_Road_Ln.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 42. Public Facilities and Amenities in and near the Sector Plan Area

- Prince George's County Planning Department, *Community Center Pt*, Point, November 22, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Community_Center_Pt.zip
- Prince George's County Planning Department, *Fire Station Pt*, Point, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Fire_Station_Pt.zip
- Prince George's County Planning Department, *Hospital Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hospital_Pt.zip
- Prince George's County Planning Department, *Library Pt*, Point, August 21, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Library_Pt.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Picnic Area Pt*, Point, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Picnic_Area_Pt.zip
- Prince George's County Planning Department, *Playground Pt*, Point, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Playground_Pt.zip
- Prince George's County Planning Department, *Police Station Pt*, Point, April 22, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Police_Station_Pt.zip
- Prince George's County Planning Department, *Post Office Pt*, Point, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Post_Office_Pt.zip
- Prince George's County Planning Department, *School Pt*, Point, April 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/School_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map 43. New Recommended Parks, Recreation, and Public Open Space Facilities

- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Master Plan Ped Bike Fac Ln*, Line, August 20, 2021
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Ped_Bike_Fac_Ln.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Ped Bike Mask Py*, Line, July 5, 2022 *
- Prince George's County Planning Department, *WHQC REC Streets Facilities Py updated 02132024*, Polygon, February 15, 2024 *
- Prince George's County Planning Department, *WHQC SP Existing Trail Correction Ln*, Line, June 22, 2022 *
- Prince George's County Planning Department, *WHQC SP Proposed Parks Ln updated 20240213*, Line, February 20, 2024 *
- Prince George's County Planning Department, *WHQC SP Proposed Parks Pt*, Point, July 7, 2022 *
- Prince George's County Planning Department, *WHQC SP Proposed Parks Py*, Polygon, February 24, 2025 *
- Prince George's County Planning Department, *WHQC Trail Improvements Py updated 02132024*, Polygon, February 15, 2024 *

Map C-1. Existing Zoning

- Prince George's County Planning Department, *CBCA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/CBCA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *Zoning Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Zoning_Py.zip

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Map C-2. Proposed Zoning

- Prince George's County Planning Department, *BCBA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/BCBA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Proposed Zoning 03072025 Py*, Polygon, March 7, 2025 *

Map C-3. Proposed Zoning Changes

- Prince George's County Planning Department, *BCBA Overlay 2015 Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/BCBA_Overlay_2015_Py.zip
- Prince George's County Planning Department, *County Boundary Py*, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip
- Prince George's County Planning Department, *Hydro Line 2020 Ln*, Line, November 30, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2020_Ln.zip
- Prince George's County Planning Department, *Nghbrhd Cnsrvtn Overlay Py*, Polygon, August 23, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Nghbrhd_Cnsrvtn_Overlay_Py.zip
- Prince George's County Planning Department, *Park Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Py.zip
- Prince George's County Planning Department, *Property Py*, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, *Rail Transit Pt*, Point, September 20, 2022
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, *Sector Plan Boundary*, Polygon, December 17, 2021 *
- Prince George's County Planning Department, *Street Centerline Ln*, Line, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip
- Prince George's County Planning Department, *WHQC Zoning Change Area updated 03072025*, Polygon, March 7, 2025 *
- Prince George's County Planning Department, *WHQC Proposed Zoning 03072025 Py*, Polygon, March 7, 2025 *

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Appendix G: Properties Subject to Strategy LU 10.2 & LU 10.3

Address	Tax ID
5425 19th Avenue	1834332
5417 19th Avenue	1896125
5405 19th Avenue	1869742
5419 19th Avenue	1913748
5409 19th Avenue	1933076
5415 19th Avenue	1867498
5423 19th Avenue	1852631
5421 19th Avenue	1863687
5413 19th Avenue	1928795
5407 19th Avenue	1922426
5403 19th Avenue	1921063
5411 19th Avenue	1929454
5407 20th Avenue	1858653
5407 20th Place	1839406
5401 20th Avenue	1846732
5408 20th Avenue	1878123
5414 20th Avenue	1883222
5406 20th Avenue	1965938
5400 20th Avenue	1861053
5402 20th Avenue	1839323
5406 20th Place	1948405
5404 20th Avenue	1893999
5412 20th Avenue	1970029
5420 20th Avenue	1943729
5408 20th Place	1972694
5416 20th Avenue	1950286
5409 20th Place	1848571
5413 20th Avenue	1882356
5405 20th Place	1895812
5413 20th Place	1895689
5411 20th Place	1982073
5418 20th Avenue	1848951
4624 21st Street	1873157
5406 21st Place	1983055

Address	Tax ID
5411 20th Avenue	1853571
5410 20th Place	1929215
5405 20th Avenue	1943380
5409 20th Avenue	1898170
5410 20th Avenue	1873678
5403 20th Avenue	1909852
4501 21st Street	1836931
5407 21st Avenue	1966167
4603 21st Street	1863745
4505 21st Street	1836915
4612 21st Street	1839067
4618 21st Street	1959725
4622 21st Street	1906213
4503 21st Street	1836923
4611 21st Street	1905314
4604 21st Street	1865500
4602 21st Street	1854306
5408 21st Avenue	1897636
5408 21st Place	1912120
4615 21st Street	1983089
5405 21st Avenue	1851237
4608 21st Street	1951912
4626 21st Street	1889492
5413 21st Place	1957729
5406 21st Avenue	1979442
5402 21st Avenue	1836741
4616 21st Street	1850494
4610 21st Street	1896885
5415 21st Place	1982495
4606 21st Street	1979798
4500 21st Street	1836949
5417 21st Place	1897016
4612 22nd Avenue	1911056
4608 22nd Avenue	1978683

Address	Tax ID
4620 21st Street	1977784
4506 21st Street	1836972
5404 21st Avenue	1972413
4605 21st Street	1839729
4619 21st Street	1853753
4609 21st Street	1852524
4617 21st Street	1905322
4502 21st Street	1836956
4504 21st Street	1836964
5403 21st Avenue	1837814
4601 21st Street	1944313
4628 21st Street	1872597
4613 21st Street	1983071
4607 21st Street	1858851
4604 22nd Avenue	1952829
4617 22nd Avenue	1960426
4609 22nd Avenue	1854389
4514 22nd Avenue	1919422
4511 22nd Avenue	1924075
4510 22nd Avenue	1906387
4615 22nd Avenue	1921261
4610 22nd Avenue	1860998
4509 22nd Avenue	1840099
4512 22nd Avenue	1852722
4605 22nd Avenue	1921972
4601 22nd Avenue	1881994
4603 22nd Avenue	1909647
4607 22nd Avenue	1879626
4602 22nd Avenue	1893536
4513 22nd Avenue	1860907
4613 22nd Avenue	1983006
4606 22nd Avenue	1854066
4614 22nd Avenue	1971878
4616 22nd Avenue	1954932
4600 22nd Avenue	1865823
4618 22nd Avenue	1895077
5605 29th Avenue	1799253
5711 29th Avenue	1820802

Address	Tax ID
4611 22nd Avenue	1974187
4513 24th Avenue	1944446
4605 24th Avenue	1841246
4500 24th Avenue	1868330
4503 24th Avenue	1902121
4510 24th Avenue	1868686
4607 24th Avenue	1922236
4508 24th Avenue	1931591
4602 24th Avenue	1975200
4502 24th Avenue	1841642
4512 24th Avenue	1931526
4509 24th Avenue	1863315
4515 24th Avenue	1983972
4603 24th Avenue	1921097
4501 24th Avenue	1858398
4504 24th Avenue	1838770
4514 24th Avenue	1966480
4609 24th Avenue	1959469
4511 24th Avenue	1925460
4505 24th Avenue	1958081
4506 24th Avenue	1890078
4610 25th Avenue	1917517
4708 25th Avenue	3223708
4606 25th Avenue	1954940
4704 25th Avenue	1852235
4710 25th Avenue	1840693
4604 25th Avenue	1903103
4612 25th Avenue	1910512
4706 25th Avenue	1983857
4700 25th Avenue	1900190
4702 25th Avenue	1956812
4608 25th Avenue	1930510
4602 25th Avenue	1858372
0 29th Avenue	1791870
5611 29th Avenue	1792928
5716 29th Avenue	1826213
5719 30th Avenue	1788629
5818 30th Avenue	1804657

Address	Tax ID
5602 29th Avenue	1820083
5715 29th Avenue	1807072
5617 29th Avenue	1793553
5616 29th Avenue	1791276
5702 29th Avenue	1791037
5707 29th Avenue	1801901
5603 29th Avenue	1825249
5619 29th Avenue	1826429
5612 29th Avenue	1829225
5708 29th Avenue	1831411
5609 29th Avenue	1809953
5615 29th Avenue	1801836
5710 29th Avenue	1816339
5608 29th Avenue	1806637
5610 29th Avenue	1816396
0 29th Avenue	1803048
5713 29th Avenue	1804582
5623 29th Avenue	1818681
5712 29th Avenue	1805506
5705 29th Avenue	1829464
5709 29th Avenue	1791003
5604 29th Avenue	1798636
5607 29th Avenue	1813161
5613 29th Avenue	1821248
5618 29th Avenue	1791862
5621 29th Avenue	1797810
5606 29th Avenue	1798180
5614 29th Avenue	1789593
5706 29th Avenue	1803873
5704 29th Avenue	1797430
5808 30th Avenue	1824879
5804 30th Avenue	1799378
5809 30th Avenue	1802552
5708 30th Avenue	1812999
5722 30th Avenue	1794031
5721 30th Avenue	1813039
5603 30th Avenue	1789056
5800 30th Avenue	1802677

Address	Tax ID
5607 30th Avenue	1821412
5714 30th Avenue	1810365
5814 30th Avenue	1798909
5705 30th Avenue	1818665
5623 30th Avenue	1830777
5617 30th Avenue	1793587
5616 30th Avenue	1809888
5614 30th Avenue	1802602
5706 30th Avenue	1802172
5811 30th Avenue	1813344
5606 30th Avenue	1809862
5707 30th Avenue	1818806
5711 30th Avenue	1807502
5810 30th Avenue	1793348
5621 30th Avenue	1832088
5609 30th Avenue	1797281
5815 30th Avenue	1794577
5716 30th Avenue	1797596
5610 30th Avenue	1820646
5817 30th Avenue	1819424
5613 30th Avenue	1788918
5611 30th Avenue	1805027
5620 30th Avenue	1811470
5802 30th Avenue	1804889
5805 30th Avenue	1796077
5704 30th Avenue	1823541
5605 30th Avenue	1809078
5709 30th Avenue	1821479
5816 30th Avenue	1827435
5726 30th Avenue	1829001
5619 30th Avenue	1811223
5622 30th Avenue	1816008
5612 30th Avenue	1819697
5806 30th Avenue	1802255
5702 30th Avenue	1806793
5807 30th Avenue	1815158
5607 31st Avenue	1819333
5617 31st Avenue	1810175

Address	Tax ID
5715 30th Avenue	1812973
5720 30th Avenue	1812981
5703 30th Avenue	1827708
5625 30th Avenue	1791938
5602 30th Avenue	1799162
5618 30th Avenue	1832203
5712 30th Avenue	1819440
5710 30th Avenue	1822220
5717 30th Avenue	1799451
5615 30th Avenue	1796168
5813 30th Avenue	1789692
5724 30th Avenue	1802917
5803 30th Avenue	1824937
5608 30th Avenue	1788645
5713 30th Avenue	1822162
5604 30th Avenue	1794098
5718 30th Avenue	1802446
5812 30th Avenue	1825744
5815 31st Place	1793561
5809 31st Avenue	1813211
5608 31st Avenue	1821115
5610 31st Avenue	1795475
5709 31st Place	1828136
5822 31st Place	1802792
5827 31st Place	1802891
5611 31st Avenue	1826288
5603 31st Avenue	1808542
5826 31st Place	1832518
5605 31st Avenue	1789262
5806 31st Place	1808500
5706 31st Avenue	1811751
5819 31st Place	1811686
5708 31st Place	1793504
5711 31st Place	1805431
5609 31st Avenue	1793835
5803 31st Place	1827955
5706 31st Place	1804830
5829 31st Place	1795897

Address	Tax ID
5707 31st Place	1801646
5810 31st Avenue	1801000
5816 31st Place	1804236
5704 31st Place	1805217
5614 31st Avenue	1803899
5811 31st Place	1828128
5806 31st Avenue	1827419
5624 31st Avenue	1818053
5815 31st Avenue	1817964
5618 31st Avenue	1790583
5831 31st Place	1799196
5817 31st Place	1826916
5817 31st Avenue	1832443
5703 31st Place	1790997
5825 31st Place	1792811
5712 31st Avenue	1805050
5901 31st Place	1788983
5616 31st Avenue	1804822
5820 31st Place	1821982
5615 31st Avenue	1798107
5804 31st Avenue	1801703
5602 31st Avenue	1795541
5813 31st Place	1808716
5713 31st Avenue	1793538
5803 31st Avenue	1804103
5808 31st Avenue	1789403
5802 31st Avenue	1827138
5613 31st Avenue	1818335
5612 31st Avenue	1794361
5809 31st Place	1794320
5702 31st Place	1790922
5708 31st Avenue	1818079
5805 31st Avenue	1790195
5702 31st Avenue	1791581
5814 31st Place	1828359
5716 31st Avenue	1796721
5904 32nd Avenue	1816156
5804 32nd Avenue	1791185

Address	Tax ID
5621 31st Avenue	1798891
5718 31st Avenue	1822493
5704 31st Avenue	1805332
5703 31st Avenue	1803683
5606 31st Avenue	1816669
5619 31st Avenue	1790658
5700 31st Place	1832484
5808 31st Place	1831221
5715 31st Avenue	1806488
5814 31st Avenue	1831775
5816 31st Avenue	1823194
5705 31st Avenue	1795137
5601 31st Avenue	1791557
5623 31st Avenue	1816065
5710 31st Avenue	1829639
5705 31st Place	1831205
5821 31st Place	1813575
5823 31st Place	1821503
5807 31st Avenue	1830546
5701 31st Place	1803535
5714 31st Avenue	1799972
5600 31st Avenue	1828300
5818 31st Place	1829415
5812 31st Avenue	1830249
5711 31st Avenue	1789429
5622 31st Avenue	1794056
5620 31st Avenue	1798206
5811 31st Avenue	1796747
5720 31st Place	1828672
5604 31st Avenue	1808690
5701 31st Avenue	1799055
5824 31st Place	1799980
5803 32nd Avenue	1791888
5901 32nd Avenue	1789502
5813 32nd Avenue	1798610
5825 32nd Avenue	1829670
5822 33rd Avenue	1791060
5905 33rd Avenue	1809938

Address	Tax ID
5902 32nd Avenue	1815992
5823 32nd Avenue	1792456
5806 32nd Avenue	1809870
5802 32nd Avenue	1813278
5820 32nd Avenue	1812841
5805 32nd Avenue	1823319
5812 32nd Avenue	1823160
5900 32nd Avenue	1793991
5903 32nd Avenue	1818269
5815 32nd Avenue	1821453
5807 32nd Avenue	1820968
5819 32nd Avenue	1820059
5822 32nd Avenue	1807692
5808 32nd Avenue	1792274
5809 32nd Avenue	1793470
5818 32nd Avenue	1789387
5816 32nd Avenue	1799436
5824 32nd Avenue	1791961
5811 32nd Avenue	1826031
5826 32nd Avenue	1806272
5810 32nd Avenue	1791730
5814 32nd Avenue	1803501
5817 32nd Avenue	1815679
5821 32nd Avenue	1794247
5905 32nd Avenue	1831767
5900 33rd Avenue	1809524
5701 33rd Avenue	1802420
5830 33rd Avenue	1816255
5803 33rd Avenue	1806801
5901 33rd Avenue	1812650
5829 33rd Avenue	1824846
5808 33rd Avenue	1819820
5809 33rd Avenue	1818517
5820 33rd Avenue	1809805
5818 33rd Avenue	1827070
5903 33rd Avenue	1828441
5906 34th Avenue	1830421
5911 34th Avenue	1817915

Address	Tax ID
5835 33rd Avenue	1809060
5810 33rd Avenue	1796697
5833 33rd Avenue	1805738
5819 33rd Avenue	1828532
0 33rd Avenue	1812916
5825 33rd Avenue	1808393
5703 33rd Avenue	1824952
5837 33rd Avenue	1820240
5823 33rd Avenue	1820349
5812 33rd Avenue	1819234
5702 33rd Avenue	1821578
5807 33rd Avenue	1807643
5814 33rd Avenue	1802826
5831 33rd Avenue	1818087
5828 33rd Avenue	1825843
5826 33rd Avenue	1803766
5839 33rd Avenue	1795954
5813 33rd Avenue	1830256
5824 33rd Avenue	1809607
5815 33rd Avenue	1799071
5834 33rd Avenue	1818558
5821 33rd Avenue	1826718
5827 33rd Avenue	1827757
5902 33rd Avenue	1827641
5806 33rd Avenue	1816289
5811 33rd Avenue	1830959
5817 33rd Avenue	1822279
5904 33rd Avenue	1832500
5801 33rd Avenue	1815083
5832 33rd Avenue	1832005
5907 33rd Avenue	1802610
5816 33rd Avenue	1793272
5805 33rd Avenue	1796846
5909 34th Avenue	1788975
5901 34th Avenue	1803477
5907 34th Avenue	1797174
5615 35th Avenue	1820851
5614 35th Avenue	1815356

Address	Tax ID
5902 34th Avenue	1802669
5905 34th Avenue	1828243
6000 34th Avenue	1826593
6005 34th Avenue	1801380
6002 34th Avenue	1816180
5904 34th Avenue	1818798
6004 34th Avenue	1795640
5903 34th Avenue	1795574
6003 34th Avenue	1795533
6001 34th Avenue	1805068
5900 34th Avenue	1803170
5908 34th Avenue	1821800
5405 35th Avenue	1826353
5604 35th Place	1795616
5609 35th Place	1830371
5904 35th Avenue	1832237
5605 35th Place	1791482
5611 35th Place	1830579
5609 35th Avenue	1812809
5612 35th Place	1804244
5403 35th Avenue	1825751
5610 35th Avenue	1827542
5606 35th Place	1789338
5608 35th Place	1792217
5604 35th Avenue	1806520
5603 35th Place	1828367
5607 35th Avenue	1798149
5610 35th Place	1807197
5603 35th Avenue	1809730
6005 35th Avenue	1792183
6008 35th Avenue	3462439
5607 35th Place	1789833
6004 35th Avenue	1791136
5602 35th Place	1810043
6003 35th Avenue	1803832
5401 35th Avenue	1820539
5600 36th Place	1817972
5613 36th Place	1831304

Address	Tax ID
5404 35th Avenue	1795293
5402 35th Avenue	1827021
6006 35th Avenue	1827971
6000 35th Avenue	1830397
6010 35th Avenue	1828037
5406 35th Avenue	1827856
5605 35th Avenue	1821487
5606 35th Avenue	1815141
5613 35th Avenue	1828946
5608 35th Avenue	1807536
5602 35th Avenue	1809722
0 35th Avenue	1807460
6001 35th Avenue	1794858
5612 35th Avenue	1810183
6009 35th Avenue	1792191
5611 35th Avenue	1803402
6002 35th Avenue	1825728
5613 35th Place	1800507
5608 36th Avenue	1804988
5615 36th Avenue	1790153
6003 36th Avenue	1794775
5607 36th Place	1797406
6001 36th Avenue	1832351
5602 36th Place	1822667
5612 36th Avenue	1813237
5610 36th Place	1798701
5900 36th Avenue	1828011
5605 36th Avenue	1804046
6002 36th Avenue	1803741
5612 36th Place	1818954
5613 36th Avenue	1829027
5606 36th Place	1802768
6007 36th Avenue	1817659
5614 36th Avenue	1811181
5912 36th Avenue	1807031
5609 36th Avenue	1800374
4913 37th Place	1793520
5404 37th Avenue	1809045

Address	Tax ID
5606 36th Avenue	1808344
0 36th Avenue	1808856
6000 36th Avenue	1803584
5601 36th Avenue	1817691
5600 36th Avenue	1806736
6013 36th Avenue	1806306
5604 36th Avenue	1828185
6009 36th Avenue	1826056
5910 36th Avenue	1797125
5603 36th Place	1809458
6006 36th Avenue	1828193
5609 36th Place	1797992
5613 36th Place	1831312
6004 36th Avenue	1797604
5604 36th Place	1795525
0 36th Avenue	1797133
0 36th Place	1790146
5906 36th Avenue	1820554
5611 36th Place	1815174
6011 36th Avenue	1793884
5611 36th Avenue	1789197
5602 36th Avenue	1811496
5908 36th Avenue	1827468
5605 36th Place	1799337
5610 36th Avenue	1789064
5614 36th Place	1791169
6005 36th Avenue	1817980
5902 36th Avenue	1813468
5603 36th Avenue	1822386
5601 36th Place	1821024
5617 36th Avenue	1808849
6008 36th Avenue	1796648
5608 36th Place	1790401
5904 36th Avenue	1813476
5907 37th Avenue	1789601
5603 37th Avenue	1826361
5614 37th Avenue	1820109
5704 37th Avenue	1804087

Address	Tax ID
5401 37th Avenue	1807791
6014 37th Avenue	1792357
5017 37th Place	1789890
5612 37th Avenue	1793736
5708 37th Avenue	1815422
5710 37th Avenue	1827732
5602 37th Avenue	1807544
6009 37th Avenue	1804558
4998 37th Place	1804533
5911 37th Avenue	1809193
5610 37th Avenue	1826676
5405 37th Avenue	1810498
5703 37th Avenue	1809516
5402 37th Avenue	1815133
5006 37th Place	1812668
6000 37th Avenue	1829050
6012 37th Avenue	1815067
6006 37th Avenue	1821966
5002 37th Place	1831452
5005 37th Place	1820463
0 37th Place	1796952
6015 37th Avenue	1801547
5009 37th Place	1831486
5018 37th Place	1791367
6008 37th Avenue	1795483
5033 37th Place	1816024
5714 37th Avenue	1831031
5001 37th Place	1805886
5609 37th Avenue	1810308
5608 37th Avenue	1829118
5016 37th Place	1789908
6005 37th Avenue	1789213
5702 37th Avenue	1806850
5403 37th Avenue	1796051
5015 37th Place	1796788
5712 37th Avenue	1789668
5905 37th Avenue	1829068
4990 37th Place (Portion)	1803816

Address	Tax ID
5031 37th Place	1810290
6003 37th Avenue	1820836
6004 37th Avenue	1801042
5010 37th Place	1804004
4907 37th Place (Portion)	1788579
5711 37th Avenue	1812775
4996 37th Place	1815059
5029 37th Place	1805464
5014 37th Place	1805704
5706 37th Avenue	1827104
6019 37th Avenue	1809052
5607 37th Avenue	1821685
6002 37th Avenue	1803840
6013 37th Avenue	1822295
5707 37th Avenue	1797737
5013 37th Place	1832302
5021 37th Place	1788850
5705 37th Avenue	1804178
0 37th Place	1825389
6007 37th Avenue	1797935
6001 37th Avenue	1816107
5605 37th Avenue	1803618
5701 37th Avenue	1797141
5614 37th Avenue	1820117
4994 37th Place	1810340
5903 37th Avenue	1793488
5027 37th Place	1792290
5038 37th Place	1805357
5004 37th Place	1831445
6011 37th Avenue	1809466
5003 37th Place	1826163
6010 37th Avenue	1794643
5007 37th Place	1804012
6017 37th Avenue	1818889
5909 37th Avenue	1805746
5717 38th Avenue	1794726
5711 38th Avenue	1790278

Address	Tax ID
5012 37th Place	1819846
5604 37th Avenue	1790468
5709 37th Avenue	1806496
5713 37th Avenue	1799345
5025 37th Place	1803196
5008 37th Place	1805530
5000 37th Place	1796101
5606 37th Avenue	1819358
5601 37th Avenue	1802156
4992 37th Place	1808948
5027 38th Avenue	1832278
5605 38th Avenue	1803337
5603 38th Avenue	1798503
5701 38th Avenue	1816131
5020 38th Avenue	1809433
5513 38th Avenue	1826502
5702 38th Avenue	1804517
5201 38th Avenue	1795087
5205 38th Avenue	1818400
5805 38th Avenue	1799113
5601 38th Avenue	1813245
5715 38th Avenue	1795020
5719 38th Avenue	1812783
5607 38th Avenue	1823616
5017 38th Avenue (Portion)	1794619
5400 38th Avenue	1792845
5402 38th Avenue	1795657
5511 38th Avenue	1790518
5703 38th Avenue	1790500
5510 38th Avenue	1815190
5611 38th Avenue	1807056
5706 38th Avenue	1804228
0 38th Avenue	1803345
5515 38th Avenue	1811298
5012 38th Avenue	1790906
5506 38th Avenue	1831866
4 Avon Place	1956879
4824 Avondale Road	1848423

Address	Tax ID
5800 38th Avenue	1809581
5022 38th Avenue	1803287
5609 38th Avenue	1803964
5710 38th Avenue	1789411
5709 38th Avenue	1790781
5004 38th Avenue	1827823
5704 38th Avenue	1793264
5713 38th Avenue	1808641
5603 38th Avenue	1798495
5504 38th Avenue	1792548
5502 38th Avenue	1822873
5705 38th Avenue	1803360
5507 38th Avenue	1829019
5801 38th Avenue	1812411
5508 38th Avenue	1796804
5207 38th Avenue	1796325
5500 38th Avenue	1795939
5021 38th Avenue	1822329
5203 38th Avenue	1815877
5019 38th Avenue	1829498
5600 38th Avenue	1826221
5000 38th Avenue	1818616
5025 38th Avenue	1827443
5023 38th Avenue	1825264
5707 38th Avenue	1809169
5509 38th Avenue	1800747
5006 38th Avenue	1802594
5010 38th Avenue	1815331
5803 38th Avenue	1794783
5016 38th Avenue	1803956
5708 38th Avenue	1822576
5512 38th Avenue	1790674
Account Unknown	9999999
2416 Arundel Road	1858380
6 Avon Place	1954866
2 Avon Place	1838754
2104 Brighton Road	1896265
2102 Brighton Road	1980747

Address	Tax ID
4903 Avondale Road	1896505
4804 Avondale Road	1880160
4906 Avondale Road	1920149
4914 Avondale Road	1948934
4819 Avondale Road	1886324
4811 Avondale Road	1908458
4806 Avondale Road	1849959
4818 Avondale Road	1869932
4815 Avondale Road	1859214
4916 Avondale Road	1872803
4800 Avondale Road	1956341
4904 Avondale Road	1979715
4810 Avondale Road	1911916
4820 Avondale Road	1916402
4905 Avondale Road	1964568
4901 Avondale Road	1926195
4908 Avondale Road	1930528
4802 Avondale Road	1902543
4900 Avondale Road	1922541
4902 Avondale Road	1918713
4918 Avondale Road	1910009
4910 Avondale Road	1929587
4909 Avondale Road	1867589
4813 Avondale Road	1875038
4911 Avondale Road	1954122
4808 Avondale Road	1981109
4812 Avondale Road	1862275
4912 Avondale Road	1926799
4814 Avondale Road	1913789
4816 Avondale Road	1944396
2012 Brighton Road	1922582
2019 Brighton Road	1887199
2007 Brighton Road	1912070
2017 Brighton Road	1856475
2101 Brighton Road	1931096
2105 Brighton Road	1859883
4611 Eastern Avenue	1977578
4627 Eastern Avenue	1956275

Address	Tax ID
2005 Brighton Road	1956903
2013 Brighton Road	1861954
2003 Brighton Road	1963750
2103 Brighton Road	1960699
2010 Brighton Road	1834506
2015 Brighton Road	1846211
2011 Brighton Road	1880319
2008 Brighton Road	1895895
2001 Brighton Road	1880210
2109 Brighton Road	1925478
2107 Brighton Road	1913839
2009 Brighton Road	1965128
2007 Chillum Road	1858182
1901 Chillum Road	1900083
2111 Chillum Road	1832781
2105 Chillum Road	1891381
2005 Chillum Road	1893007
2003 Chillum Road	1865914
2009 Chillum Road	1967660
2001 Chillum Road	1869759
2103 Chillum Road	1834837
1903 Chillum Road	1919752
4635 Eastern Avenue	1926146
4607 Eastern Avenue	1908243
4605 Eastern Avenue	1895515
4617 Eastern Avenue	1878396
4609 Eastern Avenue	1967868
4629 Eastern Avenue	1905835
4625 Eastern Avenue	1847300
4613 Eastern Avenue	1907484
4615 Eastern Avenue	1949296
4633 Eastern Avenue	1926138
4623 Eastern Avenue	1956267
4619 Eastern Avenue	1833011
4631 Eastern Avenue	1864842
4621 Eastern Avenue	1877992
2012 Hayden Road	1912385
2010 Hayden Road	1922004

Address	Tax ID
2009 Hayden Road	1861442
2009 Ingraham Street	1955301
2115 Ingraham Street	1874155
3714 Gallatin Street	1811660
3710 Hamilton Street	1831098
3615 Hamilton Street	1811108
3508 Hamilton Street	1819515
3711 Hamilton Street	1790914
3610 Hamilton Street	1809318
3706 Hamilton Street	1791813
3502 Hamilton Street	1796044
3506 Hamilton Street	1807395
3606 Hamilton Street	1831072
3709 Hamilton Street	1789973
3704 Hamilton Street	1793025
3504 Hamilton Street	1792555
3612 Hamilton Street	1828508
3702 Hamilton Street	1806983
3708 Hamilton Street	1815455
3614 Hamilton Street	1810514
3608 Hamilton Street	1827096
3605 Hamilton Street	1803808
3602 Hamilton Street	1815315
0 Hamilton Street	1808914
3604 Hamilton Street	1797646
3609 Hamilton Street	1807437
3600 Hamilton Street	1815323
3701 Hamilton Street	1805340
2024 Hayden Road	1847623
2018 Hayden Road	1929728
2006 Hayden Road	1838697
2020 Hayden Road	1833268
2013 Hayden Road	1907559
2002 Hayden Road	1956796
2014 Hayden Road	1859685
2007 Ingraham Street	1954395
2102 Ingraham Street	1967157
2116 Ingraham Street	1960707

Address	Tax ID
2000 Hayden Road	1920073
2007 Hayden Road	1980440
2008 Hayden Road	1850924
2016 Hayden Road	1943240
2022 Hayden Road	1894765
2011 Hayden Road	1979848
2004 Hayden Road	1891522
2003 Hayden Road	1857473
2005 Hayden Road	1904630
1902 Ingraham Street	1923341
2112 Ingraham Street	1900059
2005 Ingraham Street	1835156
1905 Ingraham Street	1980770
2119 Ingraham Street	1950393
2001 Ingraham Street	1911692
2117 Ingraham Street	1879576
2104 Ingraham Street	1931138
1901 Ingraham Street	1861772
2100 Ingraham Street	1977396
1903 Ingraham Street	1889344
2006 Ingraham Street	1881523
2103 Ingraham Street	1916808
2109 Ingraham Street	1894120
2111 Ingraham Street	1866367
2003 Ingraham Street	1871805
2114 Ingraham Street	1882158
2002 Ingraham Street	1875186
2107 Ingraham Street	1968734
1900 Ingraham Street	1907682
2105 Ingraham Street	1956838
2113 Ingraham Street	1863356
2004 Ingraham Street	1896331
2101 Ingraham Street	1865898
1907 Ingraham Street	1863158
6013 Jamestown Road	1805514
5617 Jamestown Road	1810787
2902 Jamestown Road	1807569

Address	Tax ID
3005 Jamestown Road	1795202
6001 Jamestown Road	1816768
5606 Jamestown Road	1818459
5625 Jamestown Road	1825132
2905 Jamestown Road	1792134
6006 Jamestown Road	1803592
3003 Jamestown Road	1811520
6007 Jamestown Road	1811264
2900 Jamestown Road	1801406
2907 Jamestown Road	1798230
5604 Jamestown Road	1831247
5602 Jamestown Road	1811033
5900 Jamestown Road	1790484
6010 Jamestown Road	1788561
5618 Jamestown Road	1818970
5614 Jamestown Road	1825819
6004 Jamestown Road	1798339
5633 Jamestown Road	1806504
2903 Jamestown Road	1793744
6005 Jamestown Road	1820034
3001 Jamestown Road	1794023
5621 Jamestown Road	1812791
2807 Jamestown Road	1808302
3007 Jamestown Road	1796655
6009 Jamestown Road	1796291
6017 Jamestown Road	1815869
5608 Jamestown Road	1819325
6019 Jamestown Road	1801372
5619 Jamestown Road	1809680
2911 Jamestown Road	1813260
2806 Jamestown Road	1797471
5620 Jamestown Road	1804608
5635 Jamestown Road	1825488
2904 Jamestown Road	1797950
6002 Jamestown Road	1790930
3407 Jefferson Street	1823285
3712 Jefferson Street	1826544
3504 Jefferson Street	1801422

Address	Tax ID
6012 Jamestown Road	1823269
5905 Jamestown Road	1809664
6015 Jamestown Road	1813559
5903 Jamestown Road	1791466
5611 Jamestown Road	1824838
6011 Jamestown Road	1815968
3000 Jamestown Road	1828698
2909 Jamestown Road	1799147
6021 Jamestown Road	1791987
5600 Jamestown Road	1828342
6008 Jamestown Road	1798081
5902 Jamestown Road	1792316
5629 Jamestown Road	1804459
5631 Jamestown Road	1819887
5623 Jamestown Road	1822774
5610 Jamestown Road	1797588
6003 Jamestown Road	1827682
5627 Jamestown Road	1827625
3002 Jamestown Road	1831593
5615 Jamestown Road	1796390
5613 Jamestown Road	1800580
2901 Jamestown Road	1821396
5612 Jamestown Road	1792571
3607 Jefferson Street	1799303
3716 Jefferson Street	1816222
3507 Jefferson Street	1792746
3505 Jefferson Street	1792688
3503 Jefferson Street	1797224
3400 Jefferson Street	1807254
3705 Jefferson Street	1795871
3402 Jefferson Street	1798867
3609 Jefferson Street	1825199
3510 Jefferson Street	1812957
3605 Jefferson Street	1803485
3706 Jefferson Street	1815109
3702 Kennedy Place	1808005
3704 Kennedy Place	1832211
3705 Kennedy Place	1805019

Address	Tax ID
3703 Jefferson Street	1831957
3708 Jefferson Street	1815505
3502 Jefferson Street	1795368
3714 Jefferson Street	1792407
3704 Jefferson Street	1811645
3616 Jefferson Street	1805688
3512 Jefferson Street	1815752
3709 Jefferson Street	1820075
3702 Jefferson Street	1809227
3611 Jefferson Street	1825710
3404 Jefferson Street	1821917
3800 Jefferson Street	1797414
3710 Jefferson Street	1801810
3613 Jefferson Street	1811090
3500 Jefferson Street	1803212
3707 Jefferson Street	1815364
3713 Jefferson Street	1792886
3612 Jefferson Street	1798917
3506 Jefferson Street	1822410
3711 Jefferson Street	1802842
3405 Jefferson Street	1803055
3403 Jefferson Street	1831510
3406 Jefferson Street	1795988
3508 Jefferson Street	1815984
3104 Kelliher Road	1832492
3109 Kelliher Road	1810506
3108 Kelliher Road	1788868
3107 Kelliher Road	1793322
3103 Kelliher Road	1807015
3111 Kelliher Road	1807205
3102 Kelliher Road	1820810
3106 Kelliher Road	1793876
3113 Kelliher Road	1829365
3105 Kelliher Road	1793314
3712 Kennedy Street	1794254
3116 Kimberly Road	1832229
3103 Kimberly Road	1816321
3203 Kimberly Road	1819119

Address	Tax ID
3700 Kennedy Place	1811611
3717 Kennedy Street	1798941
3700 Kennedy Street	1800572
3708 Kennedy Place	1825637
3703 Kennedy Place	1799063
3702 Kennedy Street	1793967
3704 Kennedy Street	1788827
3711 Kennedy Street	1812460
3708 Kennedy Street	1815372
3712 Kennedy Place	1808468
3711 Kennedy Place	1798693
3715 Kennedy Street	1818830
3709 Kennedy Place	1791615
3706 Kennedy Place	1819143
3714 Kennedy Street	1798297
3706 Kennedy Street	1790302
3710 Kennedy Place	1832260
3713 Kennedy Place	1816271
3709 Kennedy Street	1809490
3715 Kennedy Place	1831148
3713 Kennedy Street	1812890
3710 Kennedy Street	1829381
3701 Kennedy Place	1799519
3707 Kennedy Place	1830520
3204 Kimberly Road	1793157
3100 Kimberly Road	1831387
3110 Kimberly Road	1798115
3108 Kimberly Road	1795582
3114 Kimberly Road	1828607
3201 Kimberly Road	1827872
3202 Kimberly Road	1816032
3207 Kimberly Road	1829316
3109 Kimberly Road	1820992
3106 Kimberly Road	1795129
3112 Kimberly Road	1807908
3105 Lancer Place	1831940
3307 Lancer Place	1793728
3315 Lancer Place	1806629

Address	Tax ID
3104 Kimberly Road	1816347
3206 Kimberly Road	1815182
3102 Kimberly Road	1803436
3205 Kimberly Road	1797612
3105 Kimberly Road	1797984
3200 Kimberly Road	1825611
3107 Kimberly Road	1796184
3101 Kimberly Road	1807783
4819 La Salle Road	1919851
4801 La Salle Road	1908433
4829 La Salle Road	1871672
4813 La Salle Road	1860311
4923 La Salle Road	1920693
4805 La Salle Road	1981604
4809 La Salle Road	1880228
4823 La Salle Road	1980275
4807 La Salle Road	1955764
4803 La Salle Road	1905991
4811 La Salle Road	1854769
4913 La Salle Road	1960475
4905 La Salle Road	1890136
4817 La Salle Road	1927383
4919 La Salle Road	1967751
4825 La Salle Road	1966290
4921 La Salle Road	1851542
4903 La Salle Road	1982503
4911 La Salle Road	1840990
4907 La Salle Road	1849710
4917 La Salle Road	1984186
4815 La Salle Road	1923549
4827 La Salle Road	1913326
4901 La Salle Road	1927011
4909 La Salle Road	1892561
4915 La Salle Road	1850478
3503 Lancer Drive	1828144
3111 Lancer Place	1822360
3001 Lancer Place	1804806
3302 Lancer Drive	1810209

Address	Tax ID
3113 Lancer Drive	1804673
3115 Lancer Place	1794924
3311 Lancer Drive	1822105
3101 Lancer Drive	1801844
3109 Lancer Drive	1790609
3001 Lancer Drive	1791458
3000 Lancer Place	1820158
3312 Lancer Drive	1806348
3100 Lancer Drive	1813021
3310 Lancer Drive	1828631
3304 Lancer Drive	1802719
3306 Lancer Drive	1815299
3117 Lancer Drive	1801745
3112 Lancer Drive	1791672
3311 Lancer Place	1827716
3004 Lancer Place	1789247
3504 Lancer Drive	1827377
3003 Lancer Place	1803857
3302 Lancer Place	1807114
2805 Lancer Drive	1803030
2901 Lancer Drive	1794197
3110 Lancer Place	1818871
3501 Lancer Drive	1803980
3315 Lancer Drive	1826122
3108 Lancer Drive	1797349
3105 Lancer Drive	1818962
3114 Lancer Drive	1822212
2904 Lancer Drive	1796481
3101 Lancer Place	1798404
3510 Lancer Drive	1798198
3318 Lancer Drive	1825181
3307 Lancer Drive	1789726
3404 Lancer Drive	1819184
3313 Lancer Place	1796630
3303 Lancer Drive	1805548
3316 Lancer Drive	1817808
2802 Lancer Drive	1812940
3108 Lancer Place	1826304

Address	Tax ID
3309 Lancer Drive	1818673
3002 Lancer Drive	1810027
3107 Lancer Place	1826981
3314 Lancer Drive	1826973
3124 Lancer Place	1821826
3402 Lancer Drive	1822626
3500 Lancer Drive	1789957
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3107 Lancer Drive	1813351
3115 Lancer Drive	1826379
3306 Lancer Place	1800093
3121 Lancer Place	1799121
3403 Lancer Drive	1807874
3109 Lancer Place	1819267
3313 Lancer Drive	1803774
3309 Lancer Place	1809920
3005 Lancer Place	1801638
3305 Lancer Drive	1829175
3118 Lancer Place	1803121
3119 Lancer Place	1819481
3114 Lancer Place	1802198
3005 Lancer Drive	1820067
3401 Lancer Drive	1809839
3117 Lancer Place	1793371
3408 Lancer Drive	1812718
3301 Lancer Drive	1815596
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3102 Lancer Place	1815919
3106 Lancer Drive	1816743
3002 Lancer Place	1806686
2903 Lancer Drive	1806397
3116 Lancer Place	1819432
3110 Lancer Drive	1798313
2803 Lancer Drive	1812585
3605 Longfellow Street	1789932
3507 Longfellow Street	1815588
3517 Longfellow Street	1796283

Address	Tax ID
3112 Lancer Place	1803915
3305 Lancer Place	1800218
3507 Lancer Drive	1820224
3406 Lancer Drive	1797208
3505 Lancer Drive	1828847
3512 Lancer Drive	1797018
2905 Lancer Drive	1821560
3104 Lancer Drive	1793223
3000 Lancer Drive	1790724
3304 Lancer Place	1816578
3003 Lancer Drive	1795111
3113 Lancer Place	1829191
3103 Lancer Drive	1809391
3300 Lancer Place	1819051
3502 Lancer Drive	1816693
3103 Lancer Place	1798594
3308 Lancer Place	1808336
3508 Lancer Drive	1815224
3308 Lancer Drive	1790260
3104 Lancer Place	1815257
3100 Lancer Place	1828334
3405 Lancer Drive	1807809
3106 Lancer Place	1801570
3004 Lancer Drive	1802545
3102 Lancer Drive	1800192
3317 Lancer Drive	1789395
3303 Lancer Place	1818541
3511 Lancer Drive	1830587
3122 Lancer Place	1815075
3120 Lancer Place	1793785
2900 Lancer Drive	1800127
2902 Lancer Drive	1816081
3506 Lancer Drive	1795426
3704 Longfellow Street	1790450
3515 Longfellow Street	1827005
3112 Madison Street	1807866
3115 Madison Street	1818384
3100 Madison Street	1802735

Address	Tax ID
3513 Longfellow Street	1828896
3519 Longfellow Street	1819408
3605 Longfellow Street	1789924
3521 Longfellow Street	1812874
3511 Longfellow Street	1811744
3708 Longfellow Street	1795350
3503 Longfellow Street	1795905
3607 Longfellow Street	1809284
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3601 Longfellow Street	1831577
3706 Longfellow Street	1794460
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3601 Longfellow Street	1831569
3501 Longfellow Street	1797745
3702 Longfellow Street	1821933
3523 Longfellow Street	1808559
3509 Longfellow Street	1796473
3110 Madison Street	1808732
3113 Madison Street	1804038
3106 Madison Street	1801232
3106 Madison Place	1828433
3108 Madison Place	1807171
3202 Madison Street	1800366
3121 Madison Street	1807858
3205 Madison Street	1792209
3119 Madison Street	1828664
3111 Madison Place	1792019
3113 Madison Place	1831007
3109 Madison Street	1821263
3109 Madison Place	1815851
3100 Madison Place	1815281
3120 Madison Street	1799006
3108 Madison Street	1798669
3105 Madison Place	1812619
3105 Madison Street	1802560
5815 Maryhurst Drive	1828839
5802 Maryhurst Drive	1826437
5808 Maryhurst Drive	1828888

Address	Tax ID
3104 Madison Place	1803113
3102 Madison Street	1829159
3123 Madison Street	1789981
3117 Madison Street	1816453
3201 Madison Street	1817337
3203 Madison Street	1812924
3103 Madison Place	1803006
3107 Madison Place	1819002
3118 Madison Street	1794338
3103 Madison Street	1795764
3125 Madison Street	1832047
3107 Madison Street	1795442
3111 Madison Street	1829357
3200 Madison Street	1789445
3127 Madison Street	1798990
3102 Madison Place	1795970
3104 Madison Street	1802693
3116 Madison Street	1826189
5813 Maryhurst Drive	1805100
5806 Maryhurst Drive	1829142
5821 Maryhurst Drive	1827948
5822 Maryhurst Drive	1803295
5803 Maryhurst Drive	1795731
5819 Maryhurst Drive	1801398
5818 Maryhurst Drive	1790948
5816 Maryhurst Drive	1829134
5807 Maryhurst Drive	1818988
5805 Maryhurst Drive	1800051
5814 Maryhurst Drive	1802578
5804 Maryhurst Drive	1806900
5800 Maryhurst Drive	1826791
5817 Maryhurst Drive	1820885
5810 Maryhurst Drive	1828375
5820 Maryhurst Drive	1790989
5812 Maryhurst Drive	1804434
3502 Nicholson Street	1793306
3601 Nicholson Street	1827674
3402 Nicholson Street	1817345

Address	Tax ID
5811 Maryhurst Drive	1793827
3500 Nicholson Street	1820588
3003 Nicholson Street	1793595
3501 Nicholson Street	1803238
3117 Nicholson Street	1798420
3111 Nicholson Street	1805233
3109 Nicholson Street	1823400
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3407 Nicholson Street	1816149
3201 Nicholson Street	1799543
3401 Nicholson Street	1827559
3503 Nicholson Street	1819382
3115 Nicholson Street	1826932
3121 Nicholson Street	1809698
3404 Nicholson Street	1798347
3509 Nicholson Street	1815638
3127 Nicholson Street	1825702
3513 Nicholson Street	1793637
3707 Nicholson Street	1821834
3136 Nicholson Street	1801885
3703 Nicholson Street	1788819
3119 Nicholson Street	1792308
3700 Nicholson Street	1792001
3307 Nicholson Street	1810357
3506 Nicholson Street	1826569
3305 Nicholson Street	1791524
3403 Nicholson Street	1828599
3105 Nicholson Street	1827450
3005 Nicholson Street	1791326
3702 Nicholson Street	1803931
3129 Nicholson Street	1788678
3507 Nicholson Street	1793298
3511 Nicholson Street	1820687
3605 Nicholson Street	1808708
3509 Oliver Street	1794635
3517 Oliver Street	1801596
3520 Oliver Street	1809441
3703 Oliver Street	1818210

Address	Tax ID
3135 Nicholson Street	1802339
3607 Nicholson Street	1797869
3107 Nicholson Street	1815489
3304 Nicholson Street	1811132
3103 Nicholson Street	1794049
3701 Nicholson Street	1789148
3405 Nicholson Street	1818137
3203 Nicholson Street	1825033
3202 Nicholson Street	1826601
3303 Nicholson Street	1813484
3113 Nicholson Street	1819531
3302 Nicholson Street	1815265
3134 Nicholson Street	1791078
3123 Nicholson Street	1810118
3504 Nicholson Street	1826767
3603 Nicholson Street	1798834
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3505 Nicholson Street	1789130
3605 Oliver Street	1807387
3706 Oliver Street	1815604
3700 Oliver Street	1792779
3507 Oliver Street	1797778
3512 Oliver Street	1800473
3501 Oliver Street	1809250
3522 Oliver Street	1812817
3518 Oliver Street	1823350
3515 Oliver Street	1817840
3506 Oliver Street	1820489
3524 Oliver Street	1818640
3514 Oliver Street	1818228
3510 Oliver Street	1820133
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3420 Oliver Street	1797539
3504 Oliver Street	1811587
2206 Queens Chapel Road	1912666
5904 Queens Chapel Road	1792126
2107 Queens Chapel Road	1886142
5906 Queens Chapel Road	1792118

Address	Tax ID
3503 Oliver Street	1827633
3708 Oliver Street	1822014
3500 Oliver Street	1791490
3702 Oliver Street	1803790
3603 Oliver Street	1825629
3602 Oliver Street	1790682
3516 Oliver Street	1792944
3505 Oliver Street	1820125
3704 Oliver Street	1796465
3600 Oliver Street	1821081
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3606 Oliver Street	1820935
3604 Oliver Street	1792514
3502 Oliver Street	1794700
2106 Queens Chapel Road	1972637
5902 Queens Chapel Road	1792076
2208 Queens Chapel Road	1980697
2103 Queens Chapel Road	1918457
2101 Queens Chapel Road	1981927
5611 Queens Chapel Road	1812452
2104 Queens Chapel Road	1920586
2403 Queens Chapel Road	1840685
5615 Queens Chapel Road	1829217
2110 Queens Chapel Road	1974740
6002 Queens Chapel Road	1792050
2112 Queens Chapel Road	1905850
6012 Queens Chapel Road	1792035
2203 Queens Chapel Road	1882992
2202 Queens Chapel Road	1850197
2108 Queens Chapel Road	1860196
2116 Queens Chapel Road	1867670
4825 Russell Avenue	1896059
4802 Russell Avenue	1908441
4906 Russell Avenue	1854199
4833 Russell Avenue	1976372

Address	Tax ID
5607 Queens Chapel Road	1788967
2301 Queens Chapel Road	1919554
5701 Queens Chapel Road	1830462
2305 Queens Chapel Road	1919539
5403 Queens Chapel Road	1790666
6008 Queens Chapel Road	1792084
6006 Queens Chapel Road	1792092
2201 Queens Chapel Road	1944370
5605 Queens Chapel Road	1803154
2102 Queens Chapel Road	1923622
6000 Queens Chapel Road	1792068
2204 Queens Chapel Road	1890185
5609 Queens Chapel Road	1793694
2205 Queens Chapel Road	1866235
2114 Queens Chapel Road	1871581
2207 Queens Chapel Road	1958941
2100 Queens Chapel Road	1903525
2200 Queens Chapel Road	1950443
2105 Queens Chapel Road	1918853
5613 Queens Chapel Road	1822196
2401 Queens Chapel Road	1932177
6010 Queens Chapel Road	1792043
6004 Queens Chapel Road	1792100
5603 Queens Chapel Road	1798156
5703 Queens Chapel Road	1815091
2302 Queens Chapel Road	1848530
2109 Queens Chapel Road	1895010
0 Queens Chapel Road	5636816
0 Queens Chapel Road	5644406
4817 Russell Avenue	1881960
4504 Russell Avenue	1919513
4605 Russell Avenue	1870641
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4809 Russell Avenue	1889369
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4902 Russell Avenue	1916758
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4609 Russell Avenue	1919547

Address	Tax ID
4911 Russell Avenue	1838622
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4818 Russell Avenue	1957554
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4810 Russell Avenue	1890037
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4614 Russell Avenue	1919927
4513 Russell Avenue	1956234
4800 Russell Avenue	1891829
4829 Russell Avenue	1905595
4604 Russell Avenue	1866847
4815 Russell Avenue	1979368
4801 Russell Avenue	1889377
4602 Russell Avenue	1836329
4808 Russell Avenue	1861590
4805 Russell Avenue	1977701
4837 Russell Avenue	1896737
4803 Russell Avenue	1891696
4913 Russell Avenue	1910132
4909 Russell Avenue	1862341
4821 Russell Avenue	1954486
4910 Russell Avenue	1982800
4812 Russell Avenue	1954817
4606 Russell Avenue	1890375
4908 Russell Avenue	1931880
4904 Russell Avenue	1957893
4508 Russell Avenue	1868652
4824 Russell Avenue	1865294
4820 Russell Avenue	1921220
4601 Russell Avenue	1910900
4603 Russell Avenue	1965995
4823 Russell Avenue	1960715
2009 Wardman Road	1949627
2011 Wardman Road	1898097
2002 Wardman Road	1886233
2016 Wardman Road	1882760

Address	Tax ID
4905 Russell Avenue	1896745
4600 Russell Avenue	1860089
4915 Russell Avenue	1930148
4813 Russell Avenue	1972090
4900 Russell Avenue	1926211
4816 Russell Avenue	1861665
4506 Russell Avenue	1984228
4507 Russell Avenue	1981141
4833 Russell Avenue	1976364
4511 Russell Avenue	1964279
4608 Russell Avenue	1929090
4819 Russell Avenue	1920057
4510 Russell Avenue	1918697
4912 Russell Avenue	1981778
4822 Russell Avenue	1841048
4831 Russell Avenue	1864404
4811 Russell Avenue	1917301
4610 Russell Avenue	1868355
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0 Russell Avenue	5643914
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2012 Wardman Road	1980408
2001 Wardman Road	1931682
2020 Wardman Road	1903517
2013 Wardman Road	1865765
2000 Wardman Road	1931716
2010 Wardman Road	1864511
2008 Wardman Road	1903954
2006 Wardman Road	1871946
2004 Wardman Road	1912989
2007 Wardman Road	1917921
2014 Wardman Road	1886183
2003 Wardman Road	1948314
2018 Wardman Road	1950104
2027 Woodreeve Road	1902097
2007 Woodreeve Road	1863794
2023 Woodreeve Road	1879097
2013 Woodreeve Road	1856343

Address	Tax ID
2005 Wardman Road	1957117
2003 Woodreeve Road	1868181
2017 Woodreeve Road	1841683
2021 Woodreeve Road	1956333
2010 Woodreeve Road	1878313
2008 Woodreeve Road	1901032
2015 Woodreeve Road	1867027
2011 Woodreeve Road	1870419
2004 Woodreeve Road	1964212
2006 Woodreeve Road	1863414
2009 Woodreeve Road	1872795

Address	Tax ID
2005 Woodreeve Road	1908151
2018 Woodreeve Road	1931104
2002 Woodreeve Road	1865021
2025 Woodreeve Road	1851930
2022 Woodreeve Road	1840941
2020 Woodreeve Road	1893775
2001 Woodreeve Road	1889278
2019 Woodreeve Road	1913607
2016 Woodreeve Road	1964089
2012 Woodreeve Road	1881861
1903 Woodreeve Road	1977883

Certificate of Adoption

CERTIFICATE OF ADOPTION AND APPROVAL

The West Hyattsville-Queens Chapel Sector Plan supersedes and replaces the *2006 Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* in its entirety and the *1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for the portion of Planning Area 65 within this Sector and the *1994 Approved Master Plan for Planning Area 68* and *2004 Approved Sector Plan for the Prince George's County Gateway Arts District* for the portion of Planning Area 68 within this Sector. This plan will amend portions of the *2014 Plan Prince George's 2035 Approved General Plan (Plan 2035)*, the *2009 Approved Countywide Master Plan of Transportation, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the *2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the West Hyattsville-Queens Chapel Sector Plan by Resolution No. [insert] on [date of adoption]. The Prince George's County Council approved the sector plan by Resolution No. [insert] on [date of adoption], after duly advertised public hearing[s] held on [date(s)].

THE MARYLAND-NATIONAL CAPITAL

PARK AND PLANNING COMMISSION

[Name]

Chairman

[Name]

Vice Chairman

[Name]

Secretary-Treasurer

Acknowledgments

Lakisha Hull, AICP, LEED AP BD+C
Tony Felts, AICP
James Hunt, MPA

Planning Director
Deputy Director of Administration
Deputy Director of Operations

Core Project Team

COMMUNITY PLANNING DIVISION

Sarah Benton, AICP

Supervisor, Project Facilitator
Project Manager (2019-2022)

Thomas Lester
Scott Rowe, AICP, CNU-A

Planner IV, Project Manager (2025-present)
Planner IV, Project Manager (2022-2023)
Supervisor, Project Facilitator (2019-2022)

Arnaldo J. Ruiz Rivera
Justin Thornton

Planner II
Planner II

Project Resource Team

COMMUNITY PLANNING DIVISION, LONG-RANGE PLANNING SECTION

Elena Perry, AICP, LEED GA

Planner III

COUNTYWIDE PLANNING DIVISION, ENVIRONMENTAL PLANNING SECTION

Thomas Burke
Megan Reiser

Supervisor
Planner IV

COUNTYWIDE PLANNING DIVISION, TRANSPORTATION PLANNING SECTION

Crystal Saunders Hancock
Evan Tenenbaum

Acting Supervisor
Planner II

COUNTYWIDE PLANNING DIVISION, HISTORIC PRESERVATION SECTION

Thomas Gross

Supervisor

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

Sonja Ewing, AICP

Chief

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

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

Technical and Administrative Assistance

OFFICE OF THE GENERAL COUNSEL

David S. Warner, Esq.	Principal Counsel
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OFFICE OF THE CHAIRMAN

Calista Black	Chief Communications Officer
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**DEPARTMENT OF PARKS AND RECREATION, PUBLIC AFFAIRS AND COMMUNITY
ENGAGEMENT DIVISION**

Anika B. Jackson	Chief (Acting Public Affairs and Marketing Officer, 2018-2022)
Mussie Tewolde, GISP	Senior GIS Specialist

**MANAGEMENT SERVICES DIVISION, PUBLICATIONS, GRAPHICS, VISUAL MEDIA, AND WEB
DEVELOPMENT**

Dan Hartmann	Department Program Manager
Carly Brockinton	Public Affairs and Marketing Specialist II
M'balu Abdullah	Web Manager/IT/Telecom Support Specialist III
Mandy Li	Information Systems Specialist III
Ryan Craun	Visual Media and Imaging Specialist III

MANAGEMENT SERVICES DIVISION, OFFICE SERVICES SECTION

DeWayne Williams	Supervisor
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COMMUNITY PLANNING DIVISION, PLACEMAKING SECTION

Zachary Banham	Senior GIS Specialist
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COUNTYWIDE PLANNING DIVISION, TRANSPORTATION PLANNING SECTION

Manfredo Davila	Planner III
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INFORMATION MANAGEMENT DIVISION

Paul Patnode	Principal GIS Specialist
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INFORMATION MANAGEMENT DIVISION, RESEARCH SECTION

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

INFORMATION MANAGEMENT DIVISION, GEOGRAPHIC INFORMATION SYSTEMS SECTION

Robert Gelner	Supervisor
Chris Rotondo	Principal GIS Specialist

Retired and Former Employees

Andree Green Checkley, Esq.	Planning Director
Suzann King, Esq.	Deputy Director of Administration
	Acting Planning Director (2023)
Derick Berlage, AICP	Deputy Director of Operations
Kipling Reynolds, AICP	Chief, Community Planning Division
Howard Berger	Acting Chief, Community Planning Division
Lyndsey Clouatre	Planner III, Deputy Project Manager (2023)/Project Manager (2024)
Brian Byrd, CNU-A	Planner Coordinator, Deputy Project Manager
Kendra Hyson	Senior Planner, Deputy Project Manager
Maria Martin	Acting Supervisor, Environmental Planning
Bryan Barnett-Woods, AICP	Supervisor, Transportation Planning
Laura Connelly	Planner IV (Acting Supervisor, 2019-2021), Park Planning and Development
Fatimah Hasan, AICP	Planner III, Special Projects
Jordan Exantus, AICP, LEED AP	Planner Coordinator, Park Planning and Development
Robert Getz	Publications Specialist
Chelsea West	Digital Media Coordinator
Ted Kowaluk	Planner Coordinator, Research
Nicholas Ward	GIS Specialist II

Consultants

AECOM
ASSEDO Consulting
Hyattsville Community Development Corporation
Housing Initiative Partnership

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The Honorable Deni L. Taveras, Delegate, District 47B (Councilmember, District 2, 2014-2022)
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City of Mount Rainier
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Prince George's County Department of Permitting, Inspections and Enforcement
Maryland Department of Transportation State Highway Administration
Washington Metropolitan Area Transit Authority
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