

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

Contents

Introduction	2
Acronym Guide	3
Analysis of Testimony	4
A. General Testimony	4
Testimony in General Support of the Staff Draft West Hyattsville-Queens Chapel Sector Plan and Proposed SMA	4
Testimony in General Opposition to the Staff Draft West Hyattsville-Queens Chapel Sector Plan and Proposed SMA	4
B: Key Issues	8
C: Defining the Context (Section II)	51
D: Land Use (Section III)	52
E: Economic Prosperity (Section IV)	53
F: Transportation and Mobility (Section V)	54
G: Natural Environment	66
I: Community Heritage, Culture, and Design	69
J: Healthy Communities (Section IX)	72
K: Public Facilities (Section X)	73
L: Monitoring and Evaluation (Section XI)	74
M: Implementation Matrix	75
N: Proposed Sectional Map Amendment	77
O: Testimony Outside the Scope of the Staff Draft Sector Plan and/or Proposed SMA	82
List of Speakers	86
List of Exhibits	87

Purpose of the Analysis of Testimony and Process

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

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

Staff Recommended Actions

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

Introduction

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

This analysis is organized as follows:

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

Section	Natural Environment
Topic	Stormwater Management (SWM)

Within each Section, the following is provided:

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

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

Within the testimony analysis, the following symbols are used:

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

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

Acronym Guide

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

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Analysis of Testimony

A. General Testimony

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

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

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

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

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

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

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[Brackets] indicate language deleted.

II. A: General Testimony

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Revisions
COMMUNITY APPEARANCE AND CLEANLINESS					
A5	“...major concern is the overall look of the community. Trash, litter, dumping, illegal advertising signs posted on trees and streetlight poles, and uncut grass diminish the aesthetics of our community and the West Hyattsville Metro Station”	<p>Staff acknowledge this sentiment. The current appearance of certain areas can disincentivize investment and future resident/business interest and inhibit implementation of the sector plan’s recommendations.</p> <p>The sector plan acknowledges some of the issues raised, including the following strategies:</p> <p><i>NE 3.3. Conduct a study in coordination with Prince George’s County Department of the Environment (DoE) that identifies littering hot spots in public parks, including along the Northwest Branch Stream Valley Park Trail, and work with local and regional stakeholders to mitigate this environmental threat. Increase the number of trash and recycling receptacles and no littering signs in public parks, especially at littering hot spots and along the Northwest Branch Stream Valley Park and trail. Signage should remind park visitors that littering and dumping on M-NCPPC and/or municipal park property is prohibited and provide contact information to report dumping.</i></p> <p><i>NE 3.4. Work with DoE to identify or establish a partner entity, such as a nonprofit organization or “Friends of” group, to enhance the appearance and/or ecological health of public spaces, street corridors, parks, and the Northwest Branch Stream Valley Park through activities such as routine litter clean-ups and beautification projects.</i></p> <p>A sector plan generally presumes that existing laws will be enforced, so often strategies that recommend “enforce the law” are omitted. Given the community’s concerns and the impact lax enforcement can have on the community’s attractiveness for investment, staff recommend adding several strategies.</p>		16 – Avondale/North Woodridge Citizens' Association	<p>Revise Strategy NE 3.4 (now Strategy NE 3.5) as follows:</p> <p>NE 3.5[4]. Work with DoE to identify or establish a partner entity, such as a nonprofit organization or “Friends of” group, to enhance the appearance and/or ecological health of public spaces, street corridors, parks, and the Northwest Branch Stream Valley Park through activities such as routine litter clean-ups, <u>illegal sign removal</u>, and <u>other</u> beautification projects.</p> <p>Add a strategy to Policy NE 3 as follows:</p> <p><u>NE 3.6: Coordinate with DPW&T, DPIE, M-NCPPC DPR, SHA, and property owners to ensure routine and regular grass cutting, landscaping, and other property maintenance.</u></p>
A6	Add trash cans along major roadways	Staff concur.	Strategy HD 4.2 (p. 168)	13 – City of Hyattsville (Taylor Robey)	<p>Revise Strategy HD 4.2 as follows:</p> <p>Install new pedestrian scale lighting, benches, trash and recycling receptacles, and bicycle racks <u>along major streets</u>, in parks, and along the trail system, including the Northwest Branch Trail[, where needed].</p>

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II. A: General Testimony

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Revisions
COMMUNITY APPEARANCE AND CLEANLINESS (CONTINUED)					
A7	The City of Hyattsville requests policy for pet waste stations in all parks and along trails.	Staff concur.	Policy NE 3 (p. 145) and associated strategies	13 – City of Hyattsville (Taylor Robey)	<p>Revise the strategies under Policy NE 3 as follows:</p> <p>NE 3.3. Conduct a study in coordination with Prince George’s County Department of the Environment (DoE) that identifies littering hot spots in public parks, including along the Northwest Branch Stream Valley Park Trail, and work with local and regional stakeholders to mitigate this environmental threat.</p> <p><u>NE 3.4.</u> Increase the number of trash, <u>pet waste</u>, and recycling receptacles and no littering signs in public parks, especially at littering hot spots and along the Northwest Branch Stream Valley Park and trail. Signage should remind park visitors that littering, [and]dumping, <u>and failing to immediately remove pet waste</u> on M-NCPPC and/or municipal park property is prohibited and provide contact information to report [dumping]violations.</p> <p>NE 3.[4]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 and beautification projects.</p>
COMMUNITY PARTICIPATION IN IMPLEMENTATION					
A8	Ensure plan has sufficient resources and that there is an explicit commitment to collaboration and providing resources.	Staff concur with this comment and note that adoption and approval of a Sector Plan signifies to a community a commitment to implement the plan, but that such implementation requires political will and coordination across various agencies and partners.	Plan-wide	V3 – Melissa Schweisguth	No change to plan.

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II. A: General Testimony

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

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

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B: Key Issues

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

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

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B1: Floodplain Management

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

Plan/SMA Cross References:

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

Exhibits/Speakers:

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

Summary of Issues:

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

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

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

Staff Analysis:

Floodplain

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

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

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

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

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

Underline indicates language added.

[Brackets] indicate language deleted.

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

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

Staff Recommendations

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

2. Revise the following Challenge to the Natural Environment under Major Opportunities and Challenges on page 36:
 - The sector plan area is bisected by the Northwest Branch and its floodplain. The West Hyattsville Metro Station abuts the floodplain, and the MD 501 (Chillum Road) corridor, including the Chillum Road Shopping Center, lies within the floodplain. [A significant portion of this area will need to be elevated out of the floodplain for development to occur. A clear cut and fill strategy is necessary to maximize transit-oriented development while reducing flood risk.]

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

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

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

4. Combine Policies LU 2 and LU 10.
 - a. Renumber Strategies LU 10.1 through LU 10.4 as LU 2.3 through LU 2.6
 - b. Relocate and relabel Table 11 as Table 4. Properties for Acquisition and Preservation Subject to Strategy LU 2.3
 - c. Relocate and relabel Map 19 as Map 11. Properties Subject to Strategy LU 2.3-LU 2.6
 - d. Add the following properties to Table 4. Properties for Acquisition and Preservation Subject to Strategy LU 2.3, Map 11. Properties Subject to Strategy LU 2.3-LU 2.6, Table 5. Properties Excluded from the West Hyattsville Local Transit Center and Recommended for Reclassification out of the LTO Zones (if applicable) pursuant to Strategy 4.2, and Map 13. Properties Excluded from the West Hyattsville Local Transit Center and Recommended for

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

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

- e. Revise relocated Strategy LU 2.5 as follows: Granting of floodplain waivers in the area covered by Table [11]4 will inhibit implementation of this sector plan and should be discouraged in this area. [These properties should not be elevated out of the floodplain except as part of a coordinated floodplain management program to reduce flood risk[for properties south of MD 501 (Chillum Road)].
 - f. Revise the text box on page 70 to reflect the recommended preservation of properties south of MD 501 (Chillum Road) as well as those between MD 501 and the Northwest Branch and move to a location following Strategy LU 2.2.
5. Create a text box to explain floodplain issues along Jamestown Road as follows:

PROPERTIES IN FLOODPLAIN ALONG JAMESTOWN ROAD

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

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

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

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

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

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

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

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

QUEENSTOWN APARTMENTS

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

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

8. Add Strategy LU 2.10:

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

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

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

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

9. Revise Strategy LU 4.4 as follows:

Activate retail corridors by concentrating eating and dining establishments and convenience retail and services along Hamilton Street west of and including 3420 Hamilton Street to the West Hyattsville Metro Station, along UC-216, and along [UC-214, the Buchanan Street extension, west of]MD 500 (Queens Chapel Road) between 29th Avenue and Hamilton Street. Such uses should be located primarily in the ground-floor of mixed-use buildings. See also Strategy EP 2.3 and Policy HD 5.

10. Revise Strategy LU 5.1 as follows:

LU 5.1. Define the Core of the West Hyattsville Local Transit Center to include all the properties listed in Table D-1 in Appendix D and shown on Map 12. Implement this strategy by retaining or reclassifying all properties listed in Table E-1 in the Local Transit-Oriented, Core (LTO-C) Zone[, except the property at 0 Queens Chapel Road (Tax Account 1914647), which should retain its current zoning of ROS]. Where the boundary follows a right-of-way, the full width of the right-of-way shall be included within the Core.

11. Revise Strategy LU 5.3 as follows:

LU 5.3. Redevelop the properties at 3100 Queens Chapel Road (The Shops at Queens Chillum) and [2425 Chillum Road[(Chillum Road Shopping Center)] 3171 Queens Chapel Road as mixed-use development, establishing partnerships to:

- i) Attract or retain a supermarket on the lower floor(s) of a new mixed-use building at or near the intersection of MD 500 (Queens Chapel Road) and UC-216[4, the new Buchanan Street extension];
- ii) Construct public gathering spaces as recommended in Strategy PF 1.1;
- iii) Concentrate ground-floor retail along UC-[214, the new Buchanan Street extension]216, and along MD 500 (Queens Chapel Road) between Chillum Road and [Buchanan Street]29th Avenue; and
- iv) Work with property owners and local businesses to incentivize or subsidize existing tenants to stay in the neighborhood after redevelopment. See also and Strategies EP 1.2 and EP 2.5.

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

12. Add Strategy LU 5.5 as follows:

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

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

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

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

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

15. Revise Policy LU 9 as follows:

- a. Add Policy HN 2 to Policy LU 9:

Policy LU 9. Support redevelopment that creates a range of market- and below-market-rate housing opportunities on the periphery of the West Hyattsville Local Transit Center. See also Policy HN 1 and Policy HN 2.

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

16. Revise Strategy EP 2.6 as follows:
[C]Should Queenstown Apartments be redeveloped pursuant to Strategy LU 2.10, create a row of eating and drinking establishments to serve trail users and neighborhood residents along UC-211 (Queenstown Drive Realignment) north of UC-213 (Chauncey Place Extended). See also Strategy LU 8.3.
17. Revise Strategy EP 2.7 as follows:
EP 2.7. Create a retail corridor along [UC-214 (Buchanan Street extension) and along] MD 500 (Queens Chapel Road) from [Buchanan Street] 29th Avenue to Chillum Road and along UC-216 to replace existing retail at [the Chillum Road Shopping Center and]the Shops at Queens Chillum and 3171 Queens Chapel Road. See also Strategy LU 5.3.
18. Add the following language to Strategy TM 1.4:
If Queenstown Apartments at 3301 Chillum Road are acquired for preservation purposes as recommended by Strategy LU 2.10, UC-211 and UC-213 should not be constructed.
19. Delete the recommended extension of Buchanan Street (UC-214) west of MD 500 (Queens Chapel Road). Revise all strategies, maps, and tables accordingly.
20. Extend 30th Street (UC-215) west of MD 500 (Queens Chapel Road) to connect with, and become, the existing right-of-way on the western boundary of 3100 Queens Chapel Road (The Shops at Queens Chillum). Revise all strategies, maps, and tables accordingly.
21. Delete the proposed street formerly labeled UC-216 and associated multimodal facilities.
22. Recommend a new street connection, UC-216, between Queenstown Drive and 30th Street Extended (UC-215), that roughly bisects the property at 3100 Queens Chapel Road. This street will carry the West Hyattsville Greenway and associated shared-use path (T-217) in its median. Revise all strategies, maps, and tables accordingly.
23. Delete the proposed street UC-217 and reassign that number to Ager Road. Revise all strategies, maps, and tables accordingly.
24. Revise the location and description of T-217 as follows:

Route Id	Facility Name	From	To	Min. Row	Notes
T-217	[Buchanan Street (new extension) (See UC-214)]	MD 500 (Queens Chapel Road)	[UC-215]	10'	[10' two-way shared use path located in the median (see greenway/linear park recommendation in Strategy PF 1.1 and Map 39). (Segment C of the West Hyattsville Greenway) See also Figure 6 for an illustrative concept.]
	<u>West Hyattsville Greenway, Segments A, B, and C</u>		<u>West Hyattsville Metro Station</u>		<u>Segment A:</u> <u>10' two-way shared use path beginning at West Hyattsville Metro Station, crossing the Northwest Branch Trail and the Northwest Branch on a new bridge and ending at an intersection with T-208, which crosses MD 501 (Chillum Road).</u> <u>Segment B:</u> <u>10' two-way shared use path along the north side of MD 501 (Chillum Road) to a signalized intersection with 30th Street Extended (UC-215). Path turns south and runs on the east side of 30th Street Extended to its intersection with UC-216.</u> <u>Segment C:</u> <u>10' two-way shared use path in a 30' linear park running in the median of UC-216 between 30th Street Extended and Queenstown Drive.</u> <u>See Strategies HD 7.4 and PF 1.1, Table 23. New Recommended Parks, Recreation, and Public Open Space Facilities, and Map 38. New Recommended Parks, Recreation, and Public Open Space Facilities</u>

Revise all strategies, maps, and tables accordingly.

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

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

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

26. Revise Strategy TM 4.5 as follows:

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

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

The proximity of the West Hyattsville Metro Station to the Northwest Branch floodplain means that implementation of a Local Transit Center may require elevating portions of the area out of the 1-percent annual chance, or 100-year, floodplain. Elevating land out of a floodplain with no other mitigating measures can create flood hazards elsewhere. In general, elevating land out of the floodplain should only be permitted as a last resort once all other flood mitigation and stormwater management strategies are considered and are deemed insufficient to address flood risk, both on the subject property and other properties. Prince George’s County has traditionally permitted redevelopment within floodplains, occasionally requiring compensatory flood storage areas to be created elsewhere.

DPIE strictly regulates development in and near the floodplain through enforcement of Subtitle 32, Division 4 of the County Code.

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

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

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

[Elevating land out of a floodplain with no other mitigating measures can create flood hazards elsewhere.]Cognizant of this, a comprehensive flood elevation and compensatory storage study was conducted as part of this sector plan. This study[, found in Appendix A,] identified[s] locations where compensatory floodwater storage basins may be constructed to temporarily detain excess water to reduce downstream impacts of storm events. The July 2022 Staff Draft Sector Plan contained recommendations for development in floodplains predicated on the comprehensive compensatory storage program identified in this study. However, the Prince George’s County Sierra Club and Prince George’s County Department of the Environment raised concerns about the study findings in light of anticipated increases in precipitation due to climate change, and the study recommended significant impacts to parkland and other sensitive environmental features that were challenging to mitigate. The results of this study, and its recommendations, are omitted from this Staff Draft Sector Plan.

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

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

POTENTIAL FOR INCREASED PRECIPITATION

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

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

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

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

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

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

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

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

29. Revise Strategy NE 1.6 as follows:

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

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

Address	Tax ID	Description	Parcel
2781 Hamilton Street	1960970	(9094 SF TO NEW 3566833 STR 2004)	117
0 Ager Road	1892181		118
2775 Hamilton Street	1953595		119
5400 Jamestown Road	1851252		115
0 F Jamestown Road	1851260	TRI AT N W COR PARCEL A 10 EQ .4303 ACRE	
5402 Jamestown Road	1855527	PARCEL A 10 EX TRI AT NW COR EQ .9215 ACRES	A-10
2309 Chillum Road	1912245	PARCEL M	M
2425 Chillum Road	1912237	PT PARCEL K	
3100 Queens Chapel Road	1861095		13
2421 Chillum Road	1898618	PART PAR L	
2801 Hamilton Street	1960996		145
2700 Hamilton Street	1924745		114

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

Renumber subsequent tables accordingly.

Remove NE 1.6 from Table 25.

30. Delete Map 32.

31. Revise Strategy NE 7.5 as follows:

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

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

NON-STRUCTURAL ENVIRONMENTAL SITE DESIGN ON SMALL LOTS

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

¹

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

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

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

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

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

2428 Chillum Road (Tax Account 1840669)

2426 Chillum Road (Tax Account 1840636)

2430 Chillum Road (Tax Account 1839166)

2434 Chillum Road (Tax Account 1853605)

2440 Chillum Road (Tax Account 1848159)

2460 Chillum Road (Tax Account 1965086)

2480 Chillum Road (Tax Account 1905678)

2486 Chillum Road (Tax Account 1922574)

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

3100 Chillum Road (Tax Account 1861095)

Underline indicates language added.

[Brackets] indicate language deleted.

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

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

This facility and its associated street right-of-way (UC-[214]) will be located on the following properties, bisected by their common property line as it exists on the date of approval of this sector plan:

2421 Chillum Road (Tax Account 1898618)

2425 Chillum Road (Tax Account 1912237)

This facility and its associated street right-of-way (UC-214) will pass property]216) will traverse from west to east [through]the entirety of the property at 3100 Queens Chapel Road (Tax Account 1861095) (The Shops at Queens Chillum), as it exists on the date of approval of this Sector Plan.

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

A portion of this facility and its associated street right-of-way may also be located on the property at [2201 Chillum Road (Tax Account 1912229) properties] 3171 Queens Chapel Road (Tax Account 1971928), depending on final location/alignment.

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

2201 Chillum Road (Tax Account 1912229, 2923548) (WMATA)
 WMATA-owned portions of Parcel C (Tax Accounts 1978923 and 1891126)
 0 Queens Chapel Road (Tax Account 1978527) (WMATA)
 0 Russell Avenue (Tax Account 1896752) (WMATA)
 4917 Russell Avenue (Tax Account 1983667) (WMATA)
 4919 Russell Avenue (Tax Account 1837293) (WMATA)
 Avondale Place right-of-way
 Unused right-of-way south of 2421 Chillum Road
2425 Chillum Road (Tax Account 1912237)
2309 Chillum Road (Tax Account 1912245)
2421 Chillum Road (Tax Account 1898618)

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

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

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

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

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

46. Add the following properties to Zoning Change 1:

Address	Tax ID
6200 Belcrest Road	1812601
6206 Belcrest Road	1835180

Revise tables, maps, and descriptions accordingly.

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

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

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

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

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

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

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

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

This reclassification eliminates a current split zoning.

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

Revise maps in the SMA accordingly.

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

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

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

Revise the description as follows:

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

The subject parcels comprise most of Queenstown Apartments.

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

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

The subject parcels comprise Queenstown Apartments.

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

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

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

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

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

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

Add Tax Account 1943794 to the list of affected properties.

50. Combine Zoning Changes 19 and 20 to:

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

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

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

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

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

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

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

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

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

Revise tables, maps, and descriptions accordingly.

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

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

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

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

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

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

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

Revise tables, maps, and descriptions accordingly.

52. Delete Zoning Change 21. Strategy LU 2.10 recommends reclassifying all of Queenstown Apartments in the RMF-48 Zone. See also Issue H2 below.

53. Add new Zoning Change 21, reclassifying the following properties (Kirkwood Apartments) from LTO-E to LTO-C, to compensate for land not recommended for redevelopment due to floodplain issues, to eliminate a split zoning, and to implement Strategy HN 1.8.

ZONING CHANGE 21: LTO-E TO LTO-C

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

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

The subject parcels comprise a portion of Kirkwood Apartments.

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

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

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

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

Revise tables, maps, and descriptions accordingly.

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

ZONING CHANGE 32: LTO-E TO CS

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

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

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

This reclassification implements Strategy LU 4.2 of the Adopted Sector Plan by removing the subject properties from the LTO Zones. This reclassification implements Strategies LU 2.3, 2.4, 2.5, and 2.6 by reclassifying them into the CS Zone “to permit existing businesses to continue in operation, or for other permitted businesses to adaptively reuse structures, until such time as they can be acquired for [flood] mitigation.” The properties are entirely within the Regulated Area of the Countywide Green Infrastructure Network. This reclassification also implements Strategy NE 1.1 of the Adopted Sector Plan by discouraging redevelopment of these properties and Strategy LU 1.1 by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).

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

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

Revise tables, maps, and descriptions accordingly.

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

ZONING CHANGE 33: CGO TO LTO-E

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

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

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

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

Revise tables, maps, and descriptions accordingly.

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

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

ZONING CHANGE 34: LTO-E TO LTO-C

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

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

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

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

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

Revise tables, maps, and descriptions accordingly.

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

Zoning Change 35: LTO-E to LTO-C

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

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

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

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

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

Revise maps in the SMA accordingly.

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

B2: Displacement

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

Plan/SMA Cross References:

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

Exhibits/Speakers:

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

Summary of Issues:

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

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

Staff Analysis:

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

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

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

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

HN 2.3. Work closely with property owners, the Cities of Hyattsville and Mount Rainier, and Prince George's County to retain key multifamily developments and to ensure continued maintenance, rehabilitation, and rent stabilization of strategically located multifamily housing throughout the sector plan area. (See Table 22)

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

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

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

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

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

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

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

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

EP 2.5. Retain and attract a diverse range of tenants, including eating and drinking establishments, to the commercial storefronts along the south side of Varnum Street. As redevelopment occurs along the north side of Varnum Street, create a row of neighborhood-serving retail/commercial uses. See also Strategy LU 8.1.

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

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

Staff Recommendation

Underline indicates language added.

[Brackets] indicate language deleted.

Add a strategy to Policy HN 2 as follows:

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

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

See also recommendations for Issue B7 below.

B3: Future Land Use and Zoning of Avondale Ridge Townhouses

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

Plan/SMA Cross References:

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

Exhibits/Speakers:

- 17 – Avonridge Community Development Corporation

Summary of Issues:

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

Staff Analysis:

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

This is an error for several reasons:

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

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

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

Staff Recommendation:

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

Zoning Change 29: RMF-48 to RMF-20

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

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

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

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

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

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

Underline indicates language added.

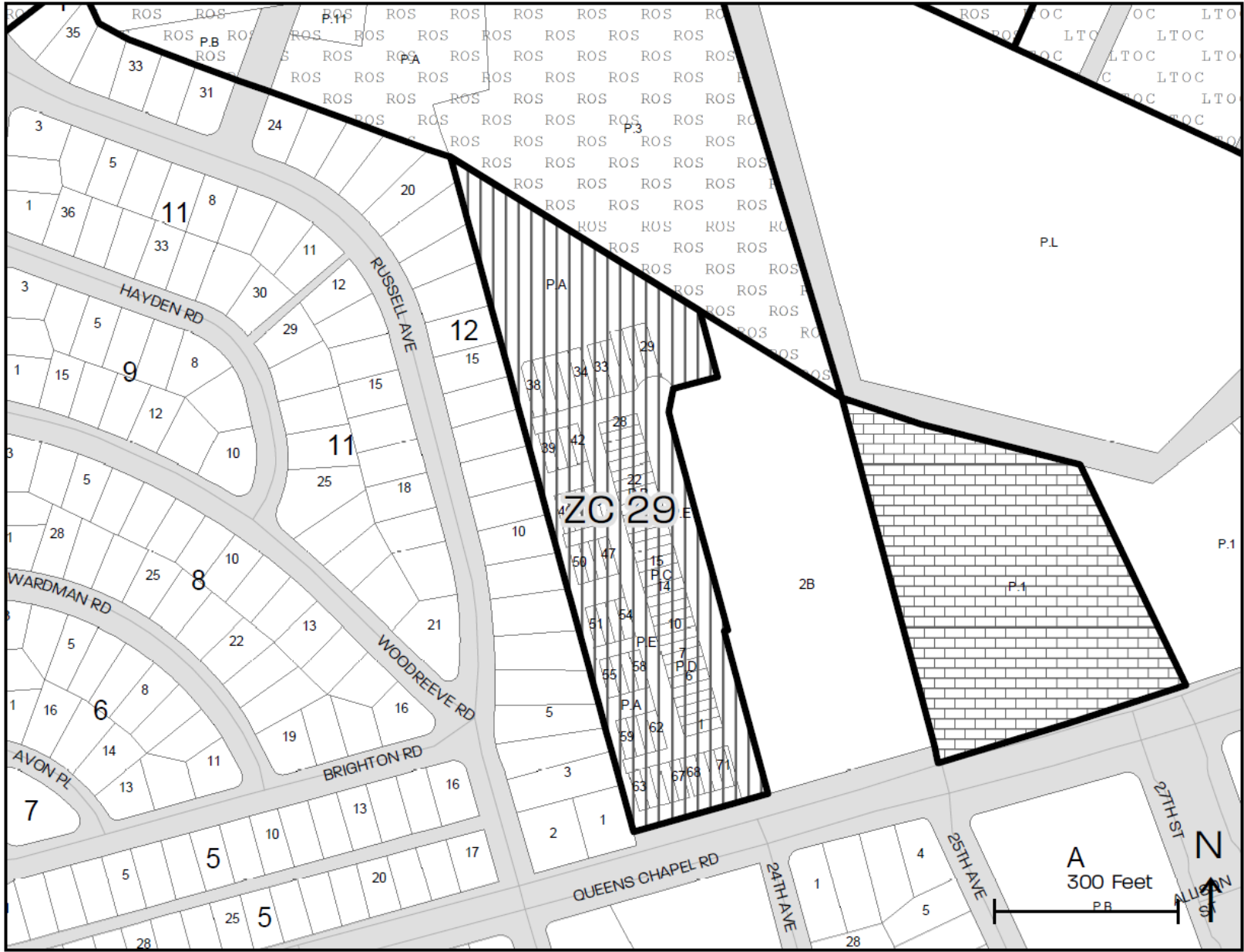
[Brackets] indicate language deleted.

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

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

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

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



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

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

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

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

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

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

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

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

Plan/SMA Cross References:

- Plan-wide

Exhibits/Speakers:

- 17 – Avonridge Community Development Corporation

Summary of Issues:

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

Staff Analysis:

Naming Neighborhoods

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

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

The 2015 *Greater Chillum Community Study*

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

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

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

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

⁴ *Greater Chillum Community Study*, p. i

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

Underline indicates language added.

[Brackets] indicate language deleted.

Avonridge

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

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

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

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

Staff Recommendations:

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

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

The West Hyattsville-Queens Chapel Sector Plan area consists of 1,085 acres located in Councilmanic District 2 within Prince George’s County. It includes portions of three municipalities: the City of Hyattsville, City of Mount Rainier, and Town of Brentwood, as well as the Avonridge[Avondale] area of unincorporated Prince George’s County.

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

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

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

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

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

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

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

What’s in a Name?

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

Underline indicates language added.

[Brackets] indicate language deleted.

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

Plan/SMA Cross References:

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

Exhibits/Speakers:

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

Summary of Issues:

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

Staff Analysis:

Ager Road Properties

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

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

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

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

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

2805 Jamestown Road

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

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

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

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

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

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

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

Staff Recommendation:

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

Underline indicates language added.

[Brackets] indicate language deleted.

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

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

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

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

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

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

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

6. Revise Strategy LU 6.2 as follows:

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

7. Revise Strategy LU 9.2 as follows:

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

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

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

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

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

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

12. Add the property at 2805 Jamestown Road (Tax Account 1800101) to Table E-1.

13. Delete Table E-3 from Appendix E.

14. Revise Zoning Change 28 as follows:

ZONING CHANGE 28: RSF-65 TO [RSF-A]LTO-C

Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/ SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200' Scale Index Map
28	RSF-65 to [RSF-A] <u>LTO-C</u>	0.11	CMA	April 1, 2022	207NE03
			SMA	November 30, 2004	

[This property (2805 Jamestown Road) is within the Edge of the West Hyattsville Local Transit Center as depicted in the Staff Draft Sector Plan and the City of Hyattsville. The Future Land Use Map in the Staff Draft West Hyattsville-Queens Chapel Sector Plan recommends high-density residential future land uses on this property; the size of the lot is so small that single-, two-, or three-family attached housing would create a density equivalent to the recommended 8-20 dwelling units per acre. (See Map 10. Future Land Use Map in the sector plan and Map 19: Zoning Change 28: RSF-65 to RSF-A below.)

This property represents a unique opportunity to provide “Missing Middle” housing options by maximizing its location near the West Hyattsville Metro Station to offer context-sensitive, one-, two-, or three-family housing at a transitional density to the existing adjacent single-family detached neighborhood. The subject property is currently classified in the Residential, Single-Family-65 (RSF-65) Zone, which does not support the diversity of housing types the recommended RSF-A Zone supports.

This reclassification implements Strategies LU 9.2 and HN 1.3 of the Staff Draft West Hyattsville-Queens Chapel Sector Plan.]

This property (2805 Jamestown Road) is within the City of Hyattsville and the Core of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan. The Future Land Use Map in the Adopted Sector Plan recommends a mix of future land uses on this property; the size of the lot is so small that single-, two-, or three-family attached housing would create a density equivalent to the recommended 8-20 dwelling units per acre. (See Map 9. Future Land Use Map in the sector plan and Map 21: Zoning Change (ZC) 28: RSF-65 to LTO-C below).

This reclassification increases the potential to combine the subject property with parcels at 2801 Jamestown Road, 2803 Jamestown Road, and 2906 Hamilton Street to expand opportunities to create the type of walkable, transit-oriented development recommended by the sector plan.

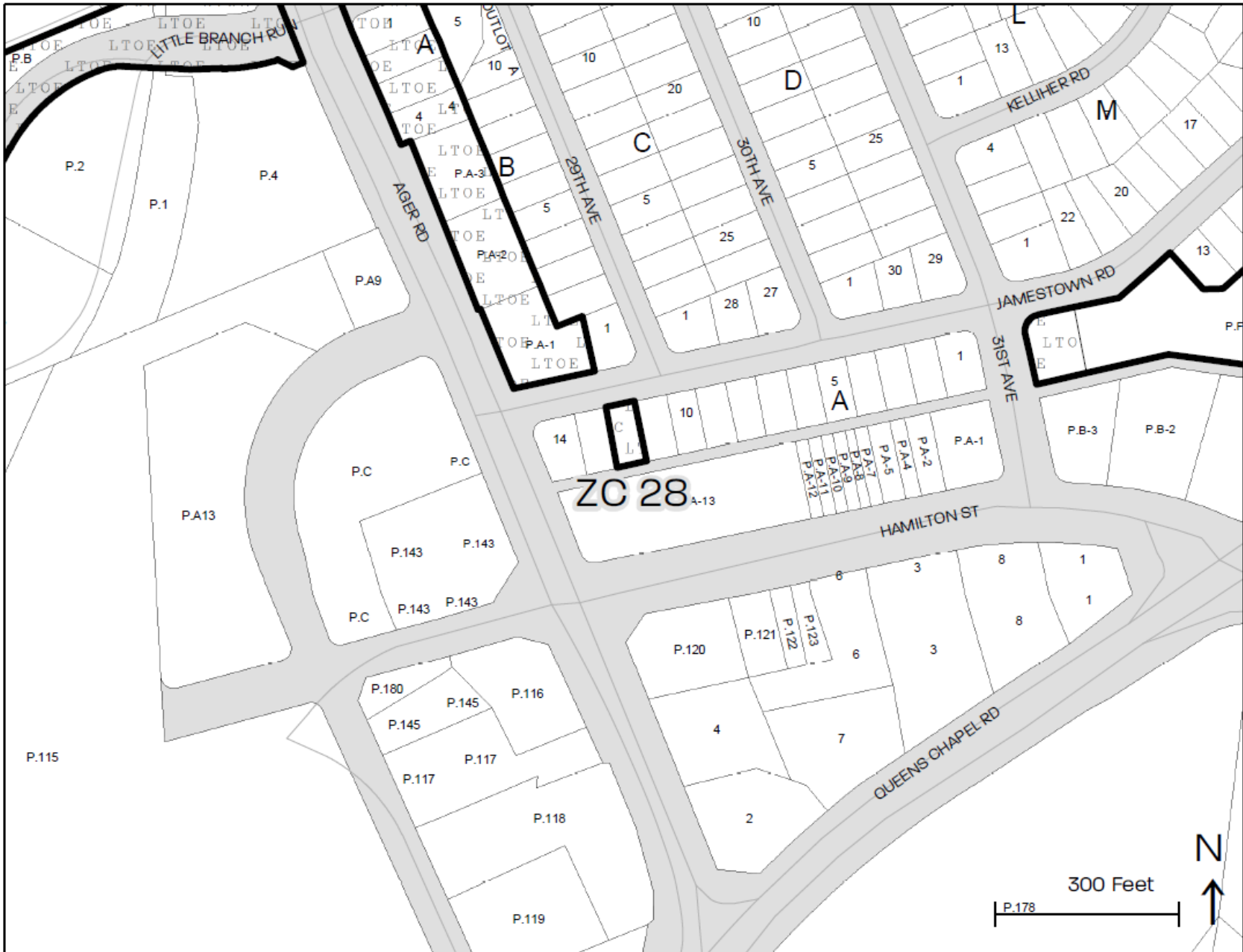
The subject property is currently classified in the Residential, Single-Family-65 (RSF-65) Zone, which does not support the diversity, mix, and density of development recommended by the Adopted Sector Plan.

This reclassification implements Strategy LU 1.1 of the Adopted Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9). This reclassification also implements Strategies LU 4.1, LU 4.4, LU 5.1, and EP 2.3 of the Adopted Sector Plan.

Zoning Change	Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Ownership
ZC 28	2805 Jamestown Rd	041E4	1800101	N/A	12	A	N/A	Private

Revise all tables and maps within the SMA to reflect this Zoning Change.

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



15. Create a new Zoning Change 30 as follows:

ZONING CHANGE 30: RSF-A TO LTO-E					
<u>Change Number</u>	<u>Zoning Change</u>	<u>Area of Change (Acres)</u>	<u>Approved CMA/SMA/TDOZMA/ZMA/SE Number</u>	<u>Approved CMA/SMA/TDOZMA/ZMA/SE Date</u>	<u>200' Scale Index Map</u>
<u>30</u>	<u>RSF-A to LTO-E</u>	<u>3.00</u>	CMA	April 1, 2022	<u>207NE02</u>
			TDOZMA	May 23, 2006	<u>207NE03</u>
			SMA	November 30, 2004	

These properties along the east side of Ager Road are within the Edge of the West Hyattsville Local Transit Center as depicted in the Adopted West Hyattsville-Queens Chapel Sector Plan and in the City of Hyattsville. The Future Land Use Map in the Adopted Sector Plan recommends a mix of uses on these properties. (See Map 9. Future Land Use Map in the sector plan and Map 23: Zoning Change (ZC) 30: RSF-A to LTO-E below.)

The subject properties include a gas station, a nursing school, several vacant or abandoned businesses/properties, and several single-family detached houses. None of these uses are appropriate uses of land several hundred yards from a Metro Station. These properties are placed in the Edge of the Local Transit Center as depicted in the Adopted Sector Plan to provide a step-down in intensity, and a potential for a broader range of housing types, between the Core and the Queens Chapel Manor neighborhood.

These reclassifications implement Policy LU 6 and Strategies LU 1.1 and LU 4.1 of the Adopted Sector Plan, which recommend classifying the subject properties to the LTO Edge Zone to “facilitate lower-intensity multifamily development and higher intensity single-family development as a transitional area between the Core of the Local Transit Center and surrounding neighborhoods.”

Single-family detached dwellings are prohibited in the LTO-E Zone. The following properties contain single-family houses.

<u>Address</u>
<u>5619 Ager Road</u>
<u>5621 Ager Road</u>
<u>5705 Ager Road</u>
<u>5707 Ager Road</u>
<u>5709 Ager Road</u>
<u>5711 Ager Road</u>
<u>2800 Lancer Drive</u>

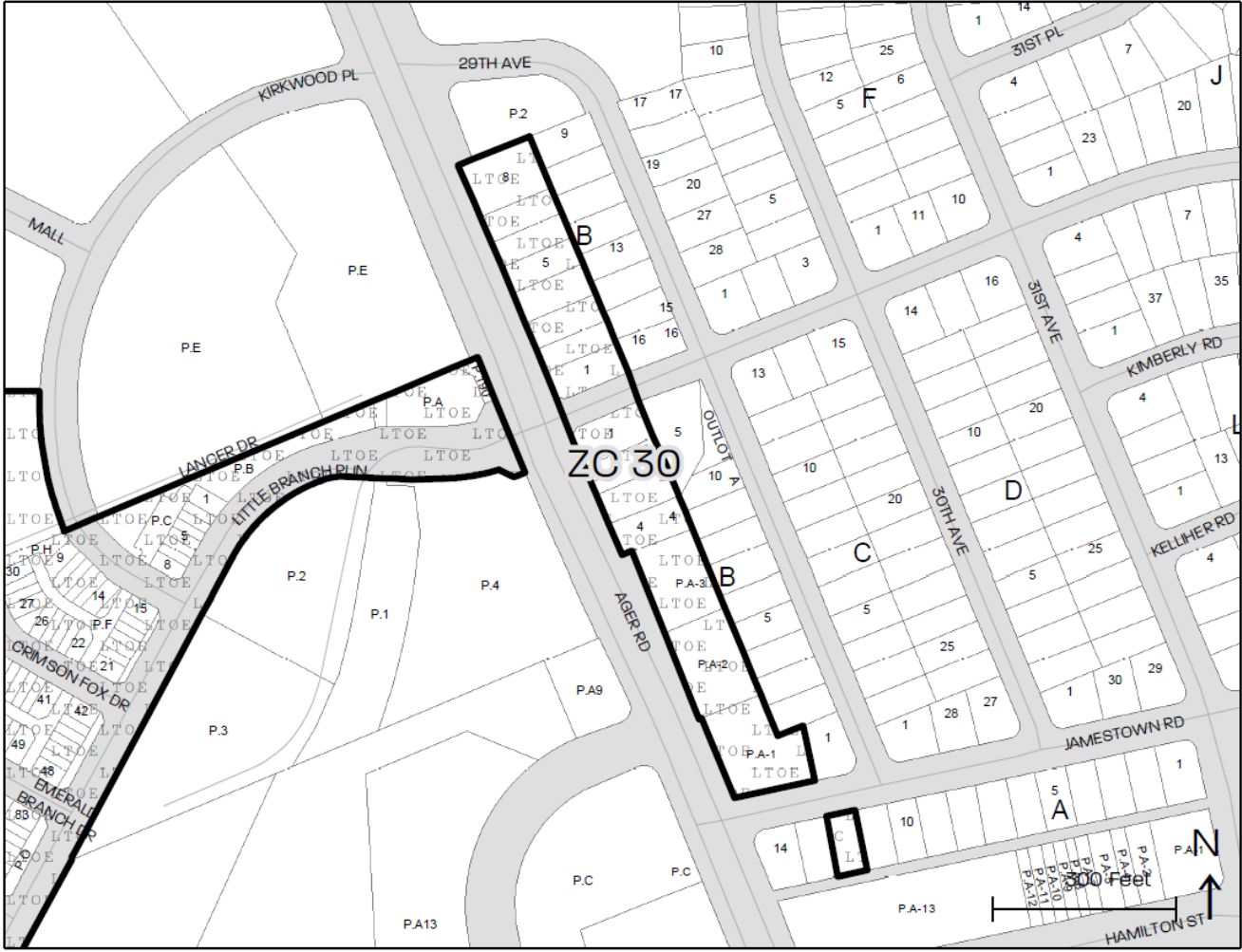
However, as this reclassification is not to a less-intense zone, the provisions of Section 27-3503(a)(5)(B) are not applicable, and the existing houses are considered permitted and not nonconforming pursuant to Section 27-1704(d).

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

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

Zoning Change	Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Ownership
ZC 30	5601 Ager Road		1828409					Private
	5605 Ager Road		1821099					Private
	5611 Ager Road		1827344					Private
	5615 Ager Road		1793918					Private
	5617 Ager Road		1798875					Private
	5619 Ager Road		1826130					Private
	5621 Ager Road		1806322					Private
	5705 Ager Road		1828821					Private
	5707 Ager Road		1823442					Private
	5709 Ager Road		1823434					Private
	5711 Ager Road		1823426					Private
	5713 Ager Road		1826197					Private
	5715 Ager Road		1826205					Private
	2800 Lancer Drive		1832286					Private

Revise all tables and maps within the SMA to reflect this Zoning Change.



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

B6: Future Land Use and Zoning at 2130 Chillum Road (Washington Gas)

Plan/SMA Cross References:

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

Exhibits/Speakers:

- 20 – Washington Gas Light Company

Summary of Issues:

Washington Gas requests reclassification of its property at 2130 Chillum Road to the Industrial-Heavy (IH) Zone.

Map of 2130 Chillum Road



Staff Analysis:

December 2022 Analysis

The subject property was classified into the Open Space (O-S) Zone April 6, 1982, through the 1982 *Approved Sectional Map Amendment for Planning Area 68* (CR-34-1982). The District Council carried forward this zoning in the 1994 *Approved Sectional Map Amendment for Planning Area 68*, the 1998 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.

The property’s zone was transitioned from the Transit District Overlay/Open Space Zone to the Agriculture and Preservation (AG) Zone, a one-to-one conversion, through the 2021 *Approved Countywide Map Amendment*.

Exhibit 21 testifies that the subject property is used for “support of natural gas distribution operations” and contains “is improved with several structures which include a complex network of subsurface transmission and distribution lines, compressor buildings, offices, classrooms, vehicle storage and repair areas, driver and excavation training areas, radio communications site, warehousing, materials storage, and other industrial type land uses.”

The subject property’s use by Washington Gas, a privately-owned public utility, and its precursor companies for support of natural gas distribution operations dates back to 1933. The property owner has continued these uses for 40 years in the OS Zone, and more than two years in its replacement zone, the AG Zone. The uses on the property are defined by Section 27-2500 of the Zoning Ordinance as “public utility uses or structures, major”, which is defined as follows:

A structure or facility that is a relatively major component of an infrastructure system providing community- or region-wide utility services. Examples of major public utility uses or structures include potable water treatment plants, water towers, wastewater treatment plants, solid waste facilities, gas compressor stations, and electrical substations. This use does not include telecommunications facilities, monopoles, or towers; or antennas.

Public utility uses or structures, major, are permitted by Special Exception in the AG Zone. The Special Exception Standards for this use, Section 27-5402(aaa), require:

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

(A) The use, at the location selected, is necessary for public convenience and service, and cannot be supplied with equal public convenience if located elsewhere;

(B) Public utility buildings and structures in any Rural and Agricultural or Residential base zone, or on land proposed to be used for residential purposes in the RMH Zone shall (whenever feasible) have the exterior appearance of residential buildings;

(C) Overhead lines, poles, radio or television transmitter towers, and other towers shall not be located in airport approach areas; and

(D) In Rural and Agricultural or Residential base zones, or on land proposed to be used for residential purposes on an approved Basic Plan for the LCD Zone or any approved detailed site plan, telephone, radio, or television transmission towers shall be set back (from the boundary line of the special exception) a distance equal to its height (measured from its base) plus fifty (50) feet.

Map 9 of the Staff Draft Sector Plan recommends Institutional future land uses on the subject property commensurate with its long-term and anticipated use “in support of natural gas distribution operations.” Because of its location adjacent to the Northwest Branch of the Anacostia River and the environmental impacts identified in its testimony, should utility uses on the site be decommissioned, the site should not be developed for any use other than parkland or natural preserve. This carries forward the recommendation in the 2006 TDDP that states “portions of the existing Washington Gas Light Company natural gas storage site will be replaced by open space”.⁶

As implementation of this recommendation represents neither a change in existing policy nor requires a change in zoning, the Staff Draft Sector Plan and proposed SMA were silent on this property.

The proposal to reclassify the property to the IH Zone was evaluated during the plan development process and was rejected outright. Exhibit 21 contains no new information. Reclassification of the subject property to the IH Zone would not change Washington Gas’ ability to continue public utility uses on this site. It would, however, open the door to a panoply of uses, should ownership of any part of the property be transferred to another business, which are completely and wholly inappropriate for:

1. The convergence of two major streams with the Northwest Branch of the Anacostia River and their associated floodplains and other environmental features.
2. Presence within, and surrounded by, existing residential neighborhoods and parkland.
 - a. That these neighborhoods are home to a predominantly Hispanic, Latino, and African American community and that such communities have often disproportionately faced the negative impacts of industrial environment further reinforces staff’s recommendation.
3. Proximity to a Local Transit Center.

Reclassifying this property to the IH Zone would permit public utility uses or structures, major, by right, without the additional regulations identified in Section 27-5402(aaa) cited above. It would also permit the following high impact uses by right:

- Bulk storage of gasoline
- Contractor’s yard, photographic processing plant
- Fuel oil or bottled gas distribution
- Concrete or brick products manufacturing
- Manufacturing, assembly or fabrication, heavy
- Cold storage plant or distribution warehouse
- Motor freight facility
- Storage warehouse
- Recycling collection center
- Recycling of non-ferrous metals
- Recycling plant
- Solid waste processing facility

The IH Zone permits liquid gas storage (a use that the community has expressed strong opposition to), adult entertainment uses, concrete batching, and other high impact uses by special exception.

While staff believe Washington Gas intends to use the site to support natural gas transmission for the foreseeable future, the potential that they could decommission, surplus, or otherwise divest themselves of part or all of the property at 2130 Chillum Road remains, and staff does not agree that industrial uses (other than public utility uses as defined by the Zoning Ordinance) are appropriate in this area of Prince George’s County.

Notwithstanding testimony received expressing concern about climate change and the broader impacts of natural gas consumption on Prince George’s County, this site has been located here, along a major regional transmission facility, for 90 years and its decommission is not anticipated in the near future. Staff believes that the appropriate treatment of this property is a continuation of an over-four-decade-old policy that this site should remain a natural gas support facility and, if not this, then open space; the plan should be clarified to this end.

May 2024 Analysis

Subsequent to the December 2022 remand of the Proposed SMA to the Planning Department, Washington Gas renewed their request to be reclassified to the IH Zone to support a variety of current and future uses on the subject property. Staff evaluated Washington Gas’ Joint Public Hearing testimony and subsequent materials provided by Washington Gas to support their request and finds the following:

1. A zoning reclassification of the subject property to the Industrial, Heavy (IH) Zone is inappropriate and creates the potential for deleterious impacts to the public health, safety, and welfare of Prince George’s County and would substantially impair implementation of the Staff Draft Sector Plan if granted. The District Council is not permitted to conditionally zone property through a Sectional Map Amendment; there is no legal protection for the County or the community should such a reclassification take place, and then Washington Gas sells the property to a private entity, who would then be permitted to develop, by right, a variety of uses that are incompatible with the surrounding community and contradict the recommendations of the Staff Draft Sector Plan. See attached analysis (Attachment 1) for further details. Note that this issue is likely to be raised again at the joint public hearing for the 2024 Staff Draft plan

⁶ 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone, p. 11.

Underline indicates language added.

[Brackets] indicate language deleted.

and proposed SMA and the attached analysis will be revised accordingly to reflect updated testimony and staff's ongoing coordination with Washington Gas since the October 2022 joint public hearing.

2. All of the uses existing and proposed by Washington Gas for its property at 2130 Chillum Road are exempt from Prince George's County's planning and zoning jurisdiction because, pursuant to Section 27-1405(e) of the Zoning Ordinance, the provisions of the Zoning Ordinance do not apply to certain types of development when that development is subject to Mandatory Referral Review" and, pursuant to Section 20-301 of the Maryland Land Use Article, development on the subject property is subject to Mandatory Referral Review because it will be located and constructed by "a publicly owned or privately owned public utility".
3. Were it somehow determined that Washington Gas would be subject to Prince George's County planning and zoning, none of the uses proposed by Washington Gas to staff for the site are inconsistent with the operation of a public utility or other public agency, and the Zoning Ordinance could be amended, if necessary, to clarify that such uses are permitted within the definition of Public utility uses or structure (major or minor).
4. The text of the Staff Draft Sector Plan will be expanded to clearly articulate staff's recommendations for the property, which is that it continues to be operated by Washington Gas or successor company as a privately-owned public utility site, and that should the site no longer be necessary for such uses, it be acquired by a public agency for public use of that portion of the property that lies outside the Regulated Area of the Countywide Green Infrastructure Network. The language should be clear and unambiguous that privately-owned public utility uses are broadly permitted on this site, subject to the approval of those agencies legally responsible for permitting those uses.
5. Concerns by Washington Gas about impacts of being classified in the AG Zone because the zone has the words "Agriculture and Preservation" in its name are unfounded. A stated purpose of the AG Zone is to "provide for areas which are to be devoted to uses which preserve the County's ecological balance and heritage, while providing for the appropriate use and enjoyment of natural resources." This plan, and preceding plans, have been clear that the property at 2130 Chillum Road is to be used for one of two purposes: public utilities or open space preservation. The AG Zone is used throughout the Established Communities and even within several General Plan Centers to regulate uses on land recommended by master, sector, or transit district development plans for open space preservation, in areas where agriculture would be virtually impossible.

Staff Recommendation:

This facility's prior O-S and current AG zoning reflect the clear position of Prince George's County that this site should be either a public utility or open space. To clearly articulate this previously implied position of Prince George's County regarding the Washington Gas site at 2130 Chillum Road, staff recommend adding the following to Policy LU 2:

1. Insert a new text box describing this issue as follows:

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

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

At the October 11, 2022 joint public hearing for the July 2022 Staff Draft Sector Plan, WGL requested reclassification to the Industrial, Heavy (IH) Zone, a zone that permits liquid gas storage (a use to which the community has expressed strong opposition), adult entertainment uses, concrete batching and other high impact uses wholly inappropriate for a location adjacent to residential neighborhoods, along a river, near a Plan 2035 Center. WGL testified that the subject property is used for "support of natural gas distribution operations" and contains "is improved with several structures which include a complex network of subsurface transmission and distribution lines, compressor buildings, offices, classrooms, vehicle storage and repair areas, driver and excavation training areas, radio communications site, warehousing, materials storage, and other industrial type land uses." Throughout 2023, the Planning Department has coordinated with WGL to determine the sector plan's and SMA's recommendations for this property.

This sector plan presumes perpetual use of this property as a privately-owned public utility and that most, if not all, uses associated with operation of that privately-owned public utility are exempt from the Prince George's County Zoning Ordinance pursuant to Section 27-1705(e) because such uses are subject to Mandatory Referral review per State law. Throughout 2023, the Planning Department coordinated with WGL to determine the sector plan's and SMA's recommendations for this property.

2. Add Strategy LU 2.7: Uses and structures associated with the operation of a public utility should continue at the WGL facility at 2130 Chillum Road (Tax Account 1976596). WGL should continue to partner with the Maryland Department of the Environment and other partners to mitigate the environmental impacts of its prior and ongoing use of the property. Should all or part of this site be decommissioned from public utility uses, all remaining environmental impacts of its use should be mitigated and the site transferred to another public utility or public agency for public use.
3. Add Strategy LU 2.8: The property at 2130 Chillum Road is not appropriate for any other uses than those associated with the operation of a public utility or public agency, or as passive open space. For this reason, it should retain its current Agriculture and Preservation (AG) Zoning and should not be reclassified to any other zone. Classification to any other zone would permit, by right, uses that are not appropriate for this site.

Staff contacted WGL by e-mail on August 10, 2023 and recommended they contact the M-NCPPC Legal Department for a formal interpretation of the applicability of the Prince George's County Zoning Ordinance to their property at 2130 Chillum Road.

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

B7: Missing Middle Housing

Plan/SMA Cross References:

- Map 9, Future Land Use (p. 51)
- Strategy LU 9.2 (p. 68)
- Map 18 (p. 69)
- Strategy HN 1.3 (p. 157)
- SMA

Exhibits/Speakers:

- V2/13 – City of Hyattsville (Taylor Robey)
- V4/144 – Annelies Goger
- 19 – Sierra Club of Prince George’s County

Summary of Issues:

Two key issues raised during the course of developing the sector plan were housing affordability and the available range of housing options. In response to these issues, the Staff Draft Sector Plan contains the following strategies:

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

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

Zoning Change 2 helped implement these strategies by reclassifying a property into the Residential, Single-Family, Attached (RSF-A) Zone. The City of Hyattsville expressed support for these recommendations, stating that the City “supports specific land use and zoning policies that allow for Accessory Dwelling Units (ADUs) and additional opportunities through land use and zoning policies that provide missing middle housing within the Sector Plan area.”. Annelies Goger testified in favor of eliminating single-family detached-only zoning in areas zoned RSF-65.

The Prince George’s County Sierra Club notes: “For both recommendations LU 5.1 and LU 6.1, parcels that are included in the 10-minute walkshed as shown in Map 20 should be included in the West Hyattsville Local Transit Center as well as any adjacent parcels that would allow for a more complete redevelopment. The land that is within a 10-minute walkshed of a Metro station is a precious resource in terms of development potential and all potential properties that are adequate for development should be included. This is especially important given how much of the walkshed is in the floodplain. Additionally, all of the parcels currently zoned for RSF-A should be upzoned as well to not let valuable land go underutilized when development reoccurs. **Finally, any parcels that are zoned residential at a lower density in the 15-minute walkshed should be upzoned to RSF-A.**” [emphasis added]

Staff Analysis:

Staff concurs with this testimony. Single-family detached housing is an inappropriate land use within a 15-minute walkshed of a Metro station. Limiting housing to single-family detached housing types dramatically underutilizes land walking distance to Metro station, artificially inflates housing costs in location-efficient areas attractive to intentionally- or unintentionally-car-free households, reduces homeownership opportunities, increases rents, and reduces residents’ ability to live in a single neighborhood throughout the span of their life. The RSF-A Zone permits a range of infill housing types:

- Artists’ residential studios
- Dwelling, live-work
- Dwelling, single-family detached
- Dwelling, three-family
- Dwelling, townhouse
- Dwelling, two-family

The Queens Chapel Manor neighborhood east of the Northwest Branch, south of the Prince George’s Plaza Regional Transit District, north of Ager Road and west of MD 500 (Queens Chapel Road) lies within easy walking distance of the West Hyattsville and Hyattsville Crossing Neighborhoods. The neighborhood contains a mix of single-family detached houses, two- and three-family dwellings, with other multifamily and attached housing types along its perimeter. In particular, two- and three-family dwellings along 33rd Place, Manorwood Drive, and Madison Street transition seamlessly with single-family dwellings to the north, west, and south. Many single-family detached houses within the Queens Chapel Manor neighborhood have been enlarged and customized over the years to sizes indistinguishable from infill two- and three-family houses. Two-family houses, in particular, were permitted in Queens Chapel Manor by right from 2004-2022 pursuant to the Gateway Arts District Development District Overlay Zone and may still be constructed through April 1, 2024 pursuant to the transitional provisions of the Zoning Ordinance.

After thorough analysis of the neighborhood, staff recommends that providing property owners in Queens Chapel Manor the flexibility permitted through the RSF-A Zone will create opportunities for reinvestment in properties and new housing options walking distance to Metro.

Staff Recommendations

1. Revise the description of the 2004 *Approved Sector Plan for the Prince George’s County Gateway Arts District* to include the following housing context:

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

2. Revise Map 9. Future Land Use, to recommend Residential, Medium-High on the following properties:

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

Address			Tax ID
0	29th	Avenue	1791870
0	29th	Avenue	1803048
5602	29th	Avenue	1820083
5603	29th	Avenue	1825249
5604	29th	Avenue	1798636
5605	29th	Avenue	1799253
5606	29th	Avenue	1798180
5607	29th	Avenue	1813161
5608	29th	Avenue	1806637
5609	29th	Avenue	1809953
5610	29th	Avenue	1816396
5611	29th	Avenue	1792928
5612	29th	Avenue	1829225
5613	29th	Avenue	1821248
5614	29th	Avenue	1789593
5615	29th	Avenue	1801836
5616	29th	Avenue	1791276
5617	29th	Avenue	1793553
5618	29th	Avenue	1791862
5619	29th	Avenue	1826429
5621	29th	Avenue	1797810
5623	29th	Avenue	1818681
5702	29th	Avenue	1791037
5704	29th	Avenue	1797430
5705	29th	Avenue	1829464
5706	29th	Avenue	1803873
5707	29th	Avenue	1801901
5708	29th	Avenue	1831411
5709	29th	Avenue	1791003
5710	29th	Avenue	1816339
5711	29th	Avenue	1820802
5712	29th	Avenue	1805506
5713	29th	Avenue	1804582
5715	29th	Avenue	1807072
5716	29th	Avenue	1826213
5602	30th	Avenue	1799162
5603	30th	Avenue	1789056
5604	30th	Avenue	1794098
5605	30th	Avenue	1809078
5606	30th	Avenue	1809862
5607	30th	Avenue	1821412

Address			Tax ID
5614	30th	Avenue	1802602
5615	30th	Avenue	1796168
5616	30th	Avenue	1809888
5617	30th	Avenue	1793587
5618	30th	Avenue	1832203
5619	30th	Avenue	1811223
5620	30th	Avenue	1811470
5621	30th	Avenue	1832088
5622	30th	Avenue	1816008
5623	30th	Avenue	1830777
5625	30th	Avenue	1791938
5702	30th	Avenue	1806793
5703	30th	Avenue	1827708
5704	30th	Avenue	1823541
5705	30th	Avenue	1818665
5706	30th	Avenue	1802172
5707	30th	Avenue	1818806
5708	30th	Avenue	1812999
5709	30th	Avenue	1821479
5710	30th	Avenue	1822220
5711	30th	Avenue	1807502
5712	30th	Avenue	1819440
5713	30th	Avenue	1822162
5714	30th	Avenue	1810365
5715	30th	Avenue	1812973
5716	30th	Avenue	1797596
5717	30th	Avenue	1799451
5718	30th	Avenue	1802446
5719	30th	Avenue	1788629
5720	30th	Avenue	1812981
5721	30th	Avenue	1813039
5722	30th	Avenue	1794031
5724	30th	Avenue	1802917
5726	30th	Avenue	1829001
5800	30th	Avenue	1802677
5802	30th	Avenue	1804889
5803	30th	Avenue	1824937
5804	30th	Avenue	1799378
5805	30th	Avenue	1796077
5806	30th	Avenue	1802255
5807	30th	Avenue	1815158

Address			Tax ID
5814	30th	Avenue	1798909
5815	30th	Avenue	1794577
5816	30th	Avenue	1827435
5817	30th	Avenue	1819424
5818	30th	Avenue	1804657
5600	31st	Avenue	1828300
5601	31st	Avenue	1791557
5602	31st	Avenue	1795541
5603	31st	Avenue	1808542
5604	31st	Avenue	1808690
5605	31st	Avenue	1789262
5606	31st	Avenue	1816669
5607	31st	Avenue	1819333
5608	31st	Avenue	1821115
5609	31st	Avenue	1793835
5610	31st	Avenue	1795475
5611	31st	Avenue	1826288
5612	31st	Avenue	1794361
5613	31st	Avenue	1818335
5614	31st	Avenue	1803899
5615	31st	Avenue	1798107
5616	31st	Avenue	1804822
5617	31st	Avenue	1810175
5618	31st	Avenue	1790583
5619	31st	Avenue	1790658
5620	31st	Avenue	1798206
5621	31st	Avenue	1798891
5622	31st	Avenue	1794056
5623	31st	Avenue	1816065
5624	31st	Avenue	1818053
5701	31st	Avenue	1799055
5702	31st	Avenue	1791581
5703	31st	Avenue	1803683
5704	31st	Avenue	1805332
5705	31st	Avenue	1795137
5706	31st	Avenue	1811751
5708	31st	Avenue	1818079
5710	31st	Avenue	1829639
5711	31st	Avenue	1789429
5712	31st	Avenue	1805050
5713	31st	Avenue	1793538

Underline indicates language added.
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Address			Tax ID
5608	30th	Avenue	1788645
5609	30th	Avenue	1797281
5610	30th	Avenue	1820646
5611	30th	Avenue	1805027
5612	30th	Avenue	1819697
5613	30th	Avenue	1788918
5804	31st	Avenue	1801703
5805	31st	Avenue	1790195
5806	31st	Avenue	1827419
5807	31st	Avenue	1830546
5808	31st	Avenue	1789403
5809	31st	Avenue	1813211
5810	31st	Avenue	1801000
5811	31st	Avenue	1796747
5812	31st	Avenue	1830249
5814	31st	Avenue	1831775
5815	31st	Avenue	1817964
5816	31st	Avenue	1823194
5817	31st	Avenue	1832443
5700	31st	Place	1832484
5701	31st	Place	1803535
5702	31st	Place	1790922
5703	31st	Place	1790997
5704	31st	Place	1805217
5705	31st	Place	1831205
5706	31st	Place	1804830
5707	31st	Place	1801646
5708	31st	Place	1793504
5709	31st	Place	1828136
5711	31st	Place	1805431
5720	31st	Place	1828672
5803	31st	Place	1827955
5806	31st	Place	1808500
5808	31st	Place	1831221
5809	31st	Place	1794320
5811	31st	Place	1828128
5813	31st	Place	1808716
5814	31st	Place	1828359
5815	31st	Place	1793561
5816	31st	Place	1804236
5817	31st	Place	1826916

Address			Tax ID
5808	30th	Avenue	1824879
5809	30th	Avenue	1802552
5810	30th	Avenue	1793348
5811	30th	Avenue	1813344
5812	30th	Avenue	1825744
5813	30th	Avenue	1789692
5901	31st	Place	1788983
5802	32nd	Avenue	1813278
5803	32nd	Avenue	1791888
5804	32nd	Avenue	1791185
5805	32nd	Avenue	1823319
5806	32nd	Avenue	1809870
5807	32nd	Avenue	1820968
5808	32nd	Avenue	1792274
5809	32nd	Avenue	1793470
5810	32nd	Avenue	1791730
5811	32nd	Avenue	1826031
5812	32nd	Avenue	1823160
5813	32nd	Avenue	1798610
5814	32nd	Avenue	1803501
5815	32nd	Avenue	1821453
5816	32nd	Avenue	1799436
5817	32nd	Avenue	1815679
5818	32nd	Avenue	1789387
5819	32nd	Avenue	1820059
5820	32nd	Avenue	1812841
5821	32nd	Avenue	1794247
5822	32nd	Avenue	1807692
5823	32nd	Avenue	1792456
5824	32nd	Avenue	1791961
5825	32nd	Avenue	1829670
5826	32nd	Avenue	1806272
5900	32nd	Avenue	1793991
5901	32nd	Avenue	1789502
5902	32nd	Avenue	1815992
5903	32nd	Avenue	1818269
5904	32nd	Avenue	1816156
5905	32nd	Avenue	1831767
0	33rd	Avenue	1812916
5701	33rd	Avenue	1802420
5702	33rd	Avenue	1821578

Address			Tax ID
5714	31st	Avenue	1799972
5715	31st	Avenue	1806488
5716	31st	Avenue	1796721
5718	31st	Avenue	1822493
5802	31st	Avenue	1827138
5803	31st	Avenue	1804103
5814	33rd	Avenue	1802826
5815	33rd	Avenue	1799071
5816	33rd	Avenue	1793272
5817	33rd	Avenue	1822279
5818	33rd	Avenue	1827070
5819	33rd	Avenue	1828532
5820	33rd	Avenue	1809805
5821	33rd	Avenue	1826718
5822	33rd	Avenue	1791060
5823	33rd	Avenue	1820349
5824	33rd	Avenue	1809607
5825	33rd	Avenue	1808393
5826	33rd	Avenue	1803766
5827	33rd	Avenue	1827757
5828	33rd	Avenue	1825843
5829	33rd	Avenue	1824846
5830	33rd	Avenue	1816255
5831	33rd	Avenue	1818087
5832	33rd	Avenue	1832005
5833	33rd	Avenue	1805738
5834	33rd	Avenue	1818558
5835	33rd	Avenue	1809060
5837	33rd	Avenue	1820240
5839	33rd	Avenue	1795954
5900	33rd	Avenue	1809524
5901	33rd	Avenue	1812650
5902	33rd	Avenue	1827641
5903	33rd	Avenue	1828441
5904	33rd	Avenue	1832500
5905	33rd	Avenue	1809938
5907	33rd	Avenue	1802610
5900	34th	Avenue	1803170
5901	34th	Avenue	1803477
5902	34th	Avenue	1802669
5903	34th	Avenue	1795574

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

Address			Tax ID
5818	31st	Place	1829415
5819	31st	Place	1811686
5820	31st	Place	1821982
5821	31st	Place	1813575
5822	31st	Place	1802792
5823	31st	Place	1821503
5824	31st	Place	1799980
5825	31st	Place	1792811
5826	31st	Place	1832518
5827	31st	Place	1802891
5829	31st	Place	1795897
5831	31st	Place	1799196
6005	34th	Avenue	1801380
5904	35th	Avenue	1832237
6000	35th	Avenue	1830397
6001	35th	Avenue	1794858
6002	35th	Avenue	1825728
6003	35th	Avenue	1803832
6004	35th	Avenue	1791136
6005	35th	Avenue	1792183
6006	35th	Avenue	1827971
6008	35th	Avenue	3462439
6009	35th	Avenue	1792191
6010	35th	Avenue	1828037
0	36th	Avenue	1797133
5900	36th	Avenue	1828011
5902	36th	Avenue	1813468
5904	36th	Avenue	1813476
5906	36th	Avenue	1820554
5908	36th	Avenue	1827468
5910	36th	Avenue	1797125
5912	36th	Avenue	1807031
6000	36th	Avenue	1803584
6001	36th	Avenue	1832351
6002	36th	Avenue	1803741
6003	36th	Avenue	1794775
6004	36th	Avenue	1797604
6005	36th	Avenue	1817980
6006	36th	Avenue	1828193
6007	36th	Avenue	1817659
6008	36th	Avenue	1796648

Address			Tax ID
5703	33rd	Avenue	1824952
5801	33rd	Avenue	1815083
5803	33rd	Avenue	1806801
5805	33rd	Avenue	1796846
5806	33rd	Avenue	1816289
5807	33rd	Avenue	1807643
5808	33rd	Avenue	1819820
5809	33rd	Avenue	1818517
5810	33rd	Avenue	1796697
5811	33rd	Avenue	1830959
5812	33rd	Avenue	1819234
5813	33rd	Avenue	1830256
6009	37th	Avenue	1804558
6010	37th	Avenue	1794643
6011	37th	Avenue	1809466
6012	37th	Avenue	1815067
6013	37th	Avenue	1822295
6014	37th	Avenue	1792357
6015	37th	Avenue	1801547
6017	37th	Avenue	1818889
6019	37th	Avenue	1809052
6100	Editors Park	Drive	1791771
6110	Editors Park	Drive	4021416
6111	Editors Park	Drive	1791805
2805	Jamestown	Road	1800101
2806	Jamestown	Road	1797471
2807	Jamestown	Road	1808302
2900	Jamestown	Road	1801406
2901	Jamestown	Road	1821396
2902	Jamestown	Road	1807569
2903	Jamestown	Road	1793744
2904	Jamestown	Road	1797950
2905	Jamestown	Road	1792134
2907	Jamestown	Road	1798230
2909	Jamestown	Road	1799147
2911	Jamestown	Road	1813260
3000	Jamestown	Road	1828698
3001	Jamestown	Road	1794023
3002	Jamestown	Road	1831593
3003	Jamestown	Road	1811520
3005	Jamestown	Road	1795202

Address			Tax ID
5904	34th	Avenue	1818798
5905	34th	Avenue	1828243
5906	34th	Avenue	1830421
5907	34th	Avenue	1797174
5908	34th	Avenue	1821800
5909	34th	Avenue	1788975
5911	34th	Avenue	1817915
6000	34th	Avenue	1826593
6001	34th	Avenue	1805068
6002	34th	Avenue	1816180
6003	34th	Avenue	1795533
6004	34th	Avenue	1795640
5623	Jamestown	Road	1822774
5625	Jamestown	Road	1825132
5627	Jamestown	Road	1827625
5629	Jamestown	Road	1804459
5631	Jamestown	Road	1819887
5633	Jamestown	Road	1806504
5635	Jamestown	Road	1825488
5900	Jamestown	Road	1790484
5902	Jamestown	Road	1792316
5903	Jamestown	Road	1791466
5905	Jamestown	Road	1809664
6001	Jamestown	Road	1816768
6002	Jamestown	Road	1790930
6003	Jamestown	Road	1827682
6004	Jamestown	Road	1798339
6005	Jamestown	Road	1820034
6006	Jamestown	Road	1803592
6007	Jamestown	Road	1811264
6008	Jamestown	Road	1798081
6009	Jamestown	Road	1796291
6010	Jamestown	Road	1788561
6011	Jamestown	Road	1815968
6012	Jamestown	Road	1823269
6013	Jamestown	Road	1805514
6015	Jamestown	Road	1813559
6017	Jamestown	Road	1815869
6019	Jamestown	Road	1801372
6021	Jamestown	Road	1791987
3102	Kelliher	Road	1820810

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

Address			Tax ID
6009	36th	Avenue	1826056
6011	36th	Avenue	1793884
6013	36th	Avenue	1806306
5903	37th	Avenue	1793488
5905	37th	Avenue	1829068
5907	37th	Avenue	1789601
5909	37th	Avenue	1805746
5910	37th	Avenue	1829076
5911	37th	Avenue	1809193
6000	37th	Avenue	1829050
6001	37th	Avenue	1816107
6002	37th	Avenue	1803840
6003	37th	Avenue	1820836
6004	37th	Avenue	1801042
6005	37th	Avenue	1789213
6006	37th	Avenue	1821966
6007	37th	Avenue	1797935
6008	37th	Avenue	1795483
3109	Kimberly	Road	1820992
3110	Kimberly	Road	1798115
3112	Kimberly	Road	1807908
3114	Kimberly	Road	1828607
3116	Kimberly	Road	1832229
3200	Kimberly	Road	1825611
3201	Kimberly	Road	1827872
3202	Kimberly	Road	1816032
3203	Kimberly	Road	1819119
3204	Kimberly	Road	1793157
3205	Kimberly	Road	1797612
3206	Kimberly	Road	1815182
3207	Kimberly	Road	1829316
2802	Lancer	Drive	1812940
2803	Lancer	Drive	1812585
2805	Lancer	Drive	1803030
2900	Lancer	Drive	1800127
2901	Lancer	Drive	1794197
2902	Lancer	Drive	1816081
2903	Lancer	Drive	1806397
2904	Lancer	Drive	1796481
2905	Lancer	Drive	1821560
3000	Lancer	Drive	1790724

Address			Tax ID
3007	Jamestown	Road	1796655
5600	Jamestown	Road	1828342
5602	Jamestown	Road	1811033
5604	Jamestown	Road	1831247
5606	Jamestown	Road	1818459
5608	Jamestown	Road	1819325
5610	Jamestown	Road	1797588
5611	Jamestown	Road	1824838
5612	Jamestown	Road	1792571
5613	Jamestown	Road	1800580
5614	Jamestown	Road	1825819
5615	Jamestown	Road	1796390
5617	Jamestown	Road	1810787
5618	Jamestown	Road	1818970
5619	Jamestown	Road	1809680
5620	Jamestown	Road	1804608
5621	Jamestown	Road	1812791
3302	Lancer	Drive	1810209
3303	Lancer	Drive	1805548
3304	Lancer	Drive	1802719
3305	Lancer	Drive	1829175
3306	Lancer	Drive	1815299
3307	Lancer	Drive	1789726
3308	Lancer	Drive	1790260
3309	Lancer	Drive	1818673
3310	Lancer	Drive	1828631
3311	Lancer	Drive	1822105
3312	Lancer	Drive	1806348
3313	Lancer	Drive	1803774
3314	Lancer	Drive	1826973
3315	Lancer	Drive	1826122
3316	Lancer	Drive	1817808
3317	Lancer	Drive	1789395
3318	Lancer	Drive	1825181
3000	Lancer	Place	1820158
3001	Lancer	Place	1804806
3002	Lancer	Place	1806686
3003	Lancer	Place	1803857
3004	Lancer	Place	1789247
3005	Lancer	Place	1801638
3100	Lancer	Place	1828334

Address			Tax ID
3103	Kelliher	Road	1807015
3104	Kelliher	Road	1832492
3105	Kelliher	Road	1793314
3106	Kelliher	Road	1793876
3107	Kelliher	Road	1793322
3108	Kelliher	Road	1788868
3109	Kelliher	Road	1810506
3111	Kelliher	Road	1807205
3113	Kelliher	Road	1829365
3100	Kimberly	Road	1831387
3101	Kimberly	Road	1807783
3102	Kimberly	Road	1803436
3103	Kimberly	Road	1816321
3104	Kimberly	Road	1816347
3105	Kimberly	Road	1797984
3106	Kimberly	Road	1795129
3107	Kimberly	Road	1796184
3108	Kimberly	Road	1795582
3300	Lancer	Place	1819051
3301	Lancer	Place	1830991
3302	Lancer	Place	1807114
3303	Lancer	Place	1818541
3304	Lancer	Place	1816578
3305	Lancer	Place	1800218
3306	Lancer	Place	1800093
3307	Lancer	Place	1793728
3308	Lancer	Place	1808336
3309	Lancer	Place	1809920
3311	Lancer	Place	1827716
3313	Lancer	Place	1796630
3315	Lancer	Place	1806629
3100	Madison	Place	1815281
3102	Madison	Place	1795970
3103	Madison	Place	1803006
3104	Madison	Place	1803113
3105	Madison	Place	1812619
3106	Madison	Place	1828433
3107	Madison	Place	1819002
3108	Madison	Place	1807171
3109	Madison	Place	1815851
3111	Madison	Place	1792019

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[Brackets] indicate language deleted.

Address			Tax ID
3001	Lancer	Drive	1791458
3002	Lancer	Drive	1810027
3003	Lancer	Drive	1795111
3004	Lancer	Drive	1802545
3005	Lancer	Drive	1820067
3100	Lancer	Drive	1813021
3101	Lancer	Drive	1801844
3102	Lancer	Drive	1800192
3103	Lancer	Drive	1809391
3104	Lancer	Drive	1793223
3105	Lancer	Drive	1818962
3106	Lancer	Drive	1816743
3107	Lancer	Drive	1813351
3108	Lancer	Drive	1797349
3109	Lancer	Drive	1790609
3110	Lancer	Drive	1798313
3111	Lancer	Drive	1795608
3112	Lancer	Drive	1791672
3113	Lancer	Drive	1804673
3114	Lancer	Drive	1822212
3115	Lancer	Drive	1826379
3117	Lancer	Drive	1801745
3300	Lancer	Drive	1804061
3301	Lancer	Drive	1815596
3200	Madison	Street	1789445
3201	Madison	Street	1817337
3202	Madison	Street	1800366
3203	Madison	Street	1812924
3205	Madison	Street	1792209
5800	Maryhurst	Drive	1826791
5802	Maryhurst	Drive	1826437
5803	Maryhurst	Drive	1795731
5804	Maryhurst	Drive	1806900
5805	Maryhurst	Drive	1800051
5806	Maryhurst	Drive	1829142
5807	Maryhurst	Drive	1818988
5808	Maryhurst	Drive	1828888
5810	Maryhurst	Drive	1828375
5811	Maryhurst	Drive	1793827
5812	Maryhurst	Drive	1804434
5813	Maryhurst	Drive	1805100

Address			Tax ID
3101	Lancer	Place	1798404
3102	Lancer	Place	1815919
3103	Lancer	Place	1798594
3104	Lancer	Place	1815257
3105	Lancer	Place	1831940
3106	Lancer	Place	1801570
3107	Lancer	Place	1826981
3108	Lancer	Place	1826304
3109	Lancer	Place	1819267
3110	Lancer	Place	1818871
3111	Lancer	Place	1822360
3112	Lancer	Place	1803915
3113	Lancer	Place	1829191
3114	Lancer	Place	1802198
3115	Lancer	Place	1794924
3116	Lancer	Place	1819432
3117	Lancer	Place	1793371
3118	Lancer	Place	1803121
3119	Lancer	Place	1819481
3120	Lancer	Place	1793785
3121	Lancer	Place	1799121
3122	Lancer	Place	1815075
3124	Lancer	Place	1821826
3135	Nicholson	Street	1802339
3136	Nicholson	Street	1801885
3201	Nicholson	Street	1799543
3202	Nicholson	Street	1826601
3203	Nicholson	Street	1825033
3302	Nicholson	Street	1815265
3303	Nicholson	Street	1813484
3304	Nicholson	Street	1811132
3305	Nicholson	Street	1791524
3307	Nicholson	Street	1810357
3401	Nicholson	Street	1827559
3402	Nicholson	Street	1817345
3403	Nicholson	Street	1828599
3404	Nicholson	Street	1798347
3405	Nicholson	Street	1818137
3407	Nicholson	Street	1816149
3500	Nicholson	Street	1820588
3501	Nicholson	Street	1803238

Address			Tax ID
3113	Madison	Place	1831007
3100	Madison	Street	1802735
3102	Madison	Street	1829159
3103	Madison	Street	1795764
3104	Madison	Street	1802693
3105	Madison	Street	1802560
3106	Madison	Street	1801232
3107	Madison	Street	1795442
3108	Madison	Street	1798669
3109	Madison	Street	1821263
3110	Madison	Street	1808732
3111	Madison	Street	1829357
3112	Madison	Street	1807866
3113	Madison	Street	1804038
3115	Madison	Street	1818384
3116	Madison	Street	1826189
3117	Madison	Street	1816453
3118	Madison	Street	1794338
3119	Madison	Street	1828664
3120	Madison	Street	1799006
3121	Madison	Street	1807858
3123	Madison	Street	1789981
3125	Madison	Street	1832047
3127	Madison	Street	1798990
3508	Oliver	Street	1794601
3509	Oliver	Street	1794635
3510	Oliver	Street	1820133
3512	Oliver	Street	1800473
3514	Oliver	Street	1818228
3515	Oliver	Street	1817840
3516	Oliver	Street	1792944
3517	Oliver	Street	1801596
3518	Oliver	Street	1823350
3520	Oliver	Street	1809441
3522	Oliver	Street	1812817
3524	Oliver	Street	1818640
3600	Oliver	Street	1821081
3601	Oliver	Street	1798685
3602	Oliver	Street	1790682
3603	Oliver	Street	1825629
3604	Oliver	Street	1792514

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

Address				Address				Address			
Address		Tax ID		Address		Tax ID		Address		Tax ID	
5814	Maryhurst Drive	1802578		3502	Nicholson Street	1793306		3605	Oliver Street	1807387	
5815	Maryhurst Drive	1828839		3503	Nicholson Street	1819382		3606	Oliver Street	1820935	
5816	Maryhurst Drive	1829134		3504	Nicholson Street	1826767		3608	Oliver Street	1823582	
5817	Maryhurst Drive	1820885		3505	Nicholson Street	1789130		3610	Oliver Street	1802834	
5818	Maryhurst Drive	1790948		3506	Nicholson Street	1826569		3700	Oliver Street	1792779	
5819	Maryhurst Drive	1801398		3507	Nicholson Street	1793298		3702	Oliver Street	1803790	
5820	Maryhurst Drive	1790989		3509	Nicholson Street	1815638		3703	Oliver Street	1818210	
5821	Maryhurst Drive	1827948		3511	Nicholson Street	1820687		3704	Oliver Street	1796465	
5822	Maryhurst Drive	1803295		3513	Nicholson Street	1793637		3706	Oliver Street	1815604	
0	Nicholson Street	1795194		3601	Nicholson Street	1827674		3708	Oliver Street	1822014	
2901	Nicholson Street	1789874		3603	Nicholson Street	1798834		5902	Queens Chapel Road	1792076	
3003	Nicholson Street	1793595		3605	Nicholson Street	1808708		5904	Queens Chapel Road	1792126	
3005	Nicholson Street	1791326		3607	Nicholson Street	1797869		5906	Queens Chapel Road	1792118	
3100	Nicholson Street	1830926		3700	Nicholson Street	1792001		6000	Queens Chapel Road	1792068	
3100	Nicholson Street	1830934		3701	Nicholson Street	1789148		6002	Queens Chapel Road	1792050	
3103	Nicholson Street	1794049		3702	Nicholson Street	1803931		6004	Queens Chapel Road	1792100	
3105	Nicholson Street	1827450		3703	Nicholson Street	1788819		6006	Queens Chapel Road	1792092	
3107	Nicholson Street	1815489		3705	Nicholson Street	1796754		6008	Queens Chapel Road	1792084	
3109	Nicholson Street	1823400		3707	Nicholson Street	1821834		6010	Queens Chapel Road	1792043	
3111	Nicholson Street	1805233		0	Oliver Street	1821230		6012	Queens Chapel Road	1792035	
3113	Nicholson Street	1819531		3420	Oliver Street	1797539					
3115	Nicholson Street	1826932		3500	Oliver Street	1791490					
3117	Nicholson Street	1798420		3501	Oliver Street	1809250					
3119	Nicholson Street	1792308		3502	Oliver Street	1794700					
3121	Nicholson Street	1809698		3503	Oliver Street	1827633					
3123	Nicholson Street	1810118		3504	Oliver Street	1811587					
3127	Nicholson Street	1825702		3505	Oliver Street	1820125					
3129	Nicholson Street	1788678		3506	Oliver Street	1820489					
3134	Nicholson Street	1791078		3507	Oliver Street	1797778					

3. Add the following sub-strategy to Strategy LU 3.1:

iii) Allow accessory dwelling units and/or other forms of “Missing Middle” housing. See also Policies LU 9 and HN 1.

4. Add the following strategies to Policy LU 9:

LU 9.3: As redevelopment opportunities arise, develop context-sensitive one-, two-, or three-family dwelling units (detached or attached) within the Queens Chapel Manor neighborhood between the West Hyattsville and Hyattsville Crossing Metrorail Stations. Implement this strategy by reclassifying the subject neighborhood from the Residential, Single-Family, Detached (RSF-65) Zone to the Residential, Single-Family, Attached (RSF-A) Zone. See also Strategy HN 1.3 .

LU 9.4: Should accessory dwelling units be permitted in the future, they are appropriate throughout the West Hyattsville-Queens Chapel Sector.

Add Strategy 9.3 to the implementation item for Strategy 9.2 in Table 27.

5. Revise the title of Map 19 to read: Properties Recommended for Classification in the RSF-A Pursuant to Strategies LU 9.2 and LU 9.3. Add the properties above to this map.

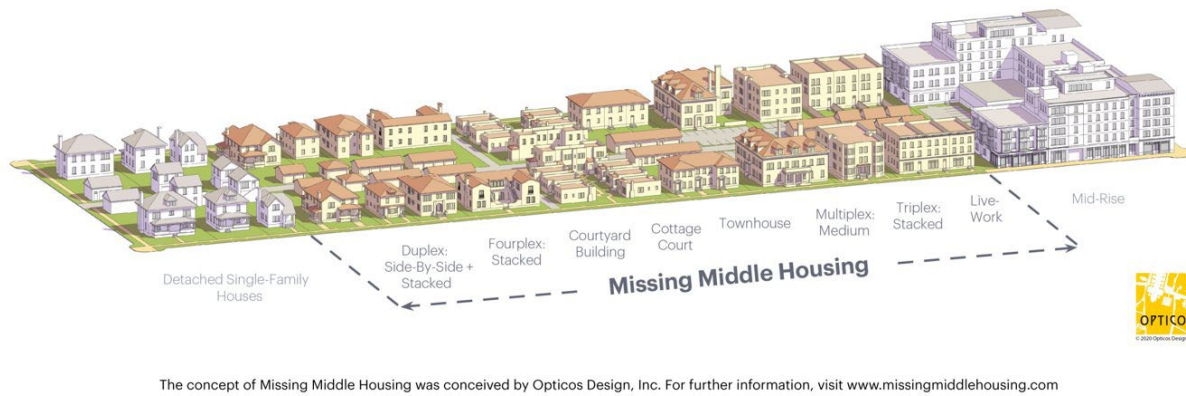
6. Add a new subsection to the Housing and Neighborhoods Element, Existing Conditions Section as follows:

MISSING MIDDLE HOUSING

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

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

Figure 6. Missing Middle Housing



Missing middle typologies vary slightly depending upon the type and context, but all core types are generally one- to 2.5 stories in height with two to eight units per building. Because they tend to be smaller than the typical sized single-family detached house—approximately 600-1,200 square feet—they have smaller building footprints. Smaller-sized units can help developers keep their costs down and attract a different market of buyers and renters who are not being provided for in all markets, including small families, single-person households, and millennials who are willing to exchange square footage for shorter commutes and lively neighborhoods, as well as baby boomers who are working and living longer and want to stay in their community. Missing middle housing functions best when located in a well-connected development pattern, such as that in West Hyattsville-Queens Chapel, which makes walking and biking easier, safer, and convenient; and supports public transit and other infrastructure investments. This also keeps housing costs attainable by minimizing or reducing the need for a car and parking. One of the best examples of integrated Missing Middle Housing types in Prince George’s County is the Queens Chapel Manor neighborhood north of Ager Road and west of MD 500 (Queens Chapel Road). This neighborhood seamlessly integrates one-family detached houses, duplexes, and triplexes.

Missing Middle Housing is market-rate and is more affordable to households that earn generally between 60-110 percent of the area median income (AMI). In West Hyattsville-Queens Chapel, the AMI is approximately \$59,000.¹ Most workers in the sector plan area are employed in service, construction, and retail occupations, and a majority are renters.² Missing middle house types are an attainable option for those in the workforce and may be one way that first-time homebuyers can enter the housing landscape and begin to build generational wealth, which is crucial for a household’s economic security.³

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

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

Small lot ordinances are used in two general options: 1) to allow for new, smaller lots in residential zones that typically have very large minimum lot sizes (5,000 square feet and larger), which can be for either attached or detached single-family homes and do not typically require a homeowner’s association; or 2) to develop existing lots that cannot achieve what the existing zoning allows and so remained vacant or underutilized.⁴ This approach is typically applied as an ordinance that applies to certain sized parcels in certain zones or as an overlay, and does not change the existing zone standards for lots not using the ordinance.

¹ U.S. Census Bureau 2020 “Census 2010 Summary File 1,” in Household Income Profile, Extracted by ESRI, September 2020

² Source: U.S. Census Bureau, “Census 2010 Summary File 1,” in Housing Profile, Extracted by ESRI, September 2020.

³ Christian E. Weller and Lily Roberts, *Eliminating the Black-White Wealth Gap is a Generational Challenge* (Center for American Progress, 2021)

⁴ National Association of Home Builders, *Diversifying Housing Options with Smaller Lots and Smaller Homes* (Opticos Design, Inc., 2019) pg. 14

7. Add the following strategies to Policy HN 1:

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

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

HN 1.7: Should the Zoning Ordinance be amended to re-permit accessory dwelling units), their use is recommended throughout the West Hyattsville-Queens Chapel sector.

Add HN 1.6 to Table 27 as an ongoing implementation item, with “Property Owners/Developers” as Lead Entity.

8. Add a text box above Strategy HN 1.7 as follows:

ACCESSORY DWELLING UNITS

Another way to expand housing choices is to allow accessory dwelling units. Accessory dwelling units are small, self-contained housing units that exist within or adjacent to a larger primary residence, typically a single-family house, on the same parcel. They are known as granny flats, carriage houses, in-law apartments, or backyard cottages; and are typically in a basement, on an upper floor, or located in a former garage or elsewhere on the property. As a small housing type, it can be an efficient and cost-effective option for housing affordability. Its function can change over time—a rental that generates income for young homeowners might later become a place for returning young adults, then become a way for older homeowners to defray housing costs and remain in their community.

Accessory dwelling units were permitted in all single-family neighborhoods within the City of Mount Rainier and the Town of Brentwood between 2004 and 2022, and may be constructed pursuant to the transitional provisions of the Zoning Ordinance, which allows use of the prior Zoning Ordinance under certain conditions until April 1, 2024.

9. Add Policies LU 9 and HN 1 to the Relevant Policies for the Table 26 indicator “New dwelling units within the Sector Plan area within a one-half mile walk of Metro stations”

10. Add Zoning Change 31 to reclassify the properties identified above into the RSF-A Zone:

Zoning Change 31: RSF-65 to RSF-A

Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200’ Scale Index Map
31	RSF-65 to RSF-A		CMA	April 1, 2022	207NE02
			SMA	November 30, 2004	207NE03

These properties are located within the Established Communities and the City of Hyattsville. The Future Land Use Map in the Adopted West Hyattsville-Queens Chapel Sector Plan recommends Residential-Medium-High land uses on these properties (See Map 9. Future Land Use Map in the sector plan and Map 24: Zoning Change (ZC) 31: RSF-65 to RSF-A below.)

These properties represent a unique opportunity to provide “Missing Middle” housing options by maximizing their location between the Hyattsville Crossing and West Hyattsville Metrorail stations to provide context-sensitive, one-, two-, or three-family housing at densities comparable to existing conditions.

The subject properties are currently classified in the Residential, Single-Family-65 (RSF-65) Zone, which does not support the diversity of housing types the recommended RSF-A Zone supports. RSF-65 zoning is wholly inappropriate within a 15-minute walkshed of a Metro station.

This reclassification implements Strategy LU 9.3 of the Adopted Sector Plan:

“As redevelopment opportunities arise, develop context-sensitive one-, two, or three-family dwelling units (detached or attached) within the Queens Chapel Manor neighborhood between the West Hyattsville and Hyattsville Crossing Metrorail Stations. Implement this strategy by reclassifying the subject neighborhood from the Residential, Single-Family, Detached (RSF-65) Zone to the Residential, Single-Family, Attached (RSF-A) Zone.”

This reclassification also implements Strategies LU 1.1, HN 1.3, and HN 1.6 of the Adopted Sector Plan.

B8: “Stroads”

Plan/SMA Cross References:

- Transport. and Mobility Element Policies and Strategies (pp. 85-127)

Exhibits/Speakers:

- 14 – Matthew Butner
- 15/V4 – Annelies Goger

Summary of Issues:

Sector plan area has too many roads dedicated primarily to auto use.

“We have a big problem with what people call ‘stroads’, which are hybrids between streets and roads...”

“The walkable transit-oriented community envisioned in the Draft Sector Plan is incompatible with the current infrastructure for vehicles in the sector plan area. This mismatch will become more apparent overtime [sic]. Or the current infrastructure for vehicles will stall the Draft Sector Plan.”

Staff Analysis:

The sector plan recommends several actions to calm/slow vehicular traffic and to encourage active transportation and transit use.

See, in particular, the following policies and strategies:

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

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

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

Policy TM 4. Increase connectivity and reliance on non-vehicular modes of travel by comprehensively connecting trail and shared-use path networks with on-street pedestrian and bicycle facilities.

Policy TM 5. Enhance active transportation infrastructure to make healthy and sustainable travel modes safe, comfortable, and attractive.

See Strategy TM 1.3:

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

The sector plan recommends the following improvements on major streets:

- *Institute a road diet on Hamilton Street from Ager Road to MD 500 (Queens Chapel Road) (TM 1.9)*
- *Retain the nearly-complete road diet on MD 500 (Queens Chapel Road) (Table 12)*

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

Staff submit that the proposed road diet on MD 501 should be extended westward to the Metro overpass given changes in the land use and transportation plan per Issue B1. Staff also recommend applying the Urban Street Design Standards to the entirety of MD 500 (Queens Chapel Road).

Staff recommend that the proposed road diet on Hamilton Street be specific as to what elements must be included and accurately reflect existing rights-of-way.

Staff Recommendations:

1. Revise Strategy TM 1.10 as follows:

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

2. Revise the recommendations for Hamilton Street between the end of the platted street near Jamestown Road and 35th Place as follows:
Between its terminus and MD 500 (Queens Chapel Road)

Minimum ROW: [Per zone]102 feet

Underline indicates language added.

[Brackets] indicate language deleted.

Elements:

- Maximum 25 mph speed limit
- Minimum 16' median
- On-street parking
- 5' barrier-separated on-street bicycle lane
- Minimum 8' landscaping & furniture buffer
- Minimum 10' sidewalk on south side
- Retain 14' sidewalk on north side of street between Ager Road and MD 500.

Between MD 500 and 35th Place

Right of Way Type: Mixed-Use Boulevard B Std. 100.23

Minimum ROW: 96 feet

Add barrier separation to the bicycle lane.

See also Corrections 6a and 19b in the Errata/Updated Information Sheet.

B9: Pedestrian Access to Schools

Plan/SMA Cross References:

- Transport. and Mobility Element Policies and Strategies (pp. 85-127)

Exhibits/Speakers:

- 12 – Dan Behrend
- V2/13 – City of Hyattsville (Taylor Robey)

Summary of Issues:

Improve pedestrian and bicycle accessibility from neighborhood streets to public schools in the sector plan area.

Staff Analysis

Staff concur.

Staff recommend incorporating Policy TM 4 of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* into this sector plan, adapted for context.

Staff also recommend that schools develop plans for pedestrian/bicycle safety and encourage pedestrian/bicycle buses by commuting students.

The City of Hyattsville recommended improving pedestrian access to Nicholas Orem Middle School. Staff evaluated the existing access and recommends improving pedestrian access from Oliver Street to the middle school.

Staff Recommendations

1. Add a new Policy TM 9 and supporting strategies as follows:

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

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

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

TM 9.3 Within one-half mile of all schools, seek opportunities to provide protected bicycle facilities, such as cycle tracks and shared-use paths, to facilitate student bicycle commuting. See also Table 12.

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

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

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

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

Renumber subsequent policies and strategies accordingly.

2. Add language clarifying that Policy 9 does not override other recommendations of the plan:

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

3. Add a text box describing bicycle and pedestrian buses.
4. Create a map showing a half-mile walkshed of all schools in the sector plan area.
5. Renumber subsequent policies and strategies in the Transportation and Mobility Element.


Revise Table 27 to prioritize all facilities recommended within a half-mile of schools as short-term implementation measures.

C: Defining the Context (Section II)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS					
C1	Avonridge CDC requests several edits to Community Engagement: Key Takeaways on pp. 34-35	The Community Engagement: Key Takeaways graphic on pp. 34-35 summarizes information received from the public and stakeholders during the two-plus-year process to develop the plan. Additional information contained in testimony is not an appropriate edit for a graphic that describes what the project team heard in 2020-2021.	Community Engagement: Key Takeaways on pp. 34-35	17 – Avonridge Community Development Corporation	No change to plan.
UNINCORPORATED NEIGHBORHOOD IDENTIFICATION					
C2	Add Avonridge to the white space in Map 4, Municipal Boundaries.	See staff response under issue B4 above. Map 4 is intended to show municipalities, not individual neighborhoods or unincorporated communities.	Map 4 (p. 19)	17 – Avonridge Community Development Corporation	No change to plan.
C3	Add (Sub-Division) to names (Avondale Grove, North Avondale, North Woodridge) in Map 5, Major Geographic Features, correct spelling of Woodridge, and add Avondale Terrace Sub-Division.	Staff appreciate the desire of this community organization to identify subdivisions, but traditionally does not use the name "subdivision" when describing a neighborhood: a subdivision is a legal construct, a neighborhood with a name is where people live. Per Exhibit 16, Map 12, Avonridge Communities, on page 58 of the 2015 <i>Greater Chillum Community Study</i> is accurate and should be used for edits to Map 5.	Map 5 (p. 20)	17 – Avonridge Community Development Corporation	Edit Map 5 to reflect correct spelling of Woodridge and add Avondale Terrace, as described in Exhibit 16.
C4	Townhouses named "Towns of Avondale" were completed in 2019; delete photo of the older high rise from the history graphic on page 22 and insert photo of the new townhouses.	Staff concur but note that the property is currently named "Avondale Ridge".	History, pp. 21-22	17 – Avonridge Community Development Corporation	Edit the history graphic on page 22 and delete the photo of the older high rise and insert photo of the new townhouses. Edit text as follows: 2019 [Avondale Overlook] <u>Avondale Ridge townhomes</u> constructed; first new housing development in sector plan area since 1960s.
UNINCORPORATED NEIGHBORHOOD IDENTIFICATION (CONTINUED)					
C5	Revise graphic showing Major Opportunities and Challenges to reflect that the pedestrian bridge across the Northwest Branch from Chillum Road to the West Hyattsville Metro Station has been out of service for more than one year, "causing many to find alternative transportation modes."	The subject bridge was reconstructed and has reopened to the public.	Major Opportunities and Challenges, pp. 36-39	17 – Avonridge Community Development Corporation	No change to plan.
C6	Revise graphic showing Major Opportunities and Challenges to add "sub-division" to the branding bullet.	See comments on "subdivisions" vs. neighborhoods in staff response to issues B4 and C3. Staff note a contradiction in Exhibit 16 that individual "sub-divisions" be identified explicitly and its acknowledgment that doing so is a challenge preventing successful implementation of a cohesive, market-responsive vision for the broader community.	Major Opportunities and Challenges, pp. 36-39	17 – Avonridge Community Development Corporation	Revise Major Opportunities and Challenges, pp. 36-39 as follows: Municipal <u>and neighborhood</u> efforts to brand themselves and establish separate identities may conflict with the need to create a cohesive vision and brand to market the sector plan area.

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

D: Land Use (Section III)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
DESIGNATION OF LOCAL TRANSIT CENTER					
D1	All properties within a 10-minute walkshed of the West Hyattsville Metro Station should be in the Local Transit Center.	<p>Properties within the 10-minute walkshed of the West Hyattsville Metro Station are generally excluded from the Local Transit Center for one or more of the following reasons:</p> <p>They are within an existing single-family residential neighborhood unlikely to redevelop.</p> <p>They contain existing, and/or are planned for, multifamily residential development at densities above those permitted in the LTO Zones and/or at price points that provide affordable/workforce housing within walking distance to Metro.</p> <p>They are located within the floodplain and should not be redeveloped.</p> <p>They are public parks.</p> <p>The property is not contiguous to the Local Transit Center.</p> <p>There is general community support for the type of neighborhood-scale retail environment envisioned by the Staff Draft Sector Plan for MD 208 (Hamilton Street) east of MD 500 (Queens Chapel Road). See also Issue O2.</p> <p>Staff believe that the current extent of the Local Transit Center will support the market for transit-oriented development and redevelopment in the West Hyattsville area for the 25-year life of the sector plan.</p> <p>See also Key Issue B5.</p>	Land Use Element (pp. 43-72)	<p>15/V4 – Annelies Goger</p> <p>19 – Sierra Club of Prince George's County</p>	No change to plan.
PROPERTIES IN FLOODPLAIN					
D2	Tax accounts 1831478 and 1831460 are in the floodplain and should not be included in Strategy LU 9.1.	<p>Only a small sliver of one of these properties is in the floodplain.</p> 	Strategy LU 9.1 (p. 66)	19 – Sierra Club of Prince George's County	No change to plan.
D3	"Understanding the environmental challenges of redeveloping in the Northwest Branch flood plain, the county or a city should shortly acquire the properties identified in policy LU 10 to signal its commitment to repairing the environmental conditions in the area."	Staff concur.	Policy LU 10 (p. 72)	14 – Matthew Butner	No change to plan.

E: Economic Prosperity (Section IV)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS					
E1	The Kaiser Permanente facility on Ager Road opened for business subsequent to plan drafting but prior to plan adoption.	The plan should be updated to reflect this.	Existing Conditions Summary (p. 74)	V2/13 – City of Hyattsville (Taylor Robey)	Revise the Existing Conditions Summary on page 74 of the plan as follows: There were approximately 82,000 square feet of primarily Class C office space across 11 properties [already built in the sector plan area] in 2021. [The]This[existing] inventory is very old, with the newest building constructed in 1966 (one building underwent a renovation in 2007). There is currently no Class A office space in <u>the</u> sector plan area. The nearest Class A office space is primarily located at University Town Center, outside of the sector plan area and north of MD 410 (East West Highway), and significant portions of this space are under conversion to residential use. Nonetheless, there is a new <u>47,000 square foot</u> Kaiser Permanente medical facility [project under construction near the West Hyattsville Metro Station on] <u>at 5620 Ager Road</u> [and it includes 47,000 square feet of medical office space].
POLICY EP 2: CREATE ATTRACTIVE COMMERCIAL CORRIDORS TO SERVE RESIDENTS AND VISITORS					
E2	The City of Hyattsville requested a strategy stating the need for a feasibility study to evaluate the establishment of a business and commerce organization focused on supporting the West Hyattsville commercial sector along MD 500 (Queens Chapel Road) and Hamilton Street.	Staff concur.	Policy EP 2, pp. 75-76	V2/13 – City of Hyattsville (Taylor Robey)	Add Strategy EP 2.8 as follows: <u>EP 2.8: Conduct a feasibility study to evaluate the establishment of a business and commerce organization focused on supporting the West Hyattsville commercial sector along MD 500 (Queens Chapel Road) and Hamilton Street.</u> Add this strategy to Table 27. Identify the City of Hyattsville as the Lead Entity and PGCEDC as a Partner Entity. This is a short-term implementation item.

F: Transportation and Mobility (Section V)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
GENERAL TRANSPORTATION AND MOBILITY					
F1	<p>The City of Hyattsville “supports all proposed bike lanes and other recommendations that improve safety and accessibility for pedestrians and cyclists in the Sector Plan area.”</p> <p>Additional testimony supports bicycle, pedestrian, and safety recommendations.</p>	Noted.	Transport. and Mobility Element, Policies and Strategies (pp. 85-127)	V3/11 – Melissa Schweiguth 12 – Dan Behrend V2/13 – City of Hyattsville (Taylor Robey) 14 – Matthew Butner 15/V4 – Annelies Goger 19 – Sierra Club of Prince George’s County V1 – Joseph Solomon	No change to plan.
F2	Supports application of Urban Street Design Standards to the Local Transit Center and Regional Transit District.	Noted.	Policy TM 1 (pp. 85-108)	12 – Dan Behrend	No change to plan.
F3	<p>“Allowing regional through-traffic to continue to run right through the core of the West Hyattsville local transit center at high speeds and volumes will undermine achieving the overall vision.”</p>	<p>Staff concur.</p> <p>With the advent of GPS technology, drivers will often maximize the entire road network to travel between points A and B. This diverts trips on heavily traveled routes to under-utilized routes, making the entire system work more efficiently.</p> <p>SHA is completing a multi-year, multi-phase reconstruction of MD 500 (Queens Chapel Road) that includes enhanced bicycle and pedestrian infrastructure and a corridor-wide reduction to four vehicle travel lanes. The sector plan makes additional recommendations to calm traffic through this corridor, recognizing that the 2016-2024 reconstruction of MD 500 requires additional bicycle and pedestrian accommodation to implement the sector plan’s vision.</p> <p>Inherent in the success of Plan 2035 is a shared understanding that places that are successful in attracting jobs, residents, shoppers, and students will experience vehicular congestion. Places with free-flowing traffic are often economically failing places where few people live and fewer people want to live, work, or play. As more people come to West Hyattsville, it is expected that vehicular congestion may increase. Through-commuters need to know that MD 500 (Queens Chapel Road) and other roads in Prince George’s County are main streets through vital neighborhoods, and not a shortcut for people from the northern part of the County or neighboring counties to access Washington, DC. Staff recommend applying the Urban Street Design Standards to the entirety of MD 500 (Queens Chapel Road).</p>	Transport. and Mobility Element, Policies and Strategies (pp. 85-127)	15/V4 – Annelies Goger	<p>Add the following street to TM 1.5 (“Reconstruct the following existing streets outside the Local Transit Center or Regional Transit District to the appropriate urban street design standards...”)</p> <p><u>MD 500 (Queens Chapel Road) throughout the sector plan area.</u></p> <p><u>Assign MD 500 MPOT ID UC-206 and recommend reconstruction as a Mixed-Use Boulevard B throughout its entire length.</u></p>
F4	<i>Reserved</i>				

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F5	<p>"The language in TM 10.1 is concerning and needs to be much stronger. These plans will not be successful if DPW&T and SHA fail to implement what is needed."</p>	<p>Staff concur and notes that the Planning Board plays a critical role in ensuring that the recommended retrofits to, and construction of, streets to the Urban Street Design Standards where proposed development fronts on or contains all or part of a street recommended for retrofit.</p>	<p>Strategy TM 10.1 (p. 126)</p>	<p>19 – Sierra Club of Prince George’s County</p>	<p>Revise Strategy TM 1.6 as follows:</p> <p>TM 1.6. The 2017 County Urban Street Design Standards include flexibility to address the unique geography, geometry, or needs of any given block. Where rights-of-way challenges exist to implement the Urban Street Design Standards, work with the operating agency for the subject facility (e.g., DPW&T, SHA) to identify [which elements need to be consistently applied and/or removed to] <u>which vehicular elements may be removed to</u> ensure high-quality complete streets. <u>Under no circumstances should the recommended bicycle facility be reduced to a lower bicycle facility within the following hierarchy:</u></p> <p><u>HIERARCHY OF BICYCLE FACILITIES</u></p> <p><u>This sector plan establishes a preferred hierarchy of bicycle facilities. Whenever a new street is proposed, whether recommended through this sector plan or as part of a new development, designers, operating agencies, and regulatory agencies should consider the strongest possible bicycle facility among the following hierarchy:</u></p> <ol style="list-style-type: none"> 1. <u>Off-street barrier-separated cycle track</u> 2. <u>On-street barrier-separated cycle track</u> 3. <u>Shared Use off-street sidepath</u> 4. <u>Barrier-separated one-way bicycle lane</u> 5. <u>One-way bicycle lane with wide paint separation</u> 6. <u>One-way painted bicycle lane</u> 7. <u>Bicycle-on-shoulder</u> 8. <u>Shared-use lane</u> <p>Revise Strategy TM 10.1 as follows:</p> <p>TM 10.1. [DPW&T should consider updates to]<u>Update</u> the County Urban Street Design Standards to align with the requirements of the Zoning Ordinance for sidewalk and buffer regulations where the Zoning Ordinance is more stringent.</p>
F6	<p>Revise Existing Conditions Summary to state that congestion is not a significant challenge during off-peak hours and that there are frequent delays during peak hours.</p>	<p>The existing conditions summaries are based on research and data collected during the plan preparation period of 2020-2021, and not perceptions.</p> <p>Traffic data were collected in November 2020 at the following signalized intersections in the sector plan area:</p> <ul style="list-style-type: none"> • Hamilton Street and 38th Avenue • Hamilton Street and Ager Road • MD 500 (Queens Chapel Road) and Queensbury Road • MD 500 (Queens Chapel Road) and Hamilton Street • MD 500 (Queens Chapel Road) and Ager Road • MD 500 (Queens Chapel Road) and MD 501 (Chillum Road) <p>An analysis of this data during morning and evening peak hours showed a level of service (LOS) of A or B at these signalized intersections, meaning free or moving traffic with a high level of driver comfort.</p>	<p>Transport. and Mobility Existing Conditions Summary (p. 79)</p>	<p>17 – Avonridge Community Development Corporation</p>	<p>No change to plan.</p>

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
STREET NETWORK					
F7	Construct new streets to complete a street grid between MD 500 (Queens Chapel Road) and MD 208 (38 th Avenue).	Staff do not recommend constructing a street through the floodplain traversing the ravine on M-NCPPC property at the southeast corner of MD 500 (Queens Chapel Road) and MD 208 (Hamilton Street), which would be necessary to complete the recommended street grid.	Policy TM 1 and supporting strategies (pp. 85-108)	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.
F8	Construct new streets to complete a street grid between MD 410 (East West Highway) and Belcrest Road.	This was not evaluated during the sector plan process. Staff concur in concept, but such connections require further study.	Policy TM 1 and supporting strategies (pp. 85-108)	V2/13 – City of Hyattsville (Taylor Robey)	Add a new strategy to Policy TM 1 as follows: <u>TM 1.20: Evaluate the potential of creating a grid of complete and green streets to serve new development south of MD 410 (East West Highway), west of MD 500 (Queens Chapel Road), and north and east of Belcrest Road. If possible, a new street in this location should connect to America Boulevard.</u>
F9	Maps do not show the streets in the Avondale Ridge townhouse development.	Plan maps do not show private streets. The streets in this subdivision are owned and maintained by a homeowners' association and were not dedicated to a public agency.	Plan-wide	17 – Avonridge Community Development Corporation	No change to plan.
F10	Include Varnum Street/Arundel Road in the list of "green streets".	Strategy TM 1.5 recommends that Varnum Street and Arundel Road be retrofit to the 2017 County Urban Street Design Standards, including appropriate green stormwater management infrastructure. However, the plan also recommends the retention of the existing shopping strip on the south side of Varnum Street between Eastern Avenue NE and Russell Avenue.	Strategy TM 1.5 (p. 86)	19 – Sierra Club of Prince George's County	Revise Table 11 recommendations for UC-218, Varnum Street, as follows: <i>Between Eastern Avenue NE and Russell Avenue</i> Minimum ROW: <u>93 feet</u> Elements: Add <u>Retain 25' sidewalk on south side of street and extend to Russell Avenue</u> Add barrier-separation to the bicycle lanes. Notes: Add <u>All necessary right-of-way acquisition will occur on the north side of street. Reconstruction may occur either through redevelopment or by the City of Mount Rainier.</u> Delete [Between Eastern Avenue and 22 nd Avenue, maintain (do not reduce) existing width of sidewalk and buffer on south side of Varnum Street.] <i>Between Russell Avenue and 34th Street</i> Minimum ROW: <u>76 feet</u> Elements: <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 Motor Vehicle Lanes: 2
TRAFFIC CALMING					
F11	Recommend a road diet for Ager Road to two lanes.	While staff concur, in general, with the practice of road diets, there are limitations to this approach. Ager Road and MD 500 (Queens Chapel Road) are major roadways that carry a significant amount of local and regional traffic and are anticipated to carry sufficient vehicles in the near-to-mid-term to warrant a retention of the current four-lane configuration of these two roads. Both roads were reconstructed while this sector plan was underway, and the operating agencies do not anticipate making significant physical changes to them in the near-to-mid-term. The sector plan focuses on bicycle and pedestrian safety measures that make crossing these two four-lane roads safer and more attractive for non-vehicular travelers.	Policy TM 1 and supporting strategies (pp. 85-108)	15/V4 – Annelise Goger	No change to plan.

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
PEDESTRIAN CONNECTIVITY					
F12	Complete sidewalks on MD 208 (Hamilton Street) east of MD 500 (Queens Chapel Road).	Sector plan recommends minimum 8-foot-wide sidewalks on both sides of MD 208 (Hamilton Street). See Table 12: Recommended Countywide Master Plan of Transportation Streets (p. 94-104) and Table 15: Streets Subject to Strategy TM 4.9 (Construct complete and continuous sidewalks on both sides of the roadway at these locations) (p. 116).	TM 1.15 (p. 93) Table 12 (p. 94-104) TM 4.9 (p. 116) Table 15 (p. 116)	9 – Danny Schaible	No change to plan.
F13	There have been several instances of bicycle infrastructure constructed since the existing conditions maps were created. Connect levee paving efforts to existing pedestrian/bicycle networks.	Staff concur. Exhibit 11 stated that Map 22 is missing “a long-existing connector/service road from the “Brentwood” levee trail to the Northwest Branch trail” Maps 22 and 27 show a planned shared lane along 37 th Street between Allison Street and the Brentwood Levee Trail and the connection to the Northwest Branch Trail at the Town of Brentwood Public Works Complex, 4604 37 th Street.	Transport. and Mobility Element, Policies and Strategies (pp. 85-127)	V3/11 – Melissa Schweisguth 19 – Sierra Club of Prince George’s County	Add the following strategies under Policy TM 4: <u>TM 4.12: Formalize access paths along and atop levees as bicycle/pedestrian rights-of-way and connect them to the existing bicycle/pedestrian network.</u> <u>TM 4.13: Construct a signed crosswalk where the Arundel Road Levee trail crosses Chillum Road. Consider pedestrian-actuated signalization at this location.</u> See also Appendix F: Correction/Information Update Sheet for the July 2022 Staff Draft Sector Plan and Proposed SMA, updates enrollment figures to reflect September 30, 2023 totals.
F14	Potential resident opposition to sidewalks.	The provision of sidewalks is intended to be within the public right-of-way. If sidewalk construction must occur outside of the existing right-of-way, Prince George’s County would need to acquire additional property. This would necessarily require engagement with affected property owners. Staff consider sidewalks a fundamental part of all streets and feel that neighborhoods in older parts of Prince George’s County are disadvantaged by their absence.	Strategy TM 4.9 and Table 15 (p. 116)	17 – Avonridge Community Development Corporation	No change to plan.
F15	<i>Reserved</i>				
IMPROVED CONNECTIVITY TO THE NORTHWEST BRANCH TRAIL					
F16	Improve pedestrian accessibility from MD 208 (Hamilton Street) to the Northwest Branch Trail along MD 208 (38 th Avenue)	Comment addressed by Strategy TM 4.1. <i>Construct the pedestrian and bicycle facilities recommendations in Table 12: Recommended Countywide Master Plan of Transportation Streets, and Table 14: Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, which include facilities along roadways as well as shared-use paths independent from the roadway.</i> Table 14 recommends 5-foot bicycle lanes and 8-foot sidewalks along MD 208 (38 th Avenue) (BL-201). This facility would likely require maximization of the existing SHA right-of-way.	Strategy TM 4.1 (p. 111) Table 14 (pp 112-114)	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.
F17	Formalize the informal connection to the Northwest Branch Trail system at Farragut Street between 36 th Place and 37 th Avenue.	Comment addressed by Strategy TM 4.1. Construct the pedestrian and bicycle facilities recommendations in Table 12: Recommended Countywide Master Plan of Transportation Streets, and Table 14: Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, which include this connection. Table 14 recommends new trail/shared-use path T-213, which connects Farragut Street to the Northwest Branch Trail system and is intended specifically to formalize the identified informal connection.	Strategy TM 4.1 (p. 111) Table 14 (pp 112-114)	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
BICYCLE FACILITIES					
F18	Light bicycle trails to aid commuters.	<p>The Department of Parks and Recreation (DPR) is open to providing lighting along park trails in the West Hyattsville area.</p> <p>While studies do not show that lighting alone makes a bicycle and pedestrian path safer, when there is demand for trail use generated by diverse land uses that are active during dark morning and evening hours, lighting can increase usage during dark hours and this greater user safety. The other factor DPR must consider is the potential impact on the natural area through which trails pass.</p> <p>DPR has just completed a developer-funded extension of the trail lighting system along the Northwest Branch Trail in the immediate vicinity of the West Hyattsville Metro Station.</p> <p>Additionally, DPR is planning a pilot lighting project in the Langley Park and Cottage City area along the Anacostia River Trail and a Northwest Branch Trail spur that has the potential for future replication in other trail locations.</p>		<p>V2/13 – City of Hyattsville (Taylor Robey)</p> <p>16 – Avondale/North Woodridge Citizens Association</p> <p>17 – Avonridge Community Development Corporation</p> <p>19 – Sierra Club of Prince George’s County</p>	<p>Add a strategy to Policy TM 5 as follows: <u>TM 5.13: Evaluate the feasibility of providing lighting on key commuter trails, including the Northwest Branch Trail, and their connecting trails.</u></p> <p>Add a text box that states: <u>DPR is planning a pilot lighting project in the Langley Park and Cottage City area along the Anacostia River Trail and a Northwest Branch Trail spur. These pilot projects will use solar-powered lighting and have programmable controls using photovoltaic, time of day, and motion sensing on/off controls, as well as brightness controls and night sky protections. It is hoped that these new technologies can be used to facilitate safe dark hour usage of the trail system for both transportation and recreation, without creating further stresses on the flora and fauna of our close to home semi-natural environments.</u></p>

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F19	<p>Make all proposed bicycle lanes protected with rigid buffer (not just space buffer)</p> <p>Identify protected bicycle lanes in the Elements column of Table 12, rather than in Notes.</p> <p>Use parking protected bicycle lanes whenever practicable.</p>	<p>Staff concur with comments but note that barrier-separated bicycle lanes may not be feasible in all locations due to right-of-way or other access constraints.</p> <p>The Sector Plan (Table 12) recommends protected bicycle lanes on MD 500 (Queens Chapel Road), MD 501 (Chillum Road), Ager Road, and Belcrest Road.</p>	<p>Policy TM 1 and supporting strategies (pp. 85-108)</p> <p>Table 12 (p. 94-104)</p> <p>TM 4.9 (p. 116)</p> <p>Table 15 (p. 116)</p> <p>Policy TM 5 and supporting strategies (pp. 119-122)</p>	<p>V3/11 – Melissa Schweisguth</p> <p>12 – Dan Behrend</p>	<p>Revise Strategy TM 1.8 as follows:</p> <p>TM 1.8. Expand urban street design in the sector plan area by identifying opportunities to add the following elements along all streets, where feasible:</p> <ul style="list-style-type: none"> • Slower speeds • Shorter crossing distances • Reduced curb radii • Wider sidewalks • <u>[More]Additional bicycle facilities</u> • <u>Barrier-separated bicycle lanes</u> • Pedestrian amenities <p>Move the definition of a protected bicycle lane out of Table 11 and into a text box:</p> <p><u>BARRIER-SEPARATED/PROTECTED BICYCLE LANES</u></p> <p><u>A bicycle lane separated from vehicular traffic by a physical, vertical element to enhance the safety of separation between bicyclists and motor vehicles (also known as a "protected bicycle lane")</u></p> <p>Add safety-related cross-references to Policy TM 8 (Vision Zero).</p> <p>Revise Table 12 to identify protected bicycle lanes in the Elements column. Such lanes will be revised as "...<u>protected</u> bicycle lane with...</p> <p>Add the following strategies to Policy TM 5:</p> <p><u>TM 5.15: Whenever and wherever feasible, physically separate bicycle lanes from vehicle travel or parking lanes. Where feasible, use concrete or other hard, semi-permanent materials for such separation in lieu of flexiposts.</u></p> <p><u>TM 5.16: For streets where bicycle lanes and on-street parking are recommended, evaluate the potential for parking-protected bicycle lanes during street design.</u></p> <p>Renumber existing TM 5.15 as TM 5.18 for better page formatting.</p>
F20	<p>Do not recommend shared bicycle lane markings (sharrows) anywhere. They are not effective in reducing crashes.</p>	<p>Staff generally concur with this comment but note that, while shared bicycle lane markings (sharrows) are not optimal, they are an acceptable compromise on low-speed residential streets where rights-of-way may prevent striping of bicycle lanes.</p> <p>Staff note that previous recommendations for shared bicycle-lane markings in the 2009 <i>Approved Countywide Master Plan of Transportation</i> have been largely upgraded to bicycle lanes or other facilities in this sector plan.</p>	<p>Policy TM 1 and supporting strategies (pp. 85-108)</p> <p>Table 12 (p. 94-104)</p> <p>TM 4.1 (p. 111)</p> <p>Table 14 (p. 112-114)</p>	<p>V3/11 – Melissa Schweisguth</p>	<p>Revise Table 14 and Map 27 to extend BL-201 along Jefferson Street to the sector plan boundary.</p>

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F21	The 2016 <i>Approved Prince George's Plaza Transit District Development Plan</i> recommends a grade-separated cycle track on Belcrest Road. Why is this recommendation not carried forward in this sector plan?	<p>The Belcrest Road cycle track recommended by the 2016 <i>Approved Prince George's Plaza Transit District Development Plan</i> is intended to terminate at the entrance to the Hyattsville Crossing Metro Station.</p> <p>The Mosaic at Metro Apartments (6210 Belcrest Road) was constructed in the late 2000s and it was determined at the time of the TDDP that redevelopment was unlikely, and that the existing frontage was insufficient to construct a raised cycle track at this location. The 2016 TDDP recommended a shared-use sidepath from the Metro station entrance to MD 500 (Queens Chapel Road).</p> <p>This recommendation is also infeasible due to the lack of available right-of-way or redevelopable frontage along the west side of Belcrest Road in this area. Redevelopment of the east side of Belcrest Road, as recommended by this sector plan, allows for a reconstruction of Belcrest Road and incorporation of the recommended protected bicycle lane by incorporating any necessary expansion of the right-of-way on the east side.</p>	Table 12 (p. 94-104)	12 – Dan Behrend	No change to plan.
F22	The 2009 <i>Approved Countywide Master Plan of Transportation</i> recommends a shared-use sidepath along MD 208 (Hamilton Street). Why is this recommendation not carried forward in this sector plan?	<p>The 2009 <i>Approved Countywide Master Plan of Transportation</i> recommends "Continuous sidewalks, pedestrian safety features, and other pedestrian amenities are needed along this pedestrian route to the West Hyattsville Metro Station." (p. 37).</p> <p>This recommendation is shown as a "Park Trails and Shared Use Path, Planned" on PGAtlas.</p> <p>This sector plan carries forward this recommendation in the following strategy:</p> <p><i>TM 4.9: Construct complete and continuous sidewalks on both sides of the roadway at these locations...</i> [shown in Table 15 and including MD 208 (Hamilton Street)]</p> <p>Table 12, Recommended Countywide Master Plan of Transportation Streets, recommends eight-foot sidewalks and a five-foot bicycle lane on each side of the street.</p> <p>This proposed bicycle lane will connect seamlessly with the proposed bicycle lanes on Hamilton Street and 38th Avenue. The benefits of a shared-use sidepath are mitigated somewhat by the fact that it is a two-way facility on one side of the street, requiring users to cross an often-busy street to use the facility.</p>	Table 12 (p. 94-104)	12 – Dan Behrend	No change to plan.
F23	Clarify shared lane impact on on-street parking.	<p>Shared lanes indicate and reinforce that bicycles may share the travel lanes with motor vehicles.</p> <p>Staff note that while residents are often passionate about on-street parking, nobody is entitled to park in a specific location on a public street, and provision of on-street parking is not permanently guaranteed where it currently exists, especially on a state highway.</p>	Table 12 (p. 94-104) Map 27 (p. 115)	17 – Avonridge Community Development Corporation	No change to plan.
F24	Avonridge CDC oppose MD 500 (Queens Chapel Road) bicycle lanes "if this means that residents would lose parking in front of their homes"	<p>The segment of MD 500 (Queens Chapel Road) in question currently has on-street parking in the state right-of-way in front of 14 houses between Russell Avenue and Carson Circle. All houses with frontage on MD 500 (Queens Chapel Road) have off-street parking, permitted alley parking, and on-street parking on surrounding streets.</p> <p>As of September 27, 2023, SHA is reconstructing MD 500 (Queens Chapel Road); SHA did not continue the southbound bicycle lane on MD 500 (Queens Chapel Road) due to this on-street parking, but they should continue to evaluate this block to ensure continuity of facilities.</p>	Table 12 (p. 94-104) Map 27 (p. 115)	17 – Avonridge Community Development Corporation	No change to plan.

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
IMPROVED BICYCLE AMENITIES					
F25	Encourage employers (or newly developed commercial space) to offer long-term, secure, limited-access employee bike parking and access to showers to reduce barriers to bike commuting.	Staff concur. Section 27-6308(c) of the Zoning Ordinance states: <i>The Planning Director may authorize up to a five percent reduction in the minimum number of off-street parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for developments that comply with the bicycle parking standards in Section 27-6309, Bicycle Parking Standards, and provide both of the following:</i> <i>(1) Additional enclosed (indoor or locker) and secure bicycle parking spaces equal to at least five percent of the number of vehicle parking spaces provided; and</i> <i>(2) Shower and dressing areas for employees.</i>	Policy TM 5 (pp. 119-122) Policy TM 9 (pp. 125-127)	12 – Dan Behrend	Add/revise the following strategies: TM 5.[5]Z: Provide long-term bicycle parking facilities, including bicycle “fix-it stations,” for residents [at multifamily developments]and/or employees[,] consistent with the American Association of State Highway and Transportation Officials (AASHTO) <i>Guide for the Development of Bicycle Facilities</i> . <u>TM 5.8: Where feasible, provide showers and dressing areas for employees.</u> <u>See also Section 27-6308 and 27-6309 of the Zoning Ordinance.</u> Renumber subsequent strategies under Policy TM 5. <u>TM 10.6: Permit and encourage a five percent reduction in the minimum number of required off-street parking spaces, pursuant to Section 27-6308(c) of the Zoning Ordinance (Special Facilities for Bicycle Commuters), for the provision of additional bicycle parking facilities, showers, and dressing areas for bicycle commuters.</u> Renumber subsequent strategies under Policy TM 10 (former TM 9).
F26	Provide a secure bike storage space at the West Hyattsville Metro Station, similar to pilot project at the College Park-University of Maryland Metro Station	Staff concur. See more information at https://www.wmata.com/service/bikes/bike-and-ride.cfm .	TM 5.6 (p. 119)	12 – Dan Behrend	Revise Strategy TM 5.9 (former TM 5.6) as follows: TM 5.[6]9: Provide free, <u>secure</u> , [short-term] covered bicycle parking at the West Hyattsville Metro Station and at all developments within one-quarter mile of station. Add a text box describing the Bike and Ride facility at the College Park-UMD Metro Station.
INTERSECTION SAFETY					
F27	Add new strategy to provide curb extensions, mountable curbs, and/or bike/micro-mobility parking at intersections and mid-block crosswalks near new developments to daylight intersections – that is, make it easier for drivers to see people using the crosswalk and vice versa.*	Curb extensions are identified as traffic calming strategies in the text box on p. 124. Mountable curbs must be evaluated as streets are constructed to ensure stormwater management is maintained. Micro-mobility facilities are addressed by Policy TM 6 (p. 122). The RTO and LTO Zones limit block lengths to 800 feet. Staff concur that mid-block crosswalks are desirable on blocks of 700-800 feet.	Policy TM 5 and supporting strategies (pp. 119-122) Policy TM 6 (p. 122) Policy TM 10 and supporting strategies (p. 126) Policy HD 4 and supporting strategies (p. 168-170)	12 – Dan Behrend	Add a strategy to Policy TM 5 as follows: <u>TM 5.17: Consider mid-block crosswalks (where permitted) to improve pedestrian visibility and calm traffic.</u> Add Strategy TM 10.3 as follows: <u>TM 11.3: As the County Council evaluates the effectiveness of the Zoning Ordinance, it should evaluate the maximum block lengths of the Transit-Oriented/Activity Center Zones in the context of pedestrian-friendliness.</u> Add Strategy HD 4.12 as follows: <u>HD 4.12: Design blocks not to exceed 500 feet in length.</u>
F28	Conduct signal warrant analysis for the following intersections: Ager Road and Lancer Drive, Nicholson Street and MD 500 (Queens Chapel Road), and Ager Road and Nicholson Street.	An area master plan generally does not analyze traffic movements at the same level of detail as a signal warrant analysis. In general, traffic signals make pedestrian and bicycle movements safer, and present opportunities for transit signal priority to improve bus movements as well.	Strategy TM 8.2 (p. 124)	9 – Danny Schaible V2/13 – City of Hyattsville (Taylor Robey)	Add new Strategy TM 8.2 as follows: <u>TM 8.2: Conduct a signal warrant analysis at the following intersections:</u> <u>Ager Road and Lancer Drive/Little Branch Run</u> <u>MD 500 (Queens Chapel Road) and Nicholson Street</u> <u>Ager Road and Nicholson Street</u> Renumber subsequent strategies under Policy TM 8 accordingly.
INTERSECTION SAFETY					

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

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F29	Consider a roundabout at MD 208 (Hamilton Street and 38th Avenue).	Staff considered a roundabout at this location during the sector plan process and are concerned about the costs of a roundabout at this location, including the loss of signalized pedestrian crosswalks and impacts to properties that abut the current intersection of Hamilton Street and 38th Avenue. These costs outweigh the potential benefits to traffic flow.	Policy TM 1 and supporting strategies (pp. 85-108)	9 – Danny Schaible	No change to plan.
F30	<p>“Revise TM 5.7, or add a new TM strategy, to encourage the use of leading pedestrian intervals, automatic pedestrian phases – without requiring people to press a beg button, and to ensure that existing traffic controls accommodate all road users, throughout the sector plan area.”</p> <p>“Revise TM 8.2, or add a new TM strategy, to include raised and/or continuous crosswalks and raised intersections within a certain radius of the Metro station.”</p> <p>Restripe crosswalk at Ager Road and Lancer Drive/Little Branch Run.</p> <p>Add HAWK signal where the trail from the West Hyattsville Metro Station crosses MD 501 (Chillum Road)</p>	Staff concur.	<p>Policy TM 5 and supporting strategies (pp. 119-122)</p> <p>Strategy TM 8.2 (p. 124)</p>	<p>12 – Dan Behrend</p> <p>18 – Peta Irving Brown</p> <p>19 – Sierra Club of Prince George’s County</p>	<p>Add new strategies to Policy TM 5 as follows:</p> <p><u>TM 5.5: Evaluate the potential for leading pedestrian intervals at all signalized intersections.</u></p> <p><u>TM 5.6: Incorporate automatic pedestrian phases at all signalized intersections.</u></p> <p>Renumber subsequent strategies accordingly.</p>

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No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
F30 (cont.)	<p>“Revise TM 5.7, or add a new TM strategy, to encourage the use of leading pedestrian intervals, automatic pedestrian phases – without requiring people to press a beg button, and to ensure that existing traffic controls accommodate all road users, throughout the sector plan area.”</p> <p>“Revise TM 8.2, or add a new TM strategy, to include raised and/or continuous crosswalks and raised intersections within a certain radius of the Metro station.”</p> <p>Restripe crosswalk at Ager Road and Lancer Drive/Little Branch Run.</p> <p>Add HAWK signal where the trail from the West Hyattsville Metro Station crosses MD 501 (Chillum Road)</p>	Staff concur.	<p>Policy TM 5 and supporting strategies (pp. 119-122)</p> <p>Strategy TM 8.2 (p. 124)</p>	<p>12 – Dan Behrend</p> <p>18 – Peta Irving Brown</p> <p>19 – Sierra Club of Prince George’s County</p>	<p>Revise Strategy TM 8.3 (former TM 8.2) as follows:</p> <p>TM 8.[2]3: Work with the appropriate agency or agencies (SHA, DPW&T, municipalities) to evaluate the feasibility of constructing protected intersections and pedestrian refuges, signalized marked, <u>raised, and/or continuous</u> crosswalks with [adequate timings, <u>leading pedestrian intervals, automatic pedestrian phases, sidewalk extensions, and HAWK signals, at all major intersections in the Local Transit Center and Regional Transit District. Prioritize the following locations through temporary pilot testing:</u></p> <ul style="list-style-type: none"> • MD 500 (Queens Chapel Road) and Jamestown Road • MD 500 (Queens Chapel Road) and Hamilton Street • Hamilton Street and Ager Road • MD 500 (Queens Chapel Road) and MD 501 (Chillum Road) • T-208 (Prince George’s Connector Trail), <u>16th Avenue</u>, and MD 501 (Chillum Road) • MD 208 (Hamilton Street) with 35th Place, 26th Avenue, and the parking lot entrance in front of Hyatt Park • MD 500 (Queens Chapel Road) and Ager Road • MD 500 (Queens Chapel Road) and 30th Street • Nicholson Street and Ager Road • MD 500 (Queens Chapel Road) and Belcrest Road • <u>Ager Road and Lancer Drive/Little Branch Run</u> • <u>MD 500 (Queens Chapel Road) and the Northwest Branch Trail</u> • <u>MD 208 (38th Avenue) and the Northwest Branch Trail</u> • <u>MD 501 (Chillum Road) and T-217</u> <p><u>As an interim measure, ensure all crosswalks are maintained during street construction.</u></p>

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[Brackets] indicate language deleted.

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations										
F31	<p>Eliminate free-right turns from the following intersections:</p> <p>MD 208 (38th Street) and Arundel Road</p> <p>MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)</p> <p>MD 500 (Queens Chapel Road) and Eastern Avenue NE</p> <p>MD 501 (Queens Chapel Road) and 19th Avenue</p>	<p>Strategy TM 1.14 recommends evaluating the feasibility of eliminating free-right turns from several intersections.</p> <p>With regard to those recommended in Exhibit 20:</p> <table border="1"> <thead> <tr> <th>Intersection</th> <th>Staff Response</th> </tr> </thead> <tbody> <tr> <td>MD 208 (38th Street) and Arundel Road</td> <td>This free-right turn encourages traffic to travel westbound on Arundel Road rather than enter residential neighborhoods in the Town of Brentwood. This is an unorthodox but successful traffic calming measure.</td> </tr> <tr> <td>MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)</td> <td>Free-right turns were eliminated in 2022 by SHA.</td> </tr> <tr> <td>MD 500 (Queens Chapel Road) and Eastern Avenue NE</td> <td>Staff concur.</td> </tr> <tr> <td>MD 501 (Chillum Road) and 19th Avenue</td> <td>Staff concur. Elimination of this free-right turn is recommended by DPR as part of the Anacostia Gateway/Prince George's Connector Trail crossing of MD 501.</td> </tr> </tbody> </table> <p>See also Correction 23 on the Errata Sheet.</p>	Intersection	Staff Response	MD 208 (38th Street) and Arundel Road	This free-right turn encourages traffic to travel westbound on Arundel Road rather than enter residential neighborhoods in the Town of Brentwood. This is an unorthodox but successful traffic calming measure.	MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)	Free-right turns were eliminated in 2022 by SHA.	MD 500 (Queens Chapel Road) and Eastern Avenue NE	Staff concur.	MD 501 (Chillum Road) and 19th Avenue	Staff concur. Elimination of this free-right turn is recommended by DPR as part of the Anacostia Gateway/Prince George's Connector Trail crossing of MD 501.	Strategy TM 1.14 (p. 89)	19 – Sierra Club of Prince George's County	<p>Revise Strategy TM 1.14 as follows:</p> <p>TM 1.14. <u>Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George's Connector Trail.</u> Evaluate the feasibility of eliminating free-right turns (slip lanes) at the following intersections and expand sidewalks and increase pedestrian refuge spaces to improve pedestrian and bicyclist safety:</p> <ul style="list-style-type: none"> • Hamilton Street and Ager Road • Hamilton Street and MD 500 (Queens Chapel Road) • <u>MD 500 (Queens Chapel Road) and Eastern Avenue NE (in coordination with DDOT)</u> <p>Take the following steps:</p> <ol style="list-style-type: none"> 1. Conduct a temporary pilot with free-right turn (slip lane) removal (blocking off the lane to vehicles with traffic cones) at the locations listed above, in coordination with DPW&T, MDOT SHA, <u>DDOT, WMATA</u>, and municipalities, to evaluate its<u>their</u> effectiveness and impact on improving bicyclist and pedestrian experience and safety. Evaluation of the crossing distance as well as pedestrian timing should be considered. 2. Should this pilot project be successful, DPW&T/<u>DDOT</u> and SHA should partner to permanently implement the recommendations, followed by adjusting curb radii, in coordination with WMATA, at these intersections as needed to improve visibility of pedestrians and bicyclists from oncoming vehicles. (See Table 12. Recommended Countywide Master Plan of Transportation Streets; and Map 25. Recommended Countywide Master Plan of Transportation Streets). <p>Update Figure 3 (p. 127) to reflect these changes.</p>
Intersection	Staff Response														
MD 208 (38th Street) and Arundel Road	This free-right turn encourages traffic to travel westbound on Arundel Road rather than enter residential neighborhoods in the Town of Brentwood. This is an unorthodox but successful traffic calming measure.														
MD 500 (Queens Chapel Road) and MD 501 (Chillum Road)	Free-right turns were eliminated in 2022 by SHA.														
MD 500 (Queens Chapel Road) and Eastern Avenue NE	Staff concur.														
MD 501 (Chillum Road) and 19th Avenue	Staff concur. Elimination of this free-right turn is recommended by DPR as part of the Anacostia Gateway/Prince George's Connector Trail crossing of MD 501.														
INTERSECTIONS OF NORTHWEST BRANCH TRAIL WITH MD 208 (38TH AVENUE) AND MD 500 (QUEENS CHAPEL ROAD)															
F32	<p>Strategy TM 5.9 recommends "Install pedestrian/bicycle actuated traffic control devices on</p> <p>the Northwest Branch Trail where it crosses major streets, including MD 500 (Queens Chapel Road) and MD 208 (38th Avenue). These already exist.</p> <p>"Encourage MDSHA to install control devices that require drivers to actually stop (e.g., red lights; automated enforcement) at both crossings."</p> <p>"Revise TM 5.9...to provide a raised intersection where the NW Branch Trail crosses MD 208."</p>	<p>Staff Draft Plan Strategy TM 5.9 should be strengthened to indicate that a stop signal should be provided at these intersections.</p> <p>One is already under construction at MD 500 (Queens Chapel Road), Jamestown Road, and the Northwest Branch Trail as of November 7, 2022.</p>	TM 5.9 (p. 120)	V3/11 – Melissa Schweisguth 12 – Dan Behrend	<p>Revise Strategy TM 5.12 (former Strategy TM 5.9) as follows:</p> <p>TM 5.9[12]: <u>[Install]Provide a raised crossing for the Northwest Branch Trail as it crosses MD 208 (38th Avenue) to slow traffic. Upgrade the pedestrian/bicycle actuated traffic control device[s] on [the Northwest Branch Trail where it crosses major streets, including MD 500 (Queens Chapel Road) and]with MD 208 (38th Avenue[Street]) to require vehicles to stop for crossing pedestrians/bicyclists.</u></p> <p><u>See also Strategy TM 8.3.</u></p> <p>Insert a photo of the raised crossing of the Trolley Trail at Berwyn Road in College Park.</p> <p>Insert text box describing the new traffic control device at MD 500, Jamestown Road, and the Northwest Branch Trail.</p> <p>Update Figure 3 (p. 127) to reflect these changes.</p>										

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No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
INTERSECTIONS OF NORTHWEST BRANCH TRAIL WITH MD 208 (38TH AVENUE) AND MD 500 (QUEENS CHAPEL ROAD)					
F33	Improve the Northwest Branch Trail crossing of MD 500 (Queens Chapel Road)	<p>This comment is addressed by the following strategies:</p> <p><i>TM 5.10 (former Strategy TM 5.7): Evaluate the potential for bicycle signals, exclusive or lead bicycle phasing, and bicycle boxes at major intersections or where two major bicycle routes intersect, including, but not limited to:</i></p> <ul style="list-style-type: none"> • 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 <p><i>PF 1.12. Consider incorporating elements, features, and amenities from the illustrative concept in Figure 7 when redeveloping the pedestrian/bicycle bridge crossing of the Northwest Branch south of MD 500 (Queens Chapel Road) and the surrounding park and trail area. These features include amphitheater style steps/seat walls leading to the river, public art installations, gathering and viewing spaces, plaza, and special paint/texture treatment of the Northwest Branch Trail crossing at MD 500 (Queens Chapel Road).</i></p> <p>Pedestrian and bicyclist safety at this intersection can also be addressed by adding it to Strategy TM 8.2, which recommends feasibility analysis of protected intersections (see text box on p. 124 of the Staff Draft Sector Plan) at key intersections.</p>	<p>Strategy TM 5.7 (p. 130)</p> <p>Strategy TM 8.2 (p. 124)</p> <p>Strategy PF 1.12 (p. 203)</p>	<p>V2/13 – City of Hyattsville (Taylor Robey)</p> <p>V3/11 – Melissa Schweisguth</p> <p>12 – Dan Behrend</p> <p>16 – Avondale/North Woodridge Citizens Association</p>	See recommended edits under Issue F32 above.

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

G: Natural Environment

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
INVASIVE SPECIES					
G1	Remove invasive plants along the Northwest Branch Trail	Staff concur. See also Issue P9 below.	Policy NE 3 and supporting strategies (p. 143) Strategy NE 6.4 (p. 146)	V2/13 – City of Hyattsville (Taylor Robey) 17 – Avonridge Community Development Corporation V1 – Joseph Solomon	Add Strategy NE 3.6: <u>NE 3.6: Create and implement an invasive species management plan within all M-NCPPC park property, focusing on controlling invasive species along the Northwest Branch Trail.</u> Add a strategy to Policy NE 6 as follows: <u>NE 6.7: Develop an invasive species management plan for the sector plan area.</u>
RENEWABLE ENERGY					
G2	"In my opinion, it would be completely out of touch to approve a plan that lacks a strong policy of promoting infrastructure for the use of solar and other renewable energy."	See Strategy NE 5.3: <i>Encourage all new development and redevelopment to incorporate multiple green building techniques found in Section 27-61600 of the Zoning Ordinance.</i> Staff recommend an additional strategy.	Policy NE 5 and supporting strategies (p. 146)	18 – Peta Irving Brown	Add a new strategy to Policy NE 5 as follows: <u>NE 5.5: Work with property owners to identify opportunities to add infrastructure that supports renewable energy use, generation, and/or transmission.</u> Add a text box below Policy 5 as follows: <u>ENERGY-EFFICIENT CONSTRUCTION</u> <u>Building or renovating with energy efficiency in mind not only combats climate change, but also saves property owners money on energy bills. For new construction, property owners and builders may consider using passive solar home design. This is a construction methodology that minimizes energy output towards home cooling by properly siting one's home, carefully considering the placement and shading for one's windows, building with masonry that absorbs the summer sun's heat, and using technologies and other design strategies like shading and landscaping to reduce indoor temperatures in the warmer months.¹ For owners of existing buildings, replacing existing roofs with cool roofs (roofs made of a variety of materials that reflect more sunlight than traditional roofs in order to reduce the roof's temperature) and properly selecting one's appliances, windows, doors, insulation, and other structural elements for maximum energy efficiency allow property owners to benefit from energy-saving technologies without needing to start from scratch.^{2 3 4}</u> <u>1 https://www.energy.gov/energysaver/passive-solar-homes</u> <u>2 https://www.energy.gov/energysaver/cool-roofs</u> <u>3 https://www.energy.gov/energysaver/efficient-home-design</u> <u>4 Prince George's County Climate Action Plan, page 84</u>

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[Brackets] indicate language deleted.

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
WOODLAND CONSERVATION					
G3	<p>"...an additional stipulation must be that in the event that it is necessary to remove a tree, the tree is to be replaced so as to achieve no net tree loss in the geography of the sector plan."</p>	<p>In heavily developed areas of the County, it is very challenging to replace trees in the same area. On-site preservation and reforestation are the highest priority measures identified in Section 25-122(c) of the Woodland Conservation Ordinance. However, there are limited areas within West Hyattsville-Queens Chapel that can be replanted with new trees to offset nearby tree removal.</p> <p>On May 8, 2023, the State enacted House Bill 723/Senate Bill 526, an act concerning Natural Resources – Forest Preservation and Retention. This law requires counties to update their current woodland and tree preservation ordinances by July 1, 2024.</p> <p>Any updates to this sector plan as a result of the enactment of a new Subtitle 25 should be incorporated during the adoption or approval process.</p>	Policy NE 4 and supporting strategies (p 145).	19 – Sierra Club of Prince George’s County	<p>Add a text box as follows:</p> <p><u>WOODLAND AND WILDLIFE HABITAT ORDINANCE (WCO) AND WOODLAND CONSERVATION FUND</u></p> <p><u>The Woodland and Wildlife Habitat Conservation Ordinance (WCO) (Subtitle 25, Division 2) allows the woodland conservation requirement for a developing site to be satisfied by a combination of methods including on-site preservation and planting, off-site preservation and planting (banking), habitat enhancement or by payment of a fee-in-lieu based on the area being credited. Fees-in-lieu collected, and fines associated with violations of the WCO, are deposited in the Woodland Conservation Fund. The Woodland Conservation Fund is administered by the Prince George’s County Department of Environment and may be used for afforestation/reforestation projects, street tree planting, maintenance of existing forest, achieving tree canopy goals, and land acquisition for conservation purposes.</u></p> <p><u>On May 8, 2023, an amendment to the state Forest Conservation Act was enacted. The state law requires Prince George’s County to update the local ordinance (Subtitle 25 Division 2) to reflect the revised and new forest conservation requirements. As of May 2, 2024, the County Council had not approved an update to Subtitle 25. Any revisions to this sector plan necessary to reflect the requirements of an updated Subtitle 25 should be incorporated through the adoption and approval process.</u></p> <p>Add a strategy to Policy NE 4 as follows:</p> <p><u>NE 4.5: Prioritize on-site tree conservation and preservation to the maximum extent practicable and, if necessary, locate off-site tree planting within the sector plan area in accordance with Subtitle 25, Division 2.</u></p>
CLIMATE ACTION PLAN					
G4	<p>"The County’s Climate Action Plan recommends that all long-range planning documents be aligned with the recommendations of the Climate Action Plan. We recommend that the Sector Plan explicitly embed the recommendations of the Climate Action Plan to decrease greenhouse gas emissions and improve climate resilience."</p> <p>"Policy NE 5 needs to have numerous recommendations added so as to reflect all of the relevant recommendations in the recently adopted Prince George’s County Climate Action Plan."</p>	<p>On April 26, 2022, the County Council adopted the Prince George’s County Climate Action Plan. Per CR-32-2022, the Council "recognizes that the draft Climate Action Plan (including the Supplementary Comments Report) is a dynamic plan the policies and recommendations of which will be revised to stay current with rapidly changing events, and certain policies of which will have to be implemented by legislation." As with many planning, regulatory, and other land use policy issues, most of the Climate Action Plan requires actions that affect the entire County, and requires legislative, policy, or other action beyond the scope of a sector plan.</p> <p>The most important way a master or sector plan can implement the Climate Action Plan is through Action Area 2: Mitigating the Cause of Climate Change by Reducing Greenhouse Gas Emissions. This plan does this in two interrelated ways: by maximizing opportunities to create opportunities for people to live, work, play, learn, and visit without needing to drive an automobile and by making transportation alternatives to the automobile safe, attractive, and redundant.</p> <p>See Issue B1 above for more discussion of flood management.</p> <p>Overall, this sector plan supports, and/or is not in conflict with, the recommendations of the Climate Action Plan.</p>	Plan-wide	19 – Sierra Club of Prince George’s County	<p>Add the following strategies to Policy NE 5:</p> <p><u>NE 5.1: Identify opportunities to implement the recommendations of the 2022 Prince George’s County Climate Action Plan.</u></p> <p>Renumber Strategies 5.1-5.4 accordingly.</p>

Underline indicates language added.
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H: Housing and Neighborhoods

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS					
H1	The Riverfront at West Hyattsville development exists prior to plan adoption.	Construction of The Riverfront at West Hyattsville was complete in 2023.	Existing Conditions Summary (p. 155)	V2/13 – City of Hyattsville (Taylor Robey)	Revise the Existing Conditions Summary on page 155 as follows: Most dwellings in the sector plan area were built in the 1950s and 1960s; there have only been three housing developments in the area since the 1960s: Independence Court Assisted Living (senior housing) (1990), Avondale Ridge [Overlook] (townhomes) (2019), and the Riverfront at West Hyattsville (townhomes) [(construction ongoing as of July 28, 2022)] (2023).
SENIOR HOUSING					
H2	Plan should include additional senior housing	See Issue B7 above. The increase in overall dwelling units increases choices for seniors in an environment that does not require an automobile. Strategy HN 2.3 recommends preserving Rainier Manor Apartments, a key senior housing neighborhood in the sector plan area. The SMA should not reclassify this property, which might increase developer interest and facilitate displacement.	Strategy HN 2.3 (p. 160) Zoning Change 21	15/V4 – Annelies Goger	Delete Zoning Change 21. Retain Rainier Manor in the RMF-48 Zone.
GREEN BUILDING					
H3	Explicitly state support for “renovations and repairs for weatherization and retrofits for energy efficiency, as well as augmentation of tree canopy and other green infrastructure.”	Staff concur.	Policy HN 2 and supporting strategies (pp. 160-162)	15/V4 – Annelies Goger 19 – Sierra Club of Prince George’s County	Add the following strategy to Policy HN 2: <u>HN 2.6: Identify resources to support homeowner renovations and repairs to weatherize homes, retrofit homes for better energy efficiency, plant/manage trees, and to add additional green infrastructure to their properties.</u> Add cross-references to this strategy from Policy NE 5 and NE 6.

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I: Community Heritage, Culture, and Design

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
AVONRIDGE					
11	Add Avonridge to the Community Heritage, Culture, and Design Existing Conditions Summary.	<p>The Community Heritage, Culture, and Design Existing Conditions Summary provides a very brief description of the sector plan area in the context of its historic significance in relation to the rest of Prince George's County.</p> <p>Individual neighborhoods or subdivisions are not generally identified in this part of a master or sector plan unless they have historical or architectural significance worthy of targeted preservation.</p> <p>The Avonridge communities are representative of one of several "Colonial-style detached housing units faced in brick and other materials" with streets laid out in "curvilinear, naturalistic patterns with buildings and circulation oriented toward interior spaces."</p>	Community Heritage, Culture, and Design Existing Conditions Summary (p. 165)	17 – Avonridge Community Development Corporation	No change to plan.
12	Include linkage to Avonridge in Strategy HD 2.2, proposed gateway at MD 500 and Hamilton Street.	<p>Strategy HD 2.2 states:</p> <p><i>Create a gateway to MD 500 (Queens Chapel Road) and Hamilton Street with public art and street paving to create and reinforce a sense of place and reflect the Hamilton Main Street feel that is desired in this area. See also Policy HD 5.</i></p> <p>See Key Issue B4 above. This is a gateway for the Hamilton Street Main Street Area, not for Avonridge.</p>	Strategy HD 2.2 (p. 167)	17 – Avonridge Community Development Corporation	No change to plan.
WAYFINDING/SIGNAGE					
13	Provide signage to identify all communities (i.e., subdivisions and apartment complexes).	<p>Staff concur.</p> <p>Staff recommend using Strategy HN 1.7 from the 2017 <i>Approved East Riverdale-Beacon Heights Sector Plan</i>.</p>	Policy HD 1 and supporting strategies (p. 166)	17 – Avonridge Community Development Corporation	<p>Add a new strategy under Policy HD 1 as follows:</p> <p><u>HD 1.6: Work with neighborhoods and civic associations to install and maintain neighborhood-specific entry (monument) signage.</u></p>

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No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
IMPORTANCE OF SMALL, LOCAL, AND MINORITY-OWNED BUSINESSES					
14	<p>Suggest building a brand around the concept that this is not a chain retail destination, this is an area with vibrant small businesses, including many BIPOC-owned and women-owned small businesses, as well as a healthy arts and bicycling community.</p> <p>“The plan includes a policy of promoting small, local, and minority-owned businesses but the discussion is only tied to economic prosperity. I think the policy should also be included in the discussion of sense of place and identity. This sector has a large Black and Hispanic population and a strong network of minority-owned or operated businesses. This is part of the identity here, which makes this area different from chain-restaurant neighborhoods.” Connect “the policy to the sense of place and identity.”</p>	<p>Staff concur.</p> <p>Policy HD 1 can be revised to reflect the importance of existing businesses, as the Staff Draft policy is largely repetitive of Strategy HD 1.1.</p>	<p>Policy HD 1 and supporting strategies (p. 166)</p>	<p>15/V4 – Annelies Goger 18 – Peta Irving Brown</p>	<p>Add the following to the Community Heritage, Culture, and Design Existing Conditions Summary:</p> <p>Commercial areas consist primarily of strip retail with significant setbacks from the major arterials to accommodate surface parking lots, except Queens Chapel Town Center. The Art Moderne façade of the 1945 Kaywood Theatre represents a popular style of the period. During the 20th century, the sector plan area hosted a variety of other entertainment options including a drive-in movie theater, miniature golf course, and bowling alley. <u>Current retail offerings include a range of businesses owned by, and catering to, the diverse Hispanic, African American, and international population.</u></p> <p>Revise Policy HD 1 as follows:</p> <p>[Establish community branding and bilingual wayfinding that highlights] <u>Highlight</u> and celebrate[s] the sector plan area’s cultural diversity and history [and] <u>to create[s]</u> a character-defining place. See also Policies [y] <u>EP 1, EP 2, and HD 6.</u></p> <p>Add a new strategy under Policy HD 1 as follows:</p> <p><u>HD 1.7: Work with property owners to retain the sector plan area’s small, local, and minority-owned businesses as redevelopment occurs. See also Strategies LU 5.3, EP 1.1, EP 1.2, EP 1.3, and EP 2.5.</u></p> <p><u>HD 1.8: Celebrate and promote the sector plan area’s small, local, and minority-owned businesses through targeted events and marketing.</u></p>
PLACEMAKING/DESIGN OF PUBLIC OPEN SPACES					
15	<p>Coordinate with WMATA and the community on the design of the proposed Metro Station Plaza.</p> <p>“Propose a more intentional, fleshed out vision for the Metro station area development and plaza that will guide efforts to cultivate a sense of place and to benefit existing businesses and residents.”</p> <p>“The plan should be explicit about design features that will be necessary to accommodate...desired uses”</p>	<p>In Prince George’s County, a sector plan has little ability to influence the ultimate design of the built environment beyond providing concepts and illustrative drawings that developers and public agencies can (but are not required to) consider. In Prince George’s County, design decisions are usually left to property owners, with legal requirements representing the extent of County involvement.</p> <p>During the plan development process, WMATA specifically requested that the sector plan limit details as to the design of transit-oriented development on their property, so as not to limit or discourage development proposals that may come in the future. This is especially prescient given that this is a 25-year plan, and some of the illustrative and conceptual designs found in other County master and sector plans have not aged well nor kept up with architectural and landscaping trends.</p> <p>Staff concur that the community should participate in the design of public and open spaces.</p>	<p>Policy HD 3 and supporting strategies (p. 168)</p> <p>Strategy HC 4.1 (p. 177)</p> <p>Table 25 (p. 192)</p> <p>Figure 8 (p. 201)</p>	<p>15/V4 – Annelies Goger</p>	<p>Add a strategy to Policy HD 3 as follows:</p> <p><u>HD 3.6: Engage a broad cross-section of the community, including young people and those traditionally underrepresented, in the design of public open and gathering spaces.</u></p>

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No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
16	"The plan should propose that the station area have design features that are intentionally designed with seniors, children, and people with disabilities in mind"	Staff concur.	Policy HD 4 and supporting strategies (pp. 168-170)	15/V4 – Annelies Goger	Add a strategy to Policy HD 4 as follows: <u>HD 4.13: Public spaces should be intentionally designed to support the needs of all users, including seniors, children, and persons of differing abilities.</u>

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J: Healthy Communities (Section IX)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
EXISTING CONDITIONS SUMMARY					
J1	Identify the Washington Gas facility at 2130 Chillum Road as a barrier to accessibility	Staff do not recommend public access to or through the Washington Gas site for safety and security considerations. Meanwhile, staff see the Washington Gas site as not as a barrier but as an unavoidable obstacle that must be navigated around by improved pedestrian and bicycle facilities on MD 501 (Chillum Road).	Healthy Communities Existing Conditions Summary (p. 174)	17 – Avonridge Community Development Corporation	No change to plan.
SENIOR AMENITIES					
J2	Add the unincorporated Avonridge neighborhood to Strategy HC 5.3	Strategy HC 5.3 states "Work with municipalities and partner agencies to expand senior offerings throughout the sector plan area." Avonridge is entirely within the sector plan area.	Strategy HC 5.3 (p. 178)	17 – Avonridge Community Development Corporation	No change to plan.
COMMUNITY GARDENS					
J3	Install a potential community garden and/or hydroponic/aquaponic food production facility at Chillum Road Park.	Staff concur, noting that a hydroponic/aquaponic food production facility would require feasibility analysis and operational considerations worthy of further study.	Policy HC 2 (p. 175) Table 25 (pp. 190-196)	17 – Avonridge Community Development Corporation	Revise Strategy HC 2.5 as follows: 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: <ul style="list-style-type: none"> • Northwest Branch Stream Valley Park • Proposed park to be located at 2607 Kirkwood Place • [Avondale]Avonridge Gateway Plaza Add a strategy to Policy HC 2 as follows: <u>HC 2.6: Evaluate the feasibility of a community garden and hydroponic or aquaponic food production facility as part of the development of Chillum Road Park.</u> Revise "Functions, Features, and Comments" within Table 25, New Recommended Parks, Recreation, and Public Open Space Facilities, for Chillum Road Park Enhancements as follows: This is an expansion of an existing park facility. See Appendix (page A-14) for potential improvements to this park as compensatory storage areas are designed. Park should include nature trails with interpretative signage. <u>Consider as location for community garden.</u> This park includes Cut Areas C1 and C2 in Appendix A. This facility includes trail T-208 (see Table 14). M-NCPPC should acquire the WMATA and County owned properties listed here for this park expansion. See also Policies LU 1, LU 10, NE 1, [and]NE 2, <u>and HC 2.</u>
PUBLIC RESTROOMS					
J4	Provide public restrooms.	Staff concur.	Policy HC 4 (p. 177)	V3 – Melissa Schweisguth	Add a strategy under Policy HC 4 as follows: <u>HC 4.5: Identify opportunities to provide accessible public restrooms.</u>

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K: Public Facilities (Section X)

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
PUBLIC AMENITY SPACES					
K1	The City of Hyattsville requests a strategy to study the feasibility of a local indoor or outdoor amenity space.	<p>The City's request is addressed by Policy PF 3, which states the following:</p> <p><i>Policy PF 3. Expand access to community multiuse spaces in the sector plan area. See also Policy HD 3.</i></p> <p><i>PF 3.1. Construct a small multipurpose community resource center on the south side of MD 501 (Chillum Road), west of MD 500 (Queens Chapel Road). This facility should have community meeting spaces, access to a playground, and public access to the internet. This facility may be operated by a public or nonprofit entity but should be available to the public during daytime and evening hours.</i></p> <p><i>PF 3.2. Work with developers and property managers to provide additional small (approximately 1,000 square foot) indoor community meeting spaces at various locations throughout the sector plan area.</i></p> <p><i>PF 3.3. Identify opportunities to expand the services and programs provided at the Mount Rainier Nature and Recreation Center.</i></p> <p><i>PF 3.4. Construct the planned multigenerational center in the vicinity of the Prince George's Plaza Metro Station to serve the sector plan area residents.</i></p> <p>The Staff Draft Sector Plan recommends construction of 11 new parks and public open spaces with amenities, a new Mountain Skills Bike Park, and expansions to Chillum Park, Chillum Road Park, and Northwest Stream Valley Park, all with additional amenities.</p> <p>Public park construction projects generally begin with a feasibility study during which potential amenities are evaluated.</p>	<p>Policy PF 1 and supporting strategies (pp. 188-203)</p> <p>Policy PF 3 and supporting strategies (pp. 204-205)</p>	<p>V2/13 – City of Hyattsville (Taylor Robey)</p> <p>15/V4 – Annelies Goger</p> <p>V1 – Joseph Solomon</p>	No change to plan.
PARK NAMES					
K3	Consider renaming Chillum Road Park to Avonridge Park	Staff concur with Exhibit 17's statement that multiple parks with "Chillum" in the name may be confusing.	Policy PF 1 and supporting strategies (pp. 188-203)	17 – Avonridge Community Development Corporation	<p>Add a strategy following Strategy PF 1.6 as follows:</p> <p><u>PF 1.7: Consider renaming Chillum Road Park to reflect community identity, remove a reference to a state highway in the park name, and re-brand the park as a new amenity.</u></p> <p>Renumber subsequent strategies under Policy PF 1 accordingly.</p>

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L: Monitoring and Evaluation (Section XI)

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations												
BICYCLE FACILITIES CONSTRUCTED																	
L1	<p>"Revise the 2048 targets in Table 28 from "increase" to an actual numerical target for miles of bicycle and shared-use paths and sidewalks."</p>	<p>Staff concur.</p> <p>The plan recommends 19 miles of sidewalks, 9.2 miles of bicycle lanes, 2.6 miles of shared lanes, and 2 miles of new park trails and/or shared-use paths.</p> <p>These (rounded to the nearest half) should be the numerical targets.</p>	Table 28 (p. 224-226)	12 – Dan Behrend	<p>Revise Table 28 as follows:</p> <table border="1" data-bbox="1413 506 1800 1522"> <tr> <td data-bbox="1413 506 1560 733">Indicator</td> <td data-bbox="1560 506 1800 733">Miles of new bicycle and [shared-use paths and sidewalks] pedestrian facilities constructed since the date of approval of this sector plan.</td> </tr> <tr> <td data-bbox="1413 733 1560 1044">2048 Target</td> <td data-bbox="1560 733 1800 1044"> [Increase] <u>New Sidewalks: 19 miles</u> <u>New Bicycle Lanes: 9 miles</u> <u>New Shared Lanes: 2.5 miles</u> <u>New Park Trails/Shared-Use Paths: 2 miles</u> </td> </tr> <tr> <td data-bbox="1413 1044 1560 1274">Why is this important in WHQC?</td> <td data-bbox="1560 1044 1800 1274">Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.</td> </tr> <tr> <td data-bbox="1413 1274 1560 1330">Data Source</td> <td data-bbox="1560 1274 1800 1330">GIS Analysis</td> </tr> <tr> <td data-bbox="1413 1330 1560 1420">Interval (Years)</td> <td data-bbox="1560 1330 1800 1420">5</td> </tr> <tr> <td data-bbox="1413 1420 1560 1522">Relevant Policies</td> <td data-bbox="1560 1420 1800 1522">TM 1 TM 4</td> </tr> </table>	Indicator	Miles of new bicycle and [shared-use paths and sidewalks] pedestrian facilities constructed since the date of approval of this sector plan.	2048 Target	[Increase] <u>New Sidewalks: 19 miles</u> <u>New Bicycle Lanes: 9 miles</u> <u>New Shared Lanes: 2.5 miles</u> <u>New Park Trails/Shared-Use Paths: 2 miles</u>	Why is this important in WHQC?	Construction of bicycle, pedestrian, and shared-use facilities induces people to walk, bike, and use micro-mobility measures for all kinds of trips.	Data Source	GIS Analysis	Interval (Years)	5	Relevant Policies	TM 1 TM 4
Indicator	Miles of new bicycle and [shared-use paths and sidewalks] pedestrian facilities constructed since the date of approval of this sector plan.																
2048 Target	[Increase] <u>New Sidewalks: 19 miles</u> <u>New Bicycle Lanes: 9 miles</u> <u>New Shared Lanes: 2.5 miles</u> <u>New Park Trails/Shared-Use Paths: 2 miles</u>																
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Data Source	GIS Analysis																
Interval (Years)	5																
Relevant Policies	TM 1 TM 4																

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II. M: Implementation Matrix

No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
TRANSPORTATION AND MOBILITY					
M1	MD 501 (Chillum Road) road diet proposed in Strategy TM 1.10 should occur immediately	Staff concur.	Table 27 (pp. 209-221)	19 – Sierra Club of Prince George’s County	Revise Table 27, Implementation Matrix, to show Strategy TM 1.10 as a short-term implementation action.

Revisions to Table 27, Implementation Framework based on Plan Revisions Above

Note: Timeframes are:

O=Ongoing

S=Short term (<5 years)

M=Mid-term (5-<10 years)

L=Long-term (>10 years)

Issue	Strategy	Action	Lead Entity	Partner Entities	Time
A5	<u>NE 3.6</u>	<u>Ensure property maintenance</u>	<u>Owners/Developers</u>	<u>DPW&T, DPIE, SHA, M-NCPPC DPR</u>	<u>O</u>
B2	<u>HN 2.6</u>	<u>Assist tenants with relocation</u>	<u>Owners/Developers</u>	<u>DHCD, Nonprofits</u>	<u>O</u>
B5	<u>TM 2.5</u>	<u>Provide access to new development on Ager Road via alley/side street</u>	<u>Owners/Developers</u>	<u>Planning Board, DPIE</u>	<u>O</u>
B6	<u>LU 2.7</u>	<u>Continue public utilities uses at 2130 Chillum Road or preserve as open space</u>	<u>Owners/Developers</u>		<u>O</u>
E2	<u>EP 2.8</u>	<u>Study business and commerce organization</u>	<u>City of Hyattsville</u>	<u>PGCEDC</u>	<u>S</u>
F8	<u>TM 1.20</u>	<u>Evaluate street grid at Belcrest Road, MD 410, and MD 500</u>	<u>Owners/Developers</u>	<u>City of Hyattsville, M-NCPPC Planning, SHA, DPW&T</u>	<u>M</u>
F13	<u>TM 4.12</u>	<u>Formalize levee paths</u>	<u>DPW&T</u>	<u>M-NCPPC DPR</u>	<u>S</u>
	<u>TM 4.13</u>	<u>Construct crosswalk at Arundel Road Levee trail and Chillum Road</u>	<u>DPW&T</u>		<u>S</u>
F15	<u>TM 9.1</u>	<u>Construct sidewalks within half-mile of schools</u>	<u>DPW&T, SHA, City of Hyattsville, City of Mount Rainier</u>		<u>O</u>
	<u>TM 9.2</u>	<u>Pursue Safe Routes to Schools funding</u>	<u>DPW&T, SHA, City of Hyattsville, City of Mount Rainier</u>		<u>O</u>
	<u>TM 9.3</u>	<u>Provide protected bicycle facilities on high-level roads within a half-mile of schools.</u>	<u>DPW&T, SHA, City of Hyattsville, City of Mount Rainier</u>		<u>S</u>
	<u>TM 9.4</u>	<u>Provide separated bicycle lanes within half-mile of schools.</u>	<u>DPW&T, SHA, City of Hyattsville, City of Mount Rainier</u>		<u>S</u>
	<u>TM 9.5</u>	<u>Develop pedestrian safety plans</u>	<u>PGCPS</u>	<u>DPW&T, SHA, City of Hyattsville</u>	<u>S</u>
	<u>TM 9.6</u>	<u>Form bicycle/pedestrian buses</u>	<u>Residents</u>		<u>O</u>
F18	<u>TM 5.14</u>	<u>Add lights to trails</u>	<u>M-NCPPC DPR</u>	<u>Owners/Developers</u>	<u>O</u>
F19	<u>TM 5.15</u>	<u>Physically separate bicycle lanes</u>	<u>DPW&T, SHA, City of Hyattsville</u>		<u>O</u>
F19	<u>TM 5.16</u>	<u>Evaluate parking-protected bicycle lanes</u>	<u>DPW&T, SHA, City of Hyattsville</u>		<u>O</u>
F25	<u>TM 5.8</u>	<u>Provide showers and dressing areas</u>	<u>Owners/Developers</u>		<u>O</u>
	<u>TM 10.6</u>	<u>Reduce off-street parking in exchange for showers/dressing areas</u>	<u>M-NCPPC Planning</u>		<u>O</u>
F27	<u>TM 5.17</u>	<u>Consider mid-block crosswalks</u>	<u>DPW&T, SHA, City of Hyattsville</u>		<u>O</u>
	<u>HD 4.12</u>	<u>Design blocks not to exceed 500 feet</u>	<u>Owners/Developers</u>		<u>O</u>
F28	<u>TM 8.2</u>	<u>Conduct signal warrant analysis</u>	<u>DPW&T, SHA,</u>	<u>City of Hyattsville</u>	<u>S</u>
F30	<u>TM 5.5</u>	<u>Evaluate leading pedestrian intervals</u>	<u>DPW&T, SHA, City of Hyattsville</u>		<u>S</u>
	<u>TM 5.6</u>	<u>Incorporate automatic pedestrian phases</u>	<u>DPW&T, SHA, City of Hyattsville</u>		<u>S</u>
G1	<u>NE 3.7</u>	<u>Remove invasive plants from parks</u>	<u>M-NCPPC DPR</u>		<u>O</u>
G1	<u>NE 6.7</u>	<u>Develop invasive species management plan</u>	<u>M-NCPPC DPR</u>		<u>S</u>
G2	<u>NE 5.6</u>	<u>Add renewable energy infrastructure</u>	<u>Owners/Developers</u>		<u>O</u>
G3	<u>NE 4.4</u>	<u>Prioritize on-site tree preservation.</u>	<u>Owners/Developers</u>		<u>O</u>
H3	<u>HN 2.7</u>	<u>Support renovations</u>	<u>DHCD</u>	<u>Municipalities</u>	<u>O</u>
I3	<u>HD 1.6</u>	<u>Install and maintain monument signage</u>	<u>Owners/Developers</u>		<u>O</u>

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[Brackets] indicate language deleted.

Issue	Strategy	Action	Lead Entity	Partner Entities	Time
I4	HD 1.7	<u>Retain small, local, minority-owned businesses</u>	<u>Owners/Developers</u>	<u>PGCEDC</u>	<u>Q</u>
	HD 1.8	<u>Celebrate local businesses through events/marketing</u>	<u>Owners/Developers</u>	<u>Nonprofits</u>	<u>Q</u>
I5	HD 3.6	<u>Engage public in open space design</u>	<u>M-NCPPC DPR, M-NCPPC Planning, WMATA, Owners/Developers</u>		<u>Q</u>
I6	HD 4.13	<u>Design public open spaces for all users.</u>	<u>Owners/Developers, M-NCPPC DPR</u>		<u>Q</u>
J3	HC 2.6	<u>Evaluate hydroponic/aquaponic food production</u>	<u>M-NCPPC DPR</u>	<u>PGCEDC</u>	<u>M</u>
J4	HC 4.5	<u>Provide accessible public restrooms</u>	<u>Owners/Developers, M-NCPPC DPR</u>		<u>S</u>
K3	PF 1.8	<u>Rename Chillum Road Park</u>	<u>M-NCPPC DPR</u>		<u>M</u>
M1	TM 1.10	Evaluate road diet on MD 501	SHA		[M] <u>S</u>

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[Brackets] indicate language deleted.

N: Proposed Sectional Map Amendment

Public Rezoning Request

One request was submitted by the public for the reclassification of property into a new zoning classification. No requests were submitted by the public for the retention of property in the existing zoning classification.

Staff make the following recommendations:

	Public Rezoning Requests for Proposed SMA Zoning Change	Type of Request (Reclassify to New Zone / Retain Current / Agreement with Proposed Zone)	Exhibit #/Name	Tax Account	Current Zone	Proposed Zone	Requested Zone	Staff Recommendation
01	2130 Chillum Road	Reclassify to New Zone	20 – Washington Gas Light Company	1976596	AG	AG	IH	No change.

Map H. Public Rezoning Request



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Property Owner Testimony in Support of Zoning Recommendation

No property owners testified in support of the Proposed SMA’s zoning recommendations for their properties.

Section 27-4201(b)(1)(B) states a primary purpose of the Reserved Open Space (ROS) Zone:

The use of the ROS Zone is intended to facilitate the permanent maintenance of certain areas of the County, both publicly and privately owned, in an undeveloped state.

There is a formatting error in Section 27-3503(a)(4) that warrants legislative correction: Section 27-3503(a)(4)(E)(v) is intended to be Section 27-3503(a)(4)(F), a clause independent of the Military Installation Overlay (MIO) Zones, which states:

The ROS Zone, if the land subject to the proposed amendment is not publicly-owned, unless the landowner has requested or consented, in writing, to the amendment.

The intent of the ROS Zone is to permanently preserve public lands, and large tracts of privately-owned land that the property owner consents to leave undeveloped in perpetuity. Only agricultural and large-lot residential uses are permitted in the ROS Zone.

Proposed Zoning Change 15 states:

Note: CB-98-2021 may have inadvertently removed a prior prohibition against reclassifying a privately-owned property to the ROS Zone without the landowner’s written consent. Should the Council return this provision to the Zoning Ordinance before the Planning Board endorses the SMA, or should the property owner testify in opposition to the proposed reclassification to the ROS Zone, the property at 0 Ingraham Street with Tax Account 1978865 should be alternately recommended for reclassification to the AG Zone.

This recommendation is in error.

Staff Recommendation

No testimony was received by the property owner of a private parcel at 0 Ingraham Street (Tax Account 1978865); accordingly, the District Council should not reclassify this property to the ROS Zone. Staff recommend retaining the recommendation of Parks and Open Space on the subject property but deleting it from Zoning Change 15, thereby retaining its existing zoning classification of RSF-65.

Accordingly Zoning Change 15 should be revised as follows:

Zoning Change 15: AG, LTO-E, and RSF-65 to ROS

Change Number	Zoning Change	Area of Change (Acres)	Approved CMA/SMA/ TDOZMA/ ZMA/SE Number	Approved CMA/SMA/ TDOZMA/ ZMA/SE Date	200’ Scale Index Map
15	AG, LTO-e, and RSF-65 to ROS	[22.31] <u>22.28</u>	CMA	April 1, 2022	206NE02
			TDOZMA (LTO-e-and AG-zoned portion)	May 23, 2006	
			SMA (remainder of property)	May 19, 1994	

These properties are located generally between MD 501 (Chillum Road) and single-family neighborhoods in the Avondale Grove and Avondale Terrace Subdivisions in the Established Communities. The Future Land Use Map in the Staff Draft West Hyattsville-Queens Chapel Sector Plan recommends Parks and Open Space uses on these properties. (See Map 10. Future Land Use Map in the sector plan and Map 12: Zoning Change (ZC) 15: AG, LTO-e, and RSF-65 to ROS below.)

The subject properties are predominantly within the one-percent annual chance floodplain and include wetlands and a stream. They are currently owned by the Washington Metropolitan Area Transit Authority and M-NCPPC[, except for 1,200 square foot portion of Parcel C in private ownership]. The Green and Yellow Line elevated structure and associated support piers, as well as the portal for the tunnel to the Fort Totten Metro Station, along with an area for maintenance vehicle and equipment storage, are located on these properties. The proximity of the elevated tracks, which bisect the WMATA properties, and the sensitive environmental elements make their development infeasible. In addition, the sector plan identifies this area as a location where compensatory stormwater storage may be located.

The M-NCPPC properties comprise the Chillum Road Park and contain significant tree cover and a wetland area.

This reclassification specifically implements Strategy LU 2.1 of the Staff Draft West Hyattsville-Queens Chapel Sector Plan by classifying environmentally sensitive public property and/or County parks in the ROS Zone to preserve it to the maximum extent practicable. This reclassification also implements Strategies NE 1.1, NE 2.2, and PF 1.1.

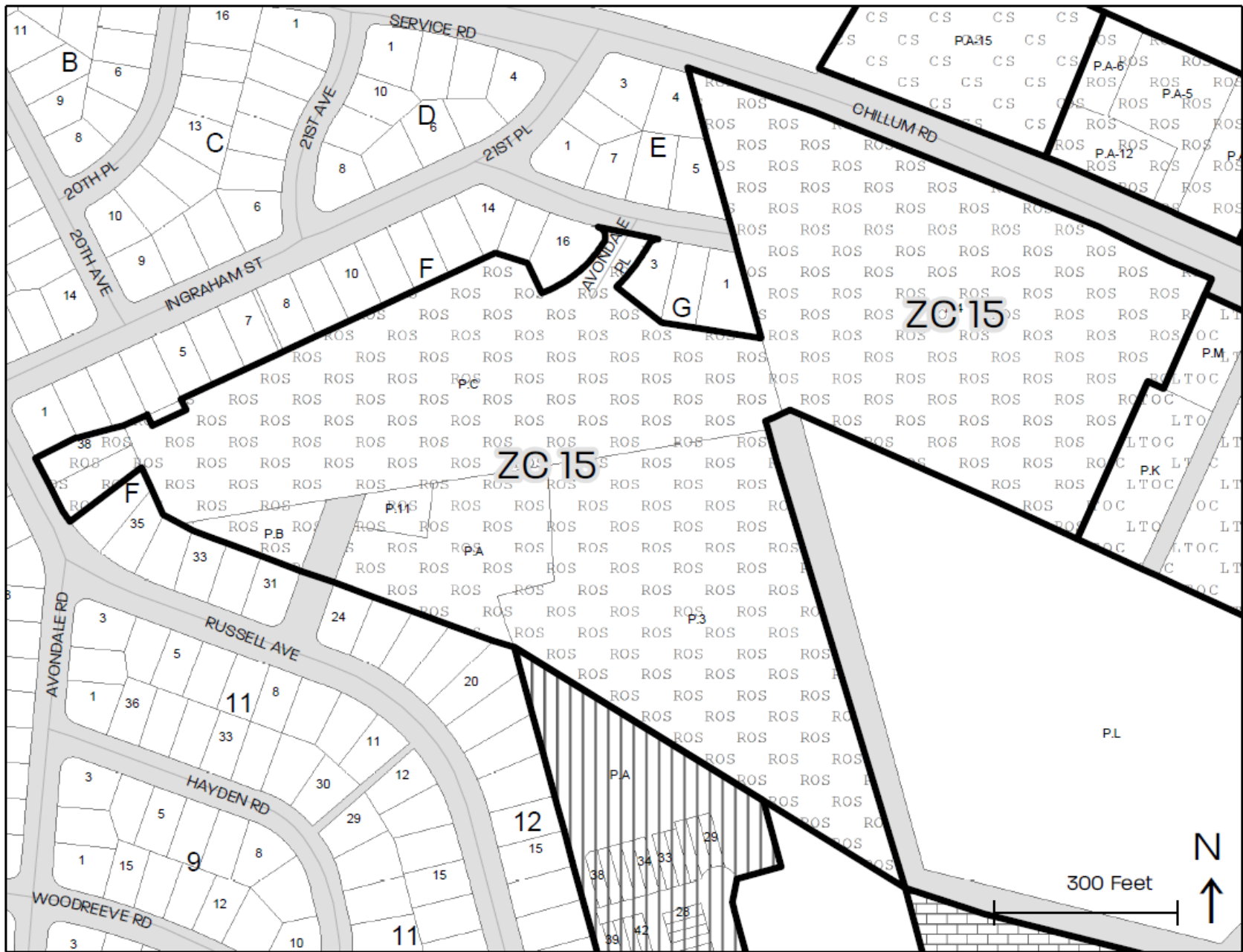
The current zones are inappropriate for these properties; their proximity to the Northwest Branch makes them vulnerable to flooding events.

[Note: CB-98-2021 may have inadvertently removed a prior prohibition against reclassifying a privately-owned property to the ROS Zone without the landowner’s written consent. Should the Council return this provision to the Zoning Ordinance before the Planning Board endorses the SMA or should the property owner testify in opposition to the proposed reclassification to the ROS Zone, the property at 0 Ingraham Street with Tax Account 1978865 should be alternately recommended for reclassification to the AG Zone.]

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Zoning Change	Address	Tax Map and Grid	Tax Account	Description	Lot	Block	Parcel	Ownership
ZC 15	[0 Ingraham St]	049D1	[1978865	Pt Parcel C Eq 1200 Sf	N/A	N/A	N/A	Private]
			1978923	Pt of Par C Eq 2.2681 A	N/A	N/A	N/A	WMATA
			1891126	Pt Par C Eq 4.062 Ac	N/A	N/A	N/A	WMATA
	Russell Ave	049D1	1896752	Parcel B	N/A	F	N/A	WMATA
	Queens Chapel Rd	049D1	1978527	N/A	N/A	N/A	011	WMATA
	Avondale Pl	049D1	1879683	Parcel A	N/A	12	N/A	M-NCPPC
	Queens Chapel Rd	049D1	1879691	N/A	N/A	N/A	003	M-NCPPC
	2201 Chillum Rd	049D1	1912229	JH86 2191	N/A	N/A	004	WMATA
	4919 Russell Ave	049D1	1837293	N/A	38	F	N/A	WMATA
	4917 Russell Ave	049D1	1983667	N/A	37	F	N/A	WMATA

Map 12: Zoning Change (ZC) 15: AG, LTO-e, and RSF-65 to ROS



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Additional SMA Topics

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
ZONING ALONG BRENTWOOD LEEVE					
O1	<p>All properties in Strategy LU 4.2 and that abut the Brentwood Levee should be rezoned ROS.</p> <p>“In recommendation LU2.2 it is important to start to remove built areas that are in the floodplain from developed zoning so that they can later become renatured and act as a natural riparian buffer. However, it is hard to discern without mapping which properties would be included. We encourage this list to be expansive, and particularly to include the industrial lots along Chillum that are in the floodplain.”</p>	<p>Only agricultural and large-lot residential uses are permitted in the ROS Zone. Staff recommend the District Council only consider reclassification of non-residential property to the ROS Zone if the property owner has indicated a desire to do so. Such a reclassification presents a serious legal challenge, as such a zoning would deprive a property owner of nearly all economic use of their property.</p> <p>Most of the properties identified in Exhibit 19 for reclassification in the ROS Zone are commercial properties with active businesses on them, or small-lot residential properties for which a change in zoning from the Residential Single-Family-65 (RSF-65) Zone to the ROS Zone would result in additional permitting hardships for the property owner with no real benefit to the County, as the outcome of such a zoning would remain one single-family detached home.</p> <p>A fundamental principle of land use is that the best way to prevent legal development of someone else’s property is to purchase it. Policy LU 10 recommends acquisition of 21 properties, through a fair and legal process, to mitigate their environmental impacts.</p>	<p>ZC 6 ZC 11 ZC 12 ZC 13 ZC 14 ZC 15 ZC 16 ZC 22 ZC 24 ZC 25 ZC 26 ZC 27</p>	<p>19 – Sierra Club of Prince George’s County</p>	<p>No change to SMA.</p>
ZONING ALONG MD 208 (HAMILTON STREET)					
O2	<p>Zone properties between “3511 Hamilton Street and 3601 Hamilton Street, as well as the properties on the Northern side of the street” to the CN Zone. “To have a successful walkable commercial district, large gaps should not exist. These entire blocks should be rezoned to CN to encourage a more holistic development that can accommodate multiple commercial uses rather than the current disjointed proposal. This is especially important since this stretch is considered to be an important commercial corridor under EP 2.”</p>	<p>Staff did not consider redevelopment of existing single-family detached houses along MD 208 (Hamilton Street) an important priority of this sector plan and are concerned about the addition of properties to support retail when the sector plan area is over-retailed, and the plan recommends concentration of retail within the Local Transit Center.</p> <p>Adding retail to this corridor, given its fragmented property ownership, may contribute to additional one-off disconnected, suburban-style retail than that which already exists. The plan’s recommendation is to redevelop existing commercial properties to the more urban, walkable design of the CN Zone, but not to expand retail/commercial uses beyond what already exists on the corridor.</p> <p>Staff also did not evaluate the traffic impact that additional access points/curb cuts for commercial traffic would have on MD 208 (Hamilton Street).</p>	<p>Policy LU 8.2 (p. 64)</p>	<p>19 – Sierra Club of Prince George’s County</p>	<p>No change to SMA.</p>

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

O: Testimony Outside the Scope of the Staff Draft Sector Plan and/or Proposed SMA

Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
ISSUES REQUIRING COUNTYWIDE ANALYSIS AND LEGISLATIVE ACTION					
P1	Add land use and zoning policies that allow for Accessory Dwelling Units (ADUs).	ADUs and the legislative measures necessary to permit and regulate them are countywide issues beyond the scope of a sector plan. Under the prior Zoning Ordinance, accessory dwelling units were permitted in certain areas of the Gateway Arts District Development District Overlay Zone, which covered parts of the West Hyattsville-Queens Chapel Sector. Should ADUs be legalized, staff concur these would be appropriate in the West Hyattsville-Queens Chapel Sector.	Policy HN 1 (p. 157)	9 – Danny Schaible V2/13 – City of Hyattsville (Taylor Robey)	Add a strategy to Policy LU 9 as follows: <u>LU 9.3: Should accessory dwelling units be permitted in the future, they are appropriate throughout the West Hyattsville-Queens Chapel Sector.</u>
P2	Give local jurisdictions right to determine & regulate ADUs	Zoning authority is granted by the General Assembly and is beyond the scope of a sector plan.	Policy HN 1 (p. 157)	V3/11 – Melissa Schweisguth	No change to plan.
P3	Reserved				
P4	Recommend the County Council update the Ordinances related to bicycling and bikeways	An update of the County Code to modernize regulations concerning bicycles is a countywide legislative issue beyond the scope of a sector plan.	N/A	12 – Dan Behrend	No change to plan.
P5	Eliminate parking minimums from all zones, but especially those closest to the Metro Station, in the sector plan.	The elimination of parking minimums from all zones is a countywide legislative issue beyond the scope of a sector plan. Section 27-6305 of the Zoning Ordinance currently contains an extensive list of minimum parking requirements that are significantly reduced from the prior Zoning Ordinance, especially in the RTO and LTO Zones around the Metro Stations affected by this sector plan. See also Policy TM 9 in the Staff Draft Sector Plan, which recommends full utilization of additional parking reduction strategies contained within the Zoning and Parking Ordinances, and the text box “Parking Management” on p. 125.	TM 9 (pp. 125-126)	9 – Danny Schaible	No change to plan.
P6	Allow convenience retail and coffee shops in single-family detached zones.	Legislation to change the Zoning Ordinance to permit commercial uses in residential neighborhoods requires significant study, community input, and legislative action at the countywide scale beyond the scope of a sector plan.	Plan-wide	15/V4 – Annelies Goger	No change to plan.
P7	“The plan should recommend that the county require all new construction buildings to be pre-wired for solar power, car chargers, electrified HVAC systems, and electric stoves.”	Revisions to the Building Code require study and legislative action at the countywide scale beyond the scope of a sector plan.	N/A	15/V4 – Annelies Goger	No change to plan.
P8	The plan should have “more emphasis on financial feasibility and community investment strategies”	Public (and private) funding streams and financing opportunities are created, utilized, and end repeatedly throughout the 25-year life of a sector plan. Prince George’s County has dozens of master and sector plans with chapters and appendices full of funding approaches or programs that are no longer viable or no longer exist. Staff find such content of limited value because of its time-sensitivity. All parties must avail themselves of the best possible financial opportunities at the time of implementation.	N/A	15/V4 – Annelies Goger	No change to plan.

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Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
REGIONAL TRANSPORTATION SYSTEM					
P9	Conduct a traffic study to evaluate scenarios for reconfiguring the traffic pattern to discourage through regional traffic.	<p>A traffic study that addresses regional travel patterns and identifies alternate routes for through traffic is beyond the geographic scope of this sector plan.</p> <p>The Planning Department is currently drafting an update to the 2009 <i>Approved Countywide Master Plan of Transportation</i> and this issue is an important consideration.</p>	Transport. and Mobility Element Policies and Strategies (pp. 85-127)	15/V4 – Annelies Goger V1 – Joseph Solomon	No change to plan.
P10	Replace medium-capacity transit corridors identified in the Master Plan of Transportation Existing Conditions Report with streamlined Bus Rapid Transit Corridors	<p>The identification of, and planning for, regional bus and BRT corridors is beyond the scope of a sector plan.</p> <p>The Planning Department is preparing an update to the 2009 <i>Approved Countywide Master Plan of Transportation</i> that will identify priority transit corridors.</p> <p>See also Strategy TM 7.4:</p> <p><i>Coordinate the implementation of transit service improvements guided by the Prince George's County Transit Service and Operations Plan, the WMATA Bus Transformation Project Bus Service Guidelines, and the Countywide Master Plan of Transportation (MPOT).</i></p>	Policy TM 7 and supporting strategies (p. 123)	15/V4 – Annelies Goger	No change to plan.
REGULATE/MONITOR INVASIVE SPECIES					
P11	Observe all existing trees to identify the presence of invasive species and require their removal, with a fine that could be utilized to pay for removal.	<p>A County program to monitor invasive species growth on all public and private property would require legislative action that is beyond the scope of a sector plan and considerable taxpayer expense.</p> <p>Staff recommend carrying forward Strategy NE 4.4 from the 2022 <i>Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan</i>, adapted for this sector plan.</p> <p>See also Issue G1.</p>	Policy NE 6 and supporting strategies (pp. 146-147)	17 – Avonridge Community Development Corporation V1 – Joseph Solomon	See Issue G1.
PARK PERMITTING					
P12	The City of Hyattsville requests strategies for the exploration of permitting for park usage	The topic of requiring permits to use public parks is extremely complex and a countywide issue beyond the scope of this sector plan.	Policy PF 1 and supporting strategies (pp. 188-203)	V2/13 – City of Hyattsville (Taylor Robey)	No change to plan.
AUTONOMOUS VEHICLES AND SUPPORTING INFRASTRUCTURE					
P13	Prepare the sector plan area for autonomous, electric vehicles, and smart infrastructure	<p>The regulation of electric vehicles, including requirements for supportive infrastructure, is a countywide issue beyond the scope of a sector plan.</p> <p>The County Council approved three bills (CB-15-2022, CB-59-2022, and CB-67-2022) this past year requiring electric charging infrastructure throughout the County. The Council also established, through CR-120-2022, the Electric Vehicle Infrastructure and Deployment Advisory Group to explore additional actions necessary.</p> <p>The impacts of autonomous vehicles are largely unknown, speculative, and yet-to-be-determined; they require further study and analysis at a national level far beyond the scope of a sector plan.</p>	Transport. and Mobility Element Policies and Strategies (pp. 85-127)	15/V4 – Annelies Goger	No change to plan.

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Issue No.	Summary of Issue	Staff Response	Plan/SMA Cross-References	Exhibit #/Name	Staff Recommendations
PUBLIC SCHOOLS					
P14	<p>Concern expressed about the impact of new residential construction on public school enrollment and capacity</p> <p>The City of Hyattsville requests "additional study and coordination with PGcps concerning existing school capacity to mitigate and minimize the effects of new development on local schools.</p>	<p>PGcps operates a Countywide school system that has sufficient capacity for current and projected enrollment. The most cost-effective and efficient way to ensure that all students attend a school that is at or below capacity is through the periodic revision of school attendance boundaries.</p> <p>PGcps recently updated its school boundaries to reflect enrollment demand. For more information, visit https://www.pgcps.org/about-pgcps/boundary.</p> <p>Pursuant to Section 24-4510(a)(3)(D) of the Subdivision Regulations, preliminary plans of subdivision located in the Transit-Oriented/Activity Center base or PD zones are exempt from the County's adequate public facilities ordinance for schools. Areas in the LTO and RTO Zones would qualify for this exemption.</p> <p>The housing types and target market in this Sector Plan area, like most market-rate multifamily housing near transit, do not produce significant numbers of schoolchildren. Staff coordinated with PGcps in developing the plan's recommendations and on the response to this issue. PGcps is responsible for school facility planning and for guaranteeing sufficient capacity exists for all school-aged children. The Planning Department will no longer use pupil yield analyses in long-range planning, as a) school enrollment varies based on housing type, demographic variations, average neighborhood age, and other factors well beyond the scope or control of a sector plan and makes the use of broad statistical measures inadequate in responding to targeted needs; b) PGcps prefers that coordination on school planning occur on a broader, county-wide level, or on a unique case by case basis where a plan area corresponds with a facility need PGcps identifies; and c) systemwide capacity exists and will continue to exist and overutilization of schools over a multi-year period is largely the result of school boundaries, not facility needs.</p> <p>M-NCPPC and PGcps continue to coordinate on school facility planning issues. PGcps capacity is a systemwide issue beyond the scope of a sector plan.</p> <p>Correction 24b from Appendix F: Correction/Information Update Sheet for the July 2022 Staff Draft Sector Plan and Proposed SMA, updates enrollment figures to reflect September 30, 2023 totals.</p>	Policy PF 4 and supporting strategies (p. 204)	V2/13 – City of Hyattsville (Taylor Robey)	<p>Move and revise language on page 185 and 186 as follows:</p> <p>Built in 2014, Edward M. Felegy Elementary School offers grades Pre-K to fifth grade. [In 2019, there were 807 students, with a utilization of almost 92 percent. Built in 1962, Nicholas Orem Middle School offers sixth to eighth grades. In 2019, there were 1,129 students with a utilization of 136 percent. Utilization rates above 100 percent are not desirable.] <u>In 2023, there were 656 students, with a utilization of almost 75 percent. Built in 1962, Nicholas Orem Middle School offers sixth to eighth grades. In 2023, there were 1,055 students with a utilization of 127 percent.</u></p> <p>Public high school students living in the sector plan area attend Northwestern High School, located north of the sector plan area near Prince George's Plaza. Built in 1951, and replaced in 2000, Northwestern High School offers ninth to twelfth grades, has an enrollment of [2,335, and is 99.8 percent utilized.] <u>and had an enrollment of 2,425 in 2022 with a 104 percent utilization rate.</u> s</p> <p>Overutilization is an ongoing concern for individual schools. In addition, many school buildings in the County are past their functional lifespan. Prince George's County Public Schools prefers a utilization rate of 80–95 percent; however, enrollment is often challenging to predict.</p> <p>[A Comprehensive School Boundary Initiative is underway "to provide an impartial analysis of current school boundaries, feeder patterns and program locations and to develop, with community input, scenarios for adjustments in order to populate new and expanded school facilities and balance facility utilization throughout the County."]</p> <p><u>School utilization rates above 100 percent are not desirable; however, school utilization is a systemwide issue and is often addressed by school boundary adjustments. The Prince George's County Board of Education approved a Comprehensive School Boundary plan in November 2022 "to develop a system of school boundaries that best utilizes available school facilities in support of the Board of Education's academic objectives."</u></p> <p>"With the opening of new and larger middle schools in School Years (SY) 2024 and 2025, new boundaries and reorganizations will allow the school system to better balance enrollment in the north county."^{Footnote}</p> <p>Footnote: Prince George's County Public Schools, <i>FY 2024 Educational Facilities Master Plan</i>, page 7, accessed online February 24, 2024 at https://go.boarddocs.com/mabe/pgcps/Board.nsf/files/CCKTT4EE28D/\$file/FY%2024%20EMFP%20Draft%20Rev%203_2023.pdf .</p>

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List of Speakers

Verbal Testimony #	Speaker Signup #	Name	Title	On Behalf Of
V1	1.	Joseph Solomon	President, Hyattsville City Council	Community
V2	2.	Taylor Robey	City Planner	City of Hyattsville
V3	3.	Melissa Schweisguth		Self
V4	4.	Annelies Goger		Self

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List of Exhibits

Exhibit No.	Item Description	Received From	Date
1.	Staff Draft West Hyattsville Queens Chapel Sector Plan	M-NCPPC	9/27/2022
2.	Planning Board Resolution – Proposed Sectional Map Amendment (SMA)	M-NCPPC	9/27/2022
3.	Errata Sheet for the Staff Draft Plan	M-NCPPC	9/27/2022
4.	Errata Sheet for the Proposed SMA	M-NCPPC	9/27/2022
5.	2006 <i>Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone</i> (By reference: available online)	M-NCPPC	9/27/2022
6.	2004 <i>Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District</i> (By reference: available online)	M-NCPPC	9/27/2022
7.	1994 <i>Approved Master Plan and Sectional Map Amendment for Planning Area 68</i> (By reference: available online)	M-NCPPC	9/27/2022
8.	1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67</i> (By reference: available online)	M-NCPPC	9/27/2022
9.	eComment regarding traffic concerns certain intersections. 2018 Hyattsville Transportation Study attached.	Danny Schaible	9/21/2022
10.	eComment in support of the plan	Adnan Barazi	10/6/2022
11.	eComment and email regarding maps 22, 23 and 27	Melissa Schweisguth	10/7/2022 10/10/2022
12.	Email regarding street design and transportation infrastructure	Dan Behrend	10/11/2022
13.	Email and letter dated October 11, 2022, containing the City's comments	City of Hyattsville (Taylor Robey, City Planner)	10/14/2022
14.	Email and letter in support of the plan and outlining policy recommendations	Matthew Butner	10/25/2022
15.	Letter dated October 25, 2022, outlining feedback regarding traffic, infrastructure, and other issues	Annelies M. Goger	10/25/2022
16.	Email and letter regarding community concerns	Avondale/North Woodridge Citizens' Association (Jo-Anne M. Butty, President)	10/26/2022
17.	Email, letter, and chart containing 32 comments and requests	Avonridge Community Development Corporation (Imani Kazana, President)	10/26/2022
18.	Email and photo of concerns about pedestrian safety at the intersection of Ager Road and Lancer Drive	Peta-Gay Irving Brown	10/26/2022
19.	Email and letter dated October 25, 2022, recommending certain improvements and stronger alignment with the Climate Action Plan	Prince George's County Sierra Club (Janet Gingold, Chair)	10/26/2022
20.	Email and letter requesting a zoning change for the Washington Gas Chillum Site	Washington Gas Light Company (Midgett S. Parker, Law Office of Midgett S. Parker, P.A.)	10/26/2022

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