



PGCPB No. 2025-72

RESOLUTION

WHEREAS, a sector plan and concurrent sectional map amendment (SMA) were initiated by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on January 6, 2022, and authorized by the Prince George's County Council, sitting as the District Council, pursuant to CR-002-2022 on January 18, 2022; and

WHEREAS, the Preliminary West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA were released for public review and comment by the Planning Board on April 24, 2025; and

WHEREAS, the Planning Board, in conjunction with the County Council, pursuant to Section 27-3502(e)(1) of the Zoning Ordinance of Prince George's County, held a duly advertised joint public hearing on the Preliminary West Hyattsville-Queens Chapel Sector Plan and its Proposed SMA on July 1, 2025; and

WHEREAS, the West Hyattsville-Queens Chapel Sector Plan will amend the 2014 *Prince George's 2035 Approved General Plan* by defining the boundary, core, and edge of the West Hyattsville Local Transit Center; expanding the boundary and defining the expansion as edge for the Prince George's Plaza Regional Transit District; and amending Table 21 by eliminating vehicular level-of-service (LOS) requirements within the West Hyattsville Local Transit Center; and

WHEREAS, the West Hyattsville-Queens Chapel Sector Plan will replace the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* in its entirety; and a portion of the 1994 *Approved Master Plan for Planning Area 68* and 2004 *Approved Sector Plan for the Prince George's County Gateway Arts District* for the portion of Planning Area 68 within the plan boundaries, and the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for portions of the Northwest Branch Stream Valley Park within Planning Area 65 within the plan boundaries; and

WHEREAS, the West Hyattsville-Queens Chapel Sector Plan will amend the 2009 *Approved Countywide Master Plan of Transportation, Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* for a portion of Planning Area 68 within the plan boundaries and for portions of the Northwest Branch Stream Valley Park within Planning Area 65 within the plan boundaries; and

WHEREAS, a sectional map amendment was prepared concurrently with this plan to implement the plan's zoning recommendations; and

WHEREAS, the plan area is located in the northwest part of Prince George's County, generally bounded by the District of Columbia on the southwest, the western boundary of Planning Area 68 on the west, the southern boundary of the 2016 *Approved Prince George's Plaza Transit District Development Plan* and MD 410 (East West Highway) on the north, and MD 500 (Queens Chapel Road), the rear property lines of properties along the south or east sides of 38th Avenue, Allison Street, and Arundel Road on the east and southeast, and includes a portion of Planning Areas 68, and a portion of the City of Hyattsville, a portion of the City of Mount Rainier, and a portion of the Town of North Brentwood; and

WHEREAS, the West Hyattsville-Queens Chapel Sector Plan provides a new vision to guide future growth and redevelopment at West Hyattsville-Queens Chapel neighborhoods; and

WHEREAS, on September 9, 2025, pursuant to Section 27-3502(f)(5) of the Zoning Ordinance, the District Council adopted CR-96-2025, approving the transportation and other public facilities within the Preliminary West Hyattsville-Queens Chapel Sector Plan for inclusion in the adopted plan; and

WHEREAS, on September 11, 2025, pursuant to Section 27-3502(f)(3) of the Zoning Ordinance, the Planning Board voted to accept into the public hearing record 3 pieces of testimony received by the Clerk of the County Council after the close of the public hearing record at 5:00 p.m. on July 21, 2025 (Exhibits T-1, T-4 and T-5); and

WHEREAS, on September 11, 2025, the Prince George's County Planning Board held a public work session to examine the analysis of testimony, transcripts of oral testimony provided at the Joint Public Hearing held on July 1, 2025, and written testimonies (exhibits) contained within the joint public hearing record; and

WHEREAS, the Prince George's County Planning Board agrees to amend the Preliminary West Hyattsville-Queens Chapel Sector Plan based on its review of the record of the joint public hearing, including deletions and additions from the staff errata provided at the Joint Public Hearing on July 1, 2025 as Exhibit 121 and updated May 29, 2025 (**See Attachment A: Errata Sheet**), and incorporate the recommended staff changes as outlined;

NOW, THEREFORE, BE IT RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the West Hyattsville-Queens Chapel Sector Plan, incorporating therein amendments, deletions, and additions in response to the public hearing record as follows:

Underline indicates language added to the preliminary plan.

[Brackets] indicate language deleted from the preliminary plan.

Section III: Land Use

1. Add LU 3.4 - LU 3.4 Conduct a comprehensive traffic impact study to identify the change in traffic patterns and demand (along Queens Chapel Rd, Ager Rd, Chillum Rd

and Hamilton St) caused by the proposed reclassification of land-use to ensure adequate multi-modal transportation alternatives are provided along major corridors for improved mobility and connectivity.

2. Revise LU 4.3 - LU 4.3 Encourage the use of the Local Transit-Oriented, Planned Development (LTO-PD) Zone on properties zoned LTO-C or LTO-E in the West Hyattsville-Queens Chapel Local Transit Center to achieve desired amenities including, but not limited to, complete street design including sidewalks, crosswalks, and protected bike lanes, Center-appropriate streetscapes, innovative stormwater management facilities, additional onsite tree preservation, and the provision of below-market-rate housing.
3. Revise LU 10.2 - LU 10.2. Develop multiple one-, two-, or three-family dwelling units on the property at 2901 Nicholson Street (Tax Account 1789874) to support “Missing Middle” Housing initiatives in the sector plan area. Implement this strategy by reclassifying the subject property into the Residential, Single-Family, Attached (RSF-A) Zone. See also Strategy HN 1.4 and Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2[and LU 10.3].
4. Delete LU 10.3 - [LU 10.3. As redevelopment opportunities arise, develop context-sensitive one-, two-, or three-family dwelling units (detached or attached) within the Avondale Terrace, Avondale Grove, Avondale, North Woodridge, Evans Addition to Hyattsville, Czarra, Castle Manor, Clearwood, and Queens Chapel Manor neighborhood and subdivisions within the sector plan area. Implement this strategy by reclassifying the subject neighborhoods/subdivisions from the Residential, Single-Family, Detached (RSF-65) Zone to the Residential, Single-Family, Attached (RSF-A) Zone. However, any properties within the Mount Rainier Neighborhood Conservation Overlay (NCO) Zone will be retained in the NCO Zone, and this plan does not make any recommendation to amend the Mount Rainier NCO Boundary. See also Strategy HN 1.4, Appendix G, and the Right Size Zoning box below. See also Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2 and LU 10.3.]
5. Revise Map 9. Future Land Use Map (FLUM).
 - a. Revise all properties currently zoned RSF-65 to Residential Medium, instead of Residential Medium-High.
 - b. Revise the property located at 3301 Chillum Road (Parcel 4, Tax ID 1839505), as “Mixed-Use.”
6. Revise Map 11. West Hyattsville Local Transit Center, Core and Edge, to include the property located at 3301 Chillum Road (Parcel 4, Tax ID 1839505). Display the property at 3301 Chillum Road (Parcel 4, Tax ID 1839505) as part of the Core.
7. Revise Map 12. Properties Subject to LU 4.2. to include the property located at 3301 Chillum Road (Parcel 4, Tax ID 1839505).

8. Revise Map 14. Property Subject to Strategies LU 5.5 and LU 5.6. to include the property located at 3301 Chillum Road (Parcel 4, Tax ID 1839505).
9. Rename and edit Map 22. Properties Recommended for Classification in the RSF-A Zone Pursuant to Strategies LU 10.2[and LU 10.3] to exclude the properties currently zoned RSF-65.
10. Delete the callout box titled “Right Size Zoning.”
[RIGHT SIZE ZONING Within the West Hyattsville area, many of the neighborhoods’ current zoning of RSF-65 (Residential Single-Family, detached), with minimum lot size of 6,500 square feet, do not align with the existing lotting pattern, which is below 6,500 square feet on average. This means that any potential redevelopment, even with a new single-family house, would require purchasing at least two lots to meet the necessary setbacks and other requirements. However, rezoning to RSF-A (Residential Single-Family, Attached), which permits townhouses along with other housing types, would allow construction to take place on a single lot of 5,000 square feet. Rezoning much of the area from RSF-65 to RSF-A would provide more flexibility for infill Missing Middle housing overall. Rezoning the 1,455 lots is based on feedback from the community and the City of Hyattsville from the October 2024 public hearing to include more housing choice and stock near transit.]

Section IV: Economic Prosperity

11. Revise EP 2.3 - EP 2.3 Create a dynamic commercial main street corridor with safe, pedestrian-friendly design stretching east of the West Hyattsville Metro Station.
12. Add EP 2.9 - EP 2.9 Design all commercial corridors with Vision Zero principles, prioritizing pedestrian and cyclist safety through appropriate traffic calming, crosswalk enhancements, and speed management ensuring new businesses have safe pedestrian and bicycle access from surrounding neighborhoods and transit facilities.

Section V: Transportation and Mobility

13. Revise the Sector Plan Transportation and Mobility Goal:
 - a. Multimodal and energy efficient transportation options are woven into the community fabric through safe and accessible shared-use paths and streets that [prioritize pedestrians and bicyclists and] provide comfortable connections between communities, destinations and transit for persons who walk, bike and roll.
14. Revise “Existing Conditions Section”
 - a. The West Hyattsville-Queens Chapel Sector Plan area is conveniently located on the border of the District of Columbia. As a result, there are several important roads and a rail link traversing the area. Major corridors including MD 500 (Queens Chapel Road), Ager Road, MD 501 (Chillum Road), and MD 208

(Hamilton Street) bisect the area (See Map 25. Existing Master plan of Transportation Rights-of-way)....The biggest challenges for pedestrians accessing these destinations include inadequate crossings, [and] a lack of pedestrian [refuge] areas at major signalized intersections, and oversized blocks without pedestrian buffers along major corridors. [There are also] Other pedestrian challenges include segments of noncontinuous sidewalks with segments ending abruptly[and oversized blocks without pedestrian buffers along major corridors] (See Map 27. Existing Pedestrian Facilities). The biggest challenges for cyclists accessing these destinations include missing linkages between existing segments and key destinations (for example between Nicholson Street and Hyattsville Crossing Metro Station), and high levels of stress for people bicycling along major corridors like MD 500 (Queens Chapel Road), Ager Road, MD 501 (Chillum Road), and MD 208 (Hamilton Street) (See Map 26 Existing and Previously Recommended Bicycle and Shared Use Facilities).

The sector plan area is well served by bus and rail with the West Hyattsville Metro Station having an average weekday ridership of [3,365] 2,382 riders in 2024 [daily boardings], while the nearby Hyattsville Crossing Metro Station has an average of 2,866 riders per weekday in 2024.⁴...The 10-minute bikeshed is expansive with 4 percent of Metro customers presently bicycling to the station (See Map 24. Metrorail Station Walksheds and Bikesheds).

Add Footnote: ⁴Average Daily Tap Entries, 2024. “Washington Ridership Summary.” Washington Metropolitan Area Transit Authority. Accessed 2025.

15. Add a note to Map 27: Existing Pedestrian Facilities,
 - a. Note: Capital Bikeshare provides pedestrians first and last-mile service to and from transit.
16. Add the existing Capital Bikeshare Stations to Map 27: Existing Pedestrian Facilities, Map 28. Existing Bus Transit Facilities, Map 29 Recommended Countywide Master Plan of Transportation Street.
17. An introduction to the Complete and Green Streets sections under Policies and Strategies.
 - b. Complete and green streets are essential to creating safer, healthier, and more sustainable communities. This plan prioritizes the redesign of key corridors to support all users, pedestrians, cyclists, transit riders, and drivers, while incorporating green infrastructure to manage stormwater, reduce heat, and enhance the public realm. By rethinking the design and function of our streets, the plan aims to calm traffic, improve connectivity, and promote active transportation. These policies and strategies also support broader goals of environmental resilience.
18. Revise the “Complete and Green Streets” callout box.
 - c. This plan ~~recommends the~~ assigns a specific urban street type, such as [(Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, [etc.]),] for select streets based on the approved Urban Street Design Standards.
 - d. See page 103~~[104]~~ for illustrations of the urban street types used in this sector plan.

19. Add a callout box for the East Coast Greenway near TM 1.5.
 - e. East Coast Greenway - The East Coast Greenway is a developing 3,000-mile biking and walking trail that spans from Maine to Florida, connecting major cities along the Eastern Seaboard. Designed to be mostly off-road, the Greenway supports active transportation, recreation, and tourism across 15 states and the District of Columbia.

In Prince George's County, the greenway passes through the West Hyattsville sector plan area as part of its Washington, D.C. to Baltimore segment, using local trail connections including the Northwest Branch and the Anacostia River Trails. A key portion of the trail is along UC-254 (Varnum Street/Arundel Street).
20. Revise TM 1.8. - 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:... • Reduced curb radii (no more than 15 feet, except for truck/bus routes, which require a maximum of 25 feet).... • lighting • high visibility crossings • mid-block crossings
21. Revise TM 1.12 - TM 1.12 Coordinate with municipalities, DPW&T, MDOT SHA, DPIE and transit agencies to create a plan and protocols to close strategically streets to traffic for street festivals, farmers' markets, and other events...
22. Revise TM 1.15 - TM 1.15. If deemed feasible and safe by MDOT SHA, [C]conduct a temporary pilot project with free right turn (slip lane) removal (blocking off the lane to vehicles with traffic cones) in coordination with...
23. Revise Table 13. Recommended Countywide Master Plan of Transportation Streets.
 - f. UM-277 from MD 501 (Chillum Road) to 16th Avenue, add note, Road diet from 4 lanes to 2 lanes from 16th Avenue to MD 500 (Queens Chapel Road).
24. Revise TM 3.1 - TM 3.1 Retrofit existing streets, wherever feasible, as Green Streets incorporating green infrastructure strategies into the street design...include:... • Arundel Road/Varnum Street (UC-254)
25. Revise TM 4.9 - TM 4.9 Construct complete and continuous sidewalks and lighting fixtures on both sides of the roadway at these locations...
26. Revise TM 4.10 - TM 4.10 Construct complete and continuous sidewalks and lighting fixtures throughout the sector plan area, including on local streets at...
27. Add strategy TM 4.14 Create a direct connection between trail T-209 offshoot, behind the Mount Rainier Nature Center, and the bicycle lane on UC-251 (Buchanan Street) by extending the trail, adding a curb cut and prohibiting parking at the connection point to ensure safe, continuous access for cyclists.
28. Revise TM 5.10 - TM 5.10 Evaluate the potential for bicycle signals, exclusive or lead bicycle phasing, and bicycle boxes at major intersections or where two major bicycle routes intersect while coordinating with MDOT SHA to assess safety, operational, and feasibility considerations before implementation, at locations including, but not limited to..."
29. Revise TM 5.13 - TM 5.13 Employ public art along MD 500 (Queens Chapel Road) from MD 501 (Chillum Road) to Jamestown Road (Northwest Branch Trail Entrance) to calm traffic and provide shade for active transportation users. Any proposed public art shall be

- evaluated to ensure it does not pose adverse impacts to motorist visibility, operations, or the safety of all users. See also Policy HD 2, and Strategies HD 1.1, HD 1.3, and PF 1.1.
30. Revise TM 6.1 - TM 6.1 Provide bicycle-share, scooter-share, and other micro-mobility facilities, including docking stations, parking areas, and signage at strategic locations including, but not limited to... All facilities should be designed and sited to avoid interference with motorist visibility, roadway operations, and the overall safety of all users.
 31. Add TM 6.3 - TM 6.3 Establish clear guidelines for the safe operation and parking of micromobility devices to minimize conflicts with pedestrians, bicyclists, and motorists, including dedicated lanes and no-ride zones in high-pedestrian areas.
 32. Add TM 6.4 - TM 6.4 Ensure that micromobility parking and charging areas are clearly marked and ideally sited to reduce sidewalk clutter and improve device availability.
 33. Add TM 7.6 - TM 7.6 Designate the segment of Queens Chapel Road from MD 500 (Chillum Road) to MD 410 (East-West Highway) as an Enhanced Bus Stop Amenities Corridor, prioritizing these stops for installation of dynamic bus shelters equipped with real-time schedule displays, digital advertising, and County-focused public service information, to improve rider experience.
 34. Add TM 7.7 - TM 7.7 Develop and implement a concept framework for the aesthetic enhancement of areas surrounding transit stations and along key transit corridors, incorporating landscaping, public art, upgraded lighting, and maintenance programs to create welcoming, vibrant, and safe transit stations.
 35. Add TM 7.8 - TM 7.8 Conduct an audit of all WMATA and TheBus bus stops serving the West Hyattsville-Queens Chapel Manor area to identify and document barriers to access for individuals with disabilities, parents with strollers, and others with mobility challenges.
 36. Add TM 7.9 - TM 7.9 Implement targeted improvements identified in TM 7.8, which may include the installation of accessible ramps, tactile paving, widened boarding areas, signage, pedestrian crossings, lighting, accessible seating, real time transit information displays, to bus stops, to ensure universal design principles.
 37. Revise TM 8.1 - TM 8.1. Incorporate traffic calming strategies such as curb extensions, raised crosswalks, and pedestrian refuge islands, where a demonstrated need exists, and that are feasible and consistent with SHA policy, to reduce speeds while increasing driver awareness of pedestrians, bicyclists, transit riders, and other motorists on new and retrofitted streets, prioritizing the following streets: • MD 501 (Chillum Road) • Ager Road • MD 500 (Queens Chapel Road)
 38. Revise TM 8.2 - TM 8.2 Conduct a signal warrant analysis at the following intersections:
 - Ager Road and Lancer Drive/Little Branch Run
 - MD 500 (Queens Chapel Road) and Nicholson Street, following SHA review of intersection conditions, observed operations, crash history, future traffic needs, and pedestrian needs to determine if a safety or operational issue exists before initiating the analysis.
 - Ager Road and Nicholson Street

39. Revise TM 8.3 – TM 8.3 Work with the appropriate agency or agencies (SHA, DPW&T, municipalities) to evaluate the feasibility...Prioritize the following locations through temporary pilot testing:...
 - Varnum Street/Arundel Road and Russell Street
 - 25th Avenue and Queens Chapel Road
 - 25th Avenue and Arundel Road
 - 30th Street and Arundel Road
 - Chauncey Place and Queenstown Drive
40. Add TM 8.4 - TM 8.4 Support the use of low-cost, quick-build solutions, e.g., flexible bollards, painted, and other temporary measures, by transportation agencies to test and implement pedestrian and bicycle safety enhancements before full capital construction.
41. Add TM 8.5 – TM 8.5 Through coordination between Prince George’s County, SHA, and the City of Mount Rainier implement automated speed enforcement (ASE) on residential streets within the City of Mount Rainier; targeting Queens Chapel Road, Varnum Street, 25th Avenue, 27th Avenue, 30th Street, Buchanan Street, and Chillum Road.
42. Add TM 8.6 - TM 8.6 Implement Mount Rainier gateway treatments, such as curb extensions, signage, landscaping, pavement color, etc., to help reduce speeds as people enter the City of Mount Rainier; specifically at Chillum Road south of Queens Chapel Road, and Varnum Street east of Eastern Avenue (See HD 1.9).
43. Add TM 10.10 - TM 10.10 The implementation of parking strategies should balance supporting the parking needs of small businesses and economic development with sustainability goals and transit-oriented development principles, while also preventing overflow parking from commercial areas into adjacent residential communities.
44. Add TM 10.11 - TM 10.11 Conduct a comprehensive assessment of parking needs in the West Hyattsville Local Transit Center to address competing demands for space. Explore alternative parking mechanisms, such as shared parking agreements, vertical parking structures, residential parking permits, metered parking, and/or centralized parking facilities, to ensure the necessary vehicle travel lanes on roadways are maintained, that the parking needs for commercial uses are fully met, and that multimodal transportation priorities are maintained.

Section VI: Natural Environment

45. Revise NE 1.5 - NE 1.5 [Evaluate [opportunities to improve pump systems and outflows to create more efficient and effective levee system] Explore opportunities to improve drainage and reduce localized flooding, like upgrading the stormwater conveyance system.
46. Add NE 5.7 - NE 5.7 Encourage coordinated scheduling amongst transit providers (Prince George’s County TheBus, WMATA Metrobus) towards reduction of redundant bus service.
47. Add NE 5.8 - Encourage the utilization of zero emissions and electric (EV) transit vehicles within the Sector Plan area to affect the reduction of urban heat island effects.

48. Add NE 7.6 - NE 7.6 Establish a dedicated funding source to support the installation, operation, and long-term maintenance of enhanced stormwater management features along County-owned rights-of-way, that accounts for the higher maintenance costs of small-scale green infrastructure.

Section VII: Housing and Neighborhoods

49. Revise HN 1.4 - HN 1.4. Construct a variety of infill single-family housing types, including single-family detached, single-family attached, duplex, and triplex, on properties zoned RSF-A[, including the Avondale Terrace, Avondale Grove, Avondale, North Woodridge, Evans Addition to Hyattsville, Czarra, Castle Manor, Clearwood, and Queens Chapel Manor neighborhoods and subdivisions] within the sector plan area. See also Strategies LU 10.2[and LU 10.3].
50. Add HN 2.6 - HN 2.6 Evaluate the adequacy of existing public facilities to meet the needs of new housing development and ensure continued service provision for existing housing.
51. Add HN 2.11 - HN 2.11 Utilize Prince George's County's right to first refusal program by allowing the Department of Housing and Community Development (DHCD) to purchase multifamily rental housing that preserves affordability for low-to-moderate income households.
52. Add callout box, Right of First Refusal Law:
- a. Prince George's County's Right of First Refusal (ROFR) Program gives opportunity for DHCD to purchase multifamily properties with 20 or more units prior to sale with the intention to preserve low-to moderate-income housing units. The owner of the property must notify the County of the intention to sell and once entered into a bona fide sales contract give DHCD the option to purchase on the agreed price. DHCD has limited time to decide whether to purchase the property or give their rights to a third party, if they maintain affordability, or pass on the property all together. Prince George's County Council first passed this legislation in 2013 covering a limited geography and then expanded it to all areas in 2015. ROFR is typically used to preserve affordability or prevent growing pressures of displacement by allowing purchasing the multifamily property. ROFR helps protect the social and community fabric that is generally disrupted when residents are displaced and priced out of the communities they have lived in for years. Under this program, 2,548 housing units have been preserved since 2021.[#] Footnote: [#]County Right of First Refusal Program: Multifamily Rental Properties. [County Right of First Refusal Program: Multifamily Rental Properties | Prince George's County](#)

Section VIII: Community Heritage, Culture, and Design

53. Add HD 1.9 - HD 1.9 Design and construct gateway features at Chillum Road south of Queens Chapel Road and Varnum Street east of Eastern Avenue to mark entry into the

City of Mount Rainier. These gateways should incorporate public art and signage that express the City's unique identity, and design elements that calm traffic (See TM 8.6).

54. Add HD 6.3 - HD 6.3 Work with the Historic Preservation Section of the Prince George's County Planning Department to apply for and determine local eligibility of the Avondale, Avondale Grove, and Avondale Terrace subdivisions, collectively known as Avondale (PG: 68-000), as a Historic District. If eligibility is affirmative, and generally supported by the community, the Historic Preservation Commission should consider the application for designation.

Section X: Public Facilities

55. Add PF 5.2 - PF 5.2 Coordinate with local fire and emergency services, utility providers, and other relevant agencies to evaluate optimal location for installing fire hydrants as new development occurs.

Section XI: Implementation Framework

56. Delete [LU 10.3] from Section XI. Implementation Matrix.
57. Add LU 3.4 Conduct a comprehensive traffic impact study to the Section XI. Implementation Matrix. Indicate DPW&T as Lead Entity and the Planning Department as a Partner Entity. Mark as M for mid-term.
58. Indicate DPIE as a Partner Entity to Section XI. Implementation, for TM 1.12.
59. Add TM 4.14 Extend trail T-209 to UC-251 with curb cut and no-parking zone for safe cyclist access. Indicate M-NCPPC as Lead Entities, and Owner/Developer and City of Mount Rainier as Partner Entities. Mark as S for short-term.
60. Add TM 6.3 Establish guidelines for safe micromobility implementation to Section XI. Implementation Matrix. Indicate DPW&T and SHA as Lead Entities. Mark as S for short-term.
61. Add TM 7.6 Designate Queens Chapel Road segment as Enhanced Bus Stop Amenities Corridor to Section XI. Implementation Matrix. Indicate DPW&T as Lead Entities. Mark as S for short-term.
62. Add TM 7.7 Development/Implement a concept framework for aesthetic enhancement of transit stations to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as S for short-term.
63. Add TM 7.8 Conduct bus stop audit for accessibility to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as S for short-term.
64. Add TM 7.9 Implement bus stop accessibility improvements to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as L for long-term.
65. Add TM 8.4 Promote quick-build measures to test pedestrian and bicycle safety improvements. Indicate SHA and DPW&T as Lead Entities, and City of Hyattsville, City

- of Mount Rainier, and Town of Brentwood as Partner Agencies. Mark as S for short-term.
66. Add TM 10.11 Conduct a parking needs assessment to Section XI. Implementation Matrix. Indicate DPW&T and WMATA as Lead Entities. Mark as M for mid-term.
 67. Revise NE 1.5 Evaluate ways to improve stormwater conveyance system [pump systems and outflows]
 68. Add NE 7.6 Establish dedicated funding source for green street infrastructure Section XI. Implementation Matrix. Indicate County Council as Lead Entities and DPW& as a Partner Agency. Mark as S for short-term.
 69. Add HN 2.6 Evaluate the adequacy of existing public facilities to meet the needs of new housing development and ensure continued service provision for existing housing. Indicate County Council as the Lead Entity and the Planning Department and DHCD as Partner Entities. Mark as S for short-term.
 70. Add HN 2.11 Use the County’s right of first refusal to purchase multifamily rentals. Indicate DHCD as Lead Entity and Owners/Developers as Partner Entity. Mark as M for mid-term
 71. Add HD 6.3 Assess Avondale’s (PG: 68-000) eligibility for Historic District designation and pursue if supported. Short-Term. Indicate Owners/Developers as Lead Entity and the Planning Department as Partner Entity. Add HPC to “Other” as a Partner Entity. Mark as S for short-term.

Appendices

72. Add the property located at 3301 Chillum Road (Parcel 4, Tax ID 1839505), to Appendix D: Properties within the West Hyattsville Local Transit Center, Table D-1. Properties within the Core of the West Hyattsville Local Transit Center and Recommended for Classification/Re-Classification into the LTO-Core Zone.
73. Delete “Appendix G: Properties Subject to Strategy LU 10.2 & LU 10.3,” in its entirety.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the West Hyattsville-Queens Chapel Sector Plan, amending the 2014 *Prince George’s 2035 Approved General Plan* by defining the boundary, Core, and Edge of the West Hyattsville Local Transit Center, expanding the boundary and defining the expansion as edge for the Prince George’s Plaza Regional Transit District, and amending Table 21 by eliminating vehicular level-of-service (LOS) requirements within the West Hyattsville Local Transit Center; and will replace the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* in its entirety; and a portion of the 1994 *Approved Master Plan for Planning Area 68* and 2004 *Approved Sector Plan for the Prince George’s County Gateway Arts District* for the portion of Planning Area 68 within the plan boundaries, and the 1989 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity* for portions of the Northwest Branch Stream Valley Park within Planning Area 65 within the plan boundaries; and amend the 2009 *Approved Countywide Master Plan of Transportation, Formula 2040*:

Functional Master Plan for Parks, Recreation and Open Space, and the 2017 Approved Resource Conservation Plan: A Countywide Functional Master Plan for a portion of Planning Area 68 within the plan boundaries and for portions of the Northwest Branch Stream Valley Park within Planning Area 65 within the plan boundaries; and

BE IT FURTHER RESOLVED that the adopted plan comprises the Preliminary West Hyattsville-Queens Chapel Sector Plan as amended by this resolution; and

BE IT FURTHER RESOLVED that, in accordance with Section 27-3502(f)(6)(B) of the Prince George's County Zoning Ordinance, a copy of this adopted plan and its concurrent SMA will be transmitted to the County Executive and to each municipality within one mile of the area of the SMA; and

BE IT FURTHER RESOLVED that an attested copy of the adopted plan, and all parts thereof, shall be transmitted to the District Council of Prince George's County for its approval pursuant to the Land Use Article, Annotated Code of Maryland; and


BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the plan recommendations, as heretofore described, are in conformance with the principles of orderly, comprehensive land use planning and staged development, and with consideration having been given to the applicable County Laws, plans, and policies; and

BE IT FURTHER RESOLVED that Prince George's County Planning Board staff is authorized to make appropriate text and graphical revisions to the plan to correct errors, reflect updated information and revisions, and incorporate the changes reflected in this Resolution.

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo and Chair Barnes voting in favor of the motion, at its regular meeting held on Thursday, September 11, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of September 2025.

Darryl Barnes
Chair



By Jessica Jones
Planning Board Administrator

APPROVED AS TO LEGAL
SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: September 16, 2025

Attachment A. Errata Sheet.**2025 Preliminary West Hyattsville-Queen Chapel Sector Plan and Proposed Sectional Map Amendment (Draft III)****Errata Sheet**

Revision No.	Issue/Error	Correction/Clarification	Page #
1	The property located at 2901 Nicholson Street, Hyattsville, MD 20782 (Block E, Parcel A), with Tax ID 1789874 was listed in the SMA under ZC 2 as well as ZC 31.	In the SMA, remove the subject property from ZC 31 and only list the property under ZC 2.	12, & 106 (SMA)
2	The street labels on Map 2: Proposed Zoning of the SMA are misaligned with their respective streets.	Correct the street label map layer to correspond to the correct streets.	8 (SMA)

Last Updated: May 29, 2025