

# STAFF DRAFT II WEST HYATTSVILLE QUEENS CHAPEL

## SECTOR PLAN

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

Revision No.	Issue	Correction/Clarification	Page #
1	On September 11, 2022, the name of the Prince George's Plaza Metrorail Station was changed to "Hyattsville Crossing".	Change all references to the Prince George's Plaza Metrorail Station to "Hyattsville Crossing".	Plan-wide
1a	"Supersede" may be unclear to readers.	Replace with "supersede and replace"  Add the following language to Table B-2 in Appendix B:  <u>In the event any policy, strategy, table, map, or graphic in this sector plan conflicts with the 2009 Approved Countywide Master Plan of Transportation, the content of this sector plan is applicable.</u>	Plan-wide
1b	The initial staff draft plan was released in July 2022 but will not be approved until 2025.	Update the horizon year to 2050; update any references to the time frame and schedule for plan preparation and approval.	Plan-wide
1c	Revise Prince George's County Council and Prince George's County Planning Board to reflect membership on the date of approval of the sector plan.	Revise accordingly.	Plan-wide
2	Boundary line drawing error along MD 208 (38 <sup>th</sup> Avenue) and MD 501 (Chillum Road)	Correct boundary line along 38 <sup>th</sup> Avenue and Chillum Road on all relevant maps.	Plan-wide
3	Hyperlinks to map data sources pending at time of publication.	Include hyperlinks to map data sources.	Plan-wide
4	Cross-references to Figures 6-8 omitted from several strategies and tables.	Include cross-references to Figures 6-8 where applicable.	Plan-wide
5	MD 208 is 38 <sup>th</sup> Avenue in the City of Hyattsville and 38 <sup>th</sup> Street in the Town of Brentwood.	Change map and text references accordingly.	Plan-wide
6	The use of "Shared Lane" in the plan may create misconceptions: all lanes in the sector plan area are shared.	Replace all references to "Shared Lane" with "Shared bicycle lane markings (Sharrow)".	Plan-wide

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

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6a	<p>On September 21, 2021, the County Council, sitting as the District Council, adopted CR-79-2021, initiating a new Countywide Master Plan of Transportation. This functional master plan is being prepared concurrently with the West Hyattsville-Queens Chapel Sector Plan; relevant policies and strategies within the Staff Draft Countywide Master Plan of Transportation should be carried forward into this sector plan.</p>	<p>Revise Strategy TM 1.14 as follows:</p> <p>TM 1.14. Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19th Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George’s Connector Trail. Evaluate the feasibility of eliminating free-right turns (slip lanes) at the following intersections and expand sidewalks and increase pedestrian refuge spaces to improve pedestrian and bicyclist safety:</p> <ul style="list-style-type: none"> <li>• Hamilton Street and Ager Road</li> <li>• Hamilton Street and MD 500 (Queens Chapel Road)</li> <li>• <u>MD 500 (Queens Chapel Road) and Eastern Avenue NE (in coordination with DDOT)</u></li> <li>• <u>MD 500 (Queens Chapel Road) and Ager Road<sup>footnote</sup></u></li> </ul> <p><small>Note: In 2024, SHA constructed a slip lane from southbound MD 500 (Queens Chapel Road) to westbound Ager Road. This slip lane should be further evaluated for possible elimination or installation of a signal in advance of the crosswalk to increase safety.</small></p> <p>Add a Strategy to Policy TM 1 as follows:</p> <p><u>TM 1.15. Eliminate vehicular LOS requirements within the West Hyattsville Local Transit Center. This strategy amends Table 21 of Plan 2035, applicable recommendations of the 2009 Countywide Master Plan of Transportation, and the Transportation Review Guidelines.</u></p> <p><u>Add this strategy to Table 27, identify the Planning Board as the Lead Entity, the County Council as a Partner Entity, and identify it as a short-term implementation item.</u></p> <p>Update Table 11. Recommended Countywide Master Plan of Transportation Streets and Table 13. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, to ensure recommendations are consistent between this Staff Draft plan and the ongoing Countywide Master Plan of Transportation.</p> <p>Update Table 11. Recommended Countywide Master Plan of Transportation Streets and Table 13. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Shared-Use Facilities, to provide separate rows for facilities with different names. For example, UC-218 would have one row for Varnum Street and one row for Arundel Road.</p> <p>Update Table 11 and Table 13 to indicate whether a recommended facility will require reconstruction as a public agency capital project, will be constructed by a developer, a combination thereof, or whichever occurs first.</p> <p>Update the MPOT ID designations in Table 11 to identify any street recommended for Urban Street Design Standard retrofit or construction with the UC- identifier.</p> <p>Update Table 11 to indicate where medians are only necessary to support existing left turn lanes (in those locations where no new intersections are recommended).</p> <p>Limit expansions of rights-of-way beyond existing limits, especially where curbs, gutters, and stormwater facilities would require relocation/reconstruction, to where absolutely necessary to advance the placemaking elements of the sector plan.</p> <p>Add the following language to the text box on Traffic Level of Service Requirements on page 108:  <u>Based on how Regional Transit Districts and Local Centers function, the concurrent update of the Countywide Master Plan of Transportation is exploring elimination of LOS requirements within all Regional Transit Districts and Local Centers.</u></p> <p><u>Add a Strategy to Policy TM 5 as follows:</u></p> <p>TM 5.19. Add street name signs consistent with those of the applicable jurisdiction (SHA, County, municipality) for trails where they intersect streets.</p> <p><u>Add this strategy to Table 27, identify SHA, DPW&amp;T, and the municipalities as the Lead Entities and identify it as a short-term implementation item.</u></p> <p><u>Add Strategy TM 1.15 to Tables B-1 and B-2 in Appendix B.</u></p>	Plan-wide

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[Brackets] indicate language deleted.

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6b	On November 14, 2023, the Prince George's County Council approved CR-67-2023, CR-68-2023, and CB-69-2023, collectively referred to as the Walkable Streets Act of 2023. Subsequent to this action, the Department of Public Works and Transportation kicked off an update to the County's Urban Street Design Standards. This update will last through July 2024 and will not be complete in time to inform the specific Urban Street Design Standard to be used for the design of streets in this sector plan.	<p>Replace the text box on page 90 with a new text box beneath the Complete and Green Streets header on page 85 that reads:</p> <p><u>Prince George's County established the Complete and Green Streets policy in 2012 with Council Bill CB-83-2012.</u></p> <p><u>On November 14, 2023, the Prince George's County Council approved CR-67-2023, CR-68-2023, and CB-69-2023, collectively referred to as the Walkable Streets Act of 2023, updating the County's adopted Urban Street Design Standards. The provisions of the Walkable Urban Streets Act of 2023 become effective June 1, 2024. Subsequent to this legislation, the Department of Public Works and Transportation initiated a comprehensive update to the County's Urban Street Design Standards. This update will last through at least July 2024 and will not be complete in time to inform the specific Urban Street Design Standards to be used for the design of streets in this Staff Draft Sector Plan.</u></p> <p><u>In lieu of specific Urban Street Design Standard recommendations, this plan recommends the specific urban street type (Mixed-Use Boulevard, Neighborhood Connector, Neighborhood Residential, etc.), based on the urban street types in the 2023 adopted Urban Street Design Standards. Should the County Council adopt updated Urban Street Design Standards prior to adoption and/or approval of this sector plan, they should be incorporated as amendments through the adoption and/or approval process, or through the ongoing update to the Countywide Master Plan of Transportation.</u></p> <p>Delete all references to specific Urban Street Design Standards in the Staff Draft Sector Plan.</p> <p>Add a footnote to Strategy TM 11.1 as follows:</p> <p>The Walkable Urban Streets Act of 2023 incorporates this recommendation and is effective June 1, 2024. The 2024 update of the Urban Street Design Standards (in progress as of May 2, 2024) should provide additional clarity on sidewalk and buffer requirements.</p>	Plan-wide
7	<p>Exhibit 16 refers to the townhouse development constructed in or about 2019 at the northwest corner of the intersection of MD 500 (Queens Chapel Road) and Avondale Overlook Drive as "Towns of Avondale". These townhouses were constructed pursuant to Preliminary Plan of Subdivision 4-13039 (Avondale Overlook) and DSP-05114-02 (Avondale Overlook, Metropolitan at Hyattsville). The Staff Draft Sector Plan refers to them as "Avondale Overlook".</p> <p>The community markets itself as of November 12, 2022, as "Avondale Ridge" and the plan will be updated accordingly to reflect this.</p>	Revise all references to the townhouse development at the northwest corner of the intersection of MD 500 (Queens Chapel Road) and Avondale Overlook Drive as Avondale Ridge.	Plan-wide
8	The staff draft plan does not differentiate between the Commission, the Planning Department and the Department of Parks and Recreation.	<p>Use the following distinctions when referring to the M-NCPPC:</p> <p>Park and recreation operations and facilities: M-NCPPC DPR</p> <p>Planning functions: Planning Department</p> <p>Commission as property owner: M-NCPPC</p>	Plan-wide
8a	On September 10, 2022, WMATA terminated Yellow Line service to the West Hyattsville Station. WMATA subsequently made this change permanent.	Remove references to the Yellow Line throughout the sector plan.	Plan-wide

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[Brackets] indicate language deleted.

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8b	In 2023, Queens Park Plaza apartments at 2500 Queens Chapel Road was acquired through Prince George's County's Right-of-First-Refusal Program to preserve at least 57 below-market rate units in the 94-unit complex.	<p>Revise Table 19 and Map 34 to remove Queens Park Plaza at 2500 Queens Chapel Road (Tax Account 1978576).</p> <p>Revise Table 20 and Map 35 to add Queens Park Plaza.</p> <p>Add a text box near Strategy HN 2.4 as follows:</p> <p><u>RIGHT OF FIRST REFUSAL</u></p> <p><u>In 2013, the Prince George's County Council passed CB 27-2013 which created the Right of First Refusal Program ("ROFR Program") to expand the availability of affordable rental housing in the County. In 2023, this program was used to acquire 2500 Apartments at 2500 Queens Chapel Road. CR-48-2023 approved a 15-year Payment in Lieu of Taxes to support preservation of 57 below-market-rate units at this location.</u></p> <p>Revise the description of Zoning Change 18 as follows:</p> <p><u>The subject property comprises Queens Park Plaza Apartments. The subject property contains at least 94 dwelling units on 4.39 acres, a density that exceeds the maximum permitted density of 20 dwelling units per acre in the RMF-20 zone. This reclassification to the RMF-48 zone will allow Queens Park Plaza to conform to the Zoning Ordinance density regulations. This reclassification also implements Strategy LU 1.1 of the Staff Draft Sector Plan by implementing and/or retaining the land uses shown on each parcel on the Future Land Use Map (Map 9).</u></p> <p><u>[This reclassification to the RMF-48 Zone implements Strategy LU 9.1, which specifically recommends reclassifying the subject parcels of Queens Park Plaza into the RMF-48 Zone to implement Policy LU 9, which recommends redevelopment that creates a range of market- and below-market-rate housing opportunities on the periphery of the West Hyattsville Local Transit Center. This reclassification also implements Strategies HN 1.1 and HN 2.3 of the Staff Draft West Hyattsville-Queens Chapel Sector Plan, which recommends redevelopment of Queens Park Plaza to include a mix of unit types, sizes, and price points.]</u></p>	Plan-wide SMA-wide
9	The sector plan boundary includes several properties transected by the Northwest Branch of the Anacostia River. Accordingly, these properties lie in both Planning Areas 65 and 68. An appropriate reference to Planning Area 65 and amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> erroneously excluded from Abstract.	Add Planning Area 65 and amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> to paragraph one of Abstract.	Plan-wide
9a	The "Sector Plan" text box states that Plan 2035 recommended Prince George's Plaza as a Regional Transit District and West Hyattsville as a Local Transit Center. It designated these.	Revise the first sentence of the Sector Plan text box as follows:  Sector plans build on goals, policies, and strategies of Plan Prince George's 2035 (Plan 2035), Prince George's County's General Plan for growth and preservation, which [recommends] <del>designated</del> Prince George's Plaza as a Regional Transit District and West Hyattsville as Local Transit Center.	10
10	Demographics infographic missing	Add demographics infographic to Section II: Defining the Context.	15-42
10a	On March 5, 2024, the County Council presented CB-15-2024, an omnibus bill to update the Zoning Ordinance. On March 12, 2024, the Council presented CB-20-2024, CB-21-2024, and CB-22-2024, bills to update the Subdivision Regulations, the Woodland and Wildlife Habitat Conservation Ordinance, and the Tree Canopy Coverage Ordinance to reflect revised and new forest conservation requirements in the state Forest Conservation Act. Proposed changes in these bills that impact this sector plan include doubling the permitted densities in the Local Transit-Oriented (LTO) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones and increasing the required stream buffer within the West Hyattsville Local Transit Center.	Add references to this legislation where appropriate, noting that recommendations within the plan may need to be revised through the adoption and amendment process to reflect changes to the County Code.	Plan-wide
11	Planning Area 65 erroneously excluded from Description of Plan Area	Add Planning Area 65 to description of where the sector plan is located.	17
11a	The WMATA Silver Line extension to Ashburn, Virginia opened for revenue service November 15, 2022. The Potomac Yard-VT station in Alexandria, Virginia opened May 19, 2023.	Revise footnote 1 to note that there are 98 stations in the Metrorail system.	23
11b	The sector plan covers a portion of the Prince George's Plaza Regional Transit District.	Revise the third sentence under CENTERS on page 28 as follows:  <u>This plan covers the entire West Hyattsville Local Transit Center and a portion of the Prince George's Plaza Regional Transit District.</u>	28

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11c	Plan 2035 recommended densities significantly lower than appropriate for Regional Transit Districts and Local Centers. To address this issue, the County Council created the Transit-Oriented/Activity Center Zones in 2018; these zones permit densities roughly double the densities recommended in Plan 2035. In 2023, the Council introduced CB-73-2023, which would significantly increase the allowed densities in the TO/AC zones to reflect appropriate densities for transit station areas.	<p>Delete the last sentence under CENTERS on page 28.</p> <p>Revise the description of the West Hyattsville Local Transit Center on page 28 as follows:</p> <p>Plan 2035 identifies the West Hyattsville Metro Station area as the West Hyattsville Local Transit Center. Since the opening of the West Hyattsville Metro Station in 1993, the station area has seen little new development. Densities surrounding the station are much lower than expected for a transit-adjacent neighborhood. [Plan 2035 envisions densities of 15-30 dwelling units per acre and floor area ratios of 1.5-3 throughout the entire Center. Market conditions may necessitate densities higher than those recommended in Plan 2035.]  <u>To accomplish[ these average] transit-supportive densities, the Local Transit-Oriented (LTO) Zones allow [individual developments to exceed the Plan 2035-recommended densities]densities up to 80 dwelling units per acre and floor area ratios up to 3.0.</u></p> <p>Revise the description of the Prince George's Plaza Regional Transit District on page 29 as follows:</p> <p>The 2016 <i>Approved Prince George's Plaza Transit District Development Plan</i> defines the area north of the Hyattsville Crossing Metro Station as the Prince George's Plaza Regional Transit District. [Plan 2035 envisions densities of greater than 40 dwelling units per acre and floor area ratios of 3.0 or greater for development in Regional Transit Districts.</p> <p>Market conditions may necessitate densities higher than recommended in Plan 2035. To accomplish these average densities, the Regional Transit-Oriented (RTO) Zones allow individual developments to exceed the Plan 2035-recommended densities. ]  <u>To accomplish transit-supportive densities, the Regional Transit-Oriented, High-Intensity (RTO-H) Zones allow densities up to 100 dwelling units per acre and floor area ratios up to 5.0.</u></p>	28-29
12	1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> description and paragraph erroneously excluded from Planning Background Sub-section of Section II	Add description of 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> .	28-32
13	Amendments to the 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> and the 2017 <i>Approved Resource Conservation Plan: A Countywide Functional Master Plan</i> erroneously excluded from Legal Context	Add amendment to the 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> and the 2017 <i>Approved Resource Conservation Plan: A Countywide Functional Master Plan</i> to paragraph one of Legal Context.	31
13a	The Countywide Map Amendment and the 2018 Zoning Ordinance took effect on April 1, 2022. It will have been in effect nearly three years when the sector plan and SMA are approved.	<p>Delete the explanatory text box on page 31.</p> <p>Revise language on p. 31 as follows:</p> <p>In 2018, the Prince George's County Council adopted a new Zoning Ordinance, Subdivision Regulations, and Landscape Manual that went into effect April 1, 2022. [Prior to April 1, 2022, this sector plan was prepared pursuant to the procedures of the prior Zoning Ordinance. ]This sector plan will be [subsequently ]adopted and approved pursuant to Section 27-3502 of the current Zoning Ordinance[.] <u>and its</u> [Although the Countywide Map Amendment (CMA) was not yet adopted during the first year this Plan was under development, the ]land use and zoning recommendations were evaluated and prepared pursuant to the regulations and zones contained in the [new] <u>2018 Zoning Ordinance</u> [ (including the proposed CMA)], Subdivision Regulations, and Landscape Manual.</p> <p>Revise the second paragraph under Scenario Planning on page 40 as follows:</p> <p>Participants discussed the key priorities of the community, aspirations for development in the area, and future opportunities for community branding and public spaces. After analyzing all the feedback collected during this visioning workshop, the planning team worked to create a series of land use and place type maps that would show conceptual options for future growth in the sector plan area. The baseline for the growth concepts came from the <u>types, mixes, and densities of land uses permitted in the Local, Transit-Oriented (LTO) Zones</u>. [zoning recommendations in the then-proposed CMA.<sup>3</sup> ]A total of three growth concepts were generated from this process and presented to the public using the Virtual Town Hall. The results of these efforts led the planning team to one final preferred hybrid scenario that created a framework for growth and development in the sector plan area. See Section III. Land Use for more information about the recommended growth pattern.</p> <p>[<sup>3</sup> See page 31 for a description of the Countywide Map Amendment.]</p>	31, 40

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13b	The effects of the COVID-19 pandemic on the office market are clearer in 2023 than they were in 2019. Demand for suburban office space is increasingly unlikely in this sector plan area.	Revise the Challenges for Economic Prosperity as follows:  Replace:  [• _____ The saturation of the region's and County's retail and office markets mean that there will be very little demand for Class A office space and the sector plan area is currently over-retailed.]  With:  • _____ <u>The saturation of the region's office market was exacerbated by dramatic shifts to telework; there will be very little demand for Class A office space.</u>  • _____ <u>Like most of Prince George's County, the sector plan area is currently over-retailed.</u>	36
13c	Infrastructure projects underway when the plan was initially drafted have subsequently been completed.	Under Major Opportunities and Challenges, Transportation and Mobility Opportunities, replace:  [Public sector investment in improvements to major roads like MD 500 (Queens Chapel Road) and Ager Road and the Arundel Road Levee project are already in progress.]  With  • _____ <u>Public sector investment in improvements to the Northwest Branch trail and bridges, MD 500 (Queens Chapel Road), the Arundel Road Levee, and Ager Road were recently completed.</u>  Under Major Opportunities and Challenges, Public Facilities Opportunities, replace:  [Just outside of the sector plan boundary, Hyattsville Middle School is undergoing a major renovation that has the potential to serve many of the students in the sector plan area.]  With  • _____ <u>Hyattsville Middle School, which serves many students in the sector plan area, was reconstructed and expanded in 2023..</u>	37
13d	Only a portion of the Shops at Queens Chillum is within the floodplain, but all of the Chillum Road Shopping Center is within the floodplain.	Revise the first bullet under Natural Environment: Challenges as follows:  • _____ The sector plan area is bisected by the Northwest Branch and its floodplain. The West Hyattsville Metro Station abuts the floodplain, and the MD 501 (Chillum Road) corridor, including the <u>Chillum Road Shopping Center</u> [Shops at Queens Chillum], lies within the floodplain. A significant portion of this area will need to be elevated out of the floodplain for development to occur. A clear cut and fill strategy is necessary to maximize transit-oriented development while reducing flood risk.	37
13e	The Sector Plan and SMA make recommendations for specific properties as they are platted, mapped, and addressed on May 2, 2024. Properties may change ownership, may be re-platted, and may get different street addresses during the life of this plan.	Add the following language to How to Use This Plan on page 42:  <u>Property Information</u>  <u>Several strategies, maps, and tables within this sector plan refer to specific properties where such recommendations apply. Properties identified in strategies, maps, and tables reflect their location, address, and tax account information as of May 2, 2024. Should parcels be re-platted or new tax accounts or addresses assigned during the adoption and approval process, strategies, maps, and tables should be updated to reflect the accurate property information for those locations where recommendations specifically apply as of the date of sector plan approval.</u>	
13f	A medical office building was constructed at 5620 Ager Road and opened for business subsequent to drafting the July 2022 Staff Draft Sector Plan.  Also, between Staff Drafts of the Sector Plan, the 30 <sup>th</sup> anniversary of the West Hyattsville Metro Station transpired.	Revise the second paragraph on page 44 as follows:  Despite the presence of the West Hyattsville Metro Station for [nearly] <u>over 30 years</u> , there is no vertical mixed-use development in the sector plan area. There is no Class A office space; however, a new Class A medical office facility [is under construction] <u>opened in August 2022</u> at 5620 Ager Road.	44
14	Map 9 is cluttered due to the presence of the Local Transit Center boundary, which is redundant to Map 11.	Remove the Local Transit Center boundary from Map 9.	51
14a	The sector plan does not recommend new single-family development in the Edge of the West Hyattsville Local Transit Center	Revise Policy LU 6 as follows:  Facilitate lower-intensity multifamily development [and higher intensity single-family development] as a transitional area between the Core of the Local Transit Center and surrounding neighborhoods.	60
15	Strategy LU 8.1 refers to Russell Street.	Revise to Russell Avenue.	62

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15a	The neighborhood-serving ground-floor retail and dining corridor along Hamilton Street east of MD 500, as shown in Figure 1, erroneously includes the north side of Hamilton Street, which is inconsistent with LU 8.2 and Map 16.	Adjust the highlighted commercial corridor on Hamilton Street east of MD 500 (Queens Chapel Road) and outside of the Center boundary to highlight the south side of the street.	77
15b	The 2 <sup>nd</sup> and 3 <sup>rd</sup> paragraph of the Existing Conditions Summary of the Transportation and Mobility Element are repetitive.	<p>Replace:</p> <p>[Popular pedestrian destinations in the sector plan area include the West Hyattsville Metro Station, Queens Chapel Town Center, The Shops at Queens Chillum, and the area adjacent to Prince George’s Plaza Metro Station (soon to be renamed Hyattsville Crossing). The biggest challenges for pedestrians accessing these destinations include inadequate crossings and pedestrian refuge areas at major signalized intersections. There are also segments of noncontinuous sidewalks and oversized blocks without pedestrian buffers along major corridors.</p> <p>Popular destinations for cyclists in the sector plan area include the West Hyattsville Metro Station, Queens Chapel Town Center, and the area adjacent to Prince George’s Plaza Metro Station. The biggest challenges for cyclists accessing these destinations include missing linkages (for example between Nicholson Street and Prince George’s Plaza Metro Station), and high levels of stress for people bicycling along major corridors like MD 500 (Queens Chapel Road), Ager Road, MD 501 (Chillum Road), and MD 208 (Hamilton Street).]</p> <p>With</p> <p><u>Popular bicycle and pedestrian destinations in the sector plan area include the West Hyattsville Metro Station, Queens Chapel Town Center, The Shops at Queens Chillum, and the area adjacent to Hyattsville Crossing Metro Station. The biggest challenges for pedestrians accessing these destinations include inadequate crossings and pedestrian refuge areas at major signalized intersections. There are also segments of noncontinuous sidewalks and oversized blocks without pedestrian buffers along major corridors. The biggest challenges for cyclists accessing these destinations include missing linkages (for example between Nicholson Street and Hyattsville Crossing Metro Station), and high levels of stress for people bicycling along major corridors like MD 500 (Queens Chapel Road), Ager Road, MD 501 (Chillum Road), and MD 208 (Hamilton Street).</u></p>	
16	Maps 22 and 27 show an existing on-street bicycle lane along MD 500 (Queens Chapel Road) for its entirety.	<p>As of November 12, 2022, there is only a bicycle lane on southbound MD 500 between MD 410 (East West Highway) and Hamilton Manor Drive and northbound MD 500 between MD 208 (Hamilton Street) and 5615 Queens Chapel Road.</p> <p>SHA’s ongoing reconstruction project is anticipated to add bicycle lanes south of MD 208 (Hamilton Street); PG Atlas will be updated following completion of this project.</p> <p>Revise maps accordingly.</p>	82, 115
17	Maps 22 and 27 show the trail along the levee north of Queenstown Apartments as a “Walking and Equestrian Trail, Existing”. The trail is frequently used by bicyclists.	Add the trail along the levee behind Queenstown Apartments and along the Arundel Canal as an existing park trail and shared use path on Maps 22 and 27. Show this trail as a Hard Surface Trail on Map 23.	82, 115
18	Maps 22 and 27 do not show T-209, the trail along the Arundel Canal between Queenstown Apartments and Chillum Road, as existing.		
19	Maps 22 and 27 do not show existing shared lanes on Jefferson Street and 40 <sup>th</sup> Avenue.	Show Jefferson Street and 40 <sup>th</sup> Avenue as Shared Lane, Existing on Maps 22 and 27.	82, 115
19a	In the context of master plan conformance, “impair” better describes the impact of not reconstructing identified streets to the Urban Street Design Standards than “inhibit”	<p>Revise Strategy TM 1.3 as follows:</p> <p>TM 1.3. The proposed reconstruction of any existing street, or the construction of any new street, within the RTO, LTO, LTO-PD, and other PD zones not to the Urban Street Design Standards will [<del>inhibit</del>]<u>impair</u> implementation of this sector plan.</p>	85
19b	The reconstruction of Queenstown Drive from Buchanan Street to Chillum Road was erroneously omitted from Strategy TM 1.5.	Add reconstruction of Queenstown Drive from Buchanan Street to Chillum Road to Strategy TM 1.5	86
19c	Subsequent to the public release of the July 2022 Staff Draft Sector Plan, in March 2023, the City of Mount Rainier created a Safe Streets Task Force. In June 2023, the City adopted the <i>Mount Rainier Vision Zero Action Plan</i> . In December 2023, the City was awarded a \$9.7 million U.S. Department of Transportation Safe Streets for All Grant. In January 2024, the City Council enacted a 20 mile-per-hour speed limit on all City Streets.	Add a text box describing these events in Policy TM 1.	86

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19d	Subsequent to the public release of the July 2022 Staff Draft Sector Plan, the Planning Department commissioned three-dimensional renderings of the 2017 Urban Street Design Standards.  In addition, the Sector Plan does not recommend any Shared Streets.	Revise the graphics on pp. 91-92 with 3D renderings. Delete the Shared Street description and graphic on page 92.	91-92
19e	The July 2022 staff draft plan recommended construction of a 120-foot-wide MD 500 (Queens Chapel Road) in an area south of Overlook Drive where SHA only owns 75 feet of right-of-way and where existing residential buildings, including single-family homes, are less than 120 feet apart. Acquisition of houses for road widening is not necessary at this location. This was an error in the original plan.  Recommendations for this road also erroneously excluded a minimum right-of-way for areas in the RTO-H-E Zone and miscalculated the minimum right-of-way needed in other zones.	Revise the Minimum ROW in Table 11 for MD 500 (Queens Chapel Road) as follows:  <ol style="list-style-type: none"> <li>1. South of Overlook Drive: 75 feet.</li> <li>2. In the RTO-H-E Zone: 124 feet</li> <li>3. In other zones north of Overlook Drive: 119 feet</li> </ol> Delete recommended median, landscaping and furniture buffer, and bicycle lane buffer.	94-104
19f	The recommendations for the existing segment of 30 <sup>th</sup> Street do not reflect existing rights-of-way.	Update UC-215 recommendations east of MD 500 (Queens Chapel Road) to reflect a Minimum ROW of 58 feet. Delete proposed bicycle lanes and observe that landscaping and furniture buffers will be determined by available right-of-way. Retain existing on-street parking. Recommend shared-lane markings.	94-104
19g	The July 2022 staff draft plan recommended construction of a 61-foot-wide Nicholson Street through Queens Chapel Manor where the existing right-of-way is approximately 57 feet, and where existing residential buildings, including single-family homes, are less than 120 feet apart. Acquisition of houses for road widening is not necessary at this location. This was an error in the original plan.  This ROW limitation limits what can be built in this ROW.	Update Nicholson Street recommendations between MD 500 and Ager Road as follows:  Minimum ROW: <u>57 feet</u> Elements: <ul style="list-style-type: none"> <li>• Maximum 20 mph speed limit</li> <li>• No median</li> <li>• [Landscaping &amp; furniture buffers</li> <li>• On-street parking on one side of street</li> <li>• Minimum 8' sidewalks</li> <li>• 5' on-street bicycle lanes]</li> <li>• <u>Minimum 10' sidewalks on north side of street (for school commuters)</u></li> <li>• <u>Minimum 8' sidewalk on south side of street</u></li> <li>• <u>5' barrier-separated on-street bicycle lanes</u></li> </ul> Notes: <u>Reconstruction may occur as redevelopment occurs and/or by the City of Hyattsville within existing rights-of-way.</u>  <i>Between Ager Road and Little Branch Run</i>  Delete requirements in all zones  Add to Elements: <ul style="list-style-type: none"> <li>• <u>Minimum 8' landscaping &amp; furniture buffer</u></li> <li>• <u>Minimum 10' sidewalks</u></li> </ul>	94-104
19h	The July 2022 Staff Draft Sector Plan identified the origin of Hamilton Street as the "end of the platted street near Jamestown Road". The appropriate terminus is Jamestown Road, as illustrated by Figure 9.	Update the recommendation for Hamilton Street west of MD 500 in Table 11 as follows:  From: [End of platted street near ]Jamestown Road	94-104
20	The shared-use path bridge that connects MD 501 to the West Hyattsville Metro Station was reconstructed and opened to the public in March 2023	Revise Strategy TM 4.3 as follows:  [In the short term, reconstruct the shared-use path bridge that connects MD 501 (Chillum Road) to the West Hyattsville Metro Station. In the long-term, c]Construct [the] a widened promenade-type bridge crossing for bicycles and pedestrians that also serves as the gateway to the Metro Station area recommended by Strategy PF 1.1, the West Hyattsville Greenway (Segment A).	111
20a	Subsequent to the release of the July 2022 Staff Draft Sector Plan, the Planning Department released the January 2023 <i>Anacostia Trails Heritage Area Wayfinding and Signage Study</i> .	Revise Strategy 4.8 as follows:  Implement the wayfinding and signage strategies identified in <u>the 2023 <i>Anacostia Trails Heritage Area Wayfinding and Signage Study</i>, Strategy TM 6.1, Strategy NE 4.2, Policy HD 1, Policy HD 2, Policy HD 4, Policy HD 6, Policy HD 7, Strategy HC 3.2, Strategy PF 1.1, and Policy PF 3.</u>	112
21	T-208 originates at the Northwest Branch Trail north of the Northwest Branch, not at Chillum Road.	Revise the "From" Column in Table 13:  NW Branch Trail [(at Chillum Road)]	114
22	There is an extraneous trail connection shown as T-210 on Map 27. T-210 is the existing path between 16 <sup>th</sup> Avenue and the NW Branch Trail as already shown as existing on map.	Delete this extraneous green dashed line in Chillum Park on Map 27.	115

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



Revision No.	Issue	Correction/Clarification	Page #
22a	The construction of complete and continuous sidewalks on MD 500 (Queens Chapel Road) as recommended by Strategy TM 4.9 is underway and may be complete before the sector plan is approved.	Add a footnote to Table 14. Streets subject to Strategy TM 4.9 as follows:  <u>This project was under construction as of March 28, 2024 and may be complete before approval of this sector plan.</u>	
23	<p>DPR has completed 30% design on the Anacostia Gateway/Prince George's Connector Trail, which is referred to as the "Metropolitan Branch Spur" in the plan. The selected alignment parallels 16<sup>th</sup> Avenue from Chillum Park to MD 501 (Chillum Road), MD 501 to 19<sup>th</sup> Avenue, and 19<sup>th</sup> Avenue to LaSalle Road, where the existing trail segment begins at Avondale Neighborhood Park.</p> <p>This 30% design includes the elimination of the free right turn lane from MD 501 (Chillum Road) to 19<sup>th</sup> Avenue.</p> <p>The selected alignment is in a different location than previously proposed.</p>	<p>The sector plan should be clarified that T-208 as shown in the Staff Draft Plan and the Anacostia Gateway/Prince George's Connector Trail are separate facilities.</p> <p>Revise Table 14 as follows:</p> <p>Delete T-208 and replace it with the following:</p> <p><u>Route ID: T-208</u>  <u>Facility Name: Avondale Connector Trail</u>  <u>From: T-217 between UC-214 and MD 501</u>  <u>To: Lasalle Road</u>  <u>Min ROW: 10'</u>  <u>Notes: Segment between Avondale Neighborhood Park and current WMATA property on Russell Avenue has been constructed as wider sidewalk with marked crosswalks.</u></p> <p>Add T-210 as follows:</p> <p><u>Route ID: T-210</u>  <u>Facility Name: Anacostia Gateway/Prince George's Connector Trail</u>  <u>From: Chillum Park</u>  <u>To: Metropolitan Branch Trail in Washington, DC</u>  <u>Min. ROW: 10'</u>  <u>Notes: Crosses MD 501 at 16<sup>th</sup> Avenue.</u></p> <p>Revise shared-use path T-217 as follows:</p> <p>Route ID: T-217  Facility Name: <del>[Buchanan Street (new extension)]</del><u>West Hyattsville Greenway, Segments A, B, and C</u> (See also UC-216)  From: Intersection of Hamilton Street and Jamestown Road  To: <del>[UC-215]</del><u>Queenstown Drive</u>  Min ROW: 10'  Notes: [10' two-way shared use path located in the median (see greenway/linear park recommendation in Strategy PF 1.1 and Map 39). (Segment C of the West Hyattsville Greenway) See also Figure 6 for an illustrative concept.]</p> <p>Segment A:  10' two-way shared use path beginning at the intersection of Hamilton Street and Jamestown Road, crossing the Northwest Branch Trail and the Northwest Branch on a new bridge and ending at an intersection with MD 501 (Chillum Road). See Figure 9 for an illustration of the northern entrance to this facility.</p> <p>Alternatively, or as an interim step until redevelopment occurs at the West Hyattsville Metro Station, the existing path between the Northwest Branch Trail and Hamilton Street may be used.</p>	112, 115

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

Revision No.	Issue	Correction/Clarification	Page #
23 (con't)	<p>DPR has completed 30% design on the Anacostia Gateway/Prince George's Connector Trail, which is referred to as the "Metropolitan Branch Spur" in the plan. The selected alignment parallels 16<sup>th</sup> Avenue from Chillum Park to MD 501 (Chillum Road), MD 501 to 19<sup>th</sup> Avenue, and 19<sup>th</sup> Avenue to LaSalle Road, where the existing trail segment begins at Avondale Neighborhood Park.</p> <p>This 30% design includes the elimination of the free right turn lane from MD 501 (Chillum Road) to 19<sup>th</sup> Avenue.</p> <p>The selected alignment is in a different location than previously proposed.</p>	<p>T-217 (continued)</p> <p>Segment B: 10' two-way shared use path along the north side of MD 501 (Chillum Road) to a signalized intersection with 30th Street Extended (UC-215). Path turns south and runs on the east side of 30th Street Extended to its intersection with UC-216.</p> <p>Segment C: 10' two-way shared use path in a 30' linear park running in the median of UC-216 between 30th Street Extended and Queenstown Drive. See Figure 7 for an illustration of this alignment.</p> <p>See Strategies HD 7.4 and PF 1.1, Table 23. New Recommended Parks, Recreation, and Public Open Space Facilities, and Map 38. New Recommended Parks, Recreation, and Public Open Space Facilities</p> <p>To be constructed as redevelopment occurs.</p> <p>Rename T-210 as the Anacostia Gateway/Prince George's Connector Trail throughout the plan.</p> <p>Revise Map 27 to reflect the selected alignment of T-210.</p> <p>Revise Map 27 to extend T-217 from UC-215 to the West Hyattsville Metro Station, using the existing path between MD 501 (Chillum Road) and the station.</p> <p>Revise Map 27 to show T-208 connecting to T-210 on the west side of Lasalle Road.</p> <p>Truncate SL-200 at the entrance to Avondale Neighborhood Park.</p> <p>Revise Strategy TM 1.14 as follows:</p> <p>TM 1.14. <u>Eliminate the free-right turn (slip lane) at MD 501 (Chillum Road) and 19<sup>th</sup> Avenue pursuant to the 30 percent design plans for T-210, the Anacostia Gateway/Prince George's Connector Trail.</u> Evaluate the feasibility of eliminating free-right turns (slip lanes) at the following intersections and expand sidewalks and increase pedestrian refuge spaces to improve pedestrian and bicyclist safety...</p> <p>Revise Figure 3 to reflect these changes.</p> <p>Revise Strategy TM 4.6 as follows:</p> <p>Work with the District of Columbia Department of Transportation (DDOT) to complete the [Metropolitan Branch Spur, also known as the Prince George's County Connector] Anacostia Gateway/Prince George's Connector Trail, between [the West Hyattsville Metro Station ]Chillum Park and the Metropolitan Branch Trail in the District of Columbia. In the sector plan area, this connection is labeled T-210[08]. See also Strategy PF 1.1.</p>	112, 115, 119, 127

Revision No.	Issue	Correction/Clarification	Page #
24	The West Hyattsville Greenway, a major public amenity envisioned for the sector plan area, is only described within Tables 14 and 25 of the July 2022 Staff Draft Sector Plan. Though envisioned as a loop that begins and ends at the intersection of Hamilton Street and Jamestown Road, tables and maps are inconsistent as to its extent.	<p>Revise Table 13, Map 27, Table 23, and Map 38 to clearly indicate that the West Hyattsville Greenway forms a loop.</p> <p>Add a new facility to Table 13 as follows:</p> <p>Route ID: <u>T-218</u>  Facility Name: <u>West Hyattsville Greenway, Segment E</u>  From: <u>Intersection of Jamestown Road and MD 500 (Queens Chapel Road)</u>  To: <u>Intersection of Jamestown Road and Hamilton Street</u>  Min. Row: <u>10'</u>  Notes: <u>10' cycle track on the south side of Jamestown Road (UC-209).</u>  <u>See also Strategies HD 7.4, HC 1.2, PF 1.1, and PF 1.2, Table 23, and Map 40</u>  <u>To be constructed as redevelopment occurs.</u></p> <p>Add a new facility to Table 23 as follows:</p> <p>Name: <u>West Hyattsville Greenway: Segment E</u>  Location: <u>A shared-use path on the south side of UC-209 (Jamestown Road) between MD 500 (Queens Chapel Road) and Hamilton Street.</u>  <u>This facility will be located on portions of the following properties as they exist on May 2, 2024:</u>  <ul style="list-style-type: none"> <li>• <u>5402 Jamestown Road (Tax Account 1855527)</u></li> <li>• <u>F Jamestown Road (Tax Account 1851260)</u></li> <li>• <u>2700 Hamilton Street (Tax Account 1851252)</u></li> </ul> <u>Fixed</u>  Park Type: <u>Greenway/Linear Park</u>  Park Ownership: <u>TBD</u>  Recommended Facility Functions and Notes:  <u>Will include interpretative/wayfinding signage, furniture, and stormwater management (SWM) features.</u>  <u>Alignment and dedication/easement/ covenant should be shown on preliminary plan of subdivision.</u>  <u>Includes cycle track T-218.</u>  <u>See also Strategies LU 8.3, EP 2.7, TM 1.3, TM 4.4, TM 1.10, and the description of UC-209 in Table 11. Recommended Master Plan of Transportation Streets.</u></p> <p>Revise Maps 27 and 38 accordingly.</p>	Plan-wide
24a	<p>Policy HD 1 was originally written as:</p> <p><i>Establish community branding and bilingual wayfinding that highlights and celebrates the sector plan area's cultural diversity and history and creates a character-defining place. See also Policy HD 6.</i></p> <p>The act of establishing something is a strategy, not policy language.</p>	<p>Revise Policy HD 1 as follows:</p> <p>[Establish community branding and bilingual wayfinding that h]Highlight[s] and celebrate[s] the sector plan area's cultural diversity and history [and creates]to <u>create</u> a character-defining place. See also Polic[y]ies <u>EP 1, EP 2, and HD 6.</u></p>	166
24b	<p>Table 24 contains 2019 PGCPs enrollment figures, and contains a statement that "A new middle school is under construction in Adelphi. Upon completion, it will alleviate over-utilization of Nicholas Orem Middle School.</p> <p>Subsequent to the July 2022 release of the Staff Draft Sector Plan:</p> <ol style="list-style-type: none"> <li>1) Sonia Sotomayor Middle School and a new Hyattsville Middle School opened in August 2023.</li> <li>2) PGCPs released its Official September 30, 2023 enrollment report.</li> <li>3) Enrollment at Nicholas Orem Middle School increased despite the opening of Sotomayor Middle School.</li> </ol>	<p>Revise Table 24 to reflect September 30, 2023 enrollment totals.</p> <p>Delete the footnotes to Table 24.</p>	185
25	Right column of Table 25 has awkward header.	Rename the right column of Table 25 "Functions, Features, and Comments".	190-196
26	Figure 7 (first image) does not match quality of other figures.	Replace Figure 7 (first image) with higher quality conceptual rendering.	198
26a	The renovation of the Chillum Fire/EMS Station #844 was funded in the FY 2022 Approved Capital Improvement Program. It is not funded in the FY 2024 Approved Capital Improvement Program.	<p>Revise Strategy PF 5.2 as follows:</p> <p>Carry forward the recommendation in the 2008 Approved Public Safety Facilities Master Plan to construct a new Chillum fire/EMS station (Station 844) to replace the existing station. This project is [funded for renovation of the existing station in the FY 22 Approved Capital Improvement Program (Project #4.51.0015)]<u>not funded in the FY 2024 Approved Capital Improvement Program.</u></p>	205

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

Revision No.	Issue	Correction/Clarification	Page #
27	Incorporate Correction No. 8 above into Table 27, Implementation Framework, as follows:	<p>M-NCPPC Planning Department as Lead Entity:</p> <p>TM 10.3, TM 10.4, TM 10.5, HD 3.6, HD 5.1, HD 6.2</p> <p>M-NCPPC Planning Department as Partner Entity:</p> <p>LU 3.1, TM 1.1, TM 1.12, TM 1.20, TM 4.7, TM 11.1, TM 11.2, TM 11.3, NE 1.4, NE 3.1, NE 4.4, HD 1.1, HD 1.5, HD 3.6, HD 4.1, HD 4.5, HD 5.1, HD 6.3, HC 4.1,</p> <p>M-NCPPC DPR as Lead Entity:</p> <p>LU 2.3, TM 4.1 (T-207, T-208, T-210, T-215). TM 4.3, TM 4.4, TM 4.5, TM 5.14, TM 8.3, NE 1.3, NE 3.3, NE 3.4, NE 3.5, NE 3.7, NE 4.2, NE 4.3, NE 6.7, HD 1.4, HD 2.3, HD 2.4, HD 3.2, HD 3.3, HD 3.6, HD 4.1, HD 4.2, HD 4.5, HD 4.13, HD 7.3, HD 7.4, HC 2.6, HC 4.2, HC 4.3, HC 4.5, HC 5.2, HC 5.3, PF 1.1 (Chillum Park Enhancements, Park Acquisitions, Mountain Bike Skills Park), PF 1.4, PF 1.5, PF 1.6, PF 1.7, PF 1.8, PF 1.9, PF 1.10, PF 1.12, PF 1.13, PF 1.14, PF 2.3, and PF 2.4</p> <p>M-NCPPC DPR as Partner Entity:</p> <p>LU 2.2, LU 2.10, LU 2.11, TM 4.1 (T-209, T-211, T-212, T-213, T-217, T-218), TM 4.7, TM 4.12, TM 5.7, TM 5.9, TM 5.10, TM 5.12, TM 5.13, NE 1.5, NE 2.2, NE 3.1, NE 3.2, NE 3.6, NE 4.1, HD 1.1, HD 1.2, HD 1.5, HD 2.1, HD 2.2, HD 3.1, HD 4.4, HD 6.2, HD 6.3, HD 7.1, HD 7.2, HC 2.4, HC 3.2, HC 4.1, HC 4.4, PF 1.1 (Greenway segments, private park/plaza construction), PF 1.2, PF 1.3, PF 2.1, and PF 2.2.</p> <p>Add the Planning Department as a dedicated column in Table 25.</p>	208-221
27a	The County Council is evaluating the effectiveness of the Zoning Ordinance on an ongoing basis.	Revise Table 27 to reflect that implementation of Strategy LU 3.1 is ongoing.	208-221
27b	Table 27 omitted Implementation Timeframes for specific public facility recommendations.	Add implementation timeframes where they are missing.	208-221
27c	The July 2022 Staff Draft Plan is inconsistent with the Planning Board and County Council's previously approved approach to the Implementation Matrix for implementation items where ultimate lead responsibility is yet to be determined.	For items where lead responsibility is yet to be determined, identify the possible partner entities and identify the Lead Entity as "TBD".	208-221
27d	Multiple parties can construct, improve, or maintain bus stops and bus-supportive infrastructure.	<p>Revise Table 27 to show the following entities as Lead Entity for TM 7.1 and TM 7.2:</p> <p>SHA WMATA Owners/Developers DPW&amp;T City of Hyattsville City of Mount Rainier Town of Brentwood Shuttle-UM</p> <p>Revise Table 27 to show the following entities as Lead Entity for TM 7.3:</p> <p>SHA Owners/Developers DPW&amp;T City of Hyattsville City of Mount Rainier Town of Brentwood Shuttle-UM</p>	208-221
27e	The implementation matrix includes a recommendation to install shared lane markings on Jefferson Street. Subsequent to the public release of the July 2022 Staff Draft Sector Plan, the City of Hyattsville installed these markings.	Delete Jefferson Street from Table 27.	208-221
28	The correct implementation agencies for NE 1.4, evaluation of hydrologic and hydraulic models to identify flood risk are DoE as the lead and the Planning Department, DPIE, and the U.S. Army Corps of Engineers as partner entities.	Revise Table 27 for Strategy NE 1.4 accordingly.	214
29	M-NCPPC would not play an obvious role in relocating the Town of Brentwood Public Works facility at 4604 37 <sup>th</sup> Street.	Remove M-NCPPC as Partner Entity in Table 27, Implementation Framework, for Strategy NE 1.9.	214
30	Maryland Milestones, municipalities, or other organizations, not DPR, would provide historic road signage.	<p>Revise the Partner Entities in Table 27, Implementation Framework, for Strategy HD 1.5 as follows:</p> <p>[M-NCPPC] <u>Community Orgs.</u> <u>Maryland Milestones</u> <u>Municipalities</u></p>	216

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

Revision No.	Issue	Correction/Clarification	Page #
31	There are no DPR-owned historic and cultural resources in the sector plan area, so M-NCPPC would not partner in establishing walking tours of such resources.	Remove M-NCPPC as a Partner Entity in Table 27, Implementation Framework, for Strategy HD 6.1.	217
32	Maryland Milestones would lead implementation of Strategy HD 6.3 (apply for heritage tourism grants).	Revise Table 27, Implementation Framework, for Strategy HD 6.3 as follows:  Identify Maryland Milestones as Lead Entity  Identify M-NCPPC Planning Department and M-NCPPC DPR as Partner Entities.	218
33	Implementation Lead Entities for Strategies HD 7.1, HD 7.2, HC 2.4, PF 2.1, PF 2.3 and construction of the West Hyattsville Greenway (Strategy PF 1.1) will be determined in the future.	Lead identified as TBD for these strategies.	218-220
34	Revise Prince George's County Council and Prince George's County Planning Board to reflect membership on the date of approval of the sector plan.	Revise accordingly.	4-5
34a	Introduction to Comprehensive Rezoning Changes states that the existing zoning map is endorsed by the Planning Board. While this is technically accurate, Planning Board endorsement of an SMA usually refers to the period prior to an SMA's approval by the District Council, not the approved County Zoning Map.	Revise the first sentence as follows:  Map D-1 shows the existing zoning classifications within the West Hyattsville-Queens Chapel Sector[, endorsed by the Planning Board].	D-2
35	Certificate of Adoption fails to mention amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> .	Add amendment to 1989 <i>Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> to Certificate of Adoption.	275
36	Acknowledge and update new, retired, reassigned, and former staff, consultants, and "special thanks to" names.	Update as needed at time of publication.	276-281
37	The July 2022 Proposed SMA referred several times to Strategy NE 2.3. This was in error. No zoning change implements Strategy NE 2.3.	Delete all references to Strategy NE 2.3 in the May 2024 Proposed SMA.	SMA-wide
38	References to the plan within the SMA were inconsistent. The SMA is a draft Planning Board Resolution that will not be acted on by the Planning Board until they have adopted the Staff Draft Sector Plan. There were several errors in cross-references to specific strategies.	Update all plan cross-references within the SMA for accuracy and to refer to the Adopted Sector Plan	SMA-wide
39	Prior to its public release, the May 2024 Staff Draft Sector Plan and Proposed SMA underwent an internal review process.	Revise as needed to ensure document quality, accuracy, clarity, and internal consistency.	Plan-wide SMA-wide

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[Brackets] indicate language deleted.