

July 2006

Planning Assistance to Municipalities and Communities

City of Hyattsville

Hamilton Street/Jefferson Street



Artway North


The
Maryland-
National Capital
Park and Planning
Commission

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Abstract

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Prince George's County Planning Department

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ABSTRACT: This report was prepared by the Community Planning Division of the Prince George's County Planning Department through the Planning Assistance to Municipalities and Communities program in response to a request by the City of Hyattsville to develop streetscape standards and identify locations for public art along a pedestrian connection between Baltimore Avenue (US 1) and Ager Road at the West Hyattsville Metro Station entrance. The pedestrian route is to be known as Artway North and traverses Hamilton and Jefferson Streets within Hyattsville.

Planning Assistance to Municipalities and Communities

City of Hyattsville
Hamilton Street/Jefferson Street



Artway North

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

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***The
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The Commission has three major functions:

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

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

The Prince George's County Department of Planning (M-NCPPC):

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

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

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Foreword

This special planning study was conducted by the Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission for the City of Hyattsville, at its request, as part of the Department's Planning Assistance to Municipalities and Communities (PAMC) program. The study identifies the Artway route and makes recommendations for streetscape improvements along Hamilton and Jefferson Streets from Baltimore Avenue (US 1) to the east and Ager Road to the west.

The study was conducted between October 2005 and July 2006. The goals of this study were to identify the best route for the Artway; define issues of access, safety, connectivity and aesthetics; recommend streetscape solutions; and identify locations for diverse art displays in keeping with the spirit of the Gateway Arts and Entertainment District.

The concept plan could be used to guide the creation of detailed engineering drawings in the development of plans for implementation. The concept plan could also assist in the identification of locations for various unique art forms along the Artway.

A series of follow-up actions to continue the community dialogue and to influence future development is recommended. These include:

- Maintain regular communication with community artists to refine the Artway concepts and build consensus for implementation.
- Work with owners of properties abutting the designated Artway to support the concepts through additions to their private landscapes that enhance and promote the Artway.
- Reexamine the design of the designated Artway streets to better serve the needs of multimodal users.
- Investigate proactive mechanisms to facilitate funding to implement and maintain recommendations made in the concept plan.

The Prince George's County Planning Board reviewed the concept plan at its regularly scheduled meeting on July 27, 2006, and authorized its publication. The report provides a valuable resource for the property owners, community residents, the City of Hyattsville, and the Prince George's County Planning Department. It is a valuable tool to help generate ideas and build consensus among the residents about how to define and implement Artway North.

Sincerely,



Samuel J. Parker, Jr.
Chairman, Prince George's County Planning Board

Artway North

Introduction

Neighborhoods are part of a complex social and cultural environment. They comprise buildings and places where we live, work, shop, play, socialize, and relax. Good neighborhood design encourages and sustains the social and cultural core of the community. Guidelines serve to enhance the physical environment that supports these social and cultural dynamics. Guidelines and standards are established to provide information for development, preservation, and restoration in an effort to create vital and attractive communities for residents and visitors. Certain physical amenities are necessary for a neighborhood to support a diversity of residents, uses, and services. It is important that these amenities are well designed, maintained, and scaled. They must also be responsive to the culture in which they exist.

- **Urban Open Space** consists of parks and green space that provide relief and respite from the rigors of daily urban life. Trees and shrubs provide environmental mitigation to wind, soot, smog, heat islands, and noise. Urban open space can also provide gathering areas for outside activities and the display of artifacts.
- **Landmarks** are natural or built places that are uniquely recognizable, a place that residents utilize to orient themselves within the neighborhood. These places memorialize an event, person, or idea that is distinct to the community.
- **Architectural Artifacts** are objects or structures that can be historic, contemporary, attractive, humorous, or just a novelty. These artifacts often exist in contrast to their settings that communities come to identify with and embrace. These can be bridges or diners, signs or towers, murals or statues, walls or fountains that have become celebrated icons.
- **View Corridors** are the view line of settings, buildings, open space, or a combination of these. These lines of sight should be acknowledged and obstructions should be measured against their impact on these corridors.
- **Combinations** occur occasionally when structures or open space work in combination to create a distinct character of place. Loss of any part of that combination can affect the integrity of the whole. A place can combine elements to establish an identity that is distinct and collective in nature.

- **Ground Surfaces** are the paved and planted surfaces of neighborhoods that establish character and texture. The surface can serve to encourage or discourage movement through a space. The variety and interface of these elements support the overall character of the neighborhood contributing to its unique identity and the experience it evokes.
- **Site Amenities** complement the streetscape and can provide useful amenities to the pedestrian travelers including: lighting, trash receptacles, bus shelters, signage, seating, street trees, and the like. These amenities should be examined for their usefulness as well as their aesthetic appropriateness.

Artway North

**Planning
Assistance To
Municipalities
And
Communities**

Purpose

Develop a conceptual plan for the City of Hyattsville that will provide an identity through outdoor art, streetscape elements, and associated design elements.

Study Area

Artway North traverses Hamilton and Jefferson Streets from Ager Road, at the West Hyattsville Metro Station entrance, to the entrance of Magruder Park. The Artway follows 40th Street to Jefferson Street from the park entrance to its intersection at Baltimore Avenue (US 1).

Project Description

The November 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* designated Hamilton Street/ Gallatin Street as Artway North. The sector plan's recommendations called for transforming the street into a unique and dynamic form of expression in order to enhance the east/west connections in the US 1 corridor and celebrate the Arts District. The City of Hyattsville requested the Planning Department's assistance through the PAMC program to develop a vision plan for streetscape improvements that will allow for safe and efficient pedestrian movement around Baltimore Avenue (US 1), Magruder Park, and the West Hyattsville Metro Station.

Goals

- Locate art and streetscape elements at Baltimore Avenue and the West Hyattsville Metro Station to identify the Artway.
- Provide streetscape elements throughout the Artway that lend consistency and identification to the City of Hyattsville.
- Identify landscape opportunities to highlight and display locally generated art along the Artway.
- Establish recognition and identification of Magruder Park as a public resource.
- Design safe and attractive pedestrian access in conjunction with the City of Hyattsville, State Highway Administration (SHA) and the Maryland Department of Transportation standards.

Justification

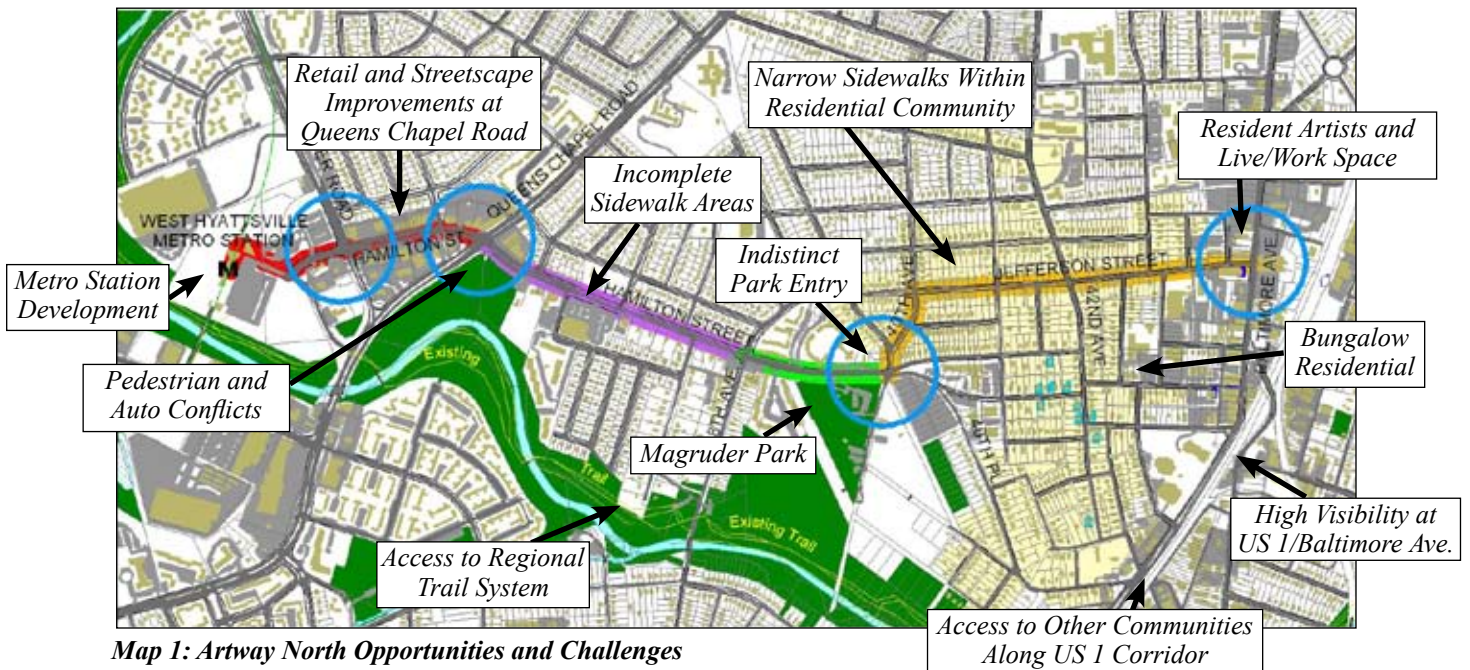
- Resurfacing project of 38th Avenue to Magruder Park—curbs, sidewalks and gutters construction to begin fall 2006.
- City of Hyattsville received \$110,000 in grant monies to implement the Artway North plan between the Magruder Park entry and 38th Avenue in accordance with the 2003 Community Legacy Revitalization Plan.
- The November 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* designated Hamilton Street/Gallatin Street as Artway North.
- The May 2006 approved *West Hyattsville Transit District Development Plan and Sectional Map Amendment for the Transit District Overlay Zone* recommended streetscape improvements and design guidelines for Hamilton Street, between Queens Chapel Road and the West Hyattsville Metro Station.

Design Guidelines

- Provide sidewalks that are of a width to support a variety of user activities in a safe and comfortable public space.
- Provide streetscape amenities to accommodate walkers, runners, bicyclists, and public transit riders of various ages and abilities.
- Provide locations appropriate for the display and performance of art that is reflective of the talent, history, social composition, and natural landscape of Hyattsville.
- Minimize conflicts among various transportation systems that share space and destinations.

Artway North

Area Analysis



Map 1: Artway North Opportunities and Challenges

Opportunities

- Live/Work Space
- Gateway Arts Incentives
- Magruder Park
- Bungalow Residential
- Metro Station Development
- Proximity to the District of Columbia
- Access to Regional Trail System
- Access to Other Communities Along US 1 Corridor
- Resident Artists
- Legacy and Other Grant Opportunities
- Planning Assistance to Municipalities and Communities
- Retail and Streetscape Improvements at Queens Chapel Road

Challenges

- Multiple Entities (SHA, county, city) Control Hamilton Street along Artway
- Perceived and Actual Safety Issues near Magruder Park
- Defining Art and Community Theme
- Maintaining Individual Site Integrity
- Narrow Sidewalks within Residential Community
- Incomplete Sidewalk Areas
- Variable Sidewalk Rights-of-Way
- Pedestrian and Auto Conflicts
- Indistinct Park Entry

Artway North

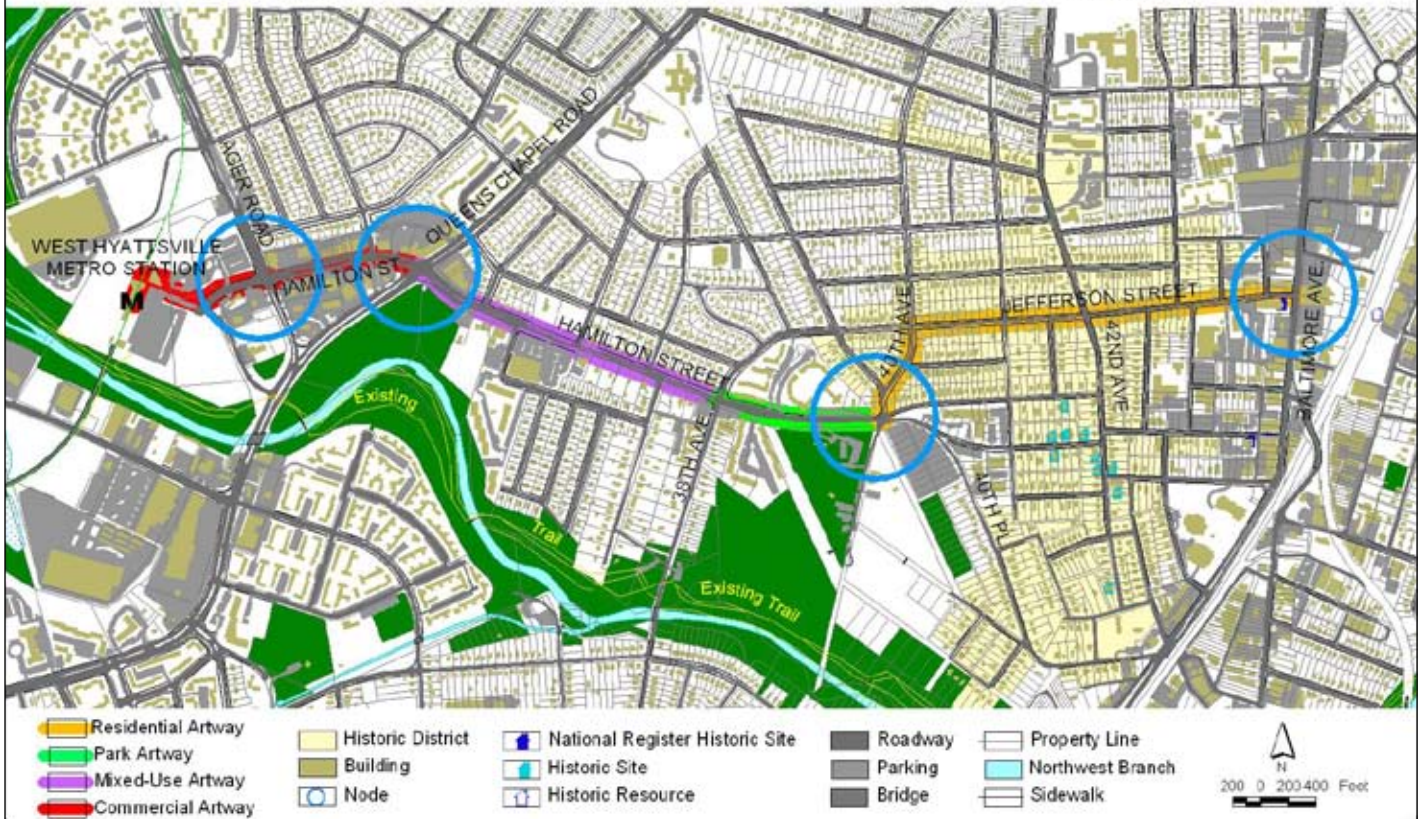
Concept Plan

The Artway North concept plan provides an opportunity to create a vital connector between Hyattsville's downtown core, at the intersection of Baltimore Avenue and Jefferson Street, and the West Hyattsville Metro Station entrance at Ager Road and Hamilton Street. Artway North traverses through the historic bungalow-residential neighborhood along Jefferson Street, connects to Hamilton Street along 40th Avenue at Magruder Park, continues along the northern edge of Magruder Park, past the multifamily residential section at Park Place and Prince George's Apartments, and into the commercial development between Queens Chapel and Ager Roads. Artway North should provide an attractive gateway into the city from both the Metro station and Baltimore Avenue, while strengthening the relationship between the two.

The Hyattsville streetscape improvements and public art should represent the diverse history and culture of the community. The Artway presents an opportunity to display the talent and commitment of the residents and encourages folks to explore Hyattsville by foot. Safety, aesthetics, and functionality should be carefully blended to achieve an image of uniqueness and create a sense of place and destination.

Hamilton Street and Jefferson Street form a logical multimodal transportation corridor that addresses a need to provide a safe and continuous connection between the east and west edges of the city. The range of site conditions, as well as the multi-entity right-of-way jurisdictions throughout the Artway, require a variety of streetscape solutions. Some sections of the sidewalks are incomplete, predominately along the state-owned portion of the corridor between Queens Chapel Road and 38th Street. Significant right-of-way restrictions exist in the bungalow-residential segment of the Artway.

HAMILTON STREET/JEFFERSON STREET ARTWAY NORTH



Map 2: Districts

The concept plan for Hyattsville Artway North defines four distinct character areas:

1. **Bungalow District**—The historic single-family bungalow neighborhood is located between Baltimore Avenue and the entrance to Magruder Park at the five-point intersection of Hamilton Street, 40th Avenue, and 39th Avenue.
2. **Magruder Park**—The Magruder Park neighborhood, which includes several large multifamily developments, is located between 38th Avenue and the entrance to Magruder Park.
3. **Mixed-Use Area**—This transition zone, which is between the predominantly commercial and residential segments, is a mix of single-family and scattered commercial land uses. This segment includes frontage on the 38th Street Park and spans between 38th Avenue to the east and Queens Chapel Road to the west.
4. **Commercial District**—The area between Queens Chapel Road and Ager Road is a mix of auto- and pedestrian-oriented commercial land uses. This area has had recent streetscape improvements including lighting, paving, and a planted median strip.

Site-specific streetscape solutions should be developed in response to the functional needs of pedestrians, bicycles, public transportation, and automobiles, as well as provide the site amenities necessary for safe and comfortable use of this public

space. Each area should include streetscape elements that maintain the safety and well-being of the users. Each area's assets should be preserved, enhanced, and improved in response to the existing and projected uses.

Bungalow District

The Bungalow District contains many unique historic elements and reflects the character of early Hyattsville. Narrow sidewalks, landscaped lots, fences, and walls at the front yard edges define the streetscape in this residential community. The area's distinct topography rises from Baltimore Avenue, crests at 42nd Avenue, and then descends to the entrance of Magruder Park. The neighborhood's desirable features should be preserved, where possible, and improvements should be chosen to blend with the existing elements to form a cohesive, corridor landscape. Improvement materials should be chosen for their compatibility with existing materials, while reflecting the neighborhood's character and charm.

The composition of Jefferson Street, as it approaches and intersects Baltimore Avenue, is more urban and commercial. Development of additional commercial as well as live/work studios will combine with the existing uses to create a diverse and energetic quality. Landscape and site amenities should be provided in response to these anticipated changes and a clear and distinct identification of the Artway should be incorporated into plans for this area. The highly visible node at Baltimore Avenue should define the intention and theme of the Artway North.

The city's public works department maintains this segment of the Artway and additional improvements should take maintenance requirements into consideration and be coordinated with this department. Site details, including landscaping, crosswalks, lighting, seating, pavement, trash receptacles, bike racks, signs, and art should be compatible with the residential character. Significant public input should be included in any decision-making.

Recommendations

- Light fixtures, signs, and street furniture should be black or dark green to complement the historic character of the area.
- Gateway monuments, banners, signs, historic plaques, and pavement imprints should serve to support the historic identity of this residential neighborhood.
- The schoolyard retaining wall along Jefferson Street provides an opportunity for mural art that should support the theme of Artway North.
- Crosswalk details, which recall the streetcar community of Hyattsville by imbedding decorative metal strips into the concrete as part of an identifiable design theme that continues throughout the Artway, should be explored.
- Artway improvements should encourage homeowners to support the public space enhancements by providing landscape elements, such as low walls, shrub borders, and facade improvements.
- Additional street trees should be planted along the corridor where they will not interfere with overhead and underground utilities.
- A program, like Tree City USA, to provide homeowners with appropriate front-yard shade trees should be explored in order to encourage landscape additions that are not in the public right-of-way.

- Street lighting should be selected to minimize glare into residences and promote dark sky initiatives and should be provided at sensitive illumination levels that are appropriate for this area.
- Bicycle travel should be accommodated with “share the road” signs and/or bike travel lanes where appropriate.
- Existing speed bumps along Jefferson Street should be leveled where possible to safely accommodate bicycle travel.

Magruder Park

Magruder Park represents the geographic and psychological center of the Artway. As a large public space, it functions as the most unrestricted location for streetscape improvements and public art. The park area is utilized by the largest and most diverse cross-section of residents; it joins the west to the east.

The park is the community’s connection to nature and regional-scale open space. This park provides trail access west, to the District of Columbia, and connects to the Anacostia River along the Northwest Branch of the American Discovery Trail to the east. The existing site conditions and amenities in and around the park do not adequately reflect the essence of the site or the community. The streetscape does not safely support the high number of users, nor does it provide the facilities necessary to create a destination location. Improvements made within the park area should consider the adjoining, multifamily residential neighborhood and the safety of these residents and visitors from other parts of the community and beyond.

This portion of the Artway is managed and maintained by the City of Hyattsville. There needs to be clear and safe access for emergency vehicles as well as public transportation buses that service the neighborhood. Site improvements should have a well-conceived and well-funded maintenance program. Landscape and site upkeep is critical for the park and neighborhood image in order to reflect a positive, well cared for community.

Recommendations

- A landscape island should be provided along the park frontage on Hamilton Street that includes landscaping, lighting, and community identification monuments.
- Landscape lighting at multiple levels should be included along the park edge and at the apartment entries. Lighting can be incorporated on walls, poles, bollards, and as part of the public art.
- Crosswalks should be provided at street corners as well as across entry drives into the park and residential complexes.
- Travel lanes should be narrowed to serve as a traffic-calming strategy where appropriate.
- Bicycle travel should be accommodated with “share the road” signs and/or bike travel lanes where appropriate.
- Wide sidewalks, which include paved seating indents, should be provided in front of the park edge.

- The park edge should be defined with a low wall, fence, or architectural landscaping with openings to allow controlled pedestrian access into the park.
- Crosswalks should clearly carry and convey the design elements established in the rest of the Artway.
- Pedestrian connections should be strengthened with the addition of bump-outs, where appropriate. These bump-outs will act as traffic-calming measures and will provide a means for pedestrians to get beyond any parked cars and become visible to oncoming traffic before actually entering the street.
- Improvements should include a midblock crosswalk to access the entry steps to the Prince George's Apartments, possibly with a signalized crossing light or motion-activated lighting.

Mixed-Use Area

The mixed-use segment of the Artway poses some unique challenges and requires remedial improvements to the sidewalks along both sides of Hamilton Street. This area's mix of commercial and residential land use necessitates changes that allow the safe circulation of both automobiles and pedestrians. Development plans should require a continuous system of curbed sidewalks on both sides of the street, which supports the visual cue that the user is on the Artway, a pedestrian-friendly route. There exist several right-of-way encroachments that should be remedied to allow for the unobstructed flow of users. Incomplete sidewalk segments should be completed as part of the initial development plan.

This portion of the Artway is managed and maintained by the State Highway Administration and improvements should be coordinated with that department to ensure all maintenance standards are met.

Recommendations

- A landscape buffer should be provided between the sidewalk and parking lots adjacent to the street in order to screen cars and asphalt.
- A mix of landscape materials should be included in this buffer zone to provide scale and shade.
- Driveway cuts should be held to a minimum width and limited to one per street frontage, where reasonable and appropriate.
- Entries to commercial establishments should maintain clear visibility to deter potential auto/pedestrian conflicts.
- Improvements should include lighting that is scaled to pedestrian rather than vehicular traffic and should support the design standards of the rest of the Artway.
- Crosswalks should be provided at street corners as well as across entry drives into commercial shopping areas.
- Crosswalks should clearly carry and convey the design elements established in the rest of the Artway.
- Pedestrian connections should be strengthened with the addition of bump-outs, where appropriate.

- 38th Street Park affords opportunities for public landscape art. The art should support and reflect the active recreational uses of the park.
- Bicycle travel should be accommodated with “share the road” signs and/or bike travel lanes where appropriate.
- Travel lanes should be narrowed to serve as a traffic calming strategy where appropriate.

Commercial District

The commercial core, along Hamilton Street at the western end, is an active traffic and pedestrian zone. Presently, significant conflicts exist between cars and people due to the haphazard combination of land uses. The north side of Hamilton Street is predominantly pedestrian-oriented, while the south side caters to the automobile. The existing median causes traffic congestion by forcing U-turns to access drives across the street. Reducing vehicular access and curb cuts, particularly on the south side of Hamilton Street, could mitigate this condition. Most of the commercial establishments have access entries along Queens Chapel Road to the south. Future development along this segment of Hamilton Street should encourage the addition of pedestrian-scaled and pedestrian-oriented uses. Design recommendations for this stretch of Hamilton Street in the May 2006 *Approved West Hyattsville Transit District Development Plan and Sectional Map Amendment for the Transit District Overlay Zone* should serve as guidelines for the Artway North plan.

This area affords opportunities to place public art in locations where it will be observed and appreciated by many people. Functional art choices, including ornate lighting, benches, bus shelters, and landscape displays would be appropriate. More symbolic pieces, including murals, plaques, monuments, and freestanding art, could be placed to inform residents and visitors of the history and unique character of Hyattsville.

This portion of the Artway is under the jurisdiction of the Prince George’s County Department of Public Works and Transportation. This department’s input regarding improvements and maintenance standards should be part of the development process.

Recommendations

- Crosswalks should be provided at street corners as well as across entry drives into commercial shopping areas.
- Crosswalks should clearly carry and convey the design elements established in the rest of the Artway.
- Pedestrian connections should be strengthened with the addition of bump-outs, where appropriate.
- Adequate and appropriate site amenities should be included along this portion of the Artway addressing the diverse pedestrian, bicycling, and public transportation population.
- Ample public domain space should be provided to encourage various sidewalk activities, including dining, window-shopping, socializing, and commuting.
- A variety of lighting, at different scales and illumination levels, should be provided to support the diversity of uses and for safety.
- Bicycle travel should be accommodated with “share the road” signs and/or bike travel lanes where appropriate.

Artway North

Magruder Park— 38th Avenue to 40th Avenue

This segment of the Artway has been addressed in more detail to provide a framework for engineering drawings to be completed prior to the scheduled resurfacing project of 38th Avenue to Magruder Park. The City of Hyattsville received \$110,000 in grant monies to implement the Artway North plan between the Magruder Park entry and 38th Avenue in accordance with the 2003 Community Legacy Revitalization Plan.



Map 3: Magruder Park—38th Avenue to 40th Avenue—Opportunities and Challenges

Opportunities

- Highly Visible and Accessible Site
- Gateway Arts Incentives
- Regional Park
- Public Property Provides Art Display Sites
- Multifamily and Single-Family Residential
- Historic Bungalow Residential
- Public Transportation: Major Bus Routes and West Hyattsville Metro Station
- Access to Regional Trail System: Northwest Branch of the American Discovery Trail
- Access to Other Communities along US 1 Corridor
- Resident Artists
- Legacy and Other Grant Opportunities
- Planning Assistance to Municipalities and Communities
- Retail and Streetscape Improvements at Queens Chapel Road

Challenges

- Perceived and Actual Safety
- Defining Art and Community Theme
- Lack of Clear Pedestrian Entry
- Maintaining Individual Site Integrity
- Lack of Site Amenities
- Variable Sidewalk and Street Rights-of-Way
- Pedestrian and Auto Conflicts
- Indistinct Park Entry

Recommendations

- A landscape island should be provided along the park frontage on Hamilton Street that includes landscaping, lighting, and community identification monuments.
 - Island should be 8 to 12 feet wide to allow for landscaping, monuments and lighting.
 - Landscape materials should be pollution tolerant and low maintenance, and should be selected in consideration of automobile and pedestrian safety and visibility.
- Landscape lighting at multiple levels should be included along the park edge and at the apartment entries. Lighting can be incorporated on walls, poles, bollards, and as part of the public art.
 - Street lighting should be low-intensity and located to minimize interference with landscape materials.
 - Lighting fixtures should be fitted with full cut-off optics, and light glare and spillover should be controlled.

- Lighting as art should be explored for the park area between Hamilton Street and the internal parking lot.
- Lighting should be added to the wall or fence posts along Magruder Park and at Prince George’s Apartments.
 - Lighting should be included in the planting edge along Hamilton Street.
 - Low-intensity up-lighting should be provided for significant landscape elements including trees and art.
- Crosswalks should be provided at street corners as well as across entry drives into the park and residential complexes.
 - Crosswalks and traffic-calming elements should be incorporated into the five-point intersection at 40th Avenue and Hamilton Street to provide for safety and to clearly identify the park entrance.
 - Crosswalk locations should reflect pedestrian desire lines.
 - Crosswalks across streets, drives and entries should be clearly defined and allow for unobstructed views of oncoming traffic.
- Travel lanes should be narrowed to serve as a traffic-calming strategy where appropriate.
 - Travel lanes of 10- to 12-foot widths should be provided to promote slower traffic movement in front of the park.
- Bicycle travel should be accommodated with “share the road” signs and/or bike travel lanes where appropriate.
 - Bike lanes adjacent to on-street parking and travel lanes should provide a minimum of 12 feet of shared space with parallel parking per American Association of State Highway Transportation Officials (AASHTO) recommendations.
 - Bike lanes along the road edge should be a minimum of five feet between the face of the curb and the bike lane stripe per AASHTO recommendations.
 - Bike lanes should be provided with a six-inch solid white line wherever it abuts vehicular traffic and should be marked with directional arrows, preferred bike lane symbols, or word legend per AASHTO recommendations.
- Wide sidewalks, which include paved seating indents, should be provided in front of the park edge.
 - Sidewalks should be 12 to 15 feet wide and be provided along the street frontage of Magruder Park.
 - Sidewalks should be continuous and accessible and paving materials should be durable and nonslip, providing for safe and easy navigation by multiple-ability users.
 - Sidewalk paving should incorporate imprints or applied art to identify Hyattsville and Magruder Park.
 - Seating should be provided at low wall, fence or landscape indents. Seating should be designed as part of the functional art concept.
- The park edge should be defined with a low wall, fence or landscaping with openings to allow controlled pedestrian access into the park.

- A low wall, fence or architectural landscaping should be used to define the edge of the public street space and the Magruder Park site and should be part of the art theme.
- Pedestrian access into the park should coincide with the midblock crosswalk allowing visitors to enter the landscaped portion of the park along Hamilton Street.
- Crosswalks should clearly carry and convey the design elements established in the rest of the Artway.
 - Crosswalks should express a unique theme, possibly incorporating an artistic interpretation of Hyattsville's streetcar community history.
- Pedestrian connections should be strengthened with the addition of bump-outs, where appropriate. These bump-outs will act as traffic-calming measures and will provide a means for pedestrians to get beyond any parked cars and become visible to oncoming traffic before actually entering the street.
 - Bump-outs at the five-point intersection should be designed to accommodate bike lanes.
- Improvements should include a midblock crosswalk to access the entry steps to the Prince George's Apartments, possibly with a signalized crossing light or motion-activated lighting.
 - The center block crosswalk could be raised as a 24-inch-wide speed table to serve as a traffic-calming amenity.

**Map 4: Streetscape Plan
 City of Hyattsville
 Hamilton Street/Gallatin
 Street Artway North
 Magruder Park—
 38th Avenue to 40th Avenue**

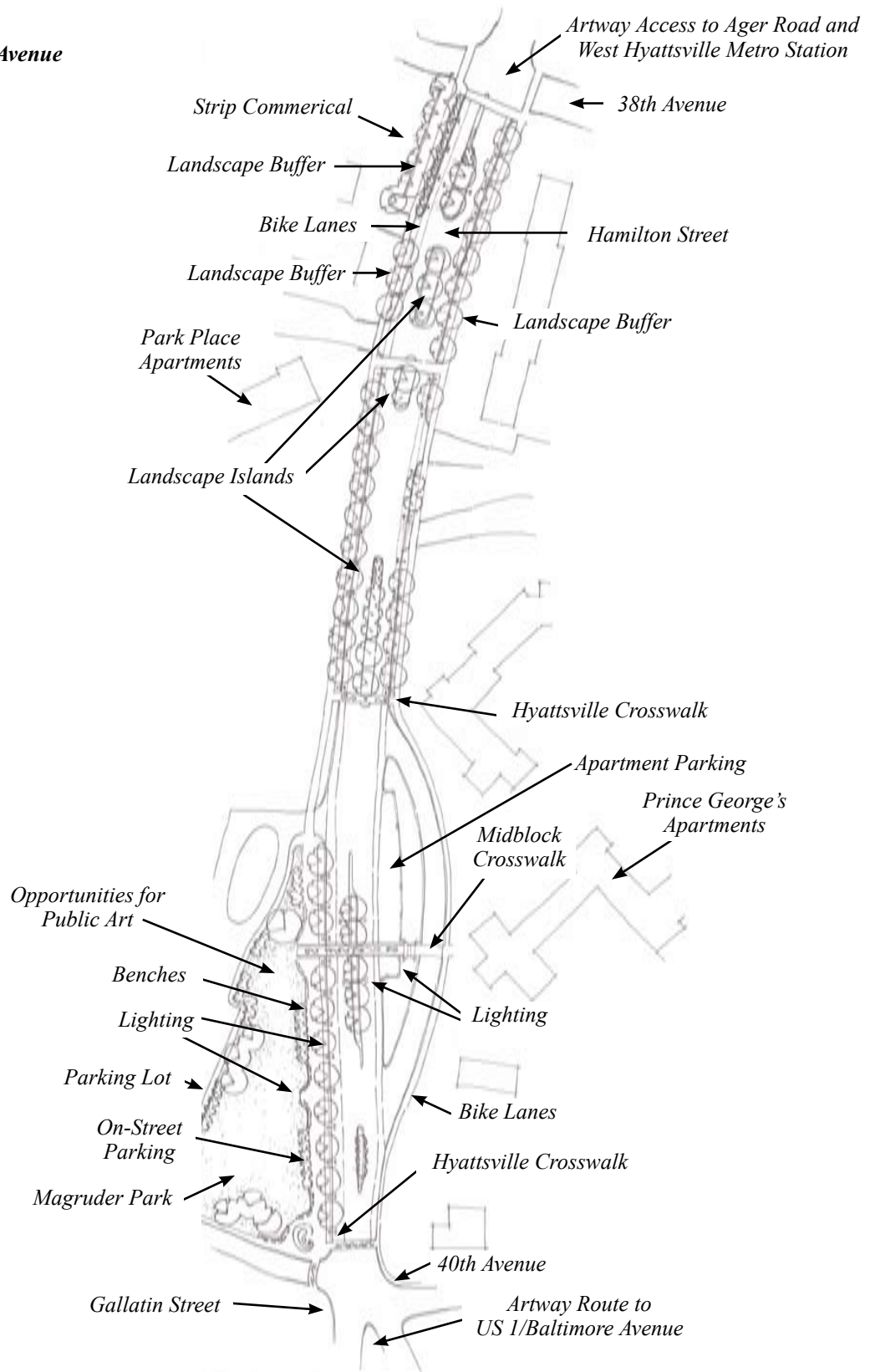
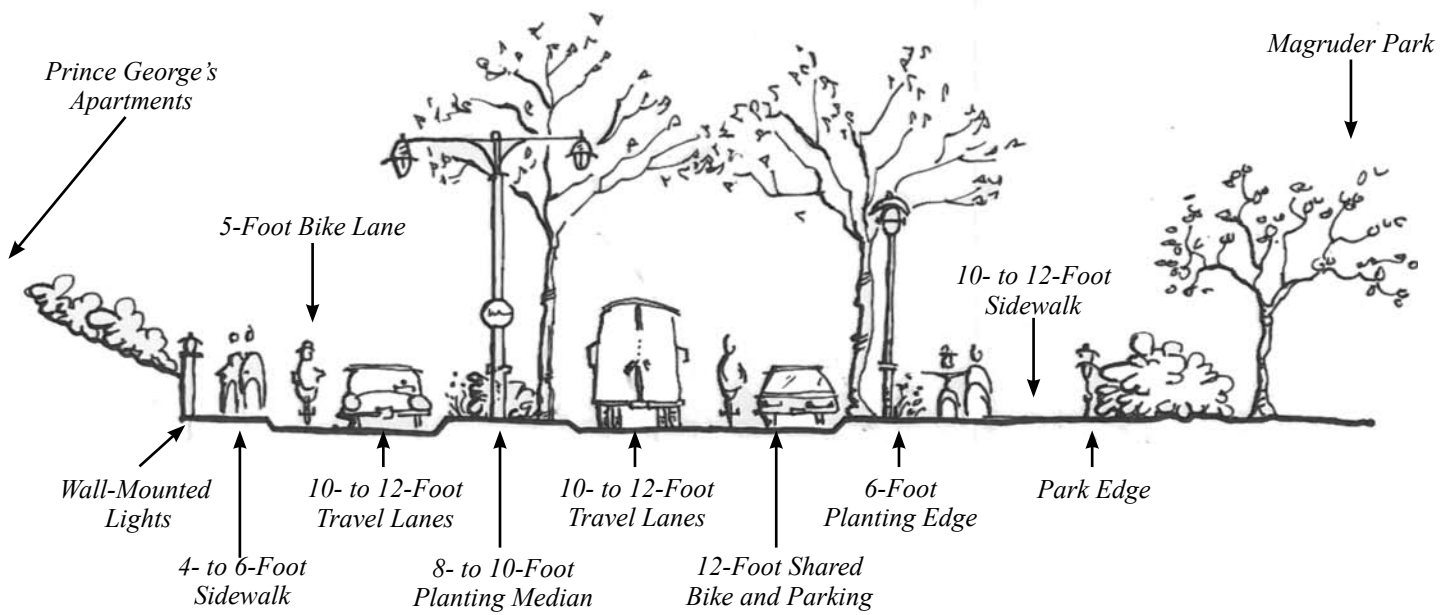


Illustration 1: Typical Cross-Section at Magruder Park



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