

West Hyattsville



INTRODUCTION

PURPOSE

The goal of the West Hyattsville TDDP is to provide a clear and predictable path for transit-oriented development (TOD) within the West Hyattsville Transit District Overlay Zone (TDOZ).

TOD is not simply development that happens to be located at or near a transit station. The 2002 Prince George's County Approved General Plan (page 44) defines TOD as development that actively seeks to increase transit use and decrease automobile dependency by:

- Locating homes, jobs, and shopping closer to transit services;
- Locating the mix of critical land uses (living/working/shopping) in closer proximity to one another; and
- Establishing land use/transit linkages that make it easier to use transit (rail and bus).

Successful TOD also produces attractive pedestrian-friendly environments around transit stations.

A TDOZ requires a TDDP approved by the District Council. The TDDP controls the use and development of all land and structures within the TDOZ (including plan submittals for preliminary plan of subdivision, conceptual site plan revisions, and detailed site plans) and the issuance and validity of all permits. All development and redevelopment is subject to a detailed site plan approved by the Prince George's County Planning Board and shall be undertaken in accordance with the applicable requirements of the Prince George's County Code unless modified by the requirements of the TDDP. All mandatory development requirements and site design development standards shall apply to all properties within the transit district, except as exempted by the Administration and Applicability Section of this TDDP. The TDDP shall be binding upon all owners of

property within the TDOZ, their heirs, successors, and/or assignees.

The West Hyattsville TDOZ defines the area within which TOD is mandated. The TDOZ process is intended to ensure that the development of land in the vicinity of Metro stations maximizes transit ridership; serves the economic and social goals of the area; and takes advantage of the unique development opportunities which mass transit provides.

The West Hyattsville TDDP contains development policies and standards that are designed to help create attractive, transit-oriented, and pedestrian-friendly neighborhoods in the area surrounding the West Hyattsville Metro Station.

BACKGROUND

Location

The West Hyattsville Transit District is located in Planning Area 68 in the northern part of Prince George's County. It encompasses 203± acres including the West Hyattsville Metro Station. This Metro station is the first of four Green Line Metrorail stations serving northern Prince George's County and is located just outside of the District of Columbia. The Green Line connects to the Red Line, which serves the District of Columbia and Montgomery County, at the Fort Totten Metro Station.

The West Hyattsville TDOZ includes a 21-acre decommissioned Washington Gas Light Company natural gas storage site added as an amendment to the 1998 West Hyattsville TDDP/TDOZ. Maps 1 and 2 show the amended TDOZ boundary and the TDOZ's location within Planning Area 68.

Development Pattern

The West Hyattsville Transit District contains a mix of development in accordance with the single-use Euclidean zone pattern of development that has been in place for many years. Commercial development is concentrated near Ager Road, Hamilton Street, Queens Chapel Road, and Chillum Road. Commercial uses vary, but are generally neighborhood in scale and service. Small retail shops and personal services, such as beauty-related establishments, are interspersed with automobile-oriented commercial sales and services.

Two shopping centers occupy the southwest quadrant of the intersection of Chillum and Queens Chapel Roads. Giant Food anchors the shopping center that fronts on Queens Chapel Road and Shoppers Food Warehouse anchors the abutting partially vacant shopping center on Chillum Road. The only public utility site in the area is the decommissioned Washington Gas Light Company natural gas storage facility. Washington Gas Light dismantled two surplus natural gas storage tanks at this site in 2002 that had existed in floodplain on the south side of the Northwest Branch Stream Valley near Chillum Road.

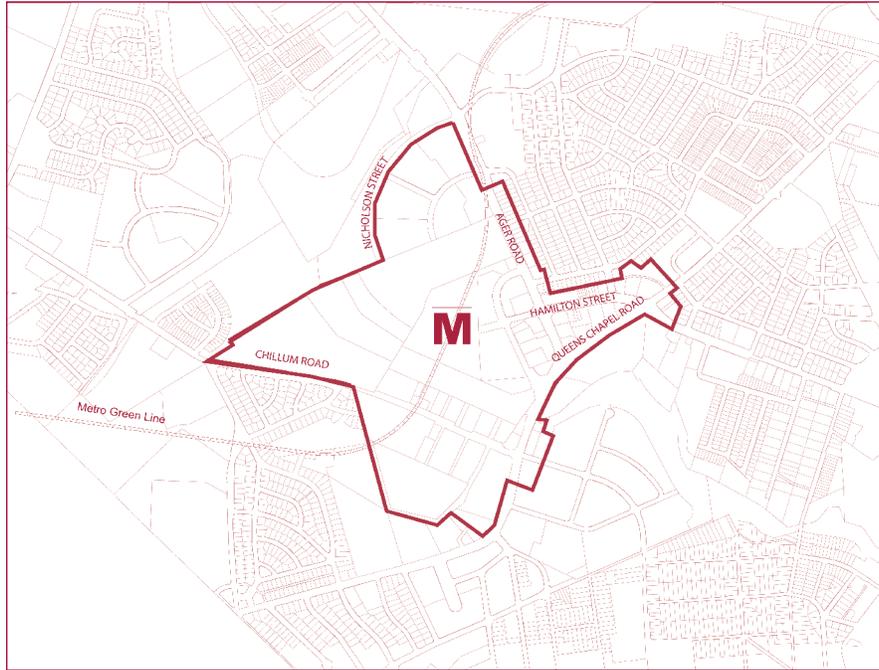
Concentrations of multifamily housing are located within walking distance of the West Hyattsville Metro Station along Queens Chapel Road and Ager Road. Single-family detached bungalows, cottages, and small Cape Cods compose the neighborhoods north of Ager Road. Larger brick homes are located in the Avondale community south of Chillum Road and further west along Queens Chapel Road.

History

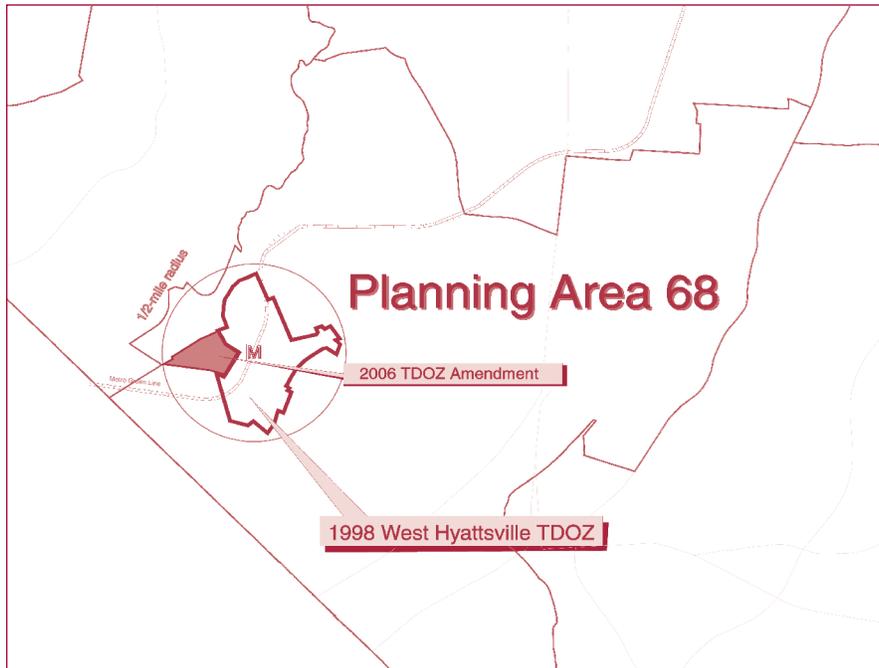
The District Council created the TDOZ in 1984 in order to address the problems of sprawl, traffic congestion, depletion of environmental resources, and the growing demand for housing opportunities. Development that meets these requirements is defined as TOD.

The TDOZ and TDDP were first applied to the West Hyattsville Metro Station area in 1992 with the provision that the plan be revisited in six years if plan implementation was not occurring. The TDOZ/TDDP was set to expire in July 1998 unless it was reenacted by the District Council. In 1998, the revised West Hyattsville TDDP was reenacted to encourage development consistent with the goals of the original TDDP.

No major new development has taken place in the transit district since the opening of the West Hyattsville Metro Station. However, the market for Prince George's County's undeveloped Metrorail station joint development sites has heated up since 2000 as similar sites in other local jurisdictions have been built out. This change in the market has resulted in serious developer interest in the West Hyattsville Metro area.



Map 1 West Hyattsville Transit District Overlay Zone—2006 Amendment



Map 2 Location of West Hyattsville Transit District Overlay Zone within PA 68

As a result, the Washington Metropolitan Area Transit Authority (WMATA) has selected a developer with whom to negotiate exclusive joint development rights for WMATA-owned property at the Metro station. In response, the TDDP has been revised to better facilitate TOD in the West Hyattsville Transit District.

LEGAL CONTEXT FOR THE PLAN

Relationship to the Underlying Zones

The TDOZ is superimposed over the zoning map for the subject area and thereby modifies specific requirements of those underlying zones. The TDDP for a TDOZ can change the underlying zoning of the property within the transit district by following the procedures set forth in the Prince George's County Zoning Ordinance, Part 10A, Section 27-548.02 to 27-548.09.

The main purpose of this plan is to maximize the public benefits from the West Hyattsville Metro Station. The plan sets out primary goals emphasizing the neighborhood, environment, transportation, and low-impact development (LID):

- Promote TOD near the Metro Station and create a sense of place consistent with the neighborhood character areas.
- Ensure that all new development or redevelopment in the transit district is pedestrian-oriented.
- Restore, protect, and enhance the environment by protecting environmentally sensitive areas, minimizing impacts of development, and expanding recreational opportunities and trail and bikeway connections.
- Maximize residential development opportunities within walking distance of the Metro station.

Relationship to the Prince George's County Zoning Ordinance

The West Hyattsville TDDP standards and guidelines shall apply to all proposed new development submitted for approval on or after the TDDP's effective date of enactment by the District Council. For development standards not covered by the West Hyattsville TDDP, the other applicable sections of the Prince George's County Zoning Ordinance shall serve as the requirement. All development shall likewise comply with all relevant

federal, state, county, and local regulations and ordinances.

Relationship to the Master Plan

The 1998 Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone amended the 1994 Approved Master Plan and Sectional Map Amendment for Planning Area 68 with respect to land use recommendations within the West Hyattsville TDOZ. This TDDP supersedes the 1998 West Hyattsville TDDP and is hereby incorporated into the 1994 Planning Area 68 Master Plan as the governing plan for new development within the West Hyattsville TDOZ.

Relationship to the General Plan

The General Plan provides the county with guidance on future physical and economic development. This guidance is given through countywide land utilization policies such as economic development, the environment, transportation, housing, public facilities, and design. These policies offer extensive guidance on the need to concentrate future development, balance environmental concerns with economic development, create Metro centers that serve both existing and future communities, encourage a greater range of housing types, maintain adequate public facilities service levels, and articulate a vision and standards for the design of the physical environment.

The General Plan delineates three growth management areas known as tiers: the Developed Tier, the Developing Tier, and the Rural Tier. The West Hyattsville Transit District is within the Developed Tier. Within the Developed Tier four policies govern land development:

- Policy 1—Encourage medium to high-density, mixed-use, transit- and pedestrian-oriented development;
- Policy 2—Preserve, restore and enhance environmental features and green infrastructure elements;
- Policy 3—Provide a transportation system that is integrated with and promotes development and revitalization; and

- Policy 4—Plan and provide public facilities to support and fit into the Developed Tier’s development pattern.

The General Plan specifically targets growth to a limited number of designated centers and corridors within the Developed Tier oriented to direct service by Metrorail. The West Hyattsville Metro Station area is defined as a Community Center where concentrations of activities, services and land uses serve the immediate community. These centers include a variety of public facilities and services, and integrated commercial, office, and residential development. They can also include mixed-use and higher-intensity redevelopment, particularly when served by mass transit.

Relationship to the State Planning Act

The TDDP for West Hyattsville seeks to implement the visions of the Maryland Economic Growth, Resource Protection and Planning Act, which was enacted in 1992 to establish consistent general land use policies to be implemented locally throughout the state. These policies are stated as the following eight visions:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.

These visions have been adopted as official state policy. The eight visions constitute a comprehensive set of guiding principles that describe how and where growth

and development should occur and also call for a land and water stewardship ethic to guide individual and group action.

TRANSPORTATION DEMAND MANAGEMENT

The 2002 General Plan envisions quality TOD at Developed Tier Centers at Metrorail stations such as West Hyattsville. However, implementing the General Plan vision for the Developed Tier poses a major policy challenge in the West Hyattsville TDOZ: balancing the optimum mix and densities of land uses with the transportation infrastructure and services that are needed to efficiently accommodate them. To this end, the TDDP seeks to ensure the overall operational integrity of all components (modes) in the transportation network in and near the West Hyattsville Transit District.

This TDDP is premised on the assumption that, at buildout, the preferred development pattern in the West Hyattsville Transit District may generate levels of automotive congestion that are somewhat higher than would exist here at less intense levels of development. However, the TDDP is also predicated on the parallel assumption that greater vehicular congestion within the TDOZ can be mitigated by (1) improvements to other components of the transportation network—particularly transit and transportation demand management initiatives—and (2) ensuring that new development is designed to be both pedestrian- and transit-friendly. Doing this will encourage significantly higher use of transit and make it desirable and safe to use bicycles or to walk to and within the TDOZ.

There are few options to add or expand roads to accommodate the additional vehicular traffic that may result from new development within the West Hyattsville TDOZ. The major and minor collector roads and the arterials in the transit district are already built out to their master plan rights-of-way and alignments. Further, the street networks in adjoining neighborhoods are not envisioned in the plan as playing a significant role in accommodating future through traffic in the TDOZ. Therefore, a multimodal transportation network that integrates the development pattern with expanded public transportation, pedestrian/bicycle pathways,

and transportation demand management (TDM) initiatives will be needed to accommodate the desired development and to help ensure operational integrity of all components of the transportation network within the West Hyattsville TDOZ.

TDM is defined in Section 20A-201 of Title 20A, Transportation, of the Prince George’s County Code as “...a process or procedure intended to reduce vehicle trips during specified periods of the day. This includes, but is not limited to, such strategies as car and van pools, transit use incentives, parking fees and disincentives, improved pedestrian and bicycle access and facilities.” Title 20A contains guidelines for implementing TDM strategies, including the establishment and operation of designated TDM Districts.

The West Hyattsville TDDP authorizes the establishment of a transportation demand management district (TDMD) for the transit district through petition to the Council in accordance with Section 20A-204 of the Prince George’s County Code. Upon receipt of the petition, the Council shall direct the Planning Board to conduct a Transportation System Capacity Analysis to determine whether or not transportation system imbalances will require the establishment of a TDMD. Any TDMD thus established will help implement the General Plan Policy (Developed Tier Policy 3, page 35) that recommends transportation systems be both multimodal and integrated with the preferred development patterns in intensive, higher density, mixed-use areas such as the West Hyattsville TDOZ.

The TDMD is intended to:

- Ensure that the preferred development pattern can be achieved in the West Hyattsville TDOZ while preserving or enhancing the operational integrity of all components of the transportation network in the transit district and in this part of Prince George’s County.
- Reduce, or divert to other modes, the vehicle trips generated by the proposed development and redevelopment in the West Hyattsville transit district, particularly of single-occupant vehicle (SOV) trips during the peak traffic periods.

- Provide and maintain adequate, multimodal transportation and mobility options for the transit district’s residents, workers, and visitors.
- Establish and maintain a multimodal network of transportation services and facilities that is consistent with and supports:
 - The development pattern recommendations for West Hyattsville as a General Plan Community Center;
 - All other provisions of the West Hyattsville TDDP;
 - Goals, objectives and policies of the 2002 Prince George’s County Approved General Plan; and
 - Upon its adoption and approval, the applicable provisions of the Countywide Master Plan of Transportation (MPOT).

The TDDP also establishes a Transportation Demand Management Technical Advisory Committee (TDMTAC) to implement the policies required to achieve the West Hyattsville TDMD’s service objectives.

The TDMTAC will evaluate, analyze, and manage the transportation demand generated by new development and redevelopment in the transit district in accordance with the provisions of Title 20A, Subdivisions 2 and 3. It will also coordinate the supporting transportation services—particularly feeder bus and commuter intercept transit bus services and demand management programs for employers in the West Hyattsville Transit District—needed to accommodate that development. TDMTAC will also assist the District Council in determining transportation adequacy in the transit district in accordance with the procedures and guidelines of Title 20A. Staff support for TDMTAC will be provided by the M-NCPPC Transportation Planning Section, Countywide Planning Division.

AMENDMENT PROCEDURES

The West Hyattsville TDDP has been formulated in accordance with the requirements of the Prince George’s County Zoning Ordinance, as stipulated in Section 27-213.02 through 27-213.05. The specific steps are graphically illustrated in Appendix A: TDOZ/TDDP Procedural Sequence Chart.