

West Hyattsville



VISION: TOD IN THE WEST HYATTSVILLE TDOZ

VISION STATEMENT

The West Hyattsville Transit District Development Plan (TDDP) offers an unprecedented opportunity to attract new jobs and residents on underutilized land around an existing Metrorail Green Line station (the first stop outside of the District). The potential exists for approximately 3,100 housing units of diverse building types, 1,000,000 square feet of office/commercial space providing potentially 3,300 jobs, an extensive system of civic, park and open spaces, and a finely balanced street and circulation network that maximizes accessibility while promoting streets as places of shared use. Map 3: Illustrative Plan provides a visual overview of the West Hyattsville Transit District Overlay Zone (TDOZ) at its full potential build-out.

The plan recognizes and builds upon the unique characteristics of the surrounding neighborhoods and promotes a wide range of building types. For housing, the plan provides a variety of unit types and densities

that will accommodate changing lifestyles for current Hyattsville residents and provide options attractive to new residents. High quality, compact development will create the economic base for new shops, stores, and cultural and entertainment venues that will enhance the quality of life for everyone in Hyattsville and its immediate neighbors. The plan does not include big box retail; instead, smaller scale retail enterprises, more consistent with the scale and character of the existing businesses on Hamilton Street, are proposed. The result will be many innovative, energy efficient, and aesthetically pleasing buildings and public places that attract people from throughout the county.

Hyattsville Community Development Corporation. The Hyattsville Community Development Corporation (Hyattsville CDC) is a 501(c)(3) nonprofit membership planning and development organization. As the leading community-based organization facilitating the development of the City of Hyattsville, Hyattsville CDC has made significant contributions through its



LEGEND

- | | | | |
|------|--------------------|------|--------------------|
| (S) | Structured parking | (AR) | Arts residential |
| (M) | Metro station | (SP) | Soccer park |
| (TS) | Town square | (MS) | Main street retail |
| (R) | Residential | | |

0 200 400 600 800 1,000 Feet

Map 3 Illustrative Plan

ability to mobilize and engage citizens, ensure diverse representation in the planning process, and create partnerships with government, private and nonprofit entities. Therefore, the Hyattsville CDC should play a role in bringing the views of the community to the table as the development of the West Hyattsville Metro Station takes shape.

PLAN ELEMENTS

The West Hyattsville TDDP envisions compatible moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile. This type of development is known as transit-oriented development, or TOD (see definition of TOD in Introduction). TOD can be new construction or redevelopment with a design and orientation that facilitate transit use. According to the General Plan (pages 44-45), successful TOD is characterized by three key elements:

- **Density:** Intensity of development sufficient to provide a mass of transit riders.



Figure 1 West Hyattsville TDOZ Plan Elements

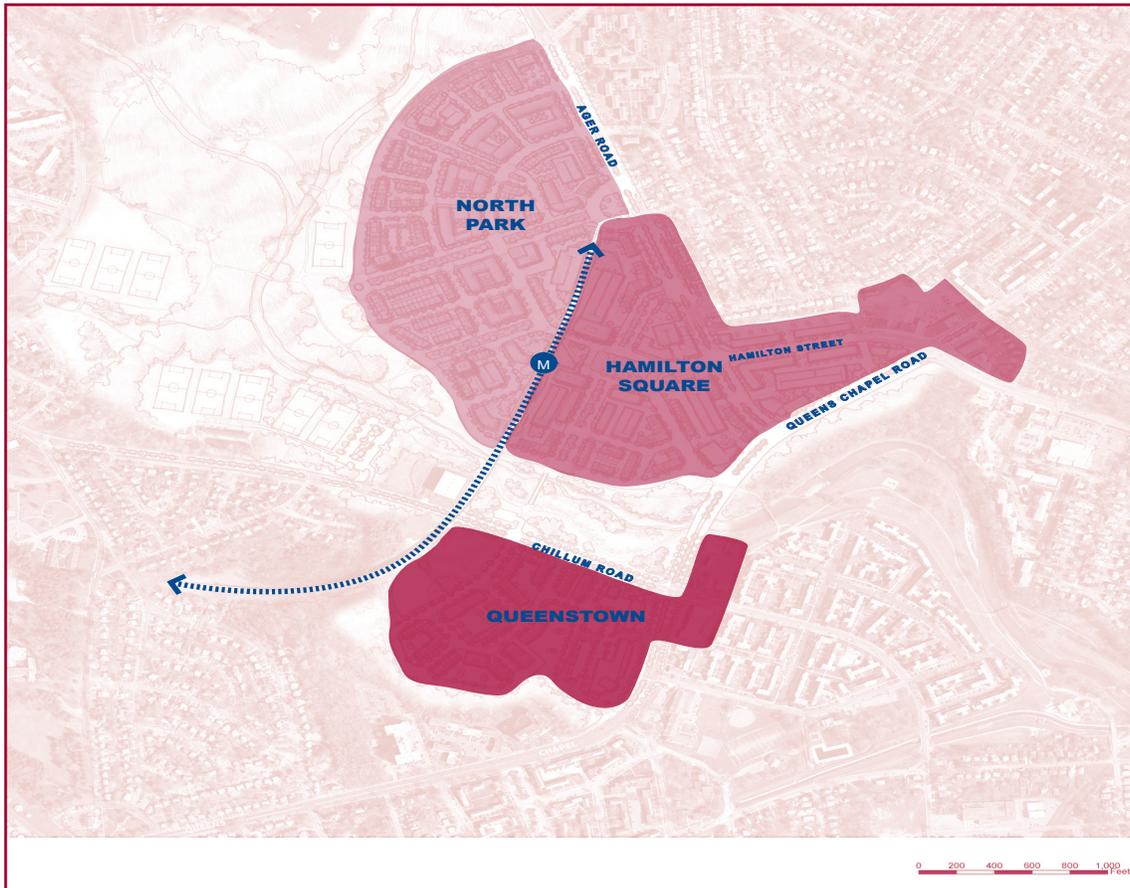
- **Diversity—Mix of Land Uses:** A mix of complementary uses with interactions that help to promote transit ridership by locating intermediate work trip destinations near public transit stations.
- **Design:** Development that creates attractive pedestrian-friendly environments and encourages residents, workers, and visitors to arrive by modes of transportation other than the automobile; i.e., public transit, walking, and bicycle.

TOD at West Hyattsville is supported by four key elements: neighborhoods, environment, transportation, and low-impact development (LID). Figure 1: West Hyattsville TDOZ Plan Elements illustrates the relationship between these elements and TOD.

Neighborhoods are essential components of the plan. Definable neighborhoods encourage citizens to take responsibility for the maintenance and development of their neighborhoods. The neighborhoods should be compact, mixed-use, and pedestrian-friendly so that many activities of daily living are within close proximity. They are safe, comfortable, and interesting and are defined as much by the quality of their open spaces as by the quality of their buildings.

Environment consists of natural features and processes, wildlife, habitat, parks, recreation, and open spaces. Respect for the environment improves the quality of life for people and all creatures. Successful communities typically provide a range of natural areas, parks, and open spaces such as tot lots, ball fields, and gardens, as neighborhood amenities that define edges and provide connections.

Transportation elements, such as streets, pedestrian pathways, and rail transit rights-of-way, help organize community structure. When these elements are properly planned and designed, they allow independence for all residents. Such independence is especially important for the young and the elderly, who are unable or unwilling to drive. The best streets are places of shared use that balance the needs of pedestrians, bicycles, and vehicles. Well-designed streets are beautiful as well as functional and provide a graceful setting for a community's architecture.



Map 4 Three Distinct Neighborhoods

Low-Impact Development mitigates potential environmental impacts associated with excess stormwater runoff from paved and other impervious surfaces. It uses techniques such as green roofs, extensive landscaping, bioswales, and other creative uses of open space.

Neighborhoods

The TDDP envisions three distinct neighborhoods in the West Hyattsville TDOZ: Hamilton Square, North Park, and Queenstown (see Map 4). The character and attributes of the three planned neighborhoods are described below.

Hamilton Square: This will be the most active of the three neighborhoods. Centrally located, it will contain the most diverse development mix—several types of residential units, office space, and stores. The neighborhood’s center will be Hamilton Town Square,

a large, formally landscaped open civic space. Adjacent to the square will be a high-rise office tower, a multi-generational community center, and Metro Station Plaza, which will accommodate transit bus boarding and drop-offs. The Town Square will bisect a proposed LID street that connects Ager Road with the Northwest Branch stream valley park.

North Park: Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller “pocket” parks—one acre or less in size—that will be designed for active use by

younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park.

Queenstown: This neighborhood will be a lively live/work mixed-use district located just south of Northwest Branch stream valley park and Chillum Road. New retail would occupy the old Giant Food site. North of Chillum Road, existing auto-oriented service establishments and portions of the existing Washington Gas Light Company natural gas storage site will be replaced by open space. The new open space will allow neighborhood residents to pursue softball, soccer, and other active sports or enjoy a stroll along the new wetland trails adjacent to Northwest Branch.

Environment

One of the West Hyattsville TDDP's unique assets is the substantial increase in parks and open space, with additional pedestrian and bike paths. The plan also reclaims previously developed open space in the floodplain. The plan envisions a variety of public parks and public plazas throughout the TDOZ area. These elements will provide important social, recreational, and environmental benefits (refer to Map 5: Illustrative Parks and Open Space Plan). These spaces will act as organizing features and landmarks, providing neighborhood orientation, definition, and connection. They will add grace and balance to what is envisioned as a compact, diverse, built environment that supports and celebrates neighborhood life. They will also help to preserve wildlife habitat within the Northwest Branch stream valley park. The character of the environment within the TDOZ varies from formally landscaped neighborhood parks and streetscapes to more informal, natural areas along the neighborhood edges.

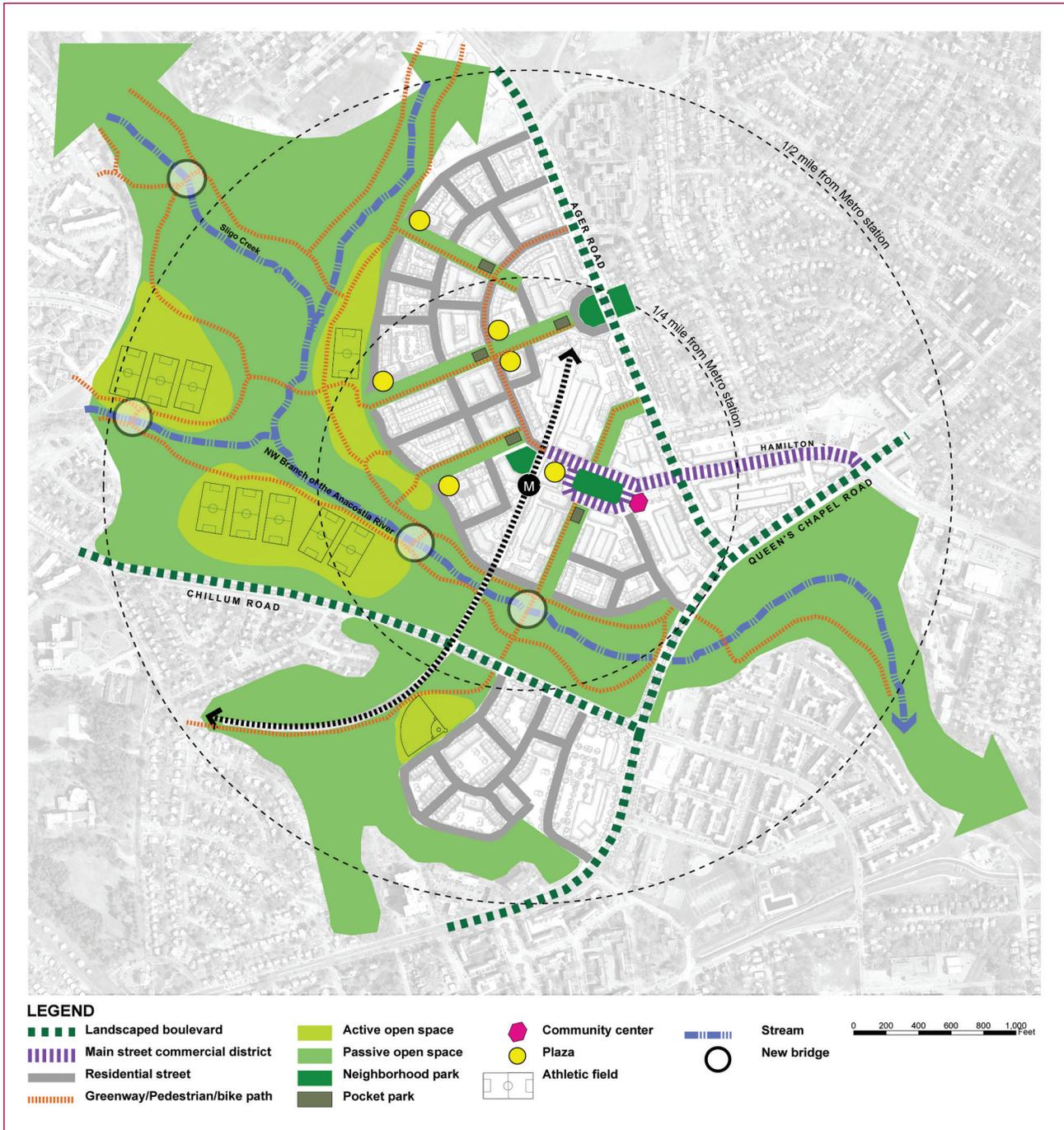
The key features of the environmental element of the West Hyattsville TDDP are described in detail below. Figures 2 through 6 include locator maps showing where each feature is located in the West Hyattsville TDDP.

Hamilton Town Square: The Hamilton Town Square (shown in Figure 2) will be the functional and physical

core of the West Hyattsville TDOZ community. Across the street to the northwest is the new Metro Plaza bus turnaround and station entrance; to the northeast will be the Hamilton Main Street retail/commercial district. The illustrative plan shows a new community center immediately to the southeast of the Town Square as one possible development option. This facility may be either freestanding or located in mixed-use space reserved for community use. It will provide meeting and activity space for West Hyattsville TDOZ residents.

The Town Square will be flanked on all sides by mixed-use retail, office, and residential development of various types. It will be an open space that plays many roles and fills many functions within the community. The design of this planned civic hub anticipates how future residents will use the space. Most important, the Hamilton Town Square will be able to accommodate large and small events and will age gracefully. The design illustrated in Figure 2 takes the form of a relatively unstructured green space lined with shade trees and accentuated by a central fountain or sculpture. The space functions primarily as a passive outdoor focal point for the community. It provides open space for adjacent residential and commercial uses. The space is anchored at the northwest end by a community-scale water feature. The southeast end of the park features an arbor with flowering vines and seating areas. The large grassy open space in the center acts as a central "village green." It is surrounded by bioretention swales to filter runoff from adjacent roadways.

There should be a large amount of retail space around the Hamilton Town Square in addition to the retail located in other areas of the TDOZ. Specific regard should be given to retail development that makes this Town Square, and the development in general, a destination for those who live outside the development as well as for those living in the development. Therefore, due consideration should be made to ensure that a critical mass of retail is located on the area surrounding the Hamilton Town Square. Retail that would generate pedestrian traffic



Map 5 Illustrative Parks and Open Space Plan

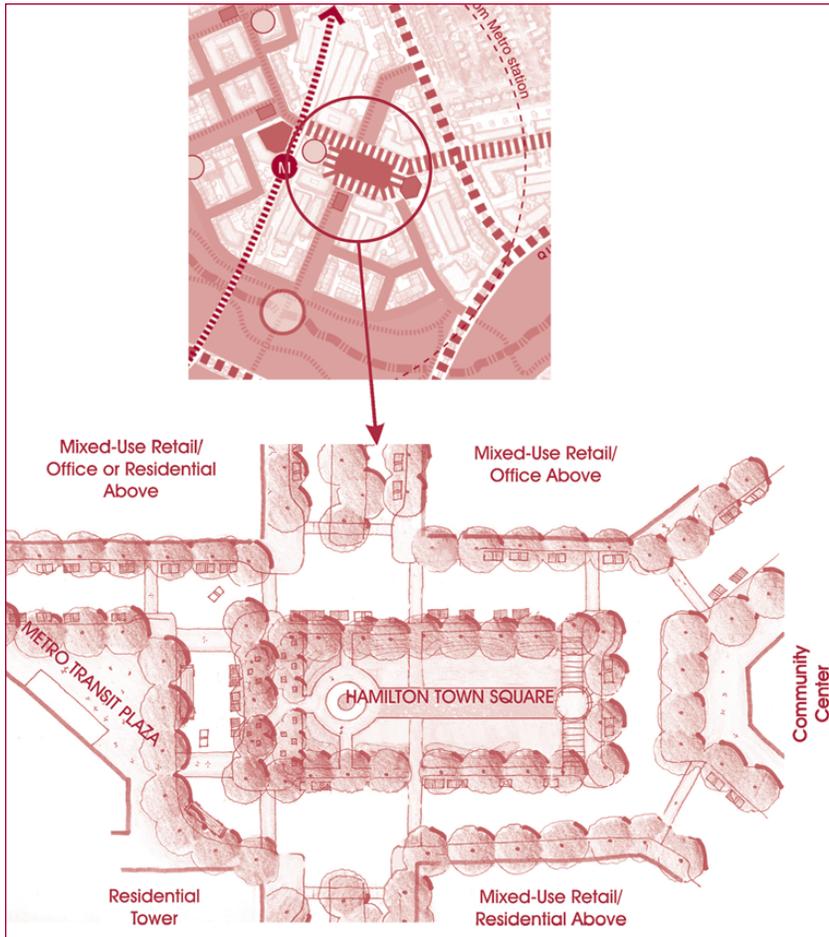


Figure 2 Illustrative Hamilton Town Square and Adjacent Metro Transit Plaza

should be given strong consideration to include, but not be limited to, restaurants, coffee houses, bistros, cafes, and other specialty retail establishments.

Metro Transit Plaza: The space in front of the Metro station (see Figure 2) will be an urban plaza that serves multiple functions. Transit passengers will board and alight from buses along the curb. The “kiss and ride” area will be relocated to the Hamilton Town Square curb and separated from the bus turnaround area across the street by traffic islands and other appropriate traffic control devices. Pedestrian access will be facilitated by clearly delineated crosswalk and curb extensions. A taxi stand will be located along the northeastern curb edge of the Town Square. Bicycle parking will be located near the Metro station entrance.

Northwest Branch Stream Valley Park: One of the most notable natural features of the area is the existing floodplain and stream corridor of the Northwest Branch of the Anacostia River and two of its tributaries: Sligo Creek and Northwest Tributary 2. These streams are contained within a major public park/open space network that includes a number of sport and recreation features. This plan takes full advantage of this recreational resource and supports the further enhancement of the Northwest Branch stream valley park as a major open space element.

The opportunities suggested include, but are not limited to, integrated bike and pedestrian facilities including a foot/bike bridge crossing the stream channel and linking the Queenstown neighborhood with the Metro Station and surrounding development; ball fields; play grounds; preserved, created, and/or enhanced wildlife habitat; and seating, picnic and game areas. Figure 3 depicts the Northwest Branch stream valley park in cross section. This view includes proposed enhancements and future residential development adjacent to the park.

Three Neighborhood Parks: Three neighborhood parks are proposed for the North Park neighborhood. One of these will be located on the northwest side of the West Hyattsville Metro Station near Hamilton Town Square. Two others will be at the intersection of Ager Road and one of the LID streets that bisects the North Park neighborhood. These are envisioned as providing active and passive outdoor space and may include pathways, benches, and/or play areas. The park on the northeast side of Ager Road is seen as an amenity for the adjacent existing neighborhood and as a visual connection with the park on the southwest side of Ager Road. Figure 4 shows a typical urban neighborhood park.

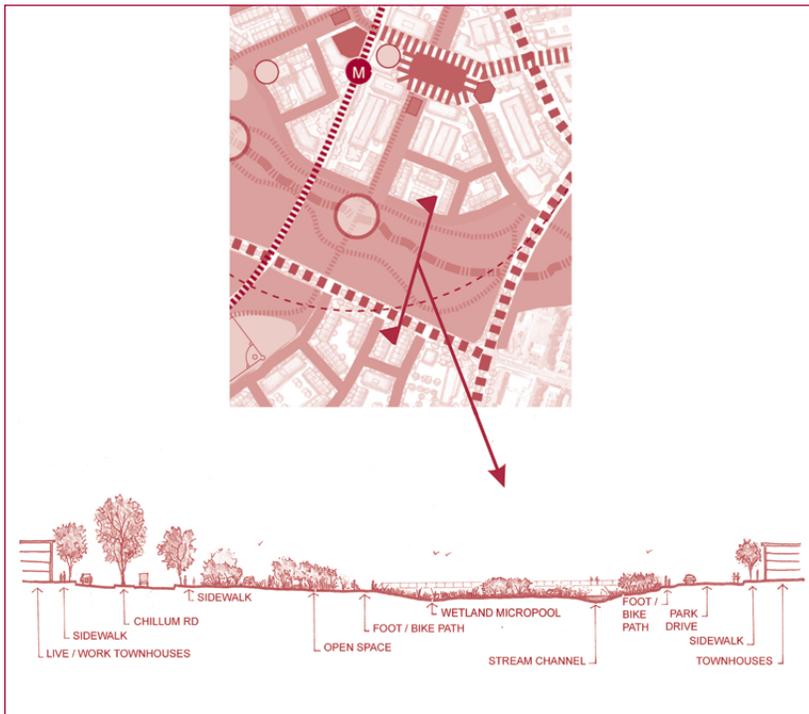


Figure 3 Northwest Branch Stream Valley Park Cross Section

Five Multifamily Residential Entry Plazas: These plazas will mark the entrances of high-rise residential or mixed-use residential buildings within the North Park neighborhood. Three of these plazas will front the entries of the three residential towers on the western margin of the North Park Neighborhood. The other two plazas will front future mixed-use residential buildings on both sides of an LID street to be constructed a block north of the West Hyattsville Metro Station. They will include decorative paving, ornamental plantings, seating, and appropriate lighting. An example of a typical residential tower plaza is shown in Figure 5.

Five Pocket Parks: Within the North Park and Hamilton Square neighborhoods, five pocket parks will offer visual breaks within the densely developed TDOZ area. All of the parks will be located within LID street rights-of-way. They will be small and intimate at one acre or less in size. These parks will be multifunctional in design. They will feature play space for children and their parents to meet and unwind. They will also function as shaded oases where one can sit and eat lunch or read the paper. In addition, they will function as the

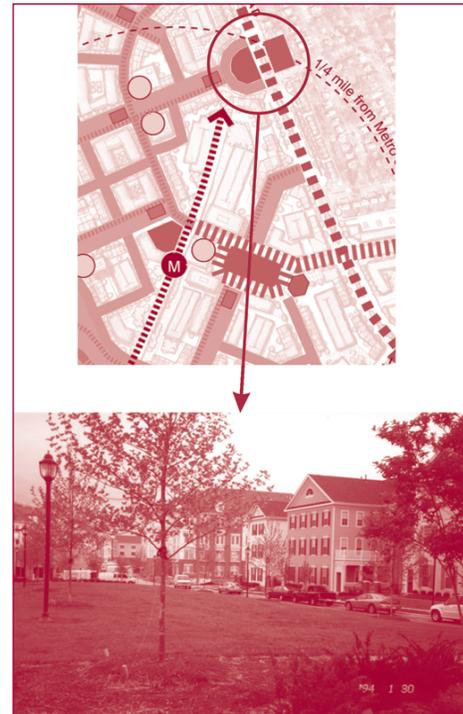


Figure 4 Typical Neighborhood Park

headwaters of the West Hyattsville bioretention swale system, an innovative stormwater management concept intended to collect, retain, and filter stormwater before it enters the Northwest Branch. Along the gently sloping banks of the bioretention swale in each park will be an informal, shaded trail that offers a more naturalistic alternative path to the sidewalks on both sides of the street. Figure 6 shows a typical pocket park layout.

Hamilton Main Street: The plan envisions the existing Hamilton Street commercial corridor as an expanded activity center and destination with its terminus at Hamilton Town Square. Lined with primarily retail uses, the Hamilton Main Street corridor will allow TDOZ residents to satisfy many of their daily needs without the use of their personal vehicles. The adjacent private property site plan and public streetscape elements—ornamental lighting, street trees, trash receptacles, benches, bike racks, and smaller pedestrian focused signage—will help to create a pedestrian-oriented environment.

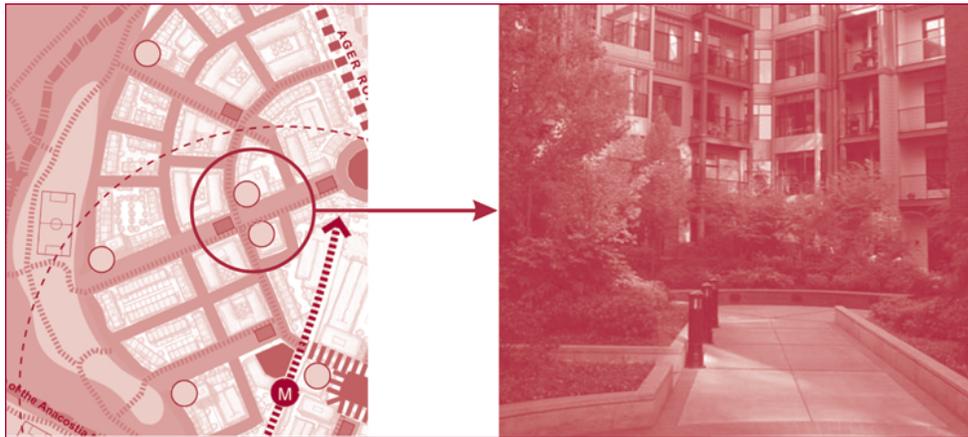


Figure 5 Typical Residential Entry Plaza

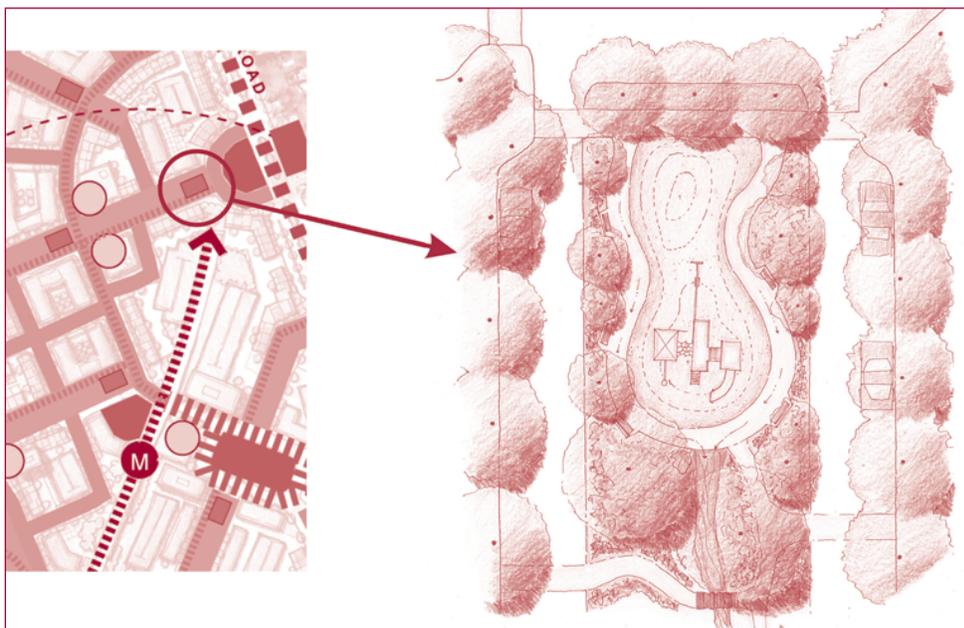


Figure 6 Headwaters Pocket Park Sketch

Three Major Landscaped Center-Median Boulevards: The plan envisions Queens Chapel Road, Ager Road, and Chillum Road within the West Hyattsville TDOZ as landscaped center-median boulevards. Boulevards are generally defined as multipurpose streets that are designed to carry both pedestrian/bicycle and vehicular traffic along separate paths. Extensive landscaping serves as both visual amenity and safety device for the

protection of pedestrians. As boulevards, these streets will feature landscaped medians, wide sidewalks, and rows of street trees and other plantings along both sidewalks and medians. Restricted on-street parking is also envisioned along portions of these boulevard streets. The parked vehicles will serve as an additional protective barrier for pedestrians; they will also serve to slow vehicular traffic. Queens Chapel Road, Ager Road, and

Chillum Road will all continue to function as arterials, as indicated in the 1994 Master Plan for Planning Area 68 (see the following section on transportation for a discussion of the West Hyattsville TDDP’s functional street classification system).

Four Green Streets: The plan envisions four LID or “green” streets within the West Hyattsville TDOZ. Three of the LID streets will serve the North Park neighborhood; the fourth LID street will run through the center of the Hamilton Square neighborhood. All of the LID streets will drain into the Northwest Branch stream valley park.

LID streets typically include an integrated system of stormwater management within their rights-of-way, thereby reducing the amount of water that is piped directly to streams and rivers. LID streets will be a visible component of a system of green infrastructure that is incorporated into the built environment of the community. The street tree canopy and other plantings on LID streets will intercept and filter stormwater runoff, moderate air temperatures, and improve air quality by absorbing airborne pollutants. Finally, LID streets will be designed to minimize impacts on sensitive natural environments that they intercept, such as streambeds and wetlands. In sum, LID streets will help to create a more colorful and interesting streetscape and a more distinctive neighborhood. They will also encourage and promote a sense of community pride and ownership that will ultimately benefit the entire West Hyattsville TDOZ community.

Streets as Places of Shared Use. The plan envisions all streets within the TDOZ as public places where much of the life of the community will take place. The public places will be easy to find and get to, whether by foot, bicycle, public transit, or automobile. TDOZ area streets will be safe and comfortable, especially for pedestrians. They will be designed to encourage participation and interaction of community members and will be the most commonly used open space.

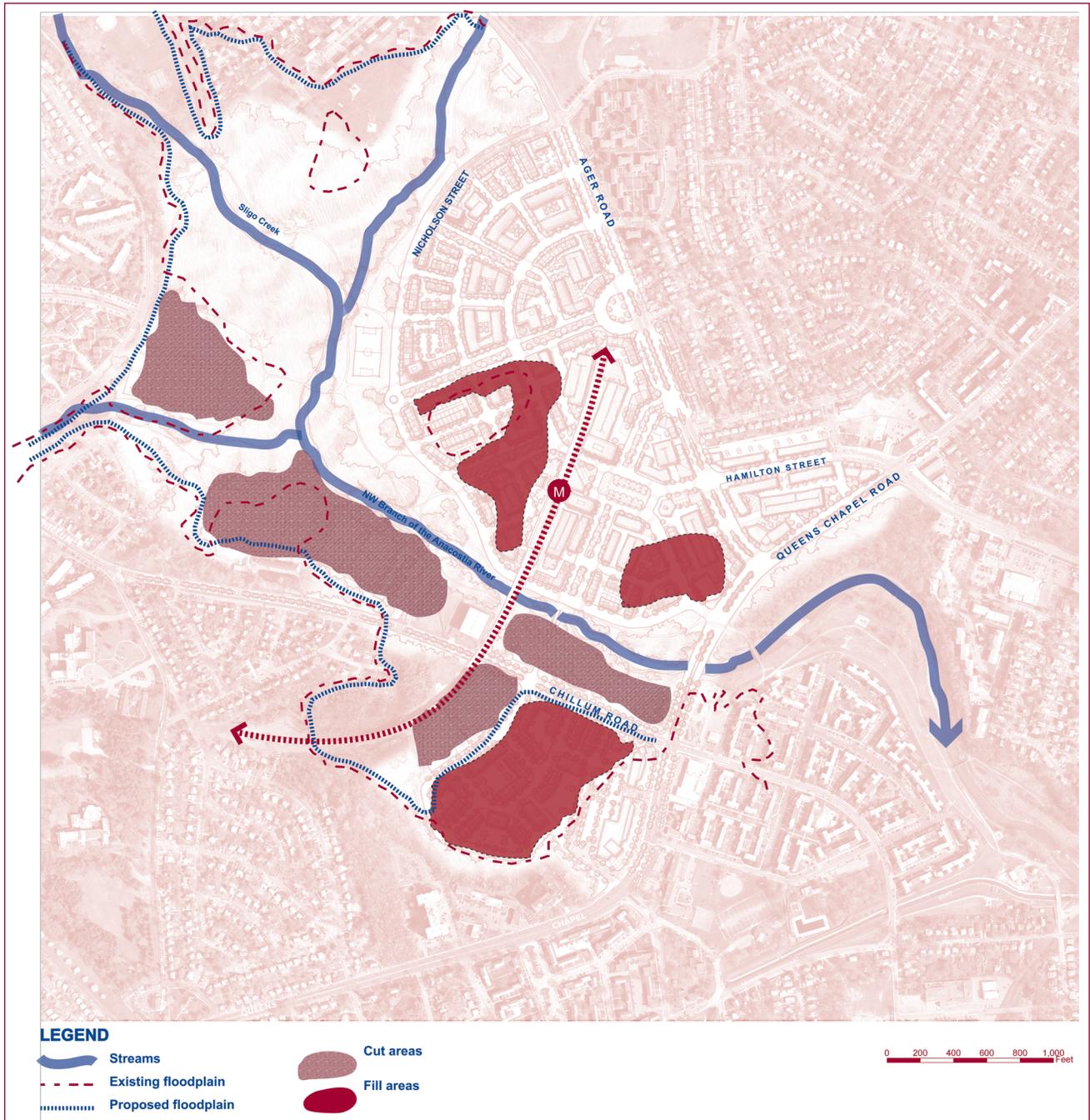
Floodplain. Prince George’s County environmental regulations require that new development in or adjacent to existing floodplains not result in any net rise in floodplain levels because of stormwater run-off. The environmental planning concept for the West Hyattsville

TDDP ensures that new development in the TDOZ will be in accordance with this and all other stormwater management requirements so that floodplain areas will remain usable and aesthetically pleasing open space.

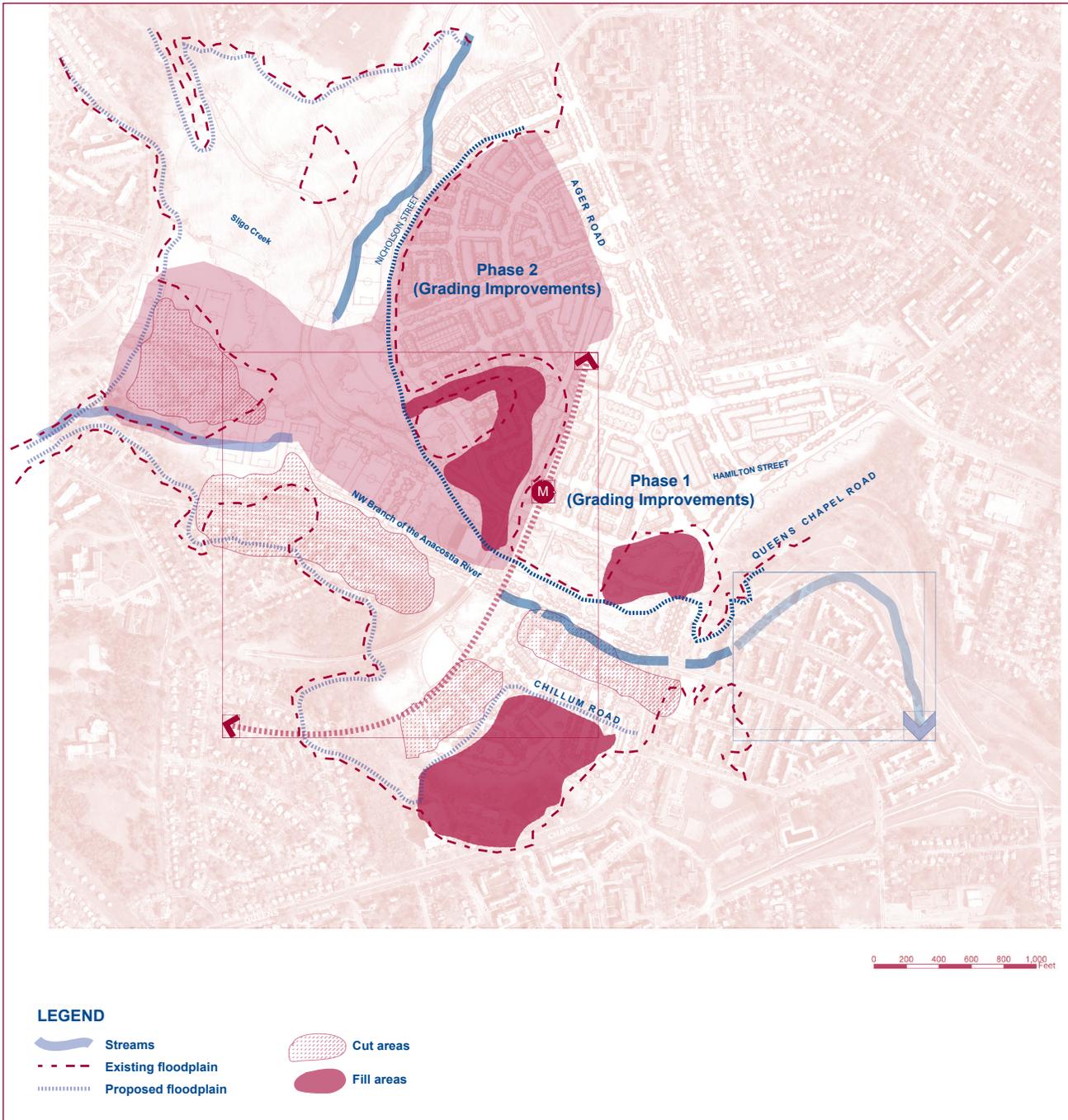
Since the TDDP requires modifications to the existing floodplain, hydraulic modeling was performed to study potential adverse impacts during flood stages and an earthwork estimate was calculated to ensure that floodplain storage is unchanged. The proposed areas of cut and fill for the TDDP concept are shown in Map 6. Grading for the West Hyattsville TOD is proposed to be conducted in two phases, as shown in Map 7. This will allow floodplain storage to be increased before the start of any fill, and at no point in time will the amount of fill in the floodplain exceed the amount of cut.



This is an example of how a floodplain area can be transformed into a community amenity.



Map 6 Illustrative Floodplain Management Plan



Map 7 Illustrative Site Grading (Cut and Fill) Phasing Plan

Transportation

The West Hyattsville TDDP envisions many new residents, employees, and visitors in the West Hyattsville TDOZ. However, most of the area's future residents and workers will live and/or work within an easy ten-minute walk of the Metro station and a few will need to rely on personal cars for most daily trips. Strategic traffic-calming measures will be used to slow down vehicular traffic on Queens Chapel Road, Ager Road, and Chillum Road, and transform them into safer, pedestrian- and bicycle-friendly streets. These streets will also be reconstructed as visually attractive landscaped boulevards (see the previous discussion in the Environment Section).

Transportation Demand Management: A potentially important option for implementing the transportation for the West Hyattsville TDOZ is the use of transportation demand management (TDM) techniques to ensure that levels of service (LOS) for the roads and intersections serving this area do not exceed the minimum LOS standard of Level E.

The West Hyattsville TDDP authorizes the creation of a Transportation Demand Management District (TDMD) through petition to the District Council in accordance with Section 20A-204 of the Prince George's County Code. If enacted, the TDMD would cover the entire West Hyattsville TDDP.

Modal Choice: Successful TOD communities provide residents choices in making their journeys by locating a diverse mix of complementary uses within convenient reach of pedestrian/bicycle pathways and public transit, all within an attractive urban environment. By doing this, good TOD maximizes access and mobility while reducing dependence on the automobile. The TDDP takes full advantage of the West Hyattsville Metrorail station by envisioning a TDOZ-wide network of safe and wide sidewalks and pedestrian/bicycle pathways; clearly marked on-street bicycle routes; convenient and frequent transit service; and vehicular routes reconfigured for greater pedestrian/bicyclist safety. This balanced approach to transportation planning and engineering will help provide convenient multimodal access throughout the TDOZ. It will also ensure that walking, bicycling, and transit trips are safe and enjoyable.

Transit: The presence of the West Hyattsville Metro Station provides a major community amenity at the center of the TDOZ. However, the current layout of the station facility is that of an auto-oriented suburban transit hub. It attracts much more vehicular traffic than foot/bicycle traffic. The plan envisions a transformed, urban transit facility with convenient intermodal connections and an attractive, pedestrian-friendly transit plaza framing its entrance. The existing Metro Station surface parking lot will be replaced with a parking garage with a façade designed to complement the surrounding streetscape. Some of the structured parking may be shared with adjacent uses. Such shared parking will help to reduce the total amount of parking needed to serve the Metrorail station and the surrounding activity center.

The plan envisions enhanced safe pedestrian access to the West Hyattsville Metro Station from neighborhoods to the south (across Northwest Branch). The county, the Washington Metropolitan Area Transit Authority (WMATA), and the City of Hyattsville should conduct an investigation of suitable options for safe pedestrian access to the station. Suitable options for consideration would include WMATA/municipality-sponsored construction, maintenance, and provision of security for a new pedestrian overpass with no access to unlighted parkland pathways, or WMATA/county-sponsored shuttle bus service between neighborhoods to the south and the Metrorail station.

Traffic Calming—Emphasis on Bicycles: The plan envisions the visible incorporation of a number of additional on- and off-street bicycle routes and storage facilities within the TDOZ. Balanced streetscape design will de-emphasize motor vehicles and encourage bicyclists by providing clearly marked, continuous on- and off-street paths. Off-street paths along the Northwest Branch stream valley park will connect bicyclists to a regional network of hiking/biking trails. Racks and lockers will be provided throughout the community, especially at major destinations like the Metro station.

Traffic Calming—Emphasis on Pedestrians: Within the TDOZ, pedestrians will be the priority when safety and access must be balanced between modes. Pedestrians need to feel comfortable when crossing the street and walking to and from transit facilities. Clearly marked



Pedestrian-Centered Crosswalk Treatment

areas on the streets help indicate where they can safely go. Pedestrians also need off-street paths to be easily accessible and seamlessly linked to the circulation network. The plan envisions a much more pedestrian-friendly streetscape within the TDOZ. Balanced streetscape design will de-emphasize motor vehicles and favor pedestrian use by providing attractive, wide sidewalks; clearly visible crosswalks and pedestrian signals at major street intersections; bumped-out curbs at intersections to slow down right-turning vehicles; and sharp restrictions on curb cuts within blocks. Major off-street paths along the Northwest Branch stream valley park will connect hikers to a regional network of hiking/biking trails. The plan envisions restricted (non-rush hour) parking on primary streets within the West Hyattsville TDOZ such as Queens Chapel and Ager Roads. On-street parking on these streets will serve primarily as an additional traffic-calming measure, but will also provide convenient access to adjacent businesses. Restrictive non-rush hour parking on these routes will be permitted subject to an executed memorandum of understanding (MOU) between the City of Hyattsville, DPW&T, and the State Highway Administration (SHA) as appropriate. Map 9: Illustrative Pedestrian Safety Plan details the integration of pedestrians into the circulation network for the TDOZ. The plan promotes the creation of the safe pedestrian-friendly environment envisioned by the West Hyattsville TDDP.

Pedestrian-Centered Streetscapes: Within the West Hyattsville TDDP, streetscapes will function as unifying links between building facades and the street. Streetscape elements will include pedestrian walkways (including street crossings), lighting, signage, street furniture, and landscaping.

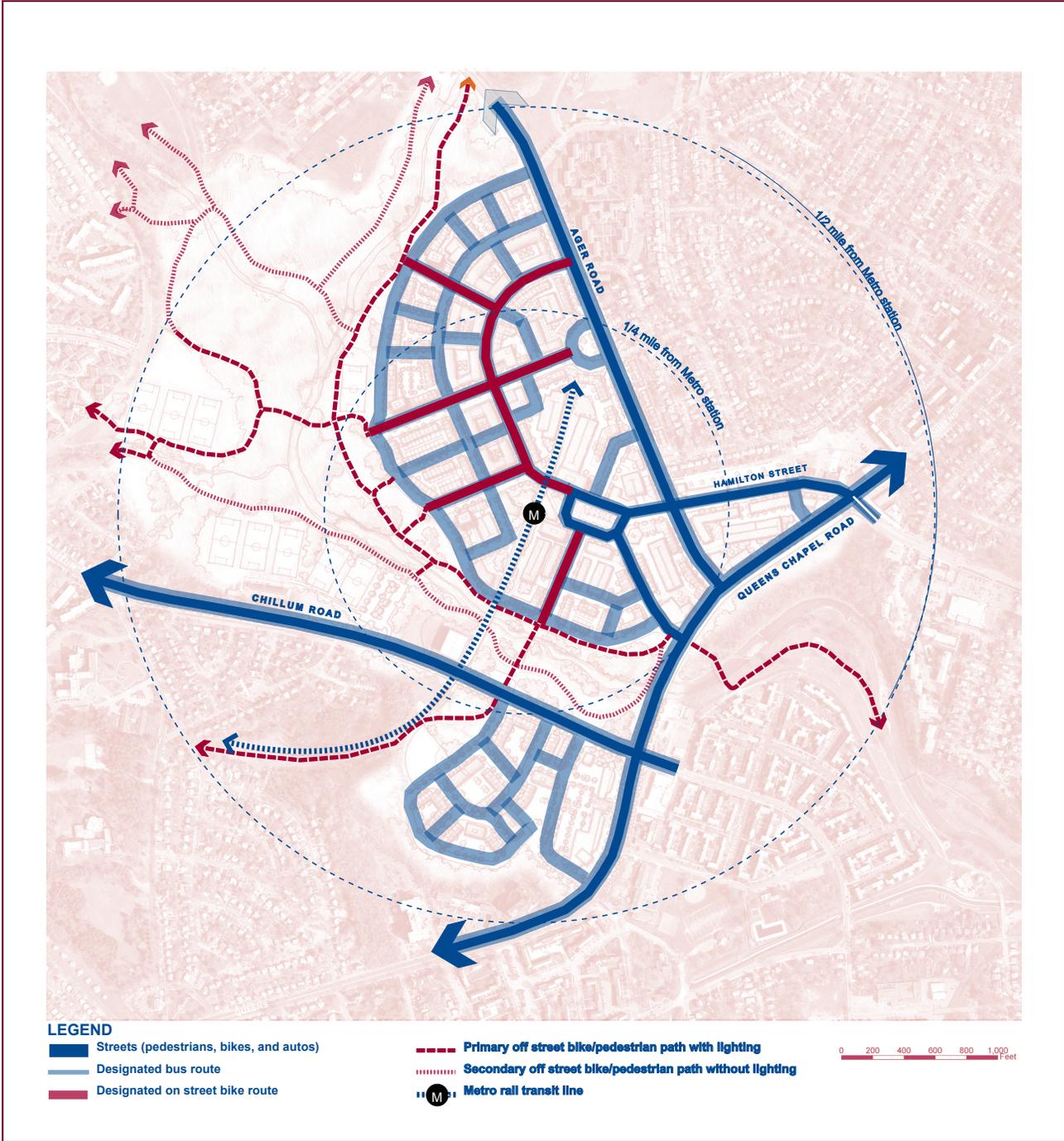
Motorists: The TDDP acknowledges the continuing importance of vehicular access even within the TOD. However, it envisions vehicular access within the TDOZ as an important, but not dominant,

feature of the future built environment. Vehicles will be accommodated within the integrated network of pedestrian- and bicycle-friendly streets, with motorists having easy access to on- and off-street parking. All off-street parking will be accessed from the side or rear of properties; no curb cuts will be permitted along commercial or residential street frontages. The TDOZ's urban village environment will make the driving experience interesting and pleasurable.

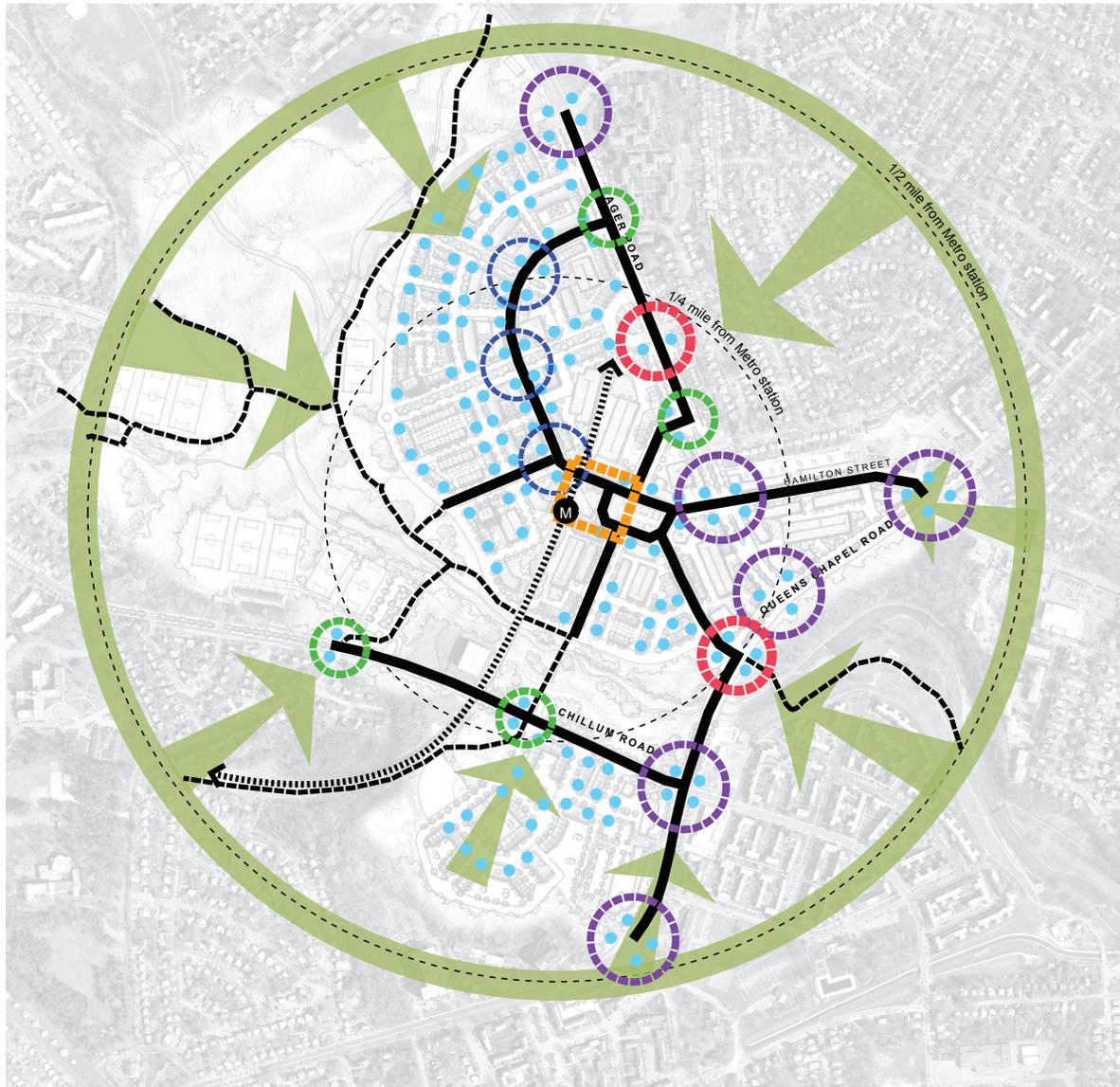
Integrated Network: The new TOD in the West Hyattsville Metro Station area will respect the historical street network of the community at large. The transportation concept includes an interconnected network of streets, sidewalks, and off-street bicycle and pedestrian paths to provide critical linkages between neighborhoods, commercial services, and the Metro station. Map 8: Circulation Plan illustrates the circulation network for the West Hyattsville TDOZ.

Pattern: The plan envisions a pattern of relatively small, urban blocks within the TDOZ. With few exceptions, no block shall be more than 400 feet in length. Small block sizes allow short, direct trips to be made between uses. The new street grid will be easily navigable and connect readily to existing streets.

Functional Hierarchy: The plan envisions primary connections to the surrounding region being reflected



Map 8 Illustrative Circulation Plan



Map 9 Illustrative Pedestrian Safety Plan

with extensive landscaping and streetscape designs that mark the West Hyattsville TDOZ as a unique and special place. Secondary routes that link neighborhoods and connect to community destinations will form the internal spine of the community. Internal streets for local access will be designed to reflect slower vehicle speeds and function as places of shared use. Map 10: TDDP Street Hierarchy illustrates the functional organization of the TDOZ street network. Table 1: West Hyattsville TDDP Street Hierarchy relates the terminology used to define the TDOZ street hierarchy to the functional street classification terminology currently used by Prince George’s County.

Connectivity: Access to the entire Metro bus and rail system is available from the TDOZ. The plan envisions this access being within a short (ten minutes or less) walk for future residents, workers, and visitors. Connections between neighborhoods in the TDOZ will be enhanced by the absence of culs-de-sac (dead-end streets). Transferring between transportation modes will be easy and convenient.

Parking: The plan envisions parking facilities being sited and designed to complement the pedestrian environment in the West Hyattsville TDOZ. This standard will apply to both on- and off-street parking. Properly sited on-street parking will serve as a pedestrian safety buffer on more heavily traveled commercial streets such as Hamilton. Off-street parking facilities, whether surface lots or structured parking, will be designed and sited to

be accessible without degrading the on-street pedestrian experience through the creation of safety hazards or visual blight. They will be designed to blend into the overall built environment within the TDOZ in a manner that promotes both the safety and visual enjoyment of the pedestrian experience. The West Hyattsville TDDP/ TDOZ parking plan is depicted in Map 11.

Low-Impact Development

Within the TDOZ, new LID development and infrastructure are envisioned that will trap and filter stormwater runoff in the same way that natural environments do. This will be done primarily with living green roofs and LID streets with extra-wide planted medians, or bioswales. The green roofs, which incorporate natural vegetation, will help to improve stormwater quality and reduce the quantity of stormwater runoff released into the Northwest Branch. The roofs will also help to insulate the buildings on which they are installed, reducing interior heat buildup (gain) in summer and heat loss in winter. Likewise, the LID streets will trap stormwater runoff within the bioswales, allowing it to percolate into—and filter through—the soil. All proposals for development are required to employ LID techniques subject to the approval of county DER, DPW&T, and municipal public works departments where applicable. Developers looking to build quality resource-conserving projects in the West Hyattsville TDOZ will take advantage of the general design guidelines contained in Appendix B: Low-Impact Development (LID) Design Guidelines and the U.S. Green Building Council’s Lead-



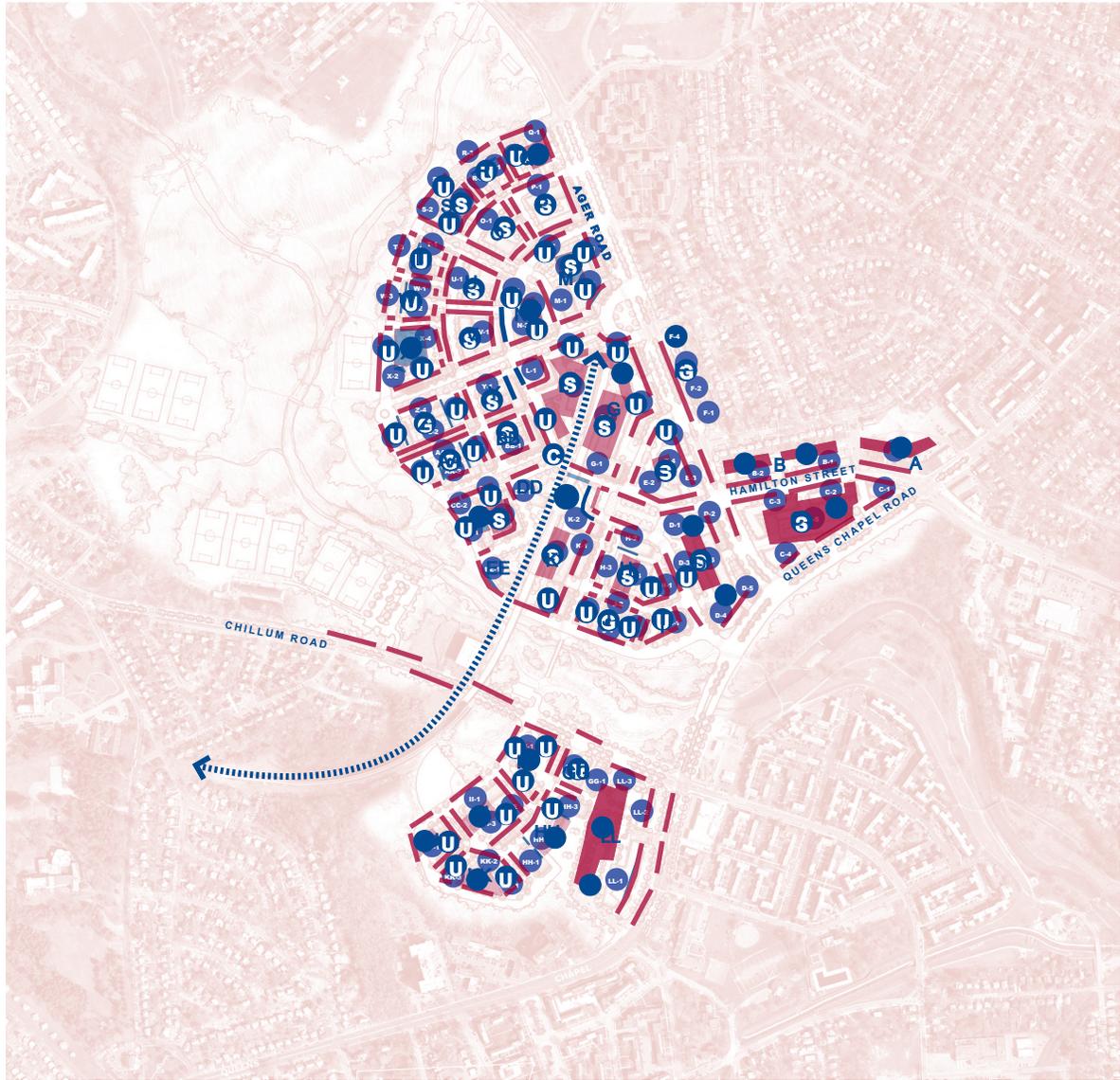
Examples of Low-Impact Development Techniques.



Map 10 Illustrative TDDP Street Hierarchy

**Table 1
West Hyattsville TDDP Street Hierarchy**

Type	Nearest County Equivalent	Transit District Example	Character and Function
Primary Route (Boulevard)	Arterial	Queens Chapel Road Chillum Road Ager Road	<ul style="list-style-type: none"> •Highest capacity •Connects station area with nearby communities •Widest streets in station area •Medium automobile speeds (maximum 35 mph recommended) •Divided landscaped median •Center turn lanes •Bicycle lanes •Some on-street parking
Secondary Route	Major Collector	North Park Drive	<ul style="list-style-type: none"> •Links neighborhoods •Connects residential to commercial and retail activities •Narrower than primary routes •Moderately low automobile speeds (maximum 25 mph recommended) •Local traffic •Bicycle lanes
Main Street	Minor Collector Primary Residential Street	Hamilton Square Hamilton Street	<ul style="list-style-type: none"> •Defines Hamilton Square neighborhood •On-street parking to buffer pedestrian movements •Moderately low automobile speeds (maximum 25 mph recommended) •Street trees and furniture •Public art •Major civic activity spaces: parks, and plazas
Internal Street (Residential, Local Access, LID, Alley)	Residential Street		<ul style="list-style-type: none"> •Primarily for local circulation and accessibility in residential areas •Narrowest widths •Low automobile speeds (maximum 20 mph recommended; 10 mph recommended for alleys)
Off-Street Pathways	N/A		<ul style="list-style-type: none"> •Bicycle and pedestrian routes •Provide recreational benefits in open space/park areas •No automobile traffic



LEGEND

- Private off-street commercial parking
- Shared parking opportunity
- Private off-street residential parking

- Surface parking
- Ⓢ Structured parking
- Ⓤ Tuck under garage
- ⓐ Private garages
- ⓐ Car sharing

- Public on-street parking
- Alley parking
- Bus staging
- Taxi
- Kiss & ride



Map 11 Illustrative West Hyattsville TDDP/TDOZ Parking Plan

ership in Energy and Environmental Design (LEED) suggested best practices.

Stormwater Management and Low-Impact Development. The State of Maryland has well-established state-of-the-art stormwater management regulations and guidelines. The state, however, delegates responsibility to all counties and municipalities to ensure compliance with these laws. Prince George's County has adopted the state regulations as minimum criteria (hydrologic, hydraulic, and water quality), but goes further in encouraging innovative, integrated stormwater management through the use of low-impact development (LID) techniques. LID is an approach to stormwater management that attempts to trap and filter stormwater runoff in the same way that an undeveloped watershed does. The LID concept envisioned for the West Hyattsville TDOZ is supported by the Prince George's County Department of Environmental Resources, which has published several extensive manuals on LID. The West Hyattsville TDDP stormwater management plan shown in Map 12, including certain LID techniques, is contingent upon the acquisition of the Washington Gas property, along with other private properties along Chillum Road, by either a developer or a governmental entity through condemnation. Although this action is possible, it is not likely to occur within the foreseeable future. Thus, while the stormwater management and LID techniques shown upon Map 12 within the TDDP can be viewed as the plan's ultimate objective, alternative plans which may include, among other things, stormwater management ponds on-site, represent a realistic approach to this issue under the current circumstances, if approved by the Department of Environmental Resources.

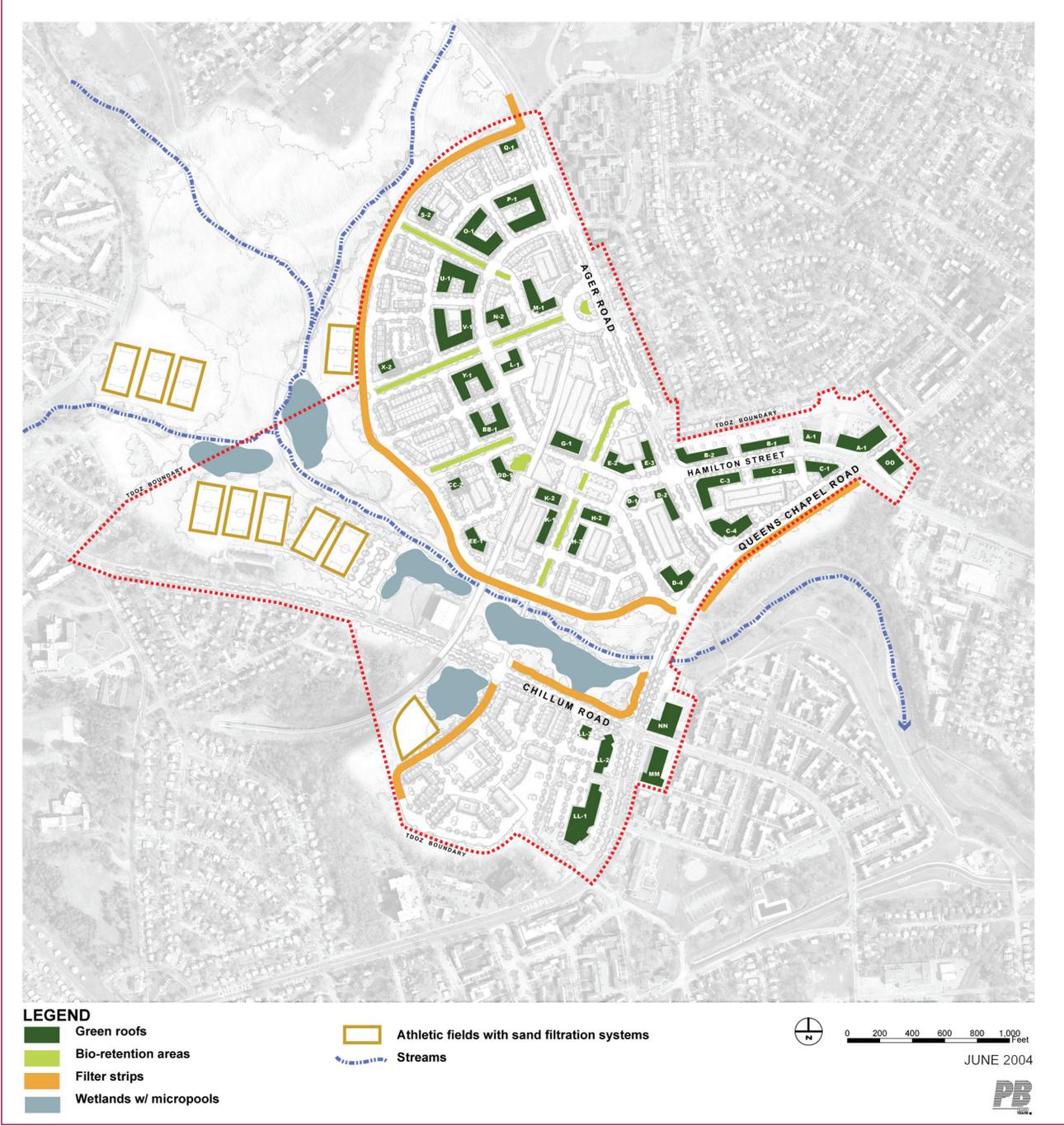
Integrated Stormwater Management Practices and Stormwater Best Management Practices: The West Hyattsville TDDP stormwater management plan envisions an array of environmentally sensitive stormwater management techniques distributed throughout the entire TDOZ. These techniques will be integrated into a comprehensive site plan that mitigates negative impacts on the hydrology of the Northwest Branch floodplain. Hydrologic considerations include control of runoff volume, peak runoff rate, flow frequency and duration, and water quality. The integrated management practices

(IMPs) envisioned in the TDDP will encompass the hydrologic cycle starting from precipitation via runoff to receiving water. Many IMPs are heavily dependent upon subsurface conditions such as soils and groundwater. Poorly drained soils and high groundwater prevent the application of infiltration and filter strip techniques. At this planning stage, no detailed soils and groundwater information is available. Certain areas at the down slope side of the subareas within the TDOZ, depending upon the regulatory requirements, may need to utilize other best management practices such as underground water retention facilities.

Green Roofs: Sometimes called eco-roofs, green roofs are contained spaces on top of human-made structures that typically include vegetation, growing medium, drainage/filtering, root barriers, and high-quality waterproofing. Optional components of green roofs include insulation, membrane protection, leak detection, water features, irrigation, walkways, borders, railings, and/or lighting. They range from extensive (six inches thick or less with grasses and/or other ground cover) to intensive (greater than six inches thick and supporting a variety of plantings up to the size of small trees). Benefits typically provided by this building technique include improved stormwater quantity and quality management, air quality improvement, urban heat island reduction, energy efficiency, improved roof longevity, biodiversity, and U.S. Green Building Council LEED credits. It is envisioned that most buildings within the TOD will utilize extensive green roofing systems.

Bioretention Areas: The plan envisions extensive bioretention areas located throughout the TDOZ, mostly within LID street rights-of-way. These are shallow, landscaped areas used primarily for water quality treatment of stormwater runoff, typically capturing all small storm events and the initial flows from larger storms. Temporary shallow ponding can occur, while the remaining flow is by-passed to other systems. They can be almost any size or shape and are typically landscaped with a variety of native water-tolerant vegetation.

Filter Strips: The plan envisions filter strips being used in off-street landscaped areas throughout the TDOZ to help trap and filter stormwater runoff. Also known as vegetated buffer strips, these are used to slow down and



Map 12 Illustrative Stormwater Management/LID Plan

filter stormwater runoff. In a filter strip, water moves as sheet flow across a rough vegetated area where it is slowed and filtered. Depending on soil conditions, infiltration may also take place. A dense vegetative cover, long flow path, and low gradient provide the most effective conditions and are primarily effective along roadways as a pretreatment technique.

Wetlands with Micropools: The plan envisions wetlands and micropools being located primarily in the future open space areas along Chillum Road and the Northwest Branch, as shown in Map 12. These low-lying areas, where water can safely accumulate during rain events, will be natural or restored topographic features that slow down water flowing into drainage systems. By doing this, they may help alleviate flooding downstream. Vegetated with native plants, these areas will increase water infiltration and evapotranspiration, as well as provide wildlife habitat and recreational opportunities.

Sand Filters: Sand filters consist of sand-based growing media beneath turf areas that also act as an infiltration device. The plan envisions these stormwater control devices being used at certain development sites where they are found to be the most feasible alternative for on-site stormwater management.

The Prince George's County Department of Environmental Resources (DER) is responsible for enforcing stormwater management regulations that govern all new development in the county. DER and M-NCPPC strongly recommend the use of LID design techniques in new development within the West Hyattsville TDOZ. Suggested LID design guidelines are contained in Appendix B. Low-Impact Development (LID) Design Guidelines.

