

Case Study: West Hyattsville TOD Planning Study

The **West Hyattsville TOD Planning Study** is a detailed assessment of the market for transit-oriented development at this Metrorail Green Line station. The project grew out of a state and local government assessment of past attempts to encourage development at Metrorail stations and preparation of the General Plan, which envisions transit-oriented development at most if not all transit stations in the county.

Previous planning for TOD in the county, such as adoption of transit district development plans (TDDPs) and development district overlay zoning (DDOZ), shared many of the goals and strategies achieved by transit-oriented development planning elsewhere in the state, region and the nation. However, market response to these efforts in this county has indicated a need for a more site-specific approach. As has happened elsewhere, the public actions needed to make TOD successful should proceed from a detailed “front end” analysis of how marketable the site is.



West Hyattsville Transit-Oriented Development Concept.

With this past experience in mind, an MDOT-funded detailed project planning and market feasibility analysis was undertaken for the West Hyattsville Metrorail Station area. Experience with this TOD pilot project will help determine the most effective way to analyze the TOD potential of other transit station areas in the county.

Summary¹

The development strategy proposed for the West Hyattsville Metrorail Station area envisions the county’s first compact, mixed-use, quality transit village. The strategy was developed with significant support from the Maryland Department of Transportation (MDOT), using a pilot planning and design process that will guide the larger, countywide strategic TOD planning program.

A key finding is that strategic public actions, including a modest but targeted public investment, which may be obtainable from a variety

¹ This is the introduction to the May 5, 2003 *West Hyattsville TOD Strategy* report, prepared by the consulting team of Parsons, Brinckerhoff, Quade and Douglas; Ehrenkrantz Eckstutt and Kuhn Architects; and Bay Area Economics. The complete report can be found in Appendix B.

of funding sources, can create a feasible project that will generate a sufficient return to landowners, developers and the transit authority (WMATA). Targeting public actions will make the project attractive to private development interests and create a win-win scenario for the public and private sectors and the community. These targeted public actions may involve assembling land, streamlining the planning, approval and permitting processes, making moderate public infrastructure investments and implementing an innovative parking management strategy. This West Hyattsville TOD project could be completed within a decade.

Located around an underutilized Metrorail Green Line station, the proposed transit village would include a diverse residential mix and provide residents opportunities to live, work, shop and play in a community that will feature:

- 3,600 residential units that include a variety of housing choices
- 1,000,000 square feet of office and commercial space
- 4,000 jobs
- A balanced street and circulation network and innovative parking management strategy that minimizes automobile dependence and optimizes the project site's relationship to the Metrorail station.

The formulation of the West Hyattsville TOD strategy included public sector stakeholder involvement, site, market and financial analyses, design charrettes, and a forum to solicit input from developers, all leading to the development of a preferred concept and specific recommended implementation actions.