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**Approved Transit District Development Plan and
Transit District Overlay Zoning Map Amendment for the
West Hyattsville Transit District Overlay Zone**

Prince George's County, Maryland

July 2006

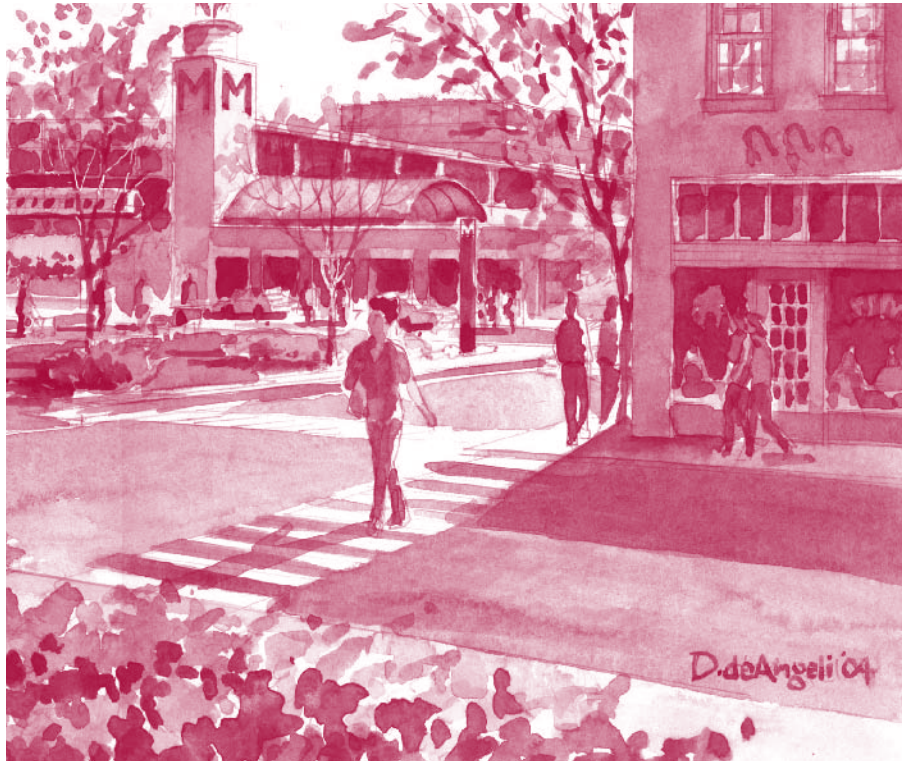
The Maryland-National Capital Park & Planning Commission

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ABSTRACT

Title	Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone
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Abstract:	This document contains text and maps of the Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone. This plan will amend the 1998 West Hyattsville Approved Transit District Development Plan for the Transit District Overlay Zone and portions of the 1994 Planning Area 68 Master Plan. Developed by the Commission with the assistance of the community, this plan contains a comprehensive development vision, development review process requirements, and form-based development standards and guidelines. Together, these elements comprise the amended West Hyattsville Transit District Development Plan (TDDP). It controls and guides the use and development of all land within the amended Transit District Overlay Zone (TDOZ) from the initial submittal of plans to the issuance of permits. Together, the TDOZ and TDDP are intended to foster transit-oriented development that increases the use of public transit, maximizes return on investment in transit facilities and services, encourages appropriate development near transit stations with coordinated urban design elements, and increases local tax revenues.



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The Maryland-National Capital Park
And Planning Commission
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

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

The Prince George's County Planning Board is pleased to make available the Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone.

The approved plan contains recommendations for future land use and development in the West Hyattsville Transit District Overlay Zone (TDOZ). The plan also amends the TDOZ boundary.

Policy guidance for this plan came from the 2002 General Plan for Prince George's County. Three workshops, including a five-day planning charrette, were held December 2003 through March 2004 to provide the community with the opportunity to share visions and proffer feedback on planning issues.

On September 27, 2005, the District Council and the Planning Board held a joint public hearing on the preliminary transit district development plan and transit district overlay zoning map amendment. The Planning Board adopted the plan with modifications per PGCPB Resolution No. 05-243 in November 2005. The District Council approved the plan with additional modifications per CR-24-2006 (DR-2) in May 2006.

The Planning Board and District Council appreciate the contributions of the community and stakeholders throughout the plan development phase and at the public hearing. We look forward to this plan providing the foundation for the creation of a vibrant, mixed-use, transit-oriented place around the West Hyattsville Metro Station that will benefit Hyattsville, Mount Rainier, and Prince George's County citizens and residents for years to come.

Sincerely,



Samuel J. Parker, Jr., AICP

Chairman

Prince George's County Planning Board

West Hyattsville



PLAN HIGHLIGHTS

The goal of the West Hyattsville Transit District Development Plan (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.

The West Hyattsville TDDP envisions a new community of up to 3,100 housing units; 1,000,000 square feet of retail/office space; an extensive system of civic, park, and open spaces; and a finely balanced street and circulation network. Within the TDOZ, streets will function as places of shared use instead of single-use conduits for automobile traffic. Development in the community will be moderate to higher density and located within an easy walk of the West Hyattsville Metro Station.

TOD at West Hyattsville is supported by four key elements: neighborhoods, environment, transportation, and low-impact development (LID).

- Neighborhoods are essential components of the plan. Definable neighborhoods encourage citizens to take responsibility for their maintenance and development. The neighborhoods should be compact, mixed-use, and pedestrian friendly so that many activities of daily living are within close proximity. The plan envisions three distinct new neighborhoods within the TDOZ: Hamilton Square, North Park, and Queenstown.
- 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.
- 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.
- Low Impact Development is development that 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.

The development review process for the West Hyattsville TDOZ is the result of local communities and regulatory agencies working together to make it much easier for interested developers to “do the right thing” in helping to implement the vision contained in the West Hyattsville TDDP. Following the TDDP can result in a streamlined approval process that takes approximately two to three months. Deviating from the TDDP will require a lengthier design review process that could take four to six months to complete. Therefore, the streamlined approval process can save up to 4 months of review time for a development application.

The TDDP’s development plan standards are codified as form-based code. As such, these standards shift the focus of development controls from permitted uses to

actual building form (heights, massing, setbacks) and definition of streetscapes. The form-based standards are broken down into four areas: building envelope and block standards, streetscape standards, architecture standards, and parking standards.

- Building Envelope and Block Standards: The TDDP identifies the building envelope and block standards for all building sites within the West Hyattsville Transit District. The intent of the building envelope and block standards is to create a vital public realm through good designed street space. The building envelope and block standards set the specifications for building sites along street, siting, elements, and use.
- Streetscape Standards: The streetscape standards ensure the design conformance of development along those streets. The standards define the parameters for development. The standards aid the applicant, owner, and building manager in understanding the design relationship between the street and their building lot. These standards promote pedestrian activity at the street level by requiring buildings to have a front entrance orientation along the primary street(s).
- Architecture Standards: The architecture standards ensure that building architecture shall be high quality, enduring, and promote a sense of character for the building street wall. Building walls should reflect high quality architecture and complement the surrounding development.
- Parking Standards: The parking standards are intended to provide on-street parking and off-street surface/structured parking facilities that enhance pedestrian/motorist safety; reduce glare and sky glow on the surrounding neighborhoods; provide adequate lighting; shield lamp brightness; and improve motorist/pedestrian visibility within the built environment.