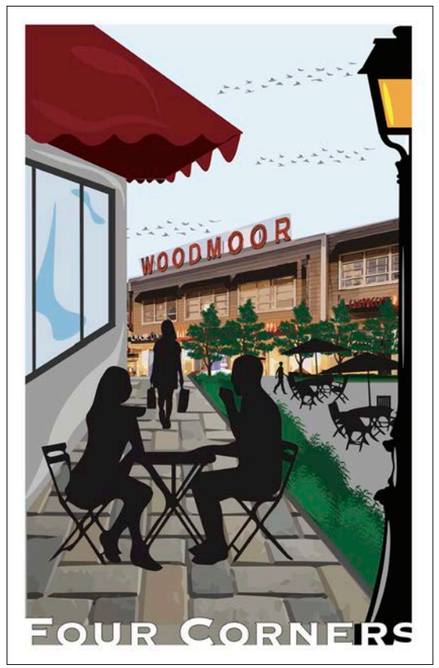
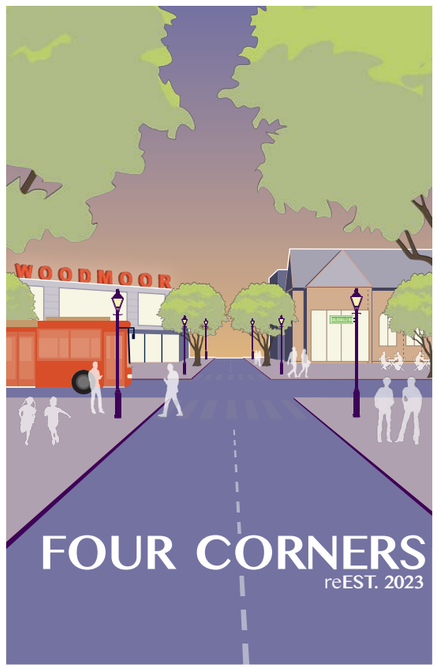


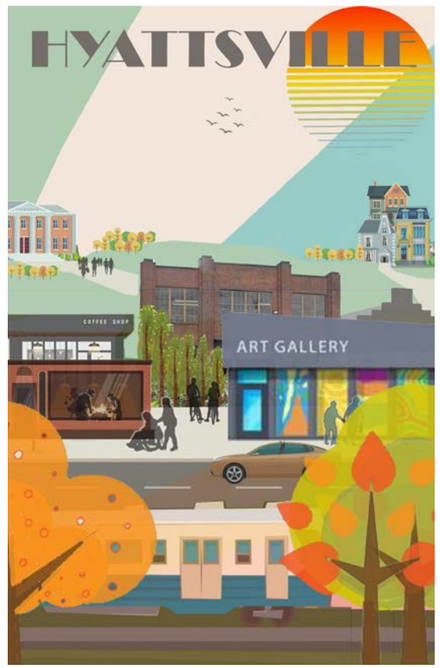














PLACE, HISTORY, AND URBAN DESIGN

Proposals for

Four Corners
Montgomery Co. (MD)

Hyattsville-Arts District
Prince Geroge's Co. (MD)

PARTNERSHIP FOR ACTION LEARNING IN SUSTAINABILITY (PALS)

SCHOOL OF ARCHITECTURE, PLANNING, AND PRESERVATION
UNIVERSITY OF MARYLAND, COLLEGE PARK
GRADUATE URBAN DESIGN STUDIO
ARCH700 | FALL 2023

Studio Introduction

Professor Matthew Bell, FAIA FCNU
Associate Professor Georgeanne Matthews, PhD

Bringing the energy, talents, and enthusiasm of graduate architecture students to real-world problems is one of the most important experiences an educator can provide. The work contained in this report is the result of an intense focus throughout part of a graduate school semester on one of the "wicked problems" of today, and that is making existing communities that have been overrun by poor planning and lack of proper investment in the public realm more livable.

The partnership between the PALS program and the Program in Architecture at the School of Architecture, Planning, and Preservation provides ample opportunity for students to learn and communities to benefit from such creative thinking. The Four Corners community in Montgomery County and the Hyattsville Arts District in Prince Georges County have very different issues and contexts, yet both are surrounded by vibrant neighborhoods but each in need of creative thinking that could make them both more livable communities.

We would like to thank PALS and the municipalities for their interest and support and also the graduate architecture students of ARCH 700 Fall 2023 for their unbridled enthusiasm, daily willingness to "try stuff," and for their insights-some good, some less so but always useful to help define the problem and understand the "art of the possible."

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Fact Sheet

Project Report

The ARCH 700 Urban Design Graduate looked at the Four Corners site and the Arts District area in Hyattsville with the intent to understand what problems each of these communities had and how to apply best practices in urban design to each. At Four Corners, the focus was on creating a sense of place and community along University Boulevard where little of that kind of experience existed previously, and at Hyattsville, how to reimagine the urban design of the Arts District and the vacant County Service building so that a more vibrant town center could emerge. Students explored issues such as multi-modal circulation, the city grid, densification through the addition of various building typologies, community place-making, and 'complete street' design. All of the proposals sought to integrate new residential and other developments and create a framework for parks and urban spaces that embrace diversity and maintain historic cultural assets.

Project Sponsor

Partnership for Action Learning in Sustainability (PALS) is a campus-wide initiative that harnesses the expertise of UMD faculty and the energy and ingenuity of UMD students to help Maryland communities become more environmentally, economically, and socially sustainable. PALS is administered by the National Center for Smart Growth at the University of Maryland, College Park, and is designed to provide innovative, low-cost assistance to local governments while creating real-world problem-solving experiences for University of Maryland graduate and undergraduate students.



Four Corners, Montgomery Co. Existing

ARCH700 Course Learning Objectives

1. Learn techniques to address design issues of scale, size, and density in an urban context that results in more equitable, resilient, and sustainable environments.
2. Investigate how individual architecture can create public spaces in the city that support fairness, diversity, and equitable access.
3. Identify how historical urban forms can become models for the urban design challenges of today that advance cultural diversity, drive innovation, and prompt the continuous improvement of the discipline.
4. Understand the principles and techniques of traditional architecture and planning, reflecting educational breadth and depth and revealing the role of architecture and urban design in cultural, social, environmental, economic, and built contexts.
5. Learn the proper physical programming of a town center that broadly reflects enhancements of public health, safety, and welfare and furthers and deepens students' understanding of diverse cultural and social contexts that equitably support and include people of different backgrounds, resources, and abilities.
6. Investigate how to balance the needs of both pedestrians and motorists to create streets that are both functional and walkable and include the latest design theories that reflect safer, more equitable, and sustainable public environments.
7. Understand how the natural form of the land can positively influence urban form and environmental performance and collaborate with colleagues and clients to understand the impact of design on public health and the environment.
8. Advance design process abilities elucidating the role of the design process in shaping the built environment and convey the methods by which design processes integrate multiple factors.



Hyatsville - Art District, Prince Georges Co. Existing

Four Corners

Team 1

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Team 2

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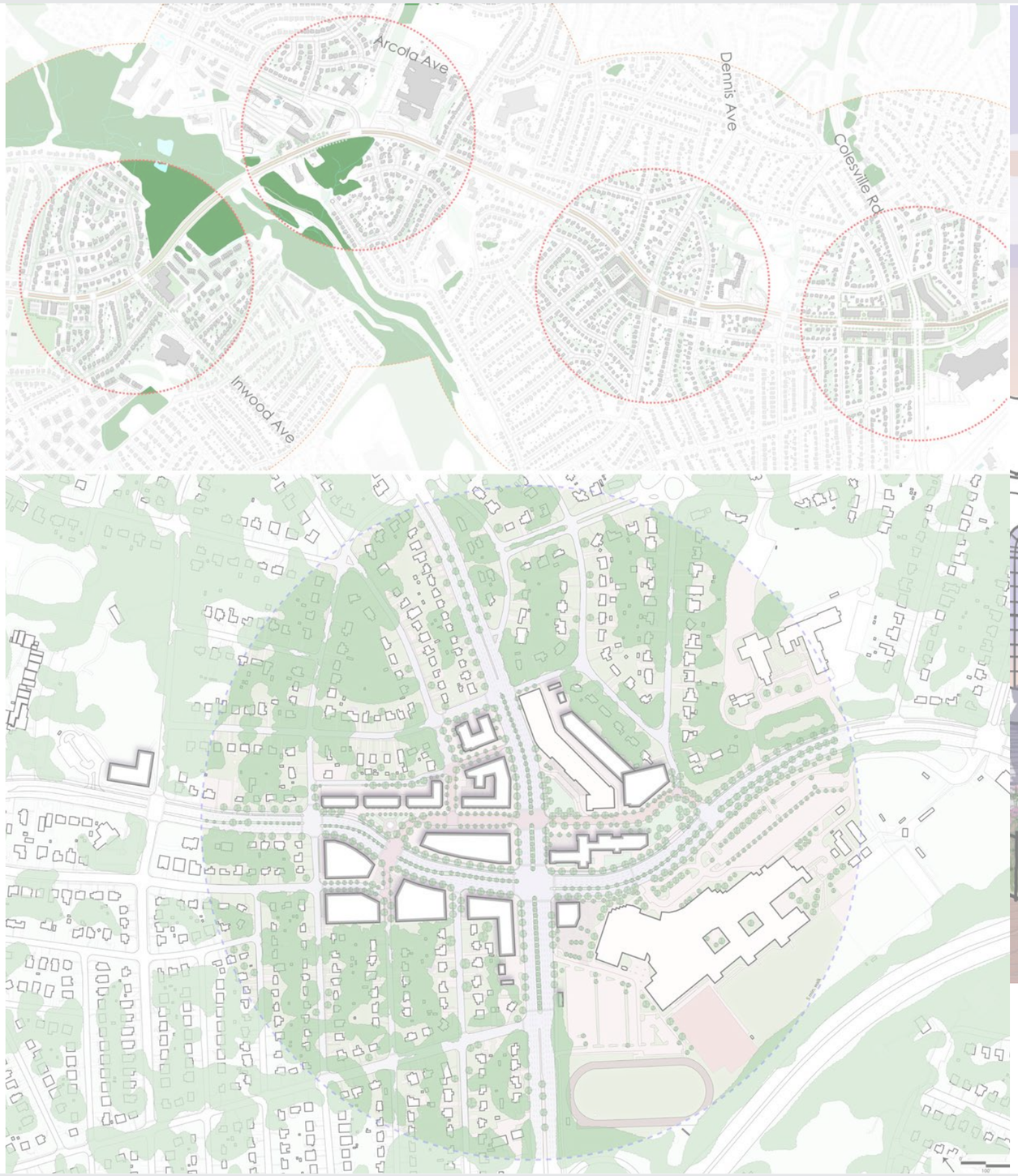
Hyattsville

Team 3

Chase Deist
Zeynep Demircan
Aylin Garcia
Amory Jones
Maya Mulé

Team 4

Kevin Hernandez
Abdureuf Hussien
Sandra Merino
Chayaporn Pipatpongsa





Four Corners

Montgomery County, MD

The Opportunity

This project explores challenges, opportunities, and possible strategies to reimagine the Four Corners intersection in Silver Spring, Maryland, propose infill development on institutional properties along University Boulevard, and explore how nodes along the corridor can be reinforced and sequentially connected.
The project context is Montgomery County's existing General Plan, Thrive Montgomery 2050, and its land use recommendations for the county.

The scope of work includes:

1. A site review and diagrammatic analysis of existing conditions, specifically the Four Corners intersection and its connection to potential nodes to the north and south along University Blvd. This analysis may reveal 'missing teeth' or underutilized sites along the route that could benefit from future development - like additional multi-family housing or co-living communities.

2. An axonometric aerial view of the University Boulevard sequence and a north-south street section.

3. Identification of opportunity sites for infill development as a possible model for transforming University Boulevard into a multi-model street.

4. Concept designs for small-scale, mixed-use development on sites that come out of the analysis or that are identified by the county. These small neighborhood four town centers could transform the way people live and work along University Boulevard by emphasizing "walkable urbanism" and enhancing the pedestrian experience.

Four Corners, Montgomery County, MD

The Four Corners neighborhood is located at the crossroads of University Blvd. and Colesville Road, two major regional roads, and is well located to job centers in the DC region. The community offers residents easy access to shops and restaurants in the nearby Woodmoor shopping center, centrally in the community. Successive road widening has made the area less walkable and more oriented to vehicles, many of which pass through the area heading to regional destinations. Many single-family homes facing University Avenue have also been converted into commercial buildings, and most of the businesses cater to vehicular access. The community also benefits from the proximity to Sligo Creek Park, which hosts pathways to ride bicycles, walk, or enjoy passive recreation. However, accessing Sligo Creek Park on foot is a challenge for residents. The lack of safe sidewalks and other pedestrian infrastructure makes it difficult to move about the neighborhood on foot or bicycle.







Issues to Address

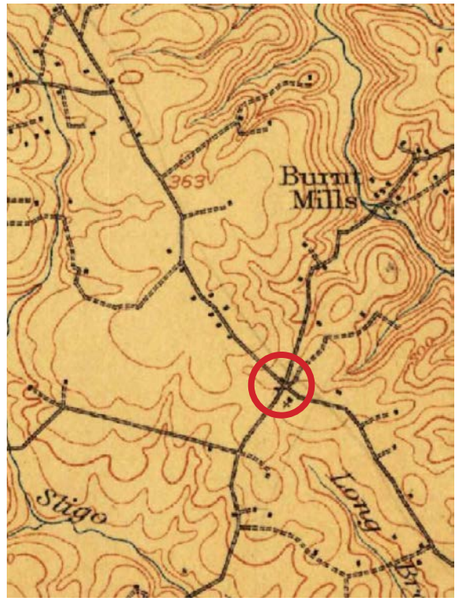
1. Coleville Road and University Blvd. are designed to support vehicles, with little or no pedestrian infrastructure.
2. The lack of a safe pedestrian environment makes it unsafe and unhealthy.
3. The area consists mostly of single-family houses. The neighborhood would benefit from an increased diversity of housing typologies.
4. University Blvd. should be adapted to support the upcoming new BRT bus routes.
5. There is a missing sense of "place" along the corridor, even though many residents are nearby.



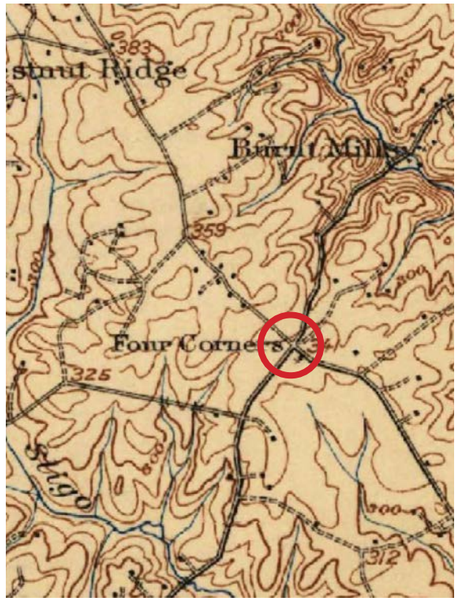
Four Corners Intersection mid 20th century



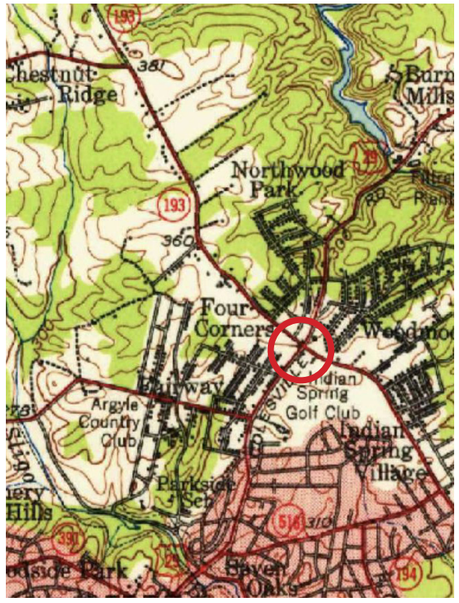
Four Corners Intersection 2018



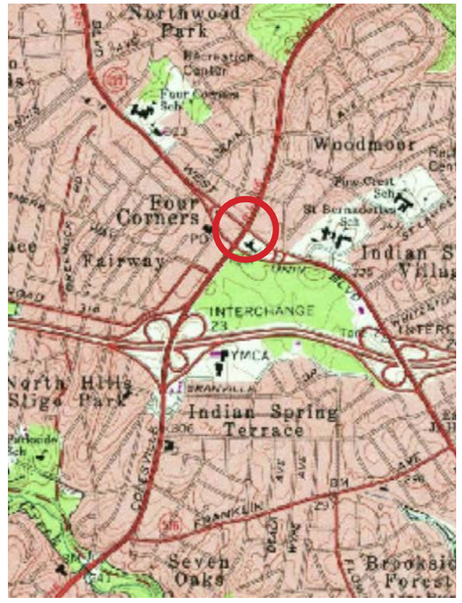
Four Corners Intersection 1908



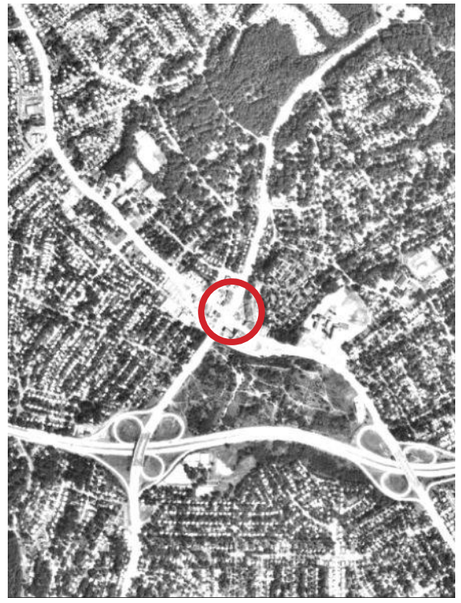
Four Corners Intersection 1923



Four Corners Intersection 1944



Four Corners Intersection 1965



Four Corners Intersection 1970

Four Corners over the Years

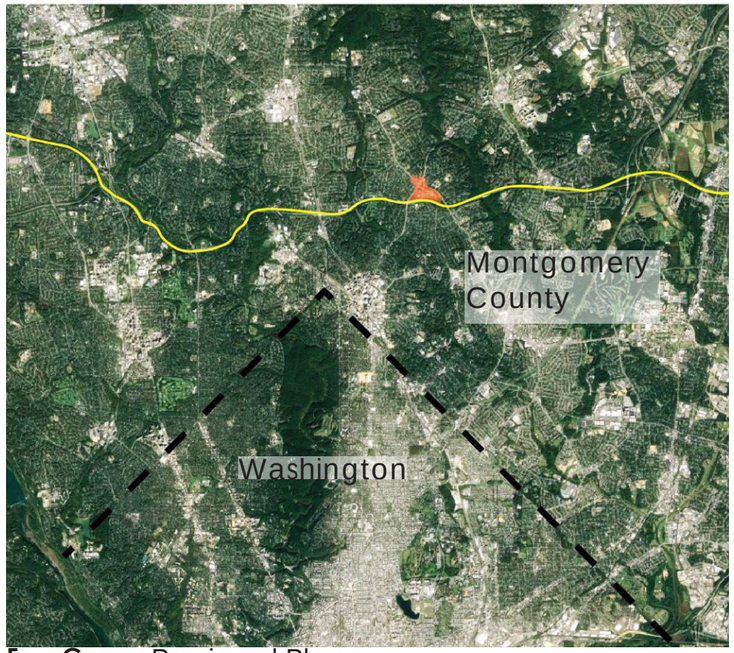
Four Corners began with the establishment in the 1700s of a water mill located at the easternmost corner of Four Corners, creating an opportunity for agricultural development. The community remained rural until the post-World War I building boom, quickly becoming one of the region's many "bedroom communities" along with the neighborhoods of Northwood Park, Woodmoor, Indian Spring Village, Indian Spring Terrace, North Hills of Sligo Park, and Fairway. The mass development of single-family homes was accompanied by winding leafy streets in contrast to an urban grid of older towns and cities in the region. As the overall region turned to suburban expansion and car ownership, the county widened Old Bladensburg Road and renamed it University Boulevard in 1957. In 1959, University Blvd. was expanded further and rerouted around the south side of Marvin Memorial United Methodist Church, now Ethiopian Evangelical Church, isolating that block. Before the road restructuring, each corner of the small intersection called Four Corners stood a local landmark, such as the Stone House Inn, now the location of a convenience store. Service stations catering to the car soon arrived, and the small, rural crossroads had lost their origins and became completely unrecognizable. In 1998, a golf club located between the Capitol Beltway, University Blvd., and Colesville Road was replaced with Montgomery Blair High School, the largest high school in the county with over 3,000 students. Some street improvements were made at the school site to increase student safety. However, these sidewalks do not continue into the community. The Four Corners area continues to have a high number of traffic accidents involving pedestrians and cars.

Four Corners is located along the three-and-a-half-mile-long University corridor that connects Wheaton to the Capital Beltway. Along the corridor, there are four potential opportunity sites for smaller town centers to help connect the individual communities on the corridor. They are:

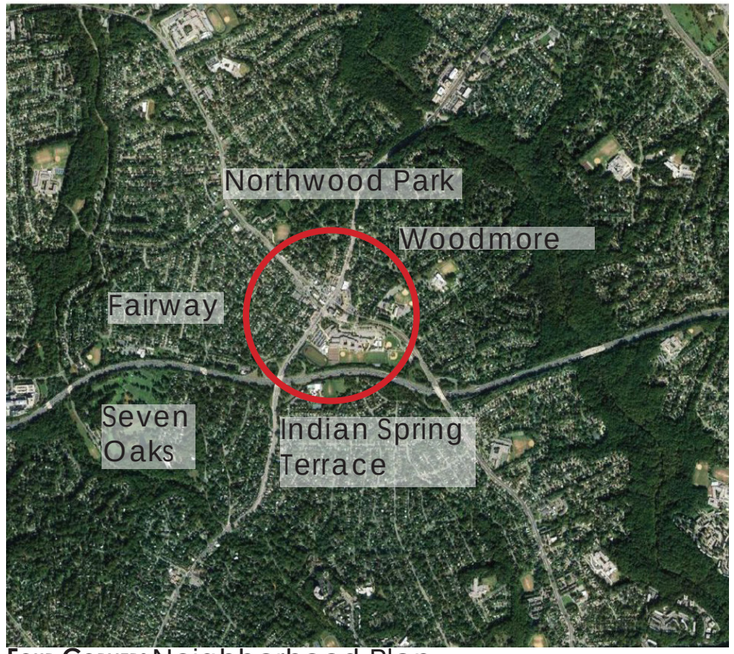
- The intersection of Inwood Ave. and University Blvd which hosts Wheaton Forest Local Park and the Inwood Center, a disabled housing facility.
- The intersection of Arcola Ave. and University Blvd. This site contains Northwood High School, Breewood Park, Arcola Towers, and access to Sligo Creek Park.
- The third site is at the intersection of Dennis Ave. and University Blvd., containing senior housing at the Oaks at Four Corners, Four Corners Medical Center, and the local funeral home.
- The fourth opportunity site is at the intersection of Colesville Rd. and University Blvd. The locations of most of the commercial businesses in the area are the Woodmore Shopping Center, several popular restaurants, a 7-Eleven, and another shopping center.



University Blvd. Corridor Node Opportunity Sites



Four Corners Regional Plan

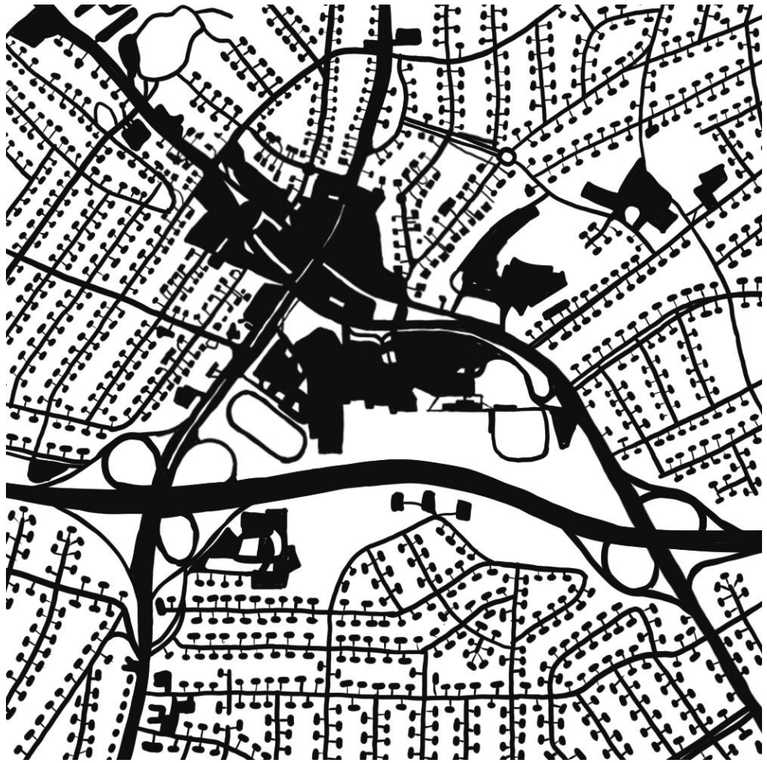


Four Corners Neighborhood Plan



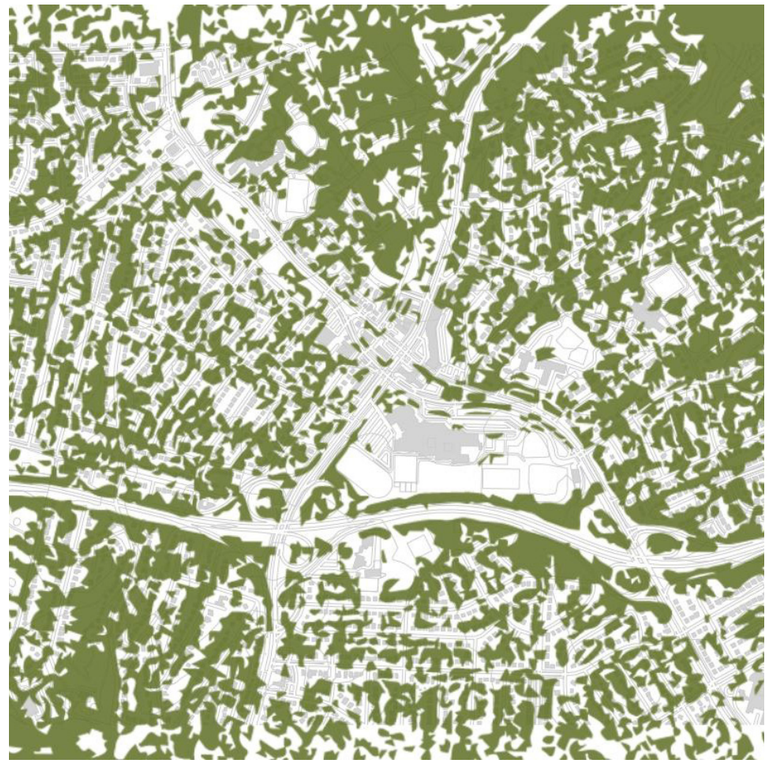
Topography

The Four Corners area is relatively flat and located centrally between the two linear parks of Sligo Creek and Trail and the Northwest Branch of Anacostia River and Trail. As University Blvd. approaches Sligo Creek from Four Corners, the topography steeply declines, with the areas north of Four Corners rolling up and downhill. Steep topography also separates the single-family house neighborhood from the Woodmoor Shopping Center.



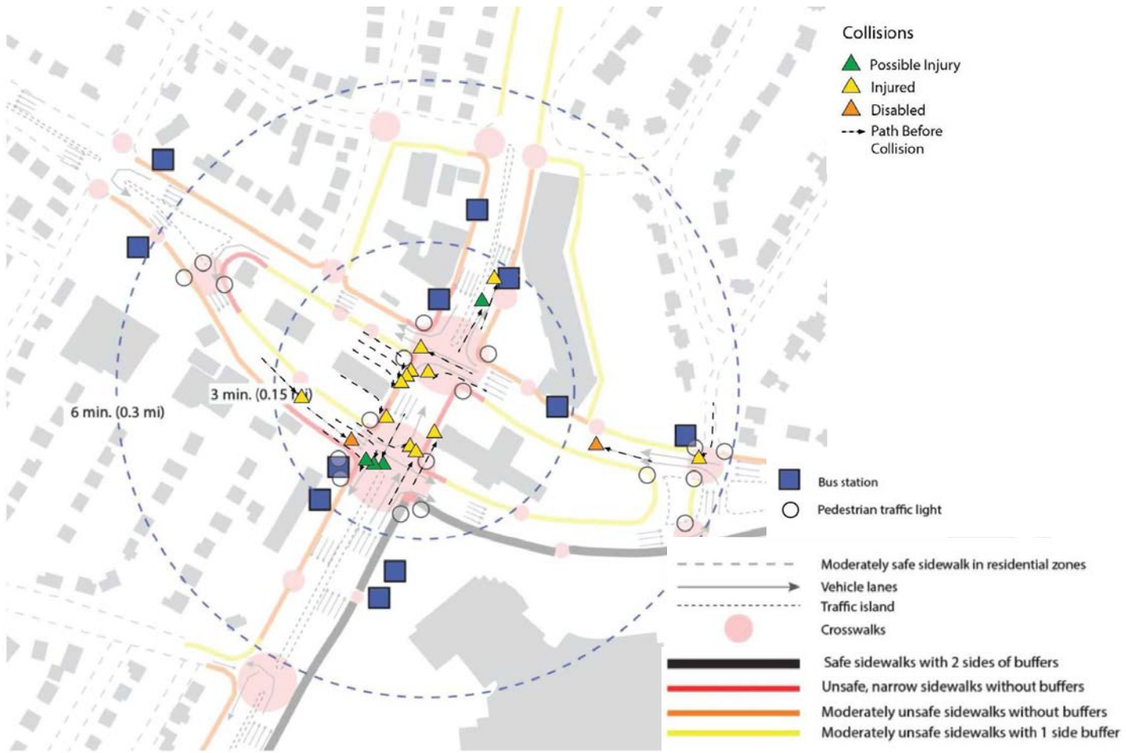
Impervious Surface

The Four Corners intersection is made up mostly of impervious surfaces of asphalt, such as the Woodmore Shopping Center and the Safeway parking lot, as well as the parking for the students and staff of Montgomery Blair High School. The considerable width of major roads, including University Blvd. and Colesville Rd., also contributes to problems of imperviousness and run-off. Even the small island created by the split of University Boulevard is almost exclusively impervious surfaces.



Tree Coverage

Tree coverage in the Four Corners community is greatest in the leafy residential areas, with few trees lining the major byways of University and Colesville. The amount of tree coverage runs inverse proportionally to the amount of impervious surface with little to no tree canopy at the major intersections of the area. As the area radiates away from the main intersection, the tree coverage becomes much denser, with heavily forested areas in Sligo Creek and the Northwest Branch of the Anacostia River.





Pedestrian Safety

Pedestrian Safety is a major concern in Four Corners, with a concentration of incidents at the intersection of Colesville Road and University Boulevard. These accidents can be tied to the fact that there are unsafe sidewalks with little room to walk, no parallel parking zone, which typically shields pedestrians from fast-moving traffic, and bus stops in poor locations. Incidents are particularly common during peak hours, with too many pedestrians waiting at the main intersections where the car-centered infrastructure puts them in danger.

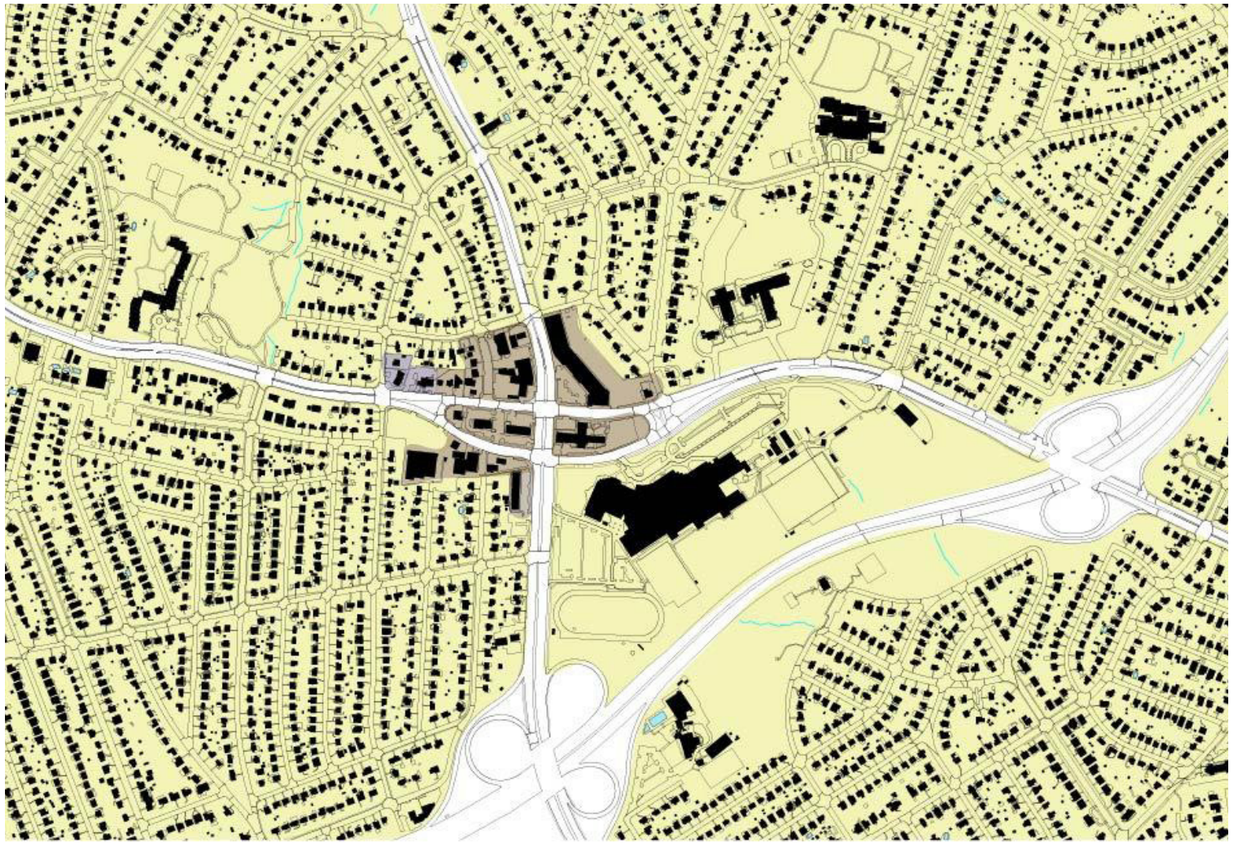
Walkability

While some sidewalks connect the community of Four Corners, the unsafe condition of these sidewalks, combined with the wide right of ways and the vast amount of commuter traffic, prevents the Four Corners area from being walkable, and hence, with most residents driving for all of their daily needs. Best practice suggests a safe sidewalk is at least nine feet of buffer between the road and the sidewalk. The only safe sidewalks on site are the ones that surround Montgomery Blair High School, although high school students still cross into the commercial area after school and are still at risk of vehicular collisions. Most unsafe are the two main intersections of University Blvd. and Colesville Rd., with little to no space for pedestrians and no buffer between the major roadways and the pedestrians.



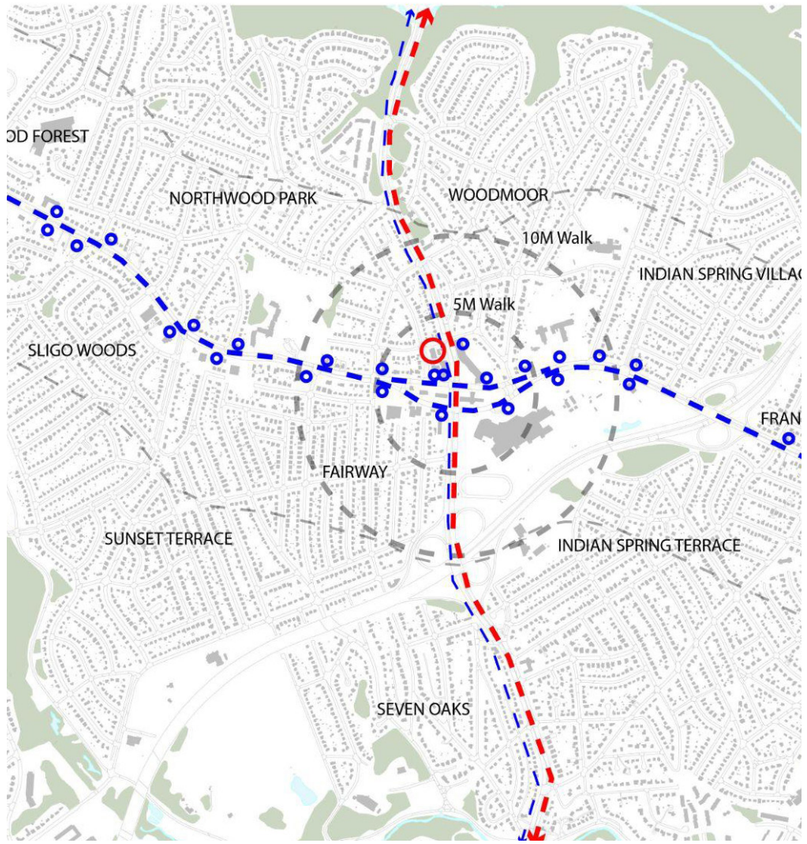
Neighborhood Diagram

Four Corners is the commercial center of a larger community comprising ten smaller residential neighborhoods. Northwood Park, Woodmore, Indian Spring Terrace, and Fairview make up the local neighborhoods that border the Four Corners Intersection. In the northeast corner are the communities of Indian Spring Village and Franklin Knolls. In the northwest are the communities of Northwood Forest and Sligo Woods. In the South are the communities of Sunset Terrace and Seven Oaks. All of these communities together make up the area that is four corners. In total, these ten communities make up a population of over 8,300 residents and 2.86k housing units, according to the 2020 census. The land ownership breakdown of the communities shows that 2.49k of the housing is owner-occupied, and only 344 homes are rented.



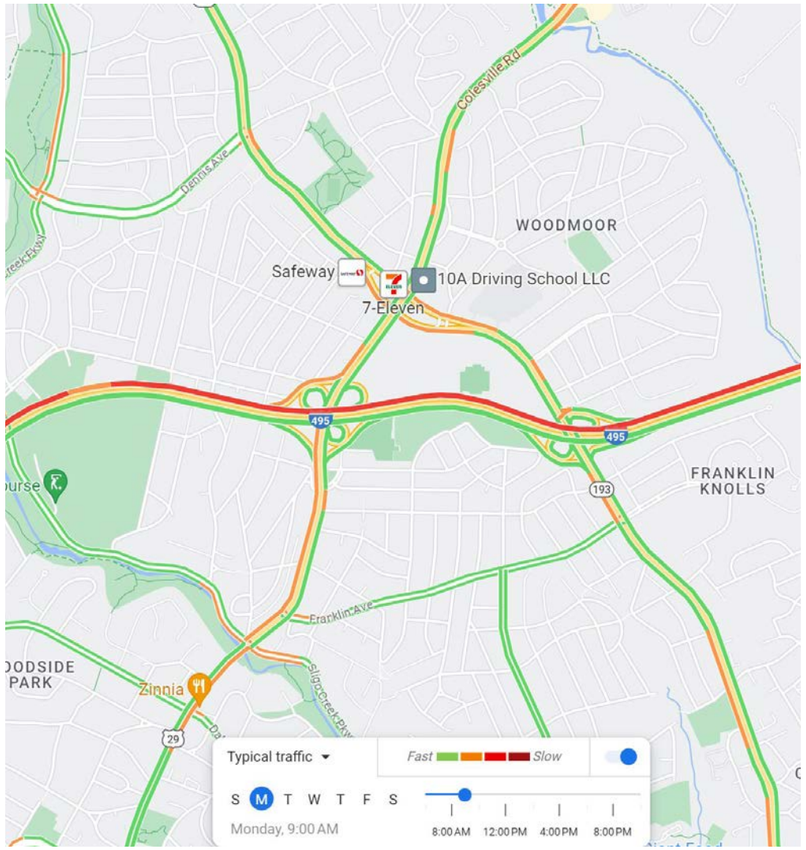
Zoning Diagram

Four Corners is the commercial center of a larger community comprising ten smaller residential neighborhoods: Northwood Park, Woodmore, Indian Spring Terrace, Seven Oaks, Sunset Terrace, Franklin Knolls, Indian Spring Village, and Fairview. All of these communities together make up a population of over 8,300 residents and 2.86k housing units, according to the 2020 census. The land ownership breakdown of the communities shows that 2.49k of the housing is owner-occupied, and only 344 homes are rented, making it a heavily owner-occupied series of neighborhoods. At the Four Corners intersection, the area is mainly zoned as CRT with allowed uses as pedestrian-oriented centers. These spaces have a max height of 35 to 150 feet with a required green area of 0 to 10 percent. The surrounding areas are zoned R-60 or zoned for single-family housing. These spaces require two parking spaces per dwelling unit and a maximum building height of 50 feet. The Thrive 2050 plan shows that the county intends to rezone areas along the corridor and at Four Corners to be rezoned for a much denser environment. This plan shows mixed-use spaces along the corridor and in the smaller town centers. Rezoning is planned to address the lack of housing in the community as well as connect the community along the corridor.



Bus and the new BRT

The only public transit available at Four Corners is the extensive bus system. The bus stops are mostly focused along Colesville Rd. and University Blvd. The area is currently serviced by Metrobus Z6, Z8, C2, and C4 as well as ride on numbers 8, 9, and 19. There is one BRT stop along Colesville Road with Montgomery County planning in their Thrive 2050 plan to incorporate the BRT stops in 4 places in the University Corridor at the intersection of Inwood Avenue, Arcola Avenue, Dennis Avenue, and Colesville Road. Vast road infrastructure changes are needed to incorporate the median-accessed BRT bus system.



Exisiting Traffic Conditions

Four Corners is centrally located along the commute from Wheaton to Washington, DC. Most commuters in Wheaton must pass through four corners to get on the Capital Beltway. Traffic records show that an average of 60,000 cars pass through the primary two Four Corners traffic lights each day, with highs of 90,000 vehicles. As visible in the traffic diagram during rush hour, traffic conditions are fast along University Blvd. until vehicles stop at the intersection of Colesville Rd. and University Blvd. The road infrastructure at four corners creates confusion and difficult turns that drastically increase commuter traffic.



Assets Diagram

Four Corners is a thriving community. The biggest asset to Four Corners is Woodmore Shopping Center. Across Colesville Rd. is another shopping center that contains thriving businesses in subpar architecture, such as The 4 Corners Pub, a Caribbean Restaurant, and an East Asian restaurant. University Blvd. was diverted to protect the historic Ethiopian Evangelical Church by adding an Art studio on the Northeast Side. Residents can access a grocery store in Four Corners at the Safeway with a large parking lot in front.



Austin, Texas

Austin's Healthy Streets Program was a response to the 2020 COVID-19 pandemic as a way to provide more space for people to walk, bike, and exercise outdoors. These streets were typically residential and approximately 25-40 feet wide. Austin streets went through a road diet to provide designated bus and bike lanes.





Boston Artery

The Boston Artery was known for its congestion, with nicknames such as the largest parking lot in the world and the distressway. In 2007, the Big Dig was completed which rerouted the Boston Artery underground into tunnels. These changes left large spaces on the ground that the city converted into a public park with lots of greenery.

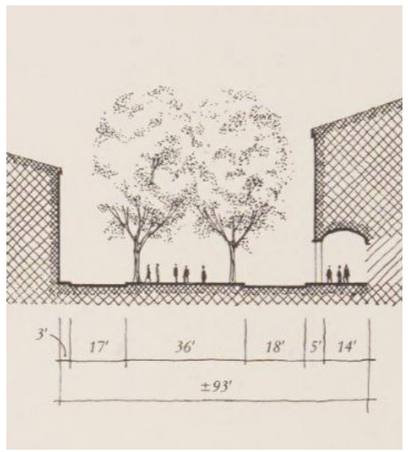




Monon Blvd., Indiana

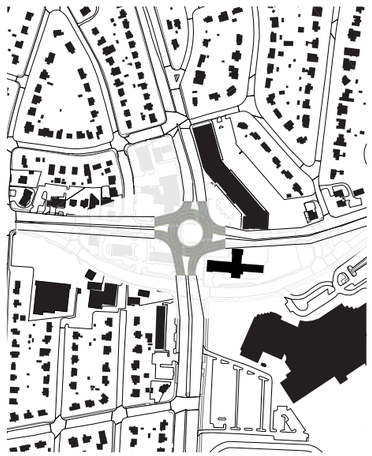
Monon Boulevard in Carmel, IN, is a multipurpose linear park. Urban planners developed a plan that replaced a 12-foot wide asphalt path with an expanded 140-foot wide multimodal boulevard focused on bicyclists and pedestrians with low-speed vehicular traffic lanes and parallel parking spaces.

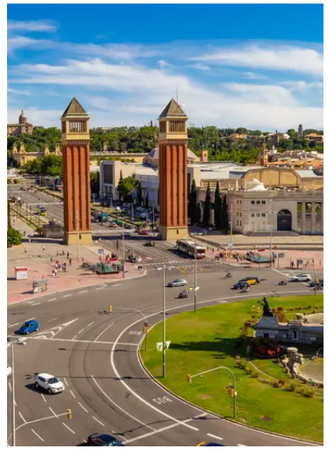




La Ramblas, Barcelona

La Ramblas in Barcelona, Spain, is a 1.2 km long pedestrian road with two narrow one-lane traffic lanes on each side. City-restricted traffic makes this feel pedestrian-centered rather than car-focused. There are elements of nature throughout the road and small shops in the pedestrian paths to create a sense of place.





Placa de Espanya

Placa de Espanya is one of the largest squares in Barcelona. Placa de Espanya is a circular plaza with a large monument in the center. Several major road arteries meet in this square. Traffic is maintained at this intersection with a large roundabout with at least three lanes of traffic in each direction, similar to Four Corners.



Park Avenue, New York

Park Avenue in New York runs North to South Bound in Manhattan. The Avenue has three lanes in each direction, with a large green median in the center. There are resting areas in the green median for pedestrians to rest while crossing.

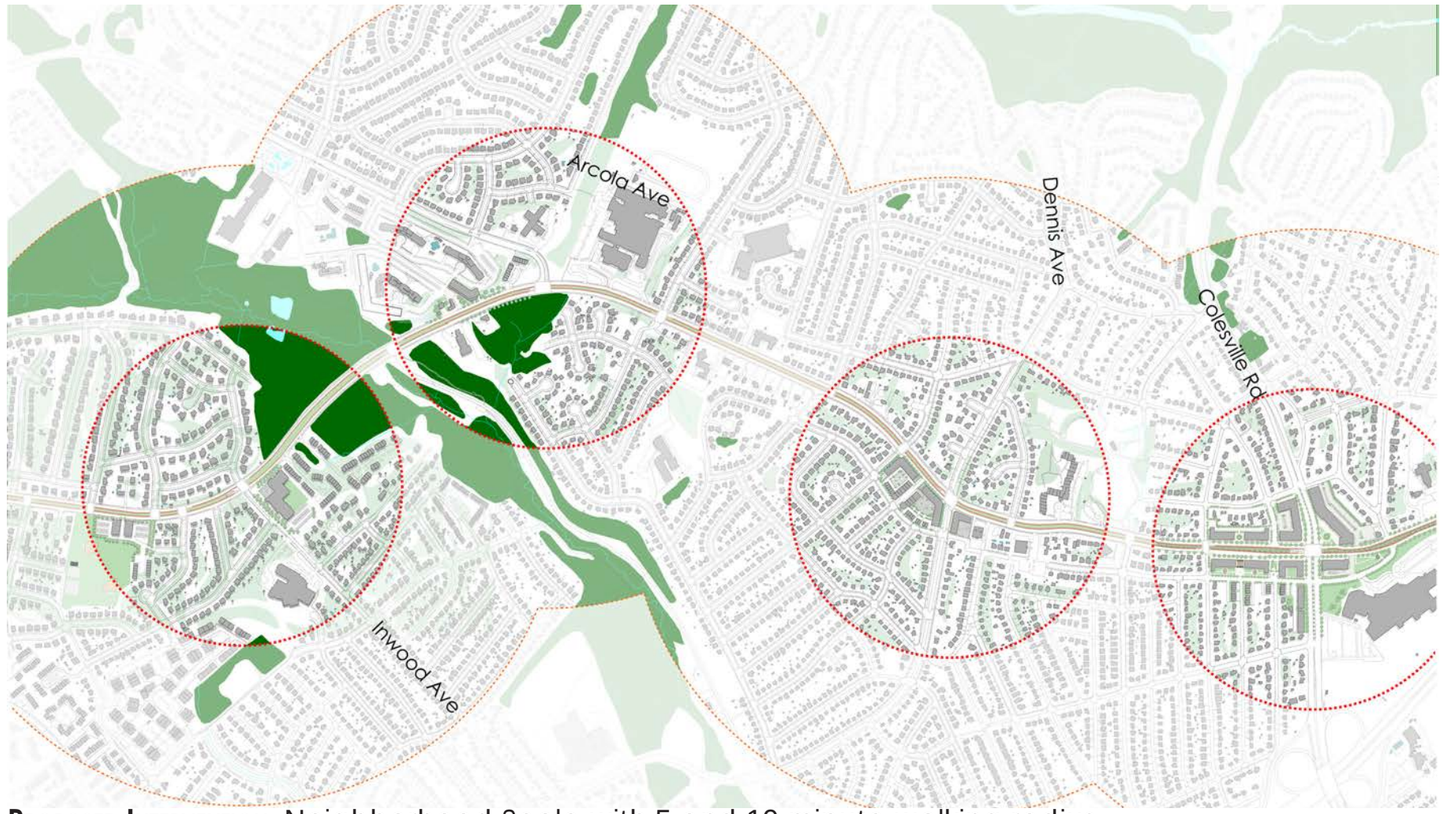
University Spine

Ucheya Ajaero
Abigail Bullock
Abigail Perkins
Nichelle Rahming-Williams
Brianna Riffle

University Spine focuses on creating a series of town centers along the University Avenue corridor where the new BRT system will be implemented. The four town centers are Marketplace at the intersection of Inwood Avenue; Arcola Towers at the intersection of Arcola Avenue; Dennis Point at the intersection of Dennis Avenue; and Four Corners at the intersection of Colesville Road. This plan increases the density and proposes new housing typologies in these town centers as well as creating new commercial zones. To implement the BRT bus system with a central median along University Blvd., University Blvd. is put on a road diet and rerouted through Four Corners to remove the island condition.

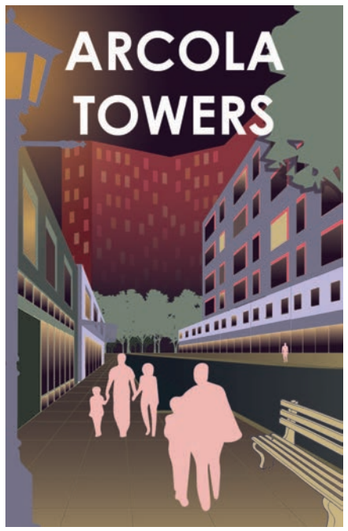


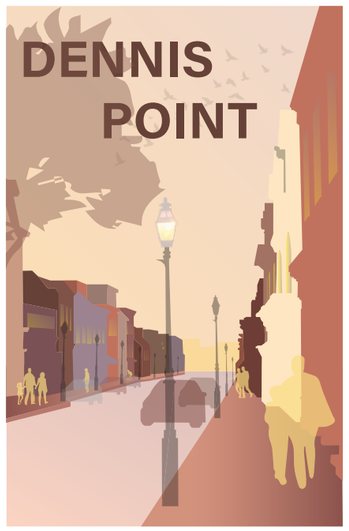
Existing Plan



Proposed Intervention Neighborhood Scale with 5 and 10 minute walking radius



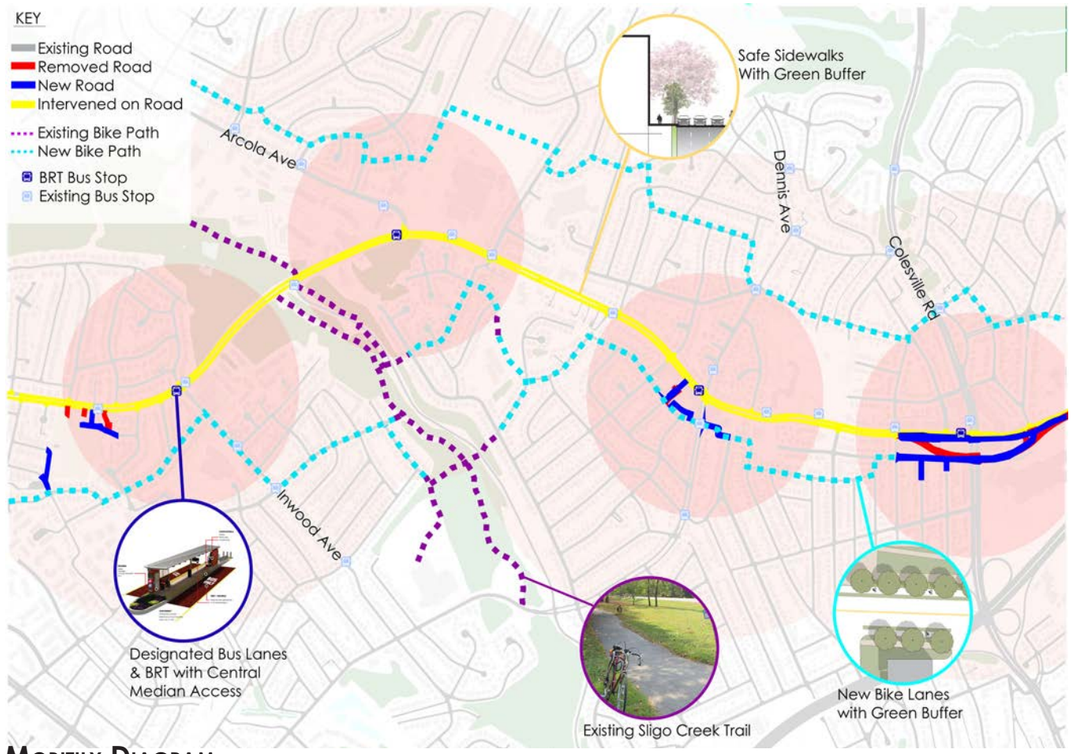








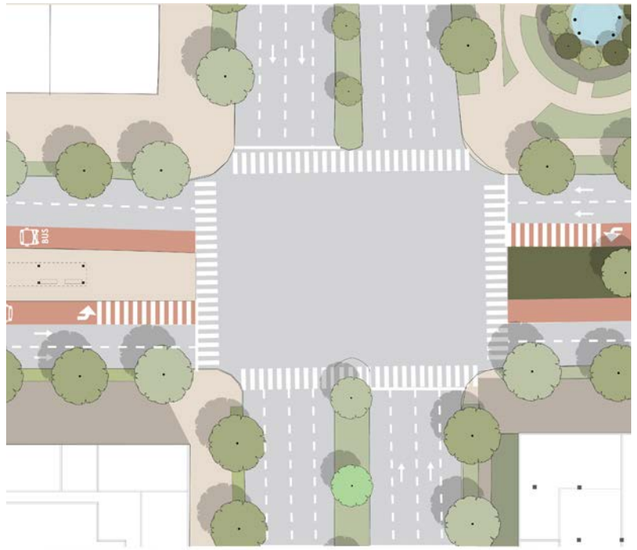
Residents Diagram Regional Scale



Mobitily Diagram



Places Diagram



Adapted Road Structure

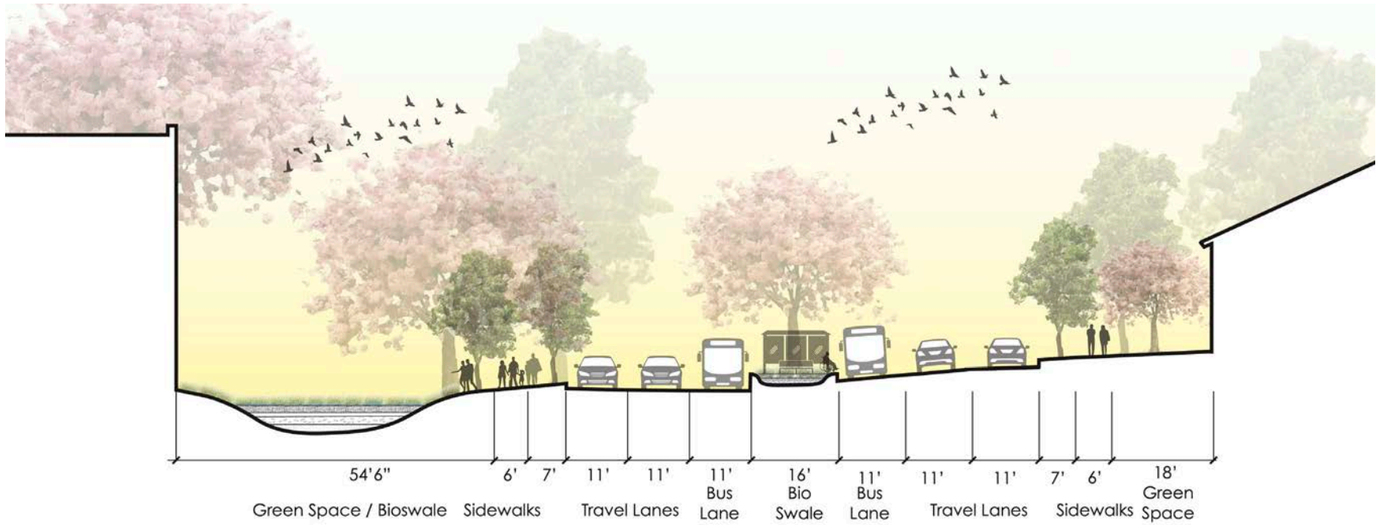


Open Spaces Diagram

Market Place



Proposed Plan



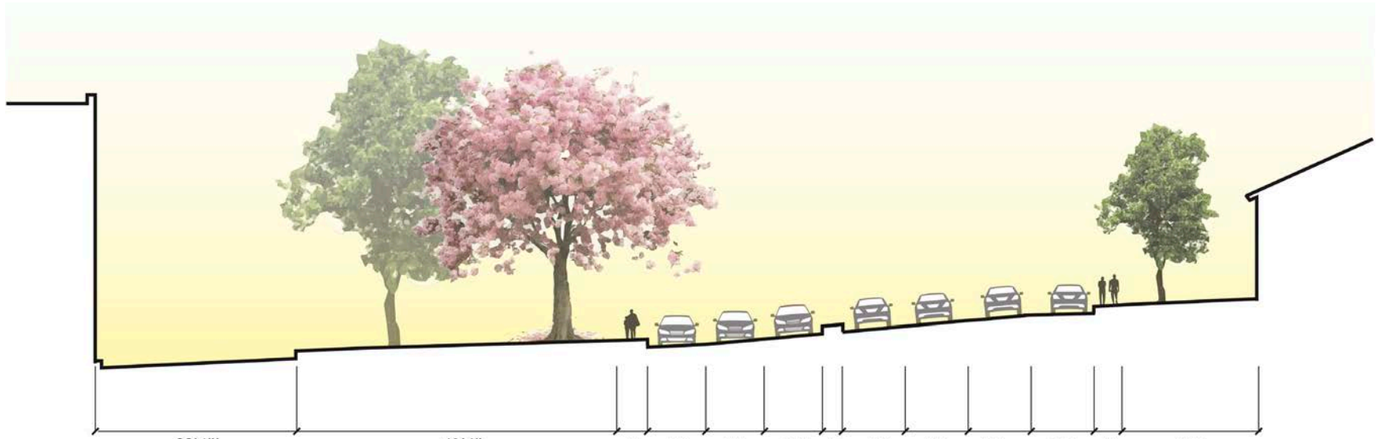
Proposed Section Scale: 0'-1/16" = 1'-0"
0 5 10 15 20 30 40



Proposed Section



Existing Plan



Existing Section Scale: 0'-1/16" = 1'-0"
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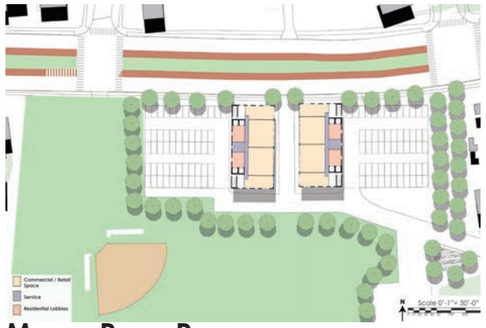
Existing Section



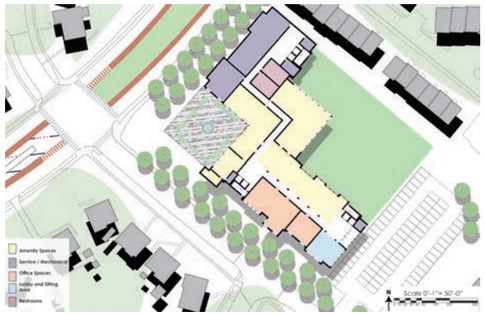
Proposed Intervention at Inwood Avenue Neighborhood Scale



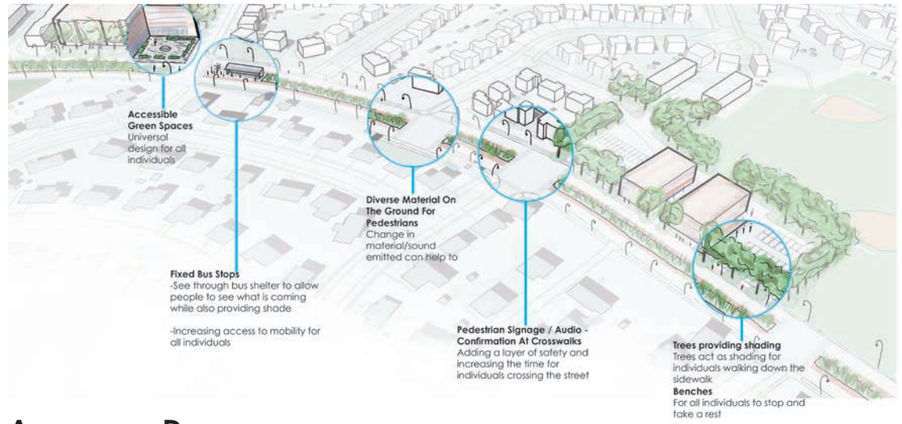
Market Place



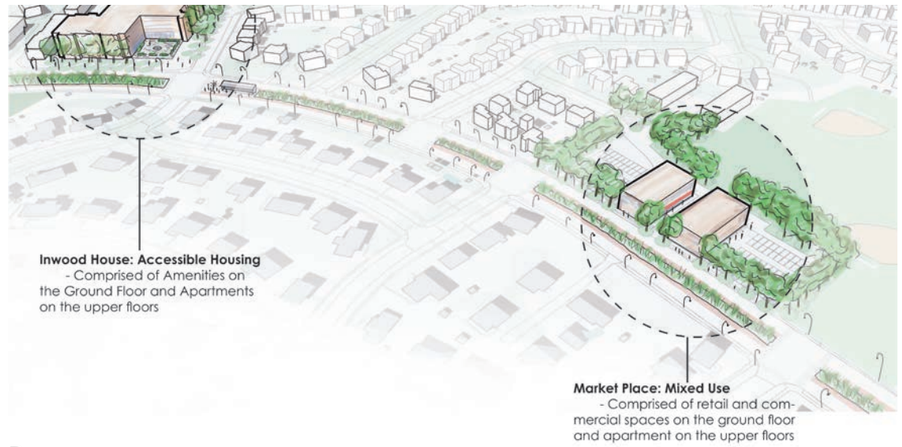
Market Place Plan



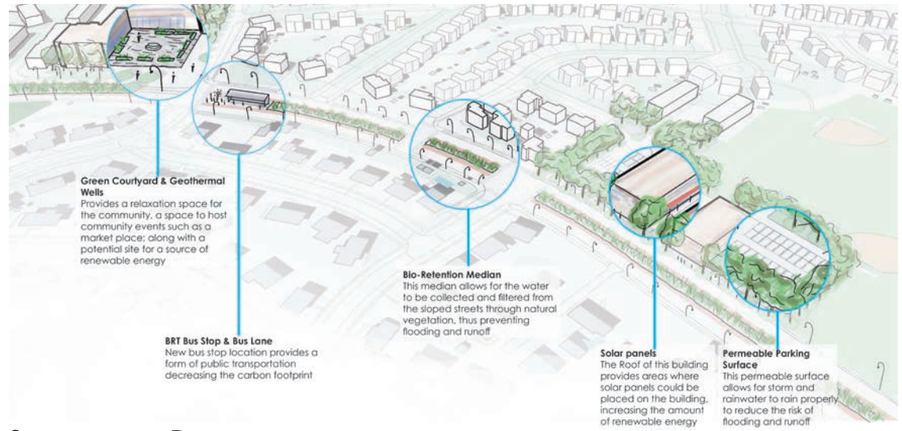
Inwood Center Plan



Accessibility Diagram



Program



Sustainability Diagram

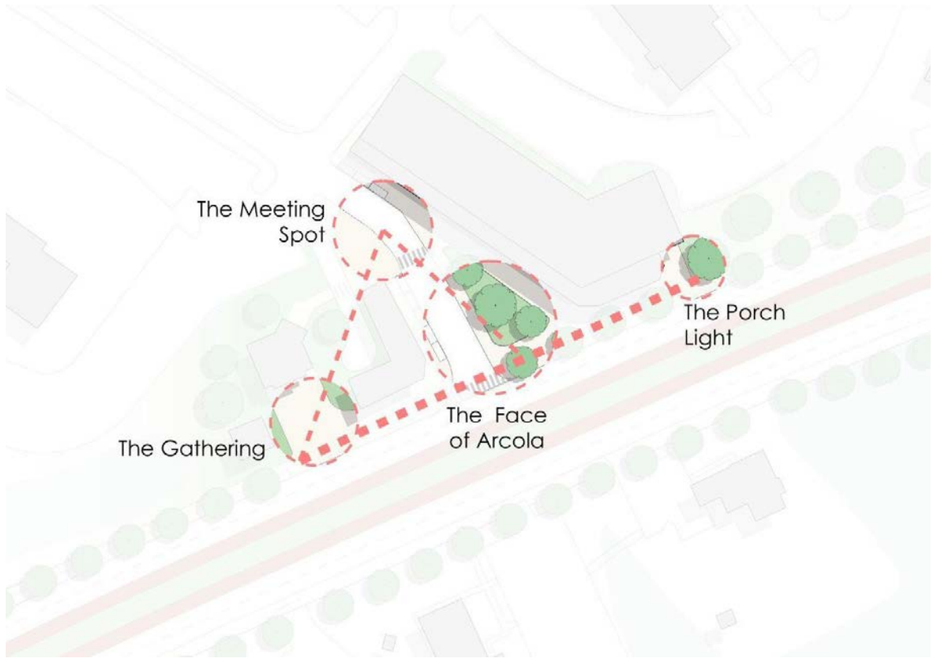
Arcola Towers



Proposed Plan



Existing Plan



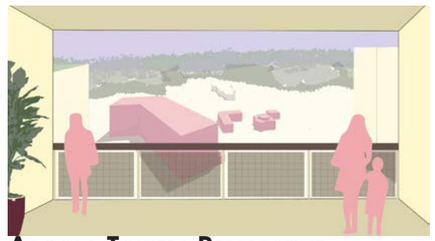
Gathering Space Diagram



Proposed & Existing Section



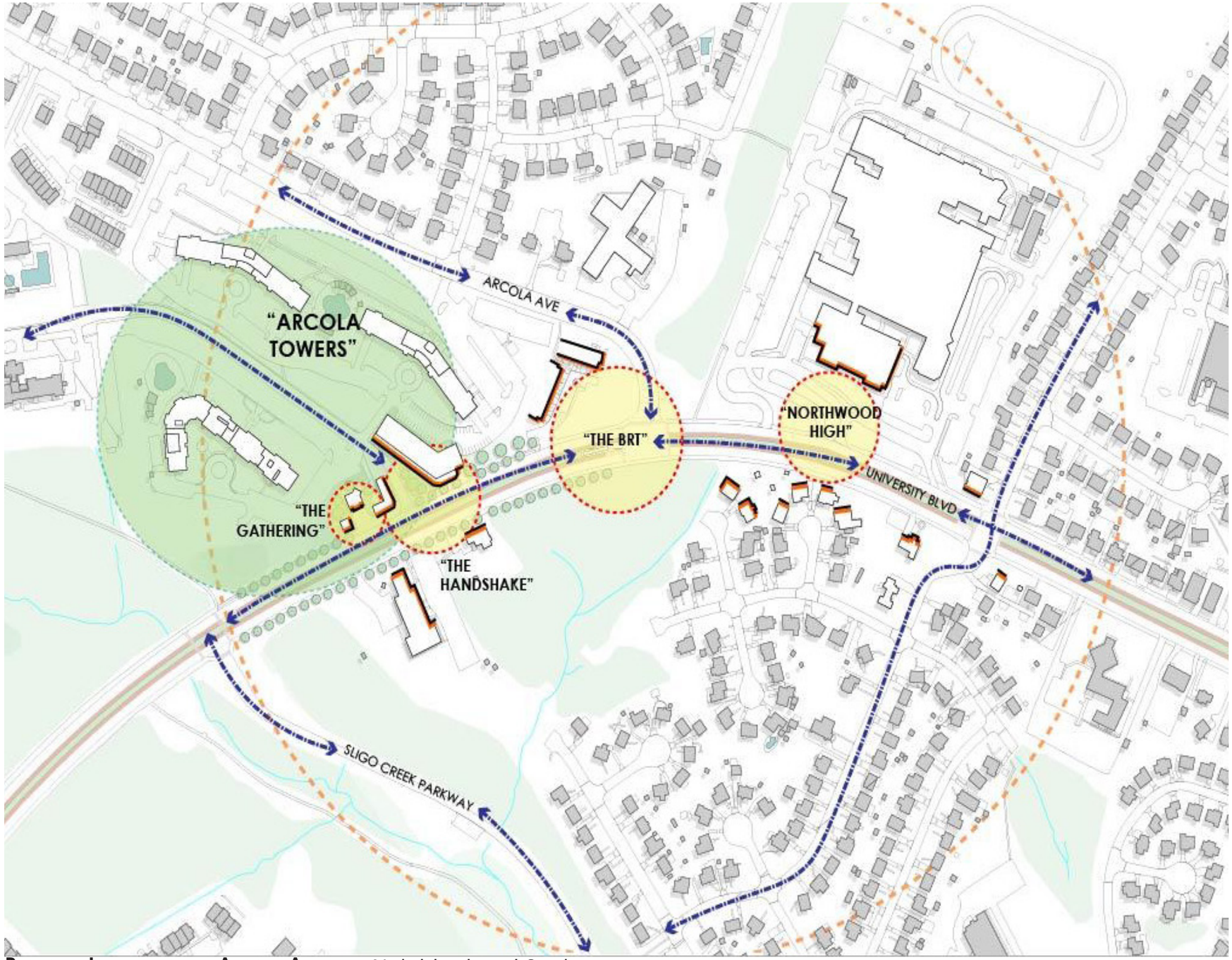
Retail Perspective



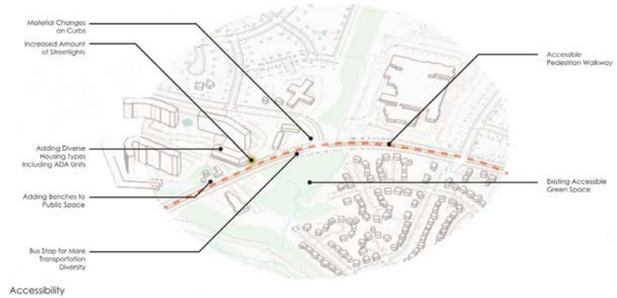
Arcola Towers Perspective



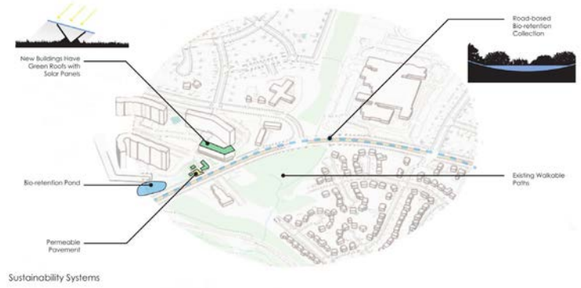
Section Cut



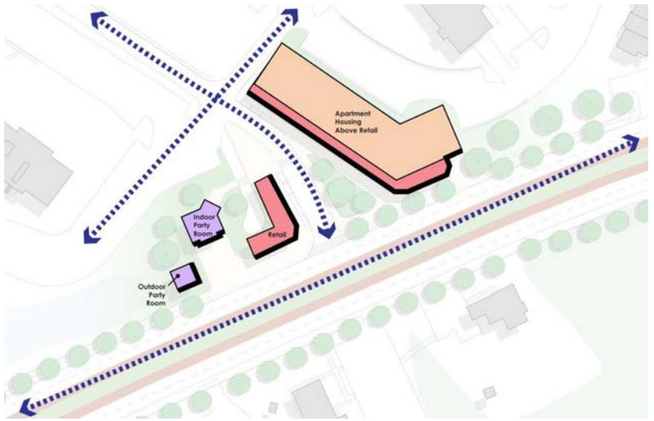
Proposed Intervention at Arcola Avenue Neighborhood Scale



Accessibility Diagram



Sustainability Diagram



Program

Dennis Point



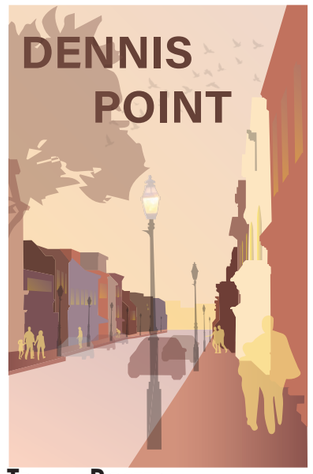
Proposed Plan



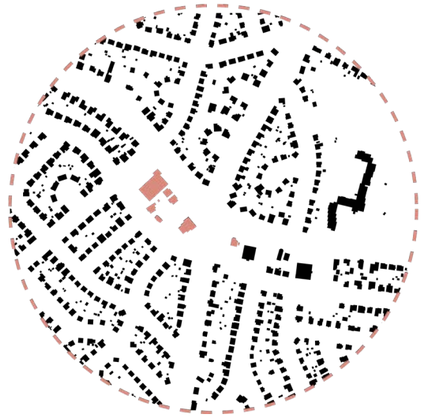
Existing Plan



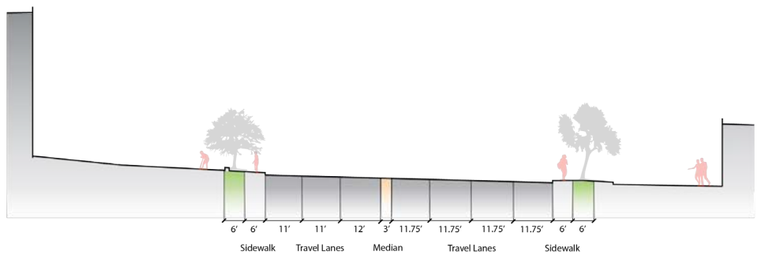
Retail Perspective



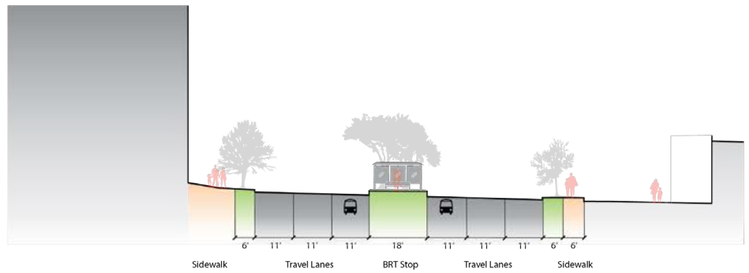
Travel Poster



Soft Sites



Before



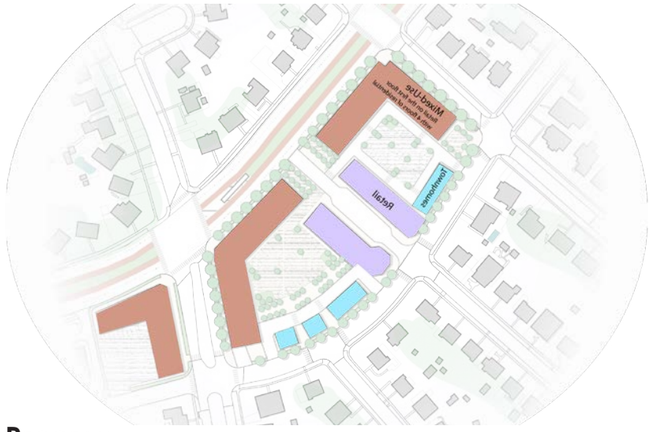
Proposed & Existing Section







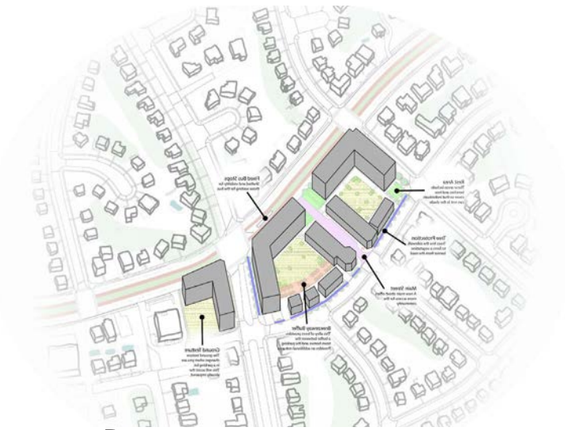
Proposed Intervention at Dennis Avenue Neighborhood Scale



Program



Sustainability Diagram



Accessibility Diagram

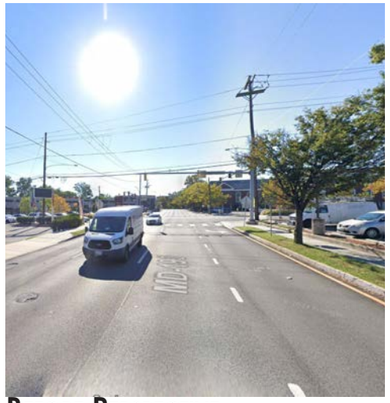
Four Corners



Proposed Plan



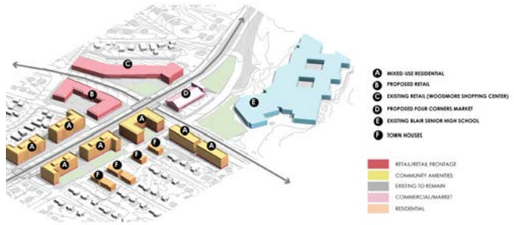
Existing Plan



Before Perspective

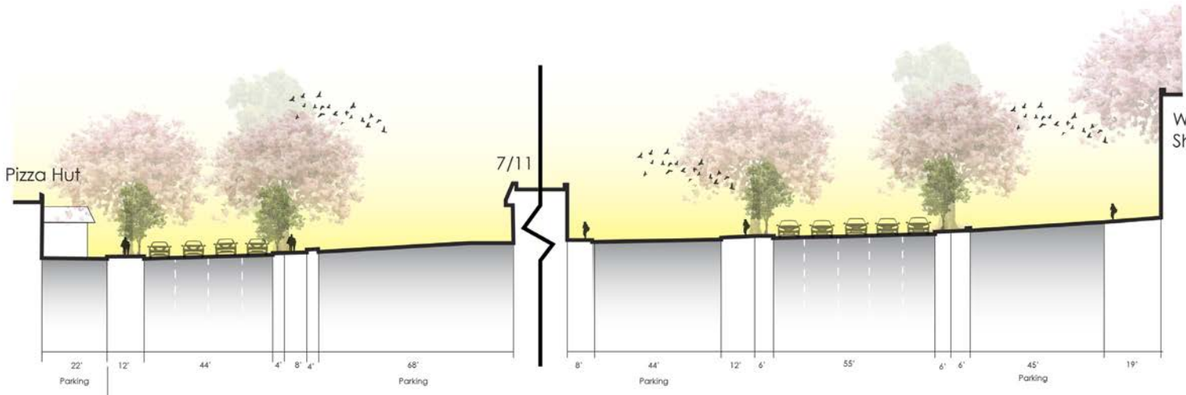


After Perspective

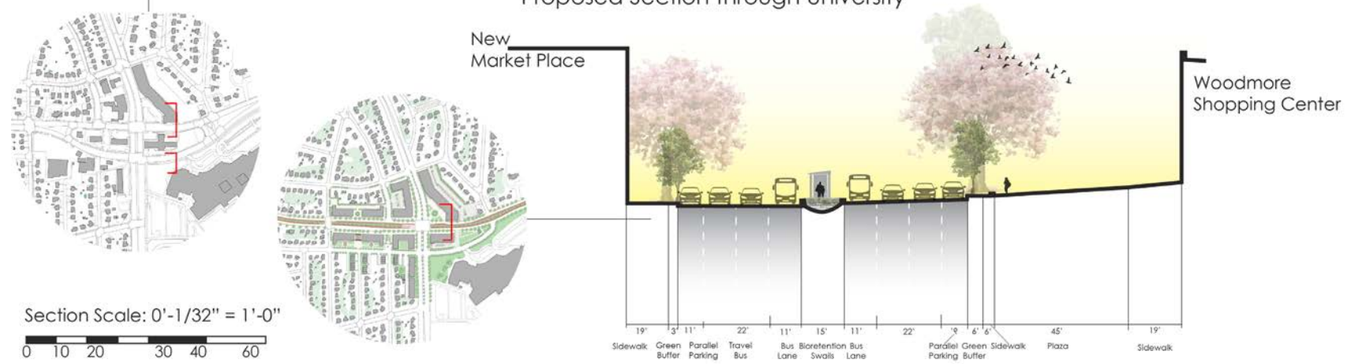


Program

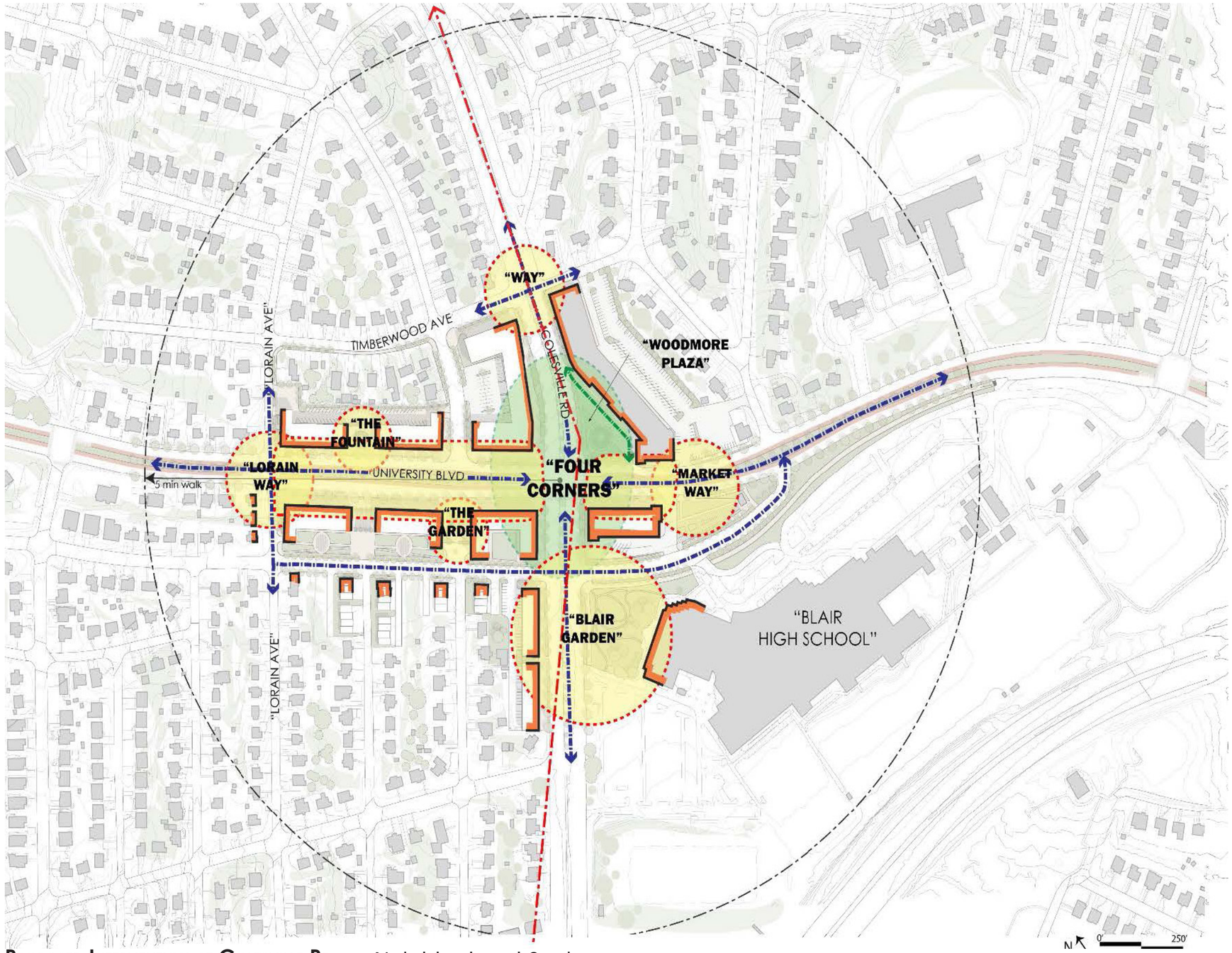
Existing Section through University



Proposed Section through University



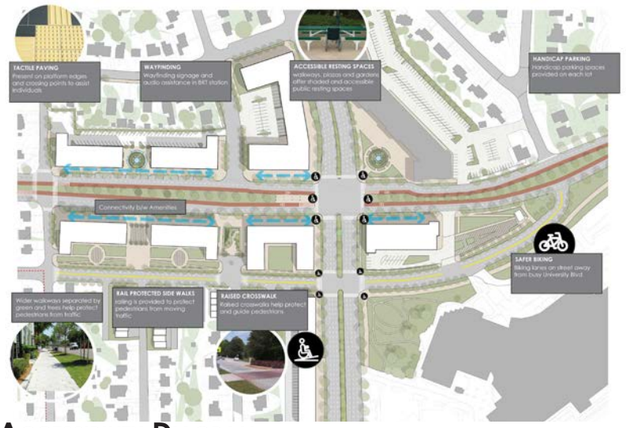
Proposed & Existing Section



Proposed Intervention at Colesville Rd. Neighborhood Scale



Program



Accessibility Diagram



Sustainability Diagram

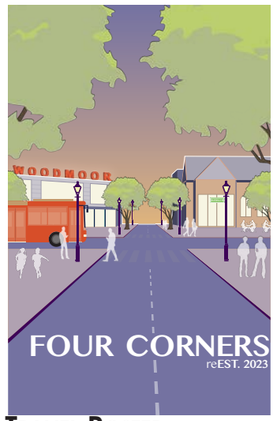
Four Corners Re-Established

Margret Boland
Jose Gomez
Hannah Gross
Adrian Mora
Omari Watson

Four Corners reEstablished considers the original edges of the intersection before the University Boulevard split and the island was introduced. This allows for two-way commuter traffic that currently occupies the southern bend to continue, with a small neighborhood street occupying the north, separating heavy traffic from the neighborhood traffic and the pedestrian realm. The reimagining of the urban landscape creates engaging community spaces throughout the area, including the original Four Corners that are currently occupied by surface parking lots. This plan introduces opportunities for population and economic growth with new housing typology and retail locations.



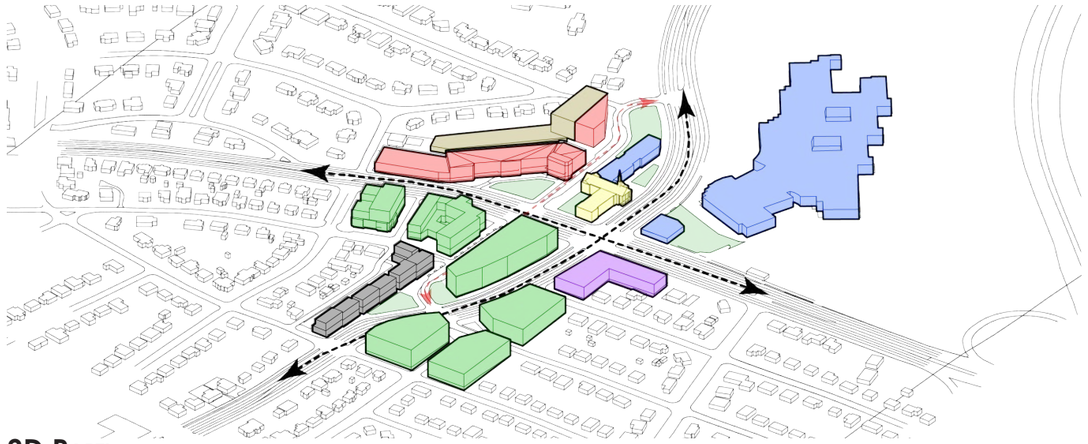
Travel Poster



Travel Poster



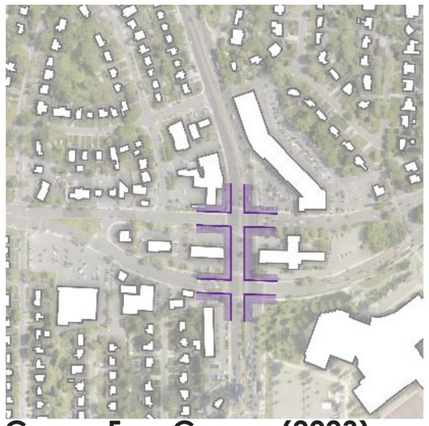
Site Plan



3D Parti



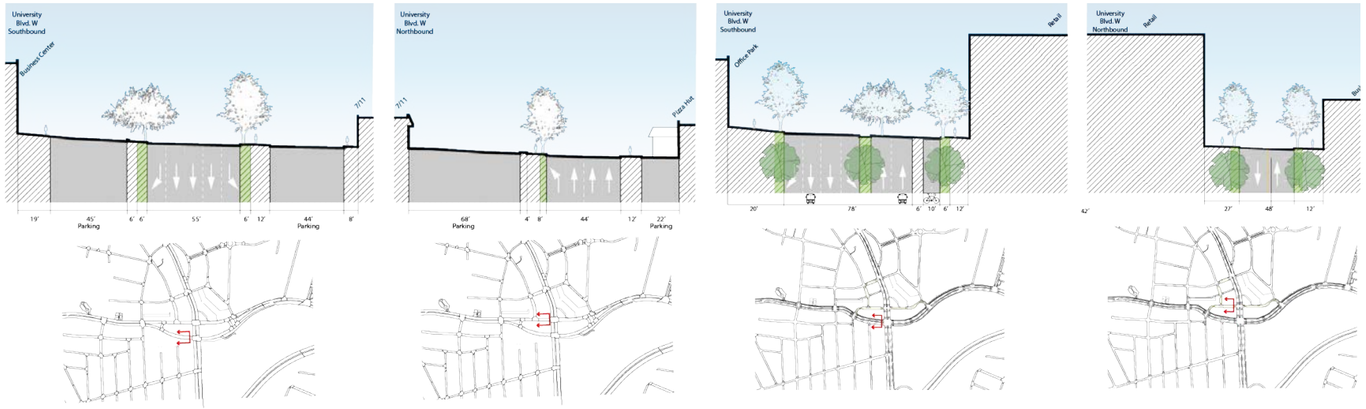
Original Four Corners (1951)



Currnet Four Corners (2023)

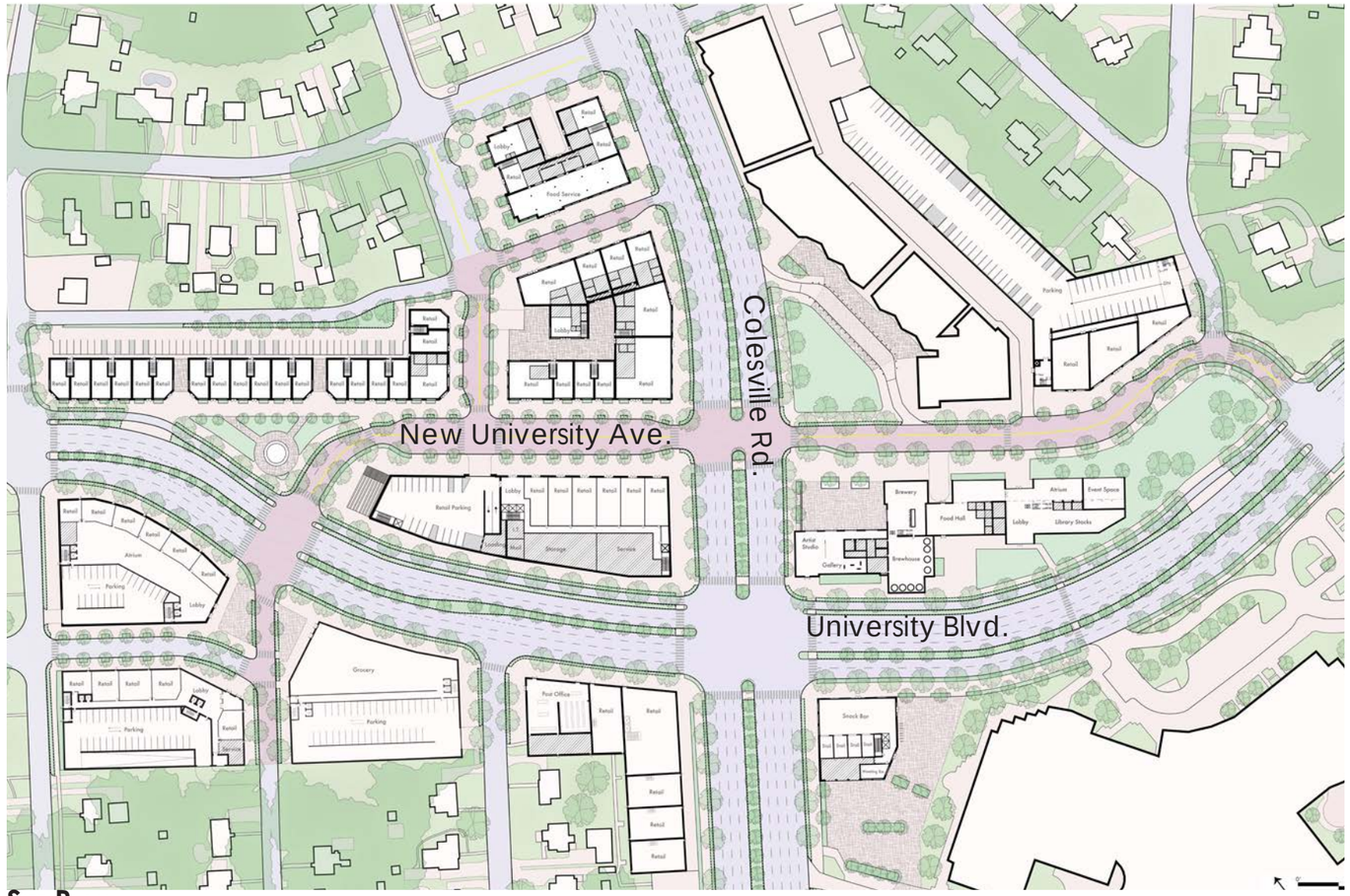


Proposed Intervention

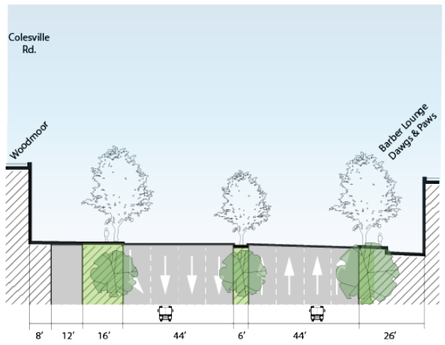


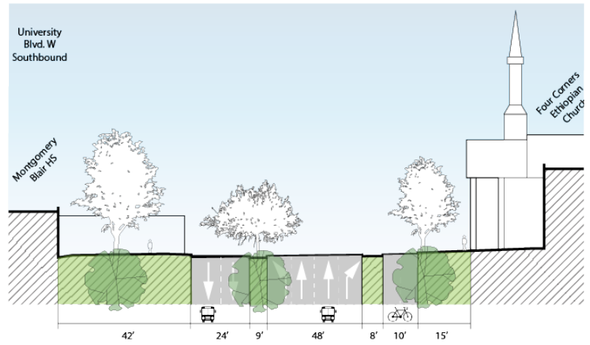
Existing Section

Proposed Section



Site Plan

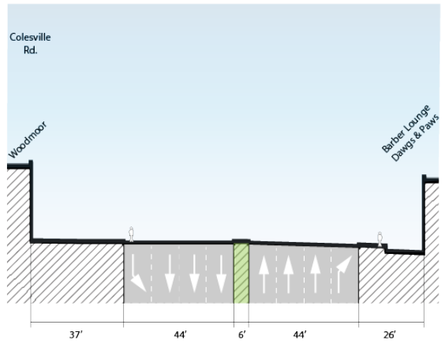


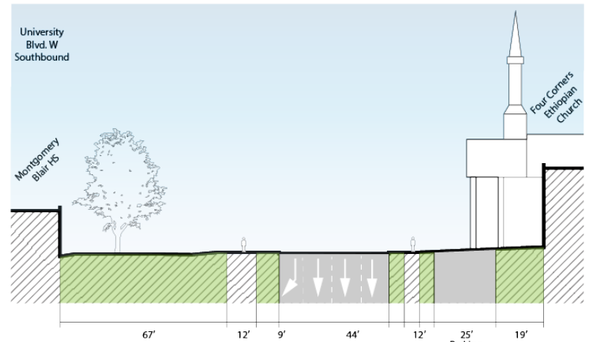


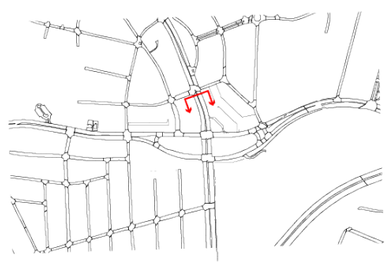


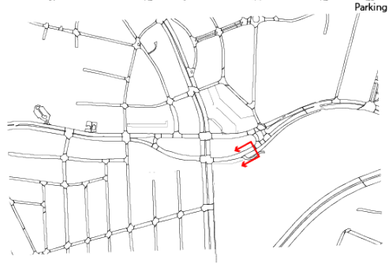


Proposed Section

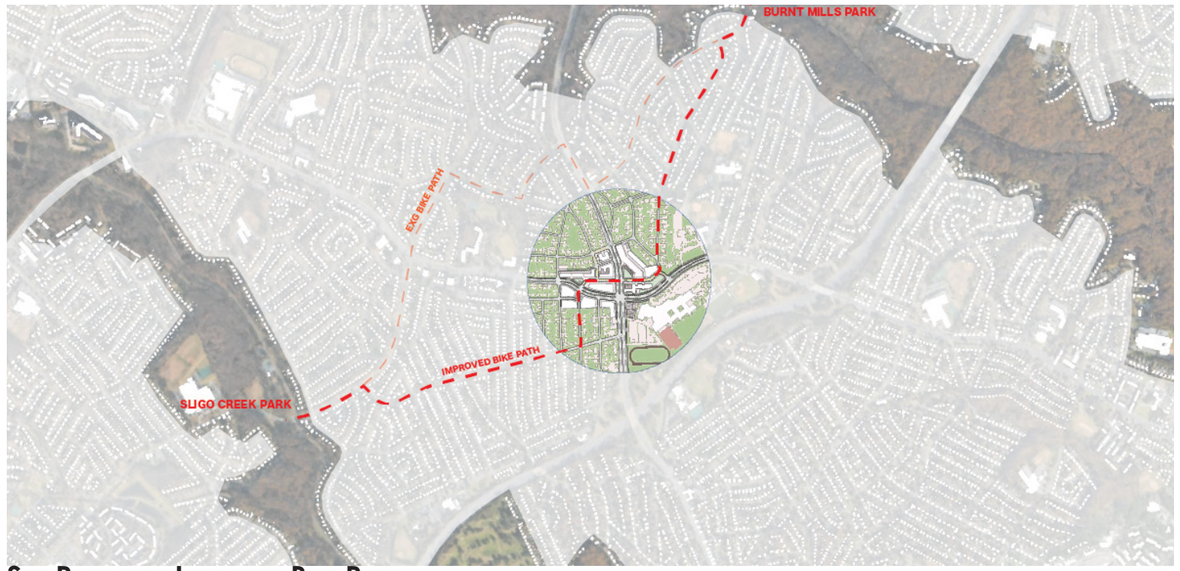








Existing Section



Site Plan with Improved Bike Path

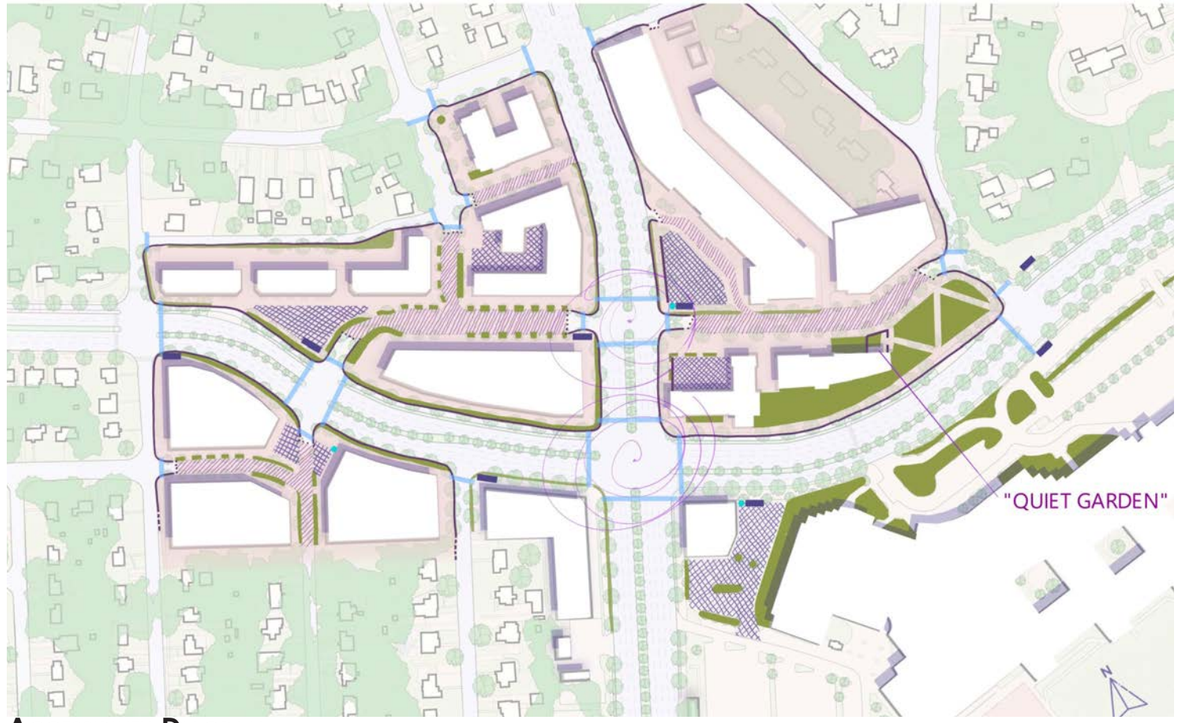


Typologies



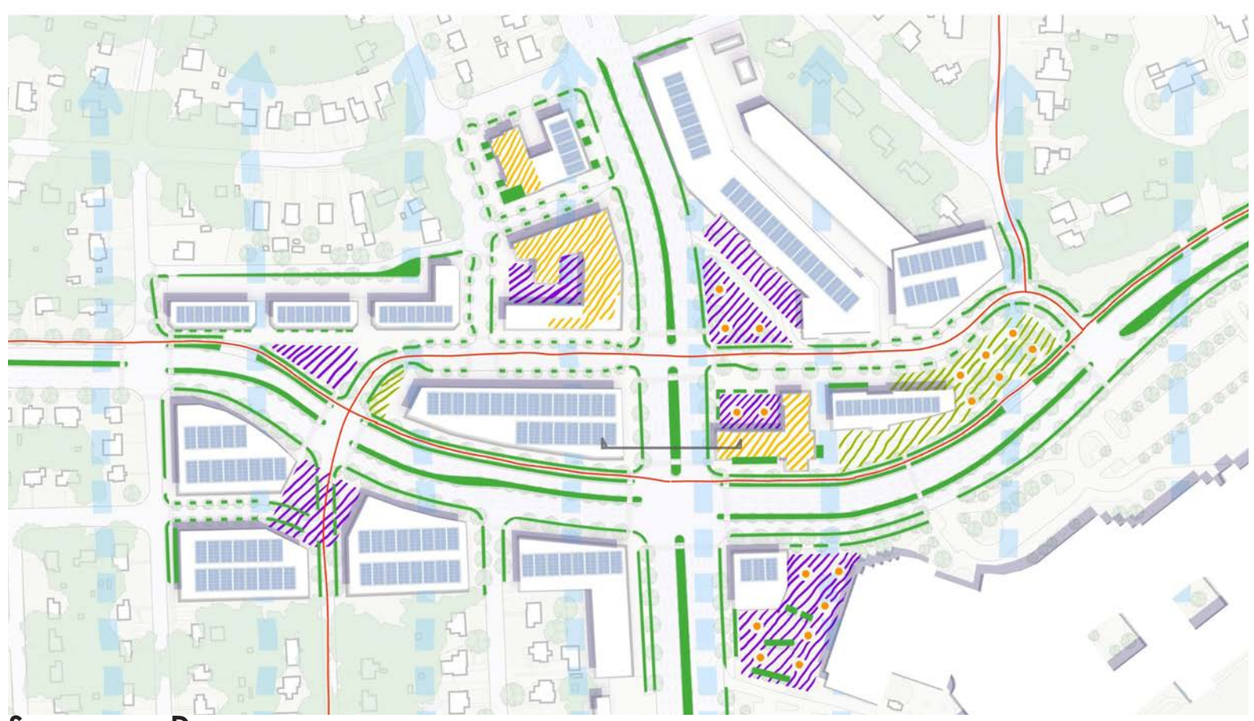
New Streets Diagram

"SAME LEVEL" PAVEMENT CHANGE PERMEABLE PAVERS SOFTSCAPE CROSSING HELP BUTTON RESTING PLACE

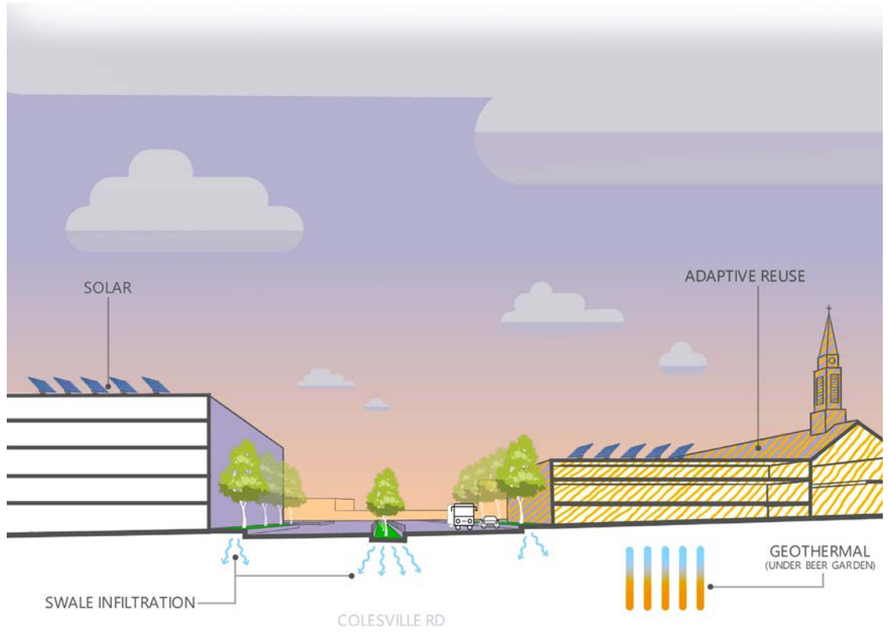


Accessibility Diagram

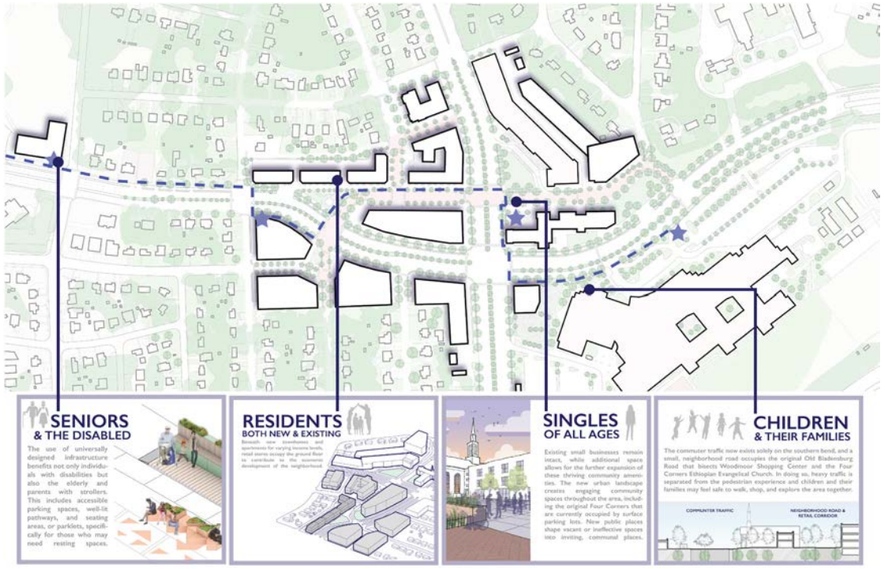
GEOTHERMAL WELLS ADAPTIVE REUSE RECLAIMED GREEN SPACE PERMEABLE PAVEMENT BIKE LANE SWALE



Sustainability Diagram



Sustainability Diagram



Residents Diagram



Existing Figure Ground



Buildings Demolished



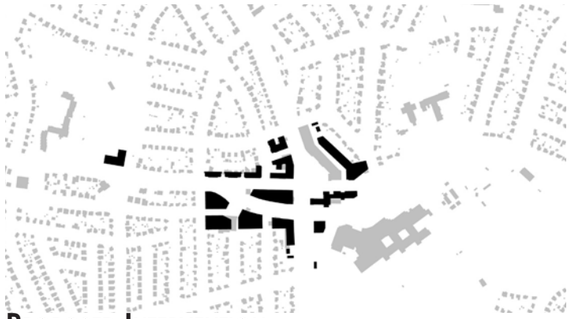
Original Four Corners (1951)



Currnet Four Corners (2023)



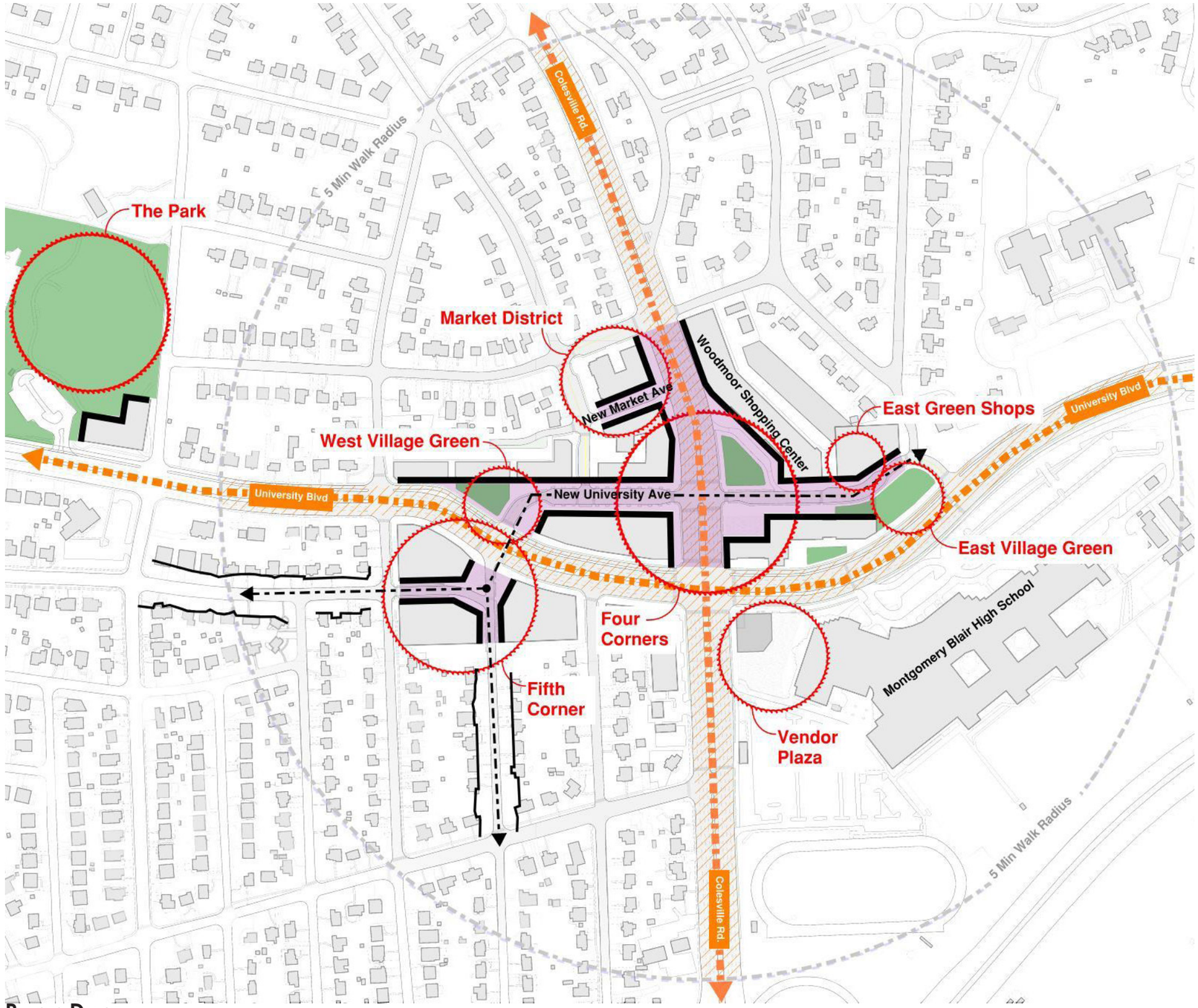
Proposed Intervention



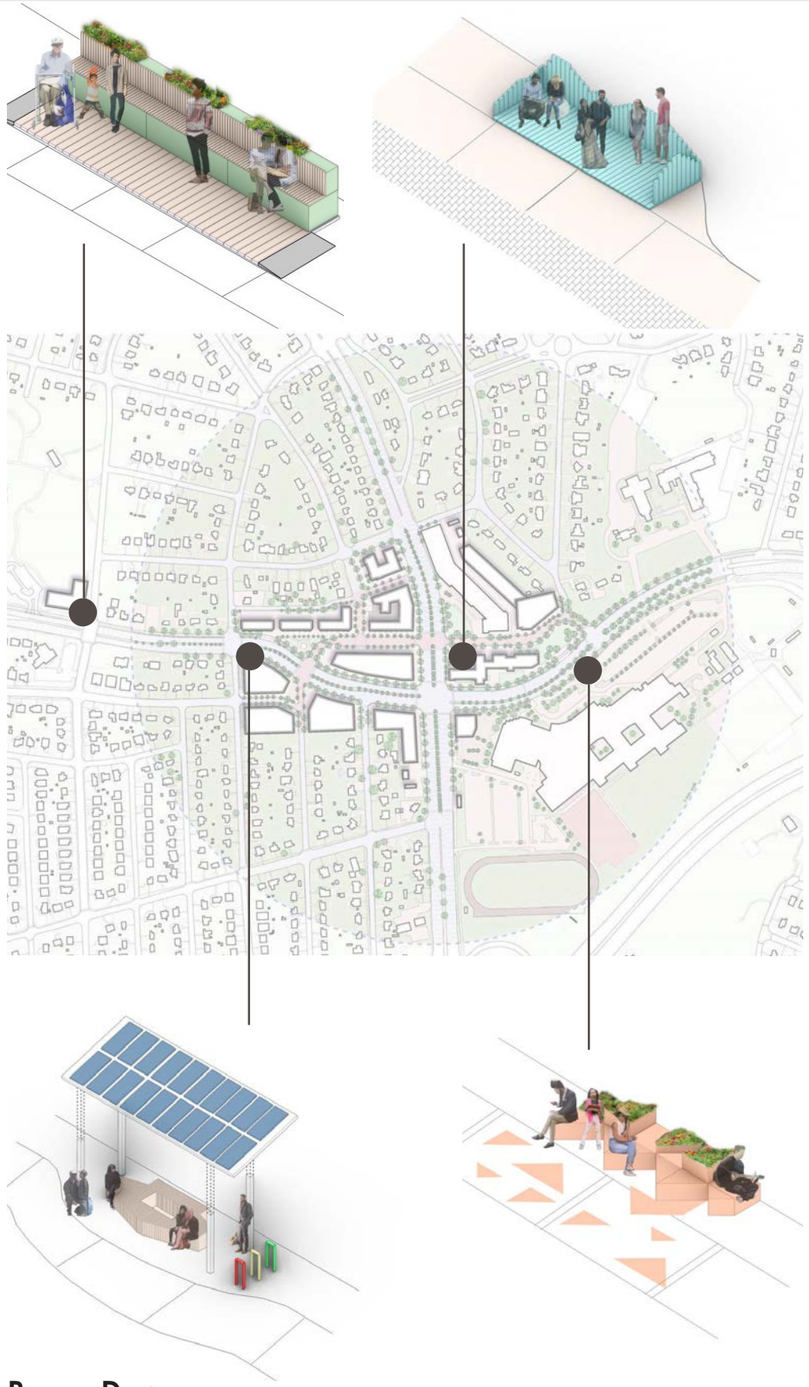
Proposed Intervention



Proposed Intervention



Places Diagram



Parklet Diagram



Market place Proposed View



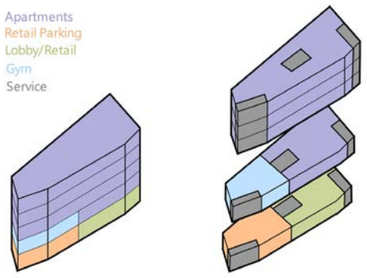
Fifth Corners Proposed View



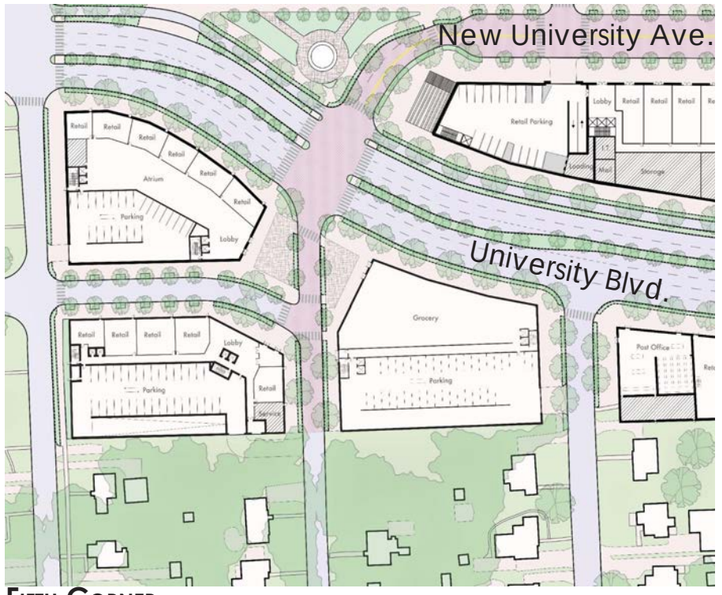
West Green and Market Place Plan



Existing View



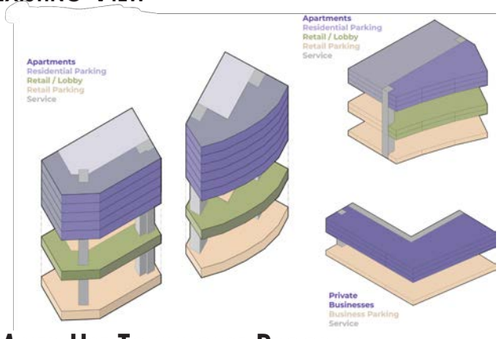
Mixed Use Townhouse Program



Fifth Corner



Existing View



Mixed Use Townhouse Program



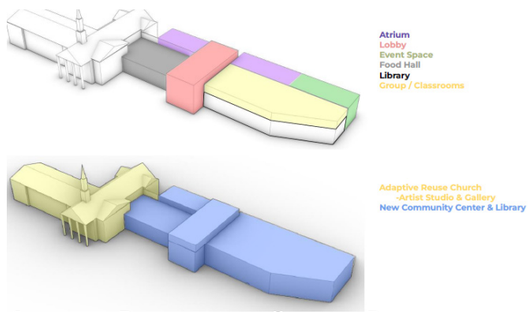
Church Proposed View



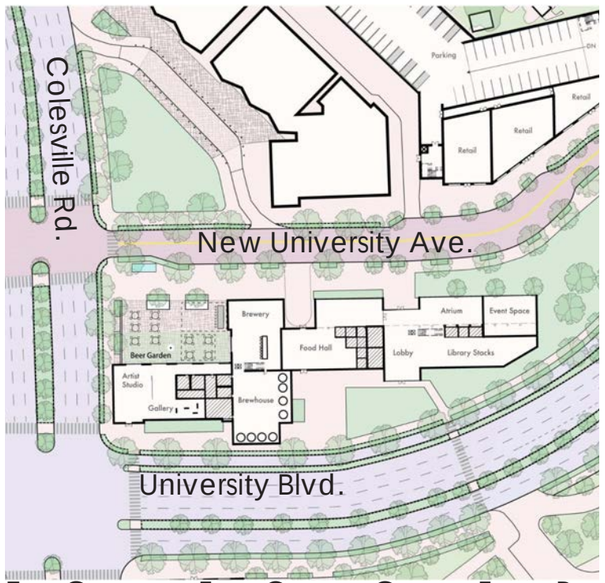
Pedestrian Street Proposed View



Church Existing View



Adaptive Reuse of the Church Plan



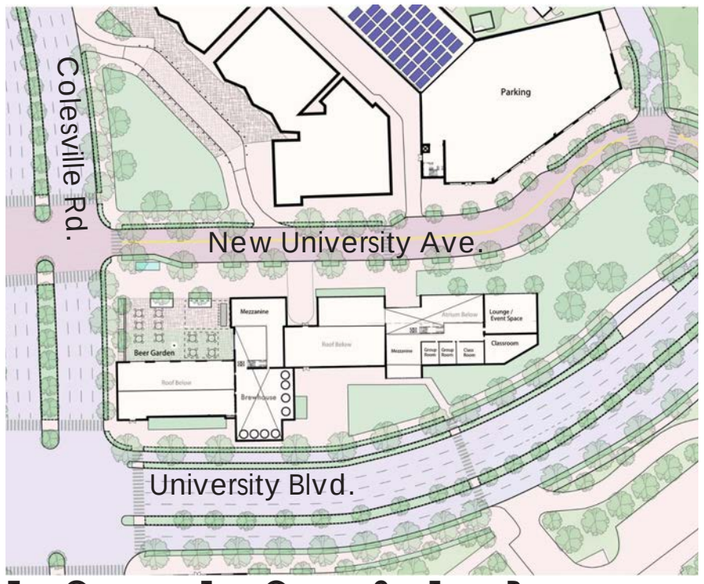
East Green and Four Corners Ground Floor Plan



Street Existing View



Courtyard Vignette



East Green and Four Corners 2nd Floor Plan

Lessons Learned

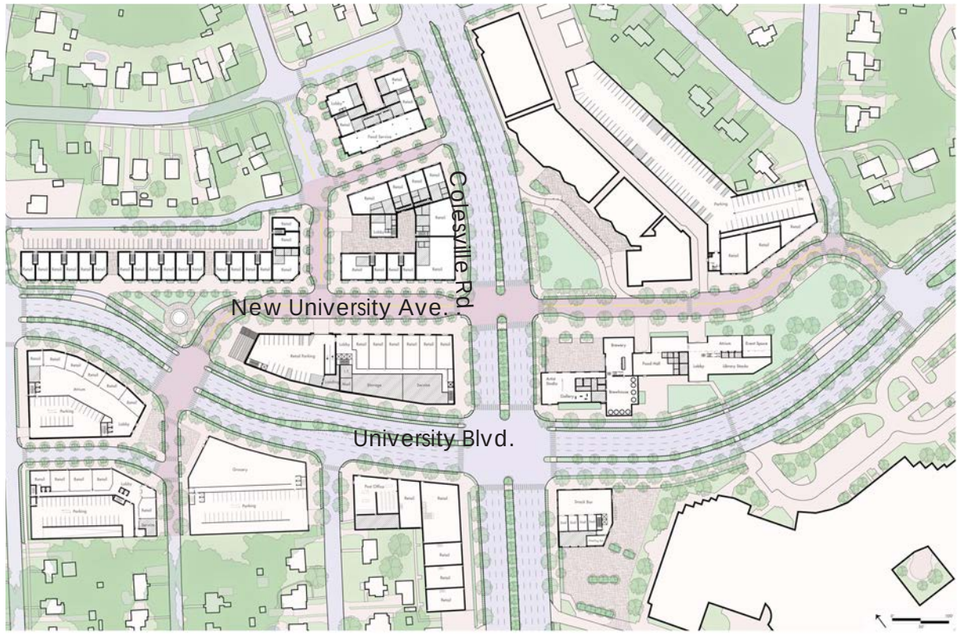
The following operative "lessons" seem appropriate for the future of Four Corners:

- Urban environments focused on pedestrians create the best sense of space. Vehicular-focused urban design can often lead to unsafe sidewalks, an increase in traffic, long right of ways, and unwalkable environments.
- Reworking road infrastructure can create new opportunities for a better pedestrian realm. Road diets can help increase greenery in an urban environment, slow traffic down, encourage public transit use, and allow for safer sidewalks.
- A more complex and efficient public transportation system can allow for a higher density of housing in an area with a housing crisis.
- Diverse residential typologies can help to create a place where a variety of people can live. A sense of community can be created in public parks, community centers, and gathering places within and along town centers.
- By connecting neighboring town centers through public transit systems and biking infrastructure, local communities can connect socially and economically with their local businesses rather than having to drive to the major shopping centers.
- Surface parking lots can be minimized by including a few parallel parking spaces in front of stores and pushing the rest of the parking underground or in smaller lots, thereby creating opportunities for public green space.





Option 1: University Spine





Option 2: Four Corners reEstablished







Hyattsville-Arts District

Prince George's County, MD

The Opportunity

This project explores challenges, opportunities, and possible strategies to reimagine the downtown Hyattsville area and activate the Justice Center Plaza with the Court House, County Services Building, and Police Building.

The project will consider Prince George's County's existing General Plan, the plan for Hyattsville's art district, and its land use recommendations for the county.

The scope of work includes:

1) a site review and diagrammatic analysis of existing conditions, specifically the Justice Center area with the Courthouse, County Services Building, and Police Building. This analysis may reveal how to reactivate this area of Hyattsville and make it a destination place for the community.

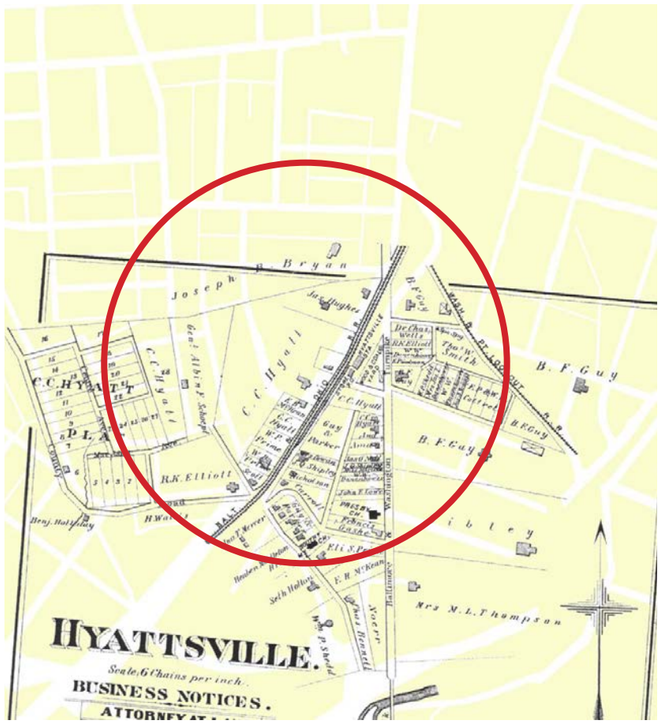
2) Proposals for new transportation infrastructure to facilitate mobility around Hyattsville

3) Identification of opportunity sites for infill development and adaptive reuse, especially in the Justice Center area.

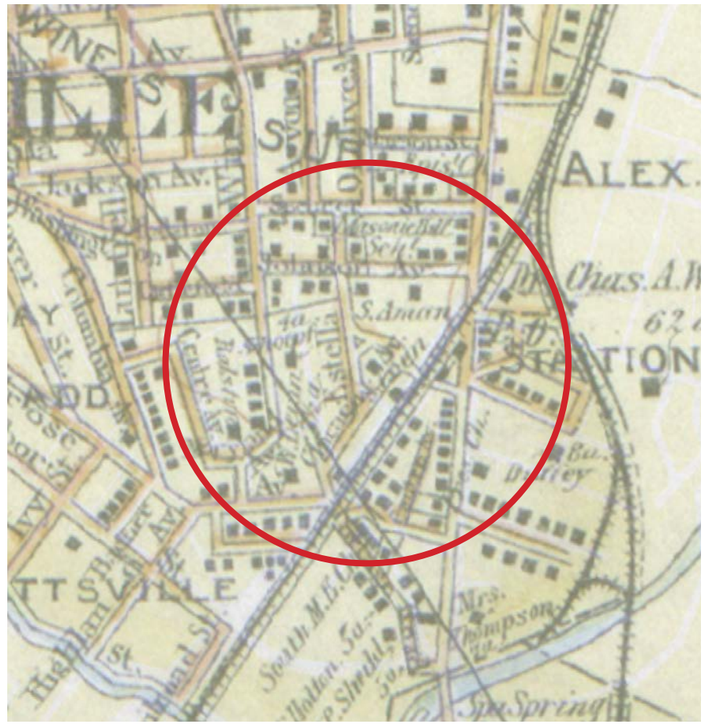
4) Concept designs for small-scale mixed-use development and new housing typologies on sites that come out of the analysis or that are identified by the county. The Hyattsville area needs affordable housing options as more artists are drawn to the area due to the growing art district.

Hyattsville, Prince George's County

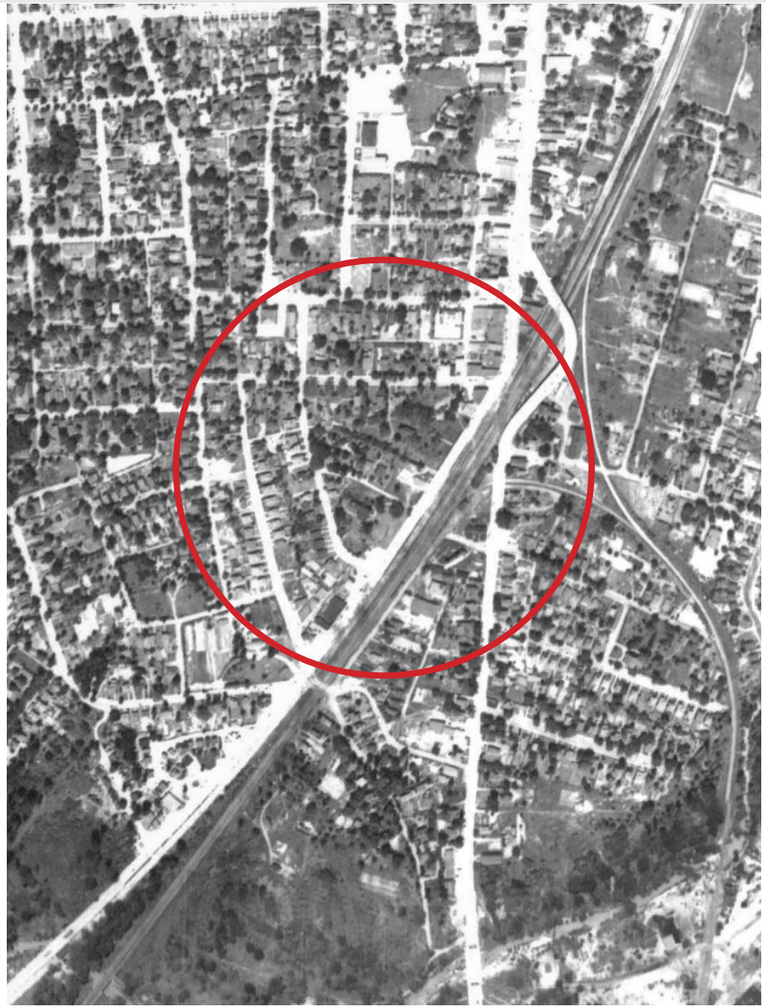
Hyattsville was founded by Christopher Clark Hyatt, who first purchased land in 1845 and officially named the town Hyattsville in 1859. Earlier in 1812, the Washington-Baltimore Turnpike, now known as Route 1, opened, and later, the B & O Railroad Washington Branch line opened in 1835. After the Civil War, Hyatt and other landowners sold lots and subdivided properties, and the city was incorporated in 1886. Since 2000, Hyattsville has undergone redevelopment, including retail and residential development in the Arts District, situated in the Gateway Arts District, and the areas around The Mall at Prince Georges and Hyattsville Crossing Station. Distillers, craft brewers, and small businesses have played a role in revitalizing properties along Route 1. Today, the city of Hyattsville has a notable Hispanic or Latino population, which makes up 38.6% of the population. There is also a Historic District in Hyattsville containing numerous Arts and Crafts houses built between 1910 and 1940, Sears bungalows, and Victorian homes built in the 1880s. Other significant Hyattsville historic sites include the Hyattsville Main Post Office and the Hyattsville Armory.



Hyattsville Site 1878

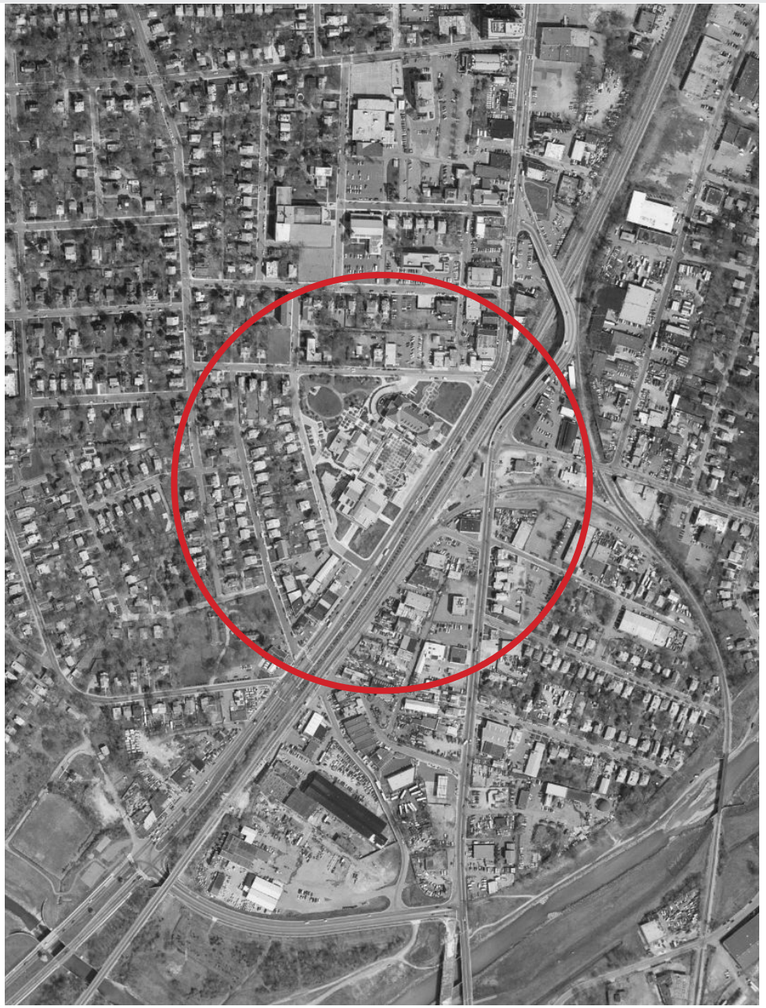


Hyattsville Site 1894



Hyattsville Site 1934

Over time, Hyattsville has undergone infrastructure changes, such as street widenings, overpasses, and new residential, commercial, and mixed-use developments. With the introduction of the electric streetcar on Route One, the population boomed, and boosted the population of Hyattsville, becoming well-connected to Washington DC and other employment centers.



Hyattsville Site 1998

The streetcar ceased operations in 1958, with regional bus service soon serving the Hyattsville community. Development grew along the Route 1 corridor. The prominent Baltimore & Ohio Railroad freight line cuts through the city, with a MARC commuter line in nearby Riverdale Park using the same tracks as the freight trains.



Hyattsville Site 2023

Hyattsville continued to grow into a town as one of DC's first streetcar suburban developments. Over time, housing and retail development replaced farmland where residents once bought fresh produce.

Along US Route 1, Hyattsville has various popular public destinations. The first node includes Shortcake Bakery and Maryland Meadworks, which begin to help activate the Route 1 corridor. The second node along Route 1 is centered around the District Court of Maryland, located with a series of other public buildings facing Route One on one side and an open green on the other. The third node includes the Hyattsville Police Department, a candidate today for relocation to another building, a historic post office, a hip cafe spot called Vigilante Coffee, the Pyramid Atlantic Art Center, a local family dinner restaurant called Franklin's, and the County Services Building. The County Services Building is currently empty and often mentioned as a possible location for adaptive reuse. The last node is a recent development centered around the intersection of Baltimore Boulevard (Route One) and Jefferson Street. It includes retail development, restaurants, and shops such as The Federalist Pig, Suga & Spice, Kung Fu Tea, PG Nails & Spa, and Three Little Birds Sewing.



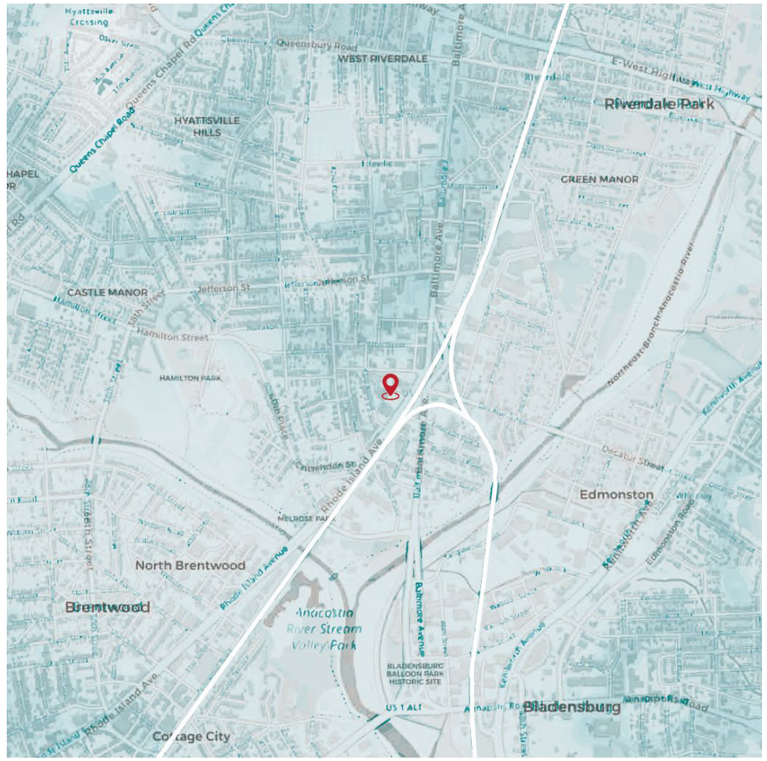
Nodes Along Route 1 Hubs of Activity



Hyattsville City Plan



Hyattsville Neighborhood Plan



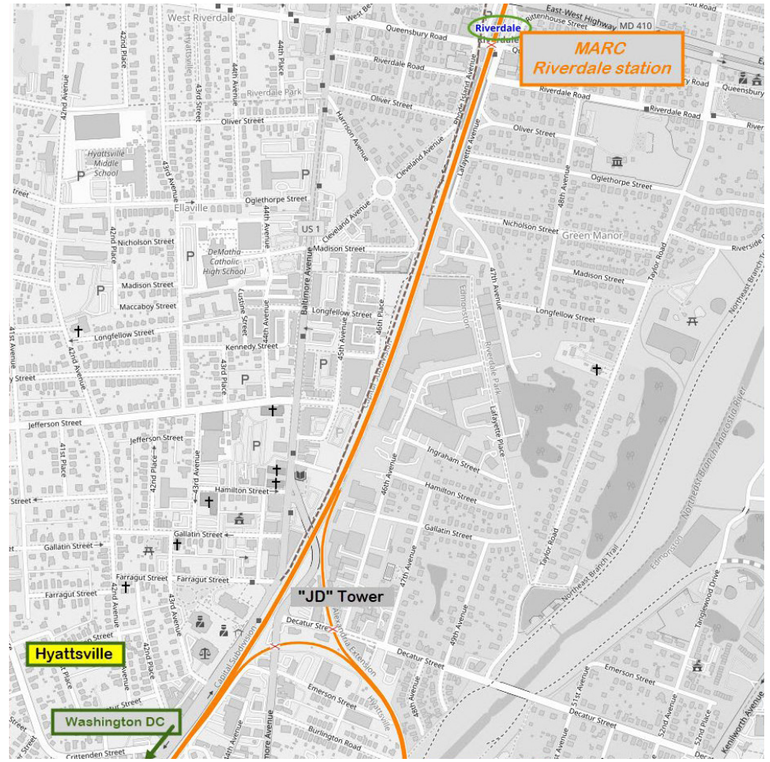
Topography

The site slopes downward towards the southeast, which means that stormwater flows in this direction. The highest elevation levels are concentrated to the north of the site. The lower points of elevation are concentrated around the Anacostia River. Overall, the site area slopes towards the river basin, with stormwater management needing to be carefully incorporated to optimize the direction of stormwater runoff and manage treatment.



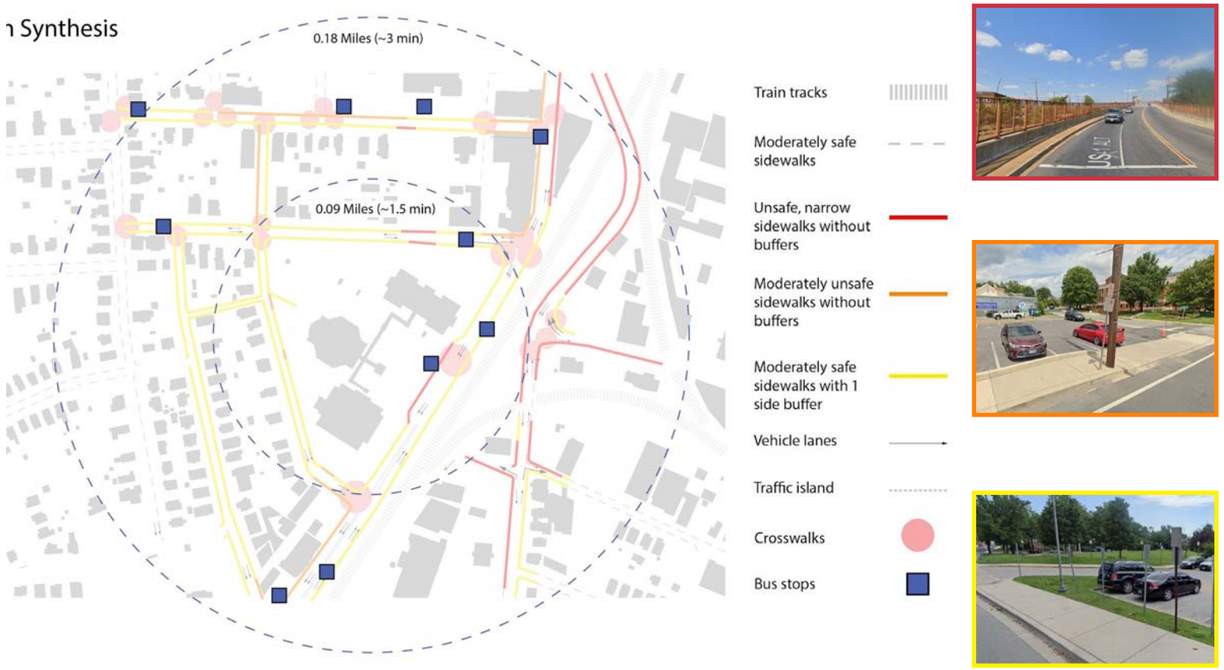
Impervious Surface

Vast areas of impervious surfaces are concentrated along the Route 1 corridor and train tracks, owing to the nearby uses that included light industrial businesses and manufacturing, with residential areas including significantly less. Impervious surfaces can be harmful due to decreased infiltration into the ground, and it prevents the rainwater from slowly returning to streams. When rainwater collects on impervious surfaces such as roads, it can pick up pollutants and oil, which is harmful to the environment.



Railroad System

Hyattsville is located near the Riverdale MARC train stop, which is on the Camden Line. This line connects Baltimore and Washington, DC. The Riverdale station is underutilized compared to other stations on the Camden Line. The train passes by the Hyattsville Justice Center, with the next MARC train stop at Union Station in Washington, DC.





Walkability Diagram

Around the Justice Center, there are no sidewalks with green buffers on both sides, which is considered the safest type of sidewalk. The majority of sidewalks have only one green buffer, with some sidewalks around the site having no buffers, making them moderately unsafe. The sidewalks along the Baltimore Avenue ramp are the most unsafe because they are extremely narrow, and there are no buffers, making them a dangerous experience for pedestrians. Bus stops are scattered throughout the site, making it accessible to the Hyattsville community. Crosswalks are highlighted in the diagram to show how pedestrians would cross the street, and some are in the vicinity of bus stations. Walkability is important to study to get a sense of where pedestrians are coming from, how they access the site, and how safely they cross the street to get to their destination.

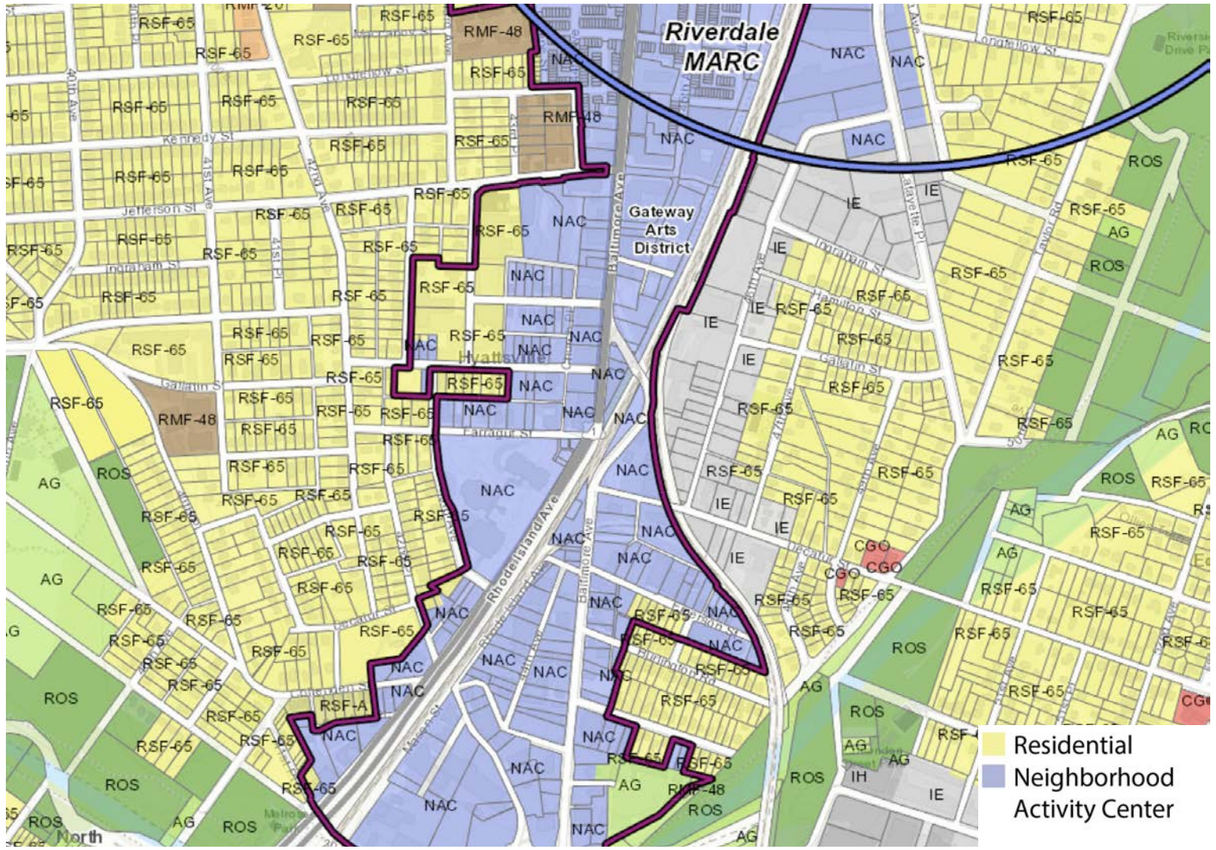
Alternative Transportation

Hyattsville is expanding its walkability and bicycle access. The existing, interconnected system of shared lanes, designated bike lanes, and park trails is utilized by the Hyattsville community, and the trails connect surrounding parks and green spaces. More specifically, the trails connect Kirkwood Park, Chillum Community Park, Driskell Park, Riverdale Community Park, Tanglewood Park, and Colmar Park. When forming the design proposals, it was important to consider how to take advantage of the existing alternate transportation and where opportunities exist for expansion.



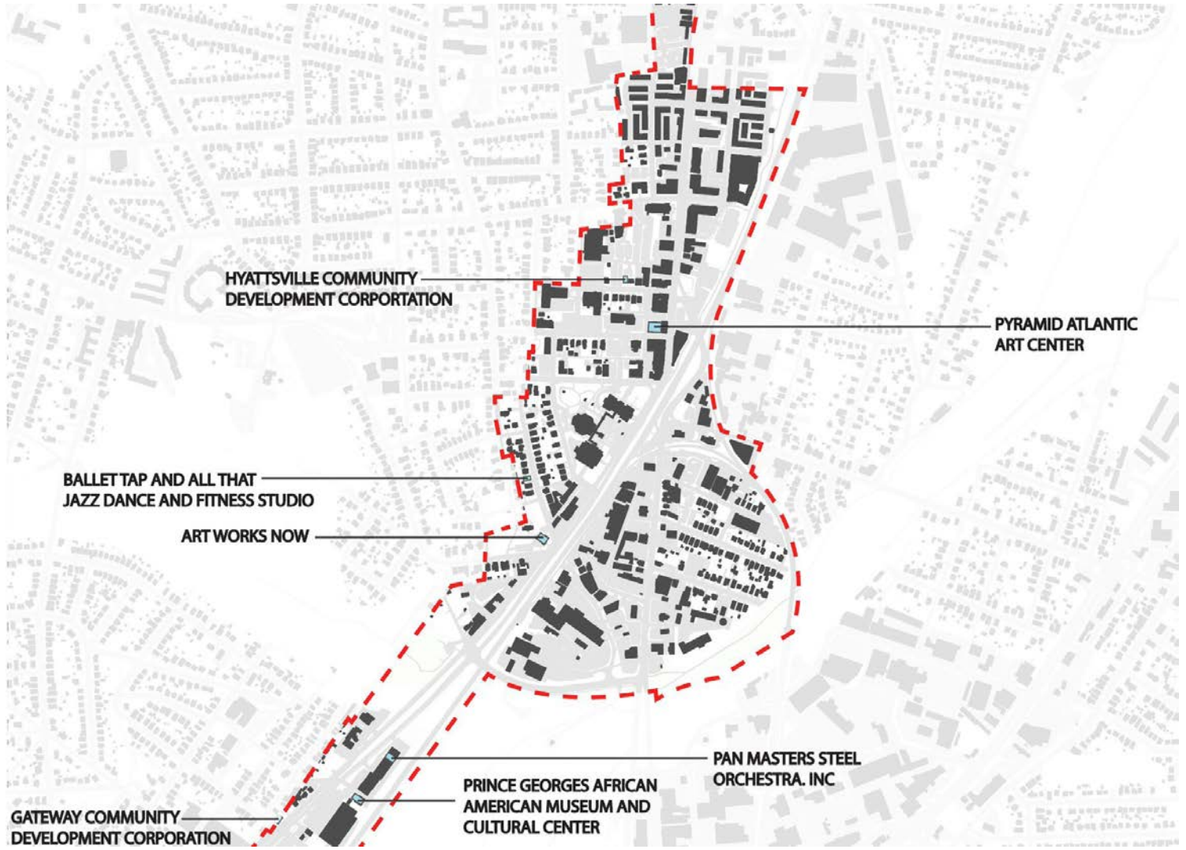
Ownership

The majority of the surrounding site is privately owned, as shown in green and gray in the diagram. Most of these buildings are restaurants, retail shops, and auto shops. To the east of the Justice Center, across Route 1 and the railroad, there is a concentration of industrial-related buildings such as plumbing repair businesses and auto repair shops. Other buildings on the site are government-owned, such as the County Services Building, the District Court of Maryland, and the PG County Police Building. Residential buildings are concentrated towards the west of the site. Other government-owned buildings north of the Justice Center include the United States Postal Service and the Hyattsville Police Department.



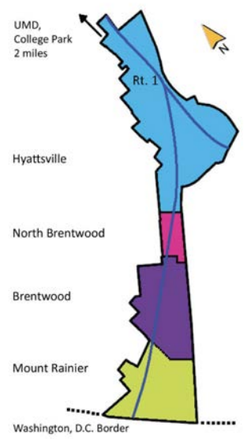
Zoning

Areas surrounding the Route 1 corridor are zoned as neighborhood activity centers (NAC). Since the Justice Center site is included in this zoning type, it is an opportunity for a community hub that engages the local residents of Hyattsville. The areas on either side of the neighborhood activity center zoned spaces are residential (RSF-65). Also, this zoning diagram shows the concentration of green space that stretches from east to west.



Art District

The Gateway Arts District extends across multiple neighborhoods along Route 1, connecting College Park, Hyattsville, North Brentwood, Brentwood, and Mount Rainer. It ends at the Washington D.C. border. Important buildings throughout the Hyattsville portion of the Arts District include the Hyattsville Community Development Corporation, Pyramid Atlantic Art Center, Ballet Tap and All That Jazz Dance and Fitness Studio, Art Works Now, Pan Masters Steel Orchestra Inc, and Prince Georges African American Museum and Cultural Center. In addition, there are various murals, sculptures, and vibrant statues of birds throughout the Hyattsville art district. Local businesses such as Vigilante Coffee Company add to the vibrant feel of the Arts District.





Justice Center Site Conditions

Three government-owned buildings comprise the Justice Center site, including the Service, Court, and PG County Police Building. Although these are public buildings, public activity is minimal, particularly for Hyattsville Residents. An existing park on the northwest portion of the site is an opportunity for more community activity, as is the paved plaza between the three buildings. The underutilization of the Justice Center site is the main issue to be solved in this project.

1. Service Building

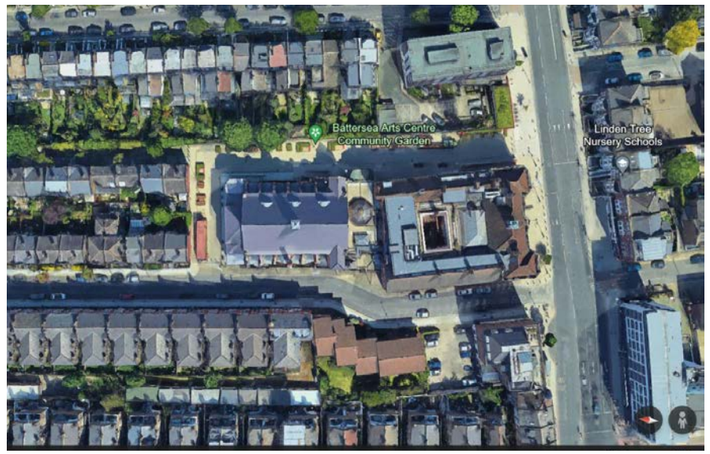


2. Court Building



3. PG County Police Building

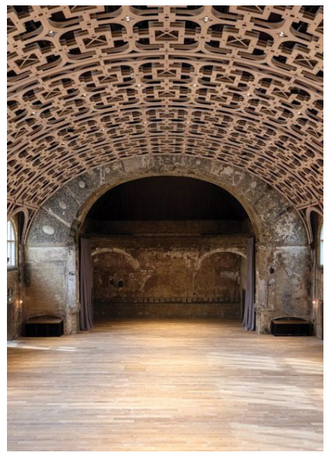




The Battersea Arts Centre, London, United Kingdom

The Battersea Arts Center, located near Clapham Junction railway station in Battersea, is a performance space featuring theatre productions. The building is also used for weddings, filming, photo shoots, and meetings. Before it was restored, it used to be called the Battersea Town Hall, which was originally opened in 1893.





In 1974, this historic building became a community arts center. During renovation work in March 2015, a severe fire damaged the Grand Hall. Luckily, about 70% of the theatre was revived from the fire and is open today. The renovation was overseen by the firm Haworth Thompkins, who helped transform the building for over a decade.



In this site plan, the footprint of the Battersea Arts Center is replaced with the footprint of the County Services building in the Hyattsville Justice Center. This adaptive reuse project serves as a precedent for the opportunity to transform the services building into an art center.



Torpedo Factory Art Center, Alexandria, VA, 1974

The Torpedo factory is located on the Potomac River in Old Town, Alexandria, Virginia. It was formerly the U.S. Naval Torpedo Station and was converted into an arts center in 1974. The original torpedo station was constructed in 1918 and then converted into government storage in 1945.



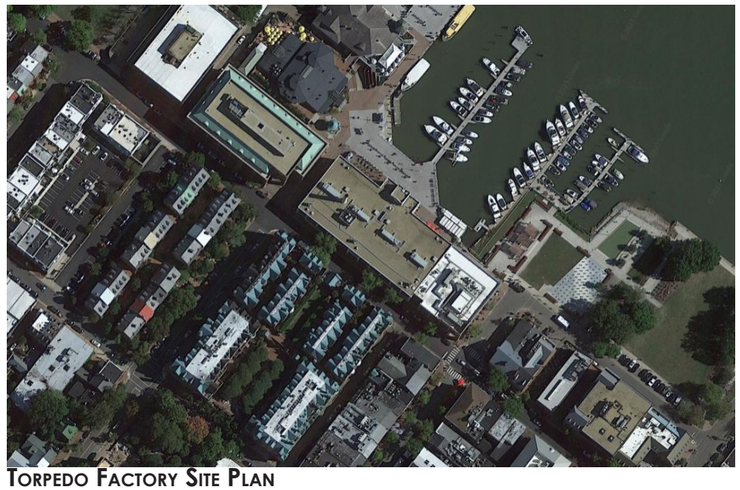
The Torpedo Factory Art Center houses a large number of artist studios that the public can view. The visitors can interact with local artists who work in different art styles, including ceramics, jewelry, fiber, painting, photography, printmaking, stained glass, and sculpture. The factory contains eight interactive galleries, workshops, and 82 artists' studios.



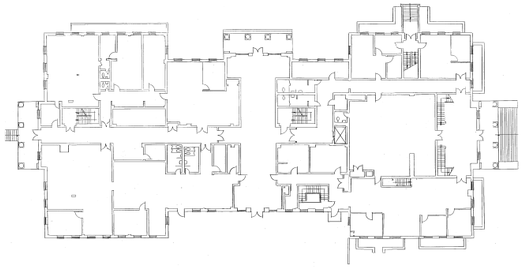
The Torpedo Factory serves as a place-making element for the Old Town area, engaging the local community through public art exhibits and events. This also serves as a precedent for the reuse of the County Services building in Hyattsville.



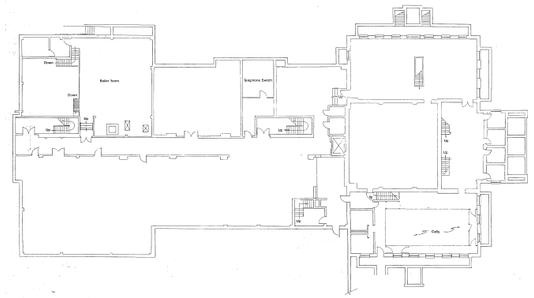
Hyattsville Site Plan



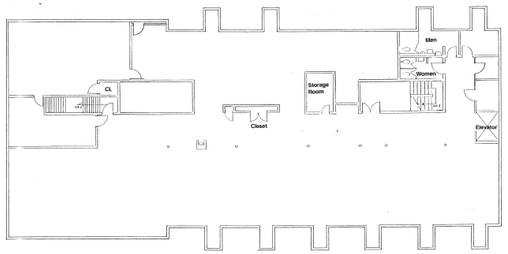
Torpedo Factory Site Plan



Ground Floor Plan

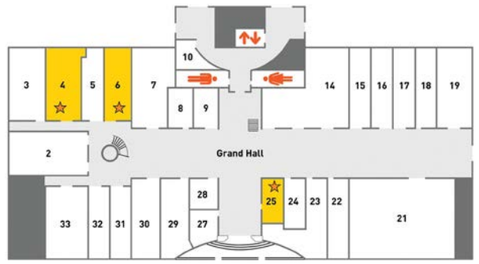


1st Floor Plan



3rd Floor Plan

County Services Building Plans



First Floor



Second Floor



Third Floor

Torpedo Factory Plans

Opportunities for the County Service Building

The Torpedo Factory in Alexandria, Virginia, serves as a tangible precedent for the currently vacant County Services building, potentially enriching the area with an arts center to connect to Hyattsville's growing art district. Although somewhat different in overall size (about 58,000gsf on two floors for the Torpedo Factory vs 40,500gsf on two floors for the County Service Building), the building footprint is similar in size to the existing Service building. Additionally, the interior of the Service building can be repurposed to have a similar configuration as the Torpedo Factory, with small artist studios open to the public.

Like the Torpedo Factory, the central axis of circulation could be enlarged to open the building up to the public. Consideration should be given to exterior alterations to the County Service Building that would make it more possible to see inside, appear more inviting, and open the interior activities. Additions to the building could make it closer to the width of the Torpedo Factory, which is about 115' in width at its narrowest point vs 77' for the County Service Building. This exciting opportunity of adaptive reuse can potentially serve as the hub for the Hyattsville art district and support a wide range of emerging artists in the area.

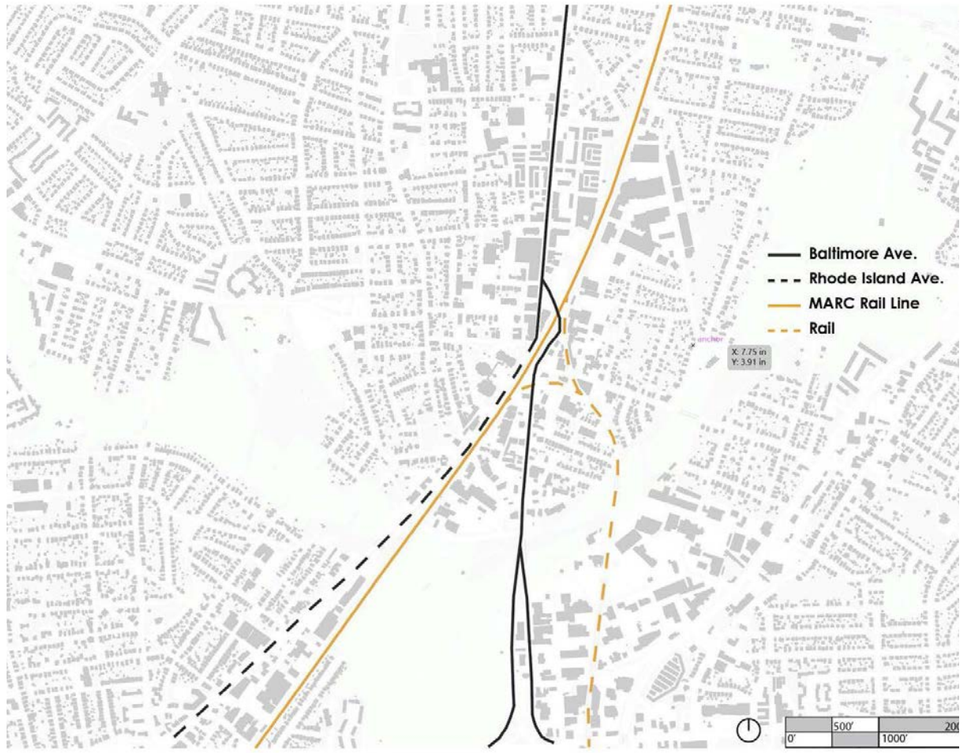
Artist Crossing

Abdureuf Hussien
Chayaporn Pipatpongsa
Kevin Hernandez
Sandra Merino

Problems to Address

1. Disconnect between neighborhoods
2. Lack of Programmatic use at the site
3. Lack of community/art district
4. Unsafe crossings, lack of neighborhood amenities

Artist's Crossing transforms the vacant County Justice Building and its immediate surrounding site while addressing the disconnect between the City of Hyattsville and Edmonston. With a prominent rail line separating both cities, this project envisions a stop between both cities, the new Artist's Crossing. Aligning with the City of Hyattsville's vision of a developed arts district, the proposed new MARC station addresses the need for increased development while also bridging the gap between both neighborhoods, including new housing, commercial growth, and social interaction, making the City of Hyattsville and Edmonston a hub for art and community engagement for the entire region.



Transportation Diagram



Travel Posters



Proposed Intervention



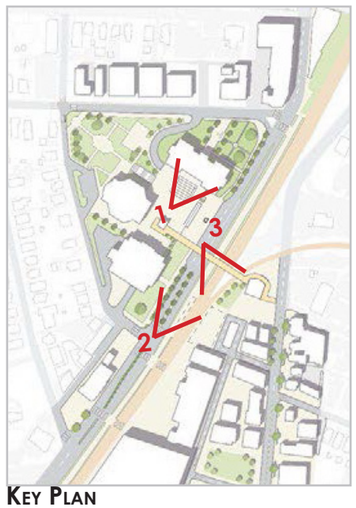
Perspective 1- Art Center



Perspective 2 - Rhode Island Ave



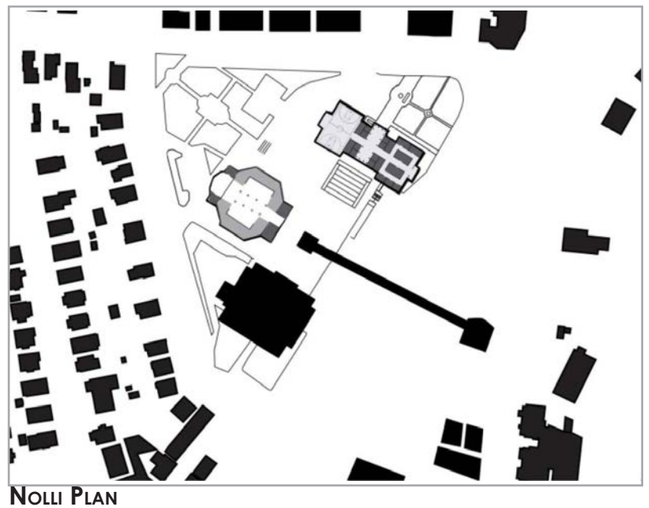
Perspective 3 - Bridge



Key Plan



Site Plan



Nolli Plan



Existing Figure Ground



Proposed Figure Ground Intervention

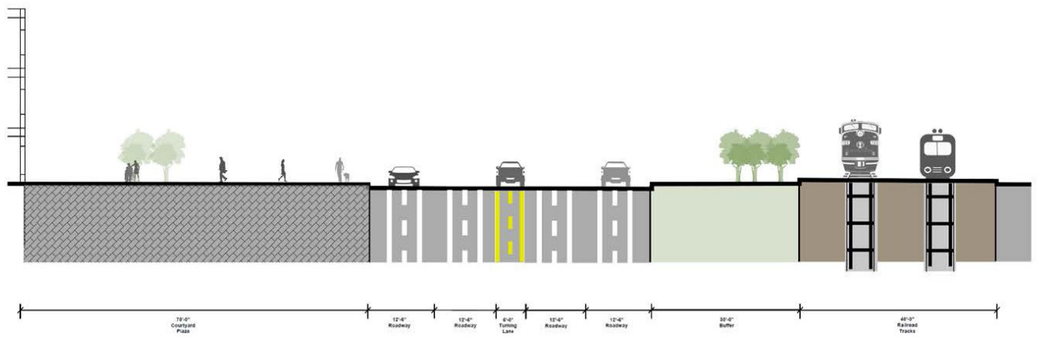


Proposed Figure Ground

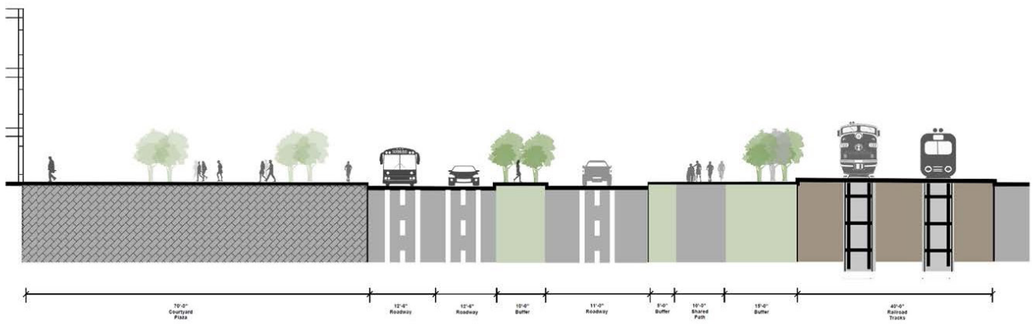




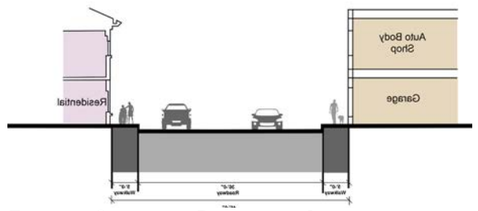
Phasing Diagrams



Existing Section Rhode Island Ave



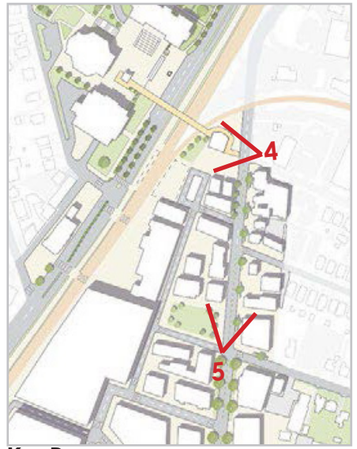
Proposed Section Rhode Island Ave



EXISTING SECTION - BALTIMORE AVE



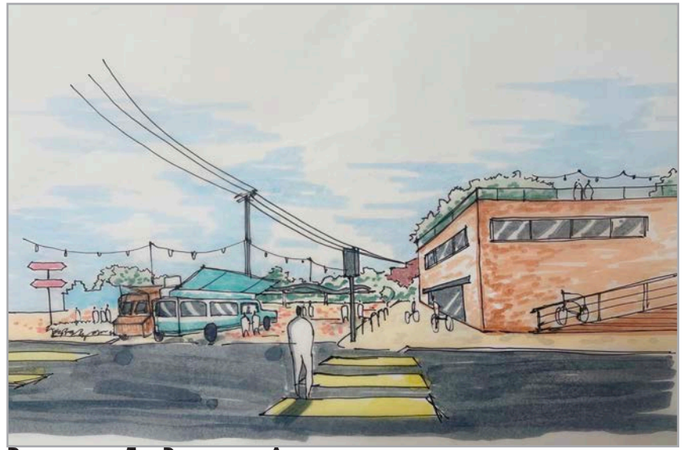
PROPOSED SECTION - BALTIMORE AVE



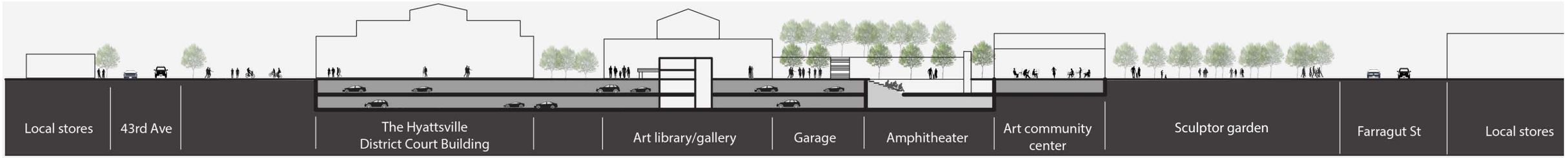
KEY PLAN



PERSPECTIVE 4 - BALTIMORE AVE



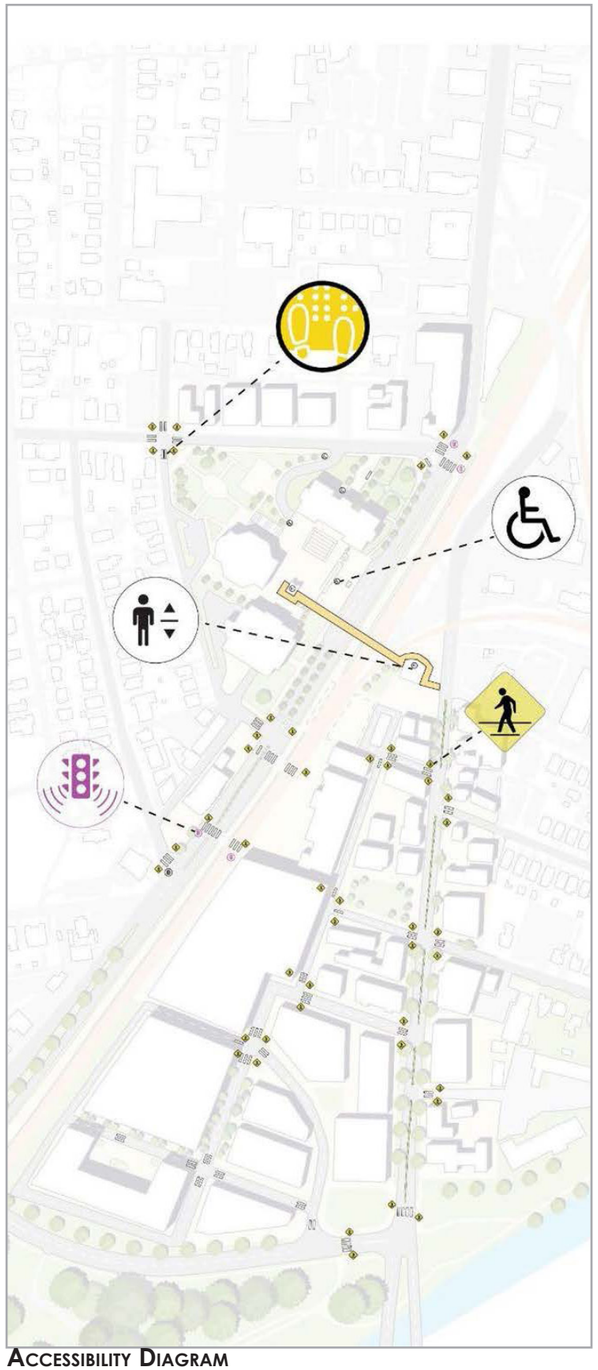
PERSPECTIVE 5 - BALTIMORE AVE



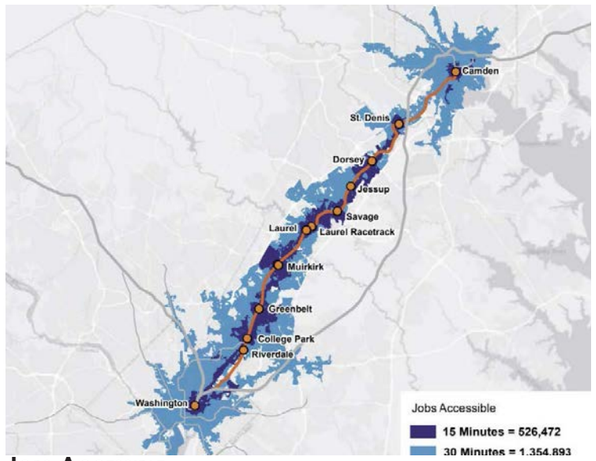
SITE SECTION A



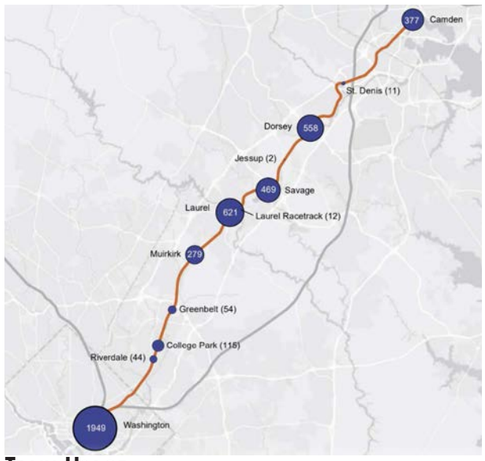
SITE SECTION B



Accessibility Diagram



Jobs Accessible



Train Usage



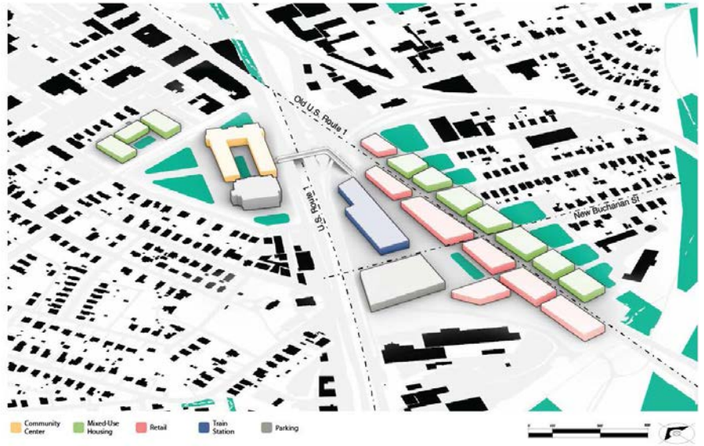
Green Spaces



Sustainability Diagram



Process I



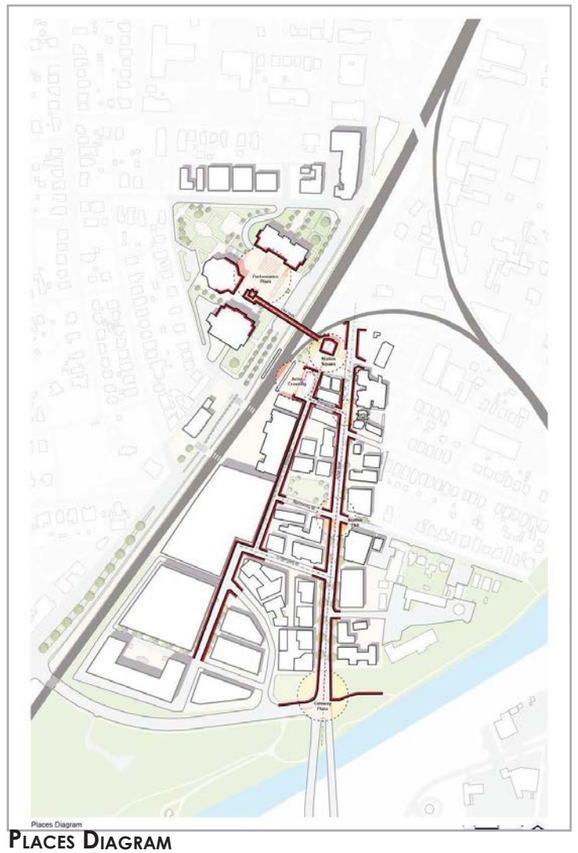
Process II



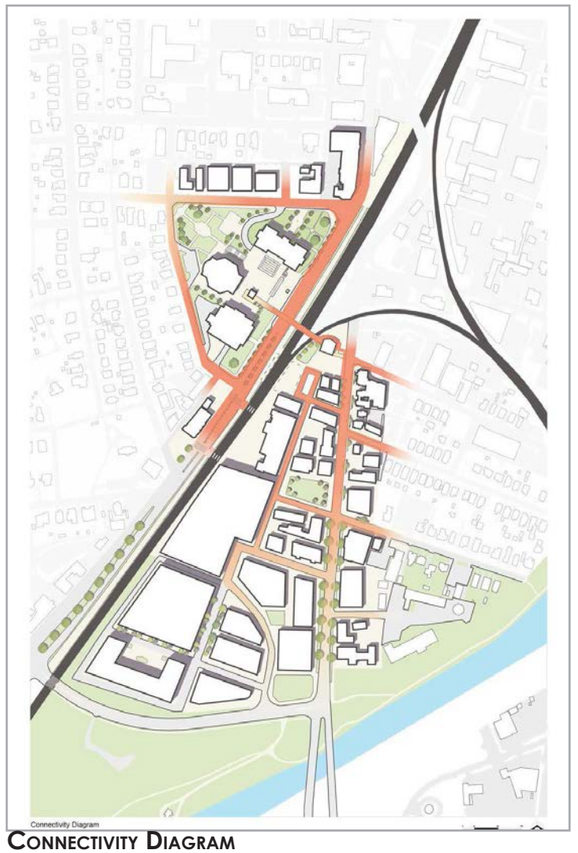
Ownership Diagram



Green Space Diagram



Places Diagram



Connectivity Diagram



NEIGHBORS

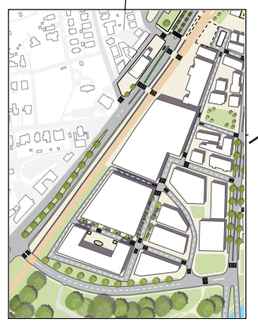
Students, Local Residents, Dog Walkers, Cyclists, Families, Runners, Local Vendors, Seasonal Events, Neighborhood Watch, Night at the Park Events.





VISITORS

Commuters, Site Seeing, Local Music Pubs, Coffee Shops, Hangout Spaces, Art Murals, Walk-ability, Exhibits, Cyclists, Window Shopping, Parking, and Community Connection.







SENIORS

Grandparents, Audio Impaired, Wheelchair Accessible, Outdoor Fitness, Dance Classes, Art Classes, Health and Well Being Events, Musicals, Outdoor Movie Night, and Gallery Events.





PATRONS

Pop-up Vendors, Start-ups, Grocery, Small Businesses, Artists, Pubs, Shoppers, Mixed Use Buildings, Bike Shops, and Local Food Vendors.



Diversity Diagram

Artist Walk

Amory Jones
Aylin Garcia
Chase Deist
Maya Mulé
Zeynep Demircan

PROBLEMS TO ADDRESS

1. Lack of diversity in housing (typology and affordability)
2. Discontinuity of Route 1
3. Lack of welcoming pedestrian spaces
4. The essence of Hyattsville is diluted
5. The justice center is uninviting due to existing program

Artist Walk is a redevelopment plan for the Justice Center and retail corridor to the north. This vision continues the Gateway Arts District along Route One and creates a hub to engage the local community. The proposal includes a variety of housing types for multiple income levels, an interactive park space with a new pavilion, a stage plaza area for events, and an entry plaza with a small cafe. The services building is adaptively reused into an arts center and includes artist housing. An artist walking trail ties the hub to other developments in the Arts District.





TRAVEL POSTERS



EXISTING FIGURE GROUND



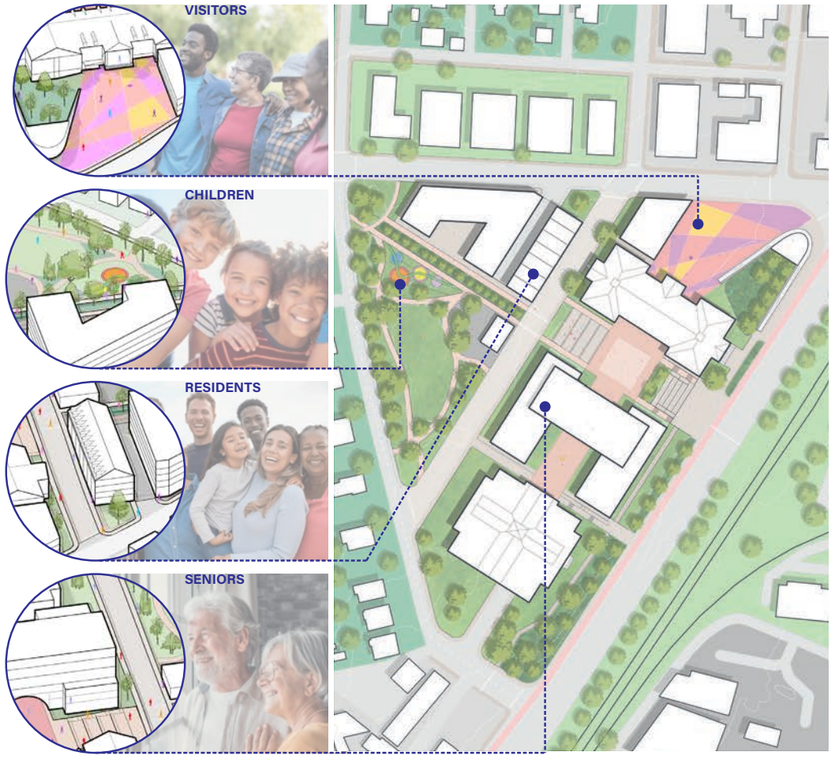
PROPOSED FIGURE GROUND



GREEN SPACES DIAGRAM



PROPOSED INTERVENTION



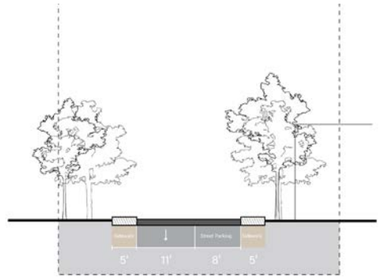
DIVERSITY DIAGRAM

The main plaza welcomes visitors from and outside the Hyattsville community.

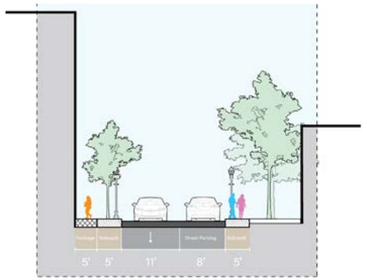
Children can enjoy the natural play space in the park near the daycare.

Residents live in the townhouses or mixed-use developments.

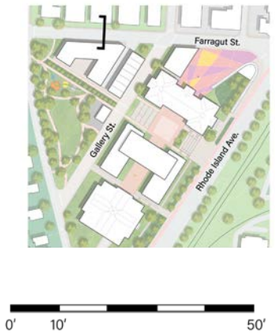
Seniors are welcomed into the community and rent one bedroom apartments.



EXISTING GALLERY STREET



PROPOSED GALLERY STREET

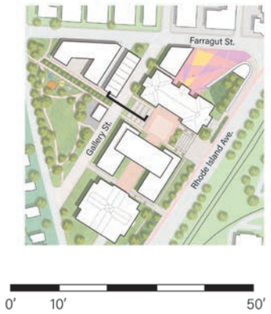




PERSPECTIVE KEY



FARRAGUT STREET

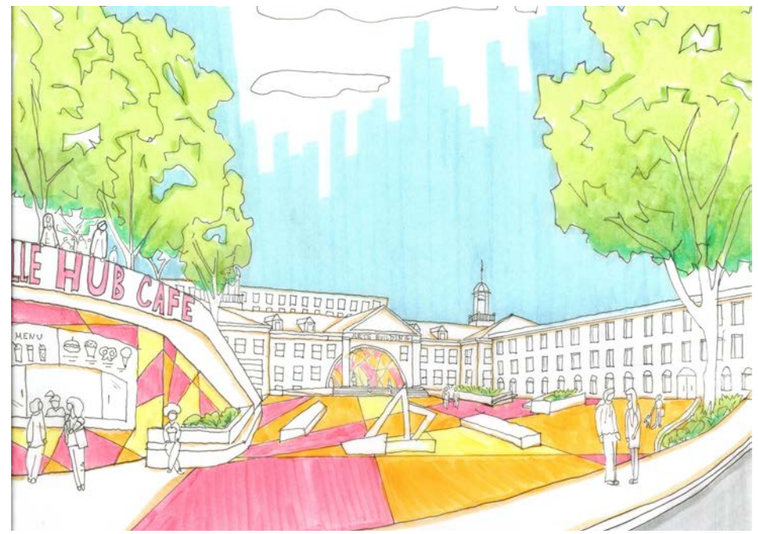




PERSPECTIVE 1 - STAGE



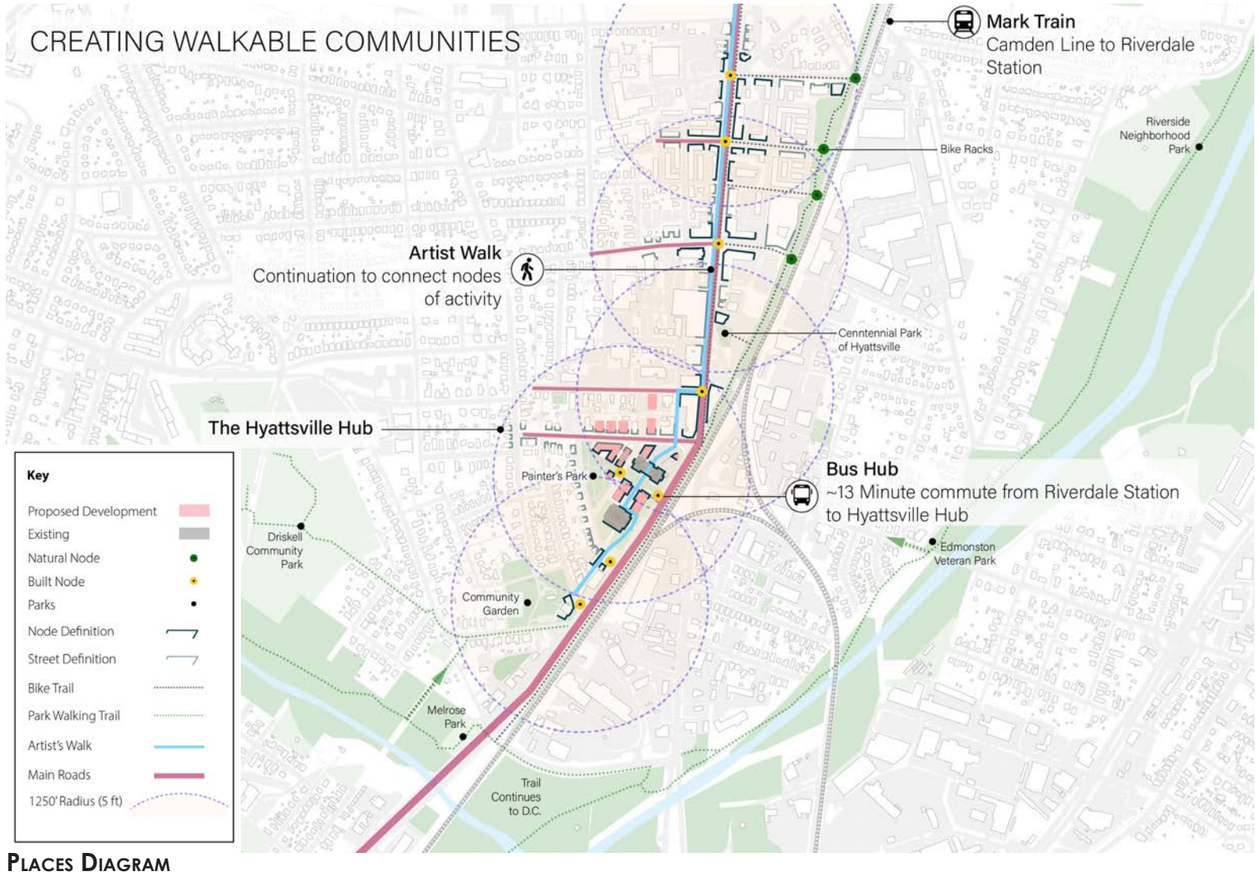
PERSPECTIVE 2 - PARK



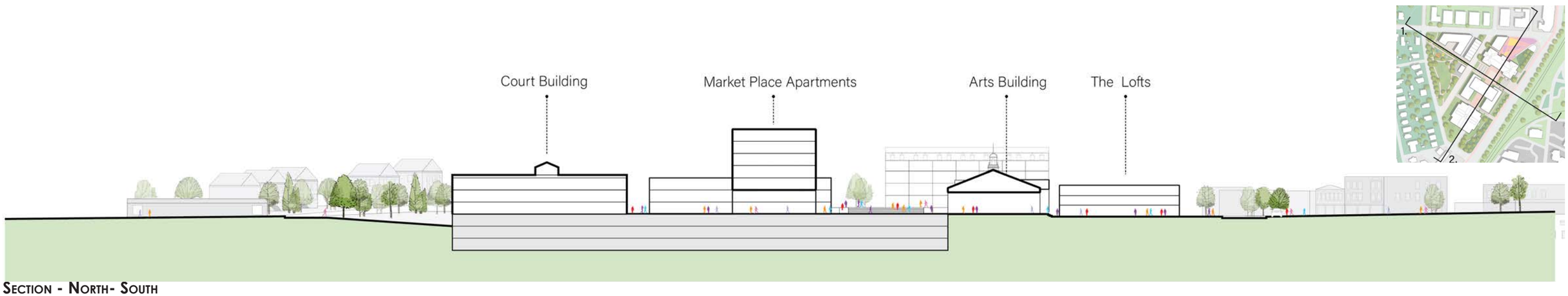
PERSPECTIVE 3 - PLAZA



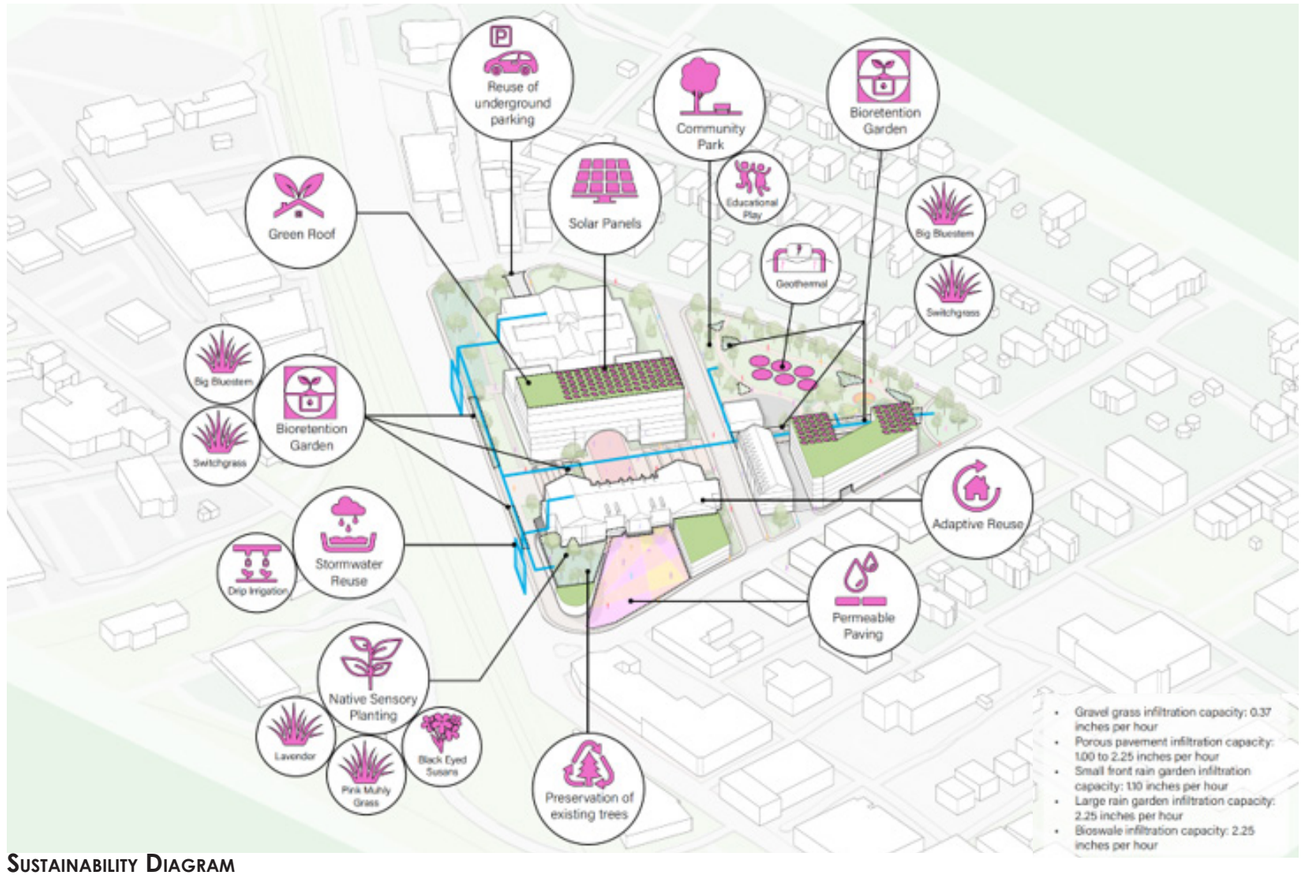
Site Plan



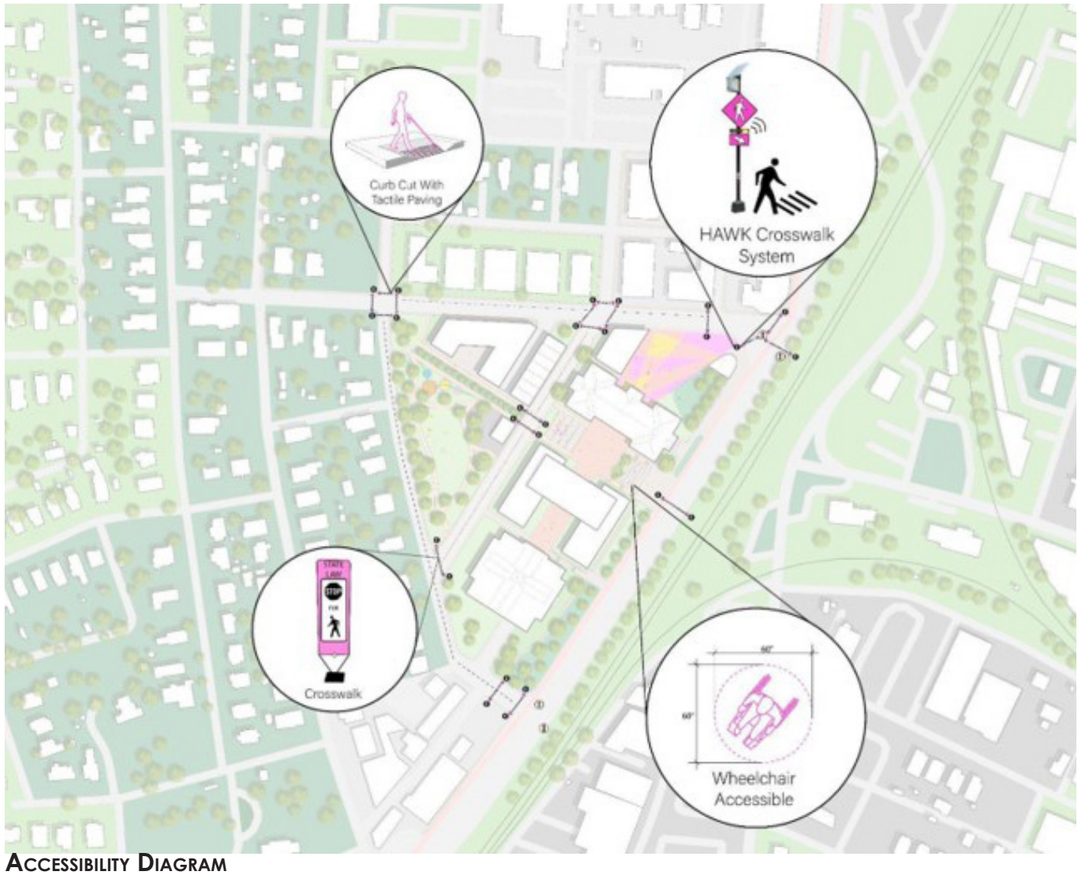
Places Diagram



Section - North- South

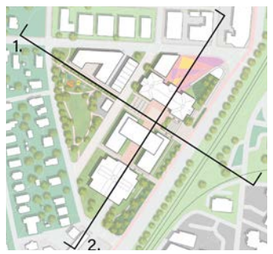


Sustainability Diagram

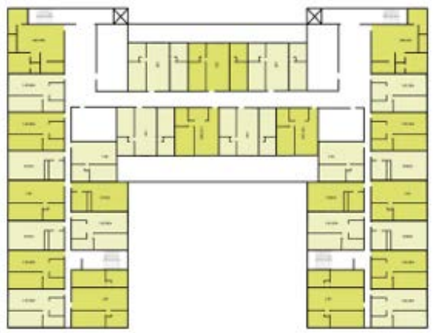


Accessibility Diagram

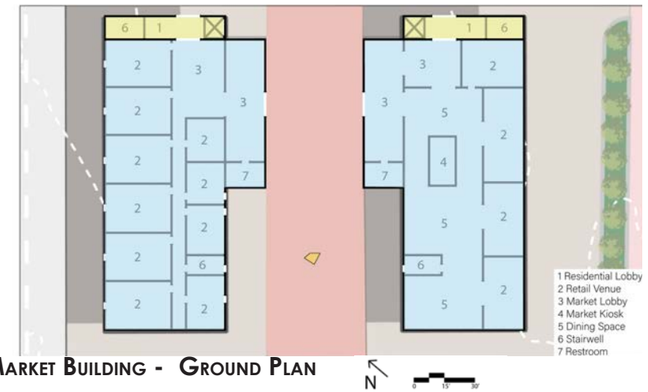




Section - West - East



Market Building - Typical Plan



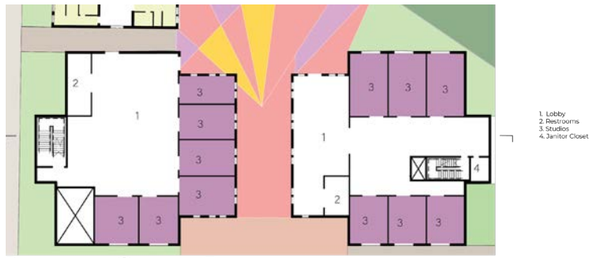
Market Building - Ground Plan



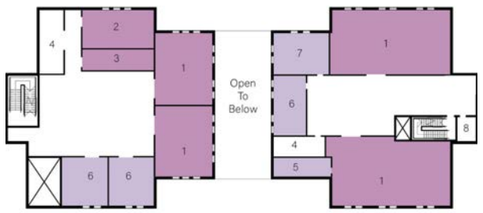
Market Building - Section



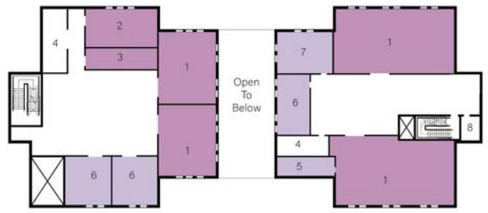
Site Axon



Art Building - Ground Floor



Art Building - Second Floor



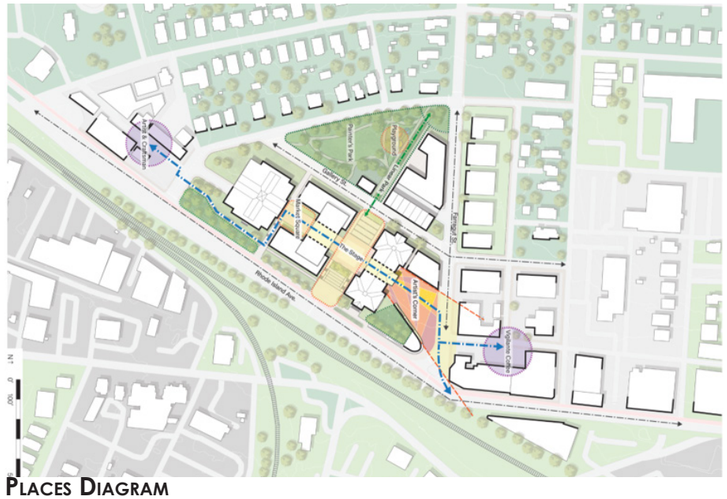
Art Building - Third Floor



Art Building - Section



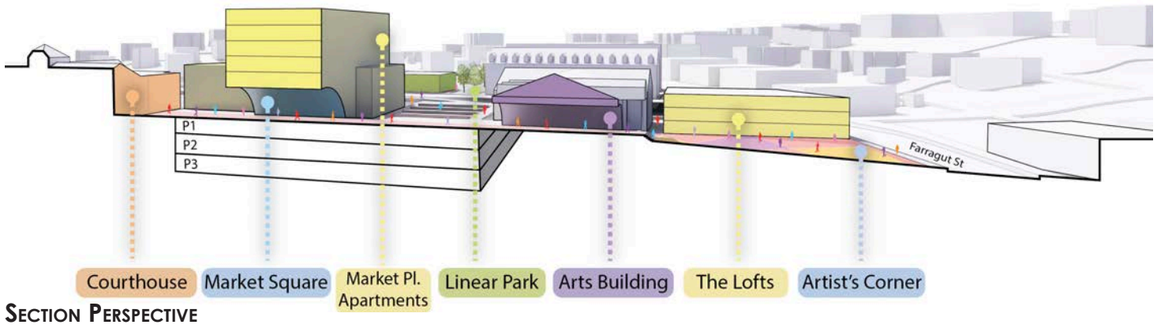
Program Axon



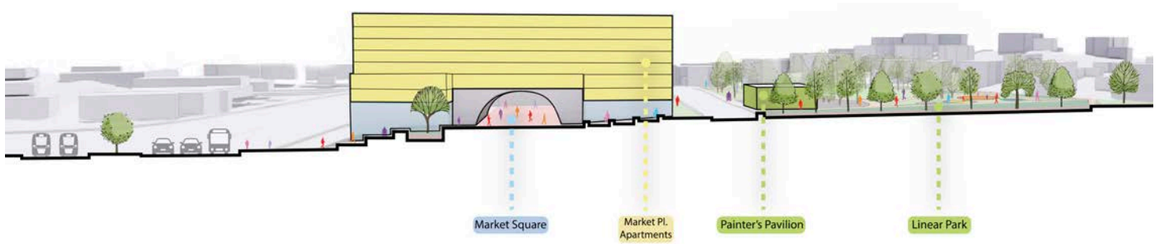
Places Diagram



Parti Diagram



Section Perspective



Section Perspective



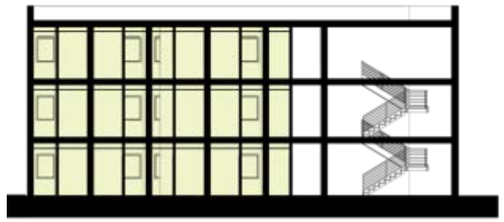
Gallery Residences - Section



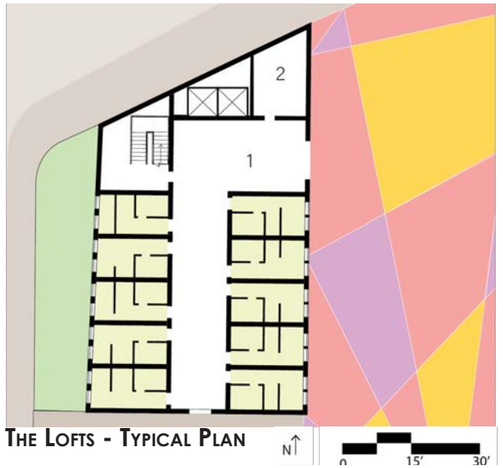
Gallery Residences - Ground Floor



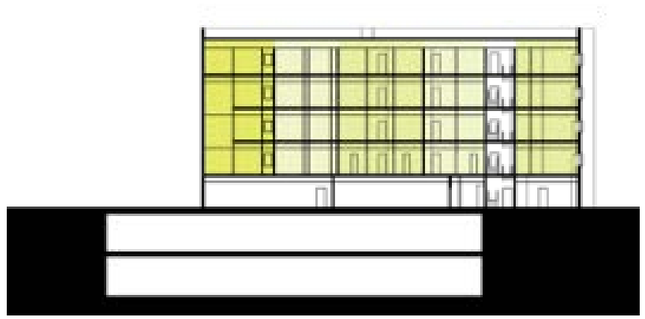
Nolli Plan



The Lofts - Section



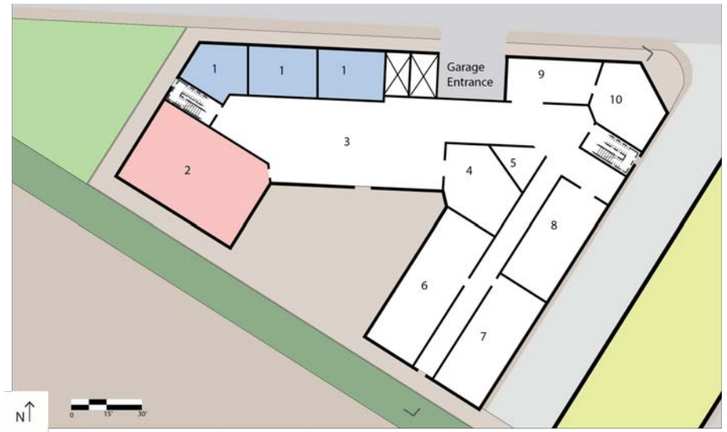
The Lofts - Typical Plan



Palette Apartments- Section



Palette Apartments- Typical Floor



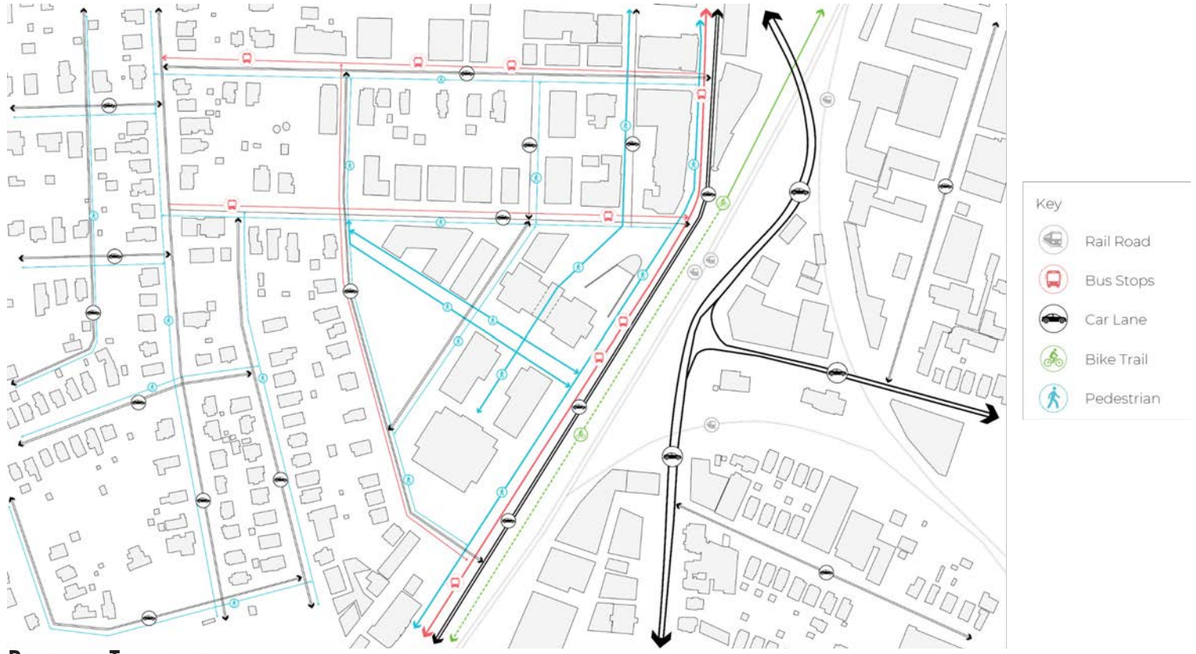
Palette Apartments- Ground Floor



Existing Transportation



Grading Diagram



Proposed Transportation



Essence of Hyattsville

Lessons Learned

The following operative “lessons” seem appropriate for the future of Hyattsville and the County Service Center:

- Arts districts can enrich an area and create a sense of place, fostering communities. When proposing a design intervention to an existing community, it is important to preserve and enhance the identity of an area, like the vibrant artist aesthetic of Hyattsville.
- Adaptive reuse is a way to preserve existing history so that it is still recognizable to the community but enhanced in a way that creates great places. It is common for art districts to gentrify an area and displace the artists that it was initially trying to serve. This can be mitigated by proposing affordable housing opportunities for the existing community members and local artists.
- Studio spaces were introduced at the former County Service Center, where artists can practice, experiment with their passion, and engage all age ranges from different income levels for a diverse community.
- Transportation and mobility are crucial to a growing community undergoing development. Making a site more accessible to those in and outside the community can make the area a desirable destination point. It can transform a site from being a place where people commute to a place where people desire to commute.
- Creating accessible, walkable communities for pedestrians can foster a safe and healthy environment for all.







OPTION 1: ARTIST CROSSING



OPTION 2: ARTIST WALK










NO TURNS
WOODMOOR
CVS/pharmacy
Bank of America
STARBUCKS COFFEE
CHASE

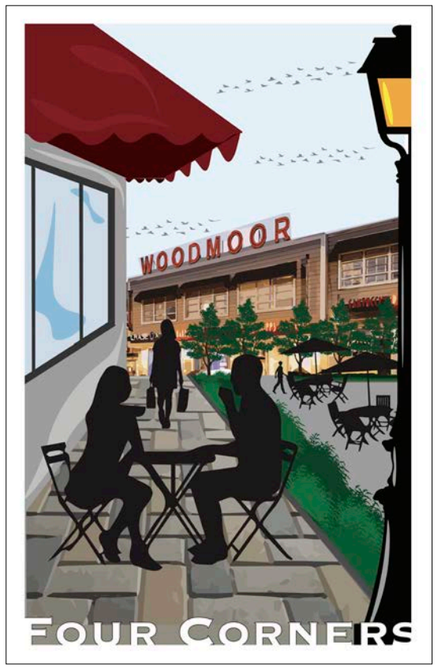


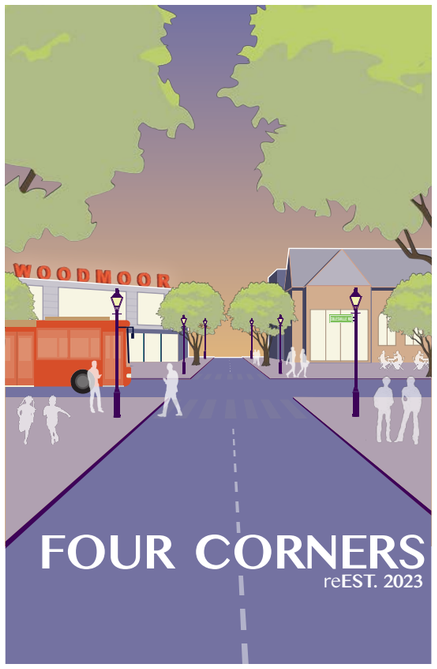

MARKET
PLACE

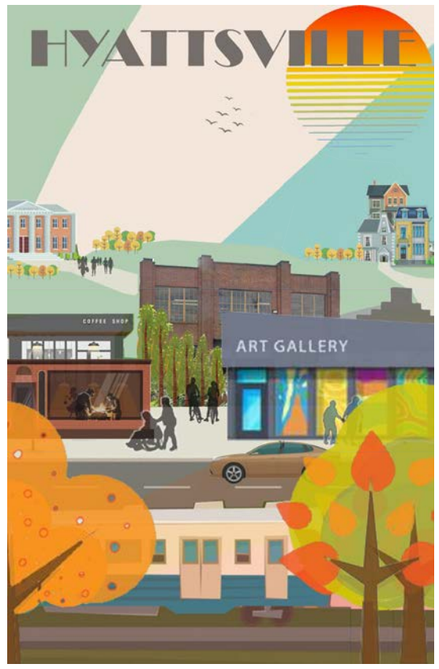

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