The Green Streets, Green Jobs, Green Towns Partnership (G3) aims to stimulate the green jobs market and enable families to work where they live and play. Small to mid-sized communities can boost their local economies and protect water resources through the use of watershed planning, design and construction of stormwater best management practices.

By virtue of its low-lying location near the Anacostia River, the North Brentwood neighborhood has experienced decades of flooding. Levees along the Anacostia control the worst of the flooding, but the homes and streets still suffer from excess stormwater during and after storms.

Through this project, the Neighborhood Design Center (NDC) developed a Green Complete Street concept design for a street in the towns of North Brentwood and Brentwood. The Green Street design was co-created with community members through a robust engagement process, modified due to the pandemic, that included in-field identification of stormwater and transportation issues by citizen-experts and group vetted solutions such as streetside bio-retention, tree boxes, pervious paving &/or pervious curbs. The project evolved from many years of discussion between the two towns, and with residents, focused on how to address a physical barrier across Windom Road (installed in 1953), marking the towns’ boundary, as well as ongoing stormwater issues.

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During 2017-18, NDC led an 18-month long community design process focused on cultural placemaking solutions at and around the project site. The green street project complemented the work already undertaken and built on the trust and relationships already developed over years of co-design.

The concept design includes plans for the Windom Road Green Street to have signage that tells the story of how water gets to the river, and how the project is working to make the street runoff cleaner. Windom Road will be part of a pedestrian and cycling network that connects people to the Anacostia River Trail and the larger system of trails including the Rhode Island Trolley Trail through Hyattsville.
PROJECT ELEMENTS

- **Concept plan** – This concept plan (see pictures for some details) included recommendations for trees and permeable gutters, native plantings, and benches for public use.
- **Permeable paving** – This alternative to traditional black top allows surface water to flow into the ground where the volume can be held, infiltrate into the lower soil or conveyed through a stormwater system. Porous paving is a good application for areas that require a hardscape surface and have no viable options for stormwater management. There are various applications and styles making porous asphalt a good aesthetic option as well as functional.
- **Tree planting** – Native trees and shrubs require less maintenance and absorb rainwater, hold soils in place, and provide food and habitat for birds, pollinators, and other wildlife.
- **Native plants** – Native plants offer numerous benefits. Because native plants are adapted to local environmental conditions, they require far less water. They provide vital habitats for birds, insects and other species of wildlife, prevent water run-off, and improve air quality.
- **Engagement of local community** – The NDC reached out to the local community for project feedback and ideas for the street via workshops and flyers.

SUSTAINABILITY & GROWTH

The Town of North Brentwood has used this concept design to advance future phases of the project, including an engineering design for the street and funding for implementation. The Town Mayor of North Brentwood notes that this concept plan provides a critical piece to support the Town of North Brentwood’s funding requests to the Maryland and Prince George’s County. At this grant’s completion, the Town applied for funds to complete the engineering design for the project, as well as implementation funds requests totaling over $500,000. This plan provided the vision for the Green Street and a preliminary stormwater budget for the green infrastructure components that was sufficient to move the project forward.

Initial community engagement conducted during 2019-2020 created momentum for the project. The project team encountered several residents during a subsequent walk through the neighborhood who wanted to learn more about the green street and how it could help to slow flooding in their neighborhood. This project interest is likely to continue as the engineering design is created and the project implemented.