

**STATEMENT OF JUSTIFICATION**  
**QUE FOR THE PEOPLE (d/b/a FEDERALIST PIG)**  
**DETAILED SITE PLAN NO. DSP-19072**  
**11/15/2020**

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## **1.0 INTRODUCTION/OVERVIEW**

The Applicant, 5400 Baltimore Avenue, LLC (the "Applicant") recently purchased property located at 5504 Baltimore Avenue, Hyattsville, Maryland 20710. The property which is the subject of the application (the "Subject Property") contains .2709 acres and is more particularly described as part of Lots 3, 4 and 5 on a plat of subdivision entitled "Pettit's Addition to Hyattsville", recorded in Plat Book LIB A Plat 18. The property is also described in the deed to the Applicant dated February 8, 2019 and recorded among the Land Records of Prince George's County at Book 41850 Page 105. The Applicant hereby requests approval of a Detailed Site Plan ("DSP") to convert the existing building on the Subject Property, previously used as an automobile parts and tire store with installation to an eating and drinking establishment, with no drive-through.

The property is zoned M-U-I/DDO and is located within the boundaries of the Gateway Arts District Sector Plan and Sectional Map Amendment adopted in 2004 ("Gateway Arts District Sector Plan" or "Sector Plan"). The Sector Plan identifies several Character Areas which determine the development standards for the properties so designated. The Subject Property is located within the Town Center ("TC") Character Area. The Sector Plan includes Development District Standards which are applicable within the designated Character Areas and includes a Table of Uses for the various Character Areas. The Gateway Arts District is unique in that if a property conforms to the Development District Standards applicable within a particular Character Area, no detailed site plan is required. However, development is subject to detailed site plan review under four circumstances listed on Page 140 of the Sector Plan. One of those circumstances is if a property is located within a "gateway and view terminus site" as designated by Map 11 of the Sector Plan. The Subject Property is located within a designated gateway and view terminus site, and therefore the proposed development is subject to detailed site plan review. This application is filed seeking approval of the proposed project in conformance with the requirements of the Sector Plan.

## **2.0 DESCRIPTION OF PROPERTY AND EXISTING IMPROVEMENTS**

As indicated above, the property which is the subject of DSP-19072 contains approximately .2709 acres. The Subject Property is improved with a building which was constructed in or about 1940 which contains approximately 2400 square feet. The property is located on the west side of Baltimore Avenue, approximately 89 feet north of its intersection with Jefferson

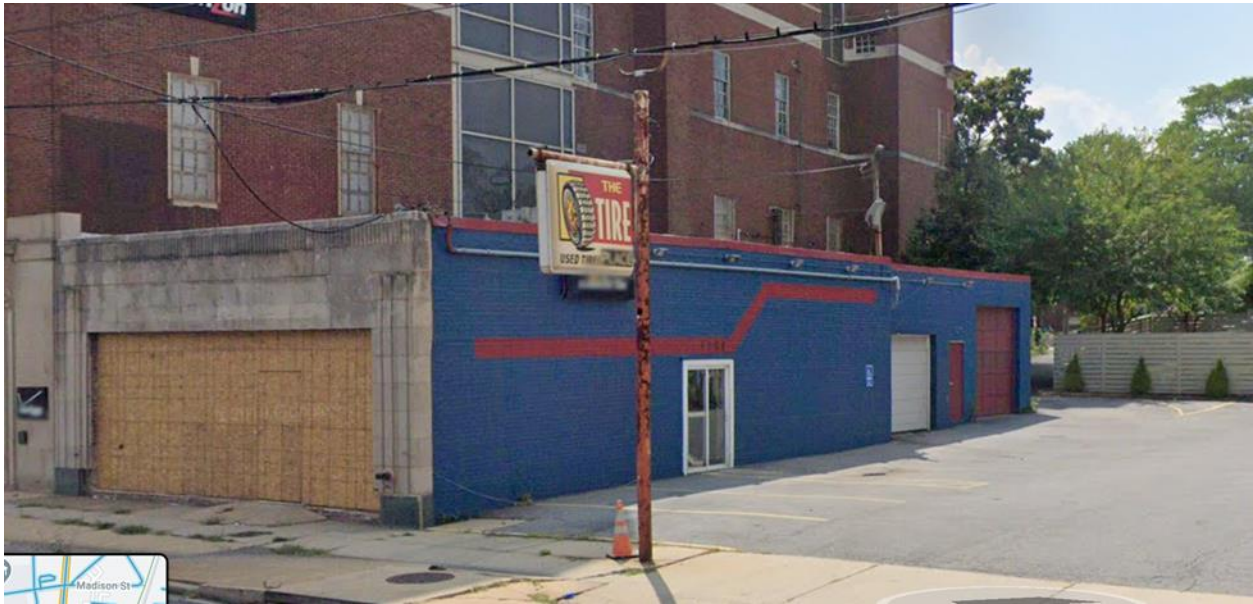
Street. The property has long been used for service commercial purposes. Originally constructed as a dry cleaning establishment (known as the Bergman's Laundry Building), the property has most recently been altered to serve as an automobile parts and tire store. The existing building is located along the southern property line, with a small parking lot located between the building and the north property line. Lot 3 of the parcel assemblage extends from Baltimore Avenue to 44<sup>th</sup> Avenue, a predominantly residential street located to the rear of the commercial uses which front on Baltimore Avenue. The property only has 19 feet of frontage on 44<sup>th</sup> Avenue. The property is accessed from Baltimore Avenue through a single driveway entrance which will be maintained.

The Subject Property is bounded to the north by a carwash, also in the M-U-I/D-D-O Zone. To the west, the property is bounded by a single family detached home in the M-U-I/D-D-O Zone located at 5503 44<sup>th</sup> Avenue. This home, which has also been used as an office, was recently purchased by 5503 44<sup>th</sup> Ave LLC, an entity under the same ownership as the Subject Property. On the west side of 44<sup>th</sup> Avenue are multifamily buildings in the R-10 Zone. The property is bounded on the south by a six story building owned and utilized by Verizon (C&P Telephone Company of Maryland). To the east, across Baltimore Avenue are commercial uses within the EYA Arts District development (specifically, Elevation Burger, Hair Cuttery, a Thai Restaurant and a Chipotle Restaurant).



The existing building on the Subject Property (pictured above) is a single story building 30 feet wide and 85 feet long.

The building has a front façade of concrete scored to create an art deco look. The side of the building is constructed of painted brick:



### **3.0 SUMMARY OF DEVELOPMENT PROPOSAL**

The Applicant proposes to convert the building to an eating and drinking establishment known as Federalist Pig, which will serve the finest barbeque in Prince George's County. The building will get a complete makeover, with the front façade retained:



A 963 square foot addition is being added to the rear of the building, increasing the total square footage from 2,412 square feet to 3,375 square feet. The 3,375 square feet includes the covered portico, covered terrace in the rear and the building addition. Behind the retained front façade, a covered portico will be created with stairs and a ramp to accommodate handicap accessibility to the new entrance to the restaurant. A projecting illuminated sign is proposed on the top of the façade wall, above the entrance stairs, that is 14.3' long and 1.3' high for a total area of 18.59 square feet. Along the side of the building, an open entrance will be provided for a ramp to the front door, with a sign above with the words "Entrance". This sign will be non-illuminated and measure 2.3 square feet (4.6' X .5'). A door will be provided next to this open entrance with a sign above reading "Pre-orders" for take-out customers. The pre-order sign will be 2.65 square feet in size (5.3' X .5'). On the side of the building will be a painted mural which will contain no advertising, but is intended to provide an artistic element to a building located in the Arts District and replace the existing paint. In the rear of the restaurant, a narrow driveway exists which slopes up to 44<sup>th</sup> Avenue. This 18-foot wide portion of the Subject Property will be excavated to allow for the creation of an outdoor patron area that will include games such as corn hole or darts and will include a seat wall. The wall constructed will be internal to the site and will increase in height with the slope such that at no point will the wall be more than four feet high as viewed from outside the property. Where necessary, a railing not exceeding 42 inches will be installed to ensure that the wall meets all safety requirements. The existing access to 44<sup>th</sup> Avenue is not functional and the space will be better used as part of the restaurant operation. The wall will vary in height from .96 feet to 7.09 feet along the courtyard side. Spot elevations have been added to the detailed site plan.

In addition to the improvements to the building, the existing parking area will be restriped to provide 15 parking spaces and a loading space. The streetscape will be improved with a sidewalk with landscape strip. The Sector Plan calls for a minimum of 12' in width, which can include a strip containing landscaping. The applicant is proposing a 5' sidewalk, a 5' landscape strip, and a 3' strip with brick pavers, for a total of 13'. Finally, a wall will be constructed north of the entrance to the site. This wall will be approximately four feet in height and extend approximately 18 feet to the north property line and then west approximately 15 feet. This wall will screen

the parking located along the north property line. New window glazing will also be installed.

#### **4.0 SUMMARY OF ZONING HISTORY AND APPLICABILITY OF DDOZ STANDARDS**

As noted above, the property was zoned M-U-I/DDO by the Gateway Arts District Sector Plan and Sectional Map Amendment. The property was zoned C-M prior to 2004. The Sector Plan established the Development District Overlay Zone (DDOZ) that includes the Subject Property. No development or other modifications to the Subject Property has been proposed since 2004, and thus the property has not been subject to the Development District Standards.

The proposed project requires approval of a detailed site plan both because the Subject Property is located in a 'gateway and view terminus site' and because the proposed addition increases the size of the existing building by more than 10%. As referenced earlier, the Sector Plan establishes Character Areas and Development District Standards which are applicable within those Character Areas. Since the Subject Property is located in the Town Center Character Area, a spreadsheet listing the standards applicable to the Town Center Character Area is included with this Statement of Justification the spreadsheet identifies whether or not the proposed development conforms with the applicable standard. Where it does not, a request to apply an alternate standard is set forth below.

#### **5.0 CONFORMANCE WITH GENERAL PURPOSES OF DETAILED SITE PLANS**

The general and specific purposes of Detailed Site Plan (DSP) are contained in §27-281(b) and (c) of the Zoning Ordinance, and are expressed as follows:

**(b) General purposes.**

**(1) The general purposes of Detailed Site Plans are:**

**(A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plans;**

**(B) To help fulfill the purposes of the zone in which the land is located;**

(C) To provide for development in accordance with the site design guidelines established in this Division; and

(D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

COMMENT: The Subject Property is zoned M-U-I and is located on the west side of Baltimore Avenue in the Gateway Arts District DDOZ. The property has been historically used for service commercial uses. The proposed re-use of the property and façade improvements will enhance the area and promote the re-use or redevelopment of nearby properties consistent with the Sector Plan. As such, the proposed DSP will fulfill the purposes of the M-U-I zone as intended for this location.

## **6.0 CONFORMANCE WITH THE PURPOSES OF THE M-U-I ZONE.**

Paragraph (b) (1) (B) of Section 27-281 expresses that a DSP proposal needs to "...help fulfill the purposes of the zone in which the land is located." As previously noted, the Property is within the M-U-I Zone, with purposes outlined in Section 27-546.15 (a) and (b):

(a) The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality which requests the zone.

(b) The specific purposes of the M-U-I Zone are:

(1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;

(2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;

(3) To encourage innovation in the planning and design



of infill development;

- (4) To allow flexibility in the process of reviewing infill development;
- (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;
- (6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and
- (7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality.

COMMENT: The proposed development conforms with the general purposes of the M-U-I zone in that the Subject Property is in an area which is already substantially developed. In fact, the Subject Property is developed and is proposed to be renovated and devoted to a new use which is consistent with the development which has occurred in recent years along the eastern side of Baltimore Avenue. The proposed development further conforms with the general purposes of the M-U-I zone in that it was zoned by the Gateway Arts District Sector Plan for the purpose of encouraging redevelopment with non-service commercial uses.

The proposed application has also met the specific purposes of the M-U-I zone. The project will enhance the streetscape, renovate an older dilapidated building and provide a gathering space in a growing area of Hyattsville. The goal of the Town Center Character area is to enhance walkability by encouraging pedestrian-oriented development with an attractive streetscape and landscaping. Since the Town Center is envisioned as active community and arts centers, several uses, including restaurants, are supported. Thus, the proposed use contributes to implementing the vision of the Town Center Character Area.

## **7.0 CONFORMANCE WITH SPECIFIC PURPOSES OF THE DETAILED SITE PLAN**

Sec. 27-281 (c) lists the specific purposes of a detailed site plan. There are four specific purposes listed, each of which is addressed below:

**Sec. 27-281 (c) (1) (A): To show the specific location and delineation of buildings and structures, parking**

**facilities, streets, green areas, and other physical features and land uses proposed for the site.**

COMMENT: The submitted Detailed Site Plan demonstrates the location of the existing buildings, structures and parking on site. The existing building will be retained and a small addition, as well as an outdoor patron area, will be added to the rear of the building.

**Sec. 27-281 (c) (1) (B): To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site.**

COMMENT: All modifications to the site are shown on the detailed site plan.

**Sec. 27-281 (c) (1) (C): To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site.**

COMMENT: The proposed use is a restaurant. Although an outdoor patron area is proposed, there are no recreational facilities proposed. The architectural form of the building modifications is included. The proposed architectural modifications will improve the look of the building while maintaining the unique architectural façade. The landscaping which will be added will soften the streetscape, and the murals will add an artistic flair to an otherwise humble building. The applicant also proposes to add a bicycle rack along Baltimore Avenue.

**Sec. 27-281 (b) (1) (D): To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.**

The submitted DSP and Architectural Elevations demonstrate the necessary infrastructure and building form to be implemented ultimately. No other documents are required to assure that the Plan is implemented in accordance with the requirements of this subtitle.

**8.0 CONFORMANCE WITH ZONING ORDINANCE SECTION 27-546.18**

Section 27-546.18 sets forth certain regulations applicable to development in the M-U-I Zone. Specifically, the section provides as follows:

**(a) Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:**

- 1. R-18 Zone regulations apply to all uses in Section 27-441(b) (3), Miscellaneous;**

COMMENT: Does not apply.

- 2. R-18 Zone regulations apply to all uses in Section 27-441(b) (6), Residential/Lodging, except hotels and motels;**

COMMENT: Does not apply.

- 3. C-S-C Zone regulations apply to hotels and motels and all other uses; and**

COMMENT: The property is subject to the regulations of the C-S-C Zone subject to the modifications set forth in the Development District Standards applicable in the Town Center Character Area.

- 4. Multifamily residential densities up to forty-eight (48) units per acre are permitted**

COMMENT: Does not apply.

**(b) Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11. (CB-10-2001; CB-42-2003)**

COMMENT: No mix of uses is proposed.

**9.0 CONFORMANCE WITH THE DEVELOPMENT DISTRICT  
OVERLAY ZONE STANDARDS OF THE GATEWAY ARTS DISTRICT  
SECTOR PLAN AND REQUEST FOR WAIVERS**

The Gateway Arts District DDOZ contains certain Development District Standards. As discussed above, the Sector Plan provided Development Standards for each Character Area. As a result, the Applicant has addressed conformance to the architectural standards set forth in the DDOZ applicable to the Town Center Character Area. Since the Design Standards set forth in the DDOZ are primarily intended to govern new construction, there are certain provisions which the applicant cannot comply with which are the result of modifications being made to an existing structure.

Based on the above, the design team has addressed conformance with the applicable Design Standards. The analysis of conformance with the Development District Standards indicates that modifications are required to a relatively small number of the DDOZ Design Standards. Where the proposed Detailed Site Plan does not conform with a specific standard, a modification to that standard is requested. Modifications of the Development District Standards are permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance:

“If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or sector plan.”

The modifications of the Development District Standards requested by the Applicant are addressed below.

**9.1 SITE DESIGN; BUILDING AND STREETScape SITING (P. 144)**

Within Town Center Character Area, “all buildings shall be built out to a minimum of 80 percent of the site frontage.” The existing building is 30 feet wide, occupying 36.8% of the site frontage. The Applicant requests an amendment of 43.2% from this requirement. First, this is an existing building. While an addition is proposed to the rear of the building, the width of the building is not proposed to change. Second, the building has an existing façade which will be retained and restored to

preserve the existing building architecture. Finally, the Applicant desires to retain some off-street parking and to access that parking from the existing curb cut on US 1. Even with the parking provided, an amendment is required. As a result of all of these reasons, it is not possible to comply with this Design Standard, and an amendment is requested. Given the unique circumstances as described above, the Planning Board can find that the alternative Development District Standard proposed will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

## **9.2 ACCESS AND CIRCULATION (p. 147)**

The Sector Plan contains guidance on site access and circulation. One of the requirements applicable in the Town Center Character Area is that "Access to parking and the rear of the lot or parcel shall be located on a side street or alley and shall be a maximum of 18 feet wide." The Subject Property has 18.98 feet of frontage on 44<sup>th</sup> Avenue, and currently there is a narrow one-way driveway that allows access to the rear of the building. However, the existing building extends far enough into the lot to render that entrance unusable as a two-way access to the main parking lot. Rather, the Applicant proposes to retain the existing driveway entrance on US 1 to access the parking lot. In addition, the Applicant proposes to convert the existing rear driveway area into an outdoor patron area, enclosed by a wall, and to extend the existing building 14 feet in order to make it functional for the proposed use. In order to retain the existing US 1 access, an amendment to this Design Standard is required.

Currently, 44<sup>th</sup> Avenue is a residential street. With the exception of the Subject Property, none of the other uses fronting on US 1 have a driveway accessing the property from 44<sup>th</sup> Avenue. Introducing commercial traffic or loading vehicles onto 44<sup>th</sup> Avenue would not encourage compatibility. Illustration 10 set forth on page 160 of the Sector Plan illustrates how the requirement is intended to be implemented. It envisions a serviced alley that would access residential garages and commercial parking areas. The unique circumstances which exist in this case, with a narrow driveway and a main residential street, are not the circumstance encouraged or contemplated by the Sector Plan. In this case, allowing the rear of the site to be converted to a practical use to enhance the viability of the proposed eating and drinking establishment and allowing the existing entrance on US 1 to continue to provide access is preferred. For these reasons, an amendment to the Design

Standard is appropriate and the Planning Board can find that the alternative Development District Standard proposed will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

### **9.3 PARKING AND LOADING (p. 148)**

The Sector Plan addresses parking for certain types of uses and certain circumstances. For example, the number of parking spaces required varies depending on whether a parking district is established in the Arts District or by a municipality. These are set forth in Standards 6 and 7 on page 148 of the Sector Plan as follows:

6. If a parking district(s) is established in the Arts District or individual municipality, the number of off-street surface parking spaces, for uses with at least 35,000 SF of GFA, other than artist studio, residential and live/work shall not exceed 80 percent of the number of off-street parking spaces required by Section 27-568(a) of the Zoning Ordinance. If additional parking is provided, it shall be structured. Required parking may be on or off site but shall be located within one-quarter mile of the development site. This section's requirements shall apply to all development under 35,000 SF of GFA.
7. If a parking district(s) is established for the Arts District or individual municipalities, the minimum number of off-street surface parking spaces for uses other than artist studio, residential, and live/work shall be reduced 50 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. If off-site shared parking is utilized in accordance with off-site shared parking requirements below, then this minimum for on-site surface parking may be waived. The minimum number of off-street surface parking spaces permitted for each land use type shall comply with Section 27-568(a) of the Zoning Ordinance. Departure from the provisions of Section 27-568(a) requires a detailed site plan review.

Based upon the above provisions, it is the Applicant's understanding that for developments under 35,000 square feet, the maximum number of required parking spaces is 80% of the requirements in Section 27-568, as stated at the end of Standard 6 ("This section's requirements shall apply to all development under 35,000 SF of GFA"). If a parking district is

established, then the minimum parking would be reduced to 50% of the amount determined in Section 27-568. Thus, the range of parking allowed is no less than 50% and no more than 80% of the requirements in Section 27-568. In this case, a parking district has been established within the City of Hyattsville pursuant to CR-69-1993, a copy of which is attached. Therefore, minimum number of parking spaces required is 50% of the total number of spaces required by Section 27-568.

As discussed above, while the Subject Property is limited in site area, the applicant proposes to restripe and repurpose the existing parking area to maximize its useable area. Within this area, the Applicant can provide 15 parking spaces (14 full size/1 handicapped space) and 1 loading space. Landscaping will also be provided in accordance with the Sector Plan and tree canopy coverage requirements. For a restaurant with a seating capacity of 88 customers, 29.3 parking spaces are typically required by Section 27-568. Since the Sector Plan requires parking within a range of 50-80% of this requirement, the number of spaces required is between 15-24. With 15 parking spaces provided (50% of the requirement), the Applicant satisfies the requirements of the Sector Plan.

In the event it is determined that the Applicant has not properly interpreted the above provisions of the Sector Plan, and a higher number of parking spaces are required than the 15 provided, the Applicant would request an amendment. Pursuant to Section 27-548.25(e), "if a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards." In this instance, the Applicant submits that the off-street parking proposed is sufficient to support the proposed use because there are numerous alternative methods both to park as well as travel to the restaurant. First, the Applicant has maximized the number of parking spaces that can be provided off site, and additional spaces are not available. Second, the Subject Property is located along US 1, which is served by Metro Bus service. In fact, there are Metro Bus stops on US 1 and on Jefferson Street in close proximity to the Subject Property. Thus, public transportation facilities are readily available. Third, there is a bike share station located just across the street at the corner of US 1 and Jefferson. Fourth, the Applicant will be providing bike racks on the property to encourage patrons to ride bicycles. Fifth, approximately half of the business generated by the restaurant is take out and/or delivery, a trend which has only been solidified by the current pandemic.

Finally, several public parking options are available within close proximity to the restaurant, which are depicted on the map below taken from the City of Hyattsville website:



As can be seen from the map, on-street parking is available on the east side of US 1, with the exception of rush hours (6-9 am and 4-7 pm Monday-Friday) directly across from the restaurant (outlined in red). On street parking is also available on the west side of US 1 just north of the restaurant. Two public parking lots are available as well. Lot 5, on the south side of Jefferson Street is approximately 500 feet away while Lot 1, located at Hamilton Street, is approximately 900 feet from the Subject Property. The Applicant will also coordinate with its employees to preserve the maximum number of on site parking for its patrons. The Subject Property is located within an urban area of Prince George's County where pedestrian activity is high, allowing local residents to walk to the restaurant. Given the availability of parking on site and the many other options available to employees and patrons, the Applicant submits that the off-street parking is sufficient and that the Planning Board can find that (if required) the alternative Development District Standard proposed will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.



#### **9.4 PARKING AND LOADING—SITING AND ACCESS (p. 149)**

The Sector Plan contains Development Standards related to the siting and access to loading spaces. Specifically, "Loading facilities shall only be located at the rear of the building and accessed from a side street or alley." The Applicant proposes to provide a loading space at the rear of the parking lot, immediately adjacent to the dumpster enclosure. As discussed above, there is a narrow driveway which can be accessed from 44<sup>th</sup> Avenue, but access to this driveway is from a residential street. The proposed loading space is easily accessible, is the least intrusive location on the property and, given the nature of the use, can be easily accessed during non-business hours to ensure there is no conflict between loading and customers. The Applicant proposes to construct a four foot wall to the north side of the entrance to US 1 which will screen the parking and loading areas on site. Given the limited site area, the desire to move loading away from the residential street to the rear, and the screening provided by the Applicant, the Planning Board can find that the alternative Development District Standard proposed will benefit the development and the development district and will not substantially impair implementation of the Sector Plan.

#### **10.0 CONFORMANCE WITH CRITERIA OF APPROVAL--DETAILED SITE PLANS**

The Planning Board must also find that the Detailed Site Plan satisfies the criteria of approval set forth in Section 27-285(b) of the Zoning Ordinance. These criteria are set forth below.

**(b) Required findings.**

**(1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.**

**COMMENT:** The proposed development does represent a reasonable alternative for satisfying the site design guidelines. The proposed development improves an existing structure and adds a use to the US 1 corridor that is consistent with other uses in the immediate vicinity. The change in use

removes a service commercial use not otherwise allowed by the current Sector Plan. The modifications to the building proposed enhance the property architecturally and aesthetically and the addition of streetscape improvements will contribute to the transformation of the US 1 corridor.

The design guidelines are set forth in Sections 27-283 and 27-274 of the Zoning Ordinance. Section 27-283 applies to Detailed Site Plans, and states that the site design guidelines are the same as those required for a Conceptual Site Plan, which are contained in Section 27-274. However, the guidelines shall only be used in keeping with the character and purpose of the proposed type of development.

The Site Design Guidelines address General Matters, Parking, Loading and Circulation, Lighting, Views, Green Area, Site and Streetscape Amenities, Grading, Service Areas, Public Spaces, Architecture and Townhouses. Those that are relevant are addressed below.

**Section 27-274(a)(1) General.** The proposed plan should promote the purposes of the Conceptual Site Plan. The purposes of Conceptual Site Plans are listed in Section 27-272. The General Purposes include providing for development in accordance with the Master Plan and helping fulfill the purposes of the zone in which the land is located. In this case, the Subject Property was placed in the M-X-T zone from the C-M zone to promote a mix of uses in this area between the north and southbound lanes of Baltimore Avenue. The proposed use fulfills this goal of the Sector Plan.

The Specific Purposes of set forth in Section 27-274 are addressed below.

**Section 27-274(a)(2) Parking, Loading and circulation.** General guidance is given regarding the location of parking and loading facilities. This project is an existing building with existing parking. Due to the date of its development, no landscaping currently exists. The Applicant proposes to enhance the parking lot and bring it to current standards. Screening of the parking will be provided by a low wall along the eastern and northern property lines.

**Section 27-274(a)(3) Lighting.** A photometric plan is included with the application that shows that there is no light spillage beyond the property, with the exception of light to illuminate the sidewalk along Baltimore Avenue. The site is

illuminated only to the extent necessary to serve the needs of the use.

**Section 27-274(a) (4) Views.** The guidelines encourage creating scenic views from public areas. Given the small size of the site and the current condition, the Applicant is improving the views into the site by retaining the existing building façade, adding landscaping and adding artistic elements in the form of murals.

**Section 27-274(a) (5) Green Area.** Landscaping is being added to the site which does not currently exist.

**Section 27-274(a) (6) Site and streetscape amenities.** The streetscape will be enhanced with a five foot wide sidewalk and tree pit which satisfies the requirements of the Sector Plan.

**Section 27-274(a) (7) Grading.** The Applicant is proposing to install an open air space to the rear of the restaurant that will require the grading of approximately 4,800 square feet. This area will be used as a patron area with a seat wall and games.

**Section 27-274(a) (8) Service areas.** The service areas are proposed to the rear of the site to the extent possible.

**Section 27-274(a) (9) Public spaces.** A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. The proposed development a single use and is not a large-scale commercial, mixed use or multifamily development.

**Section 27-274(a) (10) Architecture.** The architecture modifications being proposed will improve the look of the existing structure. The retention of the front façade, the addition of handicapped accessibility and the murals all will improve the architecture of the building.

**Section 27-274(a) (11) Townhouses and three family dwellings.** This consideration is inapplicable to the proposed DSP as there are no townhouses or three family dwellings proposed.

Section 27-276(b) (4) provides as follows:

**"The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a**

**natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5)."**

In this case, no regulated environmental features exist on the site.

## **11.0 CONCLUSION**

Based on the above, the Applicant submits that with the modifications requested, the proposed development conforms with the applicable DDOZ Design Guidelines and Standards. In addition, the proposed Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. With the modifications requested, the proposed development conforms with the DDOZ Design Guidelines and Standards.

Respectfully Submitted



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**A G E N D A   I T E M   S U M M A R Y**

**Reference No:** CR-69-1993

**Draft No:** 2

**Prince George's**

**Meeting Date:** 11/23/93

**County Council**

**Requester:** D

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**Item Title:** To establish Parking Districts for the  
City of Mount Rainier, City of Hyattsville,  
& areas within Prince George's Plaza & West  
Hyattsville Transit District Overlay Zones

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**Sponsors** D

**Date Presented**            \_\_\_/\_\_\_/\_\_\_  
**Committee Referral**(1) 9/28/93   HP&T   **Executive Action**   \_\_\_/\_\_\_/\_\_\_  
**Committee Action** (1) 10/18/93   FAV     **Effective Date**   \_\_\_/\_\_\_/\_\_\_  
**Date Introduced**        9/28/93  
**Pub. Hearing Date** (1) \_\_\_/\_\_\_/\_\_\_ :\_\_\_  
  
**Council Action**        (1) 11/23/93   Adopted  
**Council Votes**        P: A\_, B: A\_, CA: A\_, C\_: -, D: A\_, F: A\_,  
                          MC: A\_, M: A\_, WI: A\_  
**Pass/Fail**         P  
  
**Remarks**             (See CB-133-1993)

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**Drafter:** Barbara L. Holtz  
          Office of Lev

**Resource**   Jim Odgers  
**Personnel:** Parking Authority

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**LEGISLATIVE HISTORY**

**HOUSING, PLANNING & TRANSPORTATION COM. REPORT**

**DATE:** 10/18/93

**Committee Vote:** Favorable, 5-0 (In favor: Council Members Bell, Castaldi, Del Giudice, Fletcher and MacKinnon).

Jim Odgers and Peter Krauser, representing the Parking Authority, responded to questions regarding this resolution. Comments had not yet been received by the impacted municipalities, and the Committee requested the concurrence of the municipalities prior to the adoption of the resolution.

**BACKGROUND INFORMATION/FISCAL IMPACT**

(Includes reason for proposal, as well as any unique statutory requirements)

- This resolution will establish Parking Districts for the the City of Mount Rainier, the City of Hyattsville, areas within the Prince George's Plaza Transit District Overlay Zone and areas within the West Hyattsville Transit District Overlay Zone.

**CODE INDEX TOPICS:**

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

Legislative Session 1993  
 Resolution No. CR-69-1993  
 Proposed by Council Member Del Giudice  
 Introduced by Council Member Del Giudice  
 Co-Sponsors \_\_\_\_\_  
 Date of Introduction September 28, 1993

**RESOLUTION**

A RESOLUTION concerning

**Establishment of Parking Districts**

FOR the purpose of establishing Parking Districts for the City of Mount Rainier, the City of Hyattsville, areas within the Prince George's Plaza Transit District Overlay Zone and areas within the West Hyattsville Transit District Overlay Zone.

WHEREAS, Section 2-411 of the Prince George's County Code, as amended by CB-133, 1993, provides for the establishment of parking districts by Resolution of the County Council; and

WHEREAS, the Parking Authority of Prince George's County has recommended the establishment of certain parking districts within the County; now, therefore,

SECTION 1. BE IT RESOLVED by the County Council of Prince George's County, Maryland, that it finds, based upon an assessment of current facilities for parking in those areas that are the subject of this resolution and an assessment of current and future parking needs, and after consideration of the plan submitted by the Authority to meet those needs, and the financial plan for funding parking facilities proposed in the Authority's plan, that the establishment of the following Parking Districts

1 will provide for the encouragement of trade and industry, will promote the  
2 health, safety and welfare of the residents of the County and the described  
3 areas, and will advance the purposes stated in Section 2-400 of the Prince  
4 George's County Code.

5 SECTION 2. BE IT FURTHER RESOLVED that the County Council expressly  
6 acknowledges the authority of municipalities to regulate parking within  
7 their boundaries and that the Parking Authority of Prince George's County  
8 may only act within said boundaries pursuant to separate authorization by  
9 the affected municipality.

10 SECTION 3. BE IT FURTHER RESOLVED that there are hereby established  
11 Parking Districts within the City of Mount Rainier, areas within the Prince  
12 George's Plaza Transit District Overlay Zone, areas within the West  
13 Hyattsville Transit District Overlay Zone, and the City of Hyattsville,  
14 which shall consist of all land within those areas described in this  
15 resolution. Any parcel partially within the areas described shall be  
16 considered as being totally within the described district.

17 SECTION 4. BE IT FURTHER RESOLVED that a Parking District be  
18 established for the Town of Mount Rainier, Maryland, which shall be  
19 constituted as follows:

20 **Mount Rainier Parking District**

21 Commencing at a point within the City of Mount Rainier on the  
22 eastern side of 34th Street, within Mount Rainier Subdivision, Block 1, at  
23 the northwestern corner of Lot 2 and proceeding in an easterly direction  
24 along the northern line of Lot 2 to 34th Place; thence proceeding across  
25 34th Place and continuing in Mt. Rainier Subdivision to the northwestern  
26 corner of part of Lot 5 and then proceeding in a southerly direction along  
27 the western line of part of Lot 5 to Bunker Hill Road; thence proceeding



1 across Bunker Hill Road in a southeasterly direction to Yost Addition  
2 Subdivision to the northwestern corner of Lot 1, then proceeding along the  
3 western line of Lot 1 in a southerly direction along 35th Street to the  
4 northwest corner of Lot 22, then proceeding in an easterly direction along  
5 the northern lines of Lots 22, 17, 16, 15, 14, 13, 12, 11, 10, 6, and 5 to  
6 the southwestern corner of Lot 3, then proceeding in a northerly direction  
7 along the western line of Lot 3 to Bunker Hill Road, then proceeding in an  
8 easterly direction along the northern lines of Lots 3 and 9 to the  
9 northwestern corner of Lot 10, then proceeding along the western line of  
10 Lot 10 in a southerly direction to the northwestern corner of Lot 1, then  
11 proceeding along the northern line of Lot 1 to the northeastern corner of  
12 Lot 1, and then proceeding in a southerly direction along the eastern line  
13 of Lot 1 to Rhode Island Avenue; thence crossing Rhode Island Avenue in a  
14 southwesterly direction to the southwesterly corner of Rhode Island Avenue  
15 and 37th Place to Mount Rainier Subdivision to the northeasterly corner of  
16 Lot 76 in Block 3, then proceeding in a southwesterly direction along the  
17 northerly line of Lot 76 to Lot 2, then proceeding in a southeasterly  
18 direction along the easterly lines of Lots 2, 3 and 4 to Lot 5, then  
19 proceeding in a southeasterly direction along the southerly line of Lot 4  
20 to 37th Street; thence crossing 37th Street to the southeasterly corner of  
21 Lot 15 in Block 2, and then proceeding in a southwesterly direction along  
22 the southerly lines of Lots 15, 14, 13, 12, 11, 10, 9 and 8 to Lot 7, and  
23 then proceeding to the northeastern corner of Lot 26, and then proceeding  
24 in a southerly direction along the easterly line of Lot 26 to Perry Street;  
25 thence proceeding across Perry Street in a southeasterly direction to the  
26 northeast corner of Lot 5 in Block 7, then proceeding in a southerly  
27 direction along the eastern line of Lot 5 to the northeastern corner of Lot

1 6, then proceeding in a westerly direction along the northern lines of Lots  
2 6 and 33 to the northwestern corner of Lot 33, then proceeding in a  
3 southerly direction along the western lines of Lots 33, 32 and 31 to the  
4 northwestern corner of Lot 30; thence crossing 35th Street to the  
5 southeastern corner of Lot 8 in Block 6 and then proceeding in a westerly  
6 direction along the southern lines of Lots 8 and 27 to 34th Street, then  
7 proceeding in a southerly direction along the western lines of Lots 26, 25,  
8 24, 23, 22, 21, 20, 19 and 18 to Otis Street; thence crossing 34th Street  
9 to the easterly west point of Lot 13 in Block 11, then proceeding in a  
10 northwesterly direction along the northerly lines of Lots 13, 14, 15, 16,  
11 17, 18, 19, 20, 21 and 29 to the northeasterly corner of Lot 26, then  
12 proceeding in a southerly direction along the easterly line of Lot 26 to  
13 Eastern Avenue, then proceeding in a northwesterly direction along the  
14 westerly line of Lot 26 to Rhode Island Avenue; thence crossing Rhode  
15 Island Avenue in a northwesterly direction to Highmont Subdivision to the  
16 southerly west point of Lot 11 in Block 5, then proceeding in a  
17 northwesterly direction along the westerly lines of Lots 11, 12, 13, 14,  
18 15, and 16 to the southerly west point of Lot 17, then proceeding in an  
19 easterly direction along the southern lines of Lots 17, 18, 19, 20, 21, 22,  
20 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33 and 34 to 33rd Street, then  
21 proceeding in a northerly direction along the easterly line of Lot 34 to  
22 Perry Street; thence crossing Perry Street to the southeast corner of Lot  
23 10 in Block 8 and proceeding north along the easterly line of Lot 10 to Lot  
24 26; thence crossing 33rd Street to the northwest corner of Lot 6 in Block 7  
25 and proceeding in an easterly direction along the northern lines of Lots 6,  
26 5 and 4 to the southwestern corner of Lot 26, then proceeding in a  
27 northerly direction along the westerly lines of Lots 26, 25, 24, 23, 22, 21

1 and 20 to the southeastern corner of Lot 16, then proceeding in a westerly  
2 direction along the southern line of Lot 16 to Lot 15, then proceeding in a  
3 northerly direction along the western line of Lot 16 to Bunker Hill Road;  
4 thence proceeding across Bunker Hill Road in a northeasterly direction to  
5 the southwestern corner of Lot 1 in Block 2, then proceeding in a northerly  
6 direction along the westerly lines of Lots 1, 2 and 3 to Lot 4, then  
7 proceeding in an easterly direction along the northern line of Lot 3 to  
8 34th Street, thence crossing 34th Street in an easterly direction back to  
9 the point of beginning. The Mount Rainier Parking Enterprise District  
10 shall also include all land and improvements contained within the  
11 Seventeenth Election District of Prince George's County within the area  
12 described as follows:

13 Commencing at a point within the City of Mount Rainier on the eastern side  
14 of 22nd Avenue at the northwesterly corner of Lot 5 (3864) and proceeding  
15 in a northeasterly direction along the northerly line of Lot 5 to Lot 6A  
16 (3864), then proceeding in a southeasterly direction along the easterly  
17 line of Lot 5 to the northwesterly corner of Lot 8 (3865), and then  
18 proceeding along the northerly line of Lot 8 in a northeasterly direction  
19 to Russell Avenue; thence crossing Russell Avenue to the northwesterly  
20 corner of Parcel F, Block B, (0496) and proceeding in a southeasterly  
21 direction along the westerly line of Parcel F to Arundel Road; thence  
22 crossing Arundel Road to the northwesterly corner of Parcel B, Block J,  
23 (0515) and proceeding along the westerly line of Parcel B to 28th Place;  
24 thence crossing 28th Place to the northwesterly corner of Parcel G (0516)  
25 and then proceeding along the westerly line of Parcel G a distance of 300  
26 feet, more or less; thence crossing Russell Avenue in a westerly direction  
27 to Parcel B (0517) at the intersection of Russell Avenue and Kaywood Drive

1 and then following the line of Parcel B along Kaywood Drive in a  
2 southwesterly direction, then a southeasterly direction, then a  
3 southwesterly direction to Eastern Avenue, all a distance of 1100 feet,  
4 more or less, continuing along the westerly line of Parcel B to Varnus  
5 Street; thence crossing Varnus Street to part of Block A (0517) and  
6 proceeding along the westerly line of part of Block A to Arundel Road;  
7 thence crossing Arundel Road to Lot 22 (0493) and proceeding in an easterly  
8 direction along the southerly lines of Lot 22, Parcel 25, and Parcel 26 to  
9 22nd Avenue, and then proceeding along the easterly line of Parcel 26 to  
10 the southeasterly corner of Lot 27 (0494); thence crossing 22nd Avenue to  
11 the northwestern corner of Lot 5 back to the point of beginning.

12 SECTION 5. BE IT FURTHER RESOLVED that a Parking District be  
13 established for the Prince George's Plaza Transit District District Overlay  
14 Zone, which shall be constituted as follows:

15 Prince George's Plaza Transit District

16 Overlay Zone Parking District

17 Commencing at a point at the southeast corner of the intersection of  
18 Adelphi Road at Underwood Street and proceeding in a southeasterly  
19 direction along Adelphi Road within Block 39, of University Park  
20 Subdivision along the westerly lines of Lots 50, 49, 48, 47, 46, 45, 44,  
21 43, 42, 41, 40, 39, 38, 37, [Subd. Plat 1520] and 36 [1264] to its  
22 intersection with Beechwood Road; thence crossing Beechwood Road and  
23 proceeding along the westerly line of Lot 1, Block 33 across the westerly  
24 line of Parcel 129 [1264] to its intersection with Toledo Road; thence  
25 crossing Toledo Road and proceeding in a southerly direction within Block  
26 21 along the westerly lines of Lots 14, 15, 16, 17, 18, 19, 20, 21, 22, 23,  
27 24, and 25 [0969] to its intersection with Tennyson Road; thence crossing

1 Tennyson Road and proceeding in a southerly direction within Block 17 along  
2 the westerly lines of Lots 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 1  
3 [0969] to its intersection with Queens Chapel Road and East West Highway;  
4 thence crossing East West Highway and proceeding in a southerly direction  
5 to the northwest corner of Block A of Old Colony Subdivision and proceeding  
6 along the westerly line of Lot 10 [0600]; thence crossing 41st Avenue in a  
7 westerly direction to Block A in W.C. Jenkins Subdivision and proceeding in  
8 a southwesterly direction along Queens Chapel Road along the western lines  
9 of Lots 1, 15, 14, 13, 12, 11, and 10 [0582] to its intersection with  
10 Quintana Street, thence crossing Quintana Street to Block B and proceeding  
11 along Queens Chapel Road in a southwesterly direction along the western  
12 lines of Lots 8, 9, 17 [0578], Parcel 117 and 118 [8266] to its  
13 intersection with Queensbury Road; thence crossing Queensbury Road to Block  
14 A in Hyattsville Hills Subdivision and proceeding in a southwesterly  
15 direction along the western lines of Lots 5, 4, 3, 2, and 1 [0727] to its  
16 intersection with Powhatan Road; thence crossing Queens Chapel Road in a  
17 westerly direction to Block 19 in Queens Chapel Manor Subdivision and  
18 proceeding in a westerly direction along the northern lines of Lots 16, 15,  
19 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 [1259] to the  
20 intersection of Oliver Street and Jamestown Road; thence crossing Jamestown  
21 Road in a westerly direction to Block 15 and proceeding in a westerly  
22 direction along the northern lines of Lots 18, 17, 16, 15, 14, 13, 12, 11,  
23 and 10 [1259] to Parcel A [4875], then proceeding in a westerly direction  
24 along the northern line of Parcel A a distance of 1,100 feet, more or less,  
25 then proceeding in a southwesterly direction along the northwest line of  
26 Parcel A a distance of 450 feet, more or less to Maryhurst Drive; thence  
27 crossing Maryhurst Drive and proceeding in a westerly direction along the

1 southern limits of Oliver Place [3343] to its intersection with 31st  
2 Avenue; thence proceeding in a westerly direction along the southern line  
3 of Parcel 25 a distance of 250 feet, more or less; then proceeding in a  
4 northwesterly direction along the western line of Parcel 25 a  
5 distance of 125 feet, more or less, to Parcel 61, and then proceeding along  
6 the eastern line of Parcel 61 a distance of 100 feet, more or less, to  
7 Parcel 60, and proceeding along the eastern line of Parcel 60 a distance of  
8 300 feet, more or less, to Parcel 59 [2172-379], and proceeding along the  
9 eastern line of Parcel 59 a distance of 500 feet, more or less, to East  
10 West Highway; thence crossing East West Highway to the southwest corner of  
11 Parcel 58 and proceeding in a northerly direction a distance of 400 feet,  
12 more or less, to its northwest corner, and proceeding in an easterly  
13 direction a distance of 180 feet, more or less, to the northwest corner of  
14 Parcel 124, and then proceeding to a point in an easterly direction a  
15 distance of 550 feet, more or less, and then proceeding in a northeasterly  
16 direction to a point with Parcel 1, a distance of 250 feet, more or less  
17 [4520/985]; thence proceeding in a northerly direction along the western  
18 line of Parcel 1 to a point with Parcel 26, a distance of 1,500 feet, more  
19 or less, and then proceeding along the western line of Parcel 26 [3847] to  
20 Dean Drive; thence crossing Dean Drive to the southwest corner of Parcel 3  
21 [4759] and proceeding in an easterly direction along the southern line of  
22 Parcel 3 to Parcel 'D' [3605] and then proceeding along the eastern line of  
23 Parcel 'D' to a point a distance of 1,000 feet, more or less; thence  
24 crossing Dean Drive to the northeastern corner of Parcel 27 [2064/89] and  
25 proceeding in a southeasterly direction along the western line of Parcel 27  
26 to a point at a distance of 700 feet, more or less, and then proceeding  
27 along the southern line of Parcel 27 to a point at the southwestern corner

1 of Parcel 1, [1080/135] a distance of 350 feet, more or less, and then  
2 proceeding along the southern line of Parcel 1 to Adelphi Road, a distance  
3 of 1,400 feet, more or less, and then proceeding in a southerly direction  
4 along the eastern line of Parcel 75 to its intersection with Belcrest Road  
5 and Adelphi Road; thence crossing Adelphi Road to the point of beginning,  
6 at the southeast corner of Adelphi Road at Underwood Street.

7 SECTION 6. BE IT FURTHER RESOLVED that a Parking District be  
8 established for the West Hyattsville Transit District Overlay Zone, which  
9 shall be constituted as follows:

10 West Hyattsville Transit District

11 Overlay Zone Parking District.

12 Commencing at a point at the southeast corner of the intersection of Ager  
13 Road and Nicholson Street and proceeding in a southeasterly direction along  
14 the western line of Parcel 1 [2269] a distance of 800 feet, more or less,  
15 to the intersection of Ager Road and 29th Avenue; thence crossing 29th  
16 Avenue and proceeding in a southeasterly direction along the western line  
17 of Parcel 2 to Green Hill Park Subdivision, Block B [1430], Lot 8 and  
18 proceeding in an easterly direction along the north line of Lots 8 and 9;  
19 thence crossing 29th Avenue to [1221] the northwest corner of lot 17 and  
20 proceeding in a southeasterly direction along the western lines of Lots 17,  
21 18, 19, 20, [1380] 27, and continuing along the western line of Lot 1  
22 [0497] to Lancer Street; thence crossing Lancer Street to Queens Chapel  
23 Manor Subdivision, Block C [0497] and proceeding along the western lines  
24 of Lots 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 to Jamestown Road;  
25 thence proceeding in an easterly direction along the southern line of Lots  
26 1, 28, and 27 to 30th Avenue; thence proceeding across 30th Avenue to Block  
27 D and proceeding along the southern lines of Lots 1, 30, and 29 to 31st

1. Avenue; thence proceeding across 31st Avenue to Block N to the southwest  
2. corner of Lot 1 and proceeding in an easterly direction along the southerly  
3. lines of Lots 1, through 22 [0498], 21, to the southwest corner of Lot 20;  
4. thence proceeding across Jamestown Road to Block N to the northwest corner  
5. of Lot 13 and then proceeding to the southwest corner of Lot 13 and then  
6. proceeding in a northeasterly direction along the southeasterly lines of  
7. Lots 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 to Lancer Drive; thence  
8. proceeding along Parcel 'F' in a southeasterly direction to Manor Drive and  
9. then proceeding in a westerly direction along Parcel 'F' and then in a  
10. southerly direction along Parcel 'F' to Queens Chapel Road; thence crossing  
11. Queens Chapel Road to Clearwood Subdivision, Block 8, [0528] to the  
12. northeasterly corner of Lot 1 and then proceeding along the easterly lines  
13. of Lots 1, 2, 3, 4, and 5 and then proceeding in a southwesterly direction  
14. along the southeasterly lines of Lots 5, 6, 7, and 8 to Hamilton Street and  
15. then proceeding in a northwesterly direction along the southwesterly lines  
16. of Lots 8, A-3, A-2 and A-1 to Queens Chapel Road; thence crossing Hamilton  
17. Street to North West Branch Park, to the northerly most point of Parcel 178  
18. [N-NCTPC, 359/238] and then proceeding in a southwesterly direction along  
19. the northwestern line of Parcel 178 a distance of 1,000 feet, more or less,  
20. to the northerly most point of Parcel 46 [N-NCTPC, 1642/461] and then  
21. continuing in a southerly direction along the westerly line of Parcels 46,  
22. 47, 49 and 50, a distance of 900 feet, more or less, to Chillum Road;  
23. thence proceeding across Chillum Road to the northeasterly corner of Parcel  
24. 13 [in Marshall B. Coyne, 2268-389] and proceeding in a southerly direction  
25. along the easterly line of Parcel 13 a distance of 900 feet, more or less,  
26. then proceeding in a northwesterly direction to the most westerly point of  
27. Parcel 13, a distance of 500 feet, more or less, to the northerly most



1 point of Parcel 1 [King Park Plaza, 4726], then proceeding along the  
2 northerly line of Parcel 1, a distance of 300 feet, more or less, to the  
3 northeasterly corner of [Queens Park Plaza, 4309], then proceeding along  
4 the northerly line of [4309] a distance of 400 feet, more or less, to the  
5 southerly most point of Parcel 3 [M-NCPPC, 4443/61], then proceeding in a  
6 northwesterly direction along the easterly line of Parcel 3, a distance of  
7 800 feet, more or less, to Parcel 'C' in Avondale Terrace Subdivision  
8 [1121], then proceeding in a northwesterly direction along the easterly  
9 line of Parcel 'C' to Lot 1, Block G, then proceeding along the easterly  
10 line of Lot 1 to Ingraham Street; thence proceeding across Ingraham Street  
11 to the southeasterly corner of Lot 5, Block E, then proceeding in a  
12 northwesterly direction along the easterly lines of Lots 5 and 4 to Chillus  
13 Road; thence proceeding across Chillus Road to the southwesterly corner of  
14 Parcel 'A-15' [132054] and then proceeding in a northeasterly direction  
15 along the westerly line of Parcel 'A-15' to Parcel 8 [M-NCPPC, 1408-14],  
16 then proceeding along the westerly line of Parcel 8 [through North West  
17 Branch Park] to the southwesterly corner of Parcel 114, [WMATA, 5749/759],  
18 then proceeding in a northeasterly direction along the westerly line of  
19 Parcel 114, a distance of 200 feet, more or less, to the southerly most  
20 point of Barretts Addition to Kirkwood Village [2978], then proceeding  
21 along the southwesterly arc of Barretts Addition to Parcel 110, [M-NCPPC],  
22 a distance of 800 feet, more or less, then proceeding along the northerly  
23 line of Barretts Addition to Nicholson Street, a distance of 200 feet, more  
24 or less; thence proceeding across Nicholson Street to Kirkwood Village  
25 Subdivision [1366] to the southwest corner of Block D and then proceeding  
26 in a northerly direction along the western line of Block D a distance of  
27 450 feet, more or less, to Block C, then proceeding in a northerly

1 direction along the westerly line of Block C a distance of 450 feet, more  
2 or less, to the Mall; thence crossing The Mall in a northeasterly direction  
3 ~~to~~ to the most westerly point of Block B and then proceeding in a  
4 northeasterly direction along the northwestern line of Block B a distance  
5 of 450 feet, more or less, to the northwestern corner of Block A, then  
6 proceeding in an easterly direction along the northern line of Block A to  
7 Ager Road, a distance of 450 feet, more or less; thence crossing Ager Road  
8 to the point of beginning, at the southeast corner of Ager Road and  
9 Nicholson Street.

10 SECTION 7. BE IT FURTHER RESOLVED that a Parking District be  
11 established for the City of Hyattsville, Maryland, which shall be  
12 constituted as follows:

13 City of Hyattsville Parking District.

14 The Hyattsville Parking District shall consist of all land and improvements  
15 within the Sixteenth Election District of Prince George's County, located  
16 within the City of Hyattsville, within the area described as follows:

17 Commencing at a point at the northeast corner of Lot 47, Block A, and then  
18 proceeding in an easterly direction to the boundary line of the City of  
19 Hyattsville, also located within the right-of-way of Baltimore Avenue, and  
20 then proceeding in a southerly direction along the boundary line of the  
21 City of Hyattsville, and continuing for the same to the intersections of  
22 Baltimore Avenue with Oliver Street, and then to Oglethorpe Street, and  
23 then to Madison Street, all a distance of 1300 feet, more or less; thence  
24 crossing Baltimore Avenue in an easterly direction to the northwest corner  
25 of Lot 16, Block 65, [0796] and proceeding in an easterly direction along  
26 the northern lines of Lots 16, 17, 18, 19, 20, 21 and 22 to the Baltimore  
27 and Ohio R.R. right-of-way; thence proceeding in a southwesterly direction

1 along the westerly side of the Baltimore and Ohio R.R. right-of-way to  
2 Longfellow Street, and continuing for the same along the westerly side of  
3 the right-of-way to Kennedy Street, and continuing for the same along the  
4 westerly side of the right-of-way to Hamilton Street, all a distance of  
5 1700 feet, more or less; then crossing the Baltimore and Ohio right-of-way  
6 in an easterly direction to its easterly side and then proceeding along the  
7 easterly side of the right-of-way, a distance of 400 feet, more or less, to  
8 its Alexandria Branch, Parcel 125, and then continuing along the westerly  
9 side of the Alexandria Branch right-of-way in a southeasterly direction to  
10 its intersection with Emerson Street, a distance of 1400 feet, more or  
11 less, and then continuing along the westerly side of the Alexandria Branch  
12 right-of-way in a southerly direction to the right-of-way's intersection  
13 with Burlington Road and the boundary line of the City of Hyattsville;  
14 thence proceeding in a southerly direction along the boundary line of the  
15 City of Hyattsville for a distance of 400 feet, more or less, and then  
16 continuing along the boundary line of the City of Hyattsville in a  
17 southwesterly direction to Baltimore Avenue, a distance of 1100 feet, more  
18 or less; thence crossing Baltimore Avenue and then continuing along the  
19 boundary line of the City of Hyattsville first in a southwesterly direction  
20 and then in a northwesterly direction, all a distance of 1500 feet, more or  
21 less, to Rhode Island Avenue; thence crossing Rhode Island Avenue to the  
22 westerly right-of-way line of Rhode Island Avenue and then proceeding in a  
23 northerly direction along the right-of-way line to Crittenden Street;  
24 thence crossing Crittenden Street to the nearest most part of Parcel 262  
25 and then proceeding in a westerly direction along the southerly line of  
26 Parcel 262 to Parcel 261, and then continuing along the southerly line of  
27 Parcel 261 to Parcel 29, and then continuing in a northerly direction along

1 the westerly line of Parcel 29 to Decatur Street; thence crossing Decatur  
2 Street and proceeding in an easterly direction along the northerly  
3 right-of-way line of Decatur Street to 42nd Avenue; thence crossing 42nd  
4 Avenue and continuing along the northerly right-of-way line of Decatur  
5 Street to 42nd Place, and then proceeding in a northerly direction along  
6 the westerly right-of-way line of 42nd Place to Emerson Street; thence  
7 crossing Emerson Street and continuing in a northerly direction along the  
8 westerly right-of-way of 42nd Place to Farragut Street, and then proceeding  
9 along the southerly right-of-way line of Farragut Street in an easterly  
10 direction to 43rd Avenue; then crossing Farragut Street and proceeding in a  
11 northerly direction along the westerly right-of-way line of 43rd Avenue to  
12 Gallatin Street; thence crossing Gallatin Street and proceeding along the  
13 northerly right-of-way line of Gallatin Street to 42nd Place, and then  
14 proceeding along the easterly right-of-way line of 42nd Place to the  
15 northwest corner of Lot 15, Block E, and then proceeding along the  
16 northerly line of Lot 15 to 43rd Avenue, and then proceeding along the  
17 westerly right-of-way of 43rd Avenue to Jefferson Street; then crossing  
18 Jefferson Street and proceeding along the northerly right-of-way line of  
19 Jefferson Street in an easterly direction to 43rd Place; thence crossing  
20 43rd Place along the northerly right-of-way line of Jefferson Street in an  
21 easterly direction to 44th Avenue, and then proceeding in a northerly  
22 direction along the westerly right-of-way line of 44th Avenue to Kennedy  
23 Street; thence crossing Kennedy Street to Block 3, and then proceeding in a  
24 westerly direction along the northern right-of-way line of Kennedy Street  
25 to 43rd Avenue; thence crossing 43rd Avenue and continuing in a northerly  
26 direction along the westerly right-of-way line of 43rd Avenue to Longfellow  
27 thence crossing Longfellow Street and continuing along the westerly right-

1 of-way line of 43rd Avenue to Maccaboy Street; thence crossing Maccaboy  
2 Street and continuing along the westerly right-of-way line of 43rd Avenue  
3 to Madison Street; thence crossing Madison Street and continuing along the  
4 westerly right-of-way line of 43rd Avenue to Nicholson Street; thence  
5 crossing Nicholson Street and continuing along the westerly right-of-way  
6 line of 43rd Avenue to Oglethorpe Street; thence crossing Oglethorpe Street  
7 to the northerly right-of-way line of Oglethorpe Street; thence crossing  
8 43rd Avenue and proceeding in an easterly direction along the northerly  
9 right-of-way line of Oglethorpe Street to 43rd Street; thence crossing 43rd  
10 Street and continuing along the northerly right-of-way line of Oglethorpe  
11 Street to 44th Avenue, and then proceeding in a northerly direction along  
12 the westerly right-of-way line of 44th Avenue to Oliver Street; thence  
13 crossing Oliver Street and continuing in a northerly direction along the  
14 westerly right-of-way of 44th Avenue a distance of 120 feet, more or less,  
15 to the boundary line of the City of Hyattsville; thence crossing 44th  
16 Avenue in an easterly direction and continuing along the boundary line of  
17 the City of Hyattsville back to the point of beginning, a distance of 600  
18 feet, more or less.

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SECTION 8. BE IT FURTHER RESOLVED that this Resolution shall take effect on the date of its adoption.

Adopted this 23rd day of November, 1993.

COUNTY COUNCIL OF PRINCE  
GEORGE'S COUNTY, MARYLAND

BY: Hilda R. Pemberton  
Hilda R. Pemberton  
Chairwoman

ATTEST:

Joyce T. Sweeney  
Joyce T. Sweeney  
Clerk of the Council

<u>Standards Applicable to the TC Character Area</u>	<u>Permit Review Required</u>	<u>Applicability to Federalist Pig Property</u>															
<b><u>SITE DESIGN</u></b>																	
<p><b><u>Building and Streetscape Siting</u></b></p> <p><i>Create a consistent streetwall and a pleasant, inviting streetscape along commercial and mixed-use streets and a coherent visual appearance along neighborhood residential streets. Enhance the green, shaded identity of neighborhood streets and extend this identity to commercial and mixed-use areas. Develop walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.</i></p>																	
<p>Development shall meet all applicable build-to lines with the optional variation shown in Table 1.</p> <table border="1" data-bbox="130 565 1161 950"> <thead> <tr> <th colspan="4" data-bbox="130 565 1161 609"><b>Table 1: Build-to Line (Distance in feet)</b></th> </tr> <tr> <th data-bbox="130 609 504 690" rowspan="2">Buildings/Location</th> <th colspan="2" data-bbox="504 609 1014 652">Build-to Line</th> <th data-bbox="1014 609 1161 652">Allowable</th> </tr> <tr> <th data-bbox="504 652 739 690">From face-of-curb</th> <th data-bbox="739 652 1014 690">From edge of R-O-W</th> <th data-bbox="1014 652 1161 690">Variation</th> </tr> </thead> <tbody> <tr> <td data-bbox="130 690 504 950">Along US 1, excluding the segment from Jefferson Street to Farragut Street (the ultimate right-of-way for US 1 from Oliver Street to Hamilton Street shall be 60 feet to 80 feet)</td> <td data-bbox="504 690 739 950" style="text-align: center;">-----</td> <td data-bbox="739 690 1014 950" style="text-align: center;">10-12</td> <td data-bbox="1014 690 1161 950" style="text-align: center;">+4</td> </tr> </tbody> </table>	<b>Table 1: Build-to Line (Distance in feet)</b>				Buildings/Location	Build-to Line		Allowable	From face-of-curb	From edge of R-O-W	Variation	Along US 1, excluding the segment from Jefferson Street to Farragut Street (the ultimate right-of-way for US 1 from Oliver Street to Hamilton Street shall be 60 feet to 80 feet)	-----	10-12	+4	<b>X</b>	<b>Conforms. The existing building is 10.2-10.3 feet from the right of way of US 1.</b>
<b>Table 1: Build-to Line (Distance in feet)</b>																	
Buildings/Location	Build-to Line		Allowable														
	From face-of-curb	From edge of R-O-W	Variation														
Along US 1, excluding the segment from Jefferson Street to Farragut Street (the ultimate right-of-way for US 1 from Oliver Street to Hamilton Street shall be 60 feet to 80 feet)	-----	10-12	+4														
Buildings along the segment of US1 from Jefferson Street to Farragut Street should be sited to maintain a consistent front building line to define the public realm of the street, wherever possible. If no established setbacks of the existing front building line exists, a build-to line between 10 and 12 feet from the right-of-way-line should be established. This is a DSP standard.		N/A															
All buildings shall be built out to a minimum of 80 percent of the site frontage.	<b>X</b>	<b>Amendment required. The existing building occupies 36.8% of the frontage on US 1. An amendment of 43.2% is requested.</b>															
Development on lots or parcels greater than four acres in size should place utility lines underground or relocate them to the rear of the property in coordination with the appropriate utility. This standard applies only to new utilities to be placed with proposed development or redevelopment.		N/A															
Building sidewalls should abut the sidewalls of adjacent buildings, if possible.		<b>Conforms. The sidewall of the existing building abuts the sidewall of the adjacent building. No building proposed along northern property line.</b>															
Buildings on corner lots should not have blank exterior walls at the pedestrian level.		N/A															

<p><b><u>Access and Circulation</u></b></p> <p><i>Develop pedestrian-friendly streets by minimizing driveway access across sidewalks, minimizing the use of drive-through services, creating drive-aisles and alleys to access service areas, and providing safe bicycle and pedestrian routes.</i></p>		
<p>Access to parking lots and loading facilities on adjacent properties should be shared.</p>		<p><b>None about the property. There is no opportunity to share parking.</b></p>
<p>Sidewalks a minimum of five feet in width shall connect to dwelling entrances, parking, recreational facilities, auxiliary buildings, recycling, and dumpster areas.</p>	X	<p><b>Complies.</b></p>
<p>Sidewalks shall not be made of asphalt.</p>	X	<p><b>Complies. Sidewalks will be concrete.</b></p>
<p>Sidewalk materials and design shall be continuous across driveways and driveway aprons.</p>	X	<p><b>Complies.</b></p>
<p>There shall be a max of two access driveways per lot/parcel from a public street to parking.</p>	X	<p><b>Complies. Existing single driveway will be retained.</b></p>
<p>Access to parking and the rear of the lot or parcel shall be located on a side street or alley and shall be a maximum of 18 feet wide</p>	X	<p><b>Amendment required. The building does not allow the rear street to serve as access to parking. The access will be closed to allow for an outdoor gaming area.</b></p>
<p>Sites greater than four acres in size should have private drive aisles or public alleys to provide access to the rear of buildings and the interior of the lot or parcel for access to parking, dumpsters, and service entrances</p>		<p>N/A</p>
<p>Drive-through services shall be located only on the rear of a building</p>	X	<p>N/A</p>
<p>Drive-through services shall not be allowed except where accessed from a side street or alley.</p>	X	<p>N/A</p>
<p><b><u>Parking and Loading</u></b></p> <p><i>Provide adequate parking and encourage shared parking without encroaching upon adjacent neighborhoods. Avoid unsightly expanses of asphalt and reduce the negative environmental impacts associated with impervious surfaces. Move unsightly parking and loading elements to the rear of the site.</i></p>		
<p>Parking for an artist studio use shall be provided at the rate of one space per 2,500 square feet of gross floor area.</p>	X	<p>N/A</p>
<p>Parking for a residential or live/work use shall be a minimum of 1.5 on-site spaces per unit. Additional spaces up to a maximum of 3.5 spaces per unit may only be provided in an on-site parking structure.</p>	X	<p>N/A</p>
<p>If a parking district(s) is established in the Arts District or individual municipality, the number of off-street surface parking spaces, for uses with at least 35,000 SF of GFA, other than artist studio, residential and live/work shall not exceed 80 percent of the number of off-street parking spaces required by Section 27-568(a) of the Zoning Ordinance. If additional parking is provided, it shall be structured. Required parking may be on or off site but shall be located within one-quarter mile of the development site. This section's requirements shall apply to all development under 35,000 SF of GFA.</p>	X	<p><b>Amendment required. No parking district exists in the Arts District or in the City of Hyattsville. Per last sentence, 80% of parking required by Section 27-568 is the maximum that can be provided. Thus the maximum allowed is 24 parking spaces. 15 parking spaces is provided.</b></p>
<p>If a parking district(s) is established for the Arts District or individual municipalities, the minimum number of off-street surface parking spaces for uses other than artist studio, residential, and live/work shall be reduced 50 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. If off-site shared parking is utilized in accordance with off-site shared parking requirements below, then this minimum for on-site surface parking may be waived. The minimum number</p>	X	<p><b>Amendment required. If a parking district existed in the Arts District or in the City of Hyattsville the parking could be reduced by 50%. The Applicant proposes 50% of required parking even though no parking district has been established.</b></p>



of off-street surface parking spaces permitted for each land use type shall comply with Section 27-568(a) of the Zoning Ordinance. Departure from the provisions of Section 27-568(a) requires a detailed site plan review.		
Where shared parking is utilized, the applicant shall provide details of the development's proposed uses and required parking along with a letter from the parking lot manager certifying that the lot has the capacity to accommodate all parking needs and that the parking owner has entered into an agreement to share the number of spaces required.	X	N/A. No shared parking is proposed.
When off-site parking is used to meet the parking requirements, the applicant will need to provide satisfactory documentation to show that parking is provided off site.	X	No off-street parking is proposed to meet the parking requirements.
Structured parking for a multifamily residential use shall be located on the interior of the block, at the rear of the property or underground and accessed from a side street, alley or entrance drive-aisle with a secured door.	X	N/A
Residential unit garages should be located at the rear of the property and accessed from a side street or alley.	X	N/A
Loading facilities shall only be located at the rear of the building and accessed from a side street or alley.	X	Amendment required. The loading space is located in the parking lot accessed from US 1.
Parking shall not be located between the sidewalk or street and the building.	X	Conforms.
Structured parking should be located on the interior of the block, at the rear of the property, or underground and accessed from a side street or alley. Structured parking should not be located to overshadow historic landmarks, historic neighborhoods or views of signature buildings		N/A
<b><u>Fencing, Walls, Screening, and Buffering</u></b>		
<i>Delineate and protect private property while allowing for surveillance of public and private areas to increase safety. Improve the appearance of the character areas by screening unsightly elements, restricting inappropriate materials, and creating utilitarian and decorative walls. Protect the character of adjacent traditional one-family neighborhoods.</i>		
Opaque walls and fences, with the exception of required screening, shall not exceed four feet in height. Non-opaque fences shall not exceed six feet in height.	X	Conforms. All walls visible from outside the site are four feet high or less.
Barbed wire, vinyl cladding, unclad cinder block, or razor wire shall not be used as walls, fences, or screening. Appropriate materials for fences and walls include masonry, wood, decorative metal, or brick	X	Conforms.
Chain-link fences shall not be used as walls, fences or screening, with the exception of enclosures for recreational courts (e.g., tennis or basketball).	X	Conforms.
<b><u>Dumpsters, Services, Utilities, Outdoor Storage, and Stormwater Management</u></b>		
<i>Promote an attractive, positive image of the Arts District by locating unsightly elements to minimize their visual impact. Protect and enhance ecological functions within watersheds. Reduce the impact of stormwater.</i>		
New techniques and methods of collecting and treating stormwater should be used as they emerge, such as micromanagement described in the current version of the design manual <i>Low-Impact Development Strategies—An Integrated Design Approach</i> , published by DER.		Conforms.
Dumpsters, outdoor storage, utility boxes, and HVAC units shall be screened by an opaque material similar in color and material to that of the main building so they are not visible from	X	Conforms.

the public sidewalks or streets.		
Dumpsters on adjacent properties should be consolidated, where possible		N/A
<b><u>Signage</u></b>		
<i>Retain the small-town character by decreasing visual clutter and improving the overall appearance of signage.</i>		
Freestanding pole, monumental signs, or billboard shall not be allowed.	X	Conforms
<b><u>Lighting</u></b>		
<i>Create a softly lit environment by evenly lighting public areas at minimal intensities, avoid deep shadows and harsh lighting, minimize light pollution and glare, and reduce the contrast between light and dark areas to improve safety and deter crime</i>		
Gas stations should not be illuminated by a high level of lighting (above 10 Lux) and should use a minimum color-rendering index (CRI) of 65. This lighting should be shielded not to exceed 15 feet in radius from any given pump.		N/A
Illumination shall be provided for main entrances, passageways, parking lots, recycling areas, service entrances and areas, alleys, pathways, parks, and plazas.	X	Conforms. A photometric plan has been provided with the detailed site plan.
Grade changes in public spaces such as stairs, inclines, ramps, and steps should be illuminated from above or at the ground level		Conforms.
Fixtures should be located and shielded so that light does not spill from a parking lot onto an adjacent one-family residential property or into residential building windows.		Conforms. A photometric plan has been provided with the detailed site plan.
<b><u>Landscaping</u></b>		
<i>Use plants with interesting foliage, colors, and shapes to create a shady and colorful environment that emphasizes the diversity, creativity, and exuberance of the Arts District. Allow for unique yards and a streetscape that add to the overall character of the street. Increase appreciation for neighborhoods by providing well-maintained trees, gardens, flowers, and shrubs.</i>		
Existing trees should be preserved where feasible.		Conforms. There are no existing trees on site.
Shade trees with a minimum of 2½- to 3-inch caliper shall be provided at the rate of one shade tree per every 5,000 square feet of the gross site area (exclusive of street dedications). Existing trees and street trees to be planted within the abutting right-of-way may be counted toward meeting this standard.	X	Conforms. The site contains 11,801 square feet. A total of 3 trees are required and eight are provided.
Parking lots shall be planted with a minimum of one shade tree per every ten spaces in the provided corners, bump-outs, or islands.	X	Conforms. Two trees are required and two are provided.
The property owner should install hose bibs on the outside of new buildings in locations appropriate for watering street trees and landscaping and cleaning sidewalks where this does not interfere with entrance embellishments.		N/A
<b><u>BUILDING DESIGN</u></b>		
<b><u>Building Height</u></b>		
<i>Create a “street room” and avoid overwhelming the street, landmark buildings, and one-family neighborhoods with buildings that frame the street. Allow sufficient height to ensure that new office, residential, and commercial mixed-use development is profitable. Protect one-family residential neighborhoods from encroachment.</i>		

Buildings adjacent to a one-family residential dwelling or a historic landmark shall have a maximum height of 42 feet. Buildings adjacent to a historic landmark shall have a height that is architecturally compatible with that landmark.	X	Conforms.
Residential or live/work buildings on US 1, Alt. US 1 and 38 <sup>th</sup> Street should have a minimum height of 28 feet. The minimum height of commercial buildings on these streets should be 18 feet.		N/A
The maximum height of multifamily residential buildings shall be 70 feet.	X	N/A
The maximum height of townhouse buildings shall be 45 feet	X	N/A
A bay window, oriel, entrance vestibule, or balcony may project up to three feet beyond the front or rear building line, if the projection is not more than ten feet long (measured along the building). Cornices and eaves may project up to two and one half feet beyond the building line. The projection shall be at least two feet from any lot line	X	N/A
<b><u>Building Openings</u></b>		
<i>Develop user-friendly buildings by defining entrances and character through the shape, position, and detailing of doors and windows. Promote public safety through the natural surveillance and private oversight of public areas. Create an attractive and lively commercial area by highlighting storefronts. Provide doors and windows to appropriately articulate buildings with an industrial character, contribute to improved safety, and increase the user-friendliness of buildings.</i>		
The main entrance(s) of buildings with ground floor retail uses should be located on the primary street and address the sidewalk with appropriate lighting and signage. Buildings on corners should consider locating main entrances on the corners.		N/A
The main entrances should be highlighted with a minimum of three design elements such as awnings, a portico, architectural recesses, windows (transom and sidelights), plantings, street furniture, and architectural details to highlight entrances to businesses or upper-story offices and apartments.		<b>Conforms. The included design elements are a) retention of existing architectural façade; b) a portico; and c) plantings.</b>
The ground floor of commercial structures with first-floor retail uses shall contain at least 60 percent two-way visually transparent material.	X	N/A
All facades should have substantial fenestration on all stories, including those facing the rear, alley, driveways, parking lots or other open areas.		<b>Conforms. Side elevation includes entrances and mural. Rear elevation screened by street wall.</b>
Multifamily buildings should have transparent lobby and entrance windows facing the street		N/A
<b><u>Unit Design</u></b>		
<i>Develop high-quality, pedestrian-oriented commercial and residential structures compatible with the scale of adjacent neighborhoods and town centers through the use of texture, color, and massing. Retain the historic character of buildings and restore original building details, when possible. Allow for unique composition and details in new buildings while ensuring compatibility with existing neighborhoods.</i>		
Residential units shall not be located on the ground floor on 34 <sup>th</sup> Street, 38 <sup>th</sup> Street and on US 1 south of Jefferson Street.	X	N/A
Commercial buildings shall have a minimum ground floor height of 12 feet	X	Conforms.
Artist live/work units shall have a minimum gross floor area of 700 square feet	X	N/A
<b><u>Architecture</u></b>		
<i>Develop high-quality, pedestrian-oriented commercial and residential structures compatible</i>		

<i>with the scale of adjacent neighborhoods and town centers through the use of texture, color, and massing. Retain the historic character of buildings and restore original building details, when possible. Allow for unique composition and details in new buildings while ensuring compatibility with existing neighborhoods.</i>		
The historic character of buildings should be retained and, where possible, details of the original building should be restored.		<b>Conforms. Existing masonry building façade to be retained.</b>
Developments should emphasize the division between street level and the upper stories through design features such as aligned windows, awnings, patterned bands, and cornices		<b>N/A. Existing building is one story.</b>
Parking structures should relate to the architecture of the main building		N/A
New buildings greater than 45 feet in width should be designed to visually break up the length of the building		<b>N/A. No new building proposed.</b>
Buildings that exceed 130 feet in frontage on any street should be articulated through massing, material, color, opening, and detail changes to appear as multiple buildings rather than one single building.		N/A
Buildings intended for institutional use should highlight the main entrance through massing changes, architectural details, and appropriate lighting and plantings.		N/A
The ground floor of any commercial/mixed-use structure on US 1, Alt. US 1 and 38 <sup>th</sup> Street should incorporate decorative architectural detailing and materials. This shall be achieved through the use of windows and door casings, facade detailing, and unique cornices, banding or awnings		<b>Conforms. The existing façade will be retained and a portico added. This will provide decorative architectural detailing.</b>
Design of multifamily buildings should be compatible with the scale and proportion of adjacent residential neighborhoods		N/A
New buildings should be faced on any facade fronting a public street with quality materials such as brick, stone, wood, masonry, or stucco compatible with the character of the surrounding neighborhoods.		<b>N/A. This is an existing building.</b>
<b><u>Architecture for Signature Buildings</u></b>		
<i>Locate architecturally unique buildings on sites important to the visual quality of the town center, such as the far side of a T-intersection where roads connect the Arts District to other municipalities (a view terminus) and the corners of major road intersections (gateway views).</i>		
New buildings and renovations on signature properties should incorporate designs that portray the unique identity of the Arts District and exhibit the highest quality in design or materials. See Gateway and View Terminus Sites (Map 11) for locations.		<b>Conforms. The renovation of the existing building within this view terminus site will retain the existing façade.</b>
<b><u>Signage</u></b>		
<i>Provide attractive, durable signage to create a positive, attractive identity for businesses. Design signs to enhance the area as a whole while allowing for creative commercial expression and visual variety by incorporating bright colors, textures, and images. Avoid oversized signage and ensure that home occupations, civic, and institutional uses retain the aspect of residential structures. Ensure that storefront windows are clear of signage to reduce clutter and improve passive observation of the street to enhance safety.</i>		
Exterior neon signs, internally lit signs, and signs with moving parts or blinking lights shall only be permitted on US 1, 34 <sup>th</sup> Street and 38 <sup>th</sup> Street.	<b>X</b>	<b>Conforms. The “Federalist Pig” sign on front façade is internally lit.</b>
Commercial signs painted on side or rear facades shall not exceed 30 percent of the facade area.	<b>X</b>	<b>Conforms. The mural on the side of the building will not contain advertising.</b>
Neon signs, signs with moving parts, or blinking lights should not be greater than 20 square		N/A

feet in area.		
Sign locations should be incorporated into the overall architectural design of the building		<b>Conforms.</b>
Letters and logos painted on storefront windows and doors should not exceed more than 25 percent of the window area		N/A
All businesses shall have front and/or rear entry signage such as blade and bracket, pin letter, or flat mounted boards securely fastened to the building and oriented toward pedestrians	<b>X</b>	<b>Conforms. The wall mural along US 1 is oriented toward pedestrians.</b>
Signs should be lit externally, where the light does not exceed the area of the sign or spill onto the building facade		<b>Conforms. "Entrance" and "Pre-Order" signs on side doors are externally lit.</b>
Only banners suspended and permanently braced perpendicular to the building are permitted	<b>X</b>	N/A
Sign area shall not exceed the regulations of Sections 27-613(c), (f), and 27-107.01 of the Zoning Ordinance	<b>X</b>	<b>Conforms. 60 sf of sign area permitted. Total of all building signs is 23.54 sf.</b>
Roof-mounted signs should not extend beyond the roofline by more than three feet		<b>Conforms. Sign on front façade is 1.3 ft high</b>
Wall murals shall not contain logos, advertising, or a product for sale. The name of the sponsor may appear in letters not more than eight inches in height. A wall mural shall not contain an image(s) that are obscene or negatively impact historic characters and resources of the local community	<b>X</b>	<b>Conforms. Building wall mural conforms. No advertising or logos are proposed.</b>
<b><u>PUBLIC SPACE</u></b>		
<b><u>Streetscape</u></b>		
<i>Emphasize the positive identity of the Arts District by providing attractive and well-maintained streetscapes that enhance the comfort and provide connectivity for pedestrians. Provide an attractive strip for street trees, landscaping, and sidewalk paving to buffer pedestrians from traffic, beautify the street, and allow space for cafes, seating, bicycle racks, gardens, trash receptacles, and other amenities</i>		
The streetscape is the area from the face of the curb to the build-to line. The streetscape should include a sidewalk (pedestrian walkway and street furniture zone) and a strip containing street trees, landscaping, and a paved area for pedestrian amenities. On streets with on-street parking, bump-outs containing tree boxes should be considered. <sup>1</sup>		<b>Conforms, although this standard does not apply in the City of Hyattsville.</b>
The streetscape on US 1, 34 <sup>th</sup> and 38 <sup>th</sup> Streets and Alt. US 1 shall consist of a sidewalk a minimum of 12 feet wide and may include a strip containing street trees, landscaping, and pedestrian amenities. <sup>1</sup>	<b>X</b>	<b>Conforms. The sidewalk is 13 ft wide and includes a 5' sidewalk, 5' strip containing trees/landscaping and a three foot street buffer.</b>
All streets shall have a sidewalk on both sides wherever possible.	<b>X</b>	<b>Conforms.</b>
On US 1, Alt US 1 and 38 <sup>th</sup> Street, tree boxes shall be at least 5 feet wide, 10 feet long, and 4 feet deep. On all other streets tree boxes shall be at least 4 feet wide, 8 feet long, and 4 feet deep. All tree boxes shall be spaced 30-40 feet apart.	<b>X</b>	<b>Conforms. The tree pit will be more than 10 ft long and is at least 4 ft deep.</b>
Street trees shall be shade trees and shall be a minimum of 2½- to 3-inch caliper	<b>X</b>	<b>Conforms.</b>

<sup>1</sup> The City of Hyattsville is exempt from this standard.

<p><b><u>Parks and Plazas</u></b></p> <p><i>Create attractive parks, greens, gardens, and plazas on public land and within private developments for rest, contemplation and/or active enjoyment. Enhance visual interest through public art, fountains, archways, and other amenities. Encourage unique design and visual features that tie the area to the Arts District.</i></p>		
<p>At least one tree with a minimum 2½- to 3-inch caliper should be planted per every 1,000 square feet of proposed open space.</p>		N/A
<p>Walkways in parks and plazas shall have pedestrian-oriented lighting</p>	<b>X</b>	N/A
<p>A minimum of 1 shrub should be provided for every 100 square feet of area, and there should be a minimum of 3 varieties for spaces greater than 300 square feet</p>		N/A