



**Zoning Ordinance and Subdivision Regulations Rewrite
Envision Prince George's TOD Group
June 28, 2016**

The staff project manager participated in a conference call with the Envision Prince George's Transit-Oriented Development group on June 28, 2016. The following comments and questions were recorded.

- Regarding the proposed neighborhood compatibility standards, are these triggered for vacant land next to neighborhoods?
- Concern was raised from the Town of University Park on four lane roads dividing the community.
- Parking reductions are not always truly due to market requirements, when tied to transit options in the area.
- Open space set-asides should not just be dead spaces that are not used.
- Open spaces can be very problematic in urban places. Concern was raised in regard to "arbitrary" open space set-asides in urban places that can potentially undermine urban development.
- Urban spaces should have public spaces for recreation. Look at Montgomery County for examples
- Open space set-asides in urban areas for multiple owners can be difficult and require coordination.
- Regarding the transportation adequacy of public facility (APF) determinations for the Regional Transit-Oriented (RTO) and the Local Transit-Oriented (LTO) zones, have we looked at linking APF to transit? How do we enact transportation demand management regulations if we waive transportation adequacy determination in these zones?
- Interest was expressed regarding APF and adequacy, which can become a way to move development to where it belongs. Interest in the parking regulations was also expressed.
- On transportation adequacy and transportation – does the public get a chance to see this before it passes (this comment refers to transportation determinations of adequacy at the time a preliminary plan of subdivision is approved)? This is where the Planning Board is very useful today, with required public hearings for all major subdivisions.