



**District 2 and District 3 Community Meeting On The US 1 Corridor
Zoning Ordinance and Subdivision Regulations Rewrite: Comprehensive Review Draft
Monday, October 23, 2017
6:30–8:30 p.m.**

The Prince George's County Zoning Rewrite team met with municipal leaders along the US 1 Corridor to discuss the impact of the Zoning Rewrite on their communities. Public questions and comments are identified by **bold** text. Staff responses to questions and additional presenter comments are identified by normal text.

What is a private dormitory?

The Comprehensive Review Draft defines a private dormitory as a building not owned or operated by a college or university that contains bedrooms for students attending a college or university. Bedrooms may be arranged around a common area with a kitchen, which is shared by students renting the bedrooms, or along a hall, which provides access to a common kitchen space. Bedrooms shall be rented to the student on an annual basis or for an academic semester or summer term. Accessory uses may include fitness facilities, pools, parking areas, and similar facilities. Staff indicated this use is very close in concept to existing development such as the University View and Varsity projects in College Park.

Are legacy rooming houses allowed to be upgraded? There are grandfathered rooming houses from the change to R- zones from A-B-C zones many decades ago. Why are these rooming houses grandfathered and nonconforming uses?

Rooming houses would be permitted uses in RSF-A (Residential, Single-Family Attached), RMF-12 (Residential, Multifamily – 12), and RMF-20 (Residential, Multifamily -20) zones. They would still be allowed as nonconforming uses in the other zones if they are currently nonconforming, or allowed and “deemed conforming” if they were legal at the time the new Zoning Ordinance takes effect. This is ultimately a policy question, and after the Department of Housing and Community Development completes the comprehensive housing strategy, it may be readdressed.



Will the developments on Bladensburg Road on the Cottage City side be included in the zoning rewrite, or just the US 1 corridor? If so, how do we get rid of some of the businesses on Bladensburg Road? The tire shops and the junk shops are no good.

Yes—the entire County will be rezoned through this process. These businesses will not be forced to close as a result of the zoning rewrite. It is possible that they will become nonconforming uses, but since they exist now, it is very difficult to legally remove them, especially if they have a permit to conduct business.

Code enforcement has been cited as a challenge in the County, but all business needs to follow the codes and laws that apply to them.

In North Brentwood there are new houses being built and sold that are well above the means of the residents in North Brentwood. Residents of the community are livid. North Brentwood is the first African-American community in the County, and people are treated poorly and are dying in the street. We can't allow these new expensive houses. There should be a limit to what can happen in a small town. People who live in the neighborhood have no rights.

If the new homes are built to the legal standards and within the zoning code, it cannot be stopped. Many projects move directly to permit review since they are permitted uses in a zone, and do not go through the additional review process. Even if they did have additional review, they could not be stopped if they are permitted uses and comply with any standards that may apply to their development.

Councilmember Glaros provided additional comments: There are many developments where the public does not have any say in the project. As the area around US 1 becomes more desirable, plots of land that were vacant or have small houses will likely be redeveloped. In Riverdale Park, we just saw a small house that was on two lots get torn down and two new houses built in its place.

What is the significance of 1,000 feet from US 1, for the Neighborhood Compatibility Standards?

This corridor has a very strong market and reflects many of the transportation trends that transit-oriented development thrives upon such as reduced automobile use and more walking/bicycling. There is opportunity to continue to realize the growth along the corridor. The 1,000-foot boundary is to limit the impact to the residential properties that flank both sides of the corridor.



Will transit-oriented zones be applied to the corridor? How will this change from the DDOZ (Development District Overlay Zone)? Will there be increased density?

The proposed Transit-Oriented/Activity Center zones will be applied to sections of the corridor. For example, the walkable nodes of College Park will likely be RTO-H (Regional Transit-Oriented – High) where there is “Walkable Node, University” and RTO-L (Regional Transit-Oriented – Low) where there is just a designated “Walkable Node.” There will be a decision matrix to help determine the new zone designations and where they would apply.

What will happen to properties that are partially within 1,000 feet of US 1?

There would need to be an interpretation or policy decision that properties partially within 1,000 feet are within, or perhaps that the “in or out” status depends on which side more than half a property may lie.

Are the waived parking requirements for residential and commercial development?

Yes, the parking requirements that are proposed to be waived would apply to any development (residential, commercial, mixed-use) within the core areas of the highest intensity Transit-Oriented/Activity Center zones – the RTO-H, RTO-L, and LTO (Local Transit-Oriented) zones.

Will the College Park Airport be impacted?

Although the zoning along US 1 and at the College Park/U of MD Metro Station will change to RTO-L, the Aviation Policy Areas (and the Chesapeake Bay Critical Area Overlay Zone) will remain in effect. Also, the plan portion of the College Park-Riverdale Park Transit District Development Plan will remain in effect. The standards and uses associated with the Transit District Overlay Zoning Map Amendment from the document be replaced with the standards in the proposed ordinance.

Councilmember Glaros added: the height standards for buildings proximate to the airport will still be in effect.

How can we be certain that the TOD zones do not become transit-adjacent development zones? There is no mechanism in the rewrite that allows you to look at how a development impacts traffic in the surrounding areas and direct it to the transit facility. How do you expect a better outcome?



There is an ongoing study for Transportation Demand Management along the US 1 corridor that is examining aspects of transportation such as multimodal forms of travel, parking districts, etc. The exemptions to transportation adequacy are important to consider. Also note that the transportation guidelines for development review will be updated as part of this process, and even for areas that may be exempt from a traditional traffic level of service finding we still wish to apply the bicycle/pedestrian impact statement “test” to new development at the time of subdivision to ensure non-auto paths and connections are provided.

Is there a way to analyze the traffic impacts of all modes and smart growth impacts? It is important to look at everything together and this is something we should be able to do now. If transportation adequacy is removed, it is important that development is still addressing all transportation issues.

It is important to note that the exemption from the transportation test is only proposed for the ¼ mile radius surrounding the transit station or that constitutes the “core” of the zone, and only in the core of the RTO-H, RTO-L, and LTO zones. Everything else is still required to test for transportation adequacy and make improvements.

Does the certificate of adequacy apply to current (approved) plans?

It will in the future if the development has not yet reached a certain level of construction after a certain timeframe. It is not feasible to require all approved development to “retest” for impacts in the change to the new Zoning Ordinance and Subdivision Regulations, but if development does not proceed in a timely manner, a retest of adequacy can be required after some time has passed.