



**Zoning Ordinance and Subdivision Regulations Rewrite  
8<sup>th</sup> Precinct Civic Association  
Thursday, February 27, 2017**

The purpose of this discussion was to present Clarion Associates' recommendations contained in the deliverables for the Zoning Rewrite and to discuss the concerns and questions of the community. Public questions and comments are identified by **bold text**. Responses to questions and additional presenter comments are identified by normal text

**Regarding parking, will there be more parking available?**

The new Zoning Ordinance has new parking regulations. As recommended by our consultant, Clarion Associates, parking will still be required in most areas except in the transit center cores, where there will be no parking minimums. This is because the core area of transit locations tends to have the most transit and pedestrian connectivity and parking/driving are less important.

**If new development comes in, the taxes will raise. This will impact old people.**

**There are deer and foxes in the neighborhood. In 1974-1985, when I moved here, there were no deer in this area. But now, there are new buildings and they are pushing the animals into our neighborhood. There are too many buildings.**

**When I first moved here, there was a book that showed what the neighborhood would be like in 20 years. Even though developers are here now, no improvements have been made. The roads are bad, the park is no good, the neighborhood is stagnating.**

**Does the zoning code only work for new development or can it stop McMansions? There's lots of non-mixed development on University Blvd. Are the rules going to be enforced?**

The new code has clearer rules regarding design, so it should be easier to enforce. However, it is up to the Department of Permitting, Inspections, and Enforcement (DPIE) to enforce the code.

**If a business doesn't want to develop, are we stuck?**

Eventually all businesses will want to make some change. At that point, and depending on the scale of the change they wish to make, they will be subject to the development standards. It is very difficult to retroactively force property owners to comply with new regulations.

**What is a single-family home? How will the rewrite help restore neighborhoods?**

There are three types of residential products. A traditional way to view a single-family home is to picture a detached, single house. However, townhouses and other attached dwellings can also be single-family



homes. These are intended for the occupancy of one family. Multifamily homes are most commonly divided into separate dwelling units within the same building, where each dwelling unit houses a family.

The rewrite is designed to regulate future development. It is not really a tool to “restore neighborhoods.” However, we plan to apply for a sustainable areas designation that we can use to get grant funding for improvements such as sidewalks and crosswalks. We need to find more opportunities for reinvestment for both the public and private sector. We also note the new Zoning Ordinance contains design standards in a new section called Neighborhood Compatibility Standards. This will ensure new development next to an existing single-family detached community is a “better neighbor” to the existing development.

#### **Is a single family 17 people?**

If 17 people are in a single house, this is likely an enforcement issue. The current Zoning Ordinance has a definition of “family” that only allows 5 unrelated persons to live together.

**The buildings on Riggs Road and University Boulevard have only one way in and out. This causes lots of traffic, and then there are lots of pedestrians crossing, illegal crossings, and poor shopping center designs. Aren't traffic engineers reviewing these plans to make sure that the flow of traffic works? Are they looking to see how cars are coming out into traffic?**

Point well taken. In the new Zoning Ordinance, there are connectivity requirements that allow people to travel from one shop to the next without having to drive along the main road. This should help cut down some traffic. However, we must keep in mind that this is something that will take a long time to implement as development and redevelopment takes place.

The Purple Line will help. It will limit the places that cars can turn and where pedestrians can cross MD 193.