



Prince George's County Zoning Ordinance and Subdivision Regulations Rewrite

Prince George's County Council Briefing #2 - 2018

January 30, 2018



The Maryland – National Capital Park & Planning Commission

Agenda



- Adequate Public Facilities
 - APF Comparison
 - APF Expiration and Re-Testing Timelines
 - APF in RTO and LTO Zones
- Parking
 - Parking in the RTO and LTO Core Zones



APF and Re-Testing

Adequate Public Facilities Current



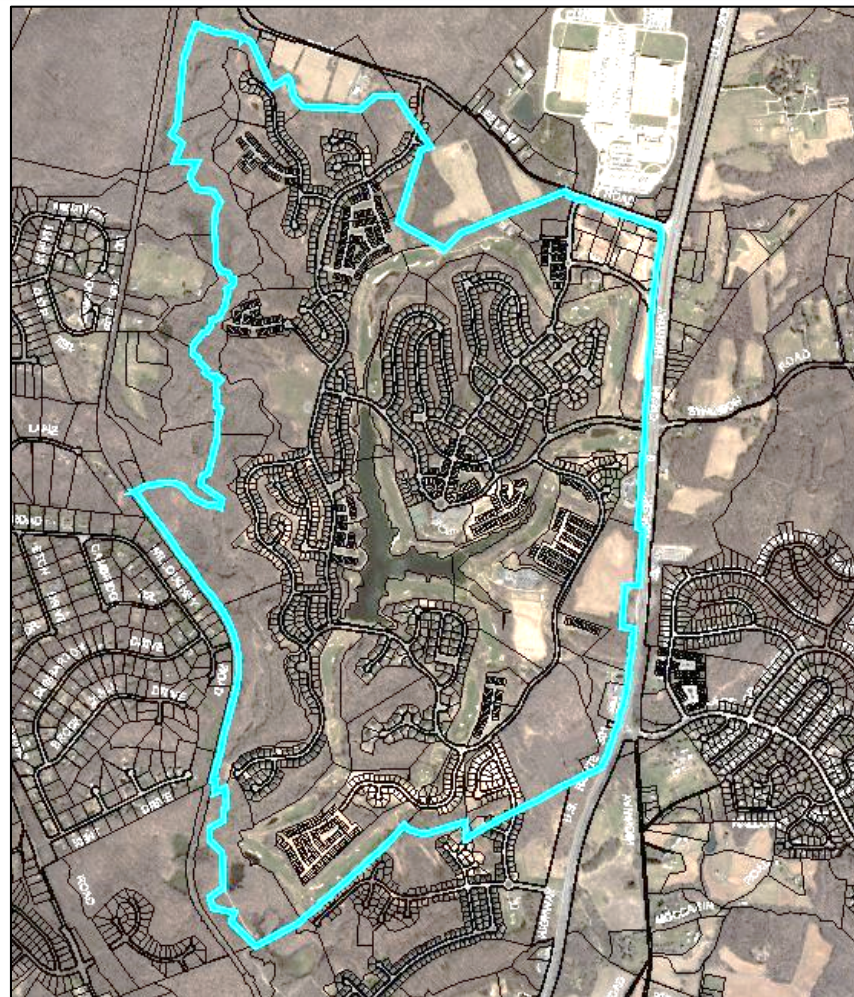
- Ensure that capacity of public facilities can meet demands
 - Transportation
 - Parks and Recreation
 - Police
 - Fire and Rescue
 - Schools
 - Water and Sewer
- Incoming subdivisions are required to contribute (if necessary)



Adequate Public Facilities Current



- Beech Tree (4-00010);
- 2,400 units, 557 acres
 - 7 roads built to county standards
 - 2 intersection upgrades on MD 301
 - 4th southbound lane on MD 301
 - Interior bike network and sidewalks
 - Stream valley trails and park
 - Police - Public Safety surcharge, no APF mitigation fee
 - Fire and Rescue – Public Safety surcharge + APF mitigation fee
 - Schools – School surcharge
 - Water and Sewerage Category W3/S3 – Community sewer system



Adequate Public Facilities Comparison



	Current APF Policy	Proposed APF Policy	Policy Change?
Transportation	✓	✓	Yes
Parks and Recreation	✓	✓	Yes
Police	✓	✓	No
Fire and Rescue	✓	✓	No
Schools	✓	✓	No
Water and Sewer	✓	✓*	No

Adequate Public Facilities Comparison



	Current APF Policy	Proposed APF Policy
Transportation	<ul style="list-style-type: none"> Roadway adequacy improvements/trip reduction funded by applicant throughout County <ul style="list-style-type: none"> Mitigation for appropriate locations Average LOS for College Park Bicycle and pedestrian adequacy in centers and corridors 	<ul style="list-style-type: none"> Roadway adequacy improvements funded by applicant throughout County, except in RTO/LTO Zones <ul style="list-style-type: none"> Mitigation for appropriate locations TDM/trip reduction funded by applicant throughout County in RTO/LTO zones Bicycle and pedestrian adequacy in Center Zones
Parks and Recreation	<ul style="list-style-type: none"> Parkland Dedication <ul style="list-style-type: none"> 5% - 0-4 DU/acre 7.5% - 4-7.5 DU/acre 10% - 7-12 DU/acre 15% - 12+ DU/acre Fee in-lieu allowed 	<ul style="list-style-type: none"> Parkland Dedication <ul style="list-style-type: none"> 2.5 Acres/1,000 people – Centers 15 Acres/1,000 people – all other locations Fee in-lieu allowed

Adequate Public Facilities Expiration and Re-Testing



- As proposed, APF would expire
- This is a substantial change from the current ordinance
- If a project's APF expired, we would re-test their adequacy



Adequate Public Facilities Expiration and Re-Testing

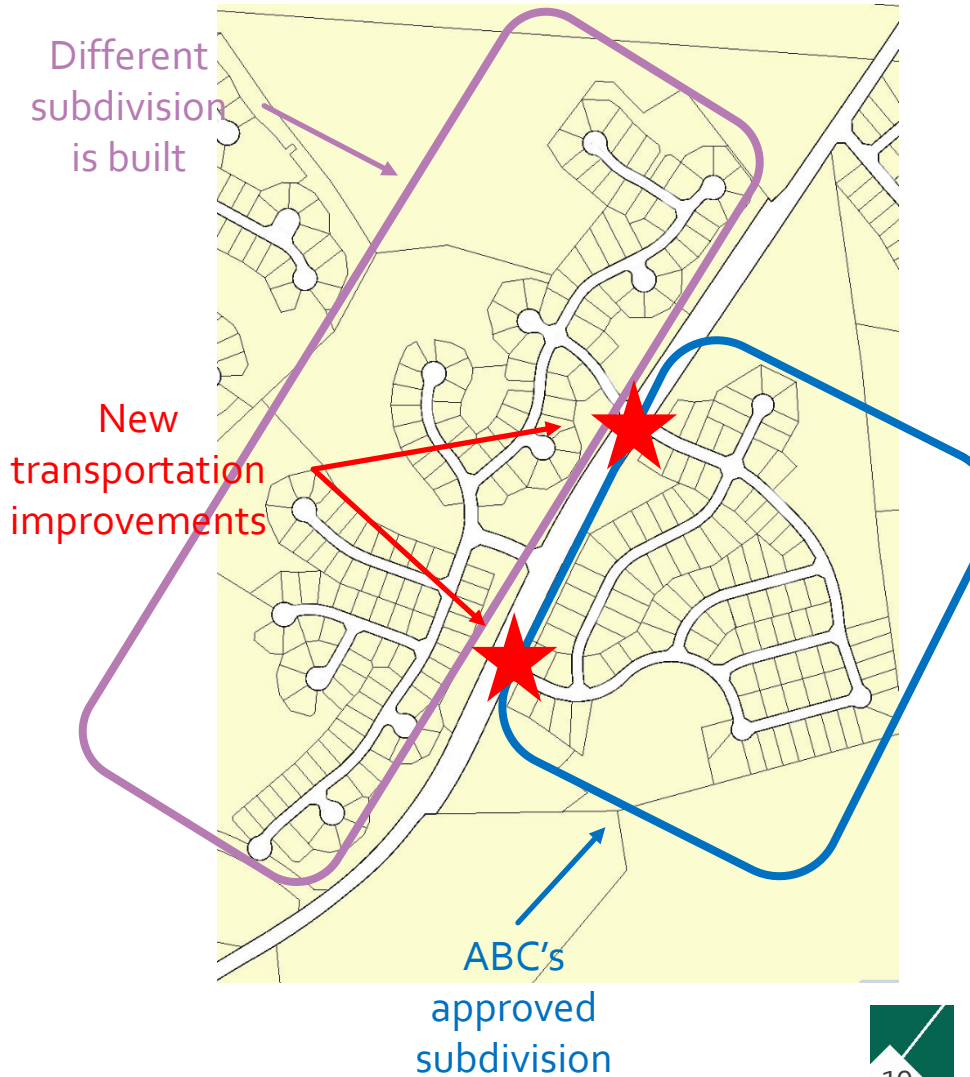


Jurisdiction	Expiration	Extension
Washington DC	No APF	No APF
Howard County	None, but any increase in traffic must be tested	-
Baltimore County	4 years	1 year (for waiting list if project fails)
Anne Arundel County	6 years	
Charles County	8 years	8 years (requires new traffic study)
Montgomery County	5-10 Years (dependent on use)	2.5 – 6 years
Prince George's County (Proposed)	12 Years	6 years
Frederick County	3-15 Years (dependent on size)	Allowed if capacity exists or project is vested
Prince George's County (Current)	No Expiration	-

Adequate Public Facilities Expiration and Re-Testing



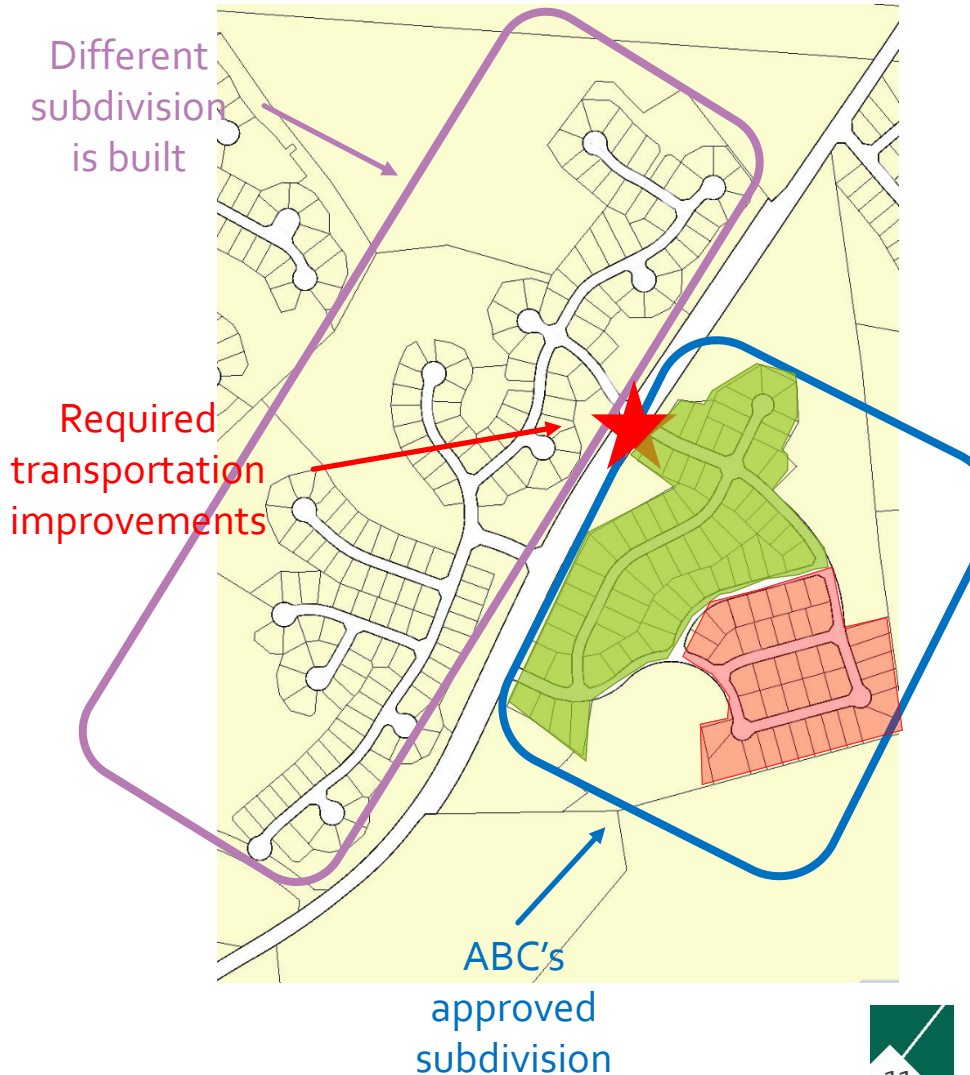
- ABC Development receives approval for a residential subdivision, no improvements are needed for APF.
- 12 years pass, ABC does not build. Certificate expires.
- ABC is now ready to build. They must re-test.
- New certificate of adequacy may have new conditions.



Adequate Public Facilities Expiration and Re-Testing



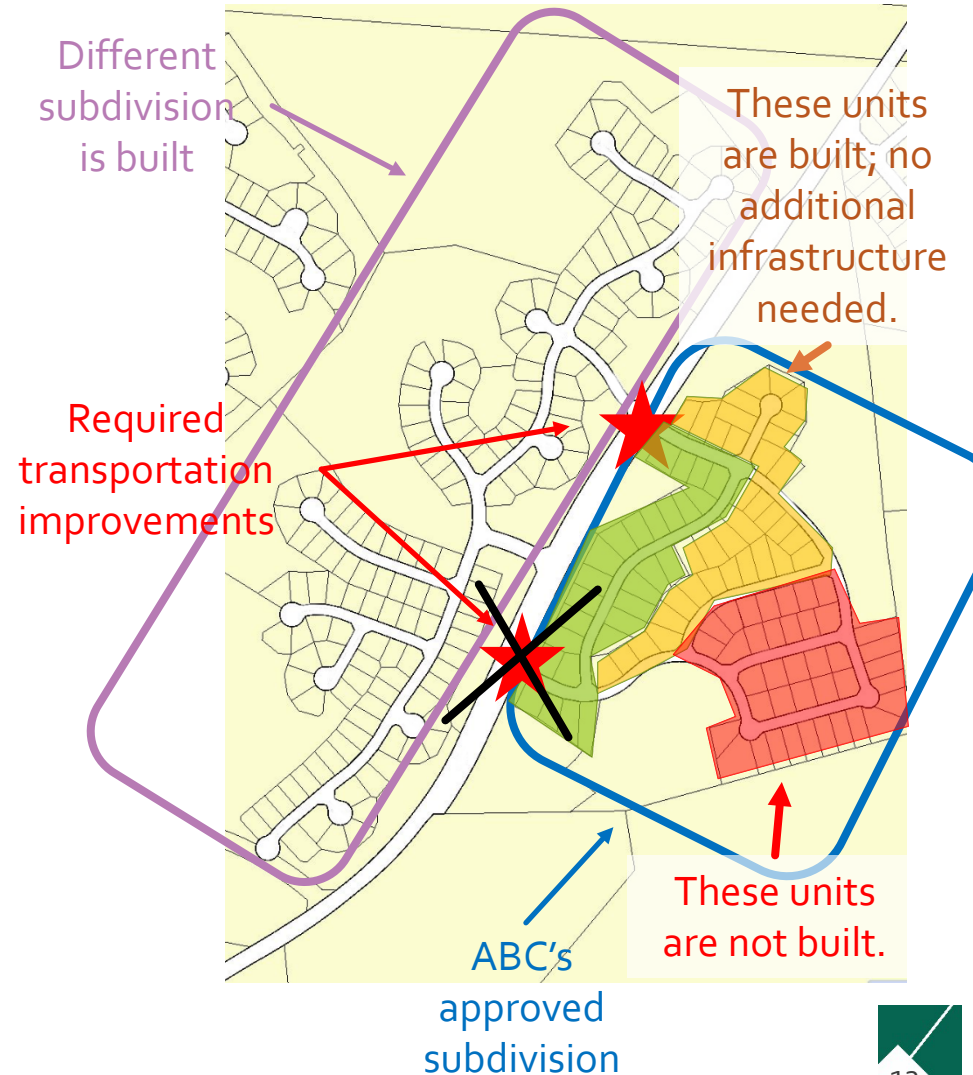
- ABC Development receives approval for a residential subdivision, with a certificate of adequacy that is subject to conditions.
- 12 years pass, ABC has completed construction on 60% of units. Project vested, certificate does not expire.
- ABC does not have to retest for the remaining units.



Adequate Public Facilities Expiration and Re-Testing



- ABC Development receives approval for a residential subdivision, with a certificate of adequacy that is subject to conditions.
- 12 years pass, ABC has completed construction on <60% of units. Project not vested, certificate expires.
- ABC retests and new infrastructure is required.
- ABC cannot find new financing. They may request an extension (before the original expiration) or opt not to build out.



Adequate Public Facilities Expiration and Re-Testing



Difficult Financing

More
infrastructure
improvements



Easier Financing

Fewer
infrastructure
improvements

6 Years
(1st Rec.)

10 Years
(Census)

12 Years
(Staff Rec.)

Forever
(Current Policy)

Resolving the BIG questions



Re-testing APF for older approvals

Option 1

Staff Recommendation

All projects
retested after
12 years with
option of 6-
year extension

Option 2

Establish a
shorter period

Option 3

Establish a
longer period



Questions?



APF in the RTO and LTO Zones

Adequate Public Facilities RTO and LTO Zones



- Regional Transit and Local Transit Zones
 - Maximize Development Potential
 - Best opportunities for “Place”
 - Very focused areas in the County



Adequate Public Facilities RTO and LTO Zones



- APF Proposed for RTO/LTO zones:
 - No change for APF:
 - Police
 - Fire and Rescue
 - Schools
 - Transportation APF:
 - Motor Vehicle APF Exempt
 - Bicycle and Pedestrian Adequacy
 - Transportation Demand Management
 - Parks and Recreation:
 - 2.5 acres / 1,000 people



Adequate Public Facilities RTO and LTO Zones



- Motor Vehicle Exemption
- RTO/LTO zones are high frequency transit
- Higher densities encourage walking/bicycling



Adequate Public Facilities RTO and LTO Zones



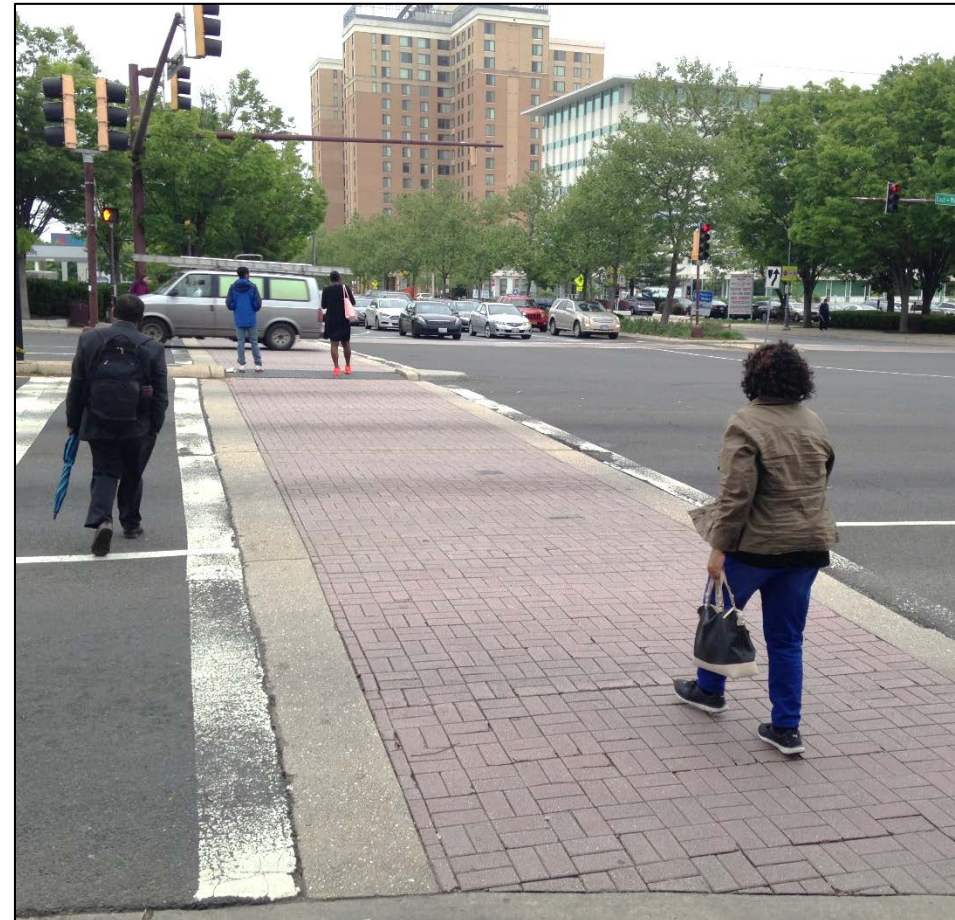
- Vehicle trips in RTO/LTO zones will be reduced through required:
 - Transportation Demand Management
 - Pedestrian and Bicycle Adequacy
 - Multimodal trip access



Adequate Public Facilities RTO and LTO Zones



- Why is the exemption proposed?
- Motor vehicle improvements prioritize vehicle speeds and traffic volume, which are detrimental to:
 - Walking, bicycling, and transit use
 - Encouraging dense development
 - Economic activity



Adequate Public Facilities RTO and LTO Zones



People



Cars



Street –
Platform for building Place
and economic activity; low
speeds; prioritize
pedestrian movements

Combo –
Attempt to balance
adequate road capacity,
high speed and access;

Highway –
Efficient connections
between productive
places; high speeds;
prioritize vehicle
movements

Adequate Public Facilities RTO and LTO Zones



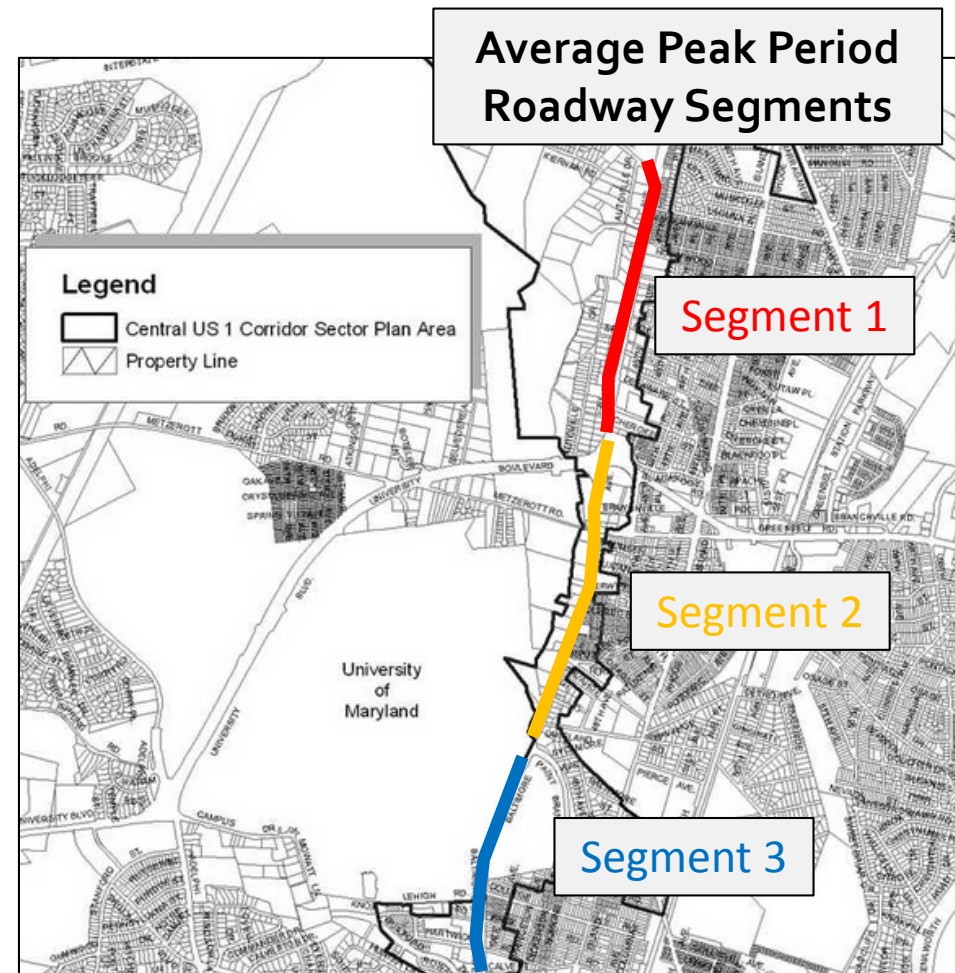
- Why is the exemption proposed?
- Motor vehicle improvements are expensive, which result in:
 - Reducing quality of development to cut costs
 - Reducing square footage/number of dwelling units to reduce impact or stopping before construction triggers are met
 - Projects being too expensive to "pencil out"



Adequate Public Facilities RTO and LTO Zones



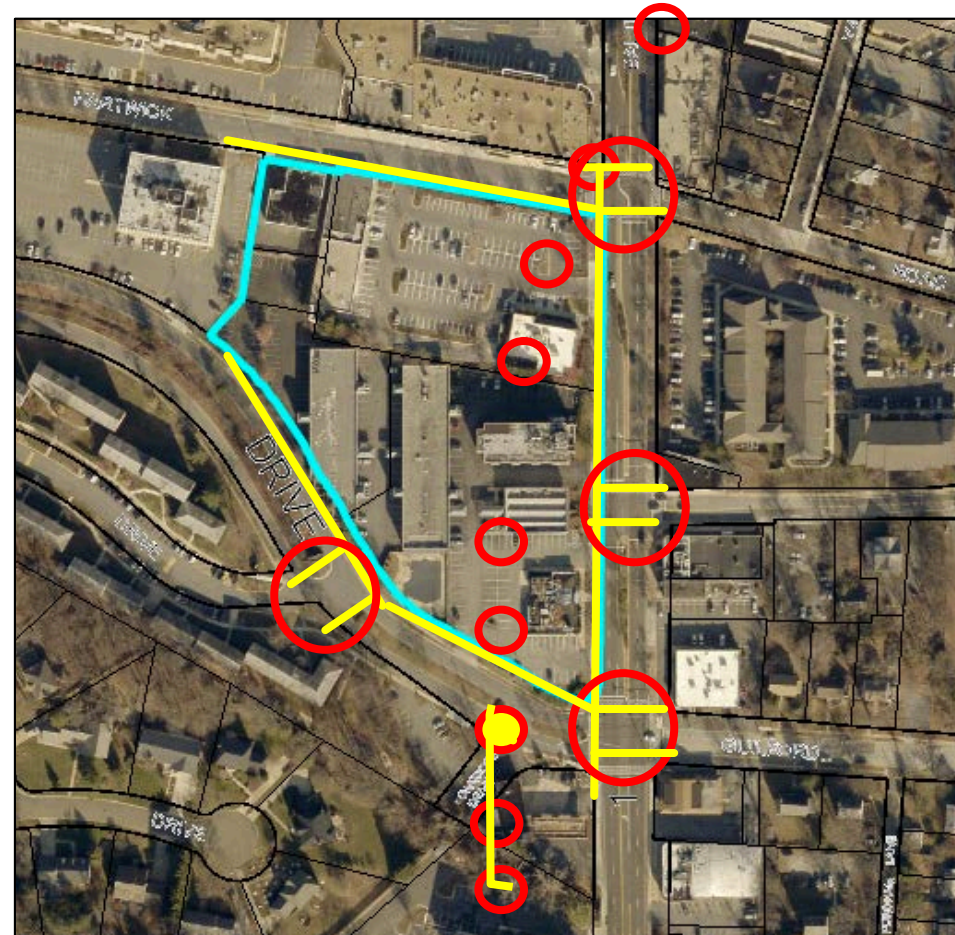
- The exemption proposal is similar to the Transportation APF calculation used today for US 1
- On US 1, vehicle volumes for several intersections are averaged together instead of counted individually
- This allows for more development than would otherwise be allowed



Adequate Public Facilities RTO and LTO Zones



- US 1 and Calvert (4-17021)
 - 393 Dwelling Units
 - 84,475 SF commercial
- Transportation APF (Current)
 - Reviewed 9 intersections, 1 new signal
 - Bicycle and Pedestrian Adequacy improvements required
- Transportation APF (Proposed)
 - Property in RTO-L Zone – exempt from test
 - Bicycle and Pedestrian Adequacy improvements required
 - Trip reduction required



Adequate Public Facilities RTO and LTO Zones



More development
opportunity and
activity

More vehicle
congestion



Less development
opportunity and
activity

Less vehicle
congestion



Exempt
Transportation APF
from RTO/LTO
Zones

Exempt
Transportation APF
from RTO/LTO Core
Zones Only

Require
Transportation
Adequacy in
RTO/LTO Zones,
reduce adequacy
threshold

Require
Transportation
Adequacy in
RTO/LTO Zones

Resolving the BIG questions



APF in the RTO and LTO zones

Option 1 *Staff Recommendation*

As done elsewhere in the region, exempt projects in these zones from transportation test for automobile traffic, to incentivize investment in transit-rich areas. Bike and pedestrian APF still tested

Option 2

Exempt only projects in the core of these zones (1/4 mile walk circle).



Questions?



Parking

Parking



- Parking is not APF, but has similar impacts
 - Parking minimums are set for peak usage and beyond
 - Parking is space intensive and expensive



Parking Proposed



- Parking minimums are reduced, generally
- Maximums for certain uses/zones – no maximum for structured parking
- No parking minimum in RTO/LTO
 - Business owner chooses how much parking to provide



Parking Proposed



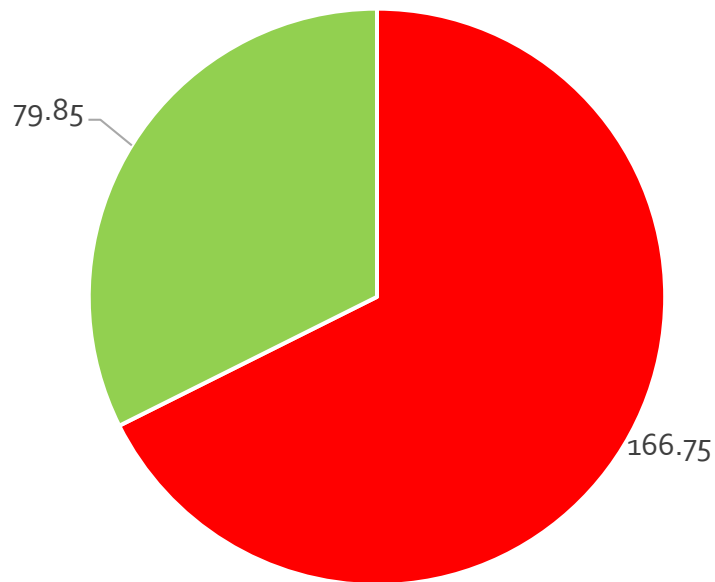
- Shared Parking
- On-street parking
- Off-site parking
- Deferred parking



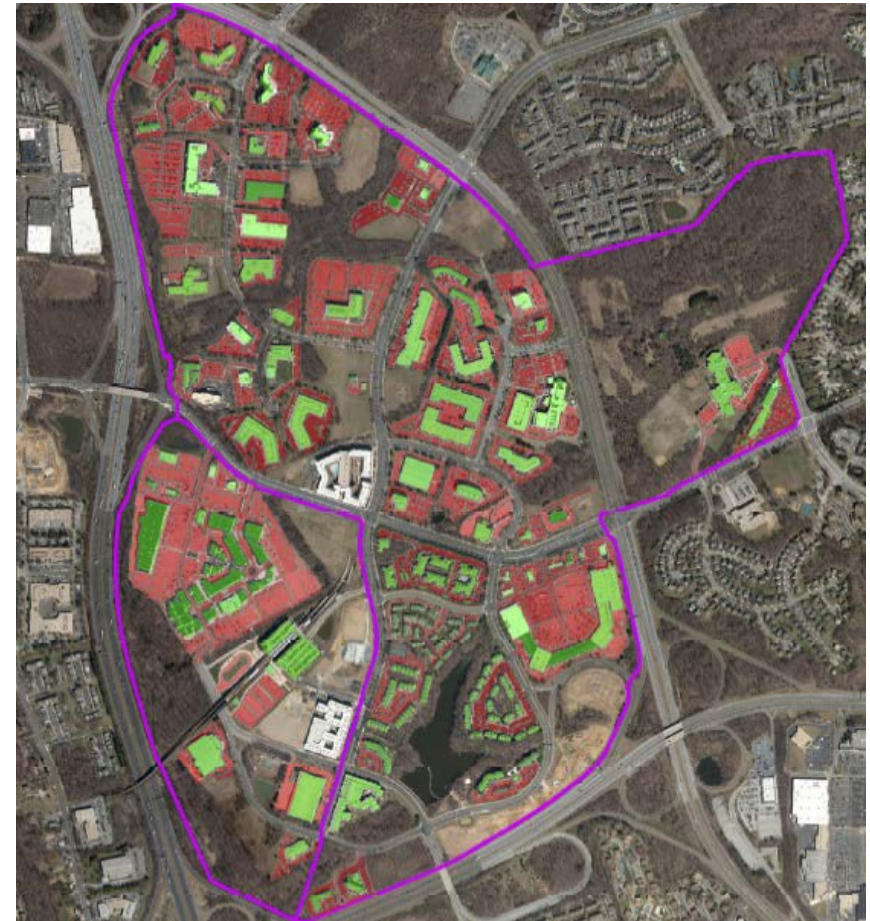
Parking RTO and LTO Zones



Developed Land in Largo Town Center
(Acres)



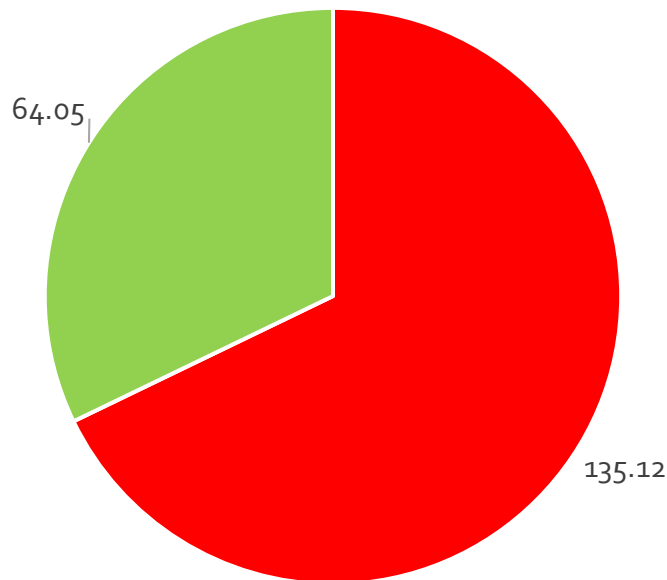
■ Parking ■ Buildings



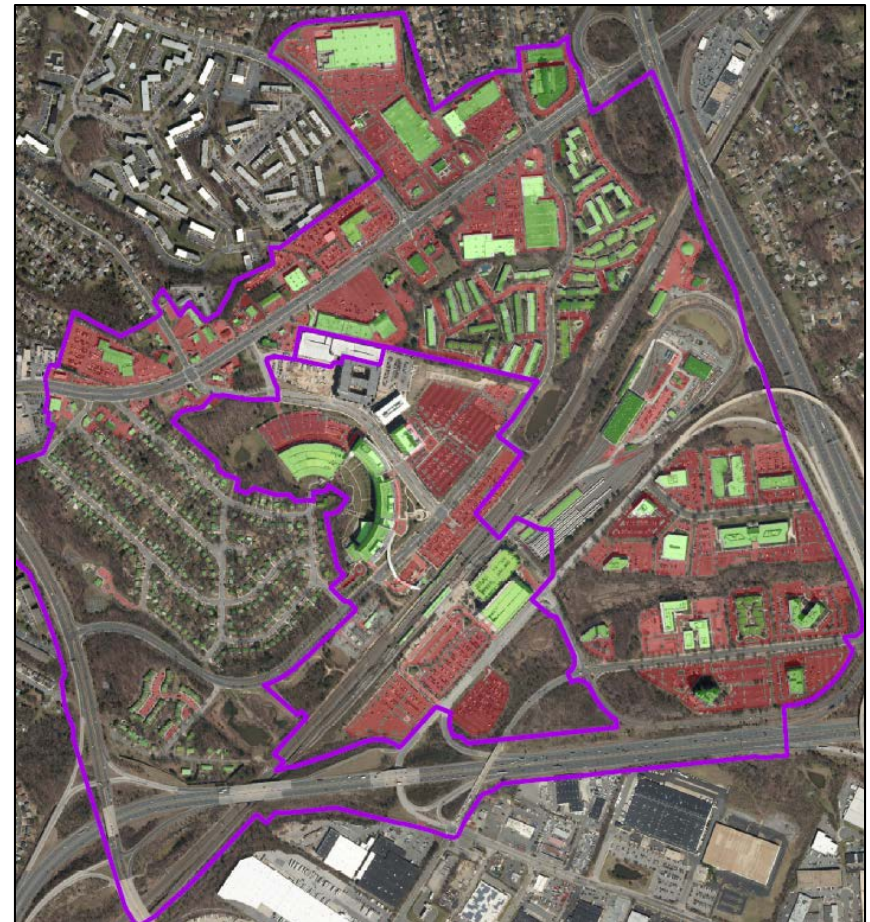
Parking RTO and LTO Zones



Developed Land in New Carrollton RTO
(Acres)



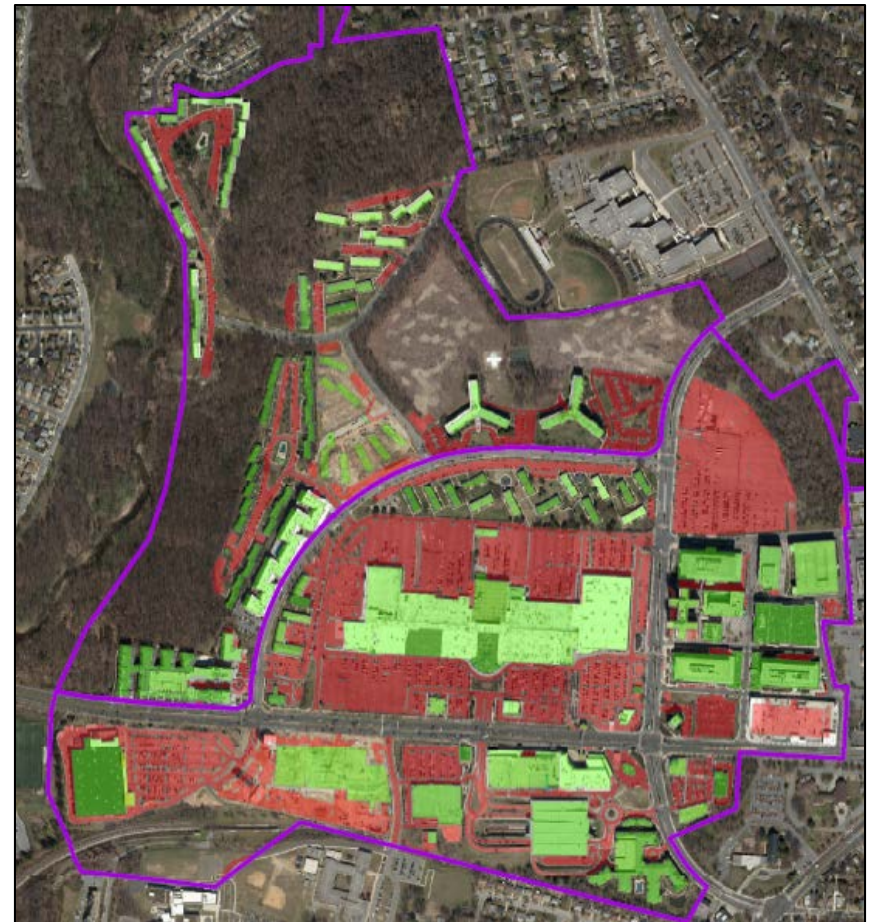
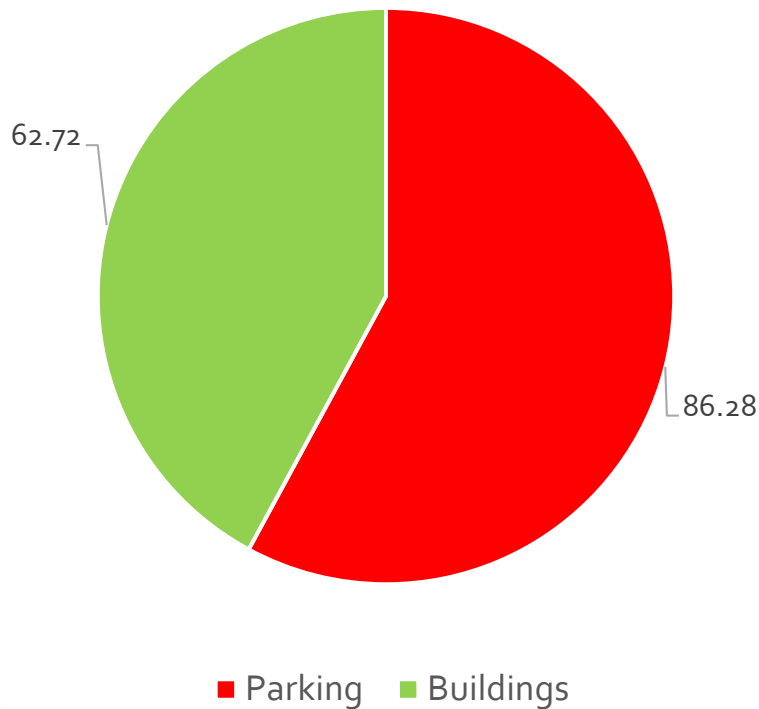
■ Parking ■ Buildings



Parking RTO and LTO Zones



Developed Land in Prince George's Plaza RTO
(Acres)



Parking RTO and LTO Zones



- Parking costs
 - Surface parking – up to \$6,000 (varies w/land cost)+ opportunity costs of development per space
 - Above ground structured parking – \$22,000 per space
 - Underground structured parking - \$29,000 per space
- Parking costs are passed on in higher rents, regardless of use



Parking RTO and LTO Zones



More development
opportunity and
activity

Less total parking
supply



Less development
opportunity and
activity

More total parking
supply



No parking
minimums in
RTO/LTO Zones

No parking
minimums in
RTO/LTO Core
Zones Only, if TDM
implemented

Require reduced
parking minimums
in RTO/LTO Core
and Edge Zones

Require traditional
parking minimums
RTO/LTO Core and
Edge Zones

Resolving the BIG questions



Parking in the RTO and LTO zones

Option 1

No minimum parking required in CORE & EDGE of RTO/LTO zones; business owner chooses parking level

Option 2

Staff Recommendation

No minimum parking required in CORE of RTO/LTO zones; business owner chooses parking level

Option 3

Mandate a minimum amount of parking for all development in the RTO/LTO zones (status quo)



Questions?