

Should Zoning Be Simple?

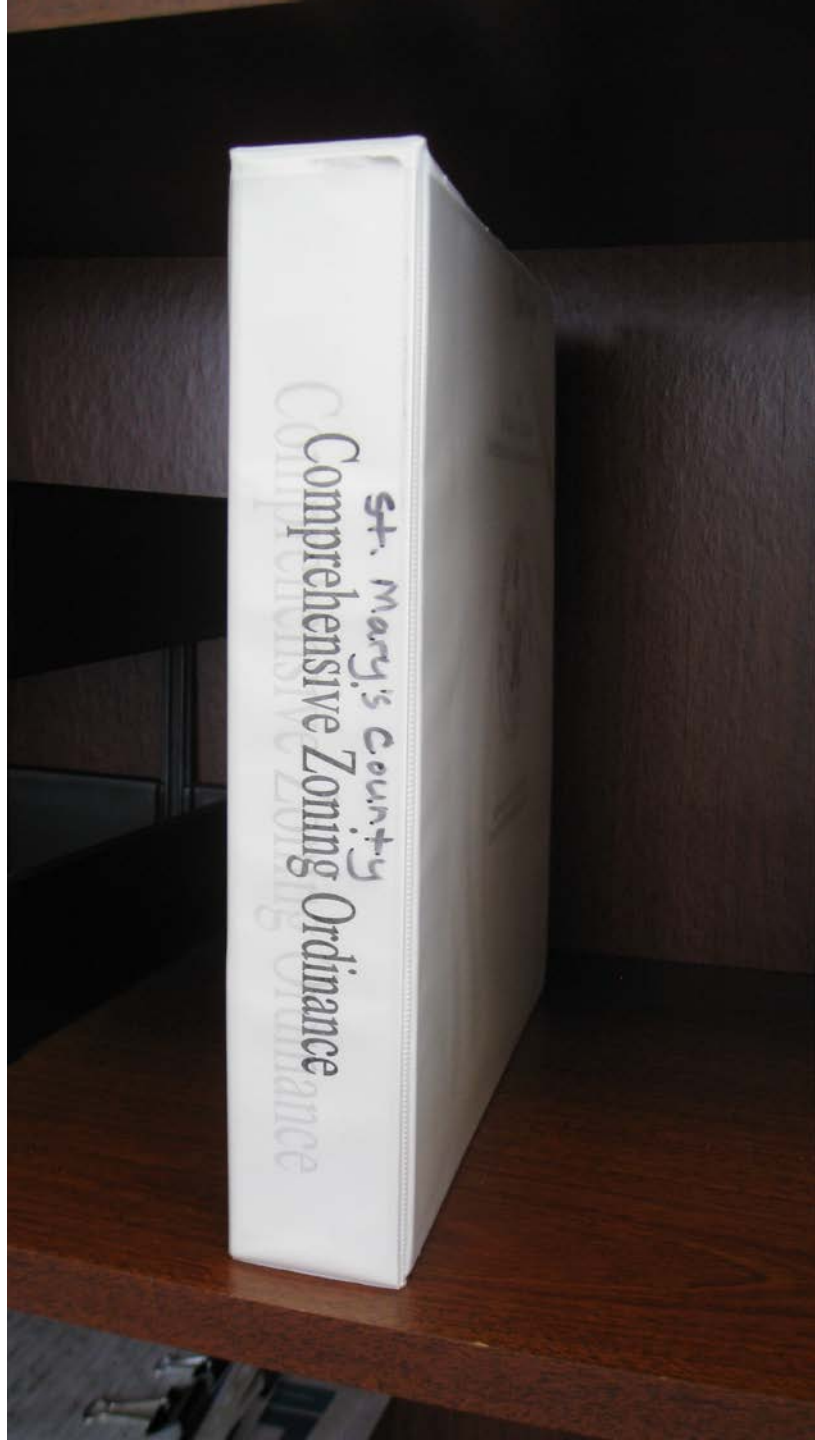
American Planning Association National Conference
April 21, 2018

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St. Mary's County, Maryland

- 357 square miles
- 113,000 residents
- 80% farmland & open space
- 3 town centers
- 1 very large navy base

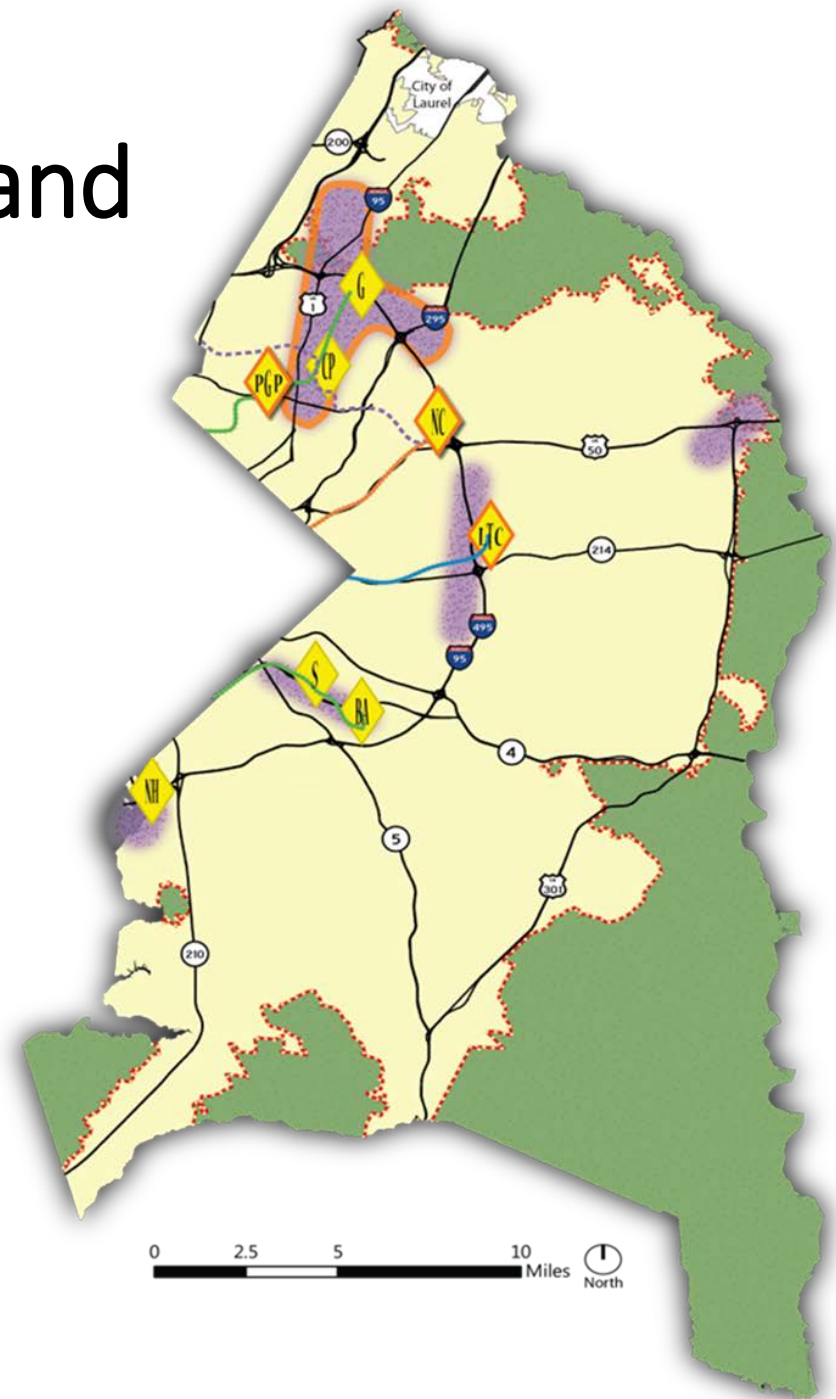


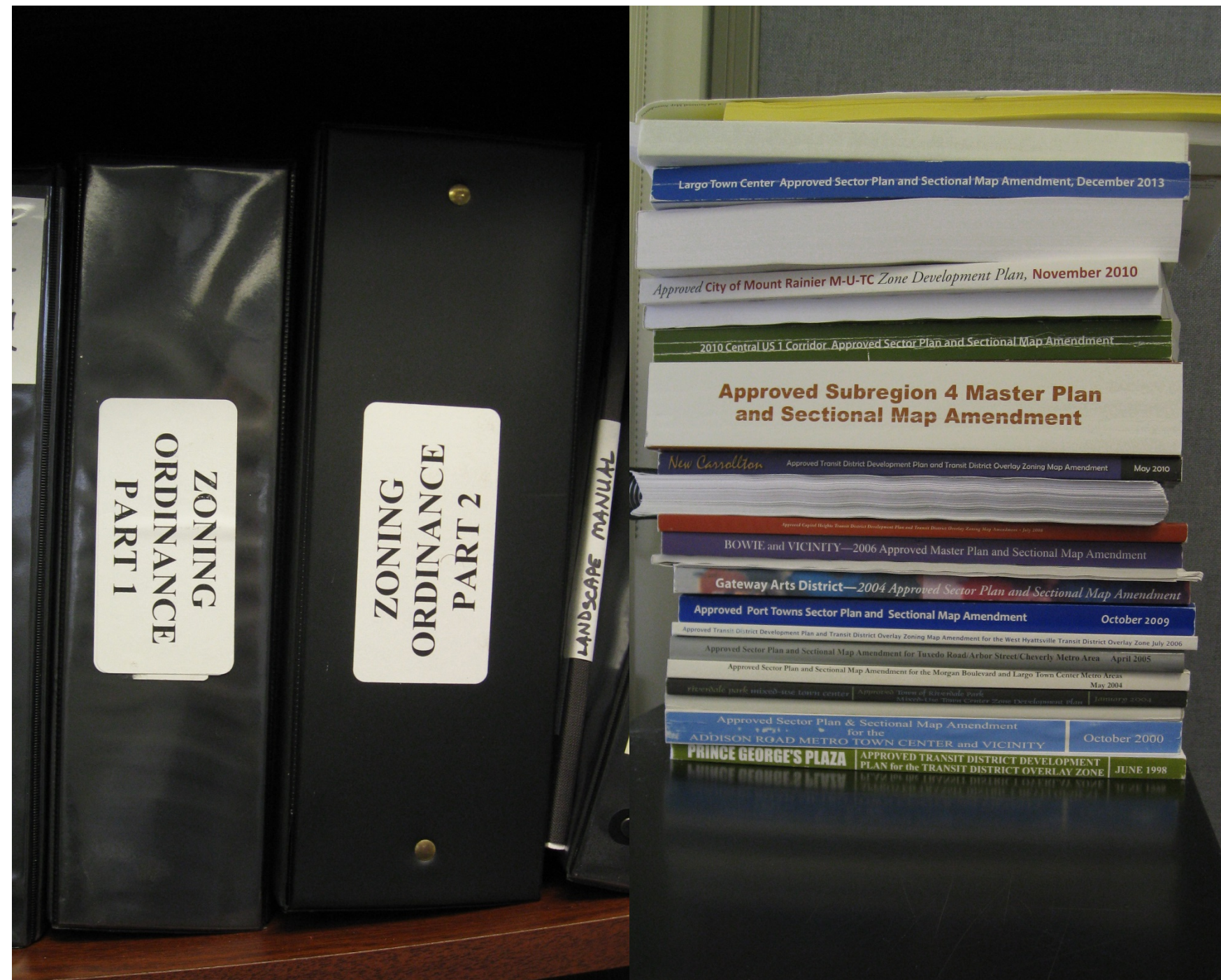


- 14 zones
- 98 use definitions

Prince George's County, Maryland

- 498 square miles
- 908,000 residents
- Borders Washington, DC
- Median income in top 4% of all counties
- 15 metrorail stations
- Urban, suburban and rural





- 73 zones
- 900 use definitions
- 1,200-page zoning ordinance
- 21 “mini-codes”



Prince George's County
Zoning Ordinance and Subdivision Regulations Rewrite

<http://zoningpgc.pgplanning.com/>

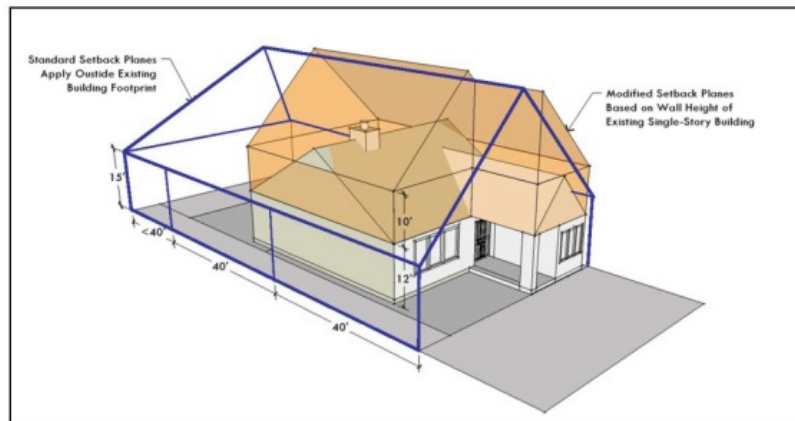
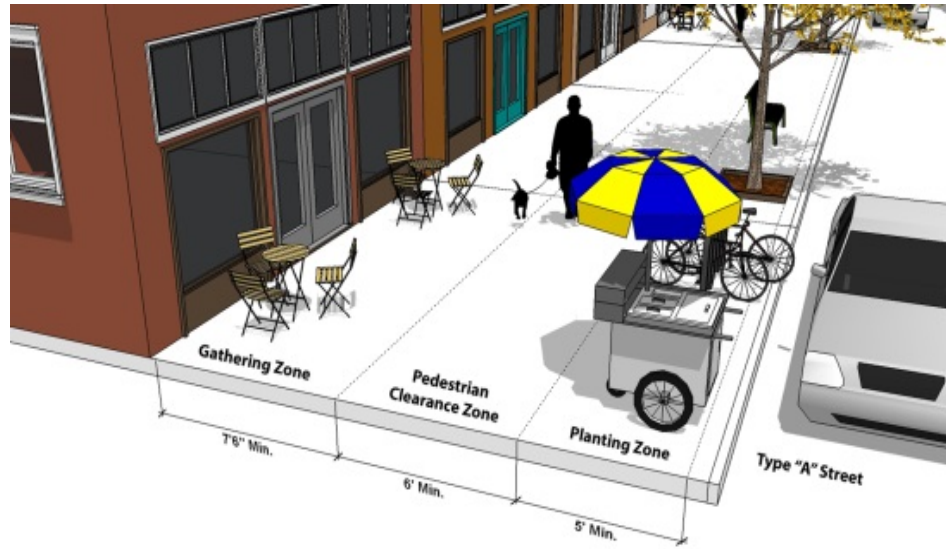
January 16, 2018



The Maryland – National Capital Park & Planning Commission

Integrate

Text, Tables and Graphics



Dynamic Headers

White Space

Footers

CHAPTER 5: DEVELOPMENT STANDARDS
 Section 5.3: Building and Site Design Standards
 Subsection: 5.3.6: Nonresidential and Mixed-Use Development
 (11) Large-Scale Development

(ii) Minimum Building Height

In cases where any off-street surface parking is located between the primary building façade and the street it fronts, the minimum building height shall be at least three stories.

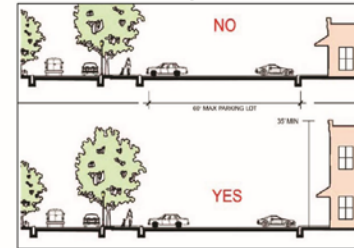


Figure 5-47: This image depicts how buildings in conventional areas may locate off-street parking in the area between the building's façade and the street it fronts, provided the building is three stories in height or greater.

(11) Large-Scale Development

Developments composed of one or more structures engaged in retail or wholesale sales each exceeding 20,000 square feet, or developments with a single large commercial establishment exceeding 20,000 square feet and one or more smaller additional structures shall comply with the standards in this subsection as well as the following:

(a) Liner Buildings

- (i) A series of smaller "liner buildings" shall be positioned along the primary façade of the large structure to break up the structure's mass.
- (ii) As an alternative to liner buildings, the primary façade of a large-scale development structure can be designed to appear as multiple small storefronts, except that individual doorways shall not be required.



Figure 5-48: The mass of large-scale development can be made more human-scaled and pedestrian-friendly through the use of techniques like liner buildings or architecture replicating liner buildings as depicted here.

Figure Captions

Nested Text with headings and sub-headings

Illustrations of text provisions

Explain

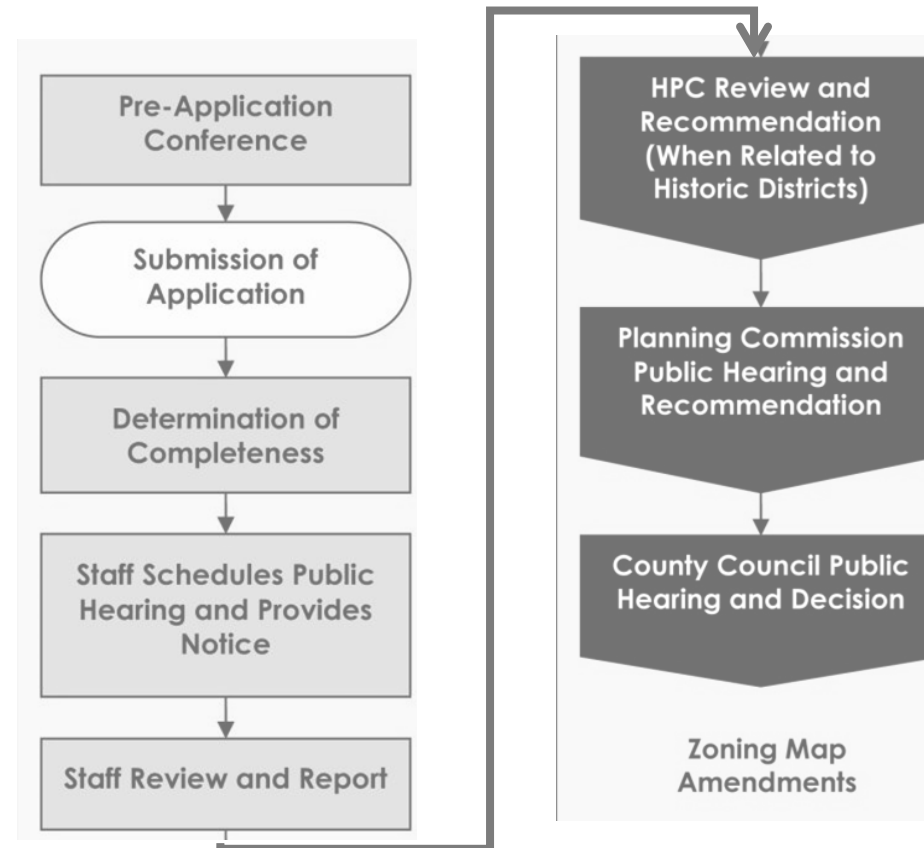
Procedures with Flowcharts

Public Hearings



¹ Public Hearings

Zoning Map Amendments



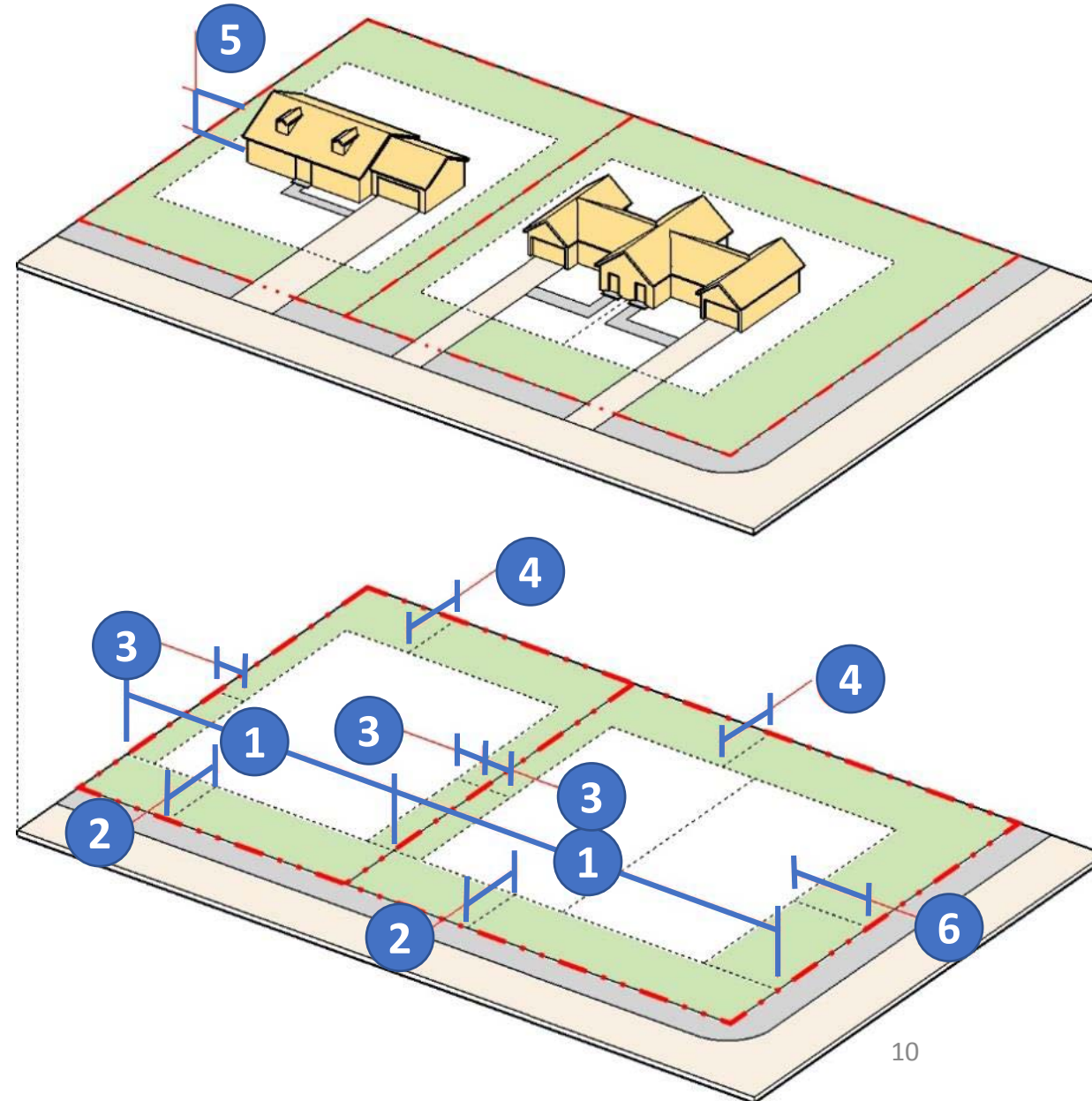
Less is more . . . or at least easier

| Old Code | New Code |
|-------------------------------|---------------------------------|
| 73 zones | 43 zones |
| 900 use definitions | 250 use definitions |
| 1,200 pages | 627 pages |
| 21 small area “mini-codes” | Zero small area “mini-codes” |

Development Standards

The layout, form, and general quality of development on a site.

1. Lot width
2. Front yard depth
3. Side yard depth
4. Rear yard depth
5. Principal structure height
6. Side yard depth (corner lots)



TOD and Town Center Zones

Division 27-4 Zones and Zone Regulations
Sec. 27-4.200 Base Zones
27-4.204 Transit-Oriented/Activity Center Base Zones
27-4.204.G Regional Transit-Oriented (RTO-) Zones

G. Regional Transit-Oriented (RTO-) Zones

1. Purpose

The purpose of the Regional Transit-Oriented (RTO-) Zones is to provide lands for high-intensity, vibrant, mixed-use centers that are intended to capture the majority of the County's future residential and employment growth and development. They embody key elements of walkable urbanism, and are envisioned as walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options. They contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses that serve regional needs. They also include high-rise multifamily dwellings and townhouse dwellings.

The two Regional Transit-Oriented Zones differ primarily by development intensity and the range of uses allowed, with the Regional Transit-Oriented, High-Intensity (RTO-H) Zone accommodating higher intensity development and uses than the Regional Transit-Oriented, Lower-Intensity (RTO-L) Zone. The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is strongly encouraged. The horizontal mixing of stand-alone residential developments and adjacent stand-alone nonresidential or mixed-use developments in the zone is also encouraged, provided the developments are well-integrated in terms of complementary uses, access and circulation, and compatible design.



2. Division of Zone into Core and Edge Areas

When land is zoned or rezoned to a RTO- Zone, it shall be designated as part of the zone's Core area or part of its Edge area. The Core area shall include land that is within convenient walking distance (generally about ¼ mile) of the existing or proposed transit station, if any, around which the zone is centered and otherwise has a high potential for high-intensity, mixed-use, pedestrian-oriented, and transit-supportive development. If there is no transit station the core area shall include land that is the focal point of development with high potential for high-intensity, mixed-use development. The remainder of the zone shall be designated as the zone's Edge area, which is intended to accommodate less intense development with more of a residential mix (e.g., townhouses and multifamily). The zone's Core area and Edge area shall be delineated on the Zoning Map in conjunction with the mapping of the RTO- Zone.



Large Retail Development Standards

- Applies to single tenant buildings over 75,000 sf that devote 60% of space to retail sales
- Standards address:
 - Building entrances
 - Façades
 - Roofs
 - Windows and doors
 - Location of parking



1. Distinctive entry feature
2. Street-facing facades articulated with offsets
3. Street-facing facade must be at least 20 percent transparent
4. Side walls not facing a street and over 30 feet long shall be articulated

Green Development Standards (point system)



How do you remap an entire jurisdiction quickly?

Let's get started...

What's my new zone?

The following guide shows how the Countywide Map Amendment (CMA) will determine the appropriate new zone for all properties in the County. This tool will ensure that everyone is using the same rules and all conversions will be transparent, fair, and equitable.



So, how does it work?

There are three sections to guide you in understanding how and why your property will have a new zone.

Part 1: New Zone Conversion Chart (Page 4)

Most property owners will use this chart and see minimal change to their zone.

Part 2: Mixed-Use Zone Decision Matrix (Page 8)

For properties not located in a Plan 2035 designated Center and zoned M-X-T, M-U-I, or M-U-T-C.

Part 3: US 1/Innovation Corridor (Page 16)

- Location Map
- Decision Matrix

Part 4: Mixed-Use Community Zone (Page 20)

For MXC-zoned properties located in the Fairwood Development.

Mixed-Use Zone Decision Matrix

M-X-T • M-U-I • M-U-TC

Outside of Plan 2035 Designated Centers

For the purposes of this decision matrix, all contiguous groups of mixed-use-zoned properties (M-X-T, M-U-I, and M-U-TC) or those within 500 feet of each other will be treated as one; unless separated by a major road, railroad track, or body of water.



Please use the US 1/Innovation Corridor Decision Matrix on page 18.

1 Is your property within the Plan 2035 Innovation Corridor and/or along the US 1 Corridor?

Yes ▲
No ▼

2 Is your property within 500 feet of the Rural and Agricultural Area, with no major road between?

Yes ▼ No ▼

Your new zone will be
RMF-12

3 Is there an approved detailed site plan for your property?

Yes ► No ▼

4 Yes ▲
Are there any master plan policies or strategies that provide development guidance for your property?

No ►

5 No ▲
Is your property vacant or undeveloped?

Yes ►

7 Are the approved ③, proposed ④, or existing ⑤ uses for the property predominately residential?

Yes ▼ No ►

8 Is the property on a major* or minor road?

MAJOR
Your new zone will be
RMF-48

MINOR
Your new zone will be
RMF-20

6 ▲ Yes No ▲
Is the highest intensity zone that is next to or nearest your property a residential zone?

MAJOR
Your new zone will be
CS

MINOR
Your new zone will be
CN

10 Is the property on a major* or minor road?

9 What is the highest intensity abutting zone?
If there is no abutting zone, then what is the nearest zone to your property?

Is it CGO Zone?
◀ Yes

Is it CS Zone?
◀ Yes

Is it IE Zone?
◀ Yes

Is it IH Zone?
◀ Yes

Is it RMF-12 or lower?
◀ Yes

Is it RMF-20 Zone or higher?
◀ Yes

Your new zone will be
CGO

Your new zone will be
CS

Your new zone will be
IE

Your new zone will be
IH

Your new zone will be
CN

Useful web sites

<http://zoningpgc.pgplanning.com/>

[**http://montgomeryplanning.org/
development/zoning/**](http://montgomeryplanning.org/development/zoning/)

www.plainlanguage.gov

<http://zoningpgc.pgplanning.com/zoning-academy/>

