Should Zoning Be Simple?

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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/
Integrate
Text, Tables and Graphics
Explain Procedures with Flowcharts

Public Hearings

- Application
- Referrals
- Technical Staff Report (TSR)
- Planning Board\(^1\)
- Appeal or Decision to Review
- District Council (DC)\(^1\)

Zoning Map Amendments

- Pre-Application Conference
- Submission of Application
- Determination of Completeness
- Staff Schedules Public Hearing and Provides Notice
- Staff Review and Report
- HPC Review and Recommendation (When Related to Historic Districts)
- Planning Commission Public Hearing and Recommendation
- County Council Public Hearing and Decision
- Zoning Map Amendments

\(^1\) Public Hearings
Less is more . . . or at least easier

<table>
<thead>
<tr>
<th>Old Code</th>
<th>New Code</th>
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<tbody>
<tr>
<td>73 zones</td>
<td>43 zones</td>
</tr>
<tr>
<td>900 use definitions</td>
<td>250 use definitions</td>
</tr>
<tr>
<td>1,200 pages</td>
<td>627 pages</td>
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<tr>
<td>21 small area “mini-codes”</td>
<td>Zero small area “mini-codes”</td>
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</tbody>
</table>
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

6. 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-HI) Zone accommodating higher intensity development and uses than the Regional Transit-Oriented, Lower-Intensity (RTO-LI) 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 complimentary uses, access and circulation, and compatible design.

2. Division of Zone into Core and Edge Areas

When land is zoned or rezone to an 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 0.4 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 lower intensity development with more of a residential mix (e.g., townhomes 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
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.

For planning terms and definitions, please visit the project webpage at zoningpc.ppplanning.com
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.

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

3. Is there an approved detailed site plan for your property?
   - Yes
   - No

4. Are there any master plan policies or strategies that provide development guidance for your property?
   - Yes
   - No

5. Is your property vacant or undeveloped?
   - Yes
   - No

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

7. Are the approved, proposed, or existing uses for the property predominately residential?
   - Yes
   - No

8. Is the property on a major* or minor road?
   - Yes
   - No

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

10. Is the property on a major* or minor road?
    - Yes
    - No

*For the purposes of this decision matrix, a major road is defined as a freeway, expressway, arterial, or major collector.
Useful web sites

http://zoningpgc.pgplanning.com/

http://montgomeryplanning.org/development/zoning/

www.plainlanguage.gov

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