



Prince George's County
Zoning Ordinance and Subdivision Regulations Rewrite
Worksession #3
Development Standards

February 14, 2017



The Maryland – National Capital Park & Planning Commission

Worksessions Schedule



| | Topic | Date |
|---|--|-------------------|
| ✓ | Zone Structure | January 31, 2017 |
| ✓ | Uses | February 7, 2017 |
| ➔ | Standards | February 14, 2017 |
| | Process and Administration | March 2, 2017 |
| | Notification and Community Involvement | <i>(retreat)</i> |
| | Subdivision Regulation | March 13, 2017 |
| | Countywide Map Amendment | |

Worksession Goals



1. Identify the four key “Big Picture” **Development Standards** issues
2. Answer questions and address concerns
3. Provide Planning staff direction on key issues

Agenda



- 1. Neighborhood Compatibility**
- 2. Parking**
- 3. Roadway Access and Circulation**
- 4. Green Building**

Development Standards



Neighborhood Compatibility

Neighborhood Compatibility

What we've heard from you

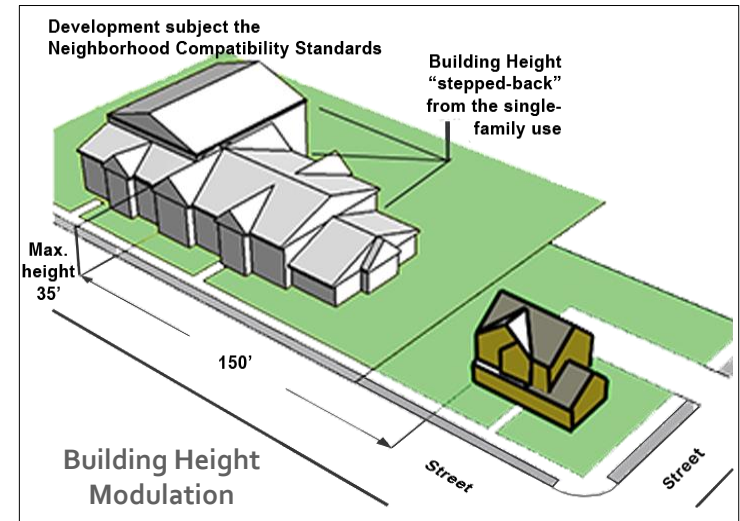


- Neighborhood Compatibility Standards can **protect our communities** from adverse impacts
- Neighborhood Compatibility Standards will **limit development** potential in our corridors

Neighborhood Compatibility



- **Protects single-family detached neighborhoods**
 - Existing single-family/two-family homes or vacant land in the RE, RR, SFR-4.6, and SFR-6.7 zones
- **Applies to new:**
 - Multifamily,
 - Townhouse,
 - Live/work,
 - Nonresidential, and
 - Mixed-use development

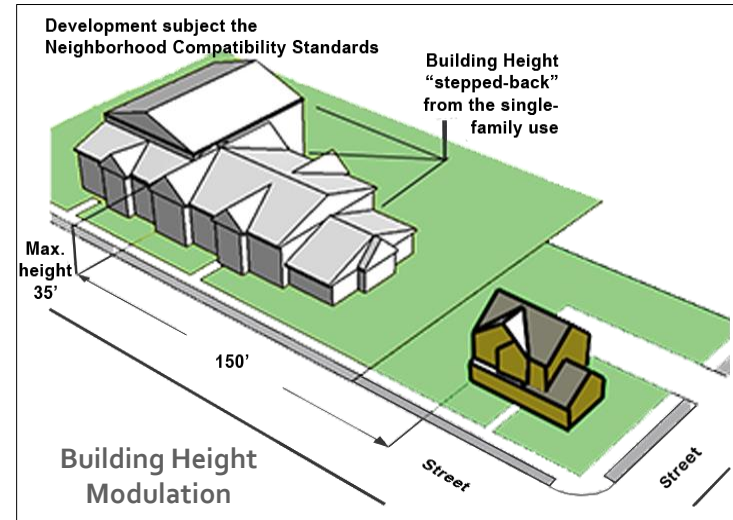


Neighborhood Compatibility



- **Standards address**

- Building orientation, design, roofs, materials
- Multi-building placement
- Parking and loading area location
- Outdoor dining and drive-thrus
- Open space location
- Exterior lighting
- Signage
- Buffers
- Hours of operation
- Building height and setbacks



Neighborhood Compatibility



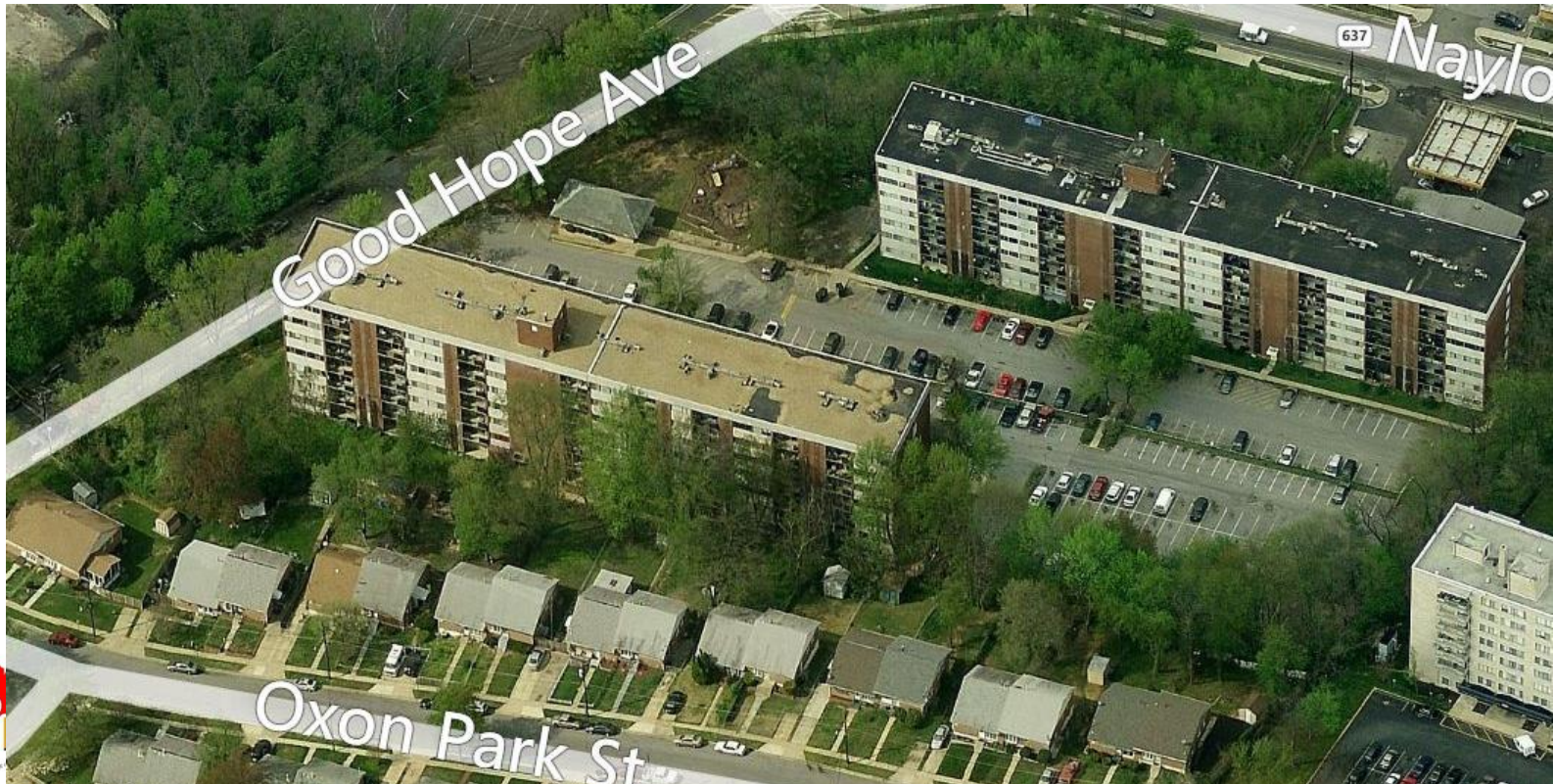
| Distance from single-family, two-family, or vacant land | Maximum Height |
|---|---------------------------------|
| Less than 150 feet | Lesser of: 3 stories or 35 feet |
| 150 to 200 feet | Lesser of: 4 stories or 45 feet |



Neighborhood Compatibility



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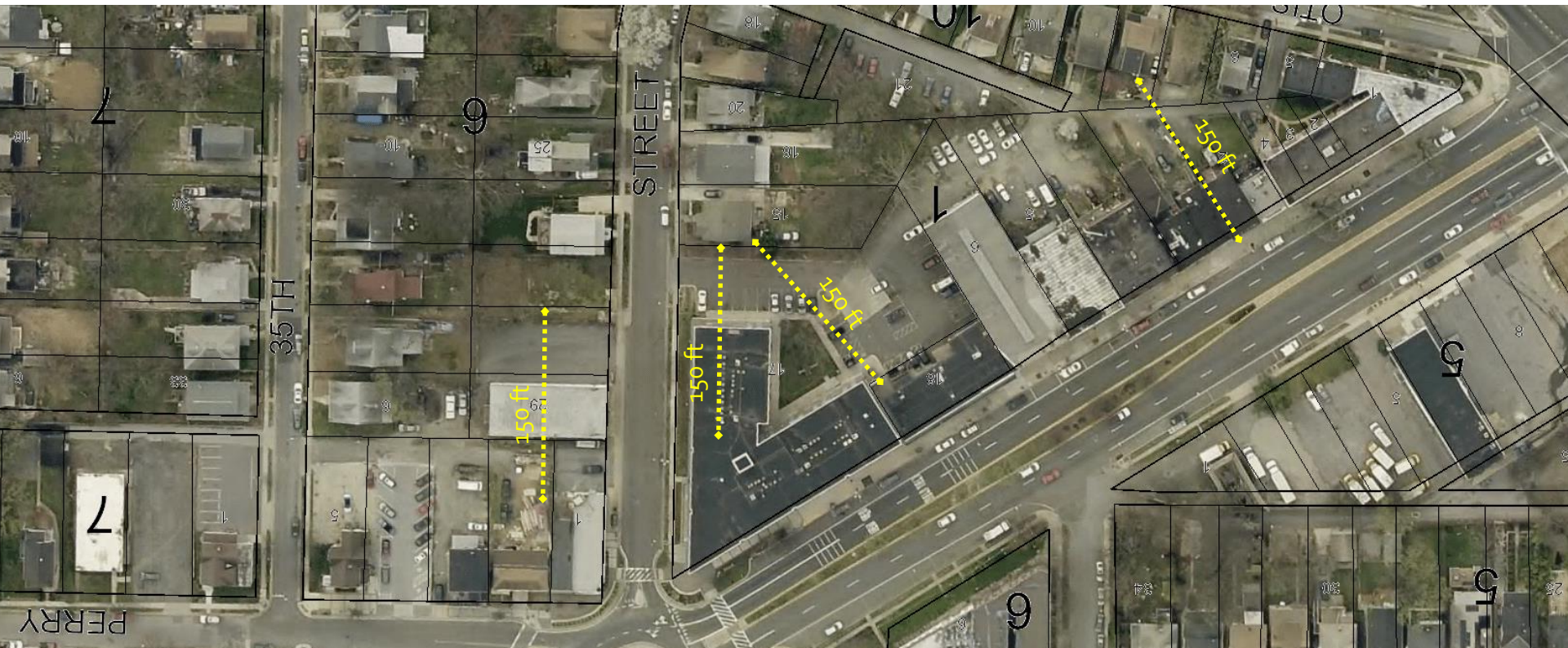
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Neighborhood Compatibility



- Do you agree that these are the right elements?
- Do you want the same standards across the County or different standards in certain locations?

Parking



Parking

Parking

What we've heard from you



- Express a need to create less car-dependent communities in Prince George's
- Are comfortable with reducing parking requirements at our transit stations by supporting multi-modal transportation
- Recommend better parking management strategies for neighborhoods where existing demand is at a premium

Parking Minimums

Section 27-5.206 (Module 2)



TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces⁴³

| Principal Use Category | Principal Use Type | Current Off-street Parking Standards ⁴⁴ | Off-Street Parking Standards | | | | | | |
|------------------------|----------------------------------|--|----------------------------------|--------------------------|-------------------------|-------------|--------------------|----------------------------|-------------------------------|
| | | | RTO and LTO Zones (Base and PDs) | | TAC Zone (Base and PDs) | | NAC (Base and PDs) | Inside the Capital Beltway | All Other Areas in the County |
| | | | Core ⁴⁵ | Edge | Core | Edge | | | |
| Residential Uses | | | | | | | | | |
| Household Living Uses | Artists' residential studios | 2.0 per DU | No minimum | 0.75 per DU | 1.0 per DU | 0.75 per DU | 1.5 per DU | 1.5 per DU | 1.5 per DU |
| | Dwelling, live-work | 2.0 per DU | N/A | 1.0 ⁵⁵ per DU | N/A | 1.0 per DU | 1.0 per DU | 2 per DU | 2 per DU |
| | Dwelling, manufactured home | 2.0 per DU | N/A | | | | | 1.5 per DU ⁵⁶ | 2.0 per DU |
| | Dwelling, multifamily | Varies by context: from 1.33 to 2.0 per DU | | | | | | 1.5 per DU | 2.0 per DU |
| | Dwelling, single-family detached | 2.0 per DU | N/A | | | | | 1.0 per DU | 2.0 per DU |
| | Dwelling, three-family | 2.0 per DU | No minimum ⁶⁰ | 1.0 per DU | 1.0 per DU | 1.2 per DU | 1.0 per DU | 1.2 per DU | 1.5 per DU |
| | Dwelling, townhouse | 2.04 per DU | N/A | 1.0 per DU | N/A | 1.5 per DU | 1.5 per DU | 2.0 per DU | 2.0 per DU |
| | Dwelling, two-family | 2.0 per DU | N/A | | | | | 1.5 per DU | 2.0 per DU |
| Manufactured home park | 2.0 per DU ⁶¹ | N/A | | | | | 1.5 per DU | 2.0 per DU | |

Parking Minimums

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| | | | Core ⁴⁵ | Edge | Core | Edge | | | |
| | All other eating or drinking establishment uses | For catering with seating, 1.0 per 4 seats | N/A | | | | | For catering with seating, 1.0 per 4 seats | For catering with seating, 1.0 per 4 seats |
| Funeral and Mortuary Service Uses | All funeral and mortuary services | 1.0 per 4 persons legal occupancy in rooms used for viewing and funeral services | N/A | N/A | N/A | 1.0 per 5 persons ⁸⁵ | N/A | 1.0 per 4 persons | 1.0 per 4 persons |
| Mixed Use | Mixed-use development other than Shopping Centers as identified in this Table | Not specified as a distinct use | Determined based on Multiple Use methodology in Sec. 27-5.206.C | | | | | | |
| Office Uses | Contractor's office | Not specified as a separate use | N/A | | | | | 1.0 per 500 SF GFA | 1.0 per 500 SF GFA |
| | Office building, general business and professional | 1.0 per 250 SF GFA up to 2,000 SF 1.0 per 400 SF GFA above 2,000 SF | | | 1.0 per 300, up to 1,500 SF; 1 per 400 above 1,500 SF | 1 per 300, up to 1,500 SF | 1 per 400 above 1,500 SF | | |
| | Office park | Not specified as a separate use; general office assumed | N/A | | | | | 1.0 per 300, up to 1,500 SF; 1 per 400 above 1,500 SF | 1.0 per 300, up to 1,500 SF; 1 per 400 above 1,500 SF |

Parking

Minimums

Section 27-5.206 (Module 2)

Largo Plaza



Parking Minimums

Largo Plaza



Tuesday August 2nd



Parking

RTO and LTO



- Reduced Parking in Transit-Oriented and Activity Center Zones
- No minimum number of off-street spaces in designated cores

Parking

RTO and LTO



PLAN 2035
PRINCE GEORGE'S



Transportation and
Mobility Chapter

Page 160

Policy 8 Ensure that minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035.

TM8.1 Revise the parking regulations of the Zoning Ordinance for transit-accessible areas to establish both minimum and maximum parking space requirements, incorporate bicycle parking regulations (including parking and storage requirements), provide guidance for the location and design of off-street parking facilities (including both surface lots and structured parking), amend parking space size, phasing, and loading area requirements to address urbanizing areas, add incentives and regulations for electric car charging areas and automobile and bicycle share programs, and strengthen links to landscaping, screening, and tree canopy coverage requirements for parking areas.

TM8.2 Support parking reduction strategies such as shared parking, transportation demand management strategies and programs, car and bike share programs, and new sidewalk and trail connections between transit facilities and residential and employment areas in the Regional Transit Districts, the Innovation Corridor, and Local Centers.

TM8.3 Eliminate minimum parking requirements in Downtowns.

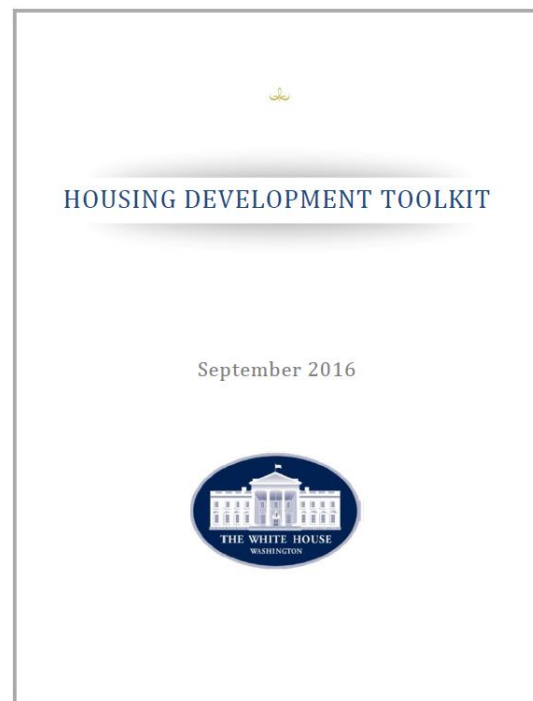
Parking

RTO and LTO

Section 27-5.206 (Module 2)



- **White House “Housing Development Tool Kit”**
 - Identifies barriers to housing development
 - Encourage affordable housing
 - List cities that mitigated parking requirements
- ***Salt Lake City, UT***
 - No minimum in the core area
 - Within a Transit Station Area Zone District
- ***Minneapolis, MN***
 - No minimum near mass transit
 - Within ¼ mile of transit (with 15 minute frequencies)



Parking



- Clarion proposes lowering minimum parking requirements across the board.
 - Are you okay with this?
- Clarion proposes no minimum parking requirement in the RTO and LTO core.
 - Are you okay with this?

Roadway Access and Circulation



Roadway Access and Circulation

Roadway Access and Circulation

What we've heard from you

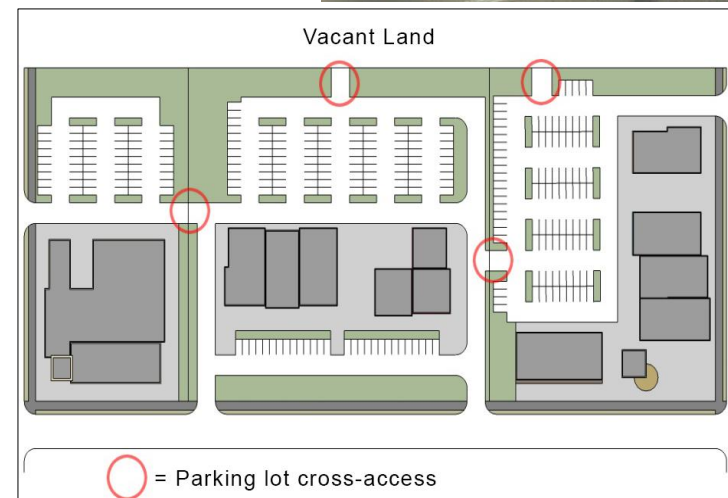


- Through traffic and speeding
- Potential for increased crime
- Culs-de-sac allow for safe areas of play
- There are health and economic benefits to better connected neighborhoods

Roadway Access and Circulation



- Consolidates rules on circulation, mobility, and access for a multi-modal network of mobility
- Additional access and circulation standards:
 - Cross access (across adjacent parking lots) standards for RTO, LTO, TAC, NAC, and Nonresidential zones
 - Connectivity standards for new single-family development



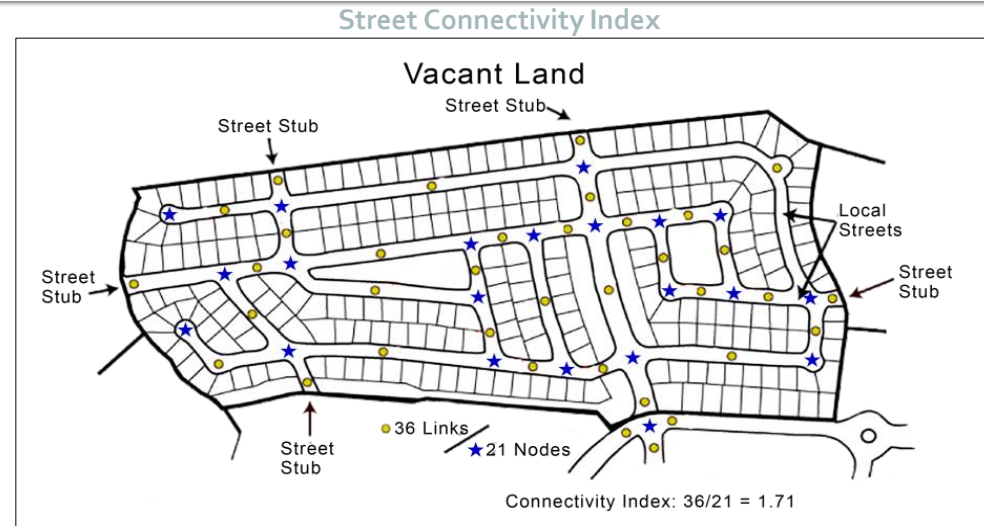
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Roadway Access and Circulation



Roadway Access and Circulation

Connectivity Index

Minimum Score Required

1.70

Perfect Score

2.50



Roadway Access and Circulation

| | |
|------------------------|------|
| Minimum Score Required | 1.70 |
| Score Achieved | 1.00 |



Roadway Access and Circulation

| | |
|------------------------|------|
| Minimum Score Required | 1.70 |
| Score Achieved | 1.34 |



Roadway Access and Circulation



Roadway Access and Circulation

| | |
|------------------------|------|
| Minimum Score Required | 1.70 |
| Score Achieved | 1.60 |



Roadway Access and Circulation



- Are you comfortable with requiring better vehicular access to neighborhoods?
- Is the Street Connectivity Index useful?

Green Building



Green Building

Green Building

What we've heard from you

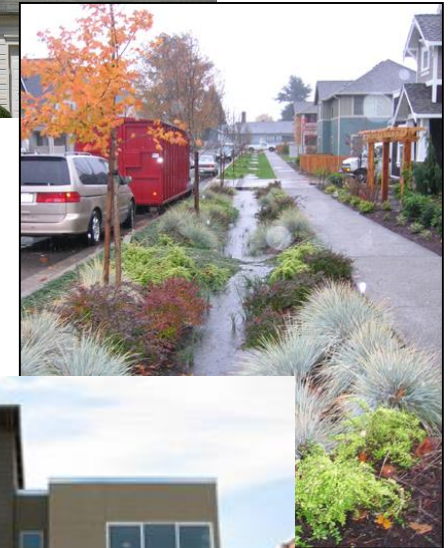


- Standards are not high enough
- The point system is confusing
- Consider requiring certification

Green Building



- **Applies to:**
 - New residential with ≥ 10 units
 - New nonresidential $\geq 10,000$ sf
 - Major redevelopment projects
- **Development Must Earn Points**
 - **Residential:**
 - 10 to 29 units: 3 points
 - 30 or more units: 4 points
 - **Nonresidential:**
 - 10,000 to 25,000 sq. ft.: 3 points
 - More than 25,000 sq. ft.: 4 points



Green Building



- **Point System Categories:**

- Location
- Energy conservation
- Alternative Energy
- Passive Solar
- Water Conservation and Quality
- Vegetation
- Urban Agriculture
- Building Materials
- Transportation



Green Building



Green Building Point System

Points
Earned

Location

Development in a Transit-Oriented/Activity Center base zone

1.00

Development on previously used or developed land that is contaminated with waste or pollution (brownfield site)

1.00

Alternative Energy

Generate or acquire a minimum of 50 percent of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)

2.00

Generate or acquire a minimum of 25 percent of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)

1.00

Install solar panels on a minimum of 25 percent of dwelling units contained in single-family, two-family, or townhouse dwellings

0.5

Urban Agriculture

Provide a fenced, centrally located community garden space (which may be located as a rooftop garden) for residents and for urban gardening purposes at a ratio of 50 square feet per dwelling unit

1.00

Provide a minimum of one on-site composting station for every 25 units

0.25

Green Building



- Does the menu selection method make sense?
- Are the proposed standards high enough?
- Is the point system too complicated?
- What other green standards should earn points?
- Do you agree with exempting small projects?

Development Standards



Questions?

- Did we miss anything?

Next Step

- Retreat (*March 2nd*)
 - *Process and Administration*
 - *Notification and Community Involvement*