

Priority Development Zones + Building Types as a Key to Coordinated Housing, Climate & Transportation

What is it?

Priority Development Zones (PDZs) identify locations where municipalities want to see coordinated investment in development, housing, and transportation to advance local housing goals, with State incentives to promote affordable housing.

Municipalities can choose whether to participate in targeted technical assistance and financial incentives funded by the State and provided to municipal governments.

The PDZs framework empowers municipalities to address the housing crisis while also considering local climate, transportation, financial, sustainability, and quality of life priorities.

How it works?

- Municipalities identify local PDZs, which are defined by simple criteria established by the State that reflect the typical places where resources, activity, and/or infrastructure already exist or can be developed in our communities, whether rural or urban.
- Within PDZs, municipalities can update their zoning to enable the kinds of housing desired locally. The state will provide funding, technical support, and information about goals and metrics, and access to additional programs and funding to help communities who want to make these local decisions and associated zoning changes.

What does a PDZ look like?

PDZs are common and familiar places found across Maine, and are typically in locations that are served by existing infrastructure (water, gas, electric, roads), where local services and institutions are present, and where prior investments or civic activities are centered.

PDZs can be assigned to multiple locations where street, water, and sewer infrastructure already exist, and/or where there are community resources, such as grocery stores, post offices, libraries, churches, schools, hospitals, support services, and transit, or to areas where there are specific local goals that can be solved by identifying a PDZ.

The following PDZs can be identified by communities as key locations where energy, resources, and funding should be prioritized (**see Attachment A for definition**).

- Downtowns
- Village Centers
- Rural Crossroads
- High Impact Corridors
- Adjacent Neighborhoods
- Rural Farmstead
- Working Waterfronts
- New Priority Development Zones identified by municipalities that meet criteria of one of the PDZs.

Maine can build thousands of units of housing within PDZ areas if we can successfully target funds, incentives, and flexible state policies to these areas.

For housing to happen, these places need a catalyst and focused resources, energy, and alignment.

Below and on the following pages are examples of PDZs in Maine, where local communities have already done the planning work to try and direct development to certain locations, including downtowns, adjacent neighborhoods, high impact corridors, and villages.

What are building types?

Building types are a way to organize a zoning code around recognizable building types that are common in Maine. Building types provide clarity and predictability for developers, land owners, and community members by providing clear and straightforward graphics and standards that show what the community wants and expects, rather than zoning by arbitrary metrics. Many communities in Maine and across the country have replaced outdated, suburban zoning with local-inspired building types to improve development outcomes, reduce time and cost of development for all parties, and enable more people to help build a community's vision. **See Attachment B Building Types for an example of what building types can look like in zoning codes.**



Newcastle visioning process for Downtown infill and redevelopment

Example of Downtown PDZ:

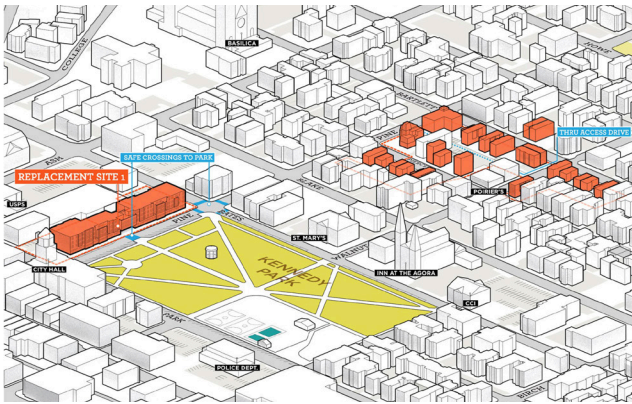
- Municipality identifies lot boundaries of Downtown PDZ.
- Municipality may also create a vision for how Downtown might evolve to accommodate infill buildings.
- Municipality updates zoning for the Downtown PDZ to enable the vision to be built.
- State helps fund affordable housing through subsidy that covers the gap in financing.
- State expedites review of projects.
- State priorities transportation funding within active PDZ areas.



Biddeford Downtown redevelopment centered on rehabilitation and infill development.

Example of Downtown PDZ:

- Municipality identifies lot boundaries of Downtown PDZ.
- Municipality may also create a vision for how Downtown might evolve to accommodate infill buildings.
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Lewiston vision for investment within Adjacent Neighborhood

Example of Adjacent Neighborhood PDZ:

- Municipality identifies lot boundaries of Adjacent Neighborhood PDZ.
- Municipality may also create a vision for how the Adjacent Neighborhood might evolve to accommodate infill buildings.
- Municipality updates zoning for the Adjacent Neighborhood PDZ to enable the plan to be built.
- State helps fund affordable housing through subsidy that covers the gap in financing.
- State expedites review of projects.
- State priorities transportation funding within active PDZ areas.



Windham visioning process for Route 302 Commercial Corridor

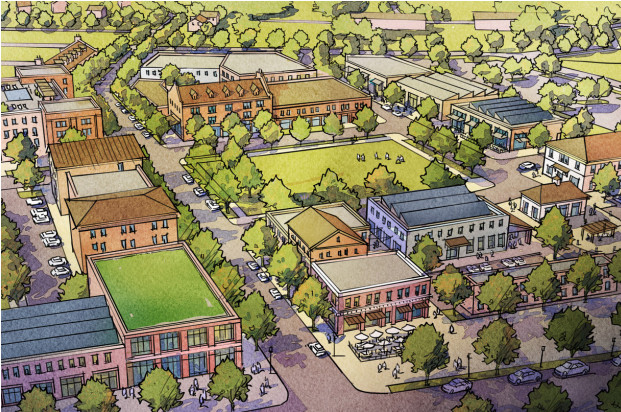
Example of High Impact Commercial Corridor PDZ:

- Municipality identifies lot boundaries of High Impact Commercial Corridor PDZ.
- Municipality may also create a vision for how corridor might evolve to accommodate infill buildings.
- Municipality updates zoning for the Commercial Corridor PDZ to enable the vision to be built.
- State helps fund affordable housing through subsidy that covers the gap in financing.
- State expedites review of projects.
- State priorities transportation funding within active PDZ areas.



Example of how to create a new PDZ in areas identified by the municipality for coordinated development:

- Municipality identifies location for new PDZ.
- Municipality may also create a vision for how the new neighborhood will be built.
- Municipality creates zoning for the new neighborhood PDZ to enable the vision to be built.
- State helps fund affordable housing through subsidy that covers the gap in financing.
- State expedites review of projects.
- State priorities transportation funding within active PDZ areas.



Example from Topsham of new PDZ - a neighborhood-scale project in a location that does not meet existing PDZ criteria



Example of Village PDZ:

- Municipality identifies lot boundaries of Village PDZ.
- Municipality may also create a vision for how the Village might evolve to accommodate infill buildings.
- Municipality updates zoning for the Village PDZ to enable the vision to be built.
- State helps fund affordable housing through subsidy that covers the gap in financing.
- State expedites review of projects.
- State priorities transportation funding within active PDZ areas.



North Yarmouth Village area plan, which supported zoning updates

Attachment A

PRIORITY DEVELOPMENT AREAS

The following priority development areas are targeted for state funding based on a set of place-based characteristics and a demonstrated positive return on investment. A community may identify locations for newly established priority development areas as part of a comprehensive planning process, where the community can demonstrate that there is no existing priority development area of the same placetype, and where the newly established area meets the criteria, excepting historic criteria.

1. DOWNTOWN

A Downtown is an area with a dense grouping of contiguous mixed-use parcels that include multi-story buildings. The area must have been planned, built, and used for mixed-use activities for more than 80 years, and include buildings of historical or architectural significance. The area must primarily consist of buildings that contain a mix of businesses, services, and residential uses. Buildings are located close together, are often times attached, and located adjacent to the sidewalk with a zero-foot front setback. The area includes a network of streets that form blocks. Sidewalks are present along main commercial streets.

- | | |
|--|---|
| <input type="checkbox"/> Area was planned and built prior to 1940 and include buildings of historic or architectural significance. | <input type="checkbox"/> Majority of buildings have 0 ft front setback. |
| <input type="checkbox"/> Mix of multi-story buildings. | <input type="checkbox"/> Area includes a network of connected streets. |
| <input type="checkbox"/> Mix of uses, including residential uses, permitted within buildings. | <input type="checkbox"/> Sidewalks present along main commercial street(s). |
| <input type="checkbox"/> Buildings located close together and often times attached. | <input type="checkbox"/> Area has positive value per acre. |

2. VILLAGE CENTER

A Village Center is an area with a loose grouping of predominantly contiguous mixed-use parcels that contains a mix of multi-story buildings. The area must have been planned, built, and used for mixed-use activities for more than 80 years. The area must primarily consist of buildings that contain a mix of commercial, residential, and civic activities. Buildings are located close together, are often times attached, and located adjacent to the sidewalk with a zero-foot or shallow front setback. Buildings are located along a loose network of streets. Sidewalks may be present.

- | | |
|--|---|
| <input type="checkbox"/> Area was planned and built prior to 1940 and include buildings of historic or architectural significance. | <input type="checkbox"/> Buildings located close together and may be attached. |
| <input type="checkbox"/> Mix of multi-story buildings. | <input type="checkbox"/> Majority of buildings have 0 ft or shallow front setbacks. |
| <input type="checkbox"/> Mix of uses, including residential uses, permitted within the area. | <input type="checkbox"/> Area includes a loose network of connected streets. |
| | <input type="checkbox"/> Area has positive value per acre. |

3. RURAL CROSSROADS

A Rural Crossroads is an area with a contiguous grouping of 2 or more buildings of historical or architectural significance that have formed a center of community within a small town or village. A Rural Crossroads can contain a mix of commercial, residential, and civic activities. Buildings are located close together and near to the street, providing a place where people can easy walk between buildings because of their proximity.

- | | |
|--|---|
| <input type="checkbox"/> Area was planned and built prior to 1940 and include buildings of historic or architectural significance. | <input type="checkbox"/> Buildings are clustered. |
| <input type="checkbox"/> Mix of uses, including residential uses, permitted within the area. | <input type="checkbox"/> Majority of buildings have shallow front setbacks. |
| | <input type="checkbox"/> Area has positive value per acre. |

4. HIGH IMPACT CORRIDOR

A High Impact Corridor is a primarily linear collection of contiguous parcels of land along a regional road that connects a downtown to other outlying areas. This area is often only 1 parcel deep and often times forms a boundary between commercial activity and residential neighborhoods. The area must have been planned and built, and used for predominantly commercial activities for more than 40 years. High impact corridors offer new economic opportunities, the potential for safe and sustainable transportation, and improvement to local quality of life.

- Area was planned and built prior to 1980.
- Area includes a collection of primarily linear parcels along a regional road.
- Area is located within a 2 mile radius of a Downtown, Village Center, or Crossroads.
- Contains primarily commercial uses, with plans for an expanded mix of uses.
- Area includes plans for an expanded network of interconnected streets.
- Area has a positive planned value per acre.

5. ADJACENT NEIGHBORHOOD

An adjacent neighborhood is primarily residential and located within walkable distance to a downtown. The area must have been planned, built, and used for mixed-use activities for more than 80 years. Housing mostly consists of single homes, duplexes, townhouses, small apartment buildings, and accessory units. Some businesses may be located in this area, including corner stores and cafés, as well as churches, schools, and other civic buildings. Buildings are typically located close together and are sometimes attached. The area includes a network of streets that form blocks. Sidewalks are often times present.

- Area was planned and built prior to 1940.
- Mix of predominantly residential buildings, with some businesses and civic buildings.
- Buildings located close together and may be attached.
- Majority of buildings have shallow front setbacks.
- Area includes a network of connected streets that form blocks.
- Sidewalks often times present.
- Area has positive value per acre.

6. RURAL FARMSTEAD

A rural farmstead is a parcel of land that serves, or has the potential to serve, as a resource-based economic center of activity in a rural area. This placetype is designed to protect from development pressures and to safeguard agricultural and forest sectors. The farmstead must include at least one existing residential or agricultural building built before 1940 that has historical or architectural significance. The farmstead can contain a mix of commercial and residential activities. The farmstead offers an opportunity for new buildings located close together to support the commercial and residential needs of a rural business that supports agriculture and forestry.

- At least 1 building on the parcel was built prior to 1940.
- Contains a mix of residential, agricultural, and land-based commercial uses.
- Farmstead must include plans for capital improvements to support existing buildings and land-based agricultural and commercial activities.

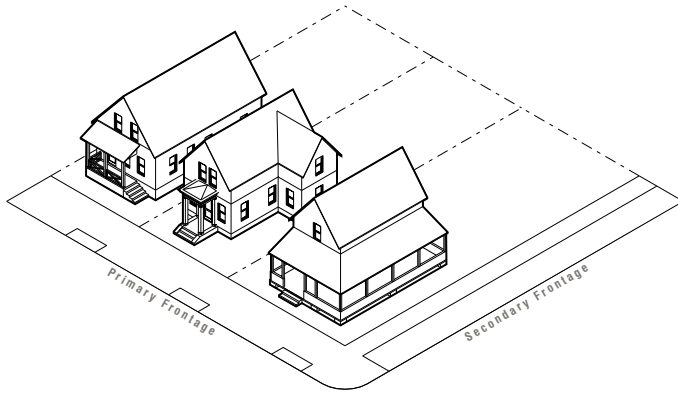
7. WORKING WATERFRONTS

A working waterfront is an area of land that serves, or has the potential to serve, as a resource-based economic center of activity, whether adjacent to a downtown or located within a rural area.

- At least 1 building on the parcel was built prior to 1940.
- Is used predominantly for water-based activities.

Attachment B

3. SMALL HOUSE



a. DESCRIPTION

A small detached building with one unit.

b. BUILDING FORM

Building Width	14 ft min, 20 ft max	A
Building Length	40 ft max	B
Total Stories	1 story max	C
First Floor Height	9 ft min, 10 ft max	D
Upper Floor Height	n/a	E
First Floor Elevation	2 ft min	
Components	see Article 3.D Components	
Roofs	see Article 3.E Roof Types	
Attachments	none	

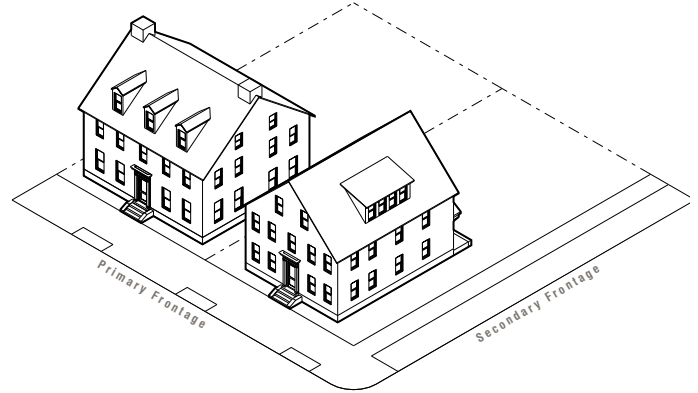
d. WINDOWS & DOORS

First Floor Windows & Doors	20% min
Upper Floor Windows & Doors	20% min

e. STANDARDS

- A small house may possess a chassis with independent suspension and axles capable of free rotation, provide
 - The small house has a permanent connection to sanitary, and power utilities.
 - The chassis is screened in such a way as to be indistinguishable from a traditional foundation.
 - The small house may not encroach on setbacks.
 - In CD2 districts, a trailer with a maximum dimension of 15 ft by 72 ft may qualify as a small house and take a flat roof.

8. SMALL APARTMENT BUILDING



a. DESCRIPTION

A moderately scaled building type comprised of up to 12 units.

b. BUILDING FORM

Building Width	60 ft max	A
Building Length	75 ft max	B
Total Stories	3 stories max	C
First Floor Height	9 ft min, 15 ft max	D
Upper Floor Height	9 ft min, 12 ft max	E
First Floor Elevation	2 ft min	
Components	see Article 3.D Components	
Roofs	see Article 3.E Roof Types	
Attachments	none	

d. WINDOWS & DOORS

First Floor Windows & Doors	20% min
Upper Floor Windows & Doors	20% min

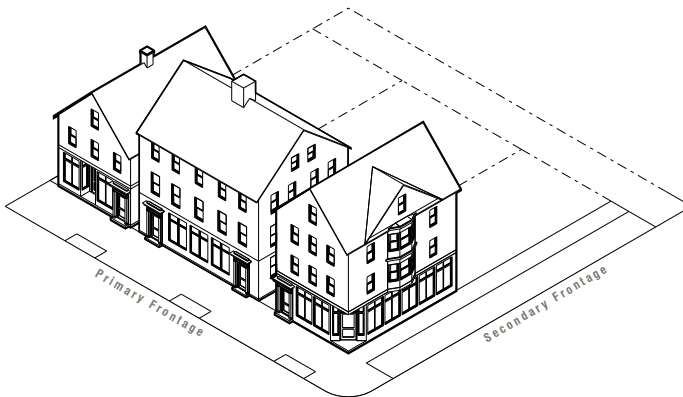
e. STANDARDS

- A porch or gallery may not be built on the third floor of a house facing the primary thoroughfare.

Article 3 Building Standards // Section B Primary Building Types

Article 3 Building Standards // Section B Primary Building Types

10. SHOPHOUSE



a. DESCRIPTION

A small building with a shopfront and up to 5 units.

b. BUILDING FORM

Building Width	36 ft max	A
Building Length	60 ft max	B
Total Stories	3 max	C
First Floor Height	12 ft min, 18 ft max	D
Upper Floor Height	9 ft min, 12 ft max	E
First Floor Elevation	0 ft min	
Components	see Article 3.D Components	
Roof	see Article 3.E Roof Types	
Attachments	1 side max	

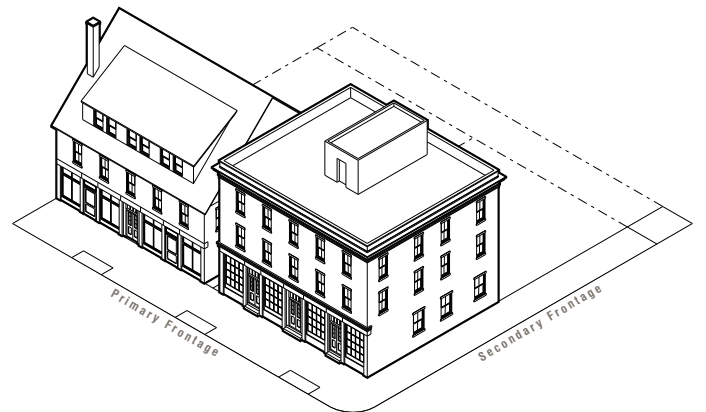
d. WINDOWS & DOORS

Shopfront	Required
First Floor Windows & Doors	20% min
Upper Floor Windows & Doors	20% min

e. STANDARDS

- Shopfront windows and doors are required on the first facade of the primary frontage.
- A porch or gallery may not be built on the third floor of a house facing the primary thoroughfare.

15. MIXED-USE BUILDING



a. DESCRIPTION

A variably-sized building type with a required shopfront providing multiple units.

b. BUILDING FORM

Building Length	100 ft max	A
Total Building Area	20,000 sf max	
Total Stories	3 max	B
First Floor Height	14 ft min, 20 ft max	C
Upper Floor Height	10 ft min, 12 ft max	D
First Floor Elevation	0 ft max	
Components	see Article 3.D Components	
Roofs	see Article 3.E Roof Types	
Attachments	2 sides max	

d. WINDOWS & DOORS

Shopfront	Required
First Floor Windows & Doors	30% min
Upper Floor Windows & Doors	20% min

e. STANDARDS

- Shopfronts are required on the first floor of the primary frontage.
- The mixed-use building footprint may not exceed 10,000 sq ft.