

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL  
2024 Legislative Session**

Bill No. CB-067-2024

Chapter No. \_\_\_\_\_

Proposed and Presented by Council Members Ivey, Blegay, and Harrison

Introduced by \_\_\_\_\_

Co-Sponsors \_\_\_\_\_

Date of Introduction \_\_\_\_\_

**ZONING BILL**

1 AN ORDINANCE concerning

2 Off-Street Parking and Loading – Off-Street Parking Space Standards

3 For the purpose of revising and providing certain definitions regarding electric vehicles and  
4 electric vehicle parking spaces; requiring a minimum number of electric vehicle parking spaces  
5 for newly constructed multifamily, office, and mixed-use developments; minimum required  
6 parking spaces with accessible EV charging stations; and generally regarding vehicle parking.

7 BY repealing and reenacting with amendments:

8 Sections 27-2500 and 27-6305,

9 The Zoning Ordinance of Prince George's County, Maryland,

10 being also

11 **SUBTITLE 27. ZONING.**

12 The Prince George's County Code

13 (2023 Edition).

14 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,  
15 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional  
16 District in Prince George's County, Maryland, that Sections 27-2500 and 27-6305 of the Zoning  
17 Ordinance of Prince George's County, Maryland, being also Subtitle 27 of the Prince George's  
18 County Code, be and the same is hereby repealed and reenacted with the following amendments:

19 **SUBTITLE 27. ZONING.**

20 **PART 27-2. INTERPRETATIONS AND DEFINITIONS.**

**SECTION 27-2500. DEFINITIONS.**

\* \* \* \* \*

[Electric vehicle (EV) charging station (Level 1, 2, or 3)

A vehicle parking space served by an electrical component assembly or cluster of components assemblies (battery charging station) designed and intended to transfer electric energy by conductive or inductive means from the electric grid or other off-board electrical source to a battery or other energy storage device within a vehicle that operates, partially or exclusively, on electric energy.

A Level 1 charging station is a slow-charging station that typically operates on a 15- or 20-amp breaker on a 120-volt Alternating Current (AC) circuit.

A Level 2 charging station is a medium-speed-charging station that typically operates on a 40- to 100-amp breaker on a 208- or 240-volt Alternating Current circuit.

A level 3 charging station is an industrial grade charging station that operates on a high-voltage circuit to allow for fast charging.]

**Electric Vehicle (EV)**

A vehicle, whether hybrid or not, that is powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current, and which may include a nonelectrical source of power designed to charge batteries and components.

**Electric Vehicle Supply Equipment (EVSE)**

The apparatus, commonly called charging stations or charging docks, installed specifically for the purpose of transferring energy between the premises wiring and the electric vehicle.

**EV Level 2 Charging**

The charging capability of the electric vehicle charging outlet includes the ability to charge a battery or any other storage device in an electric vehicle through means of an alternating current electrical service with a minimum of 208 volts and that meets applicable industry safety standards and future changes to the National Electrical Code as adopted in Subtitle 9 of the Prince George’s County Code.

**EV Level 2 Charging Station Ready Outlet**

An outlet/receptacle with a 50-amp, 240-volt rating, for purposes of connecting a Level 2 electric vehicle charging station.

**EV-Ready Parking Space**

1 A designated parking space which is provided with a dedicated branch circuit that is not  
2 less than 40-ampere and 208/240-volt assigned for EVSE terminating in a receptacle or junction  
3 box located near the proposed location of EV parking space. For two adjacent EV-Ready spaces,  
4 a single branch circuit is permitted.

5 **EVSE-Installed Parking Space**

6 A parking space that includes:

7 (1) electric vehicle supply equipment that is fully installed from the electrical panel to the  
8 parking space; or

9 (2) the use of dual-port electric vehicle supply equipment using a single circuit of a 50  
10 amp, 240-volt rating to provide charging to two adjacent EV-Capable or EV-Ready parking  
11 spaces.

12 \* \* \* \* \*

13 **PART 27-6. DEVELOPMENT STANDARDS.**

14 **SECTION 27-6300. Off-Street Parking and Loading.**

15 **Sec. 27-6305. Off-Street Parking Space Standards.**

16 \* \* \* \* \*

17 **(e) Electric Vehicle (EV) Charging Stations**

18 (1) Parking spaces used as EV charging stations shall consist as one or more group(s) of  
19 contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g.,  
20 through directional signage), but where their use by non-electric vehicles is discouraged. EV  
21 charging for commercial purposes is prohibited at an EV charging station located at a residential  
22 development.

23 (2) Minimum EV Parking Spaces

24 (A) On or after January 1, 2027, all new developments of the multifamily dwelling  
25 principal use type shall provide the minimum number of EV-Ready and EVSE-Installed parking  
26 spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

27 (B) On or after January 1, 2027, all new developments of office uses shall provide a  
28 minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with table 27-  
29 6305(e): Minimum EV Parking Spaces.

30 (C) On or after January 1, 2027, all new mixed-use developments shall provide a  
31

1 minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table  
2 27-6305(e): Minimum EV Parking Spaces.

3 (D) The number of parking spaces required under Subsections (A), (B) and (C) above  
4 shall be calculated as a percentage of the minimum number of spaces required by section 27-  
5 6305(a).

<b>Table 27-6305(e): Minimum EV Parking Spaces</b>		
<b><u>USE</u></b>	<b><u>EV-Ready Parking Spaces Required</u></b>	<b><u>EVSE-Installed Parking Spaces Required</u></b>
<u>Uses in the Office Uses Principal Use Category</u>	<u>10%</u>	<u>5%</u>
<u>The Multifamily Dwelling Principal Use Type</u>	<u>10%</u>	<u>5%</u>
<u>Mixed Use Developments</u>	<u>10%</u>	<u>5%</u>

6  
7 (E) Developments subject to Subsections (A), (B) and (C) above shall have at least  
8 one (1) parking space equipped with an accessible charging station.

9 (I) Accessible charging stations should be in close proximity to the building  
10 entrance and shall be connected to a barrier-free accessible route of travel.

11 (II) Accessible charging stations shall be maintained in compliance with  
12 accessibility guidelines under the Americans with Disabilities Act.

13 (III) It is not necessary to designate the accessible electric vehicle charging  
14 station exclusively for the use of persons with disabilities.

15 (F) EVSE provided in accordance with Subsections (A), (B) and (C) above must  
16 provide Level 2 or higher charging capacity.

17 (G) EV-Ready and EVSE-Installed parking spaces may be included in calculating the  
18 minimum required parking spaces in accordance with Table 27-6305(a): Minimum Number of  
19 Off-Street Parking Spaces.

20 SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five  
21 (45) calendar days after its adoption.

Adopted this \_\_\_\_ day of \_\_\_\_\_, 2024.

COUNTY COUNCIL OF PRINCE GEORGE’S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF

THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE’S COUNTY,  
MARYLAND

BY: \_\_\_\_\_  
Jolene Ivey  
Chair

ATTEST:

\_\_\_\_\_  
Donna J. Brown  
Clerk of the Council

KEY:  
Underscoring indicates language added to existing law.  
[Brackets] indicate language deleted from existing law.  
Asterisks \*\*\* indicate intervening existing Code provisions that remain unchanged.

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