

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

Bill No. \_\_\_\_\_ CB- -2024 \_\_\_\_\_

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

Proposed and Presented by Council Members Ivey and Blegay \_\_\_\_\_

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

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

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

**ZONING BILL**

1 AN ORDINANCE concerning

2 Electric Vehicle Parking for New Multifamily, Office Uses, Retail Sales and Service Uses,  
3 Shopping Centers and Mixed-Use Developments

4 For the purpose of revising and providing certain definitions regarding electric vehicles and  
5 electric vehicle parking spaces; allowing minor departures up to certain limits for off-street  
6 parking space standards; requiring a minimum number of electric vehicle parking spaces for  
7 newly constructed multifamily, office, retail and mixed-use developments; setting minimum  
8 required parking spaces with accessible EV charging stations; and generally regarding electric  
9 vehicle parking.

10 BY repealing and reenacting with amendments:

11 Section 27-2500, 27-3614, and 27-6305,

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

13 being also

14 SUBTITLE 27. ZONING.

15 The Prince George's County Code

16 (2023 Edition).

17 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,  
18 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional  
19 District in Prince George's County, Maryland, that Sections 27-2500, 27-3614 and 27-6305 of  
20 the Zoning Ordinance of Prince George's County, Maryland, being also Subtitle 27 of the Prince

George's County Code, be and the same is hereby repealed and reenacted with the following amendments:

**SUBTITLE 27. ZONING.**

**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-Capable Parking Space**

A dedicated parking space with electrical panel capacity and space for a branch circuit dedicated to the EV parking space that is not less than 40-ampere and 208/240-volt and equipped with raceways, both underground and surface mounted, to enable future installation of electric vehicle supply equipment. For two adjacent EV-capable spaces, a single branch circuit is

1 permitted.

2 **EV Level 2 Charging**

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

8 **EV Level 2 Charging Station Ready Outlet**

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

11 **EV-Ready Parking Space**

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

16 **EVSE-Installed Parking Space**

17 A parking space that includes:

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

20 (2) the use of dual-port electric vehicle supply equipment using a single circuit of a 50  
21 amp, 240-volt rating to provide charging to two adjacent EV Capable or EV-Ready Parking  
22 Spaces.

23 \* \* \* \* \*

24 **PART 27-3. ADMINISTRATION**

25 **SECTION 27-3600. APPLICATION-SPECIFIC REVIEW PROCEDURES AND**

26 **DECISION STANDARDS**

27 **Sec. 27-3614. Departure (Minor and Major)**

28 \* \* \* \* \*

29 **(b) Applicability**

30 This Section establishes two types of departures: minor departures and major departures. It  
31 also addresses minor administrative changes, waivers, or modifications to specific development

standards contained in PART 27-6: Development Standards.

**(1) Minor Departures**

Minor departures are decided by the Planning Director. Minor departures may be requested and granted for the standards identified in Table 27-3614(b)(1): Minor Departures, up to the limits set forth in the table. A variance (see Section 27-3613, Variance) may not be requested for a minor change for which a minor departure may be requested in accordance with this Section. Minor departures may be granted to make minor changes to approved PD Basic Plans.

<b>Table 27-3614(b)(1): Minor Departures</b>		
<b>Standard</b>	<b>Maximum Departure (percentage departure from standard)</b>	
	<b>Transit-Oriented/Activity Center Base and Planned Development Zones and Base and Planned Development Zones Inside the Capital Beltway</b>	<b>All Other Zones</b>
<b>Block design standards in Section 27-6206(k), Block Design</b>	40	30
<b>Vehicle stacking spaces standards in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses, in Section 27-6206(m), Vehicle Stacking Space</b>	40	30
<b>Numerical standards in Section 27-6304(i), Large Vehicular Use Areas (300 or More Spaces)</b>	20	30

Table 27-3614(b)(1): Minor Departures		
Standard	Maximum Departure (percentage departure from standard)	
	Transit-Oriented/Activity Center Base and Planned Development Zones and Base and Planned Development Zones Inside the Capital Beltway	All Other Zones
<b>Off-street parking standards in Section 27-6305(a):</b> Minimum Number of Off-Street Parking Spaces, in Section <a href="#">27-6305</a> , <u>Off-Street Parking Space Standards, Section 27-6305(e) Off-Street Parking Standards – Electric Vehicle Charging Stations</u>	30	20
<b>Numerical standards in Section 27-6306</b> , Dimensional Standards for Parking Spaces and Aisles, in Section <a href="#">27-6306</a> , Dimensional Standards for Parking Spaces and Aisles	30 (1)	20 (1)
<b>Numerical standards in Section 27-6310</b> , Loading Area Standards	30	20
<b>Location of off-street parking in Section 27-6903(b)</b> , Location of Off-Street Parking, in the Multifamily, Townhouse, and Three-Family Form and Design Standards	20	30
<b>Numeric building length standards in 27-6903(d)</b> , Maximum Building Length, in the Multifamily, Townhouse, and Three-Family Form and Design Standards	20	30
<b>Numeric building façade standards in Section 27-6903(e)</b> , Building Façades, in the Multifamily, Townhouse, and Three-Family Form and Design Standards	20	30

<b>Table 27-3614(b)(1): Minor Departures</b>		
<b>Standard</b>	<b>Maximum Departure (percentage departure from standard)</b>	
	<b>Transit-Oriented/Activity Center Base and Planned Development Zones and Base and Planned Development Zones Inside the Capital Beltway</b>	<b>All Other Zones</b>
<b>Numerical building façade/transparency standards in Section 27-6903(g), Building Façade Fenestration/Transparency, in the Multifamily, Townhouse, and Three-Family Form and Design Standards</b>	20	30
<b>Numerical offsets in Section 27-61002(e), Façade Articulation, in the Nonresidential and Mixed-Use Form and Design Standards</b>	20	30
<b>Numerical building façade fenestration/transparency standards in Section 27-61002(g), Building Façade Building Façade Fenestration/Transparency, in the Nonresidential and Mixed-Use Form and Design Standards</b>	20	30
<b>Location of off-street parking in Section 27-61003(e), Off-Street Parking Location Standards, in the Large Retail Form and Design Standards</b>	30	20
<b>Numerical buffer width standards in Section 27-61303(a)(2), Buffer Width, in the Agricultural Compatibility Standards</b>	No Departure	30
<b>Numerical standards in Section 27-61504, General Standards, in the Signage standards</b>	20	30

<b>Table 27-3614(b)(1): Minor Departures</b>		
<b>Standard</b>	<b>Maximum Departure (percentage departure from standard)</b>	
	<b>Transit-Oriented/Activity Center Base and Planned Development Zones and Base and Planned Development Zones Inside the Capital Beltway</b>	<b>All Other Zones</b>
<b>Numerical standards in Section 27-61505</b> , Standards for Specific Sign Types, in the Signage standards	20	30
<b>Numerical standards in Section 27-61506</b> , Standards for Special Purpose Signs, in the Signage standards	20	30
<b>Numerical standards in Section 27-61507</b> , Standards for Temporary Signs, in the Signage standards	20	30
<b>Where not otherwise specified</b> , any departure necessary to ensure Neighborhood Compatibility Standards control in the event of conflict with other standards of this Ordinance per Section 27-61202(c), Conflict, in the Neighborhood Compatibility Standards	30	30
<b>NOTES:</b> (1) Minimum dimensional standards for parking spaces shall not be reduced below the requirements established for compact parking spaces.		

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

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

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

\* \* \* \* \*

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

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

(2) Minimum EV Parking Spaces

(A) For detailed site plans issued on or after January 1, 2025, all new developments of multifamily dwellings shall provide the minimum number of EV-Capable, EV-Ready and EVSE-Installed Parking Spaces in accordance with Table 27-6305(e), Minimum EV Parking Spaces.

(B) For detailed site plans issued on or after January 1, 2025, all new developments of uses in the following Principal Use Categories shall provide a minimum number of EV-Capable, EV-Ready and EVSE-Install Parking Spaces in accordance with Table 27-6305(e), Minimum EV Parking Spaces: Office Uses; Retail Sales and Service Uses; and Shopping Centers.

(C) For detailed site plans issued on or after January 1, 2025, all new mixed-use developments shall provide a minimum number of EV-Capable, EV-Ready and EVSE-Install Parking Spaces in accordance with Table 27-6305(e), Minimum EV Parking Spaces.

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

<b>Table 27-6305(e): Minimum EV Parking Spaces</b>			
<b><u>Use</u></b>	<b><u>EV-Capable Parking Spaces Required</u></b>	<b><u>EV-Ready Parking Spaces Required</u></b>	<b><u>EVSE-Installed Parking Spaces Required</u></b>
<u>Office Uses</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>
<u>Retail Sales and Service Uses</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>
<u>Shopping Centers</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>
<u>Multifamily Dwellings</u>	<u>20%</u>	<u>20%</u>	<u>20%</u>
<u>Mixed Use</u>	<u>10%</u>	<u>10%</u>	<u>10%</u>

(E) Developments subject to Subsections (A), (B) and (C) above shall have at



1 least one (1) parking space equipped with an accessible charging station.

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

4 (ii) Accessible charging stations shall be maintained in compliance with  
5 accessibility guidelines under the Americans with Disabilities Act.

6 (iii) It is not necessary to designate the accessible electric vehicle charging  
7 station exclusively for the use of persons with disabilities.

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

10 (G) EV-Capable, EV-Ready and EVSE-Installed Parking Spaces may be  
11 included in calculating the minimum required parking spaces in accordance with Table 27-  
12 6305(a): Minimum Number of Off-Street Parking Spaces.

13 SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five  
14 (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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