



# Prince George's County, Maryland

## Module 2: Development Standards

Zoning Ordinance and Subdivision  
Regulations Rewrite  
May 2016

Public Review Draft

**C L A R I O N**

In Association with:

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GB Place Making  
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Justice & Sustainability Assoc.  
The Planning and Design Center

**Division 27-5: Development Standards**  
**Sec. 27-8.400: Terms and Uses Defined (Relevant Terms)**

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# Division 5: Development Standards

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## **DIVISION 27-5    DEVELOPMENT STANDARDS**

### **Sec. 27-5.100    Roadway Access, Mobility, and Circulation<sup>1</sup>**

#### **27-5.101.    Purpose**

The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development, and local destination points such as places of employment, schools, parks, and shopping areas. Such a multimodal transportation system is intended to:

- A.**    Provide transportation options;
- B.**    Increase the effectiveness of local service delivery;

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<sup>1</sup> As is discussed in the ERR (V.F., Roadway Design, Mobility, and Connectivity), this is a new section that consolidates the rules governing circulation, mobility, and access. Pursuant to that discussion, an emphasis is placed on establishing in the regulations a framework for supporting a multi-modal form of transportation in the County, especially in appropriate locations. Given this new emphasis, this Section includes a number of additional access and circulation standards that emphasize intermodal transportation, address bicycle and pedestrian access and circulation, require connectivity and cross-access between adjoining similar developments, better manage driveway access onto arterial and collectors, and more directly address stacking space for parking lot entrances and drive-through facilities. Because some of the provisions in this Section relate to the requirements in the Roadway Manual, they are coordinated with the manual, and will need to be coordinated as the drafting continues as the manual is updated.

- C.**    Reduce emergency response times;
- D.**    Promote healthy walking and bicycling;
- E.**    Facilitate use of public transportation;
- F.**    Contribute to the attractiveness of the development and community;
- G.**    Connect neighborhoods and increase opportunities for interaction between neighbors;
- H.**    Reduce vehicle miles of travel and travel times;
- I.**    Reduce greenhouse gas emissions;
- J.**    Improve air quality;
- K.**    Minimize congestion and traffic conflicts; and
- L.**    Preserve the safety and capacity of County transportation systems.

#### **27-5.102.    Applicability**

Except as otherwise provided in this Section, the standards in this Section apply to all new development in the County.

#### **27-5.103.    Consistency with Plans**

The design and construction of access and circulation systems associated with a development shall be consistent with the transportation goals, objectives, and actions in the County's General Plan, the Approved Countywide Master Plan of Transportation, Comprehensive Master Plans, and other County-adopted plans addressing transportation.

#### **27-5.104. Multimodal Transportation System**

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

#### **27-5.105. Timing of Review**

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. <>), site plan (major or minor) (Sec. <>), subdivision (minor or major) (Sec. <>), or building permit (Sec. <>), as appropriate.

#### **27-5.106. Circulation Plan Required**

Development applications shall include a circulation plan that demonstrates how the development follows the requirements of Sections 27-5.107 through 27-5.110.

#### **27-5.107. Developer Responsible for On-Site Street Improvements<sup>2</sup>**

If a street is proposed within a development site, the developer shall provide road, street, bikeway, sidewalk, and other access and

circulation improvements in accordance with the standards for design and construction defined in Subtitle 23, and shall dedicate any required rights-of-way or easements, as required by the Subtitle.

#### **27-5.108. Vehicular Access and Circulation**

##### **A. Definition of Street Functional Classification**

All public streets will be classified by the County according to the system of functional classification defined in the Prince George's County Specifications and Standards for Roadways and Bridges, authorized in Subtitle 23 as the County's official standards for street design and construction.

##### **B. Vehicular Accessway Classifications**

As a basis for application of many of the vehicular access and circulation standards in this Subsection, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

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<sup>2</sup> The Subsection establishes the developer's responsibility for making improvements to on-site streets, including those proposed as part of the development as well as existing abutting streets.

## 1. Driveways<sup>3</sup>

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes, but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, and are not generally considered streets.

## 2. Alleys<sup>4</sup>

Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting

street, or access may be provided through a combination of an alley and a driveway.

## 3. Other Streets

The accessways defined in Secs. 27-5.108.B.1 and 27-5.108.B.2 will connect to public or private streets, which will follow standards of design, construction, and functional classification as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23.

## C. Required Vehicular Access and Circulation<sup>5</sup>

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as fire lanes parking lot drive aisles, and any circulation associated with parking, loading or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23.

<sup>3</sup> Driveways are not currently included as part of the County's road classification system in the County's Specifications and Standards for Roadways and Bridges. We, however, suggest they be included in this Section so that general standards can be applied to driveways in specific situations, especially for internal circulation on sites.

<sup>4</sup> Alleys are not currently included as part of the County's road classification system in the County's Specifications and Standards for Roadways and Bridges, although they are defined as a street type in Section 27A-503. We, however, suggest they be included in this Section so that general standards can be applied, and so that alleys are recognized as an acceptable means of allowing the sort of internal circulation that is envisioned in more urban, walkable developments.

<sup>5</sup> This Subsection provides general performance-based standards for the level of vehicular access required, based on the type of vehicle.

## **D. Vehicular Access Management**

### **1. Limitation on Direct Access Along Arterial and Collector Streets<sup>6</sup>**

Direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial street only if:

- a. No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;
- b. Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and
- c. The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less,<sup>7</sup> or it is determined that the origin or destination points accessed by the

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<sup>6</sup> Currently the type of access requirements in this Subsection are not clearly defined, either in Chapters 24 or 27 or in the Prince George's County Specifications and Standards for Roadways and Bridges. These provisions concur with the latter document's stated intent of reducing curb cuts and driveway access points on higher-class roadways, specifically arterials and collectors, but also recognize the practical necessities of access to particular land uses, especially detached residential units.

<sup>7</sup> This is a new provision. It establishes a relatively low threshold for when a driveway is allowed as an access from an arterial. It is intended to serve smaller developments that would not provide internal street systems and as such would not interface with arterials beyond a driveway intersection.

driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.

### **2. Limitation on Direct Driveway Access along Other Streets<sup>8</sup>**

The following standards shall apply to vehicular access along a street other than an arterial street.

- a. For single-family detached dwellings, two-family dwellings, and three-family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).
- b. For townhouse and multifamily dwellings, and for uses in the Civic, Public, Institutional, Commercial, and Industrial Use Categories, the number of vehicular access points along a street shall follow

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<sup>8</sup> The current Zoning Ordinance includes no upper limits on the number of vehicular access points to residential development, though other sections of the Prince George's County Code of Ordinances do specify a minimum of one driveway apron per residential dwelling unit (Sec. 23-139). That same section of the Code also specifies that nonresidential uses shall have a maximum of two driveway entrances on each road. In this Section of the current ordinance, the Director of Public Works and Transportation is given discretion to approve or deny additional driveways (or proposed driveways within the maximum), provided access is available on another public road. This provision would limit driveways to other development as necessary to ensure safe and efficient travel along the street.

State, County or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.

- c. Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

### 3. Driveway Intersection Spacing Along State Roads<sup>9</sup>

The minimum spacing between adjacent driveway intersections along a Maryland State Highway Administration road—or between a driveway intersection along a State road and an adjacent street intersection—shall comply with the access management standards in the Maryland State Highway Access Manual.

### 4. Shared Driveways<sup>10</sup>

- a. Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot

frontages to be served individually, may be required to limit direct vehicular access along streets.

- b. Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of land owners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access.<sup>11</sup>

## E. Vehicular Connectivity<sup>12</sup>

### 1. Purpose

The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's arterial streets to accommodate through traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

<sup>9</sup> Driveway spacing standards are not clearly defined in the current Zoning Ordinance, either for State or local roads, although various sections of the Code make the County's intent to reduce direct access points on arterial streets reasonably clear. We generally concur with this intent to the degree that managing access on arterials promotes greater roadway safety. Section 24-121 states that lots proposed on land adjacent to an existing or planned roadway of an arterial or higher classification should be designed to front onto internal streets or service roads. This Subsection adds a reference to the State access management standards applicable to State roads.

<sup>10</sup> This provision allows the use of shared driveways by adjoining development as a means of complying with access management standards.

<sup>11</sup> Rules governing the preparation and recordation of easements may be consolidated in Division 27-2: Administration, which will be drafted in Module 3.

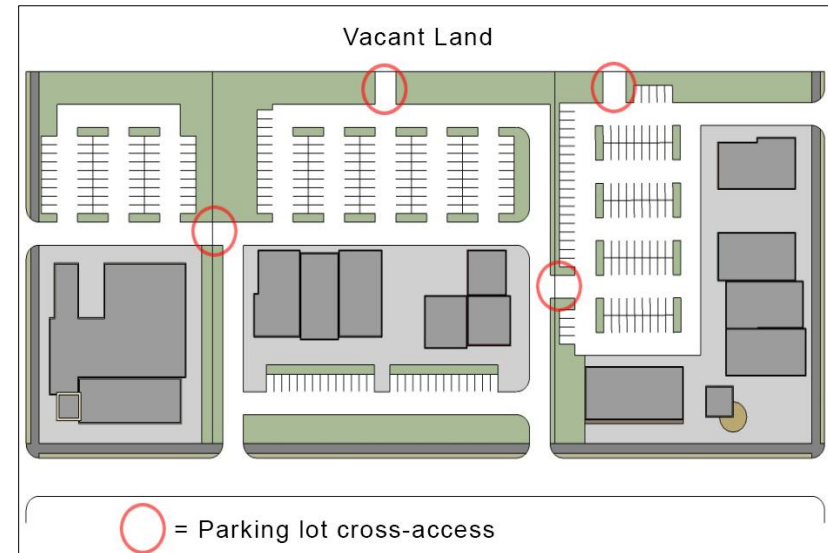
<sup>12</sup> This Subsection adds some basic vehicular connectivity standards that are intended to allow people to travel between adjoining developments without having to drive back out onto the adjacent street to do so. It requires new nonresidential and mixed-use development to provide cross access to adjoining nonresidential or mixed-use development or development sites.

## 2. Cross Access Between Adjoining Developments<sup>13</sup>

To encourage shared parking and minimize access points along streets, within new mixed-use and nonresidential (other than industrial development), new development shall comply with the following standards:

- a. In the Transit-Oriented/Activity Center and Nonresidential zones, the internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land (see Figure 27-5.108.E.2: Cross-Access Between Parking Areas of Adjoining Developments).

**Figure 27-5.108.E.2: Cross-Access Between Parking Areas of Adjoining Development**



- b. Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.
- c. The Planning Director<sup>14</sup> may waive or modify the requirement for vehicular cross-access on

<sup>13</sup> This Subsection expands the access easements defined in Section 27A, which currently apply to the Urban Centers and Corridor Nodes only, and encourages their use on higher-classification streets throughout the County, especially arterials, to minimize the need for direct access points.

<sup>14</sup> The rewrite of the Zoning Ordinance carries forward and expands to a certain degree the provisions in the current Ordinance that authorize an administrative official to make a decision or modify or waive specific standards (e.g. Alternative Compliance from Landscape Manual standards; minor site plan changes to gross floor area, land area coverage, redesign of parking or loading areas or a landscape plan, architectural plans, or changes required by engineering necessity; limited

departures from parking and loading standards or the number of spaces required; and departures from sign design standards.). In this Division, the Planning Director is authorized to:

- Decide requests to vary from the requirements of the Landscape Manual (to be further clarified in the Landscape Manual and Module 3);
- Decide requests to waive the cross-access requirements between development (Sec. 27-5.108 E.2);
- Decide requests to reduce the minimum street connectivity index score (Sec. 27-5.108 F.3);
- Decide requests for a Security Exemption Plan for fences and walls (Sec. 27-5-511);
- Decide requests for a Security Plan for exterior lighting, which allows for some modifications to lighting requirements for security reasons (Sec. 27-5.610);
- Decide requests to modify the buffer width (by up to 20 percent) for an agricultural buffer (Sec. 27-5.1204 A.2.b.);
- Decide requests for deviations to the block length standards (Sec. 27-5.108 K.1);
- Decide requests to waive the bicycle cross-access requirements (Sec. 27-5.109 B.2) or any bicycle access and circulation requirements (Sec. 27-5.109 D.);
- Decide requests to modify the sidewalk requirements (Sec. 27-5.110 A.2.c.);
- Decide requests to waive or modify the pedestrian connectivity requirements (Sec. 27-5.110 B.2);
- Decide off-street parking requirements for unlisted uses (Sec. 27-5.206 B.);
- Authorize additional required parking spaces for electric vehicle charging (Sec. 27-5.206 F.);
- Decide requests for alternative parking plans (Sec. 27-5.208);
- Decide requests to reduce parking requirements because of proximity to a high-frequency transit stops (Sec. 27-5.209 A.);
- Decide requests to reduce parking based on a Transportation Demand Management Plan (Sec. 27-5.209 B.);
- Decide a request to reduce parking based on providing special facilities for bicycle commuters (Sec. 27-5.209 C.); and

determining that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or vehicular safety factors.

- d. Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of land owners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.<sup>15</sup>

## **F. Connectivity Standards for Single-Family Residential Development<sup>16</sup>**

### **1. Minimum Connectivity Index Score Required**

New single-family residential subdivisions shall achieve an internal street connectivity index (score in accordance with Table 27-5.108.F.1: Minimum Street Connectivity Index.

- Decide requests for other types of alternative parking arrangements (Sec. 27-5.209 D.).

These authorizations will be consolidated and further detailed in the procedures in Division 27-5: Administration, which will be drafted in Module 3.

<sup>15</sup> See footnote 11.

<sup>16</sup> The current Zoning Ordinance (and Subdivision Regulations) do not include a street connectivity index. This is a new requirement to improve road connections throughout the County.



**Table 27-5.108.F.1: Minimum Street Connectivity Index**

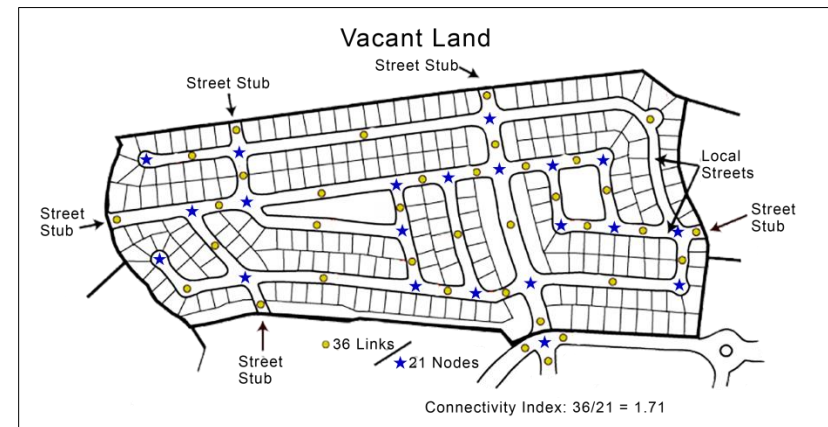
Zone Where Development is Proposed	Minimum Connectivity Index Score
Located in Residential and Planned Development Districts	1.70 <sup>17</sup>
Located in Nonresidential and Transit-Oriented/Activity Center Districts	1.50

## 2. Connectivity Index Score Calculation

The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-5.108.F.2: Street Connectivity Index, provides an example of how to calculate the connectivity index. Nodes exist at street intersections and cul-de-sac heads within the development. Links are stretches of road that connect nodes. Street stub-outs are considered as links, but temporary dead-end streets internal to a development or alleys are not counted as links. Links external to the development that connect to nodes associated with the development shall be included in the index calculation. In addition, any nodes immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway, will be included in the index calculation, as will all links attached to that

node. In the diagram, there are 36 links and 21 nodes; therefore the connectivity index is 1.71 ( $36/21 = 1.71$ ).

**Figure 27-5.108.F.2: Street Connectivity Index**



## 3. Reduction in Minimum Index Score

The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is unfeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stubouts and other potential connections that may be made in the future, including through public infrastructure improvements.<sup>18</sup>

<sup>17</sup> Both of these scores represent best practices and achievable levels of connectivity for similar community environments. A perfect grid would have an index score of 2.5, and Reid Ewing (*Best Development Practices: Doing the Right Thing and Making Money at the Same Time*, 1996) suggests that a halfway score of 1.4 is a good target for planning purposes. These recommended values are based on a review of the index scores used in other communities that have applied the connectivity index. The scores typically range from 1.71 to 1.4.

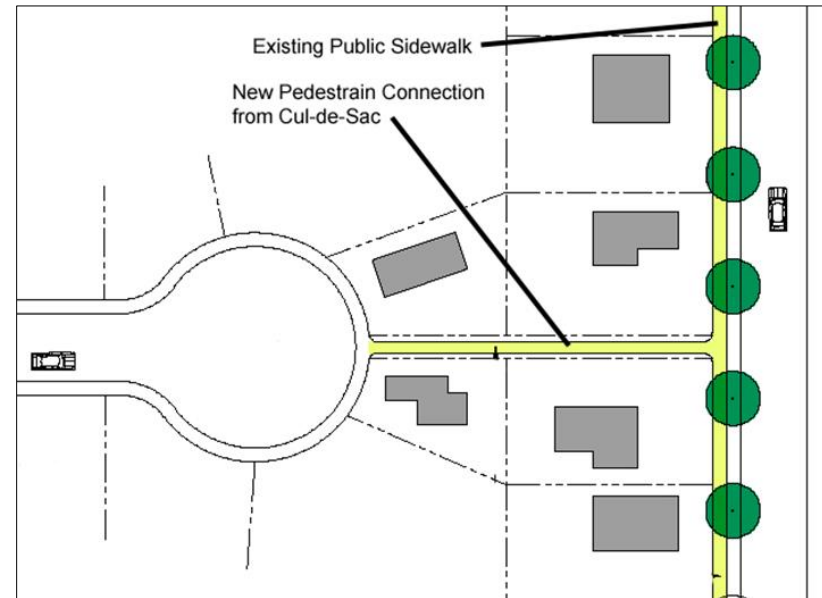
<sup>18</sup> See footnote 14.



## G. Pedestrian Connections<sup>19</sup>

1. A right-of-way at least eight feet wide for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest adjacent street or pedestrian pathway (as shown in Figure 27-5.108.G: Pedestrian Connections) shall be required when it is determined it:
  - a. Is in close proximity (defined generally as within a half-mile) to significant pedestrian generators or destinations such as schools, parks, trails, greenways, employment centers, mixed use development, retail centers, or similar features; or
  - b. Creates an unreasonable impediment to pedestrian circulation (defined generally as a walking distance between uses on the cul-de-sac and uses on the closest adjacent street that is at least four times the actual physical distance between these two uses); and
  - c. Can be reasonably achieved and connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.

Figure 27-5.108.G: Pedestrian Connections



2. This pedestrian connection shall count as a link for the purpose of calculating the connectivity index.

## H. External Street Connectivity

1. The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.
2. Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or street stub shall be provided for development where practicable and feasible in each

<sup>19</sup> This is a new standard.

direction (north, south, east, and west) for development that abuts vacant lands.

3. At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform land owners.
4. The final plat (see Subtitle 24, Sec. <>) shall identify all stub streets and include a notation that all street stubs are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.
5. Stub streets that exceed 150 feet in length shall include a turn-around that shall be replaced when the stub street is connected.

#### I. Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

#### J. Traffic Calming Measures<sup>20</sup>

1. Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic calming measures are encouraged on all local and subcollector streets that connect between two nodes in the

connectivity index system, provided they do not interfere with emergency vehicle access.

2. Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-5.108.J: Traffic Calming Measures.). Such measures shall include, but shall not be limited to:

- a. Stop signs at street intersections;
- b. Mini-roundabouts at intersections;
- c. Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;
- d. Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;
- e. Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and
- f. Speed tables, raised intersections or elevated pedestrian street crossings.

**Figure 27-5.108.J:  
Traffic Calming  
Measures**



<sup>20</sup> This is a new standard. In the current Zoning Ordinance, traffic calming is offered as a component of Functional Overlays as defined in Section 27A-302, though it is not required or even encouraged there or anywhere else.

3. Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.

## **K. Block Design<sup>21</sup>**

### **1. Block Length**

Where blocks are used in the Transit-Oriented/Activity Center zones and the MU-PD zone, block length shall be at least 200 feet, but no more than 800. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director may allow deviations from these block length standards on determining that:<sup>22</sup>

- a. Environmental or topographic constraints exist;
- b. The site has an irregular shape;
- c. A longer block will reduce the number of railroad grade or water body crossings; or
- d. Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.

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<sup>21</sup> This defines additional standards for blocks to apply to all zones, not just the standards for the current ordinance's Urban Center and Corridor districts defined in Sec 27A-304.c. It modifies some of the specific requirements of that section, such as the need for mid-block connections for longer block faces, extending this to 800 feet or longer.

<sup>22</sup> See footnote 14.

### **2. Block Width**

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

### **3. Mid-Block Access**

In the SFR-4.6, SFR-6.7, and SFR-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided mid-block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

### **4. Development Entry Points**

- a. Unless exempted in accordance with Sec. 27-5.108.K.4.c below, all subdivisions shall provide a minimum number of access points from the development to the street system outside the development in accordance with Table 27-5.108.K.4, Required Development Entry Points:

**Table 27-5.108.K.4: Required Development Entry Points**

Development Type	Minimum Number of Access Points
<b>Residential Use Types (By Number of Units)</b>	
≤80 units	1
81 - 160 units	2
>160 units	3
<b>All Other Use Types (By Site Area)</b>	
<5 acres	1
5 – 20 acres	2
>20 acres	2 + 1 per every additional 20 acres or portion thereof

- b. Nothing in this Subsection shall limit the total number of streets providing access to the street system outside a development, or exempt a development from meeting all applicable external street connectivity standards.
- c. Development shall be exempted from these standards if it is demonstrated the following conditions apply:
  - i. No other street access points can be located due to existing lot configurations, absence of connecting streets, or environmental or topographic constraints;
  - ii. The Maryland State Highway Administration, Department of Public Works and Transportation, or municipality owning the street will not authorize the required number of entrances; or
  - iii. Alternative access can be provided in a manner acceptable to the County.

## **L. General Accessway Layout and Design<sup>23</sup>**

### **1. Coordination with Transit, Bicycle, and Pedestrian Access and Circulation**

- a. The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that adequate transit facilities already exist to serve the needs of the development.
- b. The vehicular access and circulation system of a development shall be coordinated with the bicycle and pedestrian access and circulation systems within and adjacent to the development to minimize conflicts.

### **2. Traffic Control and Calming Measures**

Traffic-calming measures such as those discussed in Sec. 27-5.108.J, Traffic Calming Measures, shall be integrated into a development's vehicular circulation system where necessary to mitigate the impact of potential future cut-through traffic.

## **M. Street Layout and Design**

- 1. Except as otherwise provided in this Section, the design and construction of roadways for State roads shall be designed in accordance with Maryland State Highway Administration standards and requirements.

<sup>23</sup> This Subsection adds general standards requiring vehicular access and circulation to be coordinated with transit, bicycle, and pedestrian access and circulation.

2. Except as otherwise provided in this Section, the design and construction of streets for County streets shall be designed in accordance with the Prince George's County Specifications and Standards for Roadways and Bridges or the appropriate standards defined in Subtitle 23.
3. Except as otherwise provided in this Section, the design and construction of roadways for municipal streets shall be designed in accordance with the applicable municipal standards and requirements.

## **N. Driveway Layout and Design<sup>24</sup>**

### **1. Driveway Width**

Except for driveways serving agricultural lands, large-lot residential properties, single-family subdivisions and single-family detached dwellings, two-family dwellings, and three-family dwellings on single lots or parcels, or lands with unique topographical features, all driveways shall comply with the following minimum width standards:

- a. One-way driveways shall be at least 12 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.
- b. Two-way driveways shall be at least 24 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

### **2. Dead-End Driveway Length**

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

### **3. Driveway Intersections**

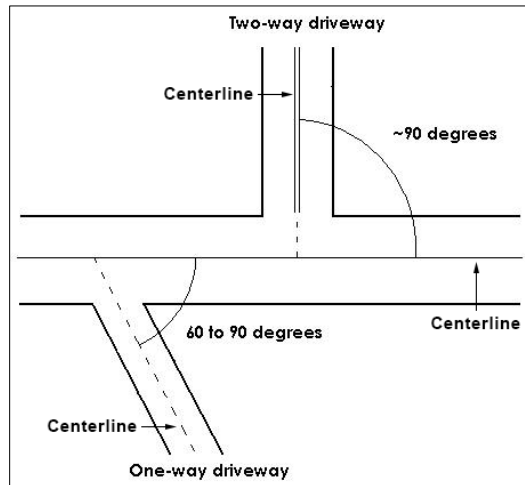
In addition to the standards in Sec. 27-5.108.D.3, Driveway Intersection Spacing Along State Roads, driveway intersections shall comply with the following standards:

#### **a. Alignment**

- i. To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway or roadway intersections on the opposite side of the street.
- ii. The angle of driveway approaches to an intersection with a street shall be 90 degrees for two-way driveways and between 60 degrees and 90 degrees for one-way driveways. See Figure 27-5.108.N.3: Driveway Intersection Angles.
- iii. No driveway intersection angles of less than 60 degrees will be allowed at the point of intersection with the roadway and for a length from the intersection of at least one vehicle, even if part of the driveway length beyond this length is at an angle of less than 60 degrees from the intersecting roadway.

<sup>24</sup> The driveway standards in the current Zoning Ordinance define basic width, curb radius dimensions, and minimum spacing from a side lot line at the point where it meets the right-of-way edge. This Subsection adds driveway standards (in addition to those related to access management) that address driveway length and spacing from adjoining land, as well as driveway entrances with medians.

**Figure 27-5.108.N.3: Driveway Intersection Angles**



**b. Proximity to Adjoining Land**

Except for shared driveways provided in accordance with Sec. 27-5.108.D.4, Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

**c. Medians in Driveway Entrances**

Medians may be provided at driveway entrances provided:

- i. No signage is included within the median other than traffic signs and a single monument signs;

- ii. Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and
- iii. The minimum driveway width is maintained for each travel and turning lane.

**O. Vehicle Stacking Space<sup>25</sup>**

**1. For Drive-through and Related Uses**

**a. Required Number of Stacking Spaces**

In addition to meeting the off-street parking standards in Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-5.108.O.1.a, Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

<sup>25</sup> This Subsection addresses the need for driveways to accommodate off-street stacking space for vehicles waiting to use drive-through facilities and parking lots, to avoid or minimize the likelihood such vehicles will back up into the adjoining street and create traffic safety concerns. It expands on similar standards provided for certain uses in the current Zoning Ordinance's parking regulations.

Table 27-5.108.O.1.a: Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity [1]	Minimum Number of Stacking Spaces	Measured From
Bank or financial Institution, with drive-through service or with automated teller machine (ATM) as an accessory use	3 per lane	Teller window or teller machine
Gas station	1	Each end of the outermost gas pump island
Gated driveway (for any principal use)	3	Gate
Nursing home facility	3	Building entrance
Recycling collection center	3 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, automatic	4 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, self-service	2 per bay	Bay entrance
Consumer goods establishment, with drive-through service	4 per lane	Agent window
All personal service uses with drive-through service	4 per lane	Window
Personal Vehicle Repair and Maintenance, specifically with oil change/lubrication shop	3 per bay	Bay entrance
Restaurant, fast food, with drive-through service [2]	4	Order box

Table 27-5.108.O.1.a: Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity [1]	Minimum Number of Stacking Spaces	Measured From
School, elementary or middle or high, not located in RTO, LTO, TAC or NAC zones <sup>26</sup>	6 spaces	Primary Building entrance, if this is the primary location for student pick-up/drop-off
	8 spaces	Designated student waiting area, if this is the primary location for student pick-up/drop-off
Other	Uses not specifically listed are determined by the Planning Director based on standards for comparable uses, or alternatively based on a parking demand study	
NOTES: [1] See Division 27-4: Use Regulations. [2] Restaurants with drive-through service shall provide at least four additional stacking spaces between the order box and the pick-up window.		

## b. Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- i. Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;

<sup>26</sup> In these zones, the use may be permitted to allow on-street curbside space not considered part of a moving vehicle lane to meet stacking access requirements. This allowance will be determined by the Planning Director in consultation with the Department of Public Works and Transportation and any affected municipality.



- ii. Stacking spaces shall not impede onsite or offsite vehicular traffic movements or movements into or out of off-street parking spaces;
- iii. Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and
- iv. Stacking spaces shall be separated from other internal driveways by raised medians if necessary for traffic movement and safety.

## 2. For Vehicular Parking Area (Parking Lot) Entrance Driveways

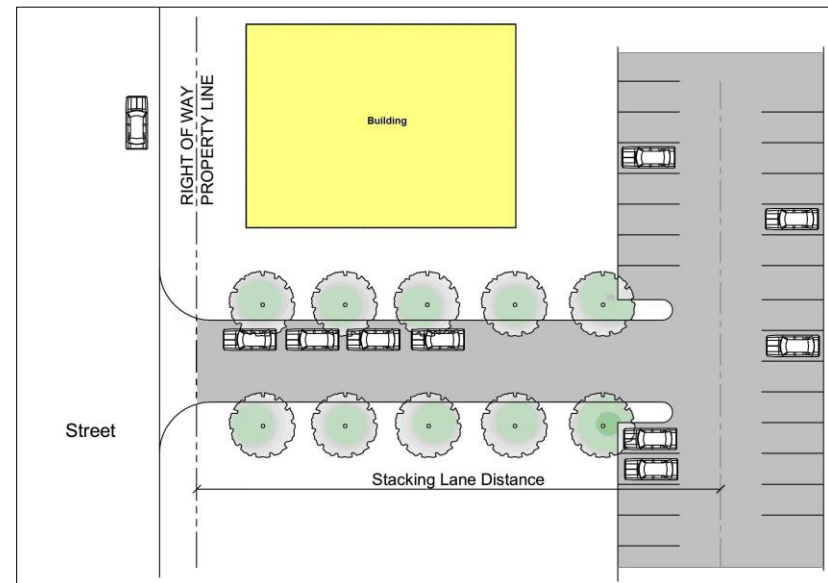
Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-5.108.O.2.a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-5.108.O.2.b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event of a number of parking spaces that requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Sec. 27-5.108.N.2, Dead-End Driveway Length.

Table 27-5.108.O.2.a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway	
Number of Off-Street Parking Spaces [1]	Minimum Stacking Lane Distance (ft) [2]
1 - 49	25

Table 27-5.108.O.2.a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway	
Number of Off-Street Parking Spaces [1]	Minimum Stacking Lane Distance (ft) [2]
50 – 249	50
250 – 499	100
500 or more	100 + 15 ft for every additional 50 spaces beyond 500

NOTES:  
 [1] Entrances into parking structures may be credited towards the stacking lane distance standard provided the parking structure entrance is accessed from a development driveway and not a primary drive aisle.  
 [2] Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway.

**Figure 27-5.108.O.2.b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway**





## **27-5.109. Pedestrian Access and Circulation<sup>27</sup>**

### **A. Required Pedestrian Access**

#### **1. General Pedestrian Access**

All new development except development of single-family detached dwellings or two-family dwelling on an individual lot shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining public parks, greenways, schools, community centers, and shopping areas:

- a. The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);
- b. Off-street parking bays;
- c. Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and
- d. Recreation facilities and other common use areas and amenities.

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<sup>27</sup> This Subsection adds basic pedestrian access and circulation standards, including general performance-based standards for the level of pedestrian access required of new development, a requirement to provide sidewalks along proposed and abutting streets, connectivity standards that mirror those applicable to vehicular accessways, and basic design standards for improvements. The subsection also adds standards specific to walkways through large parking lots and parking garages.

#### **2. Sidewalks Required<sup>28</sup>**

- a. All new development shall install sidewalks on both sides of all streets within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).
- b. Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.
- c. The Planning Director may waive or modify the requirement for sidewalks on determining that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.<sup>29</sup>

### **B. Pedestrian Connectivity**

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

1. The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas

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<sup>28</sup> There is a similar sidewalk requirement in Subtitle 24: Subdivision. This provision is included here to impose a similar requirement on new development that is not subject to subdivision.

<sup>29</sup> See footnote 14.

and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

2. The Planning Director may waive or modify the requirement for pedestrian cross-access on determining that such cross-access is impractical or infeasible due to the presence of topographic conditions or natural features.<sup>30</sup>
3. Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of land owners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.<sup>31</sup>
4. **Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages**

**a. General Standards**

- i. All vehicular parking areas and parking structures containing more than 50 parking spaces shall provide a clearly identified pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access

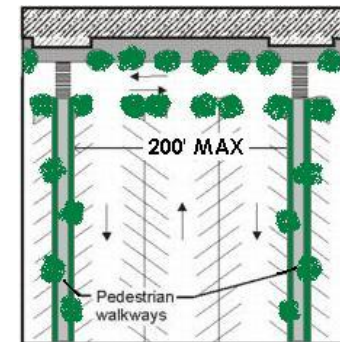
<sup>30</sup> See footnote 14.

<sup>31</sup> See footnote 11.

from the furthest extent of the parking area to the primary building entrance(s).

- ii. Vehicular parking areas containing more than 50 parking spaces shall, at a minimum, include one pedestrian walkway every six parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-5.109.B.4: Walkways Through Vehicular Parking Area).

**Figure 27-5.109.B.4: Pedestrian Walkways Through Vehicular Parking Area**



- iii. Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Sec. 27-5.109.A.1, General Pedestrian Access, and Sec. 27-5.109.B, Pedestrian Connectivity.

**b. Walkway Standards**

Required pedestrian walkways shall:

- i. Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated other in those zone regulations;
- ii. Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and
- iii. Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

## **27-5.110. Bicycle Access and Circulation<sup>32</sup>**

### **A. Required Bicycle Access**

#### **1. General Bicycle Access**

All new development except development of single-family detached dwellings or two-family dwellings on an individual lot shall allow for internal bicycle circulation (that may include bike routes, bike lanes, and/or bike

paths) that allows safe, convenient, efficient, and orderly movement of bicyclists among the following origin and destination points within the development, as well as between the internal bicycle circulation system and adjoining parts of an existing or planned external, community-wide bicycle circulation system and any adjoining public parks, greenways, schools, community centers, employment areas and shopping areas:

- a. Bicycle parking facilities (see Sec. 27-5.210, Bicycle Parking Standards) or areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);
- b. Any designated or planned transit or bus stops and shelters (on-site or on an adjacent street); and
- c. Recreation facilities and other common use areas and amenities.

#### **2. Bikeway Improvements Required**

- a. All new development except development of single-family detached dwellings two-family dwellings on an individual lot shall be required to install bike lanes, bike paths, or other bicycle improvements within the development site if that site intersects with or is along a designated bicycle route in any County or municipal bicycle system plans.
- b. Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and adjacent to the public street. Such bicycle

<sup>32</sup> This Subsection adds basic bicycle access and circulation standards, including general performance-based standards for the level of bicycle access required of new development, a general requirement to provide for bicycle access and circulation, connectivity standards that mirror those applicable to vehicular accessways, and basic design standards for bikeway improvements. Although the current Zoning Ordinance, especially in Section 27A, provides basic guidance for accommodating bicycles, it does not establish requirements for internal connectivity or connectivity between development sites.

paths shall not be restricted from public use and will allow physical passage at all times.

## **B. Bicycle Connectivity**

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

1. Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).
2. The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.<sup>33</sup>
3. Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements defining maintenance responsibilities of land owners, shall be recorded with the Land Records of Prince George's County

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<sup>33</sup> See footnote 14.

before issuance of a building permit for the development.<sup>34</sup>

## **C. General Bikeway Layout and Design**

### **1. Bike Paths**

Required bike paths shall:

- a. Allow two-way bicycle circulation;
- b. Be at least eight feet wide when not adjacent to walls or vertical objects and at least ten feet wide when adjacent to these features, and surfaced with a smooth-surface (such as hot mix asphalt or Portland cement concrete), durable, and dustless material;
- c. Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and
- d. Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

### **2. Bike Lanes**

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

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<sup>34</sup> See footnote 11.

#### D. Waiver

The Planning Director may waive all or part of the standards in this Subsection if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is infeasible.

### Sec. 27-5.200 Off-Street Parking and Loading<sup>35</sup>

#### 27-5.201. Purpose and Intent

The purpose of this Section is to ensure provision of off-street parking and loading facilities in proportion to the generalized parking and loading demand of the different zones and different uses allowed by this Ordinance. The standards in this Section are intended to provide for adequate off-street parking and loading

<sup>35</sup> As discussed in the ERR (V.C., Off-street Parking and Loading), this Section carries forward and modifies the off-street parking standards in Part 11, Off-Street Parking and Loading, of the current Zoning Ordinance, as well as regulations for the Mixed Use-Transportation (M-X-T) zone and regulations in Subtitle 27A, Urban Centers and Corridors Nodes Development and Zoning Code. It replaces the one size fits all set of parking standards in Part 11 with a set of different off-street parking space standards for:

- The RTO and LTO base and Planned Development zones;
- The NAC and TAC base and Planned Development zones;
- Development “inside the Capital Beltway/Interstate 95 (which includes all lands inside the Capital Beltway and all lands within the corporate limits of the City of Greenbelt);” and
- Development in all other areas of the County.

The section includes quantitative off-street parking standards for each principal use identified in the principal use tables. The proposed parking space standards reflect new studies and modern best practices regarding parking needs that generally justify reduced parking space requirements. This mirrors not only general trends in actual parking, but demands in maturing suburbs and in conventionally auto-oriented communities now investing in transit infrastructure and more walkable, compact development forms. The section also updates the dimensional standards for parking space and aisles, provides general location and design standards to promote safety and access for parking and loading areas, provides specific detail on how the parking requirements are measured, and provides off-street parking alternatives and parking reduction incentives and methodology. Also included are bicycle parking standards that distinguish based on the zone and general location in the County.

while supporting transit-oriented development and walkable urbanism in appropriate locations, and allowing the flexibility needed to accommodate alternative parking solutions. The standards are also intended to achieve County policies of supporting redevelopment of commercial corridors, accommodating appropriate infill development, and avoiding excessive paved surface areas.

## **27-5.202. Applicability<sup>36</sup>**

### **A. New Development**

All new development shall provide off-street parking and loading areas in accordance with the standards of this Section.

### **B. Existing Development**

#### **1. Change in Use**

- a. In addition, and except as identified in Sec. 27-5.202.B.1.b below, any change in use of existing development shall be accompanied by provision of any additional off-street parking and loading spaces required for the changed use by this Section.
- b. A change in use in the Transit-Oriented/Activity Center base and PD zones and the Commercial base zones inside the Capital Beltway, where the change in use would increase the amount of required off-street parking by no more than 20 percent of that required for the original use or 40 spaces, whichever is

greater, is exempted from the off-street parking requirements of this Section.<sup>37</sup>

#### **2. Expansion**

If an existing structure or use is expanded or enlarged (in terms of the number of dwelling units, floor area, number of employees, or seating capacity), any additional off-street parking and loading spaces that may be required shall be provided in accordance with the requirements of this Section as applied only to the expanded or enlarged part of the structure or use.

#### **3. Upgrading of Nonconforming Parking**

Nonconforming parking facilities on the site of an enlarged, expanded, or altered structure or use area shall comply with the requirements of this Section in accordance with the standards of Sec. <>, Nonconforming Site Features.

## **27-5.203. Timing of Review<sup>38</sup>**

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. <>), site plan (major or minor) (Sec. <>) or building permit (Sec. <>), as appropriate.

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<sup>36</sup> This Subsection states to what development the off-street parking standards apply.

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<sup>37</sup> This exemption is included as an incentive for development and redevelopment in these areas, especially the areas where redevelopment is important.

<sup>38</sup> This is a new subsection that states when a development application will be reviewed for compliance with the standards in this Section.

## **27-5.204. Parking Plan Required<sup>39</sup>**

All development applications subject to review for compliance with the standards of this Section which propose more than 100 off-street parking spaces shall include a parking plan. This may be combined with the circulation plan required in Sec.27-5.106, Circulation Plan Required, for developments meeting the threshold required in that Section. The parking plan shall accurately designate the number and location of required parking spaces, access aisles, and driveways, and the relation of the off-street parking facilities to the development they are designed to serve, including how the parking facilities coordinate with the pedestrian, bicycle, transit, and vehicular circulation systems for the development.

## **27-5.205. General Standards for Off-Street Parking and Loading Areas<sup>40</sup>**

### **A. Use of Parking and Loading Areas**

#### **1. General**

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except that farmers' markets may be permitted to operate within parking areas), or the sale, lease, storage, dismantling, or service of any vehicles, boats,

motor homes, campers, mobile homes, building materials, equipment, or supplies.

#### **2. Identified as to Purpose and Location**

Off-street parking areas of three or more spaces and all off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Sec. 27-5.205.D, Markings.

### **B. Surfacing**

#### **1. General**

- a. Except as provided for in Sec. 27-5.205.B.2 below, all off-street parking and loading areas except those serving all uses in the Rural and Agricultural base zones except for agricultural research facilities, farm supply sales or farm machinery/implement sales, rental, or repair, rural corporate retreats, and cemeteries, shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.
- b. Parking for all of the uses in the Rural and Agricultural base zone exempted from the requirements of Sec. 27-5.205.B.1.a above shall be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials.

<sup>39</sup> This Subsection requires that a parking plan be submitted with the development applications for projects that are required to provide a certain number of off-street parking spaces.

<sup>40</sup> These standards include general rules governing the use of off-street parking and loading areas, standards for surfacing, convenient access, drainage, markings, the use of alternative surfacing materials, and maintenance.



## 2. Pervious or Semi-pervious Surfacing

The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open joint pavers, and reinforced grass/gravel/shell grids may be approved for off-street parking and loading areas, provided such surfacing is subject to an on-going maintenance program (e.g., sweeping, annual vacuuming). Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts. Where possible, such materials should be used in areas proximate to and in combination with on-site stormwater control devices (see Figure 27-5.205.B.2: Use of Pervious Materials in a Parking Lot).

**Figure 27-5.205.B.2: Use of Pervious Materials in a Parking Lot**



## C. Location and Arrangement

### 1. Safe and Convenient Access

- a. Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles.
- b. Except for off-street parking areas serving single-family detached, two-family, three-family, and mobile home dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.
- c. Except for off-street parking areas serving single-family detached, two-family, three-family, and mobile home dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without moving another automobile, unless within an automated or mechanical parking deck or garage or part of valet or tandem parking in accordance with Sec. 27-5.208, Off-Street Parking Alternatives.
- d. Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.



## **2. Backing onto Streets Prohibited**

Except for parking areas serving single-family detached, two-family, three-family, and mobile home dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

## **D. Markings**

1. Except for parking areas serving single-family detached dwellings, two-family dwellings, three-family dwellings, mobile home dwellings, and all uses in the Rural and Agricultural base zones except for agricultural research facilities, farm supply sales or farm machinery/implement sales, rental, or repair, rural corporate retreats, and cemeteries, each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, parking, and storage of vehicles. Such markings—including striping, directional arrows, lettering on signs and in handicapped-designated areas, and labeling of the pavement—shall be maintained so as to be readily visible at all times.
2. One-way and two-way accesses into required parking facilities shall be identified by directional arrows. Any two-way access located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.

## **E. Slope**

Except for off-street parking areas serving single-family detached dwellings and all uses in the Rural and Agricultural base zones except for agricultural research facilities, farm supply sales or farm machinery/implement sales, rental, or repair, rural corporate retreats, and cemeteries, all off-street parking and loading areas shall be constructed on a lateral incline of not more than two percent and a longitudinal incline of not more than five percent beyond the adjacent roadway or sidewalk level.

## **F. Drainage**

All off-street parking and loading areas shall be properly drained so as to eliminate standing water and prevent damage to adjacent land and public streets and alleys.

## **G. Exterior Lighting**

Lighted off-street parking and loading areas shall comply with the standards of Sec. 27-5.600, Exterior Lighting.

## **H. Landscaping**

1. Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the <>Landscape Manual.
2. Except for off-street parking areas serving single-family detached dwellings, two-family dwellings, three-family, mobile home dwellings, and all uses in the Rural and Agricultural base zones except for agricultural research facilities, farm supply sales or farm machinery/implement sales, rental, or repair, rural corporate retreats, and cemeteries, each off-street parking space shall include a

permanently anchored wheel stop, except for tandem parking spaces at the edge of a parking lot or impervious area. Wheel stops are not required between parking spaces used for tandem parking.

3. Wheel stops, when used, shall be made of concrete, wood, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.

#### I. Accessible Parking for Physically Disabled

Development required to provide off-street parking spaces shall ensure that a portion of the total number of required off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.<sup>41</sup>

<sup>41</sup> The accessible space requirements in the current version of the Americans with Disabilities Act Accessibility Guidelines are as follows:

TOTAL REQUIRED SPACES IN LOT	REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES
Up to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total
Over 1,000	20, plus 1 for each 100 over 1,000

#### J. Maintained In Good Repair

##### 1. Maintained at All Times

All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

#### K. Large Vehicular Use Areas (300 or More Spaces)

Vehicular use areas containing 300 or more parking spaces shall be configured in accordance with the following standards:

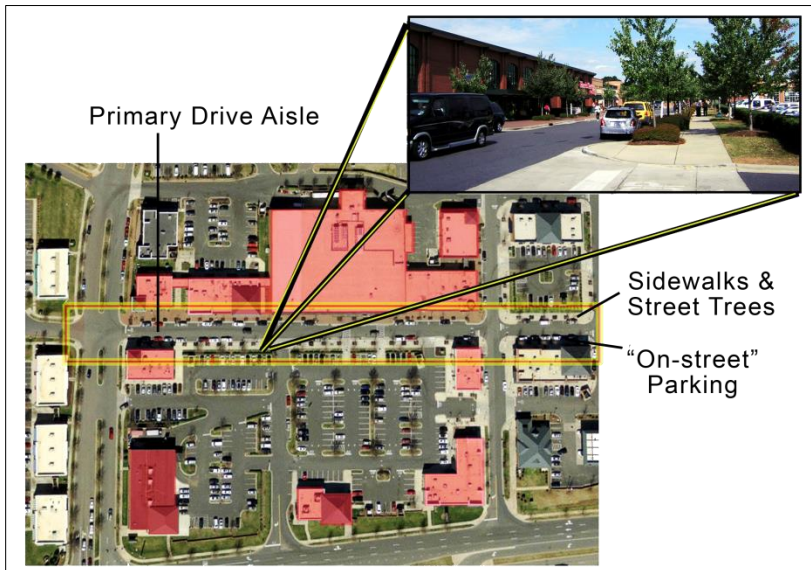
##### 1. Primary Drive Aisle

Primary drive aisles within vehicular use areas shall be designed to appear as an extension of the public street network extending from the public right-of-way along the full length of the primary facades of structures being served by the drive. The primary drive aisle(s) shall comply with the following standards (see Figure 27-5.205.K.1: Location of Primary Drive Aisle):

- a. Have a minimum cross section width between curbs to serve two travel lanes and accommodate parallel parking spaces along both sides of the drive aisle in areas not needed for turning movements;
- b. Be striped to designate parallel parking spaces, where appropriate;
- c. Include a sidewalk or curb-delineated pedestrian passageway along the front façade of when the drive aisle is aligned parallel to that building façade; and

- d. Provide street trees along both sides of the primary drive aisle with a maximum spacing of 40 feet on-center. Minor shade trees may be used adjacent to the building façade within 40 feet of building entrances.

**Figure 27-5.205.K.1: Location of Primary Drive Aisle**



## 2. Pedestrian Pathways

The vehicular use area shall provide fully-separated, improved pedestrian pathways that (see Figure 27-5.205.K.2: Example of Pedestrian Pathways):

- a. Are provided, at a minimum, every six parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension;
- b. Are enhanced with planted landscaping strips;

- c. Include, to the maximum extent practicable, a pathway aligned with and perpendicular to the primary entrance into the building served by the parking lot;
- d. Are paved with asphalt, cement, or other comparable material;
- e. Are of contrasting color or materials when crossing drive aisles;
- f. Are in compliance with applicable State and Federal requirements while at a minimum are at least four feet wide when located within planting strips, and ten feet wide when crossing drive aisles;
- g. Connect to all existing or planned adjacent transit facilities; and
- h. Provide safe and efficient pedestrian access to the use they serve.

**Figure 27-5.205.K.2: Examples of Pedestrian Pathways**



## **L. Completion**

All off-street parking and loading areas shall be completed prior to the issuance of a certificate of occupancy for the development they serve. In the case of phased development, off-street parking and loading areas may only be provided for the phase being developed.

Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Sec. 27-5.206.B, Unlisted Uses.

## **27-5.206. Off-Street Parking Space Standards**

### **A. Minimum Number of Off-Street Parking Spaces<sup>42</sup>**

Except as otherwise provided for multiple use developments (see Sec. 27-5.206.C below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-5.206.A, Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development.

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<sup>42</sup> Sec. 27-568 of the current Zoning Ordinance includes parking space requirements for specified uses. The parking standards in Table 27-5.206.A provide parking standards for all use types listed in the use tables in Division 27-3: Zones and Zone Regulations, which include many new use types. Many of the minimum parking requirements for residential uses are carried forward from the current ordinance, but the parking requirements for many other uses have been modified to reflect current industry knowledge on actual parking demand for comparable communities (i.e. maturing suburban communities and conventionally auto-oriented environments that have begun promoting transit-oriented and compact development). For example, the current standard of one space per 250 square feet of floor area for most office uses is changed to one space per 300-400 square feet to reflect updated studies and standards used in other communities. The current standard for charter boats (1 space per 2 persons of boat capacity) is changed to a simpler 1 space per 2 boat slips based on an analysis of parking requirements associated with marina uses conducted by Brevard County.

At the request of County staff, all parking standards typically based on the number of employees or the number of seats are instead based on square footage or maximum occupancy allowed under the Building Code, respectively.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
Agricultural and Open Space Uses									
Agriculture/ Forestry Uses	Agricultural production	Not specified as a distinct use	N/A					1.0 per 1,000 SF GFA of office or sales area <sup>46</sup>	1.0 per 1,000 SF GFA of office or sales area
	Community garden	Not specified as a distinct use	No minimum						
	Forestry	Not specified as a distinct use	N/A					No minimum	No minimum
	Keeping of horses or ponies	Not specified as a distinct use	N/A					No minimum	No minimum
	Other agriculture/forestry uses <sup>47</sup>	Not specified as a distinct use	N/A					1.0 per 500 SF display area	1.0 per 400 SF display area
Agriculture/ Forestry Related Uses	Agriculture research facility	Not specified as a distinct use	N/A					No minimum	No minimum
	Equestrian center	Not specified as a distinct use	N/A					No minimum	No minimum
	Farm distribution hub	Not specified as a distinct use	N/A					1.0 per 1,000 SF GFA <sup>48</sup>	1.0 per 1,000 SF GFA

<sup>43</sup> Coordinated with the Principal Use Table in Section 27-4. Uses not allowed in the RTO, LTO, TAC and NAC zones are indicated as such in the table.

<sup>44</sup> This column, which identifies parking standards in the current Zoning Ordinance, is included for purposes of comparison and evaluation. It will be deleted in the final, adopted version of the Zoning Ordinance.

<sup>45</sup> In accordance with Division 27-3, the Core portions of the RTO and LTO zones will not have any minimum parking requirement.

<sup>46</sup> Refers to the support activities for these uses; follows similar practices in urbanized counties with rural areas (King County, Washington) and more uniformly rural counties (Georgetown County, South Carolina).

<sup>47</sup> To include nurseries and free-standing lawn/garden centers.

<sup>48</sup> Similar to other distribution center uses (under Industrial uses).

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Farm supply sales or farm machinery/implement sales, rental, or repair	Not specified as a distinct use	N/A					1.0 per 2,500 SF of gross outdoor display area <sup>49</sup>	1.0 per 2,500 SF of gross outdoor display area
	Farm market	Not specified as a distinct use	N/A					2.0 spaces	3.0 spaces <sup>50</sup>
	Farm winery	Not specified as a distinct use	N/A					10.0 per 1,000 SF GFA <sup>51</sup>	10.0 per 1,000 SF GFA
	Riding stable	1.0 per 2 stalls	N/A					1.0 per 2 stalls	
	Rural corporate retreat	Not specified as a distinct use	N/A					1 per 4 guest rooms <sup>52</sup>	1 per 4 guest rooms
	Sawmill	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF office area	2.0 spaces per 1,000 SF office area
Open Space Uses	Arboretum or botanical garden, park or greenway, or public beach and public water-oriented recreational and educational area	For beaches: 1 space per 4 persons legal occupancy <sup>53</sup>	No minimum						
	Cemetery	Not defined as a use	N/A					3 spaces per acre of land used for grave space <sup>54</sup>	3 spaces per acre of land used for grave space

<sup>49</sup> Follows other large equipment sales (especially boats and watercraft), based on current zoning.

<sup>50</sup> From Montgomery County, Maryland.

<sup>51</sup> From Montgomery County, Maryland.

<sup>52</sup> Due to the expected nature and functions at these facilities, which feature non-driving access for many participants (especially from airports and other transportation hubs via taxi, coach bus or other shared ride), requirements mirror those of group housing and congregate care facilities.

<sup>53</sup> There are multiple uses in the current Zoning Ordinance that could fall under this category. It is likely that the nature of the specific facility or use will lead to different requirements.

<sup>54</sup> From Raleigh, North Carolina. Allowance of these spaces on internal streets and not outside of primary graveside area is a good practice in reducing overall parking footprint.



**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces <sup>43</sup>									
Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	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 <sup>55</sup> 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 <sup>56</sup>	2.0 per DU
	Dwelling, multifamily	Varies by context: from 1.33 to 2.0 per DU	No minimum <sup>57</sup>	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types) <sup>58</sup>	1.0 per DU (all studio and 1 BR) to 1.2 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.5 per DU <sup>59</sup>	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 <sup>60</sup>	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 <sup>61</sup>	N/A					1.5 per DU	2.0 per DU

<sup>55</sup> 1.5 or 1.0 are emerging as standard practices in numerous ordinances (Montgomery County, Boulder, Seattle).

<sup>56</sup> The minimum number of off-site spaces may be reduced by 1.0 for any off-street driveways on individual lots or serving individual dwelling units.

<sup>57</sup> In all multifamily developments, studio and one-bedroom for-sale units have a minimum requirement of 1.0 spaces per unit for studio and one-bedroom units. The upper figure listed is for two-bedroom units. In many mixed-use districts, minimum requirements for these residential units are below one space per unit (Salt Lake City, Portland, San Jose and San Diego transit corridors and station areas).

<sup>58</sup> Contra Costa County, California, from a 2004 study of parking in residential developments at Pleasant Hill BART station. Other references include surveys of residential components of California transit oriented developments.

<sup>59</sup> ITE Parking Generation Manual, 4<sup>th</sup> Edition (2010).

<sup>60</sup> From Urban Land Institute *The Dimensions of Parking*, 5<sup>th</sup> Edition.

<sup>61</sup> Current regulations for single-family detached in cluster development are allow a lower minimum (1.5 per dwelling unit). We will interpret this as applicable in this type of land use for our recommendations.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type		Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
Group Living Uses	Assisted living facility	≤ 8 elderly or handicapped residents	1 per 3 residents	No minimum	1.0 per 8 beds	1.0 per 8 beds	1.0 per 4 beds	1.0 per 8 beds	1.0 per 4 beds	1.0 per 4 beds
		> 8 elderly or handicapped residents	1 per 3 residents	No minimum	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space <sup>62</sup>	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space	1.0 per 4 beds and 1.0 per 500 SF GFA of general office space
	Boarding or rooming house		1.0 per guest room	No minimum	1.0 per 500 SF of support space <sup>63</sup>	0.5 spaces per 2 guest rooms + 1.0 per 500 SF of support space		1.0 per 2 guest rooms + 1.0 per 500 SF of support space	1.5 per 2 guest rooms + 1.0 per 500 SF of support space	1 per guest room
	Continuing care retirement community		1 per 4 residents <sup>64</sup>	N/A	1.0 per 5 residents	N/A	1.0 per 4 residents	1.0 per 4 residents	1.0 per 4 residents	1.0 per 4 residents
	Convent or monastery		Not specified as a distinct use	N/A					1.0 per 4 residents	1.0 per 4 residents

<sup>62</sup> From Arlington County, Virginia.

<sup>63</sup> Sacramento, California requires as little as one space (per resident owner/manager) in urban areas to one space per two guest rooms plus a space for resident owner/manager in suburban areas. This has been converted to employees at a rate of one employee per 500 square feet of support use space (kitchen, office, etc.). This table makes multiple references to Sacramento, which is one of the larger cities in the United States with a combination of urban and suburban environments, maturing commercial corridors, and emerging transit districts that has comprehensively reassessed its parking requirements in zoning and sought reductions in appropriate areas.

<sup>64</sup> ITE surveys indicate an average of 1.0 per dwelling unit.



**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces <sup>43</sup>									
Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Fraternity or sorority house	1.0 per 2 residents	N/A					1.0 per 3 residents; 1.0 per 4 residents if within one-quarter mile of designated college or university campus <sup>65</sup>	1.0 per 3 residents
	Group residential facility	Not specified as a distinct use	N/A	1.0 per 2 units <sup>66</sup>	N/A	1.0 per 2 units	1.0 per 2 units	1.5 per 2 units	1.5 per 2 units
Mixed Use	Mixed-use development	Not specified as a distinct use	Determined based on Multiple Use methodology in Sec. 27-5.206.C						
Public, Civic, and Institutional Uses									
Communication Uses	Wireless telecommunications tower, monopole	Not specified as a distinct use	N/A					No minimum	No minimum
	Broadcasting studio and newspaper/periodical printing establishment	Not specified as a distinct use	N/A					1.0 per 400 SF GFA <sup>67</sup> and 1.0 space per 4 seats of audience seating	1.0 per 400 SF GFA and 1.0 space per 4 seats of audience seating
	All other communication uses	Not specified as a distinct use	N/A					No minimum	No minimum
Community Service Uses	Adult care facility	1.0 per 3 occupants	N/A					1.0 per 4 occupants <sup>68</sup>	1.0 per 3 occupants

<sup>65</sup> 1.0 per three residents is generally accepted as a standard in many ordinances. 1.0 per four residents allowed if the house is within one quarter-mile of a designated college or university campus.

<sup>66</sup> From Salt Lake City, Utah.

<sup>67</sup> City of Everett, Washington uses 1.0 per 400 square feet in general; Citrus Heights, California uses a more complex definition that incorporates office, studio/equipment space and audience seating for live broadcasts.

<sup>68</sup> From Arlington County, Virginia.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Child care center	1.0 per 8 children <sup>69</sup>	No minimum	1.0 per 20 children	1.0 per 20 children	1.0 per 12 children <sup>70</sup>	1.0 per 20 children	1.0 per 10 children <sup>71</sup>	1.0 per 10 children
	Club or lodge or community-oriented associations	Determined by uses	No minimum	1.0 per 800 SF GFA	1.0 per 800 SF GFA	1.0 per 500 SF GFA	1.0 per 800 SF GFA	1.0 per 500 SF GFA	1.0 per 500 SF GFA
	Community center/facility	Determined by uses	No minimum	1.5 per 1,000 SF GFA	1.5 per 1,000 SF GFA	2.0 per 1,000 SF GFA	1.5 per 1,000 SF GFA	3.0 per 1,000 SF GFA	3.0 per 1,000 SF GFA
	Cultural facility	2.5 per 1,000 SF GFA <sup>72</sup>	No minimum	1.0 per 1,000 SF	1.0 per 1,000 SF	2.0 per 1,000 SF	1.0 per 1,000 SF	3.0 per 1,000 SF <sup>73</sup>	3.0 per 1,000 SF
	Eleemosynary or philanthropic institution	2.5 per 1,000 SF GFA <sup>74</sup>	No minimum	1.0 per 1,000 SF	1.0 per 1,000 SF	2.0 per 1,000 SF	1.0 per 1,000 SF	3.0 per 1,000 SF <sup>75</sup>	3.0 per 1,000 SF
	Place of worship	1.0 per 4 seats in main auditorium and other rooms occupied at same time as main auditorium	No minimum	1.0 per 6 seats <sup>76</sup>	1.0 per 6 seats	1.0 per 5 seats	1.0 per 6 seats	1.0 per 5 seats	1.0 per 5 seats
	All other community service uses	Not specified as a distinct use	No minimum	1.0 per 1,000 SF	1.0 per 1,000 SF	2.0 per 1,000 SF	1.0 per 1,000 SF	3.0 per 1,000 SF <sup>77</sup>	3.0 per 1,000 SF

<sup>69</sup> When included as part of an existing multifamily development in excess of 100 units, the current Zoning Ordinance does not require any parking. This is a useful precedent for consideration in the RTO and LTO zones, even outside of multifamily developments, to suggest lower requirements than for the base use.

<sup>70</sup> From Sacramento, California.

<sup>71</sup> From Sacramento, California.

<sup>72</sup> This use is described in the current Zoning Ordinance as ‘museum, art gallery, aquarium, cultural center, library or similar facility.’

<sup>73</sup> From Pasadena, California.

<sup>74</sup> This use is described in the current Zoning Ordinance as ‘museum, art gallery, aquarium, cultural center, library or similar facility.’

<sup>75</sup> From Pasadena, California.

<sup>76</sup> From Arlington County, Virginia using 10 spaces per 10 seats in comparable transit-oriented districts.

<sup>77</sup> From Pasadena, California.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
Educational Uses	College or university	Not specified as a distinct use	No minimum	1.0 per 3 faculty/FTE	1.0 per 3 faculty/ FTE	1.0 per 3 faculty/FTE	1.0 per 3 faculty/FTE plus 1 space per 1,000 SF classroom and research space	1.0 per 2 faculty/FTE plus 1 space per 1,000 SF classroom and research space	1.0 per 2 faculty/FTE plus 1 space per 500 SF classroom and research space
	Elementary, middle, or high school (private schools only)	1.0 per 6 students if instruction under 10 <sup>th</sup> grade; 1.0 per 3 students if it includes 10 <sup>th</sup> grade and above	No minimum	1.0 per 10 students (design capacity) under 10 <sup>th</sup> grade; 1.0 per 2 students 10 <sup>th</sup> grade and above <sup>78</sup>	K-9: 1 space per 3 employees; Others: 1 space per 3 faculty	1.0 per 10 students (design capacity) under 10 <sup>th</sup> grade; 1.0 per 2 students 10 <sup>th</sup> grade and above	1.0 per 8 students (design capacity) under 10 <sup>th</sup> grade; 1.0 per 2 students 10 <sup>th</sup> grade and above	1.0 per 8 students (design capacity) under 10 <sup>th</sup> grade; 1.0 per 2 students 10 <sup>th</sup> grade and above	1.0 per 6 students (design capacity) under 10 <sup>th</sup> grade; 1.0 per 2 students 10 <sup>th</sup> grade and above
	Vocational or trade school	Not specified as a distinct use	No minimum	1 space per 6 persons	1 space per 6 persons	1 space per 3 persons	1 space per 6 persons	1 space per 3 persons	1 space per 3 persons
	Water-dependent research facility operated by a government or educational institution	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA <sup>79</sup>	2.0 spaces per 1,000 SF GFA
Health Care Uses	Hospital	1.5 per bed	No minimum	1 space per 2 beds	1 space per 2 beds	1 space per bed	1 space per 2 beds	1 space per bed	1 space per bed

<sup>78</sup> From Arlington County, Virginia. Lower parking requirements in the Transit-Oriented/Activity Center zones are based on higher residential densities permitted nearby, and a greater expected level of walking and transit-supported trips.

<sup>79</sup> Similar to laboratories and research and development facilities.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Medical or dental office or lab	1.0 per 200 SF GFA when in an office building, complex or dwelling other than single-family; 1.0 per 100 SF when in a single-family dwelling	No minimum	1.0 per 500 SF <sup>80</sup>	1.0 per 1,000 SF	1.0 per 500 SF	1.0 per 400 SF	1.0 per 400 SF; 1.0 per 200 SF when in a single-family dwelling	1.0 per 250 SF; 1.0 per 200 SF when in a single-family dwelling
	Methadone treatment center	Not specified as a distinct use	N/A					1.0 space per 1,000 SF and 1.0 space per employee	1.0 space per 1,000 SF and 1.0 space per employee
	Nursing home facility	Not specified as a distinct use <sup>81</sup>	No minimum	1.0 per 8 beds	1.0 per 8 beds	1.0 per 4 beds	N/A	1.0 per 4 beds	1.0 per 4 beds
Transportation Uses	Airport or heliport	Determined as part of Special Exceptions, but not less than 50 spaces	N/A					No minimum	No minimum
	Airstrip, private	Not specified as a distinct use	N/A					1.0 space per airplane tie-down space	
	Park and ride facility	Not specified as a distinct use	To be determined by public transit agency plans and desired transit service levels at facility.						
	Parking facility (as a principal use)	Not specified as a distinct use	No minimum						
	Transit station or terminal	Determined by Planning Board	To be determined by public transit agency plans and desired transit service levels at facility.						

<sup>80</sup> Sacramento, California treats medical office no differently than regular office and requires no less than 1.0 spaces per 2,000 square feet in urban districts to 1.0 spaces per 400 square feet (2.5 per 1,000) in suburban districts.

<sup>81</sup> Recommended ratios follow assisted living and congregate care facilities.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces <sup>43</sup>									
Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
Utility Uses	Solar energy collection facility, large-scale	Not specified as a distinct use	N/A					1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)
	Utility facility, major	Not specified as a distinct use	N/A					1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)
	Utility facility, minor	Not specified as a distinct use	No minimum	No minimum	No minimum	1.0 per 1,000 SF GFA (office facilities)	1.0 per 1,000 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)
	Wind energy conversion system, large-scale	Not specified as a distinct use	N/A					1.0 per 500 SF GFA (office facilities)	1.0 per 500 SF GFA (office facilities)
Commercial Uses									
Adult Businesses	All adult uses	1.0 per 80 SF	N/A					3.0 per 1,000 SF GFA <sup>82</sup>	5.0 per 1,000 SF GFA
Animal Care Uses	Animal shelter	1.0 per 500 SF GFA <sup>83</sup>	No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 500 SF GFA
	Kennel	1.0 per animal	No minimum	1.0 per 500 SF GFA	1.0 per 500 SF GFA	1.0 per 250 SF GFA	1.0 per 250 SF GFA	1.0 250 SF GFA	1.0 250 SF GFA
	Veterinary hospital or clinic	1.0 per 500 SF GFA for kennel area and 1.0 per 200 SF GFA for other floor area	N/A	1.0 per 1,000 SF GFA	N/A	1.0 per 500 SF GFA	1.0 per 1,000 SF GFA	1.0 per 500 SF GFA	1.0 per 500 SF GFA

<sup>82</sup> From Pasadena, California. Other parking requirements for adult businesses show significantly lower levels of parking than current Prince George's requirements.

<sup>83</sup> The current Zoning Ordinance defines this use as animal hospital, kennel area component.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
<b>Business Support Service Uses</b>	Conference or training center	Not specified as a distinct use	No minimum	2.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	2.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	3.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	2.0 per 1,000 SF GFA training or display space plus 1.0 per 1,000 GFA office or other administrative space	4.0 per 1,000 SF GFA training or display space plus 2.0 per 1,000 GFA office or other administrative space	4.0 per 1,000 SF GFA training or display space plus 2.0 per 1,000 GFA office or other administrative space
	Day labor service	Not specified as a distinct use	No minimum	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
	Data processing facility	Not specified as a distinct use	No minimum	1.0 per 1,000 SF GFA administrative office	1.0 per 1,000 SF GFA administrative office	2.0 per 1,000 SF GFA administrative office	1.0 per 1,000 SF GFA administrative office	2.0 per 1,000 SF GFA administrative office	2.0 per 1,000 SF GFA administrative office
	All other business support service uses	Not specified as a distinct use	No minimum	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA
<b>Eating or Drinking Establishment Uses</b>	Brewpub, Restaurant, and Restaurant fast food (without drive-through)	1.0 per 3 seats	No minimum	6.0 per 1,000 SF seating area <sup>84</sup>	8.0 per 1,000 SF seating area	8.0 per 1,000 SF seating area	8.0 per 1,000 SF seating area	8.0 per 1,000 SF seating area	10.0 per 1,000 SF seating area
	Restaurant, fast food	1.0 per 3 seats and 1.0 per 50 SF GFA not used exclusively for storage or patron seating)	N/A	N/A	N/A	1.0 per 4 seats and 1.0 per 100 SF GFA not used exclusively for storage or patron seating	N/A	1.0 per 4 seats and 1.0 per 100 SF GFA not used exclusively for storage or patron seating	1.0 per 4 seats and 1.0 per 100 SF GFA not used exclusively for storage or patron seating

<sup>84</sup> ITE surveys for quality restaurants show as little as 5.55 spaces demanded per 1,000 square feet.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces <sup>43</sup>									
Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	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 <sup>85</sup>	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	No minimum	1.0 per 500 <sup>86</sup>	1.0 per 400	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	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
	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
Personal Service Uses	All personal services uses	Not specified as a distinct use	No minimum	2.0 per 1,000 SF	2.0 per 1,000 SF	2.0 per 1,000 SF	2.0 per 1,000 SF	2.5 per 1,000 SF	2.5 per 1,000 SF
Recreation/ Entertainment Uses	Amusement Park	Determined as part of Special Exception	N/A					Provide alternative parking plan that demonstrates overall demand is met	
	Arena, stadium, or amphitheater	1.0 per 4 seats	N/A					1.0 per 5 seats	1.0 per 5 seats

<sup>85</sup> In general, many ordinances follow similar standards for other seated audience uses (such as theatres and performing arts).

<sup>86</sup> From Sacramento, California.



**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Athletic Field with seating for ≤ 100 persons	1.0 per 4 seats <sup>87</sup>	N/A					1.0 per 5 seats	1.0 per 5 seats
	Cinema	1.0 per 4 seats	No minimum	1.0 per 6 seats	1.0 per 5 seats	1.0 per 5 seats	1.0 per 5 seats	1.0 per 4 seats	1.0 per 4 seats
	Country club	Not specified as a distinct use	N/A					1.0 per 3 seats	1.0 per 3 seats
	Golf course	8.0 spaces per hole and 1.0 space per employee and 50% of spaces normally required for accessory uses	N/A					5.0 spaces per hole and 1.0 space per employee and 50 percent of spaces normally required for accessory uses <sup>88</sup>	
	Golf driving range	1.0 per tee and 1.0 per employee	N/A					1.0 per tee plus 50 percent of retail requirements for auxiliary space (pro shop, concession, etc.)	
	Nightclub	1.0 per 3 seats or 3 persons legal occupancy, whichever is greater	No minimum	1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA	2.0 per 1,000 SF GFA	4.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA	10.0 per 1,000 SF GFA
	Performance arts center	1.0 per 4 seats	No minimum	1.0 per 6 seats	1.0 per 5 seats	1.0 per 5 seats	N/A	1.0 per 4 seats	1.0 per 4 seats
	Racetrack	Determined as part of Special Exception	N/A					Provide alternative parking plan that demonstrates overall demand is met	

<sup>87</sup> The current Zoning Ordinance does not distinguish by facility size.

<sup>88</sup> Different codes vary in requirements, but the general trend is to require fewer spaces. Arlington County, Virginia requires 40 spaces for a 9-hole course (just over 4 spaces per hole).

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>

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Principal Use Category	Principal Use Type		Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Recreation facility, indoor <sup>89</sup>		Not specified as a distinct use	No minimum	3.0 per 1,000 SF GFA <sup>90</sup>	4.0 per 1,000 SF GFA	5.0 per 1,000 SF GFA	5.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA	6.0 per 1,000 SF GFA
	Recreation facility, outdoor		Not specified as a distinct use	N/A	No minimum	N/A	No minimum	1 space per 5 seats	1 space per 5 seats	1 space per 5 seats
	Shooting range <sup>91</sup>	Indoor	5.0 per lane or target and 1.0 per 2 employees	N/A					3.0 per lane or target and 1.0 per 2 employees	
		Outdoor; lot area < 20 acres		N/A						
		Outdoor; lot area ≥ 20 acres		N/A						
	Waterfront entertainment/retail complex		Not specified as a distinct use	N/A					Provide alternative parking plan that demonstrates overall demand is met	
	All other recreation/entertainment uses		Not specified as a distinct use	N/A					1.0 per 500 SF GFA <sup>92</sup>	1.0 per 500 SF GFA
Retail Sales and Service Uses <sup>93</sup>	Art gallery		2.5 per 1,000 SF GFA <sup>94</sup>	No minimum	2.0 per 1,000 SF <sup>95</sup>	2.0 per 1,000 SF	2.5 per 1,000 SF	2.0 per 1,000 SF	3.0 per 1,000 SF	4.0 per 1,000 SF

<sup>89</sup> Refers primarily to gymnasiums, athletic clubs, and fitness centers.

<sup>90</sup> Sacramento, California specifies 3.0 per 1,000 SF GFA; Arlington County requires 1.0 per 50 SF GFA.

<sup>91</sup> The current Zoning Ordinance refers to bowling alleys and shooting ranges with the same requirements. This is assumed for the indoor shooting range use proposed in this table.

<sup>92</sup> Follows general standards for low-impact retail as reflected in multiple ordinances (e.g., Pasadena, Sacramento).

<sup>93</sup> The current Zoning Ordinance defines different tiers of retail/commercial trade uses with respect to parking generation: a **normal** group with a base requirement of 5 spaces per 1,000 SF above the first 3,000 SF (6.7 spaces for the first 3,000 SF), a **low** generation group with a base requirement of 2 spaces per 1,000 SF, and shopping centers, with a variation in requirement by uses.

<sup>94</sup> This use is described in the current Zoning Ordinance as ‘museum, art gallery, aquarium, cultural center, library or similar facility.’

<sup>95</sup> Follows general retail, as modern Zoning Ordinances in other cities (e.g., Denver, Salt Lake City, Sacramento) have done.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Bank or other financial institution	1.0 per 250 SF GFA up to 2,000 SF; 1.0 per 400 SF GFA above that	No minimum	1.0 per 1,000 SF <sup>96</sup>	1.0 per 1,000 SF	1.0 per 500 SF	1.0 per 800 SF	1.0 per 500 SF	1.0 per 400 SF
	Check cashing business, pawnshop, tattoo or body piercing establishment	1.0 per 150 SF GFA up to 3,000 SF; 1.0 per 200 SF above that	N/A					3.0 per 1,000 SF	4.0 per 1,000 SF
	Consumer goods establishment	Generally part of shopping center requirements	No minimum	2.0 per 1,000 SF <sup>97</sup>	2.5 per 1,000 SF	2.5 per 1,000 SF	2.5 per 1,000 SF	3.0 per 1,000 SF	4.0 per 1,000 SF
	Farmer's market	Not specified as a distinct use	No minimum <sup>98</sup>	1.0 per 500 SF of vending area	1.0 per 500 SF of vending area	1.0 per 800 SF of vending area	1.0 per 800 SF of vending area	1.0 per 1,000 SF of vending area	1.0 per 1,000 SF of vending area
	Grocery store or food market	Generally part of shopping center requirements	No minimum	1.0 per 300 SF <sup>99</sup>	1.0 per 400 SF	1.0 per 300 SF	1.0 per 300 SF	1.0 per 300 SF	1.0 per 250 SF
	Manufactured or modular home sales	1.0 per 2,500 SF of gross outdoor display area	N/A					1.0 per 2,500 SF of gross outdoor display area	
	All other retail sales and service uses	Not specified as a distinct use						1.0 per 300 SF	1.0 per 300 SF

<sup>96</sup> From Sacramento, California.

<sup>97</sup> Based on recommendations from ULI and ITE urban case studies.

<sup>98</sup> Weekly markets that do not have dedicated, purpose-built structures do not require a minimum amount of parking. In edge zones, all parking requirements may be met through use of public parking facilities or through sharing with other uses.

<sup>99</sup> ITE demand surveys have shown urban supermarkets with demand as little as 2.27 spaces per 1,000 square feet and suburban supermarkets generally at 3.92 spaces per 1,000 SF.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

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			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 <sup>45</sup>	Edge	Core	Edge			
Shopping Centers	25,000 to 400,000 SF of gross leasable floor area	Varies by specific use, but generally 1.0 per 250 SF GFA	N/A					All uses other than office, medical office and theater: 1.0 per 300 SF	All uses other than office, medical office and theater: 1.0 per 300 SF
			N/A					Medical Office and Office: 1.0 per 400 SF	Medical Office and Office: 1.0 per 300 SF
			N/A					Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats	Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats
	400,000 SF or more of gross leasable floor area	Varies by specific use, but generally 1.0 per 250 SF GFA	N/A					All uses other than office, medical office and theater: 1.0 per 300 SF	All uses other than office, medical office and theater: 1.0 per 250 SF
			N/A					Medical Office and Office: 1.0 per 400 SF	Medical Office and Office: 1.0 per 300 SF
			N/A						

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Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
			N/A					Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats	Theater: 1.0 per 4 seats; if at least 20 percent of shopping center is developed with office use comprising at least 15 percent of floor area, 1.0 per 6 seats
Vehicle Sales and Service Uses	Commercial fuel depot	Not specified as separate use	N/A					1.0 per employee	1.0 per employee
	Commercial vehicle repair and maintenance	Not specified as separate use	N/A					4.0 per 1,000 SF <sup>100</sup>	4.0 per 1,000 SF
	Commercial vehicle sales and rental and Personal vehicle sales and rental	1.0 per 1,000 SF gross outdoor display area	N/A					2 spaces per 1,000 GFA of building <sup>101</sup>	
	Gas station	1.0 per employee (self-serve) <sup>102</sup>	N/A	1.0 per 600 SF GFA <sup>103</sup>	N/A	1.0 per 600 SF GFA	1.0 300 SF GFA	1.0 300 SF GFA	
	Personal vehicle repair and maintenance	Not specified as separate use	N/A					4.0 per 1,000 SF	4.0 per 1,000 SF
	Taxi or limousine service facility	1.0 per employee	No minimum	1.0 per employee	1.0 per employee	1.0 per employee	1.0 per employee	2.0 per employee	2.0 per employee

<sup>100</sup> From Pasadena, California.

<sup>101</sup> From Sacramento, California.

<sup>102</sup> For non-self-serve gas stations, the current Zoning Ordinance requires 3.0 spaces per service bay or similar service area.

<sup>103</sup> Practice varies on how gas stations are treated; sometimes the requirement is measured in terms of employees expected at peak shift, where in other instances it is measured in terms of floor area or service bays. The current requirement reflects a lower amount of parking provided than some other ordinance examples.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

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Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Vehicle equipment and supplies sales	Not specified as separate use <sup>104</sup>	N/A					3.0 per 1,000 SF	4.0 per 1,000 SF
	Vehicle paint finishing shop and vehicle or trailer storage yard	Not specified as separate use	N/A					4.0 per 1,000 SF	4.0 per 1,000 SF
	All other vehicle sales and service uses	For car washes, 1.0 per 500 SF GFA	N/A					2 spaces per 1,000 GFA of building	
Visitor Accommodation Uses	Campground	1.0 per campsite	N/A					1.0 per campsite	
	Country inn	1.0 per guest room, with additional requirements for auxiliary uses	N/A	1.0 per guest room and 1.0 per resident caretaker	N/A	1.0 per guest room and 1.0 per resident caretaker	1.0 per guest room and 1.0 per resident caretaker	1.0 per guest room and 1.0 per resident caretaker	
	Hotel or motel	1.0 per guest room <sup>105</sup>	No minimum	1.0 per 2 guest rooms	0.75 per guest room	1.0 per guest room	N/A	1.0 per guest room and 1 per 500 SF of auxiliary space	1.0 per guest room and 1 per 500 SF of auxiliary space
Water-Related Uses	Boat sales, rental, service or repair	1.0 per 2,500 SF of gross outdoor display area <sup>106</sup>	N/A					1.0 per 2,500 SF of gross outdoor display area	1.0 per 2,500 SF of gross outdoor display area
	Boat storage yard	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA of office or indoor space	2.0 spaces per 1,000 SF GFA of office or indoor space
	Marina (new and expansion)	1.0 per boat slip	N/A					1.0 per 2 boat slips <sup>107</sup>	1.0 per boat slip

<sup>104</sup> Assumes general retail requirements.

<sup>105</sup> The current Zoning Ordinance allows 1 space per 2 guest rooms for hotel uses, distinguished from motels.

<sup>106</sup> For service and repair uses, the current Zoning Ordinance specifies 1.0 space per employee.

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Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
	Waterfront boat fuel sales	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA of office or indoor space	2.0 spaces per 1,000 SF GFA of office or indoor space
	All other water-related uses	Boat ramps: 15.0 spaces per ramp	N/A					Boat ramps: 15.0 spaces per ramp	Boat ramps: 15.0 spaces per ramp
Industrial Uses									
Extraction Uses	All extraction uses	Not specified as separate use	N/A					1 per 2 employees	1 per 2 employees
Industrial Service Uses	Contractor’s yard, photographic processing plant	Not specified as separate use	N/A					2.0 spaces per 1,000 SF	2.0 spaces per 1,000 SF
	Printing or similar reproduction facility, small engine repair shop	Not specified as separate use	N/A					2.0 spaces per 1,000 SF	2.0 spaces per 1,000 SF
	Research and development	Not specified as separate use	No minimum	1.0 space per 1,000 SF GFA <sup>108</sup>	N/A	N/A	N/A	2.0 spaces per 1,000 SF	2.0 spaces per 1,000 SF
	Slaughterhouse	Not specified as separate use	N/A					1.5 spaces per 1,000 SF <sup>109</sup>	2.0 spaces per 1,000 SF
	All other industrial service uses	Not specified as separate use	N/A					2.0 spaces per 1,000 SF	2.0 spaces per 1,000 SF
Manufacturing Uses	Brewery, winery, or distillery, food processing or beverage bottling	Not specified as separate use	N/A					1.0 spaces per 1,000 SF GFA	1.0 spaces per 1,000 SF GFA
	Manufacturing, assembly, or fabrication, light	Not specified as separate use	N/A					2.0 spaces per 1,000 SF	2.0 spaces per 1,000 SF
	All other manufacturing uses	Not specified as separate use	N/A					2.0 spaces per 1,000 SF	2.0 spaces per 1,000 SF

<sup>107</sup> From Sacramento, California.

<sup>108</sup> Based on standards from comparable uses in urban and town center environments (e.g., Boulder, Pasadena, Seattle).

<sup>109</sup> Montgomery County requires 1.5 spaces per 1,000 SF; Pasadena requires 2.0.



**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces <sup>43</sup>									
Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
Warehouse and Freight Movement Uses									
	Cold storage plant	Not specified as separate use	N/A					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Consolidated storage	1.0 per 50 units internally-accessed; 4.0 per 1,000 SF office space; 2.0 per resident manager	N/A					1.0 per 4,000 SF rentable storage area	1.0 per 3,000 SF rentable storage area; 4.0 per 1,000 SF office space; 2.0 per resident manager <sup>110</sup>
	Distribution warehouse	Not specified as separate use	N/A					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA
	Motor freight facility	Not specified as separate use	N/A					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	Outdoor storage (as principal use)	Not specified as separate use	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Storage warehouse	3.0 for first 1,500 SF GFA; 1.0 per 1,500 SF above that; 0.20 per 1,000 GFA above 100,000 SF	N/A					1.0 per 600 SF up to 3,000 SF; then 1.0 per additional 3,000 SF <sup>111</sup>	1.0 per 600 SF up to 3,000 SF; then 1.0 per additional 3,000 SF
	Warehouse showroom	Not specified as separate use	N/A					2.0 spaces per 1,000 SF GFA	2.0 spaces per 1,000 SF GFA
	All other warehouse and freight movement uses	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)

<sup>110</sup> From Arlington County, Virginia.

<sup>111</sup> From Raleigh, North Carolina. This practice has simplified requirements from current zoning's three tiers to two.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces <sup>43</sup>									
Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
Waste-Related Uses	Composting facility, concrete recycling plant, junkyard or salvage yard, or solid waste processing facility	1.0 per 1,000 SF GFA for the first 10,000 SF; 1.0 per 10,000 SF above that	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Landfill, municipal	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Landfill, sanitary	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Landfill, rubble (construction and demolition debris) and Landfill, land clearing debris	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	Recycling collection center	Not currently recognized as a use	N/A	1.0 per attendant plus 1.0 per commercial vehicle <sup>112</sup>	N/A	1.0 per attendant plus 1.0 per commercial vehicle	1.0 per attendant plus 1.0 per commercial vehicle	1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces	1.0 per attendant plus 1.0 per commercial vehicle; minimum of 10 spaces
	Solid waste transfer station	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)
	All other waste related uses	Not specified as a distinct use	N/A					2.0 spaces per 1,000 SF GFA (office facilities)	2.0 spaces per 1,000 SF GFA (office facilities)

<sup>112</sup> From Boulder, Colorado.

**TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces<sup>43</sup>**

TABLE 27-5.206.A: Minimum Number of Off-Street Parking Spaces <sup>43</sup>									
Principal Use Category	Principal Use Type	Current Off-street Parking Standards <sup>44</sup>	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 <sup>45</sup>	Edge	Core	Edge			
Wholesale Uses	Food or beverage production for wholesale	3.0 for first 1,500 SF GFA; 1 space per additional 1,500 SF GFA	N/A					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA
	All other wholesale uses	3.0 for first 1,500 SF GFA; 1 space per additional 1,500 SF GFA	N/A					1.0 per 1,000 SF GFA	1.0 per 1,000 SF GFA

## B. Unlisted Uses

An applicant proposing to develop a use that is unlisted in Table 27-5.206.A, Minimum Number of Off-Street Parking Spaces, shall propose the amount of required parking by one of the three methods outlined in this Subsection. On receiving the application proposing to develop a use not expressly listed in Table 27-5.206.A, with the proposed amount of parking, the Planning Director shall:

1. Apply the minimum off-street parking space requirement specified in Table 27-5.206.A for the listed use that is deemed most similar to the proposed use; or
2. Establish the minimum off-street parking space requirement by reference to standard parking resources published by the Institute for Transportation Engineers

(ITE), Urban Land Institute (ULI), National Parking Association or the American Planning Association; or

3. Require the applicant conduct a parking demand study to demonstrate the appropriate minimum off-street parking space requirement. The study shall estimate parking demand based on the recommendations of the ITE, ULI or another acceptable source of parking demand data. This demand study shall include relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

## C. Mixed-Use Developments and Shared Parking

1. Except in certain Transit-Oriented/Activity Center zones (see Sec.27-3.203 C.1.d), shopping centers developed to offer a primarily commercial set of uses (see Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces),

developments containing more than one principal institutional or commercial use or one or more institutional or commercial uses along with at least one residential use shall provide parking spaces using the following shared parking method:

- a. Applicant determines the minimum parking requirement in accordance with Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, for each component principal use in the development.
- b. Applicant applies the time-of-day demand factors for each of the component uses in accordance with Table 27-5.206.C.1: Shared Parking Calculation, Time-of-Day Demand Factors. These represent the time-specific peak demand levels expected for each principal use.
- c. Applicant calculates the sum of each column in the resulting table (rounding up all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.
- d. Applicant uses the highest of these sums as the amount of parking required for the development. (This may be subject to further reduction factors and allowances described further in this Section.)

**Table 27-5.206.C.1: Shared Parking Calculation, Time-of-Day Demand Factors**

	Weekday, 2:00 am – 7:00 am	Weekday, 7:00 am – 6:00 pm	Weekday, 6:00 pm – 2:00 am	Weekend, 2:00 am – 7:00 am	Weekend, 7:00 am – 6:00 pm	Weekend, 6:00 pm – 2:00 am
<b>Office</b>	20%	100%	20%	0%	10%	0%
<b>Retail/ Commercial</b>	0%	100%	80%	0%	100%	60%
<b>Restaurant</b>	20%	80%	100%	20%	80%	100%
<b>Residential</b>	100%	60%	100%	100%	80%	100%
<b>Hotel/Motel</b>	100%	60%	100%	100%	60%	100%
<b>Personal Services</b>	20%	100%	40%	0%	60%	0%
<b>Conference Center or Meeting Space</b>	0%	60%	100%	0%	80%	100%
<b>All Other Uses</b>	Use 100% of requirements from Table 27-5.206.A					

2. As an example of how this shared parking requirement is computed, consider the following hypothetical mixed-use development proposal, located in the core area of a Town Center Activity Center (TAC-Core) district: 15,000 SF Office; 15,000 SF Conference/Meeting Space; 10,000 SF General Retail (Consumer Goods); 100 multi-family dwelling units; and 120 hotel rooms.
  - a. Minimum requirements for each of these uses would be as follows:

Use	Minimum Parking Spaces Required
Office	38
Conference/Meeting Space (uses Conference or Training Center use in Parking Table)	30
General Retail	25
Multi-family Dwelling Units	120
Hotel Rooms	90

- b. Applying these minimum requirements to the shared parking methodology would yield the need for 268 spaces, as shown in Table 27-5.206.C.2: Example Shared Parking Calculation, Time-of-Day Demand Factors. Without using the sharing calculation methodology, the development would require 303 spaces, an additional 35 over the shared approach.

**Table 27-5.206.C.2: Example Shared Parking Calculation, Time-of-Day Demand Factors**

	Weekday, 2:00 am – 7:00 am	Weekday, 7:00 am – 6:00 pm	Weekday, 6:00 pm – 2:00 am	Weekend, 2:00 am – 7:00 am	Weekend, 7:00 am – 6:00 pm	Weekend, 6:00 pm – 2:00 am
Office	8	38	8	0	4	0
Retail/ Commercial	0	25	20	0	25	15
Restaurant	-	-	-	-	-	-
Residential	120	72	120	120	96	120
Hotel/Motel	90	54	90	90	54	90
Personal Services	-	-	-	-	-	-
Conference Center or Meeting Space	0	18	30	0	24	30
<b>SUM OF ALL SPACES</b>	<b>218</b>	<b>207</b>	<b>268</b>	<b>210</b>	<b>203</b>	<b>255</b>

3. These provisions shall not limit the opportunity to reduce the minimum number of required off-street parking spaces through approval of an alternative parking plan that justifies the feasibility of shared parking (see Sec. 27-5.208.C, Shared Parking for Single-Use Developments) or through other provisions of this ordinance.

#### D. Maximum Number of Off-Street Parking Spaces<sup>113</sup>

For any use listed under the commercial use classification in Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, outside the Transit-Oriented/Activity Center zones and outside the Capital Beltway, the maximum number of off-street parking spaces shall not exceed 125 percent of the minimum number of parking spaces required for that use under the column titled 'All Other Areas of the County', except as may be allowed through approval of an alternative parking plan in accordance with Sec. 27-5.208.B, Provision over Maximum Allowed.

For any mixed-use development outside the Transit-Oriented/Activity Center zones and outside the Capital Beltway, by which parking requirements are determined using Sec. 27-5.206.C, Mixed Use Developments and Shared Parking, the maximum number of off-street spaces shall not exceed 110 percent of the computed minimum requirements except that parking spaces in excess of that amount may be allowed for

<sup>113</sup> This provision establishes a cap on the number of off-street parking spaces provided for commercial uses in the area outside the Capital Beltway and the Transit-Oriented/Activity Center zones. Its purpose is to discourage commercial developments—especially larger retail establishments (big box retail stores)—from providing very large paved parking lots that may be full only one or two times a year. Sec. 27-5.208.B, Provision over Maximum Allowed, allows a development to exceed the maximum where the applicant can demonstrate through a parking demand study that the extra spaces are actually needed.

general public use or made available for sharing with other uses not associated with the development, in accordance with Sec. 27-5.208.C., Shared Parking for Single-Use Developments. Any parking allowed for general public use that is not associated with a shared parking agreement in accordance with Sec. 27-5.208.C shall be free of charge or have a reasonable parking fee established for use of the space.

#### **E. Electric Vehicle (EV) Charging Stations<sup>114</sup>**

Up to ten percent of the required number of off-street parking spaces may be used and designated as electric vehicle (EV) charging stations, subject to the standards in subsection 27-5.207 below. The Planning Director shall have authority to approve the use and designation of additional required parking spaces as electric vehicle charging stations, provided that such additional spaces shall count as only one-half of a parking space when computing the minimum number of parking spaces required. Parking spaces used as electric vehicle charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by electric vehicle drivers (e.g., through directional signage), but where their use by non-electric vehicles is discouraged.

#### **F. Driveways Used to Satisfy Standards**

For single-family detached dwellings, two-family dwellings, three-family dwellings, and mobile home dwellings, driveways may be used to satisfy minimum off-street parking space

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<sup>114</sup> This provision authorizes up to ten percent of required parking spaces to be designated as electric vehicle charging stations. (Additionally, the Planning Director may authorize additional spaces, but they only count for ½ of a space). Doing so reflects the current and anticipated rapid growth in the production and use of electric vehicles and plug-in hybrid vehicles.

standards, provided a minimum of 19 feet of driveway length is available outside a street right-of-way, easement, or sidewalk to store the length of a general purpose vehicle and satisfy the standards of this Section and this Ordinance.

### **27-5.207. Dimensional Standards for Parking Spaces and Aisles**

#### **A. General<sup>115</sup>**

Except as otherwise provided in 27-5.207.B below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-5.207.A.1, Dimensional Standards for Parking Spaces and Aisles. See Figure 27-5.207.A.2: Measurement of Parking Space and Aisle Dimension.

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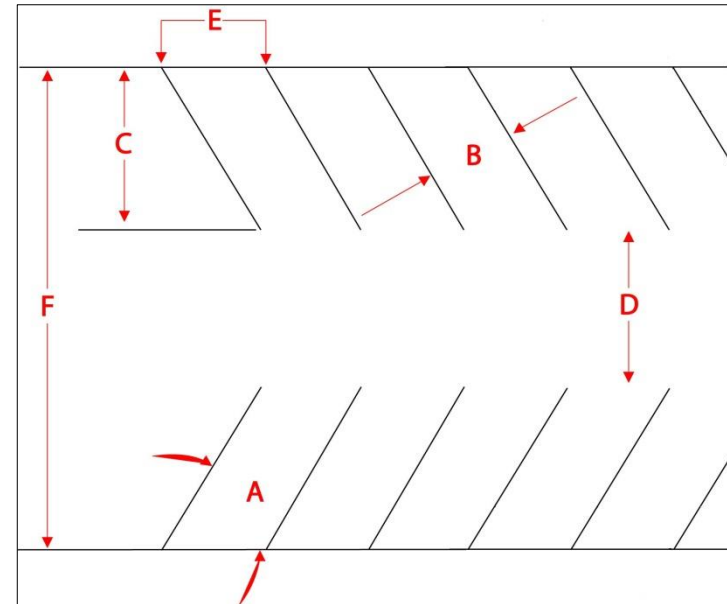
<sup>115</sup> Sec. 27-558 of the current Zoning Ordinance specifies the required minimum width and depth of parking spaces serving all uses. This draft carries many of the current standards of that section forward. The subsection in this draft modifies the dimensions in the current ordinance based on current practices in site design. Non-parallel spaces have been reduced in width from 9.5 to 9 feet, and the uniform 19-foot length is modified to be a dimension of depth of the overall parking space perpendicular to the curb. Arlington County uses this standard.

**Table 27-5.207A.1: Dimensional standards for Parking Spaces and Aisles [1]**

Parking Angle (degrees)	Stall Width (ft)	Stall Depth Perpendicular to Curb (ft)	Aisle Width (ft) [2]	Stall Length along Curb (ft)	Double Row + Aisle, Curb to Curb (Ft)
A	B	C	D	E	F
Residential, Public, Civic, and Institutional, and Commercial Uses ONLY					
0	8	8	11	22	27
45	9	18	13	14.1	49
60	9	20	16	11.5	56
90	9	18.2	22	9	58

**NOTES:**  
 [1] Refer to Figure 27-5.207.A.2, below, for illustrations showing how dimensions for parking spaces and aisles in various configurations (A-F) are measured.  
 [2] For one-way traffic. Aisles for two-way traffic shall be at least 22 feet wide (for all parking angles). The Planning Director may approve an aisle width less than the minimum on determining that the aisle is sufficiently wide to allow vehicles to conveniently maneuver through the parking area and access each parking space without driving through any other parking space.

**Figure 27-5.207.A.2: Measurement of Parking Space and Aisle Dimensions**



## B. Smaller Parking Spaces for Tandem Parking and Certain Uses

The dimensions of off-street parking stalls may be reduced to a width of eight feet and a depth/length of 18 feet per vehicle where the parking stalls are:

1. Used for tandem parking (see Sec. 27-5.208.G, Valet and Tandem Parking); or
2. Located within a development containing industrial services uses, manufacturing and production uses, or warehouse and freight movement uses.



### C. Vertical Clearance

All off-street parking spaces shall have a minimum overhead clearance of seven feet for vehicle parking, and 8.2 feet for van-accessible parking.<sup>116</sup>

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<sup>116</sup> Seven feet is the minimum industry standard for automobiles, and 8.2 feet is the minimum industry standard for van-accessible parking. Typically van-accessible parking is allowed on only one level, often the level of entry/exit points.

## 27-5.208. Off-Street Parking Alternatives<sup>117</sup>

### A. General; Alternative Parking Plan

The Planning Director is authorized to approve an alternative parking plan that proposes alternatives to providing the minimum number of off-street parking spaces required by Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, in accordance with the standards listed below. The alternative parking plan shall be submitted with a development application for a site plan (major or minor) (Sec. <>) or building permit (Sec. <>), as appropriate.

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<sup>117</sup> As is discussed in the ERR (V.C., Off-street Parking and Loading) and Annotated Outline (VI-34-35), this Subsection consolidates and expands the flexibility provisions for off-street parking, along with Sec. 27-5.209, Reduced Parking Standards for Parking Demand Reduction Strategies. More specifically, it allows the Planning Director to review alternative parking plans for

- Expanded sharing of parking spaces among complementary uses to allow reductions in parking;
- More extensive allowance of off-site parking, subject to proximity and pedestrian access standards;
- Deferred parking (where developer provides a reduced number of spaces based on preliminary demand data, but reserves land for additional parking should post-development studies show more is needed);
- Provisions for valet and tandem parking;
- Crediting adjacent on-street parking spaces towards minimum off-street parking space requirements in the Transit-Oriented/Activity Center zones;
- Reductions in minimum parking space requirements for development in close proximity to transit stations and transit stops, beyond those reductions already specified in the minimum requirements table;
- Reductions in minimum parking space requirements for development incorporating Transportation Demand Management strategies (especially in Regional Transit District Zones and other zones in which more development intensity is expected to occur over time); and
- Alternative parking plans demonstrating how parking space requirements and other parking standards can be met by designs.

## B. Provision over Maximum Allowed<sup>118</sup>

An alternative parking plan prepared specifically for the proposed plan for development may propose to exceed the maximum number of off-street parking spaces allowed in Sec. 27-5.206.D, Maximum Number of Off-Street Parking Spaces, in accordance with the following standards:

### 1. Parking Demand Study

The alternative parking plan shall include a parking demand study demonstrating how the maximum number of parking spaces allowed by Sec. 27-5.206.D, Maximum Number of Off-Street Parking Spaces, is insufficient for the proposed development.

## C. Shared Parking for Single-Use Developments<sup>119</sup>

An applicant for a single-use development may use an alternative parking plan to meet a portion of the minimum number of off-street parking spaces required in Sec. 27-5.206.A for that use through sharing parking with other existing uses.<sup>120</sup>

<sup>118</sup> This is a new provision that provides applicants a mechanism to request their proposed development exceed the maximum allowed parking levels specified in this Zoning Ordinance for commercial uses (Sec. 27-5.207.D). To justify the request, the applicant is required to prepare a parking demand study that supports the request.

<sup>119</sup> This provision builds on and expands the shared parking provisions in Sec. 27-572 and 27-574 of the current Zoning Ordinance, simplifying their wording and modifying them to clarify where off-site parking may be located in relation to the served use and to allow the Planning Director to approve shared parking agreements. It also proposes a new methodology for computing required parking for multiple uses, reflecting general peak-demand levels at different times of day.

<sup>120</sup> This differs from the shared parking computation methodology defined in Sec. 27-5.206.C in that the applicant does not propose multiple uses where time-of-day factors can be considered.

Such use of shared parking shall be allowed in accordance with the following standards:

### 1. Maximum Shared Spaces

Up to 75 percent of the number of parking spaces required for the use may be shared with other uses, provided that parking demands do not overlap as defined in Table 27-5.206.C.1 of Sec. 27-5.206.C.

### 2. Location

- a. Shared parking spaces shall be located within a maximum walking distance of the primary pedestrian entrances to the uses served by the parking, in accordance with Table 27-5.208.C.2: Allowed Distances for Shared and Off-site Parking.

**Table 27-5.208.C.2: Allowed Distances for Shared and Off-site Parking**

Primary Use	Maximum Allowed Distance (feet)[1] <sup>121</sup>
Residential	660
Retail	800
Mixed-use	800
Office	1,320
All Others	1,320

[1] Distance shall be measured by the actual distance of the pedestrian walkway from the shared parking area to the primary pedestrian entrance(s), not a straight-line, point-to-point distance.

<sup>121</sup> The source of these distances is based on a series of distances and associated walk times that are likely to be deemed acceptable based on uses. People are expected to want to walk a shorter distance to homes and places of residence, defined here with a 1/8-mile distance standard, or an average walk time of 2.5 minutes; they may walk farther to employment-based land uses such as an office.

- b. Shared parking spaces shall not be separated from the use they serve by an arterial street unless pedestrian access across the arterial street is provided by appropriate traffic controls (e.g., signalized crosswalk), or a pedestrian walkway (such as a bridge or tunnel).

### **3. Pedestrian Access**

Adequate and safe pedestrian access via a walkway protected by landscape buffer or a curb separation and elevation from the street grade shall be provided between the shared parking areas and the primary pedestrian entrances to the uses served by the parking.

### **4. Signage Directing Public to Parking Spaces**

Signage complying with the standards in Sec. 27-5.1300, Signage, shall be provided to direct the public to the shared parking spaces.

### **5. Justification**

The alternative parking plan shall include justification of the feasibility of shared parking among the proposed uses. Such justification shall address, at a minimum, the size and type of the uses proposed to share off-street parking spaces, the composition of their tenants, the types and hours of their operations, the anticipated peak parking and traffic demands they generate, and the anticipated rate of turnover in parking space use.

### **6. Shared Parking Agreement**

- a. An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the


uses proposed to share off-street parking spaces. The agreement shall provide all parties the right to joint use of the shared parking area for at least 15 years, and shall ensure that as long as the off-site parking is needed to comply with this Ordinance, land containing either the off-site parking area or the served use will not be transferred except in conjunction with the transfer of land containing the other. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a shared parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded with the Land Records of Prince George's County before issuance of a building permit for any use to be served by the shared parking area. The agreement shall be considered a restriction running with the land and shall bind the heirs, successors, and assigns of the landowner. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with Division 27-7: Enforcement.

- b. No use served by the shared parking may be continued if the shared parking becomes unavailable to the use, unless substitute off-street parking spaces are provided in accordance with this Section.

## **D. Off-Site Parking<sup>122</sup>**

An alternative parking plan may propose to meet a portion of the minimum number of off-street parking spaces required for a use with off-site parking—i.e., off-street parking spaces located on a parcel or lot separate from the parcel or lot containing the use—in accordance with the following standards.

### **1. Zone Classification**

The zone classification of the off-site parking area shall be one that allows the use served by off-site parking (and thus off-street parking accessory to such use) or that allows parking as a principal use, except off-site parking may be approved on lands in the Residential zones upon approval of a special exception in accordance with Sec. , Special Exception.

### **2. Location**

- a.** Off-site parking spaces shall be located within a walking distance of the primary pedestrian entrances to the uses served by the parking, in accordance with Table 27-5.208.C.2: Allowed Distances for Shared and Off-site Parking.
- b.** Off-site parking spaces shall not be separated from the use they serve by an arterial street unless safe

pedestrian access across the street is provided by appropriate traffic controls (e.g., signalized crosswalk), or a grade-separated pedestrian walkway.

### **3. Pedestrian Access**

Adequate and safe pedestrian access shall be provided between the off-site parking areas and the primary pedestrian entrances to the use served by the parking.

### **4. Off-Site Parking Agreement**

- a.** If land containing the off-site parking area is not under the same ownership as land containing the principal use served, the off-site parking arrangement shall be established in a written agreement between the owners of land containing the off-site parking area and land containing the served use. The agreement shall provide the owner of the served use the right to use the off-site parking area for at least 15 years. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which an off-site parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County, for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded with the Land Records of Prince George's County before issuance of a building permit for any use to be served by the off-site parking area. The agreement shall be considered a restriction running with the land and shall bind the heirs, successors, and assigns of the landowner. A violation of the agreement shall constitute a violation of the Ordinance, which may be

<sup>122</sup> This Subsection adds detail to the off-site parking allowances in Section 27-573 of the current Zoning Ordinance, simplifying its wording, adding different allowed distances based on principal uses (recognizing a greater tolerance for walking longer distances for non-residential uses), and modifying the provision to clarify where off-site parking may be located in relation to the served use, and to allow the Planning Director to approve proposed off-site parking arrangements and the offsite parking agreement.

enforced in accordance with Division 27-7: Enforcement.

- b. No use served by the off-site parking may be continued if the off-site parking becomes unavailable unless substitute off-street parking spaces are provided in accordance with this Section.

## E. On-Street Parking<sup>123</sup>

### 1. General

An alternative parking plan may propose to meet a portion of the minimum number of off-street parking spaces required through on-street parking along streets that are adjacent to the development, subject to the maximum credit allowed in Table 27-5.208.E.1: Conditions for On-Street Credit Toward Off-Street Requirements.

Table 27-5.208.E.1: Conditions for On-Street Credit Toward Off-Street Requirements	
Zone	Maximum Credit Allowed
RTO and LTO zones, Core area	No minimum required under Table 27-5.206.A
RTO and LTO zones, Edge area	15% or 6 spaces, whichever is less
TAC zone, Core area	10%
TAC zone, Edge area	5%

<sup>123</sup> This is a new alternative arrangement. In the current Zoning Ordinance, on-street parking credits are allowed only in the U-L-I Zone through development of an optional parking plan, defined in Sec. 27-585(c), and in the Urban Centers and Corridors standards in Sec. 27A-706. In that section, only on-street parking directly adjacent to site frontage may be used. The provision only imposes the requirement that on-street parking be adjacent, but does cap an overall level of on-street parking that may be credited, to prohibit larger uses from claiming a disproportionate amount of on-street parking in these zones.

**Table 27-5.208.E.1: Conditions for On-Street Credit Toward Off-Street Requirements**

Zone	Maximum Credit Allowed
NAC zone	10% or 4 spaces, whichever is less
GCO zone	10 percent or four spaces, whichever is less

### 2. On-Street Parking Agreement

- a. If an alternative parking plan is approved for on-street parking, the applicant shall enter into an on-street parking agreement or series of agreements, depending on ownership of the streets where on-street parking is proposed, with the Maryland State Highway Administration, the County or any municipality with jurisdiction of the street. The agreement shall spell out the terms and conditions and duration of use for the on-street parking. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which an on-street parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County, for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded with the Land Records of Prince George's County before issuance of a building permit for any use to be served by the on-street parking. The agreement shall be considered a restriction running with the land and shall bind the heirs, successors, and assigns of the landowner. A violation of the agreement shall constitute a violation of the Ordinance, which may be

enforced in accordance with Division 27-7: Enforcement.

- b. No use served by the on-street parking may be continued if the on-street parking becomes unavailable unless substitute on-street parking spaces are provided in accordance with this Section.

## **F. Deferred Parking<sup>124</sup>**

An alternative parking plan may propose to defer construction of up to 25 percent of the number of off-street parking spaces required by Table 27-5.206.A, Minimum Number of Off-Street Parking Spaces, in accordance with the following standards:

### **1. Justification**

The alternative parking plan shall include a study demonstrating that because of the location, nature, or mix of uses, there is a reasonable probability the number of parking spaces actually needed to serve the development is less than the minimum required by Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces.

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<sup>124</sup> Deferred parking is a new alternative arrangement concept that is included in the draft. It allows an applicant to propose to reduce the minimum parking requirement, based on a study that demonstrates because of the unique factors of the site, the minimum amount of parking is not needed. If the study demonstrates this, the applicant is allowed to reduce the amount of parking required, as long as an area on the site is reserved for the reduced parking if it is shown to be needed once the development is built and used. To confirm the parking reduction is appropriate, the provision then requires a post-development study (two years after issuance of a certificate of occupancy for the development) that is used to determine whether the reserved area must be converted to off-street parking areas. If the study demonstrates the parking is not needed, the applicant can use the reserved parking area for other purposes.

## **2. Reserve Parking Plan**

The alternative parking plan shall include a reserve parking plan identifying: (a) the amount of off-street parking being deferred, and (b) the location of the area to be reserved for future parking, if future parking is needed.

## **3. Parking Demand Study**

- a. The alternative parking plan shall provide assurance that within 24 months after the initial Certificate of Occupancy is issued for the proposed development, an off-street parking demand study evaluating the adequacy of the existing parking spaces in meeting the off-street parking demand generated by the development will be submitted to the Planning Director.
- b. If the Planning Director determines that the study demonstrates the existing parking is adequate, then construction of the remaining number of parking spaces shall not be required. If the Planning Director determines the study indicates additional parking is needed, such parking shall be provided consistent with the reserve parking plan and the standards of this Section.

## **4. Limitations on Reserve Areas**

Areas reserved for future parking shall be brought to the finished grade and shall not be used for buildings, storage, loading, or other purposes. Such area may be used for temporary overflow parking, provided such use is sufficiently infrequent to ensure maintenance of its ground cover in a healthy condition.



## **5. Landscaping of Reserve Areas Required**

Areas reserved for future off-street parking shall be landscaped with an appropriate ground cover, and if ultimately developed for off-street parking, shall be landscaped in accordance with Sec. <>, Landscape Manual.

## **G. Valet and Tandem Parking<sup>125</sup>**

An alternative parking plan may propose to use valet and tandem parking to meet a portion of the minimum number of off-street parking spaces required for a development with commercial uses in accordance with the following standards:

### **1. Number of Valet or Tandem Spaces**

No more than 35 percent of the total number of parking spaces provided shall be designated for valet or tandem spaces except for restaurants, where up to 50 percent of spaces may be designated for valet parking, and hotels, where up to 60 percent of parking spaces may be designated for valet parking.

### **2. Drop-Off and Pick-Up Areas**

The development shall provide a designated drop-off and pick-up area. The drop-off and pick-up area may be located adjacent to the building served, but may not be located in a fire lane or where its use would impede vehicular and/or pedestrian circulation or cause queuing in a public street or an internal drive aisle serving the development. Drop-off and pick-up areas will not be allowed in moving vehicle and bicycle travel lanes in the

public right-of-way without obtaining a street closure permit. Drop-off and pick-up areas will not be allowed to use sidewalks for any stationing of vehicles.

## **3. Valet Parking Agreement**

- a. Valet parking may be established and managed only in accordance with a valet parking agreement. The agreement shall be for a minimum of 10 years, and include provisions ensuring that a valet parking attendant will be on duty during hours of operation of the uses served by the valet parking. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a valet or tandem parking arrangement is proposed, for review and comment, and then to the appropriate attorney for the County for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded with Land Records of Prince George's County before issuance of a building permit for any use to be served by the valet parking. The agreement shall be considered a restriction running with the land and shall bind the heirs, successors, and assigns of the landowner. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with Division 27-7: Enforcement.
- b. No use served by valet parking may be continued if the valet service becomes unavailable unless substitute off-street parking spaces are provided in accordance with this Section.

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<sup>125</sup> This new provision authorizes limited use of valet or tandem parking to meet off-street parking requirements for commercial uses, and incorporates use of valet parking for a variety of uses.



### **27-5.209. Reduced Parking Standards for Parking Demand Reduction Strategies<sup>126</sup>**

Use of alternative transportation and transportation demand reduction strategies in Subtitle 20A allows development to reduce the amount of parking provided beyond the requirements of Sec. 27-5.206: Off-street Parking Space Standards. This Subsection is intended to establish how applicants may establish Transportation Demand Management plans for individual developments in the absence of a Transportation Demand Management District as defined in Subtitle 20A. These reductions will be allowed based on the following strategies for reducing parking demand. All reductions shall be taken as cumulative and not exclusive, and the cumulative calculation should follow the order presented in Secs. 27-5.209.A and 27-5.209.B below.

#### **A. Transit Accessibility**

The Planning Director may authorize up to a 10 percent reduction in the minimum number of off-street parking spaces required by Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, for uses located within one-quarter mile (1,320 feet) of a high-service transit stop, defined as any station, bus stop or other transit facility served by scheduled transit on weekday peak-level frequencies of 15 minutes or less and weekday off-peak frequencies of 20 minutes or less.

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<sup>126</sup> This Subsection is new. It includes an additional provision that allows parking requirements to be reduced by an applicant by establishing or participating in a Transportation Demand Management program that demonstrates how parking demand will be reduced through programs that support the use of transit, bicycling, carpooling, the use of roads during off-peak hours, and other initiatives.

#### **B. Transportation Demand Management**

The Planning Director may, through approval of a Transportation Demand Management (TDM) plan, authorize up to a 30 percent reduction in the minimum number of off-street parking spaces required by Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, for nonresidential or mixed-use developments having a floor area of at least 25,000 square feet, in accordance with the following standards.

##### **1. TDM Plan Requirements**

The TDM plan shall include facts, projections, an analysis (e.g., type of development, proximity to transit and/or other multi-modal systems, anticipated number of employees and/or patrons, minimum parking requirements) and indicate the types of transportation demand management activities that will be instituted to reduce single-occupant vehicle use and reduce traffic congestion. The plan shall identify the amount by which parking requirements have been reduced from the amounts otherwise required by this Section.

##### **2. Transportation Demand Management Activities**

The TDM plan shall be required to provide the following transportation demand management activities:

- a. A Guaranteed Ride Home program that offers emergency ride services to each employee with an allowance of no fewer than four rides per year, which an applicant may establish to serve the development or in partnership with other developments or uses, or by participating in the Metropolitan Washington Council of Governments Commuter Connections program (or its designated successor for these services).<sup>127</sup>
- b. Written disclosure of transportation information and educational materials to all employees, that makes transportation and ride-sharing information available to employees, residents, and nonresidents. This does not need to be a unique role and may be met by human resources officers or other administrators of an organization.
- c. Formation of transportation demand reduction programs such as carpooling, vanpooling, ridesharing, subsidy of employee transit passes beyond standard tax credits already provided by State and Federal governments, teleworking, and shuttle service programs.

### **3. Two Transportation Demand Management Options Required**

The plan will also require two of the following transportation demand management strategies.

- a. Establishment of a development-specific website that provides multi-modal transportation information such as real-time travel/traffic information, transit schedules, bus schedules and maps, and logging of alternative commutes (e.g., bicycle, pedestrian, carpool, and vanpool). Specific information will vary depending on the specific services and transportation infrastructure available in the vicinity of the development, but in general will allow tenants or customers to compare travel modes available.
- b. In-lieu of the website described in Sec. 27-5.209.B.3.a above, installation of a real-time visual display screen or other display device of this type that provides multi-modal transportation information.
- c. Parking cash-out or transportation stipend, or provision of a cash incentive to employees not to use parking spaces otherwise available to tenants of a development.
- d. Unbundling of parking from leases, or issuing tenant leases that do not include parking as an integral part of a floor-area space lease and require parking to be leased, purchased, or otherwise accessed through separate payment.
- e. Creation of a Preferential Parking Management Plan that specifically marks spaces for registered carpool and/or vanpool vehicles that are located near building entrances or in other preferential locations.
- f. Institution of off-peak work schedules that allow employees to arrive and depart at times other than the peak morning commute period (defined as 7:00

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<sup>127</sup> Note that GRH is a condition of the TDM plan. This is done because GRH is the backstop of TDM, and failure to include this as a bedrock component of a TDM plan is a common reason that TDM efforts fail from lack of employer interest. Surveys of existing programs show that program abuse/overuse is very rare.

a.m. to 9:00 a.m.) and peak evening commute period (defined as 5:00 p.m. to 7:00 p.m.).

- g.** Any other transportation demand management activity as may be approved by the Planning Director as a means of complying with the parking reduction provisions of this Subsection.

#### **4. Recording of TDM Plan**

A copy of the approved TDM plan shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development to be served by the plan. The TDM plan shall be recorded against the land, and the applicant and/or successors in interest in the land shall be responsible for implementing the plan in perpetuity.

#### **5. TDM Program Coordinator**

- a.** The applicant shall appoint a TDM program coordinator to oversee transportation demand management activities.
- b.** The TDM program coordinator shall be a licensed engineer, certified planner, or a traffic consultant that is also a qualified or trained TDM professional.
- c.** The TDM program coordinator shall be appointed prior to issuance of a certificate of occupancy for the buildings to be served by the transportation demand management program.
- d.** If the development is located within an established business improvement district, a Transportation Demand Management District as defined in Subtitle 20A, or other such organization that offers TDM

services, the applicant may identify that organization's appropriate staff person as the TDM coordinator provided that the applicant agrees to participate in that organization's TDM programs and meet all required organizational membership obligations.

- e.** If the development is located within a municipality, the applicant shall coordinate the TDM program with the appropriate municipal representatives.

#### **6. TDM Report**

- a.** The TDM program coordinator shall submit to the Planning Director a report on a biennial basis that details implementation of the approved TDM plan and how it has successfully met the target reduction in drive-alone trips that justified the original reduction in parking because of its effectiveness in reducing driving demand, in turn reducing the need for parking. The report may include, but is not limited to, the following:
  - i.** A description of transportation demand management activities undertaken;
  - ii.** An analysis of parking demand reductions based on employee and/or resident use of ridership programs or alternative transportation options;
  - iii.** Changes to the TDM plan to increase transit ridership, bicycle ridership, and other commuting alternatives, as defined in Sec. 27-5.209.B.7 below; and

- iv. The results of an employee transportation survey.

## **7. Amendments**

The Planning Director may approve amendments to an approved TDM plan in accordance with the procedures and standards for its original approval. Changes in transportation options subsequent to the approval of the original plan that allow a development to meet the reduction targets identified in the original plan, such as introduction of new transit service to a development area, shall not require amendments to the plan as long as annual reports can demonstrate that these services are contributing to the plan's intent.

## **8. Parking Required if TDM Terminated**

If the applicant or successors in interest in the development subject to a TDM plan stop implementing the plan or fail to submit a TDM report within one year of the regularly scheduled date the biennial report is due, the TDM plan shall be terminated and become null and void. Any such termination of the TDM plan does not negate the parties' obligations to comply with parking requirements of this Section and this Ordinance, and thus shall constitute a violation of this Ordinance. No use served by the TDM plan may be continued unless another TDM plan is approved or all required off-street parking spaces are provided in accordance with this Section and this Ordinance, within 120 days of termination of the TDM plan.

## **C. Special Facilities for Bicycle Commuters**

The Planning Director may authorize up to a five percent reduction in the minimum number of off-street parking spaces required by Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, for developments that comply with the bicycle parking standards in Sec. 27-5.210, Bicycle Parking Standards, and provide both of the following:

1. Additional enclosed (indoor or locker) and secure bicycle parking spaces equal to at least five percent of the number of vehicle parking spaces provided; and
2. Shower and dressing areas for employees.

## **D. Other Eligible Alternatives<sup>128</sup>**

The Planning Director may authorize up to a 10 percent reduction in the minimum number of off-street parking spaces required by Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, in exchange for any other strategy that an applicant demonstrates will effectively reduce parking demand on the site of the subject development, provided the applicant also demonstrates that the proposed development plan will do at least as good a job in protecting surrounding neighborhoods, maintaining traffic-circulation patterns, and promoting quality urban design as would strict compliance with the otherwise applicable off-street parking standards.

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<sup>128</sup> This is a new provision that allows the Planning Director to reduce parking requirements by up to 10 percent if an applicant can demonstrate in an alternative parking plan a parking reduction strategy that is not listed that will reduce parking demand. This provision provides a mechanism to allow for the use of new, unknown strategies.

## 27-5.210. Bicycle Parking Standards<sup>129</sup>

### A. Bicycle Racks or Lockers Required

1. In all zones except the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least one bicycle, regardless of the number of vehicle spaces provided, and at least one additional bicycle space for each ten parking spaces or major fraction thereof, above ten spaces—provided that no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:
  - a. For any residential uses other than single family dwellings, two-family dwellings, three-family dwellings and mobile home dwellings, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided.
  - b. For elementary, middle, and high schools, one space per ten employees plus one space for each 20 students (in grades four and higher) of planned capacity will be required.
  - c. For colleges and universities, one space per ten employees plus one space for each five students of

planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

2. In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.
3. Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines* for guidance on types of racks that are appropriate to meet this requirement.

### B. Bike Rack or Locker Location

1. Required bicycle racks shall be installed on a paved surface and located in visible, well-lit areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located

<sup>129</sup> This Subsection expands the current bicycle parking requirements found in Sec. 27A and applies them to the full Zoning Ordinance. It also incorporates a general bicycle parking requirement for any uses based on the amount of vehicle parking in a given parking area. This differs somewhat from the standards of the current ordinance, which bases requirements on square footage, not on a corresponding number of vehicle spaces in the same parking facility. It carries forward many of the current Subtitle 27A standards on facility type and location.

within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

2. In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings, provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally three feet on either side of a rack) for placement and removal of bicycles. Developments may not count existing bicycle parking in the street right-of-way toward these requirements.
3. Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:
  - a. Be located in a secure, clean and well-lit area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;
  - b. Protect bicycles from wind, rain, sun, debris and other outdoor elements;
  - c. Be signed so that directions to entrances of related uses are clearly understood;
  - d. Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;

- e. Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, seven days a week);
  - f. If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);
  - g. If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lit, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.
4. Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

## **27-5.211. Loading Area Standards<sup>130</sup>**

### **A. Minimum Number of Off-Street Loading Berths**

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street

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<sup>130</sup> Sec. 27-582 of the current Zoning Ordinance sets out loading space requirements for certain uses. This provision carries forward most of the current use-based standards, with slight relaxing of standards for industrial uses.



loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-5.211.A: Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-5.211.A: Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply. The Planning Director may require more loading berths or fewer loading berths on determining that the characteristics of the particular development warrant such addition or reduction.

Table 27-5.211.A: Minimum Number of Off-Street Loading Berths		
Principal Use Classification/Category	Gross Floor Area (GFA)	Minimum Number of Loading Berths
<b>Institutional and Commercial Uses</b>		
Retail Sales and Service Uses	At least 2,000 sq ft but less than 10,000 sq ft	1
	At least 10,000 sq ft but less than 100,000	2
	Each additional 100,000 SF or major fraction thereof	add 1
Shopping Centers	At least 25,000 sq ft and up to 100,000 sq ft	3 for the entire shopping center
	Each additional 100,000 SF or major fraction thereof	add 1
Household Living Uses (Multifamily only) and Group Living Uses (Assisted Living Facility only)	At least 100 dwelling units and up to 300 dwelling units	1
	Each additional 200 dwelling units or major fraction thereof	add 1
Healthcare Uses, Business Support Service Uses, Office Uses, Personal Service Uses and Visitor Accommodation Uses (Hotel-Motel only)	At least 10,000 sq ft and up to 100,000 sq ft	1
	Each additional 100,000 SF or major fraction thereof	add 1

Table 27-5.211.A: Minimum Number of Off-Street Loading Berths		
Principal Use Classification/Category	Gross Floor Area (GFA)	Minimum Number of Loading Berths
<b>Industrial Uses</b>		
Industrial Service Uses and Manufacturing Uses	At least 2,000 sq ft but less than 25,000 sq ft	1
	At least 25,000 sq ft but less than 50,000 sq ft	2
	Each additional 50,000 SF or major fraction thereof	3
Warehouse and Freight Movement Uses (except Consolidated storage)	At least 1,500 sq ft and up to 10,000 sq ft	1
	Each additional 40,000 SF or major fraction thereof	add 1

## B. Dimensional Standards for Loading Areas

- Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.
- Each loading berth shall have at least 15 feet of overhead clearance.



### C. Location of Loading Areas

1. To the maximum extent practicable, loading areas shall be located to the rear of the use they serve (see Figure 27-5.211.C: Loading Area Configuration).
2. Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.
3. Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.

Figure 27-5.211.C: Loading Area Configuration



## Sec. 27-5.300 Open Space Set-Asides<sup>131</sup>

<sup>131</sup> As is discussed in the ERR (Section V.E, Open Space) and Annotated Outline, this new section expands and consolidates the open space standards that exist for certain types of development in certain zones in the current Zoning Ordinance. In addition, the section establishes measureable minimum open space set-aside standards (requirements) for all new residential, nonresidential, and mixed-use development, distinguishing the standards based on the use and the zone in which the use is located (expressed as a percentage of site area). The zones by which distinctions in standards are made are:

- The Rural and Agricultural base zones;
- The Residential base and PD zones;
- The Nonresidential base zones and the IE-PD zone; and
- The Transit-Oriented/Activity Center base and PD zones, and the MU-PD zone.

The section identifies the types of open space that can be used to meet the open space set-aside standards; establishes priorities for the types of open space that should be set-aside on individual sites (distinguishing priorities in several instances, depending on the zone in which the set-aside is required); identifies what cannot be counted as open space; establishes general standards for the design and lay-out

### 27-5.301. Purpose<sup>132</sup>

Open space set-asides are intended for the use and enjoyment of a development's residents, employees, or users. Open space set-asides serve numerous purposes, including preserving natural resources, ensuring resident access to open areas and active recreation (in coordination with Subtitle 24, Sec. <>, Parklands and Recreation Facilities) reducing the heat island effect of developed areas, providing civic and meeting spaces, enhancing storm water management, and providing other public health benefits.

of open space on a site; includes provisions identifying the type of development that can be located on open space; and establishes rules for how the open space set-aside should be owned and managed, to ensure it remains as open space into perpetuity.

<sup>132</sup> This Subsection sets out the purposes of the open space set-aside standards.

## 27-5.302. Applicability<sup>133</sup>

- A.** Unless exempted in accordance with Sec. 27-5.302.B below, the standards in this Section shall apply to all new development in the County.
- B.** The following development shall be exempted from the standards in this Section:
1. Rural and agricultural, and open space uses; and
  2. Single-family detached dwellings or two-family dwellings on a single lot.

## 27-5.303. Timing of Review<sup>134</sup>

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. <>), site plan (major or minor) (Sec. <>), subdivision (major or minor) (Sec. <>), or building permit (Sec. <>), as appropriate.

<sup>133</sup> This Subsection establishes to whom the open space set-asides apply: all new development, unless it is exempted. The exemptions are also identified in the subsection.

<sup>134</sup> This Subsection identifies when a proposed development is to be reviewed for compliance with the standards of the section.

## 27-5.304. Amount of Open Space Set Asides Required<sup>135</sup>

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-5.304: Required Open Space Set-Asides, based on the use classification.


Table 27-5.304: Required Open Space Set-Asides				
Use Classification	Minimum Open Space Set-Aside Area (as percentage of development site area)			
	Rural and Agricultural Base Zones	Residential Base and PD Zones	Nonresidential Base Zones and IE-PD Zone	Transit- Oriented/Activity Center Base and PD Zones, MU-PD Zone
Residential Uses	20%	20%	15%	7.5%
Public, Civic, and Institutional Uses	10%	10%	7.5%	5%
Commercial Uses and Mixed-Uses	10%	10%	7.5%	5%
Industrial Uses	10%	10%	5%	5%

<sup>135</sup> As discussed earlier, this Subsection establishes measureable open space set-aside standards, distinguishing by use and the zone in which the development is located. The four different uses are: residential; public, civic, and institutional; commercial and mixed-use; and industrial. The different zones are:

- The Rural and Agricultural base zones;
- The Residential base and PD zones;
- The Nonresidential base zones and the IE-PD zone; and
- The Transit-Oriented/Activity Center base and PD zones, and the MU-PD zone.

## 27-5.305. Areas Counted as Open Space Set-Asides<sup>136</sup>

The features and areas identified in Table 27-5.305, Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated:

Table 27-5.305: Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
<b>Natural Features</b>		
	Natural features (including lakes, ponds, rivers, streams, rivers, bays, shorelines, wetlands, drainageways, and other riparian areas), riparian buffers, flood hazard areas, steep slopes (15 percent or more), wildlife habitat and woodland areas	Preservation of any existing natural features shall have highest priority for locating open space set-asides, except in the Transit-Oriented/Activity Center base and planned development zones, the IE and HI base zones, and the IE-PD zone. Maintenance is limited to the minimum removal and avoidance of hazards, nuisances, and unhealthy conditions.

<sup>136</sup> This Subsection identifies the types of open space that can be counted to comply with the standards in Table 27-5.304: Required Open Space Set-Asides. They include: natural features; active recreational areas; passive recreation (including formal plantings and gardens); squares, forecourts, and plazas; required landscape areas; storm water management areas treated as site amenities; and public access easements with paths or trails. The subsection also includes rules dealing with each of the different types of open space, and in several instances, rules requiring certain types of open space be emphasized in certain zones.

Table 27-5.305: Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
		
<b>Active Recreational Areas</b>		
	Land occupied by areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, and community buildings and clubhouses, and land dedicated for parks in accordance w with Subtitle 24, Sec. 24-202, Parklands and Recreation Facilities.	Active recreational areas may occupy up to 100 percent of the open space set-asides (if no natural features exist on the site) except in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones, and the IE-PD zone. No less than 35 percent of the total open space set-aside area within a residential development outside the Transit Activity Center/Activity Center base and PD zones shall consist of active recreational areas. Active recreational areas shall be compact and contiguous, to the maximum extent practicable, unless used to link or continue existing or public open space lands.







Table 27-5.305: Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
<b>Passive Recreation (Including Plantings and Gardens)</b>		
 	Formally planned and regularly maintained open areas that provide passive recreation opportunities, including arranged plantings, gardens, gazebos, and similar structures	Passive recreation shall have direct access to a street.
<b>Squares, Forecourts, and Plazas</b>		
	Squares, forecourts, plazas, and civic greens that provide active gathering places and opportunities to create special places	Such features shall be at least 600 square feet in area. Such features shall have direct access to a street or sidewalk or pedestrian way that connects to street. Surrounding buildings shall be oriented toward the square, forecourt, or plaza when possible, and a connection shall be made to surrounding development. No less than 50 percent of the total open space set-aside area within the core area of a Transit Oriented/Activity

Table 27-5.305: Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
		Center base or PD zone shall be a square, forecourt, or plaza.
<b>Required Landscape Areas and Agricultural Buffer</b>		
	All areas occupied by required landscaping areas, tree protection areas, perimeter buffers, vegetative screening, and riparian buffers, and agricultural buffers, except landscaped area	See Landscape Manual <sup>137</sup> and Sec. 27-5.1200: Agricultural Compatibility Standards.

<sup>137</sup> The types of open space included in this section that may be counted as set-asides is much broader than the “Green Area” that is required in the Landscape Manual. “Green Area” in the Landscape Manual is defined as “[a]n area of land associated with and located on the same parcel of land as a building for which it serves to provide light and air.” The manual goes on to state Green Area, for purposes of the manual, does not include any water surfaces or paved surfaces or any impervious area of a site, such as rooftops or patios. It does include required landscape areas except for lakes or other water areas, any required parking lot landscape strip adjacent to a public right-of-way, any undisturbed forested areas to be preserved and any required interior parking lot green area. Trees that count toward fulfillment of the parking lot perimeter requirement may also be counted. Revisions are being made to the Landscape Manual as part of this effort. The intent is that the open space set-aside standards of this section will include all areas counted as Green Area, as well as other types of open space set-asides.





Table 27-5.305: Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
	within vehicular use areas	
Stormwater Management Areas Treated as Site Amenities		
	Up to 75 percent of the land area occupied by stormwater management facilities (including retention and detention ponds and other bioretention devices), when such features are treated as an open space site amenity	To qualify, stormwater management facilities shall support passive recreation uses by providing access, gentle slopes (less than 3:1), and pedestrian elements such as paths and benches.

## 27-5.306. Areas Not Counted as Open Space Set-Asides<sup>138</sup>

The following areas shall not be counted as open space set-asides:

<sup>138</sup> This Subsection sets down the types of area and land that are not counted as open space.

Table 27-5.305: Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
Public Access Easements with Paths or Trails		
 	Public access easements that combine utility easements with paths or trails that are available for passive recreational activities such as walking, running, and biking	Such public access easements shall include at least one improved access from a public street, sidewalk, or trail that includes signage designating the access point.

- A. Private yards not subject to an open space or conservation easement;
- B. Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;

- C. Vehicular parking areas or lots (excluding the landscaped areas);
- D. Driveways for dwellings;
- E. Land covered by structures not designated for active recreational uses;
- F. Designated outdoor storage areas; and
- G. Storm water management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water circulation device, and pedestrian access or seating).

### **27-5.307. Design Standards for Open Space Set-Asides<sup>139</sup>**

Land used as an open space set-aside shall comply with the following design standards:

#### **A. Location**

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

#### **B. Configuration**

1. Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural features.
2. If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-5.307.B: Example Open Space Set-Aside Configuration).
3. If a passive recreation open space set-aside area with a minimum width of 20 feet or more abuts an existing or planned public open space area, no perimeter buffer shall be established between the two open space areas (if required by the Landscape Manual).

#### **C. Orientation of Adjacent Buildings**

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

<sup>139</sup> This Subsection establishes some basic rules about the design and layout of the open space set-asides. It also includes general rules about how the open space set-asides should be prioritized when there are different types of open space on a development site that could be set-aside.

**Figure 27-5.307.B: Example Open Space Set-Aside Configuration**



#### **D. Prioritization of Open Space Set-Aside**

1. Except in the Transit-Oriented/Activity Center zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:
  - a. Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, steep slopes, and wildlife habitat and woodland areas;
  - b. Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;
  - c. Protected trees and other mature trees;
  - d. Parks and trails;
  - e. Lands with active agricultural uses and activities;

- f. Perimeter buffers or visual transitions between different types or intensities of uses; and
  - g. Areas that accommodate multiple compatible open space set-aside uses rather than a single use.
2. In the Transit-Oriented/Activity Center zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Sec. 27-5.307.D.1 above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

#### **27-5.308. Development in Open Space Set-Asides<sup>140</sup>**

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, and other picnicking facilities; docks and other facilities for fishing; environmental education guides and exhibits; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

<sup>140</sup> This Subsection establishes some basic rules governing the type of development that can occur on an open space set-aside.



### 27-5.309. Ownership, Management, and Maintenance of Open Space Set-Asides<sup>141</sup>

- A. Open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:
1. Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership and will be responsible for managing and maintaining the land for its intended open space purposes, in perpetuity;
  2. Conveyance of open space set-aside areas to a third party beneficiary such as an environmental or civic organization, or the M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land for its intended open space purposes, in perpetuity; or
  3. Establishment of easements on those parts of individually-owned lots including open space set-aside areas that require the areas to be managed consistent with the land's intended open space purposes and prohibit any inconsistent future development, in perpetuity.
- B. All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for

the continued and effective management, operation, and maintenance of the land and facilities.

- C. Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

### Sec. 27-5.400 Landscaping

All development shall comply with the requirements of the *Prince George's County Landscape Manual*, which is incorporated herein by reference.

### Sec. 27-5.500 Fences and Walls<sup>142</sup>

#### 27-5.501. Purpose<sup>143</sup>

The purpose and intent of this Section is to regulate the location, height, and appearance of fences and walls to:

- A. Maintain visual harmony within neighborhoods and throughout the County;

<sup>141</sup> This Subsection establishes rules governing how open space set-asides should be owned and managed, to ensure they remain as open space in perpetuity.

<sup>142</sup> As discussed in Part IV, Division 27-5, Development Standards, of the Annotated Outline, this Section establishes standards for fences and walls. It carries forward current height standards and prohibitions on barbed/razor wire for fences and walls in residential and nonresidential zones. It also includes standards for fence materials from Sec. 27A-605 of the current regulations, which are applied in the Transit-Oriented/Activity Center zones. Fence and wall standards are also added to ensure the placement, materials, landscaping, construction, and maintenance of fences and walls further the purposes of this Ordinance. A provision is added that allows the Planning Director to approve a security exemption plan that proposes a fence or wall taller than those permitted by this Section or the use of barbed and/or razor wire or electric wire atop a fence or wall for security reasons.

<sup>143</sup> This Subsection sets out the purposes of the fence and wall standards.

- B.** Protect adjacent lands from the indiscriminate placement and unsightliness of fences and walls;
- C.** Ensure the safety, security, and privacy of land; and
- D.** Ensure that fences and walls are subject to timely maintenance, as needed.

### **27-5.502. Applicability<sup>144</sup>**

#### **A. General**

Unless exempted in accordance with Sec. 27-5.502.B below, the standards in this Section shall apply to all construction, reconstruction, or replacement of fences or walls.

#### **B. Exemptions<sup>145</sup>**

The following fences and walls are exempt from the standards of this Section:

1. Fences and walls required for support of a principal or accessory structure;
2. Fences and barricades around construction sites;
3. Fences for tree protection (temporary and permanent);
4. Landscaping berms installed without fences;
5. Fences and walls necessary for soil erosion and control; and
6. Fences at parks and schools, where such uses are owned by public agencies.

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<sup>144</sup> This Subsection clearly states that construction, reconstruction, or replacement of fences or walls is subject to the standards in this Section unless exempted.

<sup>145</sup> These are new exemptions.

### **27-5.503. Timing of Review<sup>146</sup>**

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. <>), site plan (major or minor) (Sec. <>) or building permit (Sec. <>), as appropriate.

### **27-5.504. General Standards<sup>147</sup>**

#### **A. General**

1. Fences and walls shall be located outside of the public right-of-way.
2. Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.
3. Fences and walls may be located within any required yard.
4. Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

#### **B. In Utility Easements**

Fences located within utility easements shall receive written authorization from the easement holder or the County, as appropriate. The County shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access utility easements or facilities.

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<sup>146</sup> This Subsection identifies when a proposed development is to be reviewed for compliance with the standards of this Section.

<sup>147</sup> This new subsection contains provisions for the placement and maintenance of fences consistent with the purposes of this Section.

### C. Blocking Natural Drainage Flow

A fence or wall shall not be installed so it blocks or diverts a natural drainage flow onto or off of any land.

### D. Blocking Access to Fire Hydrants

Fences and walls shall not be located where they would prevent immediate view of, or access to, fire hydrants or other fire-fighting water supply devices, in accordance with the Fire Code.

### E. Within Required Landscaping Areas

Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

### F. Obstruct Windows or Doors

Fences and walls shall not block access from a window or door.

### G. Avoidance of Traffic Hazards<sup>148</sup>

Notwithstanding other provisions of this Subsection, fences and walls shall not be allowed within the triangle formed by the intersection of the street lines and points on the street lines 25 feet from the intersection, or in a location that is determined will create a traffic hazard.

<sup>148</sup> This Subsection states that fences are not allowed in required sight triangles. It contains a catchall prohibition of any fence or wall that would create a traffic hazard, as defined in the Subsection.

### H. Maintenance<sup>149</sup>

Fences and walls and associated landscaping shall be maintained in good repair and in a safe and attractive condition. Maintenance of fences and walls shall include, but not be limited to, the replacement of missing, decayed, or broken structural or decorative elements and the repair of deteriorated or damaged fence materials, including, but not limited to, weathered surfaces visible from the public right-of-way, sagging sections, and posts that lean more than ten degrees from vertical.

## 27-5.505. Height Standards<sup>150</sup>

### A. General

Unless otherwise stated in Sec. 27-5.505.B below, fences and walls shall comply with the standards in Table 27-5.505.A: Fence and Wall Height.

Table 27-5.505.A: Fence and Wall Height			
Location on Lot	Maximum Height (feet) [1]		
	Residential and Rural and Agricultural Base Zones, Residential PD Zones	Nonresidential Base Zones and IE-PD Zone	Transit-Oriented/Activity Center Base and PD Zones

<sup>149</sup> This new subsection requires maintenance of fences, consistent with the purposes of this Section.

<sup>150</sup> This Subsection carries forward height standards for residential, commercial, and industrial zones from the current Zoning Ordinance, applying them more generally to the new base and PD zones. Maximum height for fences and walls in front yards is reduced from the current maximum of six feet to four feet, as is currently required for lots one acre or less in the residential zones.

Table 27-5.505.A: Fence and Wall Height			
Location on Lot	Maximum Height (feet) [1]		
	Residential and Rural and Agricultural Base Zones, Residential PD Zones	Nonresidential Base Zones and IE-PD Zone	Transit-Oriented/Activity Center Base and PD Zones
Within a required front yard, corner lot side yard, or a build-to zone	4	4	4
Within any other required yard	6	6	6
NOTES: [1] Fence or wall height may be increased through the security plan exemption in accordance with Sec. 27-5.511, Security Exemption Plan.			

## B. Exceptions<sup>151</sup>

1. Customary fencing provided as a part of a permitted tennis court, athletic field, or other recreational facility shall be exempt from the height standards in this Subsection.
2. Fences of up to 10 feet in height are allowed in front, side, and rear yards at major utilities, wireless communication towers, government facilities, and other public safety uses. Heights may be increased further through an approved security exemption plan (see Sec. 27-5.511, Security Exemption Plan).

<sup>151</sup> These new exceptions allow for fence heights in excess of the standards in this Section for uses that generally require taller fences.

## C. Measurement of Height<sup>152</sup>

Fence or wall height shall be measured in accordance with the following standards:

1. Fence or wall height shall be measured from the top of the fence or wall, defined as the highest point, not including supporting columns or posts, above grade to grade on the side of the fence or wall where the grade is the lowest, but excluding the height of any retaining wall directly beneath the fence or wall.
2. Supporting columns or posts shall not extend more than 18 inches above the top of the fence or wall.
3. Safety railings required by the Building Code shall not be included in fence height measurements.

## 27-5.506. Materials<sup>153</sup>

### A. General

Unless otherwise specified in Sec. 27-5.506.B below, fences and walls shall be constructed of any one or more of the following materials:

1. Masonry or stone;
2. Ornamental iron, except that fencing shall not incorporate spiked tops within a residential zone without approval of a

<sup>152</sup> The Subsection builds on the provisions in Sec. 27-420, Sec. 27-447, and Sec. 27-465 of the current Zoning Ordinance for the measurement of the height of a fence or wall. It excludes the height of any retaining wall directly beneath the fence or wall.

<sup>153</sup> This new section identifies allowed and prohibited materials for fences and walls.

security exemption plan in accordance with Sec. 27-5.511, Security Exemption Plan;

3. Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;
4. Composite materials designed to appear as wood, metal, or masonry;
5. Vinyl;
6. Chain link; or
7. Walls clad with substrate material intended to support living vegetation.

#### **B. Transit-Oriented/Activity Center Zones<sup>154</sup>**

1. Fences and walls in the Transit-Oriented/Activity Center zones shall be constructed of any one or more of the following materials:
  - a. Native/regional stone and equivalent imitation stone;
  - b. Brick;
  - c. Stucco on concrete block or poured concrete (only when a brick or stone coping is provided);
  - d. Painted wood; or
  - e. Metal (wrought iron, welded steel and/or electro-statically plated black aluminum), for fences and gates only.

#### **C. Prohibited Materials**

The following fence types or materials are prohibited:

1. Barbed and/or razor wire, unless approved as part of a security exemption plan in accordance with Sec. 27-5.511, Security Exemption Plan, or on land with an agricultural use, or on land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility;
2. Fences constructed of chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, rolled plastic, sheet metal, debris, junk, or waste materials, unless such materials are recycled and reprocessed for marketing to the general public, as building materials designed to resemble new building materials (e.g., picket fencing made from recycled plastic and fiber);
3. Chain link fences in the Transit-Oriented/Activity Center zones, the Nonresidential base zones except the HI base zone, and the IE-PD and MU-PD zones; and
4. Above ground fences that carry electrical current, except as used for the purposes of enclosing livestock in the Rural and Agricultural base zones and in the RE and RR zones (nothing shall prohibit below-ground electrical fences intended for the keeping of pets).

<sup>154</sup> This Subsection carries forward materials standards for fences and walls currently in the architectural standards for urban centers and corridor nodes (Sec. 27A-605).

### 27-5.507. Perimeter Fences and Walls Abutting Street Right-of-Way<sup>155</sup>

Except in the HI base zone, fences or walls that are located within 15 feet of a street right-of-way shall:

- A. Be of a uniform style;
- B. Be constructed of brick, stone, concrete (when covered with stucco or similar finish), vinyl, or vertical wooden boards; and
- C. Include breaks, offsets of at least one foot, access points, or other design details in the fence or wall plane at least every 200 feet. (See Figure 27-5.507.C: Fence and Wall Offsets.)

Figure 27-5.507.C: Fence and Wall Offsets



<sup>155</sup> This new Section establishes standards for perimeter fencing within 15 feet of the street right-of-way, consistent with Part IV, Division 27-5, Development Standards, of the Annotated Outline.

### 27-5.508. Appearance<sup>156</sup>

#### A. Finished Side to Outside

Unless it is used to enclose livestock, wherever a fence or wall is installed, if one side of the fence or wall appears more “finished” than the other (e.g., one side of a fence has visible support framing and the other does not, or one side of a wall has a textured surface and other does not), then the more “finished” side of the fence shall face the exterior of the lot rather than the interior of the lot. (See Figure 27-5.508.A: Fence with Finished Side Out.)

Figure 27-5.508.A: Fence with Finished Side Out



<sup>156</sup> This new Section requires that, unless it is used to enclose livestock, the finished side of the fence face the exterior of the lot, and that fences and walls extending along each lot side be composed of uniform style and colors. It also establishes landscaping requirements for fences and walls within 15 feet of a street right-of-way, consistent with Part IV, Division 27-5, Development Standards, of the Annotated Outline.



## B. Compatibility of Materials Along a Single Lot Side

All fencing or wall segments located along a single lot side shall be composed of a uniform style and colors.

## C. Fence and Wall Landscaping

Except in the HI base zone, all fences and walls exceeding four feet in height, if located within 15 feet of a street right-of-way, shall be supplemented with landscape screening in accordance with the standards in Sec. 27-5.508.C.1 and Sec. 27-5.508.C.2 below, to soften the visual impact of the fence. These standards shall apply to fences in any single-family residential zoning district only if they are located within 15 feet of the right-of-way of a designated collector or higher classification street (see Figure 27-5.508.C: Fence and Wall Landscaping).

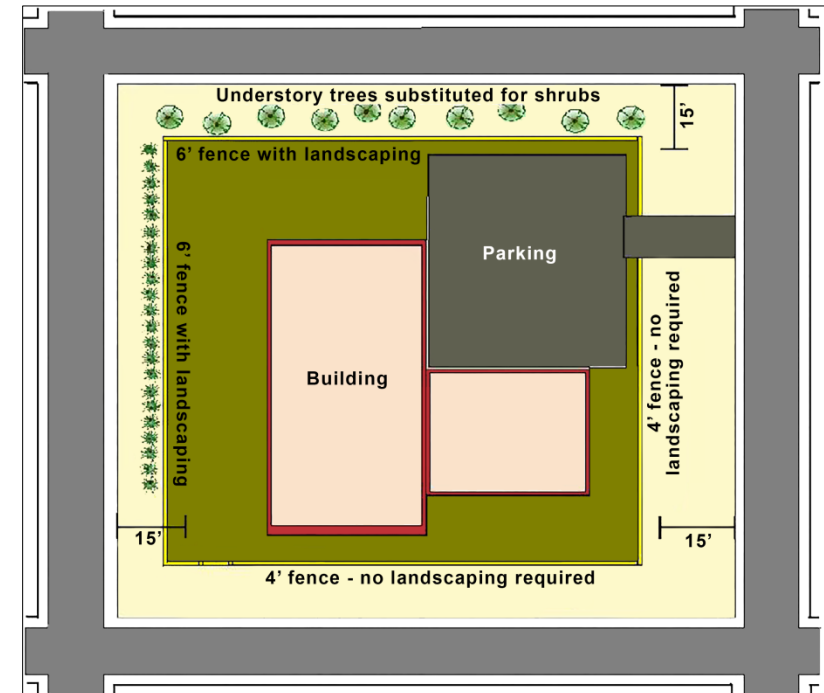
### 1. Shrubs Required

At least one evergreen shrub shall be installed for every five linear feet of fence or wall, on the side of the fence or wall facing the public street right-of-way. Shrubs may be installed in a staggered, clustered, grouped, or linear fashion. See Figure 27-5.508.C: Fence and Wall Landscaping.

### 2. Substitution of Shade Trees

One shade or ornamental tree may be substituted for every three shrubs provided that the tree meets the size standards of Sec. <> of the Landscape Manual.

Figure 27-5.508.C: Fence and Wall Landscaping



## 27-5.509. Fence and Wall Construction<sup>157</sup>

Fences and walls shall comply with all applicable Building Code requirements.

<sup>157</sup> This new Subsection states that fences and walls must comply with applicable building code requirements.



### **27-5.510. Gates<sup>158</sup>**

Gates shall comply with the following standards:

- A.** All gates shall have hardware to secure the gate in a closed position.
- B.** All unattended gates and gates opening onto a public sidewalk area shall be self-closing, self-latching, and locked when not in use.

### **27-5.511. Security Exemption Plan<sup>159</sup>**

- A.** A landowner in need of heightened security may submit to the Planning Director a security exemption plan proposing a fence or wall taller than those permitted by this Section or proposing the use of barbed and/or razor wire or electric wire atop a fence or wall for security reasons.
- B.** The Planning Director may approve or approve with conditions, the security exemption plan, upon finding all of the following:

#### **1. Need for Safety or Security Reasons**

The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage than surrounding land, or represent a significant hazard to public safety without:

- a.** A taller fence or wall;
- b.** An electric fence; or
- c.** Use of barbed and/or razor wire atop a fence or wall.

#### **2. No Adverse Effect**

The proposed fence or wall will not have a significant adverse effect on the security, functioning, appearance, or value of adjacent lands or the surrounding area as a whole.

- C.** If the Planning Director finds the applicant fails to demonstrate compliance with Secs. 27-5.511.B.1 and 27-5.511.B.2 above, the security plan shall be disapproved.

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<sup>158</sup> This new Subsection contains basic standards for gates to ensure that they can be properly secured and not impede use of the public way.

<sup>159</sup> This new Subsection allows the Planning Director to approve limited modifications from the standards in this Section upon finding the modifications are necessary to protect against theft, damage, or significant hazard to public safety, and they will not have a significant adverse effect on the security, functioning, appearance, or value of adjacent lands or the surrounding area as a whole.

## Sec. 27-5.600 Exterior Lighting<sup>160</sup>

### 27-5.601. Purpose and Intent<sup>161</sup>

The purpose and intent of this Section is to regulate exterior lighting to:

- A. Ensure all exterior lighting is designed and installed to maintain adequate lighting levels on site;
- B. Assure that excessive light spillage and glare are not directed at adjacent lands, neighboring areas, and motorists;

<sup>160</sup> As is discussed and recommended in the ERR (V.G., Exterior Lighting), this is a new section that establishes a set of objective and measureable exterior lighting standards that would apply to all development in the County (unless exempted). Its general purpose is to protect the night sky and ensure that exterior lighting does not intrude onto neighboring developments. As is discussed in the ERR, this is done in a succinct and straightforward way through:

- Mandatory use of full cutoff light fixtures to prevent light overflow and glare on adjacent lands.
- Minimum energy efficiency standards, all of which are achievable through off-the-shelf products.
- Maximum footcandle limits to prevent glare and minimum limits to ensure adequate lighting of public and parking areas.
- Maximum light fixture pole or mounting heights that vary for different development contexts (shorter in residential areas and taller in industrial areas).
- Prohibitions on canopy lighting that extends below the edge of the canopy.
- Prohibitions on full floodlighting of uniquely colored or designed facades (which turns an entire building façade into a form of signage).

Finally we note that in the ERR, it was also suggested that the exterior lighting standards vary between the Transit-Oriented/Activity Center base zones and the other areas of the County. This is done in the general standards through illumination and height levels distinctions.

<sup>161</sup> This Subsection sets down the purpose and intent of the exterior lighting standards.

- C. Curtail light pollution, reduce skyglow, and preserve the nighttime environment for the enjoyment of residents and visitors;
- D. Conserve energy and resources to the greatest extent possible; and
- E. Provide security for persons and land.

### 27-5.602. Applicability<sup>162</sup>

#### A. General

Unless exempted in accordance with Sec. 27-5.602.B below, the standards of this Section shall apply to:

1. All new development in the County” and
2. Any individual expansion or alteration of a building existing prior to [redacted] *[insert the effective date of this Ordinance]* if the expansion increases the building’s gross floor area by 50 percent or more, or the alteration involves 50 percent or more of the building’s gross floor area (including interior alterations).

#### B. Exemptions

The following types of lighting are exempted from the standards of this Section:

1. Lighting exempt under State or Federal law;
2. FAA-mandated lighting associated with a utility tower or airport;

<sup>162</sup> This Subsection sets out what type of development the exterior lighting standards apply to – generally all development. The provisions also exempt certain types of lighting from the standards.

3. Lighting for public monuments and statuary;
4. Lighting solely for signage (see Sec. 27-5.1300, Signage);
5. Outdoor lighting fixtures that are necessary for worker safety at farms and other agricultural uses, but not including lighting of residential buildings or parking areas associated with a farm or agricultural use;
6. Lighting for outdoor recreational uses such as ball diamonds, playing fields, tennis courts and similar uses, provided that:
  - a. Maximum illumination at the property line is not brighter than two footcandles; and
  - b. Exterior lighting is extinguished no later than 11:00 p.m. except to complete an activity that is in progress prior to 11:00 p.m.
7. Temporary lighting for circuses, fairs, carnivals, theatrical and other performance areas, provided such lighting is discontinued upon completion of the activity;
8. Temporary lighting of construction sites, provided such lighting is discontinued upon completion of the construction activity;
9. Temporary lighting for emergency situations, provided such lighting is discontinued upon abatement of the emergency situation;
10. Security lighting controlled and activated by motion sensor devices for a duration of 15 minutes or less;
11. Underwater lighting in swimming pools, fountains, and other water features;

12. Holiday or festive lighting-provided such lighting does not create unsafe glare on street rights-of-way;
13. Outdoor lighting fixtures that do not comply with provisions of this Section on [REDACTED] *[insert effective date of this Ordinance]*, provided they are brought into compliance with this Section when they become unrepairable.

### **27-5.603. Timing of Review<sup>163</sup>**

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. [REDACTED]), site plan (major or minor) (Sec. [REDACTED]) or building permit (Sec. [REDACTED]), as appropriate.

### **27-5.604. Lighting Plan<sup>164</sup>**

To ensure compliance with the standards of this Section, a lighting plan demonstrating how exterior lighting will comply with the standards of this Section shall be included as part of a development application for a site plan or building permit, as appropriate.

### **27-5.605. Prohibited Lighting**

The following exterior lighting is prohibited:

- A. Light fixtures that imitate an official highway or traffic control light or sign;

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<sup>163</sup> This Subsection sets out at what stage during the development review process, development applications will be reviewed for compliance with the exterior lighting standards.

<sup>164</sup> This Subsection requires that a lighting plan be included with a development application demonstrating how the proposed development complies with the exterior lighting standards.

- B. Light fixtures that have a flashing or intermittent pattern of illumination, except signage with an intermittent pattern of illumination allowed in accordance with Sec. 27-5.1300, Signage;
- C. Privately-owned light fixtures located in the public right-of-way;
- D. Searchlights, except when used by Federal, State or local authorities, or where they are used to illuminate alleys, parking garages and working (maintenance) areas, so long as they are shielded and aimed so that they do not result in lighting on any adjacent lot or public right-of-way exceeding two footcandles; and
- E. Light types of limited spectral emission, such as low pressure sodium or mercury vapor lights. Light sources shall be color-correct types such as Halogen, LED, or metal halide.

#### **27-5.606. Street Lighting<sup>165</sup>**

- A. All street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.
- B. The light fixture and light color of street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.

<sup>165</sup> This Subsection includes some basic rules governing street lighting.

#### **27-5.607. General Standards for Exterior Lighting<sup>166</sup>**

Development subject to this Section shall comply with the following standards:

##### **A. Hours of Illumination**

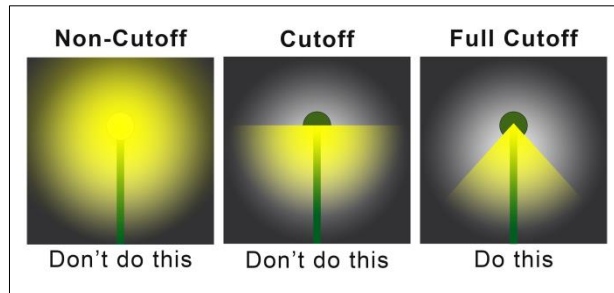
Public, civic, and institutional uses, commercial uses, mixed-uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting—except lighting necessary for recreation, security, or emergency purposes—by 11:00 P.M. or within one hour of closing, whichever occurs first. For the purposes of this paragraph, lighting “necessary for security or emergency purposes” shall be construed to mean the minimum amount of exterior lighting necessary to illuminate possible points of entry or exit into a structure, illumination of exterior walkways, or illumination of outdoor storage areas. Lighting activated by motion sensor devices is strongly encouraged.

##### **B. Shielding with Full Cut-off Fixtures**

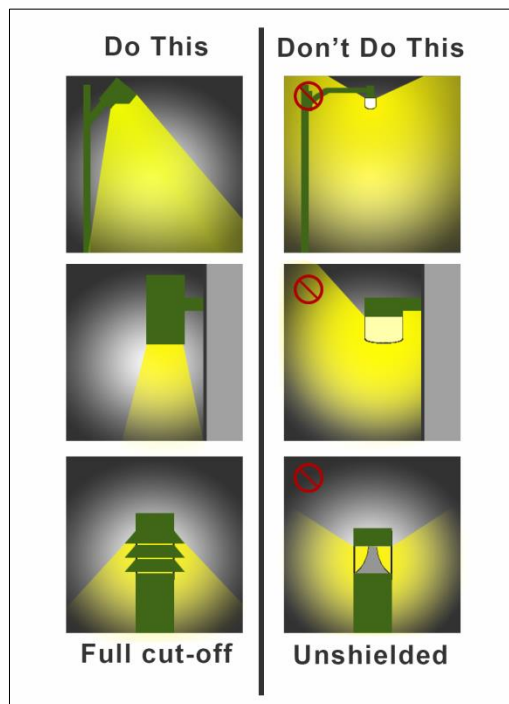
All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward, consistent with Figure 27-5.607.B.1: Full Cut-off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture (see Figure 27-5.607.B.2: Examples of Fully-Shielded Light Fixtures).

<sup>166</sup> This Subsection establishes the general exterior lighting standards.

**Figure 27-5.607.B.1: Full Cut-off Fixtures**



**Figure 27-5.607.B.2: Examples of Fully-Shielded Light Fixtures**



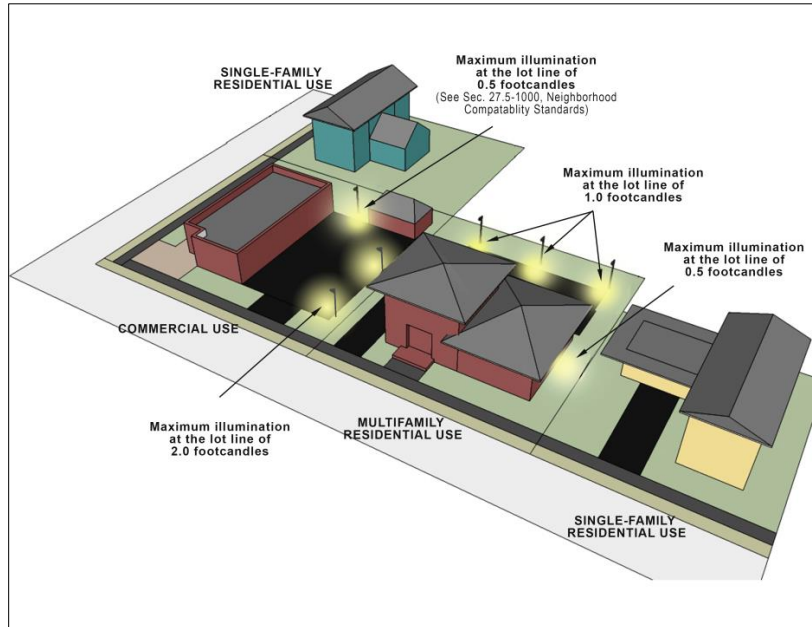
### C. Maximum Illumination Levels<sup>167</sup>

1. Except for street lighting (see Sec. 27-5.606), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in footcandles at ground level at a lot line shall not exceed the standards in Table 27-5.607.C.1: Maximum Illumination Levels. See Figure 27-5.607.C.2: Maximum Illumination Levels.

Table 27-5.607.C.1: Maximum Illumination Levels	
Type of Use Abutting a Lot Line <sup>1</sup>	Maximum Illumination Level at Lot Line (Foot-Candles)
Residential use or vacant land in the Rural and Agricultural base zones and the Residential zones (except multifamily, townhouse, and live/work uses, and all uses in the Group Living Use Category)	0.5
Multifamily, townhouse, and live/work uses, all uses in the Group Living Use Category, and all uses in the Public, Civic, and Institutional Use Category,	1.0
Commercial or mixed uses, or vacant land in the Transit-Oriented/Activity Center zones the MU-PD zone, and the NC, SC, and GCO base zones (including parking facilities)	2.0
Industrial uses and vacant land in the IE and HI base zones, and the IE- PD zone (including parking facilities)	3.0
Parking facilities (when a stand-alone uses)	2.5

<sup>167</sup> This proposed standard is intended to measure the amount of glare or light trespass onto adjacent lands from a particular use. A footcandle is a measurement of light that can be easily measured using a standard light meter. This approach and these maximum illumination standards are used in numerous communities due to the simplicity of the approach and the ease of measurement.

**Figure 27-5.607.C.2: Maximum Illumination Levels.**



2. All exterior light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers specifications for the fixture.<sup>168</sup>

#### **D. Maximum Height**

Except for athletic field lighting fixtures, which shall not exceed 95 feet in height, and street lighting (see Sec. 27-5.606), the height of exterior light fixtures, whether mounted on poles, walls, or by other means, shall comply with the standards in Table 27-5.607.D: Maximum Height for Exterior Lighting.

<sup>168</sup> Inefficient outdoor lighting consumes significant amounts of energy.

**Table 27-5.607.D: Maximum Height for Exterior Lighting**

Zone	Maximum Height
Rural and Agricultural base zones	16 feet
Residential zones	16 feet
Transit-Oriented/Activity Center zones and MU-PD zone	20 feet
Non-residential base zones and IE-PD zone	30 feet
Within 100 feet of a Residential zone	16 feet

### **27-5.608. Lighting Design Standards for Specific Uses and Site Features<sup>169</sup>**

In addition to complying with all applicable standards in Sec. 27-5.607, General Standards for Exterior Lighting, the specific uses and site features identified in this Subsection shall comply with the standards established for that type of use or site feature.

#### **A. Awnings**

Awnings used for building accents over doors and windows shall not be internally illuminated (i.e., from underneath or behind the awning) unless the awning material is entirely opaque.

#### **B. Canopies**

Areas under a canopy shall be designed so as not to create glare off-site. Acceptable methods to address this include one or both of the following:

1. A recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the

<sup>169</sup> This Subsection establishes special rules for certain types of uses and site features. They are provisions that have been added in modern development codes in communities across the nation.



canopy that provides a full cutoff or fully-shielded light distribution; or

2. A surface mounted fixture incorporating a flat glass that provides a full cutoff or fully-shielded light distribution.

### C. Sports and Performance Venues

Lighting fixtures for outdoor sports areas, athletic fields, and performance areas shall be equipped with a glare control package (e.g., louvers, shields, or similar devices) and aimed so that their beams are directed and fall within the primary playing or performance area.

### D. Wall Pack Lights

1. Wall packs on the exterior of the building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and be of low wattage (100 watts or lower).
2. Wall pack light sources visible from any location off the site are prohibited.

### E. Pedestrian Lighting

Pedestrian light fixtures shall comply with the following:

1. Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.
2. Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-5.608.E: Examples of Pedestrian Bollard Lamps).

**Figure 27-5.608.E: Examples of Pedestrian Bollard Lamps**



### F. Decorative Landscaping and Lighting

Outdoor light fixtures used for decorative effects shall comply with the following standards.

1. Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature.<sup>170</sup>
2. Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.<sup>171</sup>

<sup>170</sup> This is a new standard

<sup>171</sup> This is a new standard.



## **27-5.609. Measurement**

### **A. General**

Light level measurements shall be made at the lot line of the land upon which light to be measured is being generated. If measurement on private property is not possible or practical, light level measurements may be made at the boundary of the public street right-of-way that adjoins the land. Measurements shall be made at finished grade (ground level), with the light-registering portion of the meter held parallel to the ground pointing up. The meter shall have cosine and color correction and have an accuracy tolerance of no greater than plus or minus five percent.

### **B. Light Meter Calibrated within Two Years**

Measurements shall be taken with a light meter. The light meter shall have been calibrated within two years.

## **27-5.610. Exemptions for a Security Plan**

A. A landowner may submit a security plan to the Planning Director proposing exterior lighting that deviates from the standards in this Section. The Planning Director shall approve or approve with conditions the security plan and its proposed deviation from the standards, upon finding that the applicant demonstrates:

1. The proposed deviation from the standards is necessary for the adequate protection of the subject land, development, or the public;
2. The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of

theft or damage, or members of the public are at greater risk for harm than on surrounding land without the additional lighting; and

3. The proposed deviation from the standards is the minimum necessary, and will not have a significant adverse effect on neighboring lands.

B. If the Planning Director finds the applicant fails to demonstrate compliance with Secs. 27-5.610.A.1 through 27-5.610.A.3 above, the security plan shall be disapproved.

## **Sec. 27-5.700 Environmental Protection and Noise Controls<sup>172</sup>**

### **27-5.701. Purpose**

The purpose of this Section is to ensure that development complies with County environmental protection and noise control standards.

### **27-5.702. Woodland and Wildlife Habitat Conservation**

Where applicable,<sup>173</sup> development shall comply with the requirements for woodland conservation, tree preservation, and tree canopy coverage in accordance with Subtitle 25 of the Prince George's County Code.

<sup>172</sup> This new section incorporates by reference the County's environmental and noise control standards, as discussed in the ERR (Sec. 27-5.700, Environmental Protection and Noise Control).

<sup>173</sup> Subtitle 25 of the County Code exempts development in the Chesapeake Bay Critical Overlay Zone and development in specific zones that has an approved Conceptual Site Plan, in which case the Woodland Conservation/Afforestation Threshold and the tree canopy coverage requirements of the zone apply.

### 27-5.703. Floodplain Management

Where applicable, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4 (Floodplain Ordinance) of the Prince George's County Code.

### 27-5.704. Erosion and Sedimentation Control

Where applicable, development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2 (Grading, Drainage and Erosion and Sedimentation Control) of the Prince George's County Code.

### 27-5.705. Stormwater Management

Where applicable, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3 (Stormwater Management) of the Prince George's County Code.

### 27-5.706. Chesapeake Bay Critical Area

See Sec. 27-3.402, Chesapeake Bay Critical Area Overlay Zone.

### 27-5.707. Noise Control

- A. All development and use of land shall comply with Division 2 of Subtitle 19 of the Code of Ordinances. In addition, the noise level generated by any activities on the development site, at any point along a property line, shall not exceed the following:

Octave Band	Decibels
0— 75 CPS	55
75—1,200 CPS	40
1,200—4,800 CPS	25
Above 4,800 CPS	22

- B. Where applicable, development shall comply with the requirements for noise control in accordance with Sec. <>, Military Installation Overlay Zone, and Sec <>, Interim Land Use Controls.

## Sec. 27-5.800 Multifamily, Townhouse, and Three-Family Form and Design Standards<sup>174</sup>

### 27-5.801. Purpose and Intent<sup>175</sup>

The purpose and intent of these multifamily form and design standards are to:

- A. Establish a minimum level of development quality for multifamily, townhouse, and three-family residential development;
- B. Promote greater compatibility between multifamily, townhouse, and three-family residential development and other allowable uses; and
- C. Provide landowners, developers, architects, builders, business owners, and others with a clear and equitable set of parameters for developing land.

<sup>174</sup> As discussed in the ERR (V.I.2.c., Form and Design Standards for Other Areas of the County), this is a new section that establishes form and design standards that apply to multifamily, townhouse, and three-family development. Please note that not all of the standards apply to all three types of development. Some just apply to multifamily development (but not townhouse and three-family development); when this is the case, the standards clearly establish what type of development the standards apply to.

<sup>175</sup> This Subsection spells out the purpose and intent of the multifamily, townhouse, and three-family form and design standards.

## 27-5.802. Applicability<sup>176</sup>

### A. General

Unless exempted in accordance with Sec. 27-5.802.B below, the standards of this Section shall apply to:

1. All new multifamily, townhouse, and three-family development, unless expressly stated otherwise in the specific multifamily form and design standards (Sec. 27-5.804); and
2. Any expansion or alteration of a multifamily, townhouse, or three-family building (unless expressly stated otherwise in the specific multifamily form and design standards (Sec. 27-5.804)) existing prior to [redacted] *[insert the effective date of this Ordinance]*, if the expansion increases the building's gross floor area by 50 percent or more, or the alteration involves 50 percent or more of the building's gross floor area (including interior alterations).

### B. Exemptions<sup>177</sup>

The standards in this Section shall not apply to any dwellings located above a nonresidential use.

<sup>176</sup> This Subsection establishes the type of development to which the standards apply: multifamily development, townhouse development, and three-family development unless expressly stated to the contrary in the specific standards.

<sup>177</sup> This Subsection exempts any dwellings located above a nonresidential use (e.g., office or retail development).

## 27-5.803. Timing of Review<sup>178</sup>

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. [redacted]), site plan (major or minor) (Sec. [redacted]), subdivision (major or minor) (Sec. [redacted]), or building permit (Sec. [redacted]), as appropriate.

## 27-5.804. Multifamily, Townhouse, and Three-Family Form and Design Standards<sup>179</sup>

Development subject to this Section shall comply with the following standards.

### A. Site Access<sup>180</sup>

New multifamily, townhouse, or three-family development with 20 or more dwelling units shall have:

1. At least one secondary point of vehicular access to or from the site to ensure emergency vehicle access.

<sup>178</sup> This Subsection sets out at what stage during the development review process development applications will be reviewed for compliance with the multifamily, townhouse, and three-family form and design standards.

<sup>179</sup> This Subsection establishes the form and design standards for multifamily, townhouse, and three-family development. It includes basic standards that address: site access; parking location; building orientation and configuration; building size; building facades; architectural variability; roofs; fenestration/transparency; materials; garages; and outdoor activity areas. As noted in earlier footnotes, each of these individual standards do not apply to each type of development. When that is the case, the specific standards establish which type of development the standard applies.

<sup>180</sup> This standard is included to protect the character of single-family neighborhoods.

2. No primary vehicular access along a local street serving existing single-family detached dwellings—provided, however, that secondary vehicle access for emergency vehicles may be provided along such a local street if other points of access are not available.

## B. Location of Off-Street Parking

For all multifamily, townhouse, and three-family buildings:

1. No more than 50 percent of off-street surface parking may be located between a building and the street it faces unless the parking bays are screened from view from the street by another building. Interior structures within a multi-building development served by a central, private

driveway are exempted from this requirement. (see Figure 27-5.804.B: Multifamily, Townhouse, or Three-Family Parking Location).

2. Guest and overflow parking within a development subject to these standards shall be located to the side or rear of the building containing the units, to the maximum extent practicable.
3. Off-street surface parking located beside a building shall not occupy more than 35 percent of the parcel's street frontage. Associated driving areas shall be included as part of such off-street surface parking.

**Figure 27-5.804.B: Multifamily, Townhouse, or Three-Family Parking Location**



## C. Building Orientation and Configuration

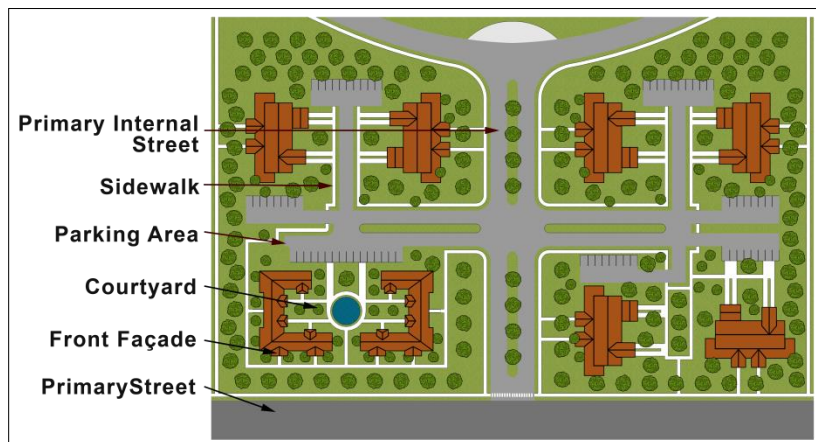
### 1. Single-Building Development

The primary entrance of a multifamily, townhouse, or three-family single-building development shall face the street.

### 2. Multi-Building Development

Multifamily, townhouse, and three-family developments with more than one building shall be configured so that primary building entrances are oriented towards external streets, internal streets, or open space areas (like courtyards). Buildings may be oriented towards off-street parking lots only in cases where no other practical alternative exists. (See Figure 27-5.804.C.2: Multi-Building Orientation)

**Figure 27-5.804.C.2: Multi-Building Orientation**



## D. Maximum Building Length

The maximum length of any multifamily, townhouse, or three-family building shall be 150 linear feet, regardless of the number of units.

## E. Building Façades

For all multifamily, townhouse, and three-family buildings, except as noted in Sec. 27-5.804.E.3 below:

1. Façades of all buildings subject to these standards that face a street shall incorporate wall offsets, in the form of projections or recesses in the façade plane, spaced no more than 50 feet apart (see Figure 27-804.E.1: Changes in Building Façade).

**Figure 27-804.E.1: Changes in Building Façade**



2. Wall offsets shall have a minimum depth of two foot.
3. In addition to wall offsets, front façades of multifamily buildings shall provide a minimum of three of the following design features for each residential unit fronting



onto a public street (see Figure 27-5.804.E.3: Examples of Front Façades):

- a. One or more dormer windows or cupolas;
- b. A recessed entrance;
- c. A covered porch;
- d. Pillars, posts, or columns adjacent to the doorway;
- e. One or more bay windows projecting at least twelve inches from the façade plane;
- f. Eaves projecting at least six inches from the façade plane;
- g. Raised corniced parapets over the entrance door;
- h. Multiple windows with a minimum four-inch-wide trim;
- i. Integrated planters that incorporate landscaped areas or places for sitting; or
- j. Roof form and line changes consistent with the façade offsets.

**Figure 27-804.E.3: Examples of Front Façades**



## **F. Roofs**

For all multifamily buildings:

1. Sloped roofs on buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.
2. Flat roofs shall be concealed by parapet walls that extend at least three feet above the roof level and have three-dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.
3. Alternative roof forms or pitches may be allowed for small roof sections over porches, entryways, or similar features.
4. All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured and screened (if necessary) to have a minimal visual impact as seen from the street.

## **G. Transparency/Fenestration**

At least 15 percent of the street-facing façade area of the ground-level floor of any multifamily, townhouse, or three-family building (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

## **H. Materials**

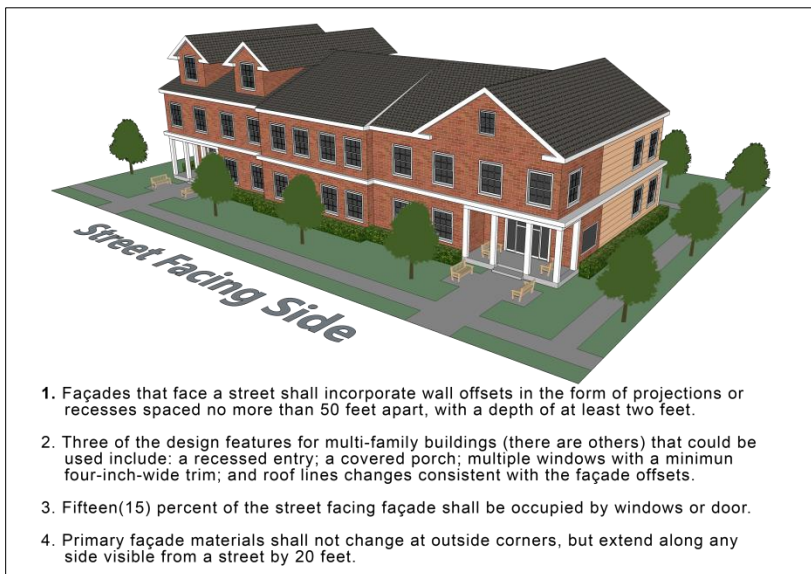
For all multifamily, townhouse, and three-family buildings:

1. Primary façade materials shall not change at outside corners, but extend along any side façade that is visible from a street. In all instances the extension shall be a

minimum of 20 feet, except materials may change where side or rear wings meet the main body of the structure.

- Materials changes shall occur along a horizontal line or where two forms meet. It is acceptable, however, that change of materials occur as accents around windows, doors, cornices, at corners, or as a repetitive pattern. See Figure 27-5.804.H: Example of Building Façade, Roof, Transparency/Fenestration, and Materials Requirements for Multifamily Building.

**Figure 27-5.804.H: Example of Building Façade, Roof, Transparency/Fenestration, and Materials Requirements for Multifamily Building**

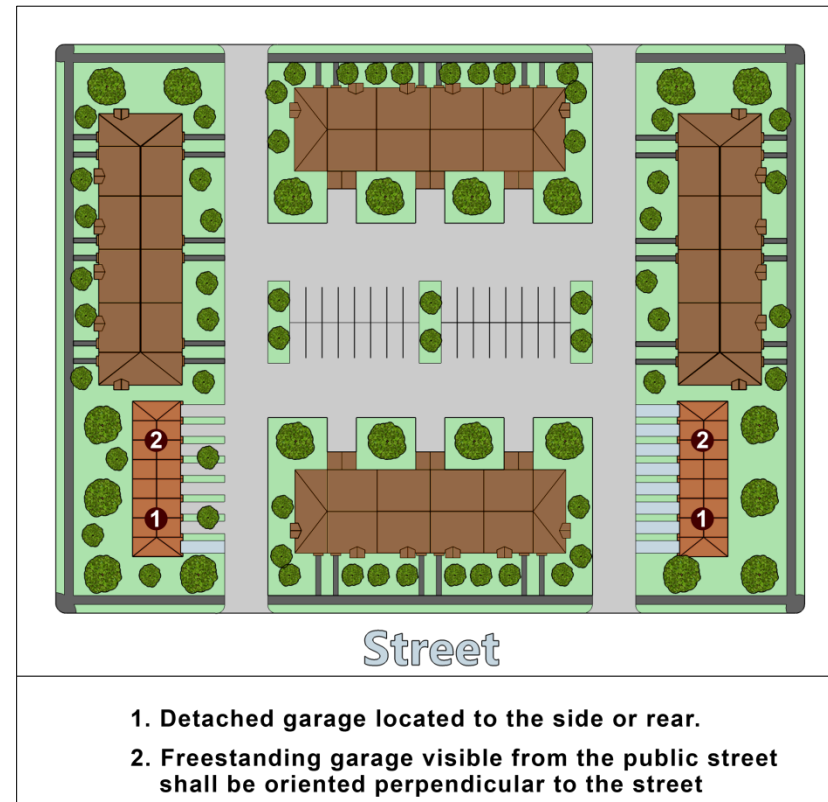


## I. Garage Standards

For all multifamily, townhouse, and three-family buildings:

- Detached garages or carports shall be located to the side or rear of the building(s) containing the dwellings. A parking structure is exempt from this requirement. (See Figure 27-5.804.I.1: Garage Placement.)

**Figure 27-5.804.I.1: Garage Placement**



- Freestanding garages or carports visible from public streets outside the development shall be oriented perpendicular to the street, or the façade facing the street shall be configured to comply with the required wall



offsets and façade design features in Sec. 27-5.804.E, Building Façades.

3. The exterior materials, design features, and roof form of a detached garage or carport shall be the same as the building it serves.

#### **J. Outdoor Activity Areas**

For all multifamily, townhouse, and three-family buildings:

1. Ground-level outdoor activity areas, porches, decks, vending areas, and other similar site attributes shall be screened from adjacent single-family dwellings with a perimeter buffer in accordance with Section <> in the Landscape Manual.
2. Upper-story balconies serving individual dwelling units or common areas that are located within 100 feet of a single-family dwelling shall be located and designed to prevent any view into the single-family dwelling's rear yard.

### **Sec. 27-5.900 Nonresidential and Mixed-Use Form and Design Standards<sup>181</sup>**

#### **27-5.901. Purpose and Intent<sup>182</sup>**

The purpose and intent of these nonresidential and mixed-use form and design standards are to ensure a minimum quality of form and design for commercial and mixed-use development outside the Transit-Oriented/Activity Center zones, in a way that results in greater predictability during the development review process. More specifically, the purposes of this Section are to:

- A. Encourage the establishment of a stronger sense of place with vibrant commercial and mixed-use development;
- B. Encourage a more pedestrian-friendly environment through attention to human-scale design and site features to limit large, bulky buildings with few architectural details;
- C. Foster greater compatibility between adjacent residential and nonresidential development;
- D. Limit the impacts of automobile-oriented development in commercial and mixed-use areas; and

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<sup>181</sup> As discussed in the ERR (V.I.2.c., Form and Design Standards for Other Areas of the County), this is a new section that establishes form and design standards that will apply to nonresidential and mixed use development outside the Transit-Oriented/Activity Center zones. Where there are distinctions in standards that need to be made between areas inside and outside the Capital Beltway, those distinctions are made in the regulations.

<sup>182</sup> This Subsection spells out the purpose and intent of the nonresidential and mixed-use form and design standards.

E. Improve the appearance of the County generally.

### 27-5.902. Applicability<sup>183</sup>

The standards in this Section shall apply to:

- A. All new commercial and mixed-use development; and
- B. Any expansion or alteration of a commercial or mixed-use building outside the Transit-Oriented/Activity Center zones that existed prior to [insert the effective date of this Ordinance] , if the expansion increases the building's gross floor area by 50 percent or more, or the alteration involves 50 percent or more of the building's gross floor area (including interior alterations).

### 27-5.903. Timing of Review

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. <>), subdivision (minor or major) (Sec. <>), site plan (major or minor) (Sec. <>), or building permit (Sec. <>), as appropriate.

<sup>183</sup> This Subsection spells out the type of development to which the nonresidential and mixed-use form and design standards apply: new commercial and mixed use development, and the expansion or alteration of an existing commercial or mixed-use buildings if the expansion increases the building's gross floor area by 50 percent or more or the alteration involves 50 percent or more of the development's gross floor area (including interior alterations).

## 27-5.904. Nonresidential and Mixed-Use Form and Design Standards<sup>184</sup>

Development subject to this Section shall comply with the following standards.

### A. Building Orientation

#### 1. Front Streets

The front façade of all buildings, as defined by the primary entrance, shall be oriented on and front onto a street, a courtyard, or plaza. See Figure 27-5.904.A: Example of Building Orientation.

Figure 27-5.904.A: Example of Building Orientation



<sup>184</sup> This Section establishes the nonresidential and mixed-use form and design standards. As noted earlier, where distinctions in standards need to be made between development inside versus outside the Capital Beltway, it is noted. The standards address: building orientation; single and multi-building development; outparcel development; building configuration; façade articulation and materials; fenestration/transparency; roof treatment; surface parking location; and loading and equipment areas.

## **2. Single-Building Development**

- a. To the maximum extent practicable, all single-building developments shall be configured with the long axis of the building parallel to the street it fronts, or be consistent with existing development patterns, rather than being sited at unconventional angles.
- b. New large single-use retail buildings shall comply with the standards in Sec. 27-5.905, Large Retail Establishment Form and Design Standards.

## **3. Multi-Building Development**

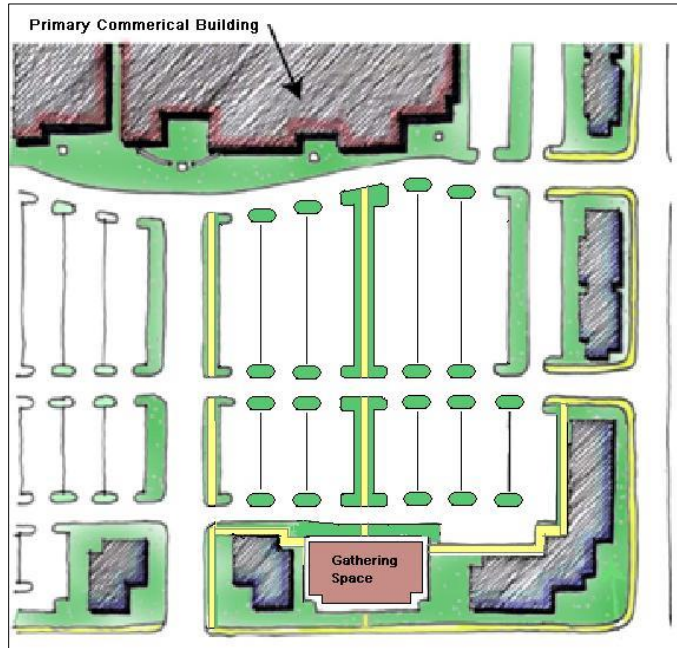
- a. The primary entrances of buildings shall be oriented towards a street along the perimeter of a development, towards streets or driveways interior to the development, or towards open space areas, courtyards, or plazas.
- b. Developments composed of multiple buildings totaling 120,000 or more square feet of floor area shall be configured to:
  - i. Break up the site into a series of smaller "blocks" defined by on-site streets, vehicle accessways, pedestrian walkways, or other circulation routes, as appropriate;
  - ii. Frame the corner of an adjacent street intersection or entry point to the development;
  - iii. Frame and enclose a "Main Street" pedestrian or vehicle access corridor within the development site, if appropriate; and

- iv. Frame and enclose outdoor dining or gathering spaces for pedestrians between buildings.

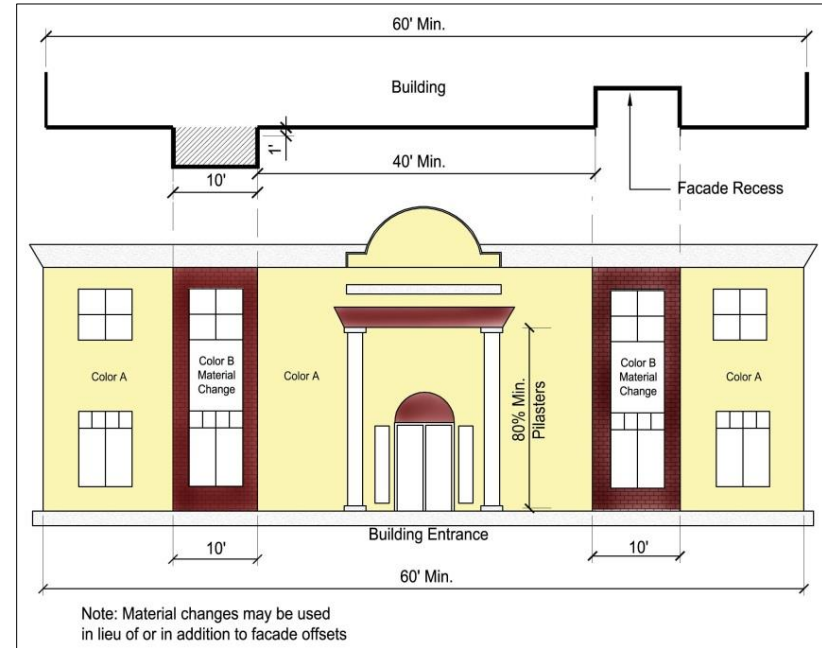
## **B. Outparcel Development**

1. To the maximum extent practicable, outparcels and their buildings shall be configured and located to define street edges, development entry points, and spaces for gathering or seating between buildings.
2. Spaces between buildings on outparcels shall be configured with small scale pedestrian amenities such as plazas, seating areas, pedestrian connections, and gathering spaces. (See Figure 27-5.904.B: Outparcel Development.)

**Figure 27-5.904.B: Outparcel Development**



**Figure 27-5.904.C.1: Example of Front Façade Offsets.**



## C. Façade Articulation

### 1. Offsets Required

Street-facing front building façades that are greater than 60 feet wide shall be articulated with wall offsets (e.g., projections or recesses in the façade plane) that are at least one foot deep, at least ten feet wide, and spaced no more than 50 feet apart (see Figure 27-5.904.C.1: Example of Front Façade Offsets).

### 2. Offset Alternatives

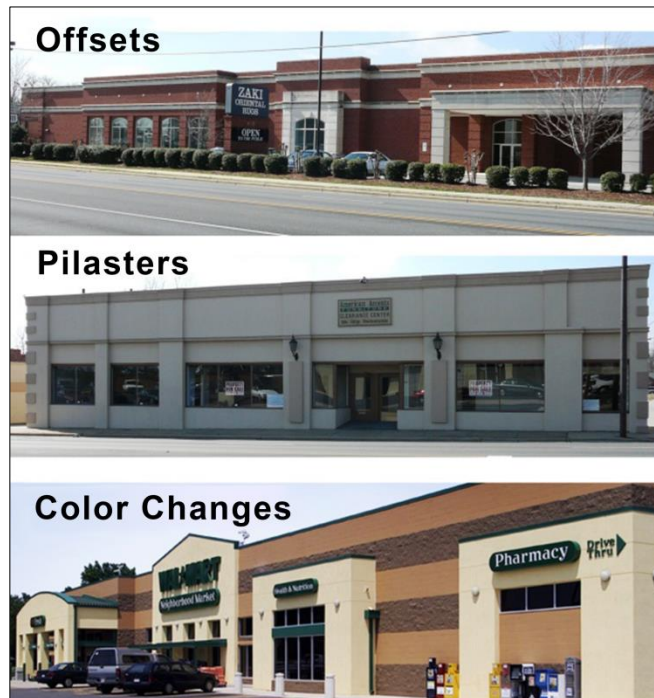
The following techniques may be used (alone or in combination with other techniques and/or wall offsets) as an alternative to the required front facade offsets (see Figure 27-5.904.C.2: Façade Massing):

- Changes in façade color or material that follow the same dimensional standards as the offset requirements;
- Columns or pilasters that are at least eight inches deep and at least eight inches wide, and have a

height equal to at least 80 percent of the façade's height; or

- c. Roofline changes that vertically align with a corresponding wall offset or change in façade color or material, including changes in roof planes and changes in the height of a parapet wall (such as extending the top of pilasters above the top of the parapet wall).

**Figure 27-5.904.C.2: Façade Massing**



### 3. Side Façades

The street-facing side façades of buildings shall be articulated with the same façade details as provided on the building's front façade, or be screened from off-site views through fences, walls, or landscaping (which shall be at least eight feet high).

### 4. Outbuildings

Outbuildings located in front of other buildings within the same development shall include a consistent level of façade articulation and architectural detail on all sides of the building, as well as exterior materials and colors that are compatible with the primary building in the development.

## D. Façade Materials

1. The use of aluminum siding, vinyl siding, corrugated metal siding, or other metal cladding is prohibited on any façade visible from a street right-of-way. Nothing shall limit the use of high-quality, decorative metal (e.g., brass, copper, steel) as a building accent material.
2. Primary façade materials shall not change at outside corners, but extend along any side façade visible from a street right-of-way. In all instances the extension shall be a minimum of 20 feet, except materials may change where side or rear wings meet the main body of the structure. Where two or more materials are proposed to be combined on a façade, the heavier and more massive elements shall be located below the lighter elements (i.e., brick shall be located below stucco or wood). The heavier material may be used as a detail on the corner of a building or along cornices or windows.

## **E. Fenestration/Transparency**

Unless more restrictive requirements are established elsewhere in this Ordinance, at least 25 percent of the street-facing façade area of the ground-level floor of buildings (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

## **F. Roofs**

1. Sloped roofs on principal buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.
2. Flat roofs on principal buildings shall be concealed by parapet walls that extend at least three feet above the roof level and have three-dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.
3. All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured, to the maximum extent practicable, to have a minimal visual impact as seen from the street.

## **G. Location of Off-Street Parking**

### **1. Inside the Capital Beltway**

Inside the Capital Beltway, and to the maximum extent practicable, development shall be configured to locate all required surface off-street parking to the side or rear of the front façade of the building. Buildings of two or more

stories may locate one bay of off-street parking between the primary building entrance and the street the building faces.

### **2. Outside the Capital Beltway**

Unless more restrictive requirements are established elsewhere in this Ordinance, development outside the Beltway is strongly encouraged to locate a minimum of 50 percent of the surface parking to the side or rear of the buildings.

## **H. Loading, Service, and Equipment Areas**

1. Loading, service, and equipment areas shall be located in a manner that minimizes their visibility from off-site areas, to the maximum extent practicable.
2. Outdoor storage areas shall be fully screened from adjacent streets and single-family detached dwellings.
3. Loading, service, and equipment areas that are associated with an outparcel building shall be screened through the use of structural elements and similar materials attached to and integrated with the building.



## 27-5.905. Large Retail Establishment Form and Design Standards<sup>185</sup>

### A. General

In addition to the general nonresidential and mixed-use form and design standards in Sec. 27-5.900, Nonresidential and Mixed-Use Form and Design Standards, single-tenant buildings that have a gross floor area of 75,000 square feet or more and devote 60 percent or more of the total floor area to retail sales activities (“large retail buildings”) shall also comply with the following standards. If there is a conflict between these standards and those in Sec. 27-5.900, Nonresidential and Mixed-Use Form and Design Standards, these standards control. (See Figure 27-5.905.A: Examples of Large Retail Establishments.)

Figure 27-5.905.A Examples of Large Retail Establishments



### B. Building Entrances

Buildings shall have clearly defined, highly visible customer entrances featuring no less than three of the following:

1. Canopies or porticos above the entrance;
2. Roof overhangs above the entrance;
3. Entry recesses or projections;
4. Arcades that are physically integrated with the entrance;
5. Raised corniced parapets above the entrance;
6. Gabled roof forms or arches above the entrance;
7. Outdoor patios or plazas adjacent to the entrance;
8. Display windows that are directly adjacent to the entrance;

<sup>185</sup> In addition to the nonresidential mixed-use form and design standards, additional new standards are also included for large retail establishments (single-tenant buildings that have a gross floor area of 75,000 square feet or more and devote 60 percent or more of the total floor area to retail sales activities) that address building entrances, facades and massing, and parking location.



9. Architectural details, such as tile work and moldings, that are integrated into the building structure and design and are above or directly adjacent to the entrance; or
10. Integral planters or wing walls that incorporate landscaped areas or seating areas.

### C. Façades and Massing

1. To reduce their perceived mass and scale, buildings shall incorporate two or more of the following design elements on each façade facing a street:
  - a. Variations in roof form and parapet heights;
  - b. Pronounced wall offsets that are at least two feet deep;
  - c. Distinct changes in texture and color of wall surfaces;
  - d. Ground level arcades and second floor galleries or balconies;
  - e. Protected and recessed entries; and
  - f. Vertical accents or focal points.
2. Side building walls that do not face a street and exceed 30 feet in length shall have façade-articulating elements such as columns and/or changes in plane, texture, or masonry pattern. (See Figure 27-5.905.C: Large Retail Building Entrances and Massing.)

**Figure 27-5.905.C: Large Retail Building Entrances and Massing**



### D. Fenestration/Transparency

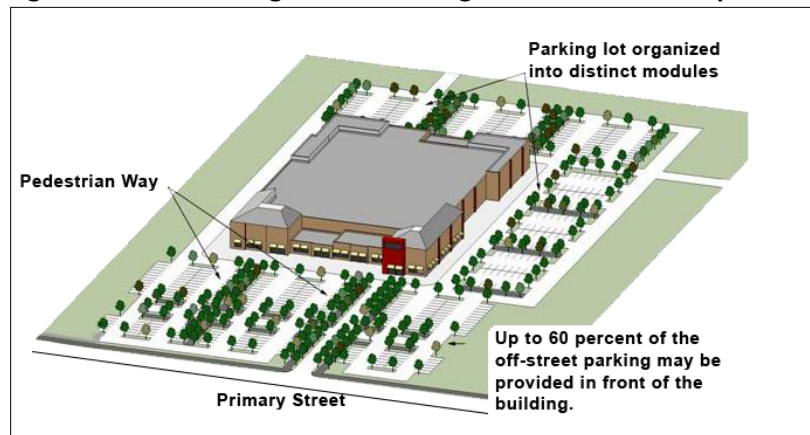
Unless more restrictive requirements are established elsewhere in this Ordinance, at least 20 percent of the street-facing façade area of the ground-level floor of buildings (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

### E. Off-Street Parking Location Standards

1. Unless more restrictive requirements are established elsewhere in this Ordinance, outside the Capital Beltway, up to 60 percent of the total off-street surface parking provided may be located between the front façade of the building and the street it faces.

2. Inside the Capital Beltway, all parking is strongly encouraged to be located to the side or rear of the building; however, up to 25 percent of the total off-street surface parking provided may be located between the front façade of the building and the street it faces.
3. Off-street surface parking lots with 300 or more spaces shall be organized into a series of parking bays surrounded by buildings, landscaping, or accessways designed to appear as streets. (See Figure 27-5.905.E: Large Retail Parking Lot with Over 300 Spaces.)

**Figure 27-5.905.E: Large Retail Parking Lot with Over 300 Spaces**



## Sec. 27-5.1000 Industrial Form and Design Standards<sup>186</sup>

### 27-5.1001. Purpose and Intent

The purpose and intent of these industrial form and design standards are to ensure a minimum quality of form and design for all types of industrial development outside the Transit-Oriented/Activity Center base zones, in a way that results in greater predictability during the development review process. More specifically, the purposes of this Section are to:

- A. Recognize that the form and design of industrial development is based on the function of the uses within the development;
- B. Minimize industrial development's potential negative impacts on adjacent land uses;
- C. Improve the appearance of industrial development; and
- D. Increase the predictability of outcomes for industrial development during the development review process.

### 27-5.1002. Applicability<sup>187</sup>

The standards in this Section shall apply to:

- A. All new industrial development outside the Transit-Oriented/Activity Center zones; and
- B. Any expansion or alteration of an industrial building that existed prior to [redacted] *[insert the effective date of this Ordinance]*, if the expansion increases the building's gross floor area by 50

<sup>186</sup> This is a new section that was not discussed in the ERR.

<sup>187</sup> This Subsection spells out the type of development to which the industrial form and design standards apply.

percent or more, or the alteration involves 50 percent or more of the building's gross floor area (including interior alterations).

### **27-5.1003. Timing of Review<sup>188</sup>**

Review for compliance with the standards of this Section shall occur during review of a development application for a planned development (Sec. <>), subdivision (major or minor) (Sec. <>), site plan (major or minor) (Sec. <>), or building permit (Sec. <>), as appropriate.

### **27-5.1004. Industrial Form and Design Standards<sup>189</sup>**

Development subject to this Section shall comply with the following standards.

#### **A. Building Orientation**

##### **1. Single-Building Development**

An industrial development composed of a single building shall orient the building façade containing its primary patron entrance to face the street from which the building derives its street address.

##### **2. Multi-Building Development**

A development composed of multiple buildings shall locate and configure the buildings to conceal operations

<sup>188</sup> This Subsection sets out at what stage during the development review process development applications will be reviewed for compliance with the industrial form and design standards.

<sup>189</sup> This Subsection establishes the basic industrial form and design standards. They address: where business activities are to be located; building orientation; façade articulation; façade materials; building entrances; the location of loading and service areas; and the location of surface parking.

and loading areas from off-site views, to the maximum extent practicable.

#### **3. Accessory Uses and Structures**

Accessory uses and structures shall not front a street and shall be located in a manner that minimizes their impacts on adjacent development.

#### **B. Façade Articulation**

Each street-facing building façade shall be horizontally and/or vertically articulated to avoid long, blank wall planes, by meeting at least two of the following standards:

##### **1. Wall Plane Horizontal Articulation**

Each façade greater than 100 feet in width shall be articulated with wall offsets (e.g., projections or recesses in the façade plane), changes in façade color or material, or similar features that visually interrupt the wall plane horizontally such that the width of uninterrupted façade does not exceed 60 feet (see Figure 27-5.1004.B: Example of Façade Articulation for Industrial Building).

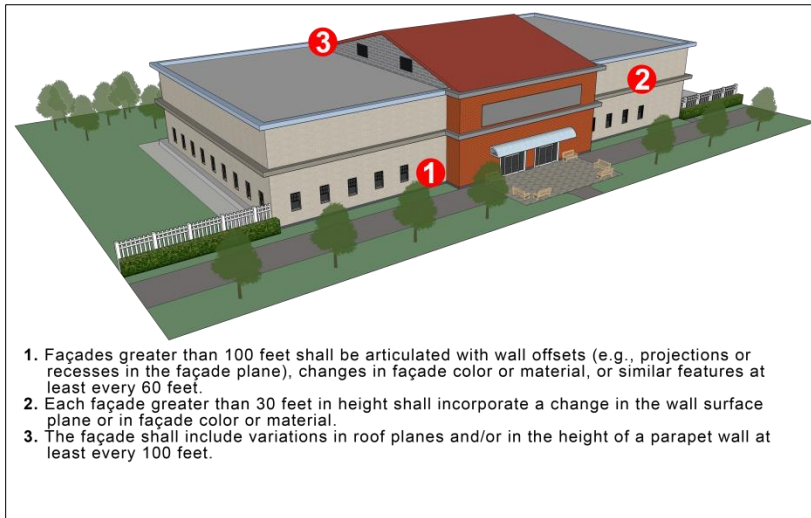
##### **2. Vertical Articulation**

Each façade greater than 30 feet in height shall incorporate a change in the wall surface plane or in façade color or material that visually interrupts the wall plane vertically such that the height of the uninterrupted façade does not exceed 30 feet.

##### **3. Roof Line Variation**

The façade shall include variations in roof planes and/or in the height of a parapet wall at least every 100 feet of roofline length along the façade.

**Figure 27-5.1004.B: Example of Façade Articulation for Industrial Building**



### C. Entrance

1. Each principal building shall have clearly defined, highly visible primary entrances for occupants and patrons that incorporate at least two of the following design features to emphasize the importance of the entrance:
  - a. Canopy or portico;
  - b. Roof overhang;
  - c. Horizontal recess or projection;
  - d. Arcade or arch;
  - e. Peaked roof form;
  - f. Outside patio;

- g. Display window;
    - h. Architectural tile work or moldings integrated into the design of the building façade;
    - i. Integrated planters or wing walls that incorporate landscaped area or seating areas; or
    - j. Similar architectural features not found on the remainder of the building façade.
2. Street-facing façades of the ground level floor shall not include overhead doors, sliding glass doors, removable panels, or similar type of doors.

### D. Building Façade Materials

The use of corrugated metal siding or any other similar metal siding, unfinished or untreated tilt-up concrete panels, or standard single- or double-tee concrete systems as a primary exterior façade material shall be limited to those portions of rear and side building façades that are not visible from the public right-of-way or an adjacent residential, public, civic, or institutional, or commercial use.

### E. Location of Loading and Service Areas

Loading and service areas shall be separated from patron parking, pedestrian areas, and main drive aisles, and shall be located a minimum of 200 feet from any abutting single-family detached dwellings, two-family dwellings, or vacant lands in a residential single-family zone (the RE, RR, SFR-4.6, and SFR-6.7 zones).

## F. Off-Street Parking Location

No more than 60 percent of the off-street parking spaces may be located in surface parking lots between the front building façade and the street it faces.

## Sec. 27-5.1100 Neighborhood Compatibility Standards<sup>190</sup>

### 27-5.1101. Purpose and Intent<sup>191</sup>

The purpose of these neighborhood compatibility standards is to provide a proper transition and ensure compatibility between single-family detached dwellings, two-family dwellings, or vacant lands in the single-family residential zones, and other more intense forms of development. More specifically, it is the intent of these standards to:

<sup>190</sup> As discussed in the ERR (IV.A, Protect the Character of Stable Neighborhoods from Incompatible Development), this is a new section that establishes neighborhood compatibility standards that would have to be met by new multifamily, townhouse, live/work, nonresidential, and mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached or two-family dwellings, or vacant lands in the RE, RR, SFR-4.6, and SFR-6.7 zones. As discussed in the ERR, the purpose of these standards is to establish minimum standards to protect the character of the County's single-family neighborhoods. The types of standards included in the section to accomplish this goal establishes special rules on certain types of development located on lands adjacent to single-family detached dwellings, two-family dwellings, and vacant lands in the residential zones that address: building height; setbacks; building orientation; building design (including roof treatment); building materials; parking location; loading areas; buffers; the location of open space set-asides; exterior lighting; signage; the location of outdoor dining and drive-throughs; and related issues.

<sup>191</sup> This Subsection sets out the purpose and intent of the neighborhood compatibility standards.

- A. Provide effective transitions between single-family detached dwellings, two-family dwellings, or vacant lands in the single-family residential zones, and more intense uses;
- B. Protect the character of existing neighborhoods consisting of primarily single-family detached dwellings, two-family dwellings, or vacant lands in the single-family residential zones from potentially-adverse impacts resulting from more intense and incompatible adjacent forms of development;
- C. Limit the excessive consumption of available land though the utilization of large vegetated buffers in favor of development form and design treatments; and
- D. Establish and maintain vibrant pedestrian-oriented areas where differing uses can operate in close proximity to one another.

### 27-5.1102. Applicability<sup>192</sup>

#### A. General

- 1. Unless exempted as provided in Sec. 27-5.1102.B below, these standards apply to:
  - a. Any new multifamily, nonresidential, and mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant

<sup>192</sup> This Subsection establishes what type of development the neighborhood compatibility standards apply: new multifamily, townhouse, live/work, nonresidential, and mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached or two-family dwellings, or vacant lands in the RE, RR, SFR-4.6, and SFR-6.7 zones (single-family residential zones). The standards also apply to certain types of redevelopment, which is set out in the provisions.

## B. Exemptions<sup>193</sup>

1. Multifamily, nonresidential, and mixed-use development located on lots separated from single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone by a built and existing street with four or more lanes; and
2. Uses in the Communication Uses, Community Service Uses, and Educational Uses Categories.

Review for compliance with these standards shall occur during review of a planned development (Sec. **<>**), subdivision (major or minor) (see Sec. **<>**), site plan (major or minor) (see Sec. **<>**), special exception (see Sec. **<>**), or building permit (see Sec. **<>**), as appropriate.

In the case of conflict between these neighborhood compatibility standards and other standards in this Ordinance, these neighborhood compatibility standards shall control.

<sup>194</sup> This Subsection states when proposed development applications will be reviewed for compliance with the neighborhood compatibility standards.

<sup>195</sup> This Subsection clearly states that if there is a conflict between the neighborhood compatibility standards and other standards in the Ordinance, the neighborhood compatibility standards control.



## 27-5.1103. Neighborhood Compatibility Standards<sup>196</sup>

Development subject to this Section shall comply with the following standards:

### A. Building Height and Setbacks

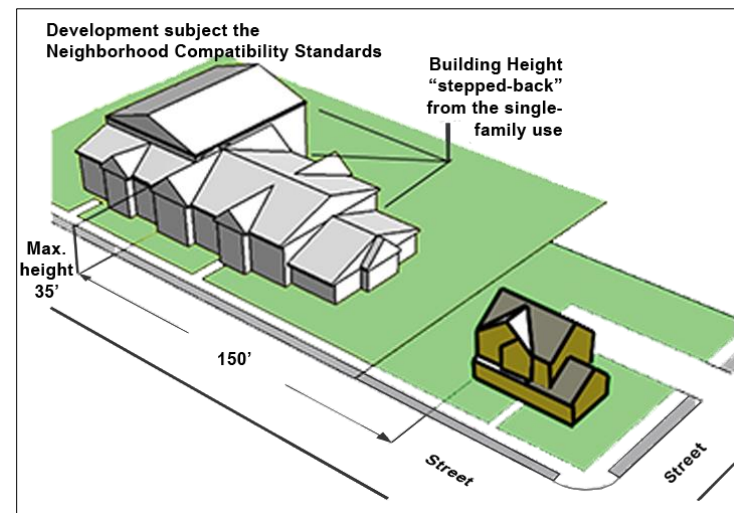
1. Setbacks of buildings shall be consistent with other buildings on the block face and across the street to maintain a consistent plane or edge of buildings along public frontages. Setbacks of buildings shall vary no more than 10 percent from the setbacks of adjacent buildings.
2. Building height shall not exceed the maximum height established in Table 27-5.1103.A.2: Maximum Height in Transitional Areas.

Table 27-5.1103.A.2: Maximum Height in Transitional Areas	
Distance from Single-Family Dwelling, Two-Family Dwelling, or Vacant Land in a Single-Family Zone [1]	Maximum Height
Less than 150 feet	Lesser of: 3 stories or 35 feet
150 to 200 feet	Lesser of: 4 stories or 45 feet
NOTES: [1] All required minimum zone setbacks shall apply.	

<sup>196</sup> The neighborhood compatibility standards are established in this Subsection. They include special rules in areas adjacent to single-family dwellings, two-family dwellings, and vacant lands in the RE, RR, SFR-4.6, and SFR-6.7 zones (single-family residential zones) that address: building height; setbacks; building orientation; building design (including roof treatment); building materials; parking location; loading areas; buffers; the location of open space set-asides; exterior lighting; signage; the location of outdoor dining and drive-throughs. All development subject to the requirements of this Section will have to comply with these standards.

3. Buildings over three stories in height shall be broken up into modules or wings with the smaller and shorter portions of the structure located adjacent to single-family dwellings, two-family dwellings, or vacant lands in a single-family residential zone (see Figure 27-5.1103.A.3: Building Height Modulation).

Figure 27-5.1103.A.3: Building Height Modulation



### B. Building Orientation

Except for mews or when open space is located in front of the building, buildings shall be oriented towards the street from which they derive their street address.

### C. Building Design

1. Buildings shall (see Figure 27-5.1103.C: Compatible Building Design):

- a. Use a similar roof type to adjacent single-family detached dwellings or two-family dwellings in terms of slope and arrangement to prevent abrupt changes in roof form;
  - b. Use a pitched roof if located within 100 feet of vacant lands in a single-family residential zone;
  - c. Configure all roof-mounted equipment to avoid or minimize its view from adjacent single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone;
  - d. Use exterior colors that are similar to those found on adjacent single-family detached dwellings or two-family dwellings;
  - e. Use similarly sized and patterned architectural features such as windows, doors, awnings, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations found on adjacent single-family detached and two-family dwellings; and
  - f. Orient porches, balconies, and outdoor activity areas away from adjacent single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone.
2. Retail commercial building façades over 90 feet in length that face single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone shall be designed to appear as a series of discrete storefronts, with no single storefront occupying more than 50 percent of the total façade width of the building.

**Figure 27-5.1103.C: Compatible Building Design**



## D. Building Materials

### 1. Transparency

Building façades facing single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone, shall comply with the standards in Table 27-5.1103.D.1, Transparency Standards:

Table 27-5.1103.D.1: Transparency Standards	
Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) [1],[2],[3]
1 <sup>st</sup> Floor [2]	35 [3]

Table 27-5.1103.D.1: Transparency Standards	
Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) [1],[2],[3]
2 <sup>nd</sup> Floor	20
3 <sup>rd</sup> or Higher Floor	20
NOTES: [1] The façade area shall be measured from the grade to the underside of the eaves, or from story line to story line on upper building stories. [2] Façades abutting sidewalks, plazas, gathering areas, or other pedestrian areas shall incorporate transparent glazing. [3] The first two feet of façade area closest to the grade are not required to be glazed and shall be excluded from the façade area calculation.	

## **2. Exterior Materials**

Façades facing single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone shall comply with the following exterior materials standards:

- a. Materials and material configurations shall be similar to those commonly used on adjacent single-family detached dwellings and two-family dwellings.
- b. Plywood, standard (versus decorative) concrete block, and corrugated metal are prohibited as exterior materials.
- c. Vinyl siding shall not exceed 25 percent of a building façade.

## **E. Multi-Building Placement**

For multi-building development that includes varying use and/or development intensities in different buildings, the development shall locate buildings with the least intense use and/or development nearest to the abutting single-family detached dwellings, two family dwellings, or vacant lands in a single-family residential zone, to the maximum extent practicable.

## **F. Off-Street Parking**

1. For development that is within 200 feet of single-family detached dwellings, two-family dwellings, or vacant land within a single-family residential zone, the total amount of off-street parking shall not exceed 1.1 times the required minimum specified in Table 27-5.206.A: Minimum Number of Off-Street Parking Spaces, and may be reduced through

an alternative parking plan (see Sec. 27-5.208, Off-Street Parking Alternatives) that demonstrates such reduction will not have an adverse impact on the adjacent single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone.

2. When required, off-street parking shall be established in one or more of the following locations, listed in order of priority:
  - a. Adjacent to off-street parking lots serving nonresidential development on abutting lots;
  - b. Adjacent to lot lines abutting nonresidential development;
  - c. Adjacent to lot lines abutting mixed-use development;
  - d. Behind the building;
  - e. Within a lot's corner side yard;
  - f. In front of the building; or
  - g. As a last resort, adjacent to lot lines abutting single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone.
3. Off-street surface parking areas shall be located at least 12 feet from a lot containing an existing single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone.
4. Off-street surface parking areas located adjacent to single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone shall be screened

by a perimeter buffer in accordance with Sec. <>, in the Landscape Manual.

5. The façade of any parking structure facing adjacent single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone, shall be landscaped to soften its visual impact.

## **G. Other Site Features**

### **1. Loading, Service, and Refuse Collection Areas**

Loading, service, and refuse collection areas shall be:

- a. Located behind or to the sides of buildings away from adjacent single-family detached dwellings, two family dwellings, or vacant lands in a single-family zone, and screened with walls and/or landscaping, and provided with access that is integrated with parking areas and the vehicular circulation network;
- b. Screened from view of single-family detached dwellings, two family dwellings, and vacant lands in a single-family residential zone, using materials that are the same as, or of equal quality to, the materials used for the principal building; or
- c. Incorporated into the overall design of the site so that the visual impacts of these functions are fully contained within an enclosure, or are otherwise out of view from adjacent single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone.

### **2. Drive-Through Service Facilities**

- a. In no instance shall a drive-through or pick-up window be located on a building façade that faces a single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone.
- b. Order boxes associated with a drive-through or pick-up window shall be at least 200 feet from a lot containing a single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone.

### **3. Exterior Lighting**

Exterior lighting shall have a maximum height of 14 feet and illumination that does not exceed 0.5 foot candles at the lot line if located within 100 feet of a lot containing a single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone. Exterior lighting shall have a maximum height of 18 feet if between 100 and 150 feet of such lot or lands (and illumination that does not exceed 0.5 foot candles at the lot line).

#### **4. Signage Standards**

- a.** To the maximum extent practicable, signage shall be located a minimum of 50 feet from lot lines shared with a single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone.
- b.** Signage within 50 feet of a lot line shared with a single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone, shall be limited to directional signage.
- c.** Within 100 feet of lot lines shared with a single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone, the maximum sign area for signs shall be reduced by 25 percent.
- d.** Canopy sign area shall not exceed 25 square feet if the canopy sign is either across the street from or within 200 feet of a development with single-family dwellings or two-family dwellings, or vacant lands in a single-family residential zone.<sup>197</sup>

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<sup>197</sup> This provision builds on provisions in Sec. 27-613(c)(3) of the current Zoning Ordinance. Those provisions are modified for consistency with the neighborhood compatibility standards in this Section.

- e.** Projecting signs are prohibited if the sign is located across the street from or within 200 feet of a development with single-family detached dwellings or two-family dwellings, or vacant lands in a single-family residential zone.<sup>198</sup>

#### **5. Open Space Set-Asides**

- a.** Required open space set-asides shall be located between a proposed development and an adjacent single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone, to the maximum extent practicable.
- b.** Outdoor recreation features such as swimming pools, tennis courts, playgrounds, and similar features shall be at least 50 feet from any lot line shared with a single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone.

#### **6. Natural Features**

Natural features such as existing vegetation, natural differences in topography, streams, wetlands, and other such features shall be used as transitions where possible.

#### **7. Utilities**

All on-site utilities serving individual buildings or developments shall be located underground.

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<sup>198</sup> This provision builds on Sec. 27-613(d)(1) of the current Zoning Ordinance, with modifications for consistency with the neighborhood compatibility standards in this Section.



## H. Operational Standards

Development within 200 feet of any single-family detached dwelling, two-family dwelling, or vacant lands in a single-family residential zone shall:

1. Prohibit outdoor dining or other outdoor activities;
2. Limit trash collection or other service functions to only between the hours of 7:00 a.m. and 7:00 p.m.; and
3. Extinguish amplified music, singing, or other forms of noise audible at shared lot lines after 10:00 p.m. Sunday through Thursday nights, and after 12:00 a.m. Friday and Saturday nights.

## Sec. 27-5.1200 Agricultural Compatibility Standards<sup>199</sup>

### 27-5.1201. Purpose and Intent<sup>200</sup>

The purpose and intent of these agricultural compatibility standards is to promote development that is compatible with existing agricultural uses and activities in the County. More specifically, these standards are intended to:

<sup>199</sup> As discussed in the ERR (IV.B.3, Add Farmland Compatibility Standards), this is a new section that adds transitional standards to ensure that nonresidential and residential development proposed adjacent to agricultural uses and activities is designed to be more compatible with these agricultural uses and activities. Basically what this Section does is establish a minimum set of standards that apply in all instances where this occurs. It requires the location of buffers, fencing, and other techniques to ensure a better transition between these uses, and better protection of the agricultural uses and activities from encroachment.

<sup>200</sup> This Subsection establishes the purpose and intent of the agricultural compatibility standards.

- A. Ensure new non-agricultural development does not negatively impact the continuation of existing adjacent agricultural uses and activities in the Rural and Agricultural base zones (the AL- and AR- zones);
- B. Maintain and promote rural character in the Rural and Agricultural base zones;
- C. Allow families conducting agricultural uses and activities to capture the monetary value of their land through limited development while continuing agricultural uses and activities; and
- D. Ensure greater compatibility between existing agricultural uses and activities and new non-agricultural development.

### 27-5.1202. Applicability<sup>201</sup>

#### A. General

Except where exempted by subsection Sec. 27-5.1202.B below, the standards in this Section shall apply to all new residential and nonresidential uses (including public, civic, institutional, commercial, or industrial uses) that are proposed to be located adjacent to an on-going agricultural use or activity in the AL and AR base zones.

#### B. Exemptions<sup>202</sup>

The standards in this Section shall not apply to residential portions of a conservation subdivision adjacent to an

<sup>201</sup> This Subsection establishes the type of development the standards apply to: all residential and nonresidential uses, unless exempted.

<sup>202</sup> This Subsection establishes what type of development is exempt: residential portions of a conservation subdivision adjacent to an agricultural use or activity taking place within the conservation subdivision's open space set-aside.

agricultural use or activity taking place within the conservation subdivision's open space set-aside.

### **27-5.1203. Timing of Review<sup>203</sup>**

Review for compliance with these standards shall take place during review of a planned development (Sec. <>), subdivision (minor or major) (Sec. <>), site plan (major or minor) (see Sec. <>), or building permit (Sec. <>), as appropriate.

### **27-5.1204. Agricultural Compatibility Standards<sup>204</sup>**

Development subject to this Section shall comply with the following standards.

#### **A. Agricultural Buffer**

##### **1. Buffer Required**

Development shall provide and maintain a vegetative buffer and fencing (or walls) along all property lines abutting land that accommodates an agricultural use or activity in accordance with the standards of this Subsection, for as long as the agricultural use or activity continues (see Figure 27-5.1204: Agricultural Buffer

Features and Opens Space Set-Asides and Lot Configurations).

##### **2. Buffer Width**

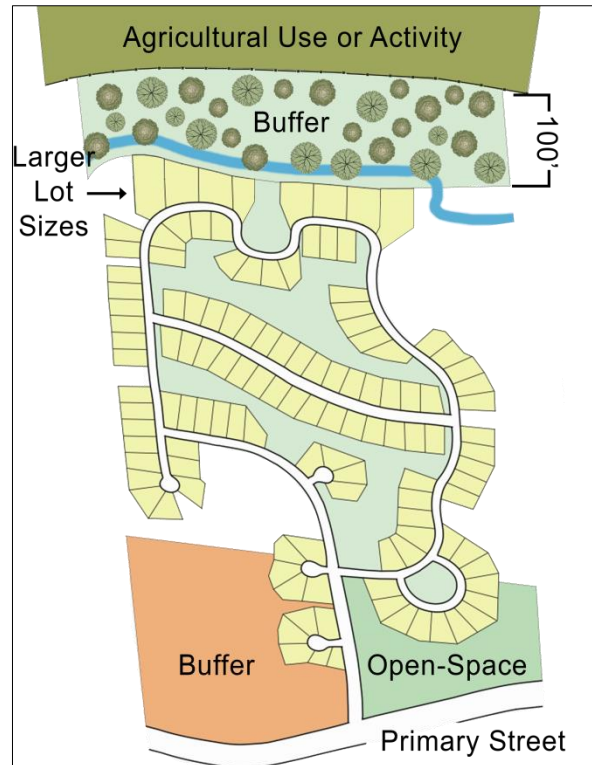
- a. The agricultural buffer shall be at least 100 feet wide.
- b. The Planning Director may allow the buffer width to be reduced by up to 20 percent upon determining that the reduced buffer width is justified by the type or intensity of the adjacent agricultural use or activity, an intervening topographic change, an intervening riparian buffer, or the existence or provision of vegetation in addition to that required in Sec. 27-5.1204.A.3 below.

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<sup>203</sup> This Subsection sets down at what stage of the development review process compliance with the agricultural compatibility standards will be reviewed.

<sup>204</sup> This Subsection establishes the agricultural compatibility standards. It requires a 100-foot buffer between the residential or nonresidential use and the agricultural use or activity; sets down the materials that should be included in the buffer; requires a fence; identifies the type of development allowed in the buffer, as well as other rules that apply to the buffer; establishes rules for the location of open space set-asides; requires a feathering of lot sizes in relation to the agricultural use or activity (so that small residential lots in particular will not be located proximate to the agricultural use or activity); and protects access of the agricultural use or activity to adjacent streets.

**Figure 27-5.1204: Agricultural Buffer Features and Open Space Set-Asides and Lot Configurations**



### 3. Buffer Materials

- a. Agricultural buffers shall consist of a mix of trees, shrubs, berms, and natural features sufficient to reduce noise, spray drift, dust, diffuse light, and act as a physical separation between non-agricultural and agricultural uses and activities. All buffers shall incorporate a vegetative screening component to reduce conflict potential between

residential/nonresidential and agricultural uses and activities.

- b. A buffer shall incorporate a wall or fence to provide additional screening and/or limit access between the development and the abutting agricultural uses or activities.
- c. Where the agricultural buffer is directly adjacent to a residential dwelling or residential lot, the length of the buffer running parallel to the dwelling along the property line shall be landscaped as follows, in addition to the buffer and fence:
  - i. The buffer shall be planted with a minimum of two off-set rows of trees that provides an average spacing between the canopies of trees of ten feet or less, at maturity.
  - ii. Each tree shall be a minimum height of eight feet and minimum caliper of two inches when planted.
  - iii. Each tree shall be a native species that can be expected to attain a minimum height of 35 feet and have a crown width of 25 feet or greater, at maturity.

### 4. Development Allowed in Buffer

Development allowed within a buffer is limited to:

- a. Landscaping with native plants, trees, or hedgerows;
- b. Crossings by roadways, driveways, railroad tracks, and utility lines (and associated maintenance

corridors), where the crossing is aligned to minimize any reduction of the buffer's effectiveness;

- c. Trails that involve minimal removal or disturbance of buffer vegetation;
- d. Stormwater management facilities, to the extent they are determined to be necessary by the Director of the Department of Permitting, Inspections, and Enforcement ;
- e. Vegetation management, including the planting of vegetation or pruning of vegetation, removal of individual trees that pose a danger to human life or nearby buildings, removal of individual trees to preserve other vegetation from extensive pest infestation, removal of understory nuisance or invasive vegetation, or removal or disturbance of vegetation as part of emergency fire control measures; and
- f. Any other development determined by the Planning Director to be consistent with the use of the property as an agricultural buffer.

## 5. Maintenance

- a. Landowner(s) are responsible for all aspects of continuous maintenance of buffer areas.
- b. Landowner(s) shall be responsible for maintaining landscape plants in a healthy and attractive condition. Dead or dying plants shall be replaced with materials of equal size and similar variety within six months, weather permitting.

- c. If the development consists of multiple parcels that may be held under separate ownership, a homeowners association, property owners association, or similar entity shall be required to maintain buffers to control litter, fire hazards, pests, and other maintenance problems.
- d. Buffer maintenance requirements shall be stipulated through inclusion in covenants, conditions, and restrictions, as appropriate.

## B. Location and Configuration of Open Space Set-Asides

In cases where new development subject to these standards includes open space set-asides, they shall be located, to the maximum extent practicable, between the abutting existing agricultural uses or activities and the buildings in the new development, and be configured to accommodate the agricultural buffer required in Sec. 27-5.1204 above (see Figure 27-5.1204: Agricultural Buffer Features and Open Space Set-Asides and Lot Configurations).

## C. Lot Size Configuration

Except for lots in a conservation subdivision or lots platted prior to [insert effective date of this Ordinance], lots bordering the vegetated buffer shall maintain a minimum lot area twice the minimum lot area otherwise required by the base zone where the development is located (see Figure 27-5.1204: Agricultural Buffer Features and Open Space Set-Asides and Lot Configurations).

**D. Preservation of Direct Access for Agricultural Uses and Activities**

Development subject to these standards shall be configured to ensure agricultural uses and activities retain direct access to adjacent streets.

**E. Notification on Planned Development, Site Plan, or Subdivision**

Planned developments, site plans (minor or major), and subdivisions (minor or major) subject to these standards shall bear a notation on each individual development approval indicating the development is adjacent to an existing agricultural use or activity that is anticipated to generate noise, light, dust, odor, or vibration as part of its normal operations.

## Sec. 27-5.1300 Signage

### 27-5.1301. Purpose<sup>205</sup>

The purpose of this Section is to regulate and control signs to:

- A.** Encourage the use of signage as a means of visual communication;
- B.** Safeguard vehicular, bicycle, and pedestrian traffic within streets by minimizing visual distractions to motorists and preventing obstruction of or interferences with traffic signs and signals;
- C.** Preserve land values and promote quality design in signage and prevent unsightly signage and visual clutter;

<sup>205</sup> This Subsection on purpose builds on Sec. 27-589 – Purposes, of the current Zoning Ordinance.

- D.** Eliminate structurally unsafe signs that endanger a building, structure, or the public;
- E.** Regulate the location and size of signs to provide for adequate identification and advertisement in a manner that is compatible with the quality and character of development in the County;
- F.** Minimize possible adverse impacts of signage on adjacent public and private lands; and
- G.** Prevent the proliferation of signs that could detract from the scenic qualities of the landscape or the attractiveness of development.

### 27-5.1302. Applicability

#### A. General

- 1.** Unless exempted in accordance with Sec. 27-5.1302.B below or in Sec. 27-5.1303, Signs Not Requiring a Sign Permit, no sign shall be erected, installed, constructed, altered, or moved except in accordance with the requirements of this Section and approval of a Sign Permit (Sec. <>) or a Temporary Sign Permit (Sec. <>), as appropriate.<sup>206</sup>

<sup>206</sup> Even though it is not addressed in Module 2, it is important noting that the ERR recommends that the procedures for review of signs be streamlined in the rewritten Zoning Ordinance in several ways. These issues will be addressed during Module 3. Under the rewritten Zoning Ordinance, all signs would be required to receive approval of a Sign Permit or Temporary Sign Permit, as appropriate, which would be decided administratively. Additionally, modifications of the sign standards (adjustments) by up to 10 or 15 percent would be reviewed and decided administratively (with an appeal available). Finally, site plans (conceptual and detailed) are proposed to be consolidated, and a two tier procedure established where minor site plans would be decided administratively and major site plans

2. Any sign authorized by this Section may contain noncommercial copy, whether or not it is related to the subject property, or commercial copy as long as the sign complies with the requirements of this Section. The placement of noncommercial copy on an authorized sign does not make the sign an outdoor advertising sign.<sup>207</sup>

## **B. Exemptions**

The following signs are exempted from the standards of this Section:

1. County, municipal, State, and Federal traffic or directional signs;<sup>208</sup>
2. The display of street addresses;<sup>209</sup>
3. Signs forming an integral part of a gasoline pump;<sup>210</sup>
4. Service appliance, or vending machine signs (such signs shall not project beyond the casing or structural housing of the pump, appliance, or machine);<sup>211</sup>
5. Signs located within a building, enclosed shopping center, industrial center, or residential or group living

development, and not readily visible from outside these developments;<sup>212</sup>

6. Historical markers, monuments, or signs erected by a public authority;<sup>213</sup>
7. Official notices or advertisements posted or displayed by or under the direction of any court official in the performance of that court official's duties;<sup>214</sup>
8. Signs denoting the location of underground utilities;<sup>215</sup>
9. Signs approved by the District Council for posting in association with other County, municipal, State, or Federal authorities for crime prevention and public safety and health;<sup>216</sup>
10. Temporary signs advertising County sponsored events;<sup>217</sup>
11. Warning signs affixed to tree protection fencing;<sup>218</sup> and
12. Flags or emblems of any political unit, government, civic, educational, or religious organization.<sup>219</sup>

## **27-5.1303. Signs Not Requiring a Sign Permit**

The following signs are subject to the standards of this Section, but are exempt from the requirement of acquiring a Sign Permit:

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would be decided by the Planning Board (meaning the review of signs during site plan would be reviewed administratively for projects subject to minor site plan). Even though it is not discussed in the ERR, we also suggest the County also consider not requiring the review of signs by a review board during the review of a site plan, but just allow signs to be reviewed through the Sign Permit procedure.

<sup>207</sup> This Subsection carries forward Sec. 27-590(c) of the current Zoning Ordinance.

<sup>208</sup> This is a new exemption.

<sup>209</sup> This is carried forward from Sec. 27-590 (d) of the current Zoning Ordinance.

<sup>210</sup> This is carried forward from Sec. 27-590 (d) of the current Zoning Ordinance.

<sup>211</sup> This is carried forward from Sec. 27-590 (d) of the current Zoning Ordinance.

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<sup>212</sup> This is carried forward from Sec. 27-590 (d) of the current Zoning Ordinance.

<sup>213</sup> This is a new exemption.

<sup>214</sup> This is a new exemption.

<sup>215</sup> This is a new exemption.

<sup>216</sup> This is a new exemption.

<sup>217</sup> This is a new exemption.

<sup>218</sup> This is a new exemption.

<sup>219</sup> This is a new exemption.



- A.** Signs of a noncommercial nature which are erected by, or ordered to be erected by, a County public official in the performance of official duty, or by a County governmental agency, such as: safety signs; traffic control signs; signs of historical interest; and names or locations of cities, towns, and villages;<sup>220</sup>
- B.** Temporary real estate directional signs not located in the right-of-way, provided the sign area does not exceed three square feet, the sign height does not exceed three feet above finished grade at the base of the sign, the sign is erected on private property behind the street line (as authorized by the owner or tenant), no more than four such signs are erected for each property advertised, and the sign(s) are removed within six months of being erected;<sup>221</sup>
- C.** Temporary real estate directional signs located within public street rights-of-way under the County's jurisdiction,<sup>222</sup> if:
  - 1.** The sign is erected within 25 feet of the corner of a street intersection;
  - 2.** The sign area does not exceed one and one-half square feet;
  - 3.** The sign height does not exceed three feet above finished grade;
  - 4.** No more than four such signs are erected for each property advertised;
- 5.** No more than one such sign facing each direction of traffic is located at any one intersection;
- 6.** The sign is only erected between the hours of noon Saturday and noon of the following Monday; and
- 7.** With the condition if a police officer finds that the sign is a hazard to traffic, the officer may remove the sign.
- D.** Temporary real estate signs and construction identification signs, provided the sign area does not exceed six square feet in area, the sign is placed on the property being advertised, and no more than one such sign is allowed for each street frontage of the property;<sup>223</sup>
- E.** Temporary signs pertaining to events sponsored by a place of worship, library, school, college or university, hospital, fire station, community center, child or adult day care center, fraternal or civic organization, or other similar group, provided the sign area does not exceed four square feet in area, the sign is located only on private property, and the sign is posted no more than five days prior to the event and removed within two days after the event;<sup>224</sup>
- F.** The changing of bills of acts and features on frames at a theater (on marquee signs, for example) for which a sign permit has been issued, and changing the copy of any changeable copy sign;<sup>225</sup>
- G.** Signs painted on windows to identify the occupants of buildings in the Nonresidential and Transit-Oriented/Activity Center zones, provided not more than 25 percent of the gross

<sup>220</sup> This is a new exemption.

<sup>221</sup> This Subsection carries forward Sec. 27-631(a) in the current Zoning Ordinance.

<sup>222</sup> This Subsection carries forward provisions in Sec. 27-631(b) in the current Zoning Ordinance.

<sup>223</sup> This Subsection carries forward Sec. 27-632 of the current Zoning Ordinance.

<sup>224</sup> This Subsection carries forward Sec. 27-633 of the current Zoning Ordinance.

<sup>225</sup> This is a new provision.

window glass area on any one side of a building is covered by the painted surface (the area restrictions in Table 27-5.1306: Standards for Specific Sign Types, do not apply);<sup>226</sup>

- H.** Temporary signs located in or on the interior side of windows which indicate the products or services offered in the building in the Commercial zones and the Transit-Oriented/Activity Center zones, provided such signs are not flashing, blinking, scrolling, waving, fluttering, or floating signs (the area restrictions in Table 27-5.1306: Standards for Specific Sign Types, do not apply);<sup>227</sup>
- I.** Sandwich board or easel signs in the Commercial zones and the Transit-Oriented/Activity Center zones, provided:
1. Only one such sign shall be permitted for each building or for each tenant in a multi-tenant building;
  2. The sign area shall not exceed eight square feet in area;
  3. The sign height shall not exceed five feet;
  4. The sign shall not be permanently affixed to the ground;
  5. The sign shall be placed on the ground adjacent to the main entrance to the business it serves;
  6. The sign shall be located where it does not interfere with the flow of pedestrian traffic along a sidewalk or pedestrian pathway; and
  7. The sign shall be displayed only during business hours;

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<sup>226</sup> This Subsection carries forward Sec. 27-634(a) of the current Zoning Ordinance, and includes development in the new Transit-Oriented/Activity Center zones.

<sup>227</sup> This Subsection builds on Sec. 27-634(b) in the current Zoning Ordinance and includes additional standards prohibiting flashing, blinking, scrolling, waving, fluttering, or floating signs.

- J.** Traffic signs internal to a development indicating directions, entrances, exits, or menu boards, provided any such sign does not exceed 12 square feet in area;<sup>228</sup>

- K.** Temporary string lighting and displays as part of customary holiday decorations and civic events, provided that:<sup>229</sup>

1. The string lighting and displays are not placed in any right-of-way unless they are at least 15 feet above the street level and authorized by the government agency or private entity responsible for maintaining the street;
2. The string lighting and displays are removed once the applicable customary holiday or civic event period ends;
3. Temporary string lighting is only affixed to buildings and landscaping, and does not strobe, flash, or blink at less than 30 second intervals; and
4. The string lighting and displays are not displayed for a period of more than 45 days per customary holiday or civic event;

- L.** Municipal club-sponsored signs, schedules of events, rules and regulations, and school and parking signs;<sup>230</sup>

- M.** Signs at each pump island at a gas station or any other business selling gasoline that displays each brand name and emblem of the gasoline sold, the grade of gasoline, and any other related signage, provided the aggregate signage area per pump island shall not exceed six square feet;<sup>231</sup>

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<sup>228</sup> This is a new provision.

<sup>229</sup> This is a new provision.

<sup>230</sup> This is a new provision.

<sup>231</sup> This is a new provision.

- N. Signage directly affixed to the interior or exterior face of windows, other than flashing, blinking, scrolling, waving, fluttering, or floating signs, provided that the total area of all such signage shall not cover more than 20 percent of the window's total area;<sup>232</sup> and
- O. Signs for political campaigns, provided that such signs shall be located at least ten feet behind the street line and at least 50 feet from the nearest corner of any street intersection, shall be erected no more than 45 days prior to the election, and shall be removed within ten days after the general election, or within ten days after the primary election if the candidate is not successful.<sup>233</sup>

### 27-5.1304. Prohibited Signs

The following signs are prohibited in any zone:

- A. Signs located in any manner or place so as to constitute a hazard to traffic;<sup>234</sup>
- B. Signs which obstruct the view of traffic control devices;<sup>235</sup>
- C. Any moving signs or devices that attract attention, all or any part of which moves by any means, including floating, fluttering, flashing, flashing with intermittent lights, rotating, or otherwise moving devices, set in motion by movement of the atmosphere or by mechanical, electrical, or any other means including, but not limited to, pennants, flags, propellers,

<sup>232</sup> This is a new provision.

<sup>233</sup> This provision exempts signs for political campaigns from the requirement to obtain a permit, if they meet specific standards, which are carried forward from Sec. 27-628 of the current Zoning Ordinance (only for political campaign signs). Such temporary signs currently require a permit under Sec. 27-628.

<sup>234</sup> This is a new provision.

<sup>235</sup> This is a new provision.

balloons, or discs, whether or not any device has a written message;<sup>236</sup>

- D. Signs emitting sound and/or smoke to attract attention;<sup>237</sup>
- E. Signs which are not clean, legible, or in a state of good repair;<sup>238</sup>
- F. Signs or sign structures that are no longer in use, effaced, or otherwise obsolete;<sup>239</sup>
- G. Signs which are illegal under State or Federal laws or regulations;<sup>240</sup>
- H. Any permanent illuminated tubing or strings of lights outlining property lines, open sales areas, rooflines, doors, windows, edges of any building, and fencing;<sup>241</sup>
- I. Signs that obstruct or substantially interfere with any door, fire escape, stairway, ladder, or opening intended to provide light, air, ingress, or egress for any building;<sup>242</sup>
- J. Signs that are copies or imitations of an official sign or purports to have official status;<sup>243</sup>
- K. Signs advertising a business no longer on the premises, or advertising products no longer stocked or sold on the premises;

<sup>236</sup> This prohibition builds on the current prohibition on ... Pennants, pinwheels, and similar circus- or carnival-type attractors which are visible from a street or from residential development." (Sec. 27-593(a)(3) of the current Zoning Ordinance).

<sup>237</sup> This is a new provision.

<sup>238</sup> This is a new provision.

<sup>239</sup> This is a new provision.

<sup>240</sup> This is a new provision.

<sup>241</sup> This is a new provision.

<sup>242</sup> This is a new provision.

<sup>243</sup> This is a new provision.

such signs shall be removed within 30 days of the date the business or sale of the products ceases;<sup>244</sup>

- L.** Except in accordance with 27-5.1303.I above, portable signs, including any sign painted on or displayed on vehicles or trailers placed or parked in such a manner as to be used primarily for the purpose of advertising a business, but not including signs painted or displayed on vehicles and used solely to identify the owner, business, agency, or activity for which the vehicle is regularly used for transportation, service, or delivery purposes;<sup>245</sup>
- M.** Signs projecting from a structure housing a gasoline pump, service appliance, or vending machine;<sup>246</sup>
- N.** Outdoor advertising signs (billboards);<sup>247</sup>
- O.** Signs that revolve; and<sup>248</sup>
- P.** Signs having a revolving device that causes intermittent flashes of light to be projected.<sup>249</sup>

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<sup>244</sup> This carries forward Sec. 27-593(a)(2) of the current Zoning Ordinance.

<sup>245</sup> This is a new provision.

<sup>246</sup> This is a new provision.

<sup>247</sup> This carries forward the prohibition of outdoor advertising signs from Sec. 27-593 of the current Zoning Ordinance.

<sup>248</sup> This is a new provision.

<sup>249</sup> This is a new provision.

## **27-5.1305. General Standards**

### **A. Illumination<sup>250</sup>**

#### **1. Static Illumination**

Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.

#### **2. Animated Illumination**

- a.** Animated sign illumination is prohibited, except in accordance with Sec. 27-5.1305.A.2.b below.
- b.** Signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information are permitted in all districts except the Rural and Agricultural and Residential base and PD zones. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.

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<sup>250</sup> This Subsection builds on the illumination standards in Sec. 27-592 of the current Zoning Ordinance. It clarifies that animated illumination is prohibited except for electronic indication of time, temperature, stock market, and similar information.

## **B. Digital Display<sup>251</sup>**

Digital displays shall comply with the standards in this Subsection.

### **1. Location and Sign Type**

- a. In the Rural and Agricultural and Residential base zones and the Residential planned development zones, digital displays shall be permitted only on freestanding signs for Community Service and Educational uses.
- b. In the Transit-Oriented/Activity Center zones, digital displays shall be permitted only on building wall or roof signs.
- c. In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.

### **2. Standards**

- a. Automatic changes in display are permitted for digital displays, provided such changes shall be:
  - i. Spaced at least eight seconds apart;
  - ii. Accomplished in 0.25 seconds or less; and
  - iii. Accomplished without the use of animation, movement, or scrolling.

<sup>251</sup> This new section establishes standards for digital displays. It specifies in what zones and on what sign types digital displays may be located. It also establishes standards for maximum brightness and automatic changes of the display, and it requires that digital displays be equipped to maintain a static display within the allowed brightness level if a malfunction occurs.

- b. The luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.
- c. Digital displays shall be designed and equipped to maintain a static display with no more than the maximum allowable illumination if a malfunction occurs.

## **C. Signs Within Proposed Right-of-Way<sup>252</sup>**

- 1. Signs may be temporarily located within a proposed street right-of-way or widening shown on the General Plan or other County plan, in the current Capital Improvement Program or Maryland State Five Year Highway Construction Program, or on a record plat, provided that:
  - a. The land area involved has not been, and is not in the process of being, acquired for street purposes;
  - b. The sign is located at least 19 feet behind the existing street right-of-way line; and
  - c. A written agreement between the landowner and the Department of Permitting, Inspections, and Enforcement assures that the sign will be removed, at the landowner's expense, at the time of acquisition of that area for street purposes.
- 2. When a sign is not allowed based on the building setback requirement for freestanding signs in Table 27-5.1306:

<sup>252</sup> This Subsection carries forward provisions in Sec. 27-614(a) and Sec. 27-604 of the current Zoning Ordinance.

Standards for Specific Sign Types, the District Council may authorize the issuance of a sign permit for any sign on land located within the right-of-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General Plan or other County plan. The requirements for this authorization are the same as those for authorizing the issuance of a building permit for

a structure on land located within a proposed right-of-way (see Sec. 27-259, Permits within proposed rights-of-way).

## 27-5.1306. Standards for Specific Sign Types

Unless exempted in accordance with Sec. 27-5.1302.B, Exemptions, all signs except special purpose signs (see Sec. 27-5.1307, Standards for Special Purpose Signs) and temporary signs (see Sec. 27-5.1308, Standards for Temporary Signs) shall comply with the standards in Table 27-5.1306: Standards for Specific Sign Types, based on the zone in which the sign is located.

Table 27-5.1306: Standards for Specific Sign Types					
Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
<b>Building Wall or Roof Sign</b>					
<b>Location</b>	N/A for any residential use. <sup>253</sup> For all other uses, allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall. <sup>254</sup>	Allowed only on front wall of building in a signage band at least 10 and not more than 14 ft. above the ground <sup>255</sup>	Allowed only on front wall of building and not less than 10 ft. above the ground <sup>256</sup>	N/A for any residential use. For all other uses, allowed on any wall if set back at least 10 feet from the adjoining ROW. No more than 50 percent of the sign area can be on a side wall. <sup>257</sup>	Allowed only on front wall of building and not less than 10 ft. above the ground <sup>258</sup>

<sup>253</sup> See Sec. 27-5.1307.A, Identification Sign, and Sec. 27-5.1307.E, Institutional Sign, below.

<sup>254</sup> This standard simplifies the standard in Sec. 27-615 of the current Zoning Ordinance by applying the current standard in Sec. 27-613(a) for all Commercial and Industrial zones except I-3 and U-L-I. Sec. 27-615 currently requires applicants and staff to identify the least intensive Commercial zone in which the nonresidential use is allowed and apply the sign standards that apply in that zone. If the use is not allowed in any Commercial zone, the standards for the C-O Zone apply. A review of non-commercial uses allowed in the current Residential zones, Commercial zones, and C-O Zone suggests that simply applying the standards that generally apply in Commercial and Residential zones generally produces the same result.

<sup>255</sup> This standard carries forward the standard for the U-L-I Zone in Sec. 27-474.01(g) of the current Zoning Ordinance and applies it more broadly to the IE zone, which consolidates the I-1, I-3, I-4, and U-L-I zones.

<sup>256</sup> This is a new standard.

<sup>257</sup> This standard carries forward the standard for all Commercial and Industrial zones except I-3 and U-L-I in Sec. 27-613(a) of the current Zoning Ordinance.



Table 27-5.1306: Standards for Specific Sign Types					
Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
<b>Height (maximum)</b>	N/A for any residential use. For all other uses, 12 ft. above roofline or parapet wall, whichever is higher <sup>259</sup>	Lowest point of roof of building <sup>260</sup>	Lowest point of roof of building <sup>261</sup>	N/A for any residential use. For all other uses, 12 ft. above roofline or parapet wall, whichever is higher <sup>262</sup>	Lowest point of roof of building <sup>263</sup>
<b>Height (maximum) of Sign (from base to top)</b>	N/A	18 inches <sup>264</sup>	N/A	N/A	N/A
<b>Area (maximum) [1], [2]</b>	N/A for any residential use. For all other uses, one sq. ft. for each two linear ft. along front of building <sup>265</sup>	1.50 sq. ft. for each linear ft. of building facing street, to a max. of 80 square feet <sup>266</sup>	One sq. ft. for each two linear ft. along front of building <sup>267</sup>	N/A for residential uses.  <b>One story or single-use building:</b> Two sq. ft. per linear ft. along front of building. <sup>268</sup>  <b>Two or three story building:</b> Three sq. ft. per linear ft. along	One sq. ft. for each two linear ft. along front of building. <sup>272</sup>

<sup>258</sup> This is a new standard.

<sup>259</sup> This standard simplifies the standard in Sec. 27-615 of the current Zoning Ordinance by applying the standard for all Commercial and Industrial zones except I-3 and U-L-I in Sec. 27-613(b)(1) of the current Zoning Ordinance.

<sup>260</sup> This standard carries forward the standard for the I-3 Zone in Sec. 27-613(b)(2) of the current Zoning Ordinance and the standard for the U-L-I Zone in Sec. 27-474.-1(g)(1)(A).

<sup>261</sup> This standard carries forward the standard for the I-3 Zone and the standard for the U-L-I Zone in Sec. 27-613(b)(2) and Sec. 27-474.01(g)(1)(A) of the current Zoning Ordinance.

<sup>262</sup> This standard carries forward the standard for all Commercial and Industrial zones except I-3 and U-L-I in Sec. 27-613(b)(1) of the current Zoning Ordinance.

<sup>263</sup> This standard carries forward the standard for the I-3 Zone and the standard for the U-L-I Zone in Sec. 27-613(b)(2) and Sec. 27-474.-1(g)(1)(A) of the current Zoning Ordinance.

<sup>264</sup> This standard carries forward the standard for the U-L-I Zone in Sec. 27-474-1(g)(1)(B) of the current Zoning Ordinance.

<sup>265</sup> This is a new standard.

<sup>266</sup> The Sec. 27-613(c)(4) standard in the current Zoning Ordinance for the I-3 Zone is one sq. ft. for each linear ft. of building width facing the street. The Sec. 27-474.01(g) standard for U-L-I Zone is one and one-half (1.5) sq. ft. for each linear ft. of width along the front of the building, with a maximum of 80 sq. ft.

<sup>267</sup> This is a new standard.

<sup>268</sup> This standard consolidates standards for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(A) and Sec. 27-613(c)(3)(C) of the current Zoning Ordinance. Sec. 27-613(c)(3)(C), which pertains to buildings within an integrated shopping or industrial center or office building complex, does not include the provision that each building shall be allowed a sign having an area of at least 60 square feet; this distinction is not carried forward in the interest of consolidating the standards. Also, for buildings that are within integrated shopping centers and are shared by more than one use, Sec. 27-613(c)(3)(C) limits allowed sign area to the same as if only one business was using the width, even if the building is more than one story. This distinction is eliminated.

Table 27-5.1306: Standards for Specific Sign Types					
Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
				front of building. <sup>269</sup>  <b>Four story or higher building:</b> Three sq. ft. (plus one sq. ft. for each additional three building stories, or fraction thereof, above the bottom three stories) per linear ft. along front of building. <sup>270</sup>  <b>For all development:</b> At least 60 sq. ft. of sign area is allowed in all circumstances. Total building wall or roof sign area shall not exceed 400 sq. ft. <sup>271</sup>	
Maximum Wall Coverage	25 percent of street-facing building <sup>273</sup>				
Other Standards	a. Signs shall not extend more than 12 inches from a building wall and shall be placed flat against the wall so that any sign message reads parallel with the wall. <sup>274</sup>				
Canopy Sign <sup>275</sup>					
Location	N/A for residential use, except multifamily. <sup>276</sup> For all other uses, a canopy sign shall be located a minimum of 10 ft. behind the street line, and shall not be located on top of the canopy. <sup>277</sup>				

<sup>272</sup> This is a new standard.

<sup>269</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(A) of the current Zoning Ordinance.

<sup>270</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(A) of the current Zoning Ordinance.

<sup>271</sup> This carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(A) and Sec. 27-613(c)(3)(A) of the current Zoning Ordinance.

<sup>273</sup> This is a new standard.

<sup>274</sup> This is a new standard.

<sup>275</sup> The canopy sign standards simplify the standard in Sec. 27-615 of the current Zoning Ordinance by applying the canopy sign standards that apply generally to the Commercial and Industrial zones to the Residential and Rural Agricultural zones.

<sup>276</sup> Canopy signs are not allowed for multifamily uses under the current Zoning Ordinance.

Table 27-5.1306: Standards for Specific Sign Types					
Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
Height	Not allowed on the top of a canopy <sup>278</sup>				
Area (maximum) [1],[2]					
	Canopy located over 10 and less than 30 ft. from street line				
	All buildings	One sq. ft. of sign area per linear ft. of canopy in front of each individual place of business for shopping center, office building, or industrial center; otherwise, one sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. Sign area shall not exceed 200 sq. ft. <sup>279</sup>			
	Canopy located at least 30 ft. behind street line				
	In one story or single use building or within integrated shopping or industrial center or office complex <sup>280</sup>	Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Sign area shall not exceed 400 sq. ft. <sup>281</sup>			N/A
	In one-story building housing at least two uses	Two sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Sign area shall not exceed 400 sq. ft. <sup>282</sup>			N/A
	In two-or three story building housing two different uses	Three sq. ft. of sign area per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq. ft. of sign area is allowed under any circumstances. Sign area shall not exceed 400 sq. ft. <sup>283</sup>			N/A
	In four story or taller building housing two	Three sq. ft. of sign area, plus one additional sq. ft. of sign area for each additional three stories, or fraction thereof, above the bottom three stories --- per linear ft. of canopy or front of building to which canopy is attached, whichever is greater. At least 60 sq.			N/A

<sup>277</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(a)(1) of the current Zoning Ordinance.

<sup>278</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(a)(1) of the current Zoning Ordinance.

<sup>279</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(F) of the current Zoning Ordinance. Sec. 27-613(c)(3)(F) states: "In the case of a shopping center, office building complex, or industrial center, the canopy width, measured along the front edge of the canopy in front of each individual place of business, shall be used."

<sup>280</sup> This provision consolidates standards in Sec. 27-613(c)(3)(B) and Sec. 27-613(c)(3)(C) of the current Zoning Ordinance for a single use building, whether or not it is located within an integrated shopping or industrial center or office building complex.

<sup>281</sup> This standard consolidates standards in Sec. 27-613(c)(3)(A) and Sec. 27-613(c)(3)(C) of the current Zoning Ordinance for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone, made applicable to canopy signs by Sec. 27-613(c)(3)(E). Sec. 27-613(c)(3)(C), which pertains to buildings within an integrated shopping or industrial center or office building complex, does not include the provision that each building shall be allowed a sign having an area of at least 60 square feet; this distinction is not carried forward in the interest of consolidating the standards.

<sup>282</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(E) of the current Zoning Ordinance.

<sup>283</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(E) of the current Zoning Ordinance.

Table 27-5.1306: Standards for Specific Sign Types						
Sign Attribute			Zones			
			Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones
		different uses	ft. of sign area is allowed under any circumstances. Sign area shall not exceed 400 sq. ft. <sup>284</sup>			
Projecting Sign <sup>285</sup> [2]						
Location						
		No building setback	May extend over public property, not closer than 10 ft. to curb line <sup>286</sup>			N/A
		All other instances	At least two ft. behind vertical plane of street curb line and at least 10 ft. from the vertical plane of the street line <sup>287</sup>			N/A
		Number (maximum)	One per building <sup>288</sup>			N/A
		Projection (maximum)	42 inches from vertical plane of wall to which attached <sup>289</sup>			N/A
		Clearance (minimum)	Minimum clearance of 10 ft. above the finished grade of a sidewalk and 18 ft. above driveways or alleys <sup>290</sup>			N/A
		Other Standards	a. Projecting signs shall not swing.			N/A
Freestanding Sign <sup>291</sup> [3]						
Location		N/A for residential use. For all other uses, the business, service, or activity being advertised shall be located on the same parcel as the sign.		N/A	N/A for residential use. For all other uses, the business, service, or other activity being	N/A

<sup>284</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(c)(3)(E) of the current Zoning Ordinance.

<sup>285</sup> The projecting sign standards simplify the standard in Sec. 27-615 of the current Zoning Ordinance by applying the projecting sign standards that apply generally to the Commercial and Industrial zones to the Residential and Rural and Agricultural zones.

<sup>286</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(d)(1)(D) of the current Zoning Ordinance.

<sup>287</sup> This standard carries forward the standards for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(d)(1)(B) and Sec. 27-613(d)(1)(C) of the current Zoning Ordinance.

<sup>288</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(d)(1)(E) of the current Zoning Ordinance. The current regulation appears to allow projecting signs on canopies. That provision is deleted.

<sup>289</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(d)(1)(A) of the current Zoning Ordinance.

<sup>290</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-613(d)(1)(D) of the current Zoning Ordinance.

<sup>291</sup> The freestanding sign standards simplify the standard in Sec. 27-615 of the current Zoning Ordinance by applying the freestanding sign standards that apply generally to the Commercial and Industrial zones to the Residential and Rural and Agricultural zones.

**Table 27-5.1306: Standards for Specific Sign Types**

Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
	Freestanding signs shall be located at least 10 ft. behind street line <sup>292</sup>			advertised shall be located on the same parcel as the sign. Freestanding signs shall be located at least 10 ft. behind street line <sup>293</sup>	
<b>Number</b>	N/A for residential use. One sign per minimum of 50 ft. of street frontage, up to 1,100 ft. One sign for each additional 1,000 ft. of street frontage <sup>294</sup>		N/A	N/A for residential use. One sign per minimum of 50 ft. of street frontage, up to 1,100 ft. One sign for each additional 1,000 ft. of street frontage <sup>295</sup>	N/A
<b>Height (maximum)</b>	N/A for residential use. 50 ft. if located adjacent to a limited-access expressway (e.g. Capital Beltway or I-95). <sup>296</sup> 25 ft. in all other locations <sup>297</sup>	At or below lowest point of building roof <sup>298</sup>	N/A	N/A for residential use. 50 ft. if located adjacent to a limited-access expressway (e.g. Capital Beltway or I-95). <sup>299</sup> 25 ft. in all other locations <sup>300</sup>	N/A
<b>Area (maximum) [4]</b>	N/A for residential use. One sq. ft. per four linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign <sup>301</sup>	One sq. ft. for each five linear ft. of street frontage on street sign faces <sup>302</sup>	N/A	N/A for residential use.  <b>Building within integrated shopping center, other commercial center with three</b>	N/A

<sup>292</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-614(a)(1) of the current Zoning Ordinance.

<sup>293</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-614(a)(1) of the current Zoning Ordinance.

<sup>294</sup> This standard consolidates and simplifies the standard in Sec. 27-614(d)(2) of the current ordinance, for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone. The minimum street frontage is increased to 50 feet from the current minimum of 40 feet.

<sup>295</sup> This standard consolidates and simplifies the standard in Sec. 27-614(d)(2) of the current Zoning Ordinance, for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone. The minimum street frontage is increased to 50 feet from the current minimum of 40 feet.

<sup>296</sup> This is a new standard based on information provided by staff regarding elevation disparities between the roadway and abutting properties. It increases the maximum height from 25 ft. under the current Zoning Ordinance to 50 ft.

<sup>297</sup> This standard carries forward the standard for Commercial and Industrial zones in Sec. 27-614(b)(1) of the current Zoning Ordinance.

<sup>298</sup> This standard carries forward the standard for I-3 Zone in Sec. 27-614(b)(1) of the current Zoning Ordinance.

<sup>299</sup> This is a new standard based on information provided by staff regarding elevation disparities between the roadway and abutting properties. It increases the maximum height from 25 ft. under the current Zoning Ordinance to 50 ft.

<sup>300</sup> This standard carries forward the standard for Commercial and Industrial zones in Sec. 27-614(b)(1) of the current Zoning Ordinance.

Table 27-5.1306: Standards for Specific Sign Types					
Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
				<p>or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex: One sq. ft. per two linear ft. of street frontage sign faces Maximum sign area of 200 sq. ft. per sign<sup>303</sup></p> <p><b>All other buildings:</b>            One sq. ft. per four linear ft. of street frontage sign faces. Maximum sign area of 200 sq. ft. per sign<sup>304</sup></p>	
<p>NOTES</p> <p>[1] For the purposes of determining allowed sign area, the width in linear feet along the front of the building shall be measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever has the greater width. Within an integrated shopping or industrial center or office building complex, the width in linear feet along the front of the building shall be measured along the wall containing the principal entrance of each individual place of business.<sup>305</sup></p> <p>[2] If both wall or roof signs and canopy signs are proposed, the maximum areas for wall or roof signs and canopy signs shall be used to determine the permitted sign area on each structure on a prorated basis. (For example, if the permissible sign area on a wall or roof is 400 sq. ft. and the permissible sign area on a canopy is 200 sq. ft. and the applicant chooses to allocate 50 percent of the permissible sign area to each sign type, the permissible sign area on the wall or roof would be 200 sq. ft. and the permissible sign area on the canopy would be 100 sq. ft. As the percentage of total permissible sign area allocated to each sign type varies, the permissible sign area for each varies accordingly.) Projecting signs are considered building wall or roof signs for the purposes of determining the permitted sign area on a structure and are subject to the maximum sign area standards that apply to building wall or roof signs.<sup>306</sup></p>					

<sup>301</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-614(c)(3)(A) of the current Zoning Ordinance.

<sup>302</sup> This standard carries forward the standard for I-3 Zone in Sec. 27-614(c)(4) of the current Zoning Ordinance .

<sup>303</sup> This standard carries forward the standard for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone in Sec. 27-614(c)(3)(A) of the current Zoning Ordinance.

<sup>304</sup> This standard carries forward the Sec. 27-614(c)(3)(B) standard in the current Zoning Ordinance for all Commercial and Industrial zones except the C-O Zone and the I-3 Zone.

<sup>305</sup> This note carries forward and standardizes various provisions for measuring the width along the front of the building in Sec. 27-613(c) of the current Zoning Ordinance.

<sup>306</sup> This Subsection carries forward provisions in Sec. 27-613(c)(3)(G) of the current Zoning Ordinance that establish maximum sign areas where both building wall or roof signs and canopy signs are proposed.



Table 27-5.1306: Standards for Specific Sign Types					
Sign Attribute	Zones				
	Rural and Agricultural Zones and Residential Base and PD Zones	IE and IE-PD Zones	NC Zone	SC, GCO, and HI Base Zones	Transit-Oriented/Activity Center Base and PD Zones and MU-PD Zone
[3] Unless within an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex, freestanding signs are not allowed on property where the main building associated with the sign is not located at least 20 feet behind the front street line. <sup>307</sup>					
[4] The allowed freestanding sign area is in addition to that allowed for any other signs on a specific property. <sup>308</sup>					

<sup>307</sup> Sec. 27-614(a)(1) of the current Zoning Ordinance requires the main building to be set back at least 40 feet from front street line, except for integrated shopping centers, other commercial centers with three or more businesses served by common and immediate off-street parking and loading facilities, industrial centers, or office building complexes. The minimum is reduced from 40 feet to 20 feet here based on feedback from staff regarding the frequency of departures sought from this particular standard.

<sup>308</sup> This Subsection carries forward Sec. 27-614(c)(1) of the current Zoning Ordinance.

## **27-5.1307. Standards for Special Purpose Signs**

### **A. Identification Sign<sup>309</sup>**

- 1.** Permanent signs identifying multifamily, two-family, three-family, townhouse, and multifamily development and manufactured home parks<sup>310</sup> are allowed if they comply with the following standards:
  - a.** Location: on the building or premises.
  - b.** Number: one for the first 100 dwelling units, plus one for each additional 100 dwelling units, up to a maximum of four signs.
  - c.** Area (maximum): 48 square feet for each sign, except if fewer sign(s) are erected than allowed, the square footage of the sign(s) not erected can be applied to the signs erected. (for example, if three signs are allowed but only one identification sign is used, that sign may be 144 square feet in area).
- 2.** Permanent signs identifying a business or professional office<sup>311</sup> are allowed,<sup>312</sup> if they comply with the following standards:
  - a.** Location: on the building adjacent to the main entrance.

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<sup>309</sup> This Subsection builds on and expands Sec. 27-618(c) of the current Zoning Ordinance.

<sup>310</sup> This broadens the current provision, which allows such signs only for “an apartment house or complex.”

<sup>311</sup> This broadens the current provision (Sec. 27-618(c)(2)), which allows signs identifying only a business.

<sup>312</sup> This broadens the current provision (Sec. 27-618(c)(2)), which allows such signs only in the U-L-I Zone.

- b.** Number (maximum): one for each business.
- c.** Area (maximum): Three square feet.

### **B. Single-Family Residential Gateway Sign<sup>313</sup>**

A monument sign that serves as a permanent gateway sign identifying a single-family residential subdivision is allowed, if it complies with the following standards:

- 1.** Location: at the entrance to the single-family residential subdivision, set back from the road to maintain unobstructed lines of vision for 500 feet in all directions of travel.
- 2.** Number (maximum): one for each single-family residential subdivision.
- 3.** Area (maximum): 12 square feet.
- 4.** Height (maximum): six feet above established grade.
- 5.** Materials: low maintenance, durable, and in keeping with the character of the subdivision; plastic signs with internal illumination are prohibited; any illumination shall be of an enclosed lamp design, non-flashing, and contain no red illumination.<sup>314</sup> Reflector-type signs may be used.
- 6.** Landscaping: landscaping shall be provided at the base of the sign; landscape materials shall be attractive and year-round in nature.
- 7.** Maintenance: responsibility of a Homeowners' Association or other entity or person designated in a maintenance

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<sup>313</sup> This Subsection carries forward Sec. 27-624 of the current Zoning Ordinance, but provides that a single-family residential gateway sign is allowed for any single-family residential subdivision.

<sup>314</sup> These illumination standards are new.

agreement signed with the Department of Permitting, Inspections, and Enforcement.

**C. Gateway Sign for Businesses or Professional Offices<sup>315</sup>**

A monument sign that serves as a permanent gateway sign identifying a businesses or professional office is allowed, if it complies with the following standards:

1. Location: at the entrance to the site, setback from the road a sufficient distance to maintain unobstructed lines of vision for 500 feet in all directions of travel.
2. Number (maximum): one for each building complex.
3. Area (maximum): 100 square feet.
4. Height (maximum): eight feet above established grade.
5. General: sign may include the names or logos and addresses of businesses. The signs may also contain the name or logo of the complex.
6. Materials: shall be low maintenance, durable, and in keeping with the character of the area. Plastic signs with internal illumination are prohibited.
7. Landscaping: landscaping which is attractive year-round shall be provided at the base of the gateway sign.
8. Maintenance: shall be the responsibility of a business association or other entity or person designated in a

maintenance arrangement approved by the Planning Director.

**D. Directional Sign for Public, Civic, and Institutional Uses, or Golf Courses or Country Clubs<sup>316</sup>**

Directional signs indicating the locations and names of public, civic, and institutional uses (except for Communication uses and Utility uses) or golf courses or country<sup>317</sup> clubs may be placed within or on land in any Nonresidential base zone adjacent to street rights-of-way, if the directional sign complies with the following standards:

1. Area (maximum):
  - a. Within street right-of-way: four square feet.
  - b. Outside street right-of-way: 16 square feet.
2. Height (maximum): 19 feet above established grade.<sup>318</sup>
3. Illumination: The sign shall not be illuminated (but may be of the beaded reflector type).
4. Other standards: The sign shall be erected in accordance with applicable State, County, and municipal highway regulations.

<sup>315</sup> This Subsection is based on Sec. 27-624.01 of the current Zoning Ordinance, which allows gateway signs for businesses in the U-L-I Zone. This Subsection broadens that provision to allow for gateway signs for all businesses. It also allows approval of the sign through a sign permit, which is approved by the Planning Director (versus the Planning Board) (The procedures will be drafted in Module 3).

<sup>316</sup> This Subsection carries forward Sec. 27-620 of the current Zoning Ordinance with changes to reflect the new use classifications and a new height standard.

<sup>317</sup> These uses replace the uses listed in Sec. 27-620 of the current Zoning Ordinance: schools, institutions, or day care centers for children; service, fraternal, or civic organizations; golf courses or country clubs; and churches.

<sup>318</sup> This height standard is new.

#### **E. Institutional Sign<sup>319</sup>**

An institutional sign for a Community Service Use, Educational Use, or Health Care Use<sup>320</sup> is allowed if it complies with the following standards:

1. Number (maximum): one per street the property fronts on (must face street frontage).
2. Area (maximum for each sign): 48 square feet.
3. Height (maximum): eight feet above finished grade at base of sign.
4. Setback (minimum): 15 feet from adjoining land in any Residential zone (or land proposed to be used for residential purposes).
5. Type allowed: freestanding or building wall sign.

#### **F. Freestanding Gas Station Price Signs<sup>321</sup>**

1. Freestanding gas station price signs shall comply with the following standards:
  - a. If the sign reflects the price of only leaded, regular, and unleaded gasoline, it shall not exceed 25 square feet in area, except as provided for in Sec. 27-5.1307.F.1.c below;

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<sup>319</sup> This Subsection carries forward Sec. 27-617 of the current Zoning Ordinance.

<sup>320</sup> These use categories correspond generally to the uses listed in Sec. 27-617 of the current Zoning Ordinance: "church; library; school; hospital; fire station; community center; day care center for children; service, fraternal, or civic organizations; or other similar institution."

<sup>321</sup> This Subsection carries forward standards in Sec. 27-614(c)(6) and Sec. 27-614(a)(6).

- b. If the sign reflects the price of more than three types of gasoline, it shall not exceed 50 square feet in area, except as provided for in Sec. 27-5.1307.F.1.c below;
  - c. Any unused freestanding sign area authorized in accordance with Table 27-5.1306: Standards for Specific Sign Types, may be added to the permissible sign area for gasoline prices;
  - d. The total combined area of freestanding gas station price and other on-site signs on one support structure shall not exceed 200 square feet in area.
2. Gas station price signs shall be affixed to the same freestanding structure that supports the sign containing other advertising matter for that gas station.

#### **G. Country Inn<sup>322</sup>**

Signs associated with a country inn are allowed, if they comply with the following standards:

1. Location: anywhere on the premises.
2. Number (maximum): one for each country inn.
3. Area (maximum): six square feet.
4. Setback (minimum): five feet behind the street line.
5. Illumination: the sign may be illuminated, but no neon, red, scrolling, or flashing device may be used. The illumination shall be confined to the face of the sign and not glare onto residential property or public streets.

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<sup>322</sup> This Subsection carries forward Sec. 27-619 of the current Zoning Ordinance, but only applies to country inn since the tourist home use is no longer included in the draft Zoning Ordinance.

## **H. Sand and Gravel Wet-Processing and Surface Mining<sup>323</sup>**

Signs identifying sand and gravel wet-processing and surface mining shall be placed on the site (whether it is conforming or nonconforming), and shall comply with the following standards:

1. Location: all signs shall be conspicuous and legible.
2. Number (maximum):
  - a. If the property has frontage on one or more improved public streets, there shall be one sign posted for each 1,000 feet (or fraction) of street frontage on each street.
  - b. If the property does not have frontage on an improved public street, there shall be one sign posted within the right-of-way or easement which provides vehicular access to the property.
3. Area (maximum): not less than nine or more than 16 square feet.
4. Height: not less than four or more than eight feet above the finished grade of the improved street if it is to be viewed from a public street.
5. General: Each sign shall identify the use as a surface mining or sand and gravel wet-processing operation, the size of the property (in acres), and the name of the owner of the property and operator of the facility. A legal description of the property, including the subdivision name, lot and block numbers, or liber and folio numbers

<sup>323</sup> This Subsection carries forward Sec. 27-625 of the current Zoning Ordinance, with edits to better clarify the provisions.

shall be included, as well as instructions for obtaining additional information about the operation.

## **I. Produce Stand (Farm Products)<sup>324</sup>**

A sign for a produce stand is allowed if it complies with the following standards:

1. Location: at least 10 feet behind the street line, and at least 50 feet from the nearest corner of any street intersection.
2. Number (maximum): one per street the produce stand fronts.
3. Area: 48 square feet.
4. Illumination: any illumination shall be confined to the face of the sign, and shall not create glare onto adjacent property or streets.

## **J. Home Based Business<sup>325</sup>**

A sign for a home based business is allowed if it complies with the following standards:

1. Location: at least 10 feet behind the street line.<sup>326</sup>
2. Number (maximum): one per street the property fronts on.
3. Area (maximum): Two square feet.

<sup>324</sup> This Subsection carries forward Sec. 27-621 of the current Zoning Ordinance. The standards for an identification sign for an incidental building (Sec. 27-623) are not carried forward to avoid duplication of the home occupation standards.

<sup>325</sup> This Subsection carries forward Sec. 27-622 of the current Zoning Ordinance. The term "Home Occupation" is replaced with the term "Home Based Business," for consistency with Module 1.

<sup>326</sup> This is a new standard.

4. Illumination: any illumination shall be of an enclosed lamp design and non-flashing; the sign shall contain no red illumination or scrolling text. Reflector-type signs may be used.

#### **K. Office (Business or Rental) in Multifamily Dwelling<sup>327</sup>**

A sign for a business or rental office in a multifamily development is allowed if it complies with the following standards:

1. Location: attached to the building.
2. Number (maximum): one per dwelling.
3. Area (maximum): four square feet.

### **27-5.1308. Standards for Temporary Signs**

#### **A. Temporary Use Sign<sup>328</sup>**

Signs for a temporary use in any zone shall comply with the following standards:

1. Location: at least 10 feet behind the street line.
2. Number (maximum): one per street the property fronts, unless modified in the Temporary Sign Permit.
3. Area (maximum): six square feet.
4. Illumination: any illumination shall be confined to the face of the sign and not glare on adjacent properties or streets.

#### **B. Real Estate Sign<sup>329</sup>**

1. Temporary real estate signs that are not exempted from the requirement of acquiring a sign permit in accordance with Sec. 27-5.1303, Signs Not Requiring a Sign Permit, are allowed in all base and PD zones,<sup>330</sup> if they comply with the following standards:

##### **a. In Rural and Agricultural zones and Residential base and PD zones:**

- i. Location: on building or premises advertised.
- ii. Number (maximum): one for each property advertised, plus one for each additional street the property fronts (must face additional street frontage).
- iii. Area (maximum): 24 square feet; plus 12 square feet for each additional acre advertised above two acres, to a maximum of 100 square feet.
- iv. Removal: the sign shall be removed upon sale of the property.<sup>331</sup>

##### **b. In all other base and PD zones:**

- i. Location: on building or premises advertised.
- ii. Number (maximum): one for each property advertised, plus one for each additional street

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<sup>329</sup> This Subsection builds on Sec. 27-618(a) of the current Zoning Ordinance. It allows temporary real estate advertising signs in all base and PD zones.

<sup>330</sup> These zones replace the zones currently listed: "Residential, Commercial, Industrial, and R-M-H Zones."

<sup>331</sup> This is a new provision.

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<sup>327</sup> This Subsection carries forward Sec. 27-626 of the current Zoning Ordinance.

<sup>328</sup> This Subsection carries forward Sec. 27-630 from the current Zoning Ordinance.

the property fronts (must face additional street frontage).

- iii. Area (maximum): 120 square feet.
- iv. Removal: the sign shall be removed upon sale of the property.<sup>332</sup>

- 2. A temporary sign permit for a real estate advertising sign shall be valid for only six months. The permit may be renewed for an additional six month periods, for good cause shown, by the DPIE Director.

#### C. Real Estate Directional Sign<sup>333</sup>

- 1. Temporary real estate directional signs that are not exempted from the requirement of acquiring a sign permit in accordance with Sec. 27-5.1303, Signs Not Requiring a Sign Permit, above, are allowed in all base and PD zones,<sup>334</sup> if they comply with the following standards:
  - a. Location: within four street miles of a project.
  - b. Number (maximum): four for each project.
  - c. Area (maximum): 50 square feet.
  - d. Height (maximum): 15 feet above finished grade at base of sign.
  - e. Setback (minimum): 15 feet from public street and 150 feet from the nearest curb intersection of any two streets.

<sup>332</sup> This is a new provision.

<sup>333</sup> This Subsection builds on Sec. 27-618(b) of the current Zoning Ordinance. It allows temporary real estate directional signs in all base and PD zones.

<sup>334</sup> These zones replace the zones currently listed: "any Residential, Commercial, Industrial, or R-M-H Zone."

- f. Removal: The sign(s) shall be removed upon sale of the property.<sup>335</sup>

- 2. A temporary sign permit for a real estate directional sign shall be valid for six months. The permit may be renewed for additional six month periods, for good cause shown, by the DPIE Director.

#### D. Personal Vehicle Sales and Rentals<sup>336</sup>

- 1. No temporary sign for a private automobile or other motor vehicle auction shall be placed on the exterior of any fence visible from the public right-of-way, nor shall any flags, banners, pennants, or similar items be mounted, suspended or otherwise displayed for advertising the private automobile or other motor vehicle auction so that they are visible from the public-right-of-way.
- 2. Any sign permitted in accordance with this Section shall contain the date and time of the auction with a contact phone number for further information.

#### E. Construction Sign<sup>337</sup>

Construction signs are allowed in any zone, if they comply with the following standards:

- 1. In Rural and Agricultural zones and Residential base and PD zones:
  - a. Location: On building or premises being constructed.

<sup>335</sup> This is a new provision.

<sup>336</sup> This Subsection carries forward Sec. 27-630.02 of the current Zoning Ordinance.

<sup>337</sup> This Subsection carries forward Sec. 27-616 of the current Zoning Ordinance. It adds the Transit-Oriented/Activity Center base zones as a place where temporary sign permits for a construction sign is allowed.



- b. Number (maximum): one for each project; plus one for each additional street the property fronts on (must face additional street frontage).
  - c. Area (maximum): 24 square feet; plus 12 square feet for each additional acre in the project above two acres, to a maximum of 100 square feet.
  - d. Height (maximum): 12 feet above finished grade at base of sign.<sup>338</sup>
  - e. Removal: The sign(s) shall be removed within one month of the date construction on the site is completed.<sup>339</sup>
- 2. In all other base and planned development zones:
  - a. Location: On building or premises being constructed.
  - b. Number (maximum): one for each project; plus one for each additional street the property fronts on (must face additional street frontage).
  - c. Area (maximum): 120 square feet.
  - d. Height (maximum): 12 feet above finished grade at base of sign.<sup>340</sup>
  - e. Removal: The sign(s) shall be removed within one month of the date construction on the site is completed.<sup>341</sup>

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<sup>338</sup> This is a new provision.

<sup>339</sup> This is a new provision.

<sup>340</sup> This is a new provision.

<sup>341</sup> This is a new provision.

### **27-5.1309. Alternative Sign Plan<sup>342</sup>**

The DPIE Director may issue a permit in accordance with an approved alternative sign plan<sup>343</sup> where a deviation from the standards in this Section is justified because of site or development conditions that make strict compliance with such standards impossible or impractical. The alternative sign plan shall indicate how the proposed deviations are justified by site or development conditions and illustrate how compliance with the standard(s) from which a deviation is sought can be achieved to the maximum extent practicable. Conditions justifying approval of an alternative sign plan may include:

- A.** Natural conditions, such as watercourses, natural rock formations, or topography;
- B.** Lot size or configuration;
- C.** Infill development or redevelopment on small lots;
- D.** The presence of existing utility or other easements;
- E.** The potential for interference with public safety; and
- F.** Other situations where strict adherence to the standards are determined impractical.

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<sup>342</sup> This is a new subsection.

<sup>343</sup> In order to streamline administrative review, an administrative review committee similar to the Alternative Compliance Committee will be established in the Procedures Manual. This committee will review alternative sign plan applications and make a recommendation to the Planning Director, who will make a final decision on the application.

## Sec. 27-5.1400 Green Building Standards<sup>344</sup>

### 27-5.1401. Purpose and Intent<sup>345</sup>

The purpose of this Section is to ensure development in the County includes a minimum degree of green building features as a means of protecting and conserving resources, supporting a healthy lifestyle for citizens, reducing greenhouse gas emissions, and ensuring a high quality of life for County residents. Specifically, this Section is intended to ensure development practices:

- A. Support walkable urbanism in appropriate places;
- B. Support multiple modes of mobility;
- C. Conserve energy;

<sup>344</sup> This new section establishes green building standards – requirements that new development and redevelopment of a certain amount must comply. The section is based on the discussion in the ERR (IV.C. Support and Encourage Sustainable/Green Building Practices) about including new provisions in the rewrite that require a minimum amount of green building practices in new development. The section should be read in conjunction with the next section (Section 27-5.1400, Green Building Incentives), which provides incentives for development applicants that integrate green building features in their development above and beyond the minimums required by this Section. In order to provide the applicant options and some flexibility in complying with the requirements of this Section, a point system is established, and the applicant is required to receive a certain number of points, depending on the type and size of the development. The provisions allow the applicant to choose how they will gain the required number of points by choosing from a menu list of green building feature options (see Table 27-5.1404.B: Green Building Point System). The points awarded for different types of green building features are based on their difficulty and expense to include in a development. We see this draft as a starting point for community discussion on these provisions, and welcome any suggestions for revisions and input from all members of the community. It is also important to note that the menu option has been set up so that it can be easily amended over time by the County, as new green building technologies emerge and community values change.

<sup>345</sup> This Subsection sets out the purpose and intent of the green building standards.

- D. Promote the use of alternative energy;
- E. Conserve water resources;
- F. Protect water quality;
- G. Promote a healthy landscape;
- H. Support urban agriculture;
- I. Encourage innovation in green building practices;
- J. Reduce landfill wastes; and
- K. Promote healthy and safe lifestyles.

### 27-5.1402. Applicability

- A. Unless exempted in accordance with Sec. 27-5.1402.B below, the standards of this Section shall apply to:
  - 1. All new development; and
  - 2. Any expansion or alteration of any development existing prior to   *[insert the effective date of this Ordinance]*, where the expansion increases the development's gross floor area by 50 percent or more, or the alteration involves 50 percent or more of the development's gross floor area (including interior alterations).
- B. The following development is exempt from the standards of this Section:
  - 1. New residential development that contains less than 10 dwelling units;
  - 2. New non-residential development with a gross floor area of less than 10,000 square feet;

3. New buildings that have achieved LEED requirements necessary to receive certification from the U.S. Green Building Council at the gold level or above or an equivalent level of sustainable development performance under an alternative rating system, as determined by the Planning Director;
4. Expansion of vehicular parking lots where it is the only development or redevelopment occurring; and
5. Changes or addition of landscaping where it is the only development or redevelopment occurring.

### 27-5.1403. Timing of Review

Review for compliance with these standards shall take place during review of a planned development (Sec. <>), site plan (major or minor) (Sec. <>), subdivision (major or minor) (Sec. <>), or building permit (Sec. <>), as appropriate.

### 27-5.1404. Green Building Standards

#### A. Minimum Amount of Points Required

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-5.1404.B: Green Building Point System.

##### a. Minimum Requirements for Residential Development

- i. 10 to 29 units: 3 points.
- ii. 30 or more units: 4 points.

##### b. Minimum Requirements for Non-Residential Development

- i. 10,000 to 25,000 square feet: 3 points.
- ii. More than 25,000 square feet: 4 points.

#### B. Green Building Point System<sup>346</sup>

Development subject to the standards of this Section shall use Table 27-5.1404.B: Green Building Point System, to determine compliance with this Section.

Table 27-5.1404.B: Green Building Point System	
	Points Earned
<b>Location</b>	
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
Development as a Transit-Oriented/Activity Center Planned Development (PD) zone	0.75
<b>Energy Conservation</b>	
Meet ASHRAE standard 189.1 (Section 7.4.6) for lighting <sup>[1]</sup>	0.75
Meet Energy Star standards for low rise residential or exceed ASHRAE 90.1-2004 energy efficiency standards by 15 percent <sup>[2]</sup>	1.00
Install a "cool roof" on a minimum of 50 percent of the single-family dwellings in the development or subdivision. The "cool roof" shall cover the entire roof	1.50

<sup>346</sup> This Subsection includes Table 27-5.1404.B, Green Building Point System, which establishes the menu of green building features that an applicant may use to comply with the requirements of this Section, and the points that will be received for the use of each green building feature. The table is set up in menu form, and provides the applicant a variety of different green features (and a combination of these features) to choose from to comply. Higher point scores are provided for the more difficult and expensive green building features. The table is set up so the County can add and revise the list of green building features, and the points provided, over time, as new green building features are developed, or community values change.

**Table 27-5.1404.B: Green Building Point System**

	<b>Points Earned</b>
of the dwelling.	
Provide skylights in an amount necessary to ensure natural lighting is provided to at least 15 percent of the habitable rooms in the structure	0.50
Use central air conditioners that are Energy Star qualified	0.50
Use only solar or tank-less water heating systems throughout the structure	0.50
<b>Alternative Energy</b>	
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
Pre-wire a minimum of 75 percent of residential dwelling units in the development for solar panels	1.00
Pre-wire a minimum of 50 percent of residential dwelling units in the development for solar panels	0.50
Pre-wire a minimum of 25 percent of residential dwelling units for solar panels	0.25
Install solar panels on a minimum of 25 percent of dwelling units contained in single-family, two-family, or townhouse dwellings	0.50
Install solar panels on primary structure, or at least 50 percent of buildings in a multi-building complex	0.75
Install small-scale wind energy conversion systems to provide electricity for 25 percent of single-family, two-family, or townhouse dwellings in development	1.00
<b>Passive Solar</b>	
Orient a minimum of 50 percent of the single-family detached dwellings or lots in the development within 20 percent of the east-west axis for maximum passive solar exposure	1.50
Orient a minimum of 25 percent of the single-family detached dwellings or lots in the development within 20 percent of east-west for maximum passive solar exposure	0.75
Orient at least 25 percent of the non-residential buildings with an axis oriented east-west for maximum solar exposure	1.00
<b>Water Conservation and Water Quality</b>	
Install a green vegetated roof on the primary structure, or on at least 50 percent of primary buildings in a multi-building complex – green or vegetated roofs shall include vegetation on at least 50 percent of the roof area (25 percent for renovated buildings) and shall use only plant materials permitted by the landscaping standards in Sec. 27-5.1404.C of the Landscape Manual	2.00
Include rain water capture and re-use devices such as cisterns, rain filters, and underground storage basins for residential development with a minimum	0.50

**Table 27-5.1404.B: Green Building Point System**

	<b>Points Earned</b>
storage capacity of 500 gallons for every two residential units	
Provide rain gardens or other appropriate storm water infiltration system(s) that accommodate a minimum of 25 percent of the runoff	1.00
<b>Vegetation</b>	
Retain at least 20 percent of existing pre-development natural vegetation	0.75
Remove all lawn or turf in favor of ground cover consisting of plant material or mulch	0.75
Limit turf grass to 40 percent of the landscaped area.	0.25
<b>Urban Agriculture</b>	
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
<b>Building Materials</b>	
Source a minimum of 20 percent, by cost, of construction materials from recycled products or products manufactured, extracted, harvested, or recovered within 250 miles of the site	1.50
<b>Transportation</b>	
Provide a minimum of five percent of required automobile parking spaces that are signed and reserved for hybrid/electric/low energy vehicles in preferred locations near the primary building entrance	0.25
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	0.75
Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building	1.00
Include showering and dressing facilities in nonresidential developments for employees using alternative forms of transportation	0.50
NOTES: [1] <i>Standard for the Design of High-Performance Green Buildings</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2014. [2] <i>Energy Standard for Buildings Except Low-Rise Residential</i> , American Society of Heating, Refrigerating, and Air-Condition Engineers, 2004.	

### **C. Documentation Required<sup>347</sup>**

Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application. Documentation for items that may not be visually verified as part of an inspection may be provided in the form of invoices, receipts, or delivery confirmation for the items in question.

### **27-5.1405. Failure to Install or Maintain Green Building Elements for Compliance<sup>348</sup>**

Failure to install or maintain approved green building elements that are to be provided to comply with this Section is a violation of this Ordinance, and may result in revocation of the development approval or permit, and revocation of the authorization for use of green building incentives in accordance with Sec. 1-1.100, Green Building Practices Incentives.

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<sup>347</sup> This Subsection establishes rules requiring specific documentation of how the integration of the green building features will be accomplished.

<sup>348</sup> This Subsection expresses that if an applicant fails to install the green building features which are to be used for compliance with this Section, it is a violation of this Ordinance, and may result in revocation of the development approval or permit for the development.

## **Sec. 27-5.1500 Green Building Incentives<sup>349</sup>**

### **27-5.1501. Purpose and Intent<sup>350</sup>**

The purpose of this Section is to add further support to green building practices in the County by providing incentives for developments that incorporate specific types of green building features above the minimum required in Sec. 27-5.1400, Green Building Standards. Specifically, this Section is intended to provide incentives for developments that incorporate green building features that support:

- A.** Energy conservation;
- B.** Alternative energy use;
- C.** Water conservation;
- D.** Water quality;
- E.** Healthy landscaping;
- F.** Alternate forms of transportation; and

<sup>349</sup> This new section establishes green building incentives, as mentioned in the ERR (IV.C. Support and Encourage Sustainable/Green Building Practices). The incentives are only provided if green building features are integrated into a development in addition to those required in Sec. 27-5.1300, Green Building Standards. Integration of additional green building features is voluntary on the part of the applicant, and can be proposed within the Transit-Oriented/Activity Center and Non-Residential base zones. The incentives provided are increased residential density (for residential development), increased building height or stories (for nonresidential development), increases in lot coverage (for nonresidential development), and off-street parking reductions (for residential and nonresidential development). Applicants may request one or more of the listed incentives through the provision of an array of different green building features set out in a menu in this Section. This framework allows the County to modify and add to the provisions over time.

<sup>350</sup> This Subsection sets out the purpose and intent of the green building incentives section.

### **G. Urban agriculture.**

### **27-5.1502. Incentives<sup>351</sup>**

- A.** Development integrating green building features in accordance with this Section shall be eligible for the following incentives. They shall be integrated into a development in addition to those included in accordance with Sec. 27-5.1400, Green Building Standards.
  - 1.** A density bonus of up to one additional dwelling unit per acre beyond the maximum allowed in the base zone;
  - 2.** An increase in the maximum allowable height by up to one story or 14 feet beyond the maximum allowed in the base zone;
  - 3.** An increase in the maximum allowable lot coverage by 10 percent beyond the maximum allowed in the base zone; and
  - 4.** A modification to the off-street parking requirements resulting in a reduction from the minimum requirements by 15 percent, or an increase to the maximum allowable number of spaces provided by 15 percent (without an alternative parking plan).

<sup>351</sup> This Subsection identifies the incentives that are provided under the section for inclusion of additional green building features in a development. As discussed earlier, they include increased residential density (for residential development), increased building height or stories (for nonresidential development), increases in lot coverage (for nonresidential development), and off-street parking reductions (for residential and nonresidential development). The applicant is given the option to propose the type of incentive(s) that would be provided for the array of green building features included in the development. The section allows an applicant to request several different incentives, if a sufficient number of green building incentives are included in the development.

- B. Development may include a sufficient number of green building features to take advantage of more than one type of incentive, but in no instance shall the amount of an incentive be increased or decreased (as appropriate) beyond the maximum listed in this Subsection.

### **27-5.1503. Applicability<sup>352</sup>**

The incentives in this Section are available to development and redevelopment in the Transit-Oriented/Activity Center and Nonresidential base zones.<sup>353</sup>

### **27-5.1504. Conflict with Neighborhood Compatibility Standards<sup>354</sup>**

In cases where the incentives in this Section conflict with the neighborhood compatibility standards in Sec. Sec. 27-5.1100, Neighborhood Compatibility Standards, the neighborhood compatibility standards shall control.

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<sup>352</sup> This Subsection establishes who may apply for green building incentives: the applicant who proposes to development in the Transit-Oriented/Activity Center and Non-Residential base zones.

<sup>353</sup> These provisions do not apply to the planned development zones because they are reviewed and decided as part of a discretionary review process which requires the applicant provide compensating public benefits. Typically green building features would be included as part of a package of compensating public benefits included in the planned development.

<sup>354</sup> This Subsection establishes that any incentives provided in accordance with this Subsection cannot conflict with the neighborhood compatibility standards.

### **27-5.1505. Procedure<sup>355</sup>**

- A. Development seeking to use green building incentives shall include a written request with the development application that demonstrates how compliance with the standards in this Section will be achieved.
- B. Review for compliance and granting of requests for incentives in accordance with this Section shall occur during review of a <>special exception (see Sec. <>), site plan (major or minor) (see Sec. <>), or subdivision (major or minor) (see Sec. <>), as appropriate.
- C. The decision-making body or person responsible for review of the development application shall also be responsible for the review of the green building incentive request.
- D. The incentive(s) shall be based on the number of green building features provided, in accordance with Table 27-5.1505.D: Green Building Incentives, and Sec. 27-5.1506, Menu of Green Building Features. To obtain the right to a particular incentive identified in the left column of Table 27-5.1505.D: Green Building Incentives (for example, a density bonus of up to one additional dwelling unit per acre beyond the maximum allowed in the base zone), the development proposed is required to provide the minimum number of green building features associated with the green building features from both schedule A and schedule B in Table 27-5.1505.D: Green Building Incentives (for example, for a density bonus of up to one

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<sup>355</sup> This Subsection sets out the procedure for an applicant to follow who wants to request green building incentives. It also sets down in Table 27-5.1505.D, Green Building Incentives, the number and different types of green building features that must be provided to acquire the incentive. This table must be read in conjunction with Table 27-5.1506, Green Building Features, for an applicant to determine the types of incentive that can be requested.



additional dwelling unit per acre beyond the maximum allowed in the base zone, the proposed development is required to include two green building features from Schedule A and four green building features from Schedule B). The green building features used to obtain the individual type of incentive shall only be counted for that incentive. If an applicant wants to achieve a second type of incentive (for example, both the density bonus incentive and the lot coverage incentive), the proposed development shall include the minimum number of green building features in Schedule A and Schedule B required for both incentives (two from Schedule A and four from Schedule B for the density bonus incentive, and, two from Schedule A and three from Schedule B for the lot coverage incentive).

Table 27-5.1505.D: Green Building Incentives		
Type of Incentive	Minimum Number of Green Building Practices Provided	
	From Schedule A	From Schedule B
A density bonus of up to one additional dwelling unit per acre beyond the maximum allowed in the base zone	2	4
An increase in the maximum allowable height by up to one story or 14 feet beyond the maximum allowed in the base zone	2	3
An increase in the maximum allowable lot coverage by 10 percent beyond the maximum allowed in the base zone	2	3
A reduction from the minimum parking space requirements by 15 percent, or an increase to the maximum allowable number of parking spaces provided by 15 percent	2	2

## 27-5.1506. Menu of Green Building Features<sup>356</sup>

One or more of the green building features in Table 27-5.1506: Green Building Features, may be offered by an applicant for proposed development in accordance with Table 27-5.1505.D: Green Building Incentives.

Table 27-5.1506: Green Building Features	
Schedule [1]	Type of Green Building Features
Energy Conservation	
A	Meet ASHRAE standard 189.1 (Section 7.4.6) for lighting <sup>[2]</sup>
A	Meet Energy Star standards for low rise residential or exceed ASHRAE 90.1-2004 energy efficiency standards by 15 percent <sup>[3]</sup>
A	Install a "cool roof" for at least 50 percent of the total roof area of the primary buildings in a multi-building complex. Cool roofs shall have a Solar Reflectance Index of 78 for flat roofs or 29 for roofs with a slope greater than 2:12
A	Install a "cool roof" on a minimum of 50 percent of the single-family dwellings in the development or subdivision. The "cool roof" shall cover the entire roof of the dwelling.
A	Use central air conditioners that are Energy Star qualified
A	Use only solar or tank-less water heating systems throughout the structure
B	Provide skylights in an amount necessary to ensure natural lighting is provided to at least 15 percent of the habitable rooms in the structure
B	Construct roof eaves or overhangs of three feet or more on southern or western elevations
B	Use a structure design that can accommodate the installation and operation of solar photovoltaic panels or solar thermal heating devices (including appropriate wiring and water transport systems)

<sup>356</sup> This Subsection includes Table 27-5.1506: Green Building Features, which establishes the menu of green building features that an applicant may use, and the scores for using the different types of features. When read in conjunction with Table 27-5.1505.D: Green Building Incentives, in the previous section, an applicant can determine what combination of features can be used to gain approval for the different incentives offered. The table is set up so the County can add to and revise the table of green building features over time, as new green building features are developed, or community values change.

**Table 27-5.1506: Green Building Features**

Schedule [1]	Type of Green Building Features
<b>Alternative Energy</b>	
AA	Generate 50 percent or more of energy on-site by alternative energy (e.g., solar wind, geothermal)
A	Pre-wire a minimum of 75 percent of residential dwelling units in the development for solar panels
A	Install small-scale wind energy conversion systems to provide electricity for 25 percent of single-family, two-family, or townhouse dwelling(s)
<b>LEED ® Certification</b>	
AAA	Construct the principal building(s) to meet or exceed LEED ® Platinum certification standards
AA	Construct the principal building(s) to meet or exceed LEED ® Gold certification standards
A	Construct the principal building(s) to meet or exceed LEED ® Silver certification standards
BB	Construct the principal building(s) to meet or exceed LEED ® Bronze certification standards
<b>Passive Solar</b>	
A	Orient a minimum of 50 percent of the single-family detached dwellings or lots in the development within 20 percent of the east-west axis for maximum passive solar exposure
B	Orient a minimum of 25 percent of the single-family detached dwellings or lots in the development within 20 percent of the east-west axis for maximum passive solar exposure
B	Orient at least 25 percent of the non-residential buildings with an axis oriented east-west for maximum solar exposure
<b>Water Conservation and Quality Protection</b>	
AAA	Install a green vegetated roof on the primary building(s), or at least 50 percent of primary buildings in a multi-building complex – green or vegetated roofs shall include vegetation on at least 50 percent of the roof area (25 percent for renovated buildings) and shall use only plant materials permitted by the Landscape Manual
A	Include rain water capture and re-use devices such as cisterns, rain filters, and underground storage basins with a minimum storage capacity of 500 gallons for every two residential units
A	Provide rain gardens or other appropriate storm water infiltration system(s) that accommodate a minimum of 25 percent of the runoff
<b>Vegetation</b>	
A	Retain at least 20 percent of existing pre-development natural vegetation

**Table 27-5.1506: Green Building Features**

Schedule [1]	Type of Green Building Features
A	Remove all lawn or turf in favor of ground cover consisting of plant material or mulch
<b>Urban Agriculture</b>	
A	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
B	Provide a fenced, community garden space for employees at an office, for gardening purposes at a ratio of 15 square feet. per employee
<b>Transportation</b>	
A	Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building
B	Provide an electric vehicle (EV) level 1 or 2 charging station that is made available to those using the building
B	Provide a minimum of five percent of required automobile parking spaces that are signed and reserved for hybrid/electric/low energy vehicles in preferred locations near the primary building entrance
B	Include showering and dressing facilities in nonresidential developments for employees using alternative forms of transportation
NOTES: [1] “AA” means credited as provision of two schedule “A” features. “AAA” means credited as provision of three schedule “A” features. “BB” means credited as provision of two schedule “B” features. [2] Standard for the Design of High-Performance Green Buildings, American Society of Heating, Refrigerating, and Air-Condition Engineers, 2014. [3] Energy Standard for Buildings Except Low-Rise Residential, American Society of Heating, Refrigerating, and Air-Condition Engineers, 2004.	

### **27-5.1507. Failure to Install or Maintain Green Building Practices<sup>357</sup>**

Failure to install or maintain approved green building features that are to be provided to comply with this Section is a violation of this Ordinance, and may result in revocation of the development approval or permit.

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<sup>357</sup> This Subsection clearly expresses that if an applicant fails to install green building features for which incentives are provided under this Subsection, it is a violation of this Ordinance, and may result in revocation of the development approval or permit for the development.

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# Division 8: Interpretation and Definitions

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## Sec. 27-8.400 Terms and Uses Defined

The following words, terms, and phrases, when used in this Ordinance, shall have the meaning ascribed to them in this Subsection.

### Abutting or adjoining

Touching and sharing a common point or line.

### Accessible<sup>555</sup>

Approachable, enterable, and usable by persons with disabilities.

### Accessory dwelling unit<sup>556</sup>

An ancillary or secondary living unit to a single-family detached dwelling use that has a separate kitchen, bathroom, and sleeping area, existing either within the same structure, or on the same lot, as the primary dwelling unit. For purposes of determining maximum density, an accessory dwelling unit shall not count as a dwelling unit.

### Accessory structure<sup>557</sup>

A structure subordinate and incidental to, and located on the same lot with, a principal structure and use, the use of which is customarily found in association with and is clearly incidental to the use of the principal structure or the land, and which is not attached by any part of a common wall or roof to the principal structure. (When a specific structure is identified in this Ordinance as accessory to another use or structure, the structure need not be customarily incidental to, or ordinarily found in association with, the principal use to qualify as an accessory structure).

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<sup>555</sup> This is a new definition.

<sup>556</sup> A new definition for a new accessory use.

<sup>557</sup> Modified to clarify.

### Accessory use

A use customarily incidental and subordinate to the principal use and located on the same lot with such principal use. Off-premise signage shall not be considered an accessory use.

A use of a structure or land that:

- (A) Is subordinate and customarily incidental to, and ordinarily found in association with, a principal use, which it serves. (When a specific use is identified in this Ordinance as accessory to another use, the use need not be customarily incidental to, or ordinarily found in association with, the principal use to qualify as an accessory use);
- (B) Is subordinate in purpose, area, floor area, intensity, and extent to, and located on the same lot with, the principal use; and
- (C) Does not change the character of the principal use.

### Agriculture, home-based

The growing and harvesting of produce, the growing of flowers, and the maintenance of an aviary by residents of a single-family detached dwelling, for personal consumption. Home-based agriculture activities shall all be located, either in a rear or side yard.

### Agritourism activity

Events and activities conducted on a working farm offered to the public or to invited groups for the purpose of recreation, education, or active involvement in the farm operation, and that are related to agriculture or natural resources and directly associated with and incidental to on-going agricultural activity on-site. Agritourism activities include, but are not limited to, farm tours, hayrides, corn mazes, petting zoos, classes related to agricultural products or skills, picnic and party facilities offer in conjunction with such activities.

### Airport, medium

An airport having one or more of the following:

- (A) Runway length over 2,650 feet, up to 4,000 feet;
- (B) One or more flight training schools; or
- (C) Aircraft based there weighing up to 12,500 pounds.

**Airport, small**

An airport having all of the following:

- (A) Ownership by a County or State public agency;
- (B) Runway length under 2,650 feet; and
- (C) No flight training schools.

**Aisle<sup>558</sup>**

The traveled way by which motor vehicles enter and depart parking spaces.

**Alley<sup>559</sup>**

A roadway set aside primarily for vehicular service access to the back or side of buildings abutting a street or open space.

**Amateur ham radio antenna<sup>560</sup>**

An antenna, or any combination of a mast plus an attached or mounted antenna, that transmits noncommercial communications signals and is used by an amateur radio operator licensed by the Federal Communications Commission.

**Arcade<sup>561</sup>**

<sup>558</sup> This is a new definition.

<sup>559</sup> This is a new definition.

<sup>560</sup> A new definition for a new accessory use.

<sup>561</sup> This is a new definition.

A series of arches supported by piers or columns.

**Arch<sup>562</sup>**

A curved, semicircular opening in a wall.

**Architectural lighting<sup>563</sup>**

Exterior lighting that is designed to highlight structures, plantings, or significant architectural features in a direct or indirect fashion.

**Automated teller machine (ATM)<sup>564</sup>**

A mechanized device operated by or on behalf of a bank or financial institution that allows customers to conduct automated banking or financial transactions. Where an ATM is provided at the site of a bank or financial institution for use by customers in motor vehicles, the ATM is considered a drive-through service accessory use. At other locations, an ATM may be considered a separate accessory use to the principal use(s) of the location.

**Automatic change in display<sup>565</sup>**

For the purposes of Sec. 27-5.1300, Signage, a pre-programmed alteration in the appearance of a digital display.

**Awning<sup>566</sup>**

A framed architectural feature that is attached to and supported from the wall of a building, and that is covered with canvas fabric, or other material as its primary surface, and that shields a doorway or window from the elements.

**Bay window<sup>567</sup>**

<sup>562</sup> This is a new definition.

<sup>563</sup> This is a new definition.

<sup>564</sup> A new definition for a new accessory use.

<sup>565</sup> This is a new definition.

<sup>566</sup> This is a new definition.

A window or series of windows projecting outward from the main wall of a building and forming a bay or alcove in the inside a room.

**Bed and breakfast (as accessory to a single-family detached dwelling)**

An owner-occupied single-family detached residential dwelling in which rooms are rented to paying guests on an overnight basis or no longer than two weeks in any one visit. A "Country Inn," "Hotel," "Motel," "Fraternity or Sorority House," "Tourist Home," or "Boarding or Rooming House" shall not be considered a bed and breakfast"

**Berm<sup>568</sup>**

An elongated earthen mound typically designed or constructed on a site to separate, screen, or buffer adjacent uses.

**Block<sup>569</sup>**

The land lying within an area bounded on all sides by streets.

**Block face<sup>570</sup>**

A specified side of a block.

**Block length<sup>571</sup>**

The distance or length of a block.

**Boathouse<sup>572</sup>**

A structure designed and used solely for the storage of boats or

boating equipment and that is not used for human habitation.

**Buffer<sup>573</sup>**

An area of natural or planted vegetation that is unoccupied by a building, structure, paving or the like, for the purposes of screening and softening the effects of development. A buffer shall not be used for recreation or parking.

**Building**

A structure having a roof and used for the shelter, support, or enclosure of persons, animals, or property. Any part of a building is considered a separate building when:

(A) It is entirely separated from all other parts by a wall extending from the lowest floor to the roof; and

(B) It has no door or other opening directly to the other parts.

No vehicle originally designed as a means of conveyance shall be considered a building, regardless of whether wheels or other devices to facilitate movement have been removed (except where otherwise specified in this Ordinance).

Any manufactured home or trailer designed for human occupancy and situated in a nonresidential base zone shall be considered a building if it is used for business purposes.

**Building footprint<sup>574</sup>**

The total area of a building measured at the building's outside walls at its ground plane.

**Building mass<sup>575</sup>**

The form of a building that includes the exterior walls, projections,

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<sup>567</sup> This is a new definition.

<sup>568</sup> This is a new definition.

<sup>569</sup> This is a new definition.

<sup>570</sup> This is a new definition.

<sup>571</sup> This is a new definition.

<sup>572</sup> A new definition for a carried forward accessory use.

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<sup>573</sup> This is a new definition.

<sup>574</sup> This is a new definition.

<sup>575</sup> This is a new definition.

recesses, roof features, and any attachments.

**Building, principal or primary<sup>576</sup>**

A building which is occupied by, or devoted to, a principal use. In determining whether a building is of primary importance, the use of the entire parcel shall be considered. There may be more than one principal building on a parcel.

**Build-to line**

A line that runs perpendicular the entire width of a lot, from the street right-of-way (ROW) to the front building façade on a lot.

**Build-to zone**

The area between the minimum and maximum build-to lines, that extends the entire width of the lot.

**Bulbout<sup>577</sup>**

An extension of the sidewalk into the space of a cartway used for vehicle parking. Bulbouts may be used to narrow the roadway and provide additional pedestrian or landscaping space at key locations, and should be used at corners and at mid-block points. They enhance pedestrian safety by increasing the lateral separation between pedestrians and moving traffic, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway; they may also be used to provide space for boarding and alighting of buses and other transit vehicles.

**Canopy<sup>578</sup>**

A roof-like cover extending over an outdoor improvement (such as a sidewalk, a gasoline pump island, or the vehicular surface abutting a

"drive-in" service window) for the sole purpose of sheltering persons from sun or precipitation. A canopy is either freestanding, or attached to and projecting from the wall of a building. A canopy is supported only by columns or the wall of a building, and is unenclosed on all sides, except in the case of a projecting canopy where it abuts the building wall. A canopy shall not be considered a building or structure. An awning shall be considered a canopy. A covering over a porch, patio, deck, terrace, or stairway shall not be considered a canopy.

**Canopy, nonresidential**

An accessory structure to a nonresidential principal use such as gas station or a drive-through facility that consists of a rigid horizontal roof-like structure made of fabric, metal, or other material supported by an attached building or columns or posts, is largely open along its sides, and is intended to provide shelter to people or motor vehicles, or as a decorative feature on a building wall.

**Car wash (as accessory to a multifamily dwelling)<sup>579</sup>**

A structure within a multifamily development designed and intended for use by residents to wash, clean, and/or wax their motor vehicles.

**Cartway<sup>580</sup>**

The traveled way of a street, typically the part of the street cross-section between vertical curbs (or between gutter pans if these are used) that consists of lanes for moving or turning vehicles, and if used, auxiliary lanes for bicycles and/or transit vehicles and space for on-street vehicle parking. If no curbs are used, the cartway consists of the paved surface of the street generally intended for vehicle travel and recovery.

<sup>576</sup> This is a new definition.

<sup>577</sup> This is a new definition.

<sup>578</sup> This definition is carried forward from Sec. 27-107.01 of the current Zoning Ordinance, and modified to add clarity

<sup>579</sup> A new definition for a new accessory use.

<sup>580</sup> This is a new definition.

### **Centerlines, streets and alleys<sup>581</sup>**

A line drawn along the center of a street or alley that is parallel to and equidistant from each edge of the street or alley right-of-way.

### **Change of use<sup>582</sup>**

The change in the use of a structure or land. Change of use includes a change from one use type to another use type.

### **Chesapeake Bay Critical Area**

All waters of and lands under the Chesapeake Bay and its tributaries to the head of tide as indicated on the State wetlands maps, all State and private wetlands designated under the Annotated Code of Maryland, Natural Resources Article, Title 16 of the Environmental Article; and all land and water areas within 1,000 feet beyond the landward boundaries of State or private wetlands and heads of tides designated under the Annotated Code of Maryland, Natural Resources Article, Title 16 of the Environmental Article, as indicated on approved Chesapeake Bay Critical Area Overlay Zoning Map Amendments.

### **Chicane<sup>583</sup>**

A traffic calming measure that involves offset curb extensions that deflect the path of moving vehicles with added horizontal curves in a street. They are used on streets to slow traffic for safety.

### **Circus, carnival, fair, or other special event<sup>584</sup>**

Temporary activities or events conducted by civic, philanthropic, educational, or religious organizations, or activities of a business or

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<sup>581</sup> This is a new definition.

<sup>582</sup> This is a new definition.

<sup>583</sup> This is a new definition.

<sup>584</sup> A new definition for a carried forward temporary use (the current ordinance doesn't define this use).

organization that is not part of its daily activities and are open to the public. Such activities include, but are not limited to, circuses, carnivals, fairs, tent revivals, closeout sales, grand openings, and fundraising or membership drives.

### **Class 3 fill**

Temporary use of land for the spreading or depositing of Class 3 fill materials—including, without limitation: soils difficult to compact or with other than optimum moisture content; rock and similar irreducible materials, without limit as to size, provided no detectable voids are formed into which overlying soils may later be washed; and topsoil, intermittently layered with nonorganic soil. Incidental fill operations associated with the development of subdivisions and other preliminary work of a developing site shall not be considered a Class 3 fill operation.

### **Clubhouse<sup>585</sup>**

A building or room used for social or recreational activities by members of a club (e.g., golf course clubhouse) or occupants of a residential or other development.

### **Collocated telecommunications antenna<sup>586</sup>**

One of multiple wireless telecommunications antennas placed or located on the same wireless telecommunications tower or other structure.

### **Common area**

Land or facilities that are located within, or related to, a development, and that are designed for use by the residents (and guests) of, or workers in, the entire development or a designated part of the development. Common area does not include land or

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<sup>585</sup> A new definition for a new accessory use.

<sup>586</sup> A new definition for a new accessory use.

facilities which are individually owned or dedicated to public use. Common area remains in the ownership of a homeowners' or similar association.

**Community recreation facility<sup>587</sup>**

A private recreational facility for use solely by the residents and guests of a particular residential development, including residential subdivisions, multifamily, townhouse, and mixed use developments.

**Composting, small-scale<sup>588</sup>**

An enclosed area at least 100 square feet in area that contains a compost tumbler or similar apparatus designed for the purpose of converting household kitchen and yard waste into fertilizer.

**Construction-related office/yard<sup>589</sup>**

A temporary structure, facility, or space associated with the staging, management, and security of new construction—including an office building, security building, storage buildings, construction waste and recycling receptacles, temporary sanitation facilities, outdoor storage, and employee parking areas—and located on or adjacent to the construction site.

**Cool roof<sup>590</sup>**

Roofing product with high solar reflectance (SR) and thermal emittance (TE) properties. These properties help reduce electricity used for air conditioning by lowering roof temperatures on hot, sunny days.

**Cornice<sup>591</sup>**

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<sup>587</sup> A new definition for a carried forward accessory use (the current ordinance doesn't define this use).

<sup>588</sup> A new definition for a new accessory use.

<sup>589</sup> A new definition for a carried forward temporary use.

<sup>590</sup> This is a new definition.

Any horizontal element, structural or nonstructural, of any building, projecting outward from the exterior walls at the roof line, including eaves and other roof overhang.

**Cul-de-sac<sup>592</sup>**

A short street having but one end open to traffic and the other end being permanently terminated by a vehicular turnaround.

**Cupola<sup>593</sup>**

A domelike structure on top of a roof, often used as a lookout or to admit light and air.

**Cutoff fixture, full<sup>594</sup>**

A light fixture constructed and installed in such a manner that all light emitted by it, either directly from the lamp (bulb) or a diffusing element, or indirectly by reflection or refraction from any part of the fixture, is projected below the horizontal plane of the fixture.

**Density, net**

See Sec. 27-8.201.C.

**Development lot**

The entire parcel proposed for a townhouse development (not individual lots under attached units).

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<sup>591</sup> This is a new definition.

<sup>592</sup> This is a new definition.

<sup>593</sup> This is a new definition.

<sup>594</sup> This is a new definition.



### **Digital Display**<sup>595</sup>

A sign that uses light emitting diodes (LEDs), charge coupled devices (CCDs), plasma or functionally equivalent technologies to display a series of still images or full motion, usually remotely programmable and changeable.

### **Direct illumination**<sup>596</sup>

Illumination by light sources that are effectively visible, either directly or through a translucent material, illuminating outward.

### **DPIE Director**<sup>597</sup>

The Director of the Prince George's County Department of Permitting, Inspections, and Enforcement.

### **Drive-through service**<sup>598</sup>

A facility used to provide products or services to customers who remain in their vehicles, whether through a window or door in a building, a machine in a building or detached structure (e.g., ATM), or via a mechanical device (e.g., a pneumatic tube system). In addition to the pick-up window or door, drive-through service facilities also may include remote menu boards and ordering stations. Use types that commonly have drive-through service include banks, restaurants, specialty eating or drinking establishments, and drug stores.

### **Dwelling**

A building used for living facilities for one or more families.

### **Dwelling unit**

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<sup>595</sup> This is a new definition.

<sup>596</sup> This is a new definition.

<sup>597</sup> This is a new definition.

<sup>598</sup> A new definition for a new accessory use.

A building (or part of a building) used as a complete and independent living facility for only one family, which includes permanent provisions for living, sleeping, eating, cooking, and sanitation.

### **Eave**<sup>599</sup>

The projecting lower edges of a roof that overhangs the wall of a building.

### **Electric vehicle (EV) charging station (Level 1, 2, or 3)**<sup>600</sup>

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.

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<sup>599</sup> This is a new definition.

<sup>600</sup> New definitions for new accessory uses.

### **Façade**<sup>601</sup>

The entire exterior wall of a building facing a lot line measured from the grade to the eave or highest point of a flat or mansard roof. Facades may be on the front, side, or rear elevation of the building.

### **Fall zone**

The area within which a wireless telecommunications support structure may be expected to fall in the event of a structural failure, as measured by engineering standards.

### **Family**

A person living independently or a group of persons living as a single household unit using housekeeping facilities in common, but not to include more than 5 persons who are unrelated by blood, marriage, adoption, or foster-child status.

### **Family child care home, large**<sup>602</sup>

The use of a residence to provide child care for nine to 12 children as a "large family child care home" that is registered by the State Department of Education in accordance with COMAR 13A.18.

### **Family child care home, small**<sup>603</sup>

The use of a residence to provide child care for up to eight children as a "family child care home" that is registered by the State Department of Education in accordance with COMAR 13A.15, or that is specifically exempt from registration by COMAR 13A.15.02.

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<sup>601</sup> This is a new definition.

<sup>602</sup> A modified definition for a carried forward accessory use (renamed from "small group child care center"), revised to update terms and citations used for State child care regulations.

<sup>603</sup> A modified definition for a carried forward accessory use, revised to update terms and citations used for State child care regulations.

### **Farm tenant dwelling (as accessory to an agricultural production use)**

A single-family detached dwelling or dormitory (but not a multifamily dwelling) that is:

- (A) Not the principal residence of the property owner;
- (B) An "accessory building";
- (C) Located on land used exclusively for "Agriculture";
- (D) Owned by the same person who owns the agricultural land; and
- (E) Occupied by a tenant who derives a majority of his total income from working the agricultural land.

### **Farmers' market (as a temporary use)**<sup>604</sup>

A collection of vendors using private or publicly owned property or property owned by a not-for-profit organization for the sale of agricultural and horticultural products grown by the vendor, or for the sale of baked, canned, or preserved foods prepared by the vendor.

If the farmers' market occurs regularly for all or most of the year, it is considered a principal use. If the farmers' market occurs only occasionally or periodically for only a limited time period during the year, it is considered a temporary use. Operations generally meeting the definition of a temporary farmers' market, but that are open fewer than four days per year, shall be construed as a "garage or yard sale."

### **Faux window**<sup>605</sup>

"Faux" windows shall contain a recessed glass surface or other

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<sup>604</sup> A modified definition for a carried forward temporary use.

<sup>605</sup> This is a new definition.

surface that will mimic the appearance of a window. If glass is used, it does not have to be transparent and may be backed by a solid wall.

#### **Fence or wall<sup>606</sup>**

A fence or wall is an artificially erected freestanding barrier used to enclose (and protect) an area, restrict or prevent access to an area, to conceal or screen an area, and/or for decorative purposes. A fence may be open or solid and generally consists of wood, metal, concrete, or plastic posts connected by boards, rails, panels, wire, or mesh. A wall is generally solid and consists of masonry, stone, brick, tile, concrete, or plaster. Natural growth barriers such as hedges are not considered fences or walls.

#### **Fenestration/Transparency<sup>607</sup>**

The design, location, and presence of windows and doors in a building.

#### **Firewood display and sales<sup>608</sup>**

The display for retail sale of wood cut and dried to serve as fuel.

#### **Flagpole and flag<sup>609</sup>**

A pole displaying a fabric, banner, or bunting containing distinctive colors, patterns or symbols, used as a symbol of a government, political subdivision, corporate or commercial entity, or institution.

#### **Flea market**

The temporary and occasional collection of vendors using stalls,

booths, or tables on property owned by a public agency or a not-for-profit organization for the sale of merchandise, collectibles, crafts, antiques, and other items, excluding automobiles, automobile parts, and nonportable household appliances. Operations generally meeting this definition, but which are open fewer than four days a year, shall be construed as a "garage or yard sale."

#### **Floor area ratio**

See Sec. 27-8.201.D.

#### **Footcandle<sup>610</sup>**

A unit of measure of the intensity of light falling on a surface. It is often defined as the amount of illumination the inside surface of a one-foot-radius sphere would be receiving if there were a uniform point source of one candela in the exact center of the sphere. One footcandle is equal to one lumen per square foot.

#### **Front (or Primary) façade<sup>611</sup>**

The side or elevation of a structure that contains the structure's architectural front, or the portion of the structure facing the street from which the structure derives its street address.

#### **Full cut-off lens<sup>612</sup>**

An artificial outdoor lighting fixture designed to ensure that no light is directly emitted above a horizontal line parallel to the ground.

#### **Gable<sup>613</sup>**

A triangular area of an exterior wall formed by two sloping roofs.

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<sup>606</sup> This is a new definition.

<sup>607</sup> This is a new definition.

<sup>608</sup> A new definition for a carried forward principal use (the current ordinance doesn't define this use).

<sup>609</sup> A new definition for a new accessory use.

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<sup>610</sup> This is a new definition.

<sup>611</sup> This is a new definition.

<sup>612</sup> This is a new definition.

<sup>613</sup> This is a new definition.

### **Garage or carport**

A structure used or designed to provide shelter for the parking and storage of motor vehicles or boats. A garage is an enclosed building whereas a carport is a roofed structure open on one or more sides. Garages and carports are commonly attached to and considered part of a dwelling or other principal building, but may exist as a detached accessory structure.

### **Garage or yard sale**

The temporary and occasional use of the garage or yard of a residential dwelling for the casual sale of miscellaneous items of personal property to the general public. They shall be limited to four times per year at each residential dwelling.

### **General Plan**

The Prince George's County General Plan approved in accordance with State law.

### **Glare<sup>614</sup>**

The effect produced by a high intensity or insufficiently shielded light source that is significantly brighter than the level to which the eyes are adapted, causing annoyance, discomfort, or loss of visual performance or visibility of objects.

### **Glazing or transparency<sup>615</sup>**

The portion of an exterior building surface occupied by glass or windows.

### **Green area**

An area of land associated with, and located on the same parcel of

land as, a building for which it serves to provide light and air, or scenic, recreational, or similar purposes. Green area shall generally be available for use by the occupants of the building, but may include a limited amount of space to enhance the amenity of the development by providing landscaping features, screening for the benefit of people in neighboring areas, or a general appearance of openness. Green area may include lawns, decorative plantings, sculptures, wooded areas, landscaped areas covering structures that are not more than 12 feet above ground level, sidewalks and walkways, furniture, active and passive recreational areas, and water surfaces that comprise not more than ten percent of the total green area. It shall not include parking lots or other vehicular surfaces, or accessory buildings, except as otherwise provided.

### **Green roof**

A roof of a structure that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. Green roofs are sometimes known as rooftop gardens.

### **Greenhouse<sup>616</sup>**

A structure, primarily of glass, in which temperature and humidity can be controlled for the cultivation or protection of plants.

### **Helipad (as an accessory use)**

A facility located on the roof of an office or other building (like a hospital) that accommodates the landing and taking-off of helicopters.

### **Home based business<sup>617</sup>**

A business, profession, occupation, or trade that is conducted within a residential dwelling unit for the economic gain or support

<sup>614</sup> This is a new definition.

<sup>615</sup> This is a new definition.

<sup>616</sup> A new definition for a new accessory use.

<sup>617</sup> A modified definition for a carried forward "home occupation" accessory use, revised to strip out standards (in Sec. 27-4.304.B.12), and emphasize examples.

of a resident of the dwelling, is incidental and secondary to the residential use of the lot and does not adversely and/or perceptively affect the character of the lot or surrounding area.

Examples of home based businesses include, but are not limited to, the following: offices of physicians, dentists, lawyers, architects, engineers, contractors, consultants, stock brokers, marketers, bookkeepers, real estate brokers, and insurance agents; electronic and offsite retail; studios of artists, and musicians; sewing, millinery, and dressmaking services; home services such as interior decorating, maintenance, landscaping; and personal services such as physical therapy by licensed individuals, hairdressing, pet grooming, and the like.

Home based businesses do not include such businesses as: family child care homes and large family child care homes (which are separate accessory uses of homes), automotive repair and the like; any licensed or unlicensed practitioner who performs invasive procedures (acupuncture, tattooing, body piercing, and the like); restaurants, bars, social clubs and the like; animal kennels or hospitals and the like; or any other business that is clearly inappropriate or out of character for a residential area such that its location constitutes an adverse impact on neighboring residential properties.

#### **Home garden**

An on-site garden planted by an owner or occupant of a single-family detached dwelling unit for the purpose of growing vegetables or fruit for consumption by occupants of the home only. A home garden shall be located either in the backyard or behind the front façade of the single-family detached dwelling.

#### **Ingress<sup>618</sup>**

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<sup>618</sup> This is a new definition.

Access or entry to a building or site.

#### **Landscape Manual**

The document that promulgates the standards and criteria for developing landscaped, buffered, and screened areas in Prince George's County, and which is adopted by the District Council and revised and amended from time to time by the District Council.

#### **Large retail buildings<sup>619</sup>**

For the purposes of Sec. 27.5-900, Nonresidential and Mixed-Use Design and Form Standards, single-tenant buildings that have a gross floor area of 75,000 square feet or more and devote 60 percent or more of the total floor area to retail sales activities.

#### **Limited fuel/oil/bottled gas distribution<sup>620</sup>**

The distribution, for compensation, of fuel oil or bottled gases such as propane or liquid petroleum in containers no greater than five gallons in volume.

#### **Links<sup>621</sup>**

For purposes of establishing a score under the Street Connectivity Index (see Sec. 27-5.108 F. 2, Street Connectivity Index Score Calculation) a link represents the stretches of road that connect the nodes within the subdivision, and the street stubs within the subdivision.

#### **Livestock<sup>622</sup>**

Animals commonly regarded as farm animals, including, but not limited to, cattle, horses, goats, llamas, ostriches, and sheep, but

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<sup>619</sup> This is a new definition.

<sup>620</sup> A new definition for a new accessory use.

<sup>621</sup> This is a new definition.

<sup>622</sup> This is a new definition.

excluding domestic animals such as dogs, cats, rabbits, and domestic fowl.

### **Lot**

A designated area of land to be used, developed, or built upon as a unit (in accordance with this Ordinance), and having the minimum contiguous area required for a lot in the applicable zone and frontage on a public street, or private road, right-of-way, or easement approved in accordance with Subtitle 24. A lot shall be made up of one or more entire "record lots.

### **Lot coverage**

See Sec. 27-8.201.E.

### **Lot, record**

An area of land designated as a separate parcel of land on a record plat, or on a legally recorded deed (to land for which no subdivision plat is required pursuant to the provisions of Subtitle 24) filed among the Land Records of Prince George's County, Maryland.

### **Lumen<sup>623</sup>**

A quantitative unit measuring the amount of light emitted by a light source.

### **Manufactured home as emergency housing<sup>624</sup>**

The temporary placement and use of a manufactured home dwelling to provide emergency replacement housing following the destruction or damage of a dwelling by a fire, hurricane, tornado, flooding, or other physical catastrophe and until the dwelling is repaired, reconstructed, or replaced with a permanent dwelling.

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<sup>623</sup> This is a new definition.

<sup>624</sup> A new definition for a carried forward temporary use (the current ordinance doesn't define this use).

### **Maximum extent practicable<sup>625</sup>**

No feasible or practical alternative exists, as determined by the appropriate staff, and all possible efforts to comply with the standards or regulation or minimize potential harmful or adverse impacts have been undertaken by the applicant. Economic considerations may be taken into account but shall not be the overriding factor determining "maximum extent practicable."

### **Modular classroom**

A compensatory education modular classroom which is used exclusively for the purpose of providing educational services to private school students pursuant to Title 1 of the Elementary and Secondary Education Act of 1965, 20 U.S.C., Section 2701 et seq. (Title 1).

### **Mullion<sup>626</sup>**

A vertical element that forms a division between units of a window or door, that is sometimes used as decoration. When dividing adjacent window units, its primary purpose is to provide structural support to an arch or lintel above the window opening.

### **Neckdown<sup>627</sup>**

A traffic calming measure that narrows a street, either at an intersection or at a mid-block point and typically in a residential neighborhood. It is intended to slow vehicular traffic and to increase the safety of pedestrians. On streets with two-way traffic, neckdowns may permit two vehicles in opposite directions to pass through the narrowed portion of the street or may be designed such that one vehicle must yield to the other.

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<sup>625</sup> This is a new definition.

<sup>626</sup> This is a new definition.

<sup>627</sup> This is a new definition.

### **Net lot area**

See Sec. 27-8.201.A.

### **Nit<sup>628</sup>**

For the purposes of Sec. 27-5.1300, Signage, a measurement of a sign's luminance measured in the number of candela per square meter (cd/m2).

### **Node<sup>629</sup>**

For purposes of establishing a score under the Street Connectivity Index (see Sec. 27-5.108 F. 2, Street Connectivity Index Score Calculation) a node represents street intersections and cul-de-sac heads within the subdivision.

### **Nursery and garden center (as accessory to an agricultural use)**

Structures or an area of land located on land used for agricultural production that is used for the display and sale of nursery stock or garden supplies. This use does not include a temporary "wayside stand."

### **Office trailer<sup>630</sup>**

The temporary use of a trailer or other manufactured structure as an office in conjunction with existing office space accessory to an industrial use during the time in which permanent office space facilities are being constructed on-site.

### **Opacity<sup>631</sup>**

A measurement indicating the degree of obscuration of light or

visibility.

### **Outdoor display of merchandise (as accessory to a retail sales use)<sup>632</sup>**

Outdoor display of merchandise is the placement of products or materials for sale or rental outside the entrance of a retail or wholesale sales establishment.

### **Outdoor seating ( as accessory to an eating or drinking establishment)<sup>633</sup>**

Outdoor seating as accessory to an eating or drinking establishment is the provision of on-site outdoor seating areas by an eating or drinking establishment where food or beverages are served for consumption. The accessory use also may include outdoor seating areas on public sidewalks in front of the establishment.

### **Outdoor storage (as an accessory use)<sup>634</sup>**

Outdoor storage as an accessory use is the keeping, in an unroofed area on the site of a principal use, of any goods, material, merchandise, or vehicles associated with the principal use in the same place for more than 24 hours. This use does not include a junkyard or salvage yard or the display and storage of vehicles as part of an automobile, recreational vehicle, trailer, or truck sales or rental use.

### **Outparcel<sup>635</sup>**

A parcel that is part of a development located on the exterior of the development, generally adjacent to the street.

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<sup>628</sup> This is a new definition.

<sup>629</sup> This is a new definition.

<sup>630</sup> A new definition for a carried forward principal use (the current ordinance doesn't define this use).

<sup>631</sup> This is a new definition.

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<sup>632</sup> A new definition for a carried over accessory use (the current ordinance doesn't define the use).

<sup>633</sup> A new definition for a new accessory use.

<sup>634</sup> A new definition for a carried over accessory use (the current ordinance doesn't define the use).

<sup>635</sup> This is a new definition.



**Owner**

The person in whom legal or equitable title rests. Owner means any part owner, joint owner, owner of a community or partnership interest, life tenant, tenant in common, tenant by the entirety, or joint tenant. Where the signature of an owner is required, the term owner includes anyone having clear written authority to act on behalf of the actual owner.

**Parapet<sup>636</sup>**

A building façade that rises above the roof level, typically obscuring a gable or flat roof as well as any roof-mounted equipment.

**Parapet wall<sup>637</sup>**

A low protective or decorative wall or railing along the edge of a raised structure such as a roof or balcony.

**Parcel or parcel of land<sup>638</sup>**

Any quantity of land capable of being described with such definiteness that its location and boundaries may be established which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit.

**Parking area<sup>639</sup>**

Any public or private area, under or outside of a building or structure, designed and used for parking motor vehicles, including parking lots, garages, private driveways, and legally designated areas of public streets.

**Parking bay<sup>640</sup>**

<sup>636</sup> This is a new definition.

<sup>637</sup> This is a new definition.

<sup>638</sup> This is a new definition.

<sup>639</sup> This is a new definition.

The parking module consisting of one row of parking spaces or stalls and the aisle from which motor vehicles enter and leave the spaces.

**Parking Demand Study<sup>641</sup>**

An analysis of the total number of parking spaces required in order to accommodate the maximum number of vehicles for parking purposes by a particular use or site at any given time, including the parking requirements for all employees, occupants, clients, and visitors.

**Parking facility (as an accessory use)<sup>642</sup>**

An off-street, hard-surfaced, ground level area—or a structure composed of one or more levels or floors—that is used exclusively for the temporary storage of motor vehicles associated with the principal use of the lot (for residents, employees, customers, visitors, etc.). A structured parking facility may be totally below grade or partially or totally above grade, with levels either being open to the sides (deck) or enclosed (garage).

**Parking lot drive aisle<sup>643</sup>**

A vehicular accessway located within an off-street parking or vehicular use area which serves individual parking stalls and driveways.

**Parking space, handicapped accessible<sup>644</sup>**

A space designated for the parking or temporary storage of one motor vehicle in addition to the space necessary for the ingress and egress from the vehicle by a disabled person and any equipment

<sup>640</sup> This is a new definition.

<sup>641</sup> This is a new definition.

<sup>642</sup> A modified definition of a carried forward use.

<sup>643</sup> This is a new definition.

<sup>644</sup> This is a new definition.

needed for that purpose.

**Parking space, off-street**<sup>645</sup>

A space that is designated for the parking or temporary storage of one motor vehicle located outside of a dedicated street right-of-way, vehicular travel way, or parking aisle.

**Parking structure or “structured parking”**<sup>646</sup>

A building for short-term storage of motor vehicles, having two or more tiers or levels, that has open sides or is enclosed, with the top tier or level either roofed or not.

**Parking, deferred**<sup>647</sup>

A portion of the required off-street parking associated with a use that is not installed at the time of construction, but delayed or deferred until a parking demand study can be completed to determine if the additional required parking is needed.

**Parking, off-site**<sup>648</sup>

An off-street parking area provided on a different parcel than the use it is intended to serve.

**Parking, shared**<sup>649</sup>

Off-street parking facilities shared by two or more uses that are in close proximity to one another and the parking area, and that have different operational characteristics such that use of the parking facilities by one use will not generally overlap with the use of the parking area by the other use(s).

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<sup>645</sup> This is a new definition.

<sup>646</sup> This is a new definition.

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<sup>649</sup> This is a new definition.

**Parking, tandem**<sup>650</sup>

A parking space within a group of two or more parking spaces arranged one behind the other.

**Patio**<sup>651</sup>

An area, usually paved, adjoining a building - used as an area for outdoor dining or gathering.

**Pedestrian street frontage**

A street frontage along which continuous, convenient pedestrian access and mobility is intended to be provided, with wider than normal sidewalks and no or very limited curb cuts other interruptions to the sidewalks. Pedestrian street frontages are designated when land is zoned or rezoned to a transit-oriented/activity center base or PD zone, or by approval of a master plan or sector plans for a large-scale development.

**Person**

Any individual or natural person, legal entity, joint stock company, partnership, voluntary association, society, club, firm, company, corporation, business or other trust, civic association, municipality, government organization or entity, or any other organization, whether or not legally incorporated.

**Physically handicapped person**

An individual who has a physical impairment which:

- (A) Is expected to be of long-continued and indefinite duration;
- (B) Substantially impedes the ability to move about and live independently; and

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<sup>650</sup> This is a new definition.

<sup>651</sup> This is a new definition.

- (C) Is of such a nature that this ability could be improved by more suitable housing conditions, barrier-free design of buildings, and reserved, specially-designed parking facilities.

**Pier, community or noncommercial docking facility**

A pier or boat docking facility that is community-owned, and operated for the benefit of the residents of a riparian subdivision.

**Pier, private**

A privately owned platform extending from a shore over water and supported by piles or pillars, used to secure, protect, and provide access to boats.

**Pilaster<sup>652</sup>**

An architectural element used to give the appearance of a supporting column and to articulate an extent of wall, with only an ornamental function.

**Planning Director**

The Planning Director of Prince George’s County, or his or her designee.

**Plaza<sup>653</sup>**

An open space at the intersection of streets or adjacent to structures, set aside for civic purposes and commercial activity, which may include parking, consisting of durable pavement, and formal landscaping or tree plantings.

**Porch<sup>654</sup>**

A structure attached to a building that has a roof and that may or may not have walls

**Rain garden<sup>655</sup>**

A planted depression that allows rainwater runoff from impervious areas like roofs, driveways, walkways, parking lots, and compacted lawn areas the opportunity to be collected in a single location and absorbed.

**Rainwater cistern or barrel<sup>656</sup>**

A catchment device to capture rain water from a roof or other surface before it reaches the ground, which may be either above or below ground level.

**Retail sales (as accessory to a manufacturing, warehouse, or wholesale use)<sup>657</sup>**

The offering of products associated with a manufacturing, warehouse, or wholesale use for retail sale to the general public on the premises of the manufacturing, warehouse, or wholesale use. An example is an outlet or seconds shop located at a manufacturing plant.

<sup>652</sup> This is a new definition.

<sup>653</sup> This is a new definition.

<sup>654</sup> This is a new definition.

<sup>655</sup> This is a new definition.

<sup>656</sup> A new definition for a new accessory use.

<sup>657</sup> A new definition for a new accessory use.

### **Retail sales (as accessory to a multifamily development)<sup>658</sup>**

Small-scale retail sales or service uses on the premises of a multifamily development use that offer convenient goods and other goods and services (not major purchase items) serving the day-to-day needs of residents and guests of the multifamily development. Such uses include a beauty salon or barbershop, small eating or drinking establishment, small food or beverage store, or florist.

### **Retaining wall<sup>659</sup>**

A structure, either masonry, metal, or treated wood, designed to prevent the lateral displacement of soil, rock, fill, or other similar material.

### **Roof line<sup>660</sup>**

The top edge of the roof or the top of the parapet, whichever forms the top line of a building.

### **Rubble (construction and demolition debris) landfill (as a temporary on-site use)**

A solid waste management facility that is the final resting place for materials discarded from the on-site construction, renovation, or demolition of a structure that are generally considered to be nonhazardous and not water soluble—including, but not limited to, steel, glass, brick, concrete, asphalt materials, pipe, gypsum wallboard, and lumber. A construction and demolition debris disposal facility may also contain land clearing debris such as rocks, soil, trees, and other vegetative matter. These facilities are subject to State permitting requirements and regulations.

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<sup>658</sup> A new definition for a carried over accessory use (the current ordinance doesn't define the use).

<sup>659</sup> This is a new definition.

<sup>660</sup> This is a new definition.

### **Sadomasochistic abuse**

Flagellation or torture by or upon a human who is nude, or clad in undergarments, or in a revealing or bizarre costume, or the condition of one who is nude or so clothed and is being fettered, bound, or otherwise physically restrained.

### **Satellite dish antenna<sup>661</sup>**

A round or parabolic antenna and its supporting structure for the purposes of sending and/or receiving radio or electromagnetic signals.

### **Sawmill (as a temporary on-site use)<sup>662</sup>**

A temporary operation of facility established for the purpose of sawing or planning of logs or trees grown and harvested on the site into rough slabs.

### **Searchlight<sup>663</sup>**

An apparatus containing a light and reflector on a swivel, for projecting a strong, far-reaching beam in any direction.

### **Seasonal decorations display and sales<sup>664</sup>**

A temporary business enterprise that is conducted primarily outdoors and offers for retail sale decorative items that are , by their nature, in particular demand during a relatively short peak season—including, but not limited to, Christmas trees, pumpkins, flowers, and fireworks.

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<sup>661</sup> A new definition for a carried over accessory use (the current ordinance doesn't define the use).

<sup>662</sup> A new definition for a carried over use (the current ordinance doesn't define the use).

<sup>663</sup> This is a new definition.

<sup>664</sup> A new definition for a carried over temporary use (the current ordinance doesn't define the use).

### **Sexual conduct**

Human masturbation, sexual intercourse, or any touching of or contact with the genitals, pubic areas, or buttocks of the human male or female, or the breasts of the female, whether alone or between members of the same or opposite sex, or between humans and animals.

### **Sexual excitement**

The condition of human male or female genitals, or the breasts of the female, when in a state of sexual stimulation, or the sensual experiences of humans engaging in or witnessing sexual conduct or nudity.

### **Shopping center**

A group of four or more nonresidential establishments that primarily consist of retail sales and services establishments and personal service uses, under single or multiple ownership, in one or more buildings, that is planned, constructed, and managed as a single entity, with:

- (A) Shared traffic circulation systems and off-street parking and loading areas;
- (B) Shared site features including but not limited to access, landscaping, pedestrian ways, and signage; and;
- (C) Coordinated form and building design.

### **Shopping center, integrated<sup>665</sup>**

For the purposes of Sec. 27-5.1300, Signage, a group of three or more retail stores planned and developed under a uniform development scheme and served by common and immediate off-street parking and loading facilities.

### **Shrub<sup>666</sup>**

A self-supporting woody perennial ranging in height from six inches to 20 feet. Shrubs are characterized by multi-stemmed growth habits and can be deciduous or evergreen.

### **Sidewalk<sup>667</sup>**

A paved area public right-of-way running parallel to the street for the purposes of pedestrian travel and to facilitate pedestrian access to adjacent streets, buildings, and land.

### **Sidewalk pedestrian clearance zone**

In the RTO Zone, the portion of the sidewalk primarily intended for the unobstructed movement of pedestrians, located between the sidewalk planting zone and the building façade.

### **Sidewalk planting zone**

In the RTO, the portion of the sidewalk between the sidewalk pedestrian clearance zone and the street right-of-way where street trees are planted.

### **Sign<sup>668</sup>**

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<sup>665</sup> This definition is carried forward from Sec. 27-107.01 of the current Zoning Ordinance.

<sup>666</sup> This is a new definition.

<sup>667</sup> This is a new definition.

<sup>668</sup> This definition builds on the definition of sign in Sec. 27-107.01 of the current Zoning Ordinance.

Any letter, word, numeral, figure, design, projected image, picture, illustration, emblem, symbol, trademark, banner, pennant, or other device, whether illuminated or non-illuminated, which is used to announce, direct attention to, identify, advertise, or otherwise make anything known, including but not limited to realty, products, services, places, activities, persons institutions, performances, commodities, and business and organizations. Signs do not include the flag or emblem of any nation; county, state, city, religious, fraternal, or civic organization decorations; or works of art which in no way identify a product or business.

#### **Sign area or surface area<sup>669</sup>**

The entire area of a sign. It shall be measured by the square, rectangle, semicircle, or parallelogram thereof, and comprise the entire sign inclusive of any border or trim and all the elements of the matter displayed, but excluding the base or apron, supports and other structural members. All sides of a sign which are visible from any vantage point shall be measured in determining the area of a sign, except that if two sides are back-to-back or separated by an angle of 45 degrees, only the larger of two sides shall be measured.

If a building wall sign include letters, figures, designs, or other sign elements that are painted or mounted directly on the architectural face of a building with no border, trim, or other decorative wall work, the spaces between such elements shall not be considered part of the sign, and the sign area shall be calculated by reducing by 50 percent the area of the square, rectangle, semicircle, or parallelogram thereof which forms, or approximates, the perimeter of the sign elements.

#### **Sign illumination, animated<sup>670</sup>**

Illumination of part or all of a sign drawing attention to a sign

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<sup>669</sup> This definition builds on clarifies Sec. 27-591 of the current Zoning Ordinance.


<sup>670</sup> This is a new definition.

through an internal or external light source or neon illumination that exhibits changing intensities or colors. Animated illumination includes a sign on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information. Animated illumination does not include automatic changes in display for digital displays.

#### **Sign illumination, static<sup>671</sup>**

Illumination drawing attention to a sign through an internal or external light source or neon illumination that does not change intensities or colors. Static illumination does not include digital displays.

#### **Sign Permit<sup>672</sup>**

See Sec. , Sign Permit.

#### **Sign, address<sup>673</sup>**

A sign identifying the street number and/or name of the occupant of the property on which the sign is located.

#### **Sign, building wall or roof<sup>674</sup>**

A sign attached parallel to, painted on the wall surface of, or erected on the outside wall, mansard roof structure, other roof structure, or parapet of any building or structure, which is supported by a wall, building, or structure, and which displays only one sign surface.

#### **Sign, canopy<sup>675</sup>**

A sign which is a part of or attached to a canopy (see “Canopy”).

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<sup>671</sup> This is a new definition.

<sup>672</sup> This is a new definition.

<sup>673</sup> This is a new definition.

<sup>674</sup> This is a new definition.

<sup>675</sup> This is a new definition.

**Sign, changeable copy<sup>676</sup>**

A sign that is designed to accommodate the frequent changing of message copy (e.g., letters, numerals, graphics), whether through manual means (e.g., changing of attachable characters or graphics), mechanical means (e.g., rotation of sign face or sign panels), or electronic means (e.g., automatic switching of sign face or sign panels or of the message itself). Changeable copy signs include bulletin or reader boards, time and temperature signs, and electronic message signs.

**Sign, construction identification<sup>677</sup>**

A sign which identifies the architects, engineers, contractors, and other individuals or firms directly involved with construction of development, the name of the building or development, the intended purpose of the building or development, and/or the expected completion date.

**Sign, directional<sup>678</sup>**

A sign that provides directional information, such as mileage, route number, or exit number, useful to the driver or traveler in locating the attraction or activity. A directional sign may not contain descriptive words or phrases or pictorial or photographic representations of the activity or its environs.

**Sign, easel<sup>679</sup>**

A one-sided sign displayed outside a business by placement on a three- or four-legged easel-type supporting structure.

**Sign, electronic<sup>680</sup>**

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<sup>676</sup> This is a new definition.

<sup>677</sup> This is a new definition.

<sup>678</sup> This is a new definition.

<sup>679</sup> This is a new definition.

A sign that changes its message copy by means of light emitting diodes (LEDs), fiber optics, light bulbs, or other illumination devices within the display area.

**Sign, freestanding<sup>681</sup>**

A sign which is permanently affixed in or upon the ground and not attached to any building structure.

**Sign, gateway<sup>682</sup>**

A freestanding sign located at the entrance to the site of a single-family residential subdivision, business or professional offices, or an integrated shopping center, that identifies the subdivision, offices, or shopping center.

**Sign, illuminated<sup>683</sup>**

A sign that is illuminated by electric or other device mainly for clear visibility at night

**Sign, monument<sup>684</sup>**

A freestanding sign constructed with a monument base with the monument base flush to the ground.

**Sign, nonconforming<sup>685</sup>**

A sign that complied with the requirements of this Ordinance when it was erected, but does not currently comply with the standards of this Ordinance.

**Sign, outdoor advertising (Billboard)<sup>686</sup>**

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<sup>680</sup> This is a new definition.

<sup>681</sup> This is a new definition.

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A sign (including painted bulletin and poster panel) which directs attention to a business, profession, commodity, service, the sale or rental of real estate, entertainment, event, or other activity conducted, sold, or offered elsewhere than upon the property on which the sign is located. A painted bulletin is an outdoor advertising sign having an area greater than 300 square feet. A poster panel is an outdoor advertising sign which generally has panels of poster paper attached to it, and an area not greater than 300 square feet.

**Sign, political<sup>687</sup>**

A sign attracting attention to political candidates or political issues.

**Sign, portable<sup>688</sup>**

Any sign that rests upon the ground, a structure, frame, building, or other surface, that can be moved around; such signs include but are not limited to the following: trailer signs, sandwich board signs, and sidewalk or curb signs.

**Sign, projecting<sup>689</sup>**

A sign attached to and projecting out from a building face or wall, generally at a right angle to the building.

**Sign, real estate<sup>690</sup>**

Any on-premise sign pertaining to the sale, rental, development, or lease of a lot or parcel of land, one or more structures, or a portion thereof, to which the sign is located.

**Sign, real estate directional<sup>691</sup>**

A sign directing people to a lot or parcel of land, one or more structures, or a portion thereof, available for sale, rental, development, or lease.

**Sign, sandwich board<sup>692</sup>**

A movable ground sign, not secured or attached to the surface or ground upon which it is located, that is constructed in such a manner as to form an “A” or tent-like shape.

**Sign, temporary<sup>693</sup>**

A sign that can be used only for a designated period of time.

**Sign, traffic<sup>694</sup>**

A sign indicating Federal, State, or County regulations for automobile, truck, bicycle, and pedestrian movement.

**Sign, window<sup>695</sup>**

A sign that is attached to, or painted on, a window so that it can be read from outdoors

**Slope<sup>696</sup>**

An incline from the horizontal expressed in an arithmetic ratio of horizontal magnitude to vertical magnitude (e.g., slope = 3:1 = 3 ft. horizontal to 1 ft. vertical).

**Solar energy collection facility (small-scale)**

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<sup>686</sup> This definition is carried forward from Sec. 27-107.01 of the current Zoning Ordinance.

<sup>687</sup> This is a new definition.

<sup>688</sup> This is a new definition.

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<sup>690</sup> This is a new definition.

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<sup>691</sup> This is a new definition.

<sup>692</sup> This is a new definition.

<sup>693</sup> This is a new definition.

<sup>694</sup> This is a new definition.

<sup>695</sup> This definition is carried forward from Sec. 27-107.01 of the current Zoning Ordinance.

<sup>696</sup> This is a new definition.

A facility consisting of solar panels, modules, and related equipment (e.g., heat exchanger, pipes, inverter, wiring, storage) that collects solar radiation and transfers it as heat to a carrier fluid for use in hot water heating or space heating and cooling, and/or that collects solar energy and converts it into electricity.

As an accessory use, a solar energy collection system is designed to primarily meet on-site demands (but may include transfer of excess electricity to an electric utility grid) and components are typically mounted on the roof(s) of principal or accessory structures, but may be mounted on other parts of structures, or on the ground.

#### **Spa**<sup>697</sup>

An above- or below-ground structure (together with all associated appurtenances) that is filled with water and used for immersion and soaking of the human body for relaxation or recreation.

#### **Square**<sup>698</sup>

An open space that is defined by streets or adjacent buildings that is set aside for civic purposes, with landscaping consisting of paved walks, lawns, trees, and may contain civic buildings.

#### **Stable, private**<sup>699</sup>

A building or land where horses are, sheltered, fed, or kept for personal use, accessory to a single-family detached dwelling.

#### **Stacking lane**<sup>700</sup>

A portion of the vehicular use area on a site that is dedicated to the temporary storage or “standing” of vehicles engaged in drive-

through use of the site or development. Parking or storage of vehicles is not permitted within the stacking/standing area.

#### **Storage shed**

An uninhabitable accessory structure used or designed to be used to provide shelter for or storage of materials, or as a small workshop. Storage sheds may be enclosed or open and may be attached to a principal building or exist as a detached structure.

#### **Street connectivity index**<sup>701</sup>

For purposes of this Ordinance, a metric that evaluates the street connections in a single-family residential subdivision (see Sec. 27-5.108 F. Connectivity Standards for Single-Family Residential Development).

#### **Street furniture**<sup>702</sup>

Objects such as outdoor seating, kiosks, bus shelters, sculpture, tree grids, trash receptacles, and fountains that have the potential for enlivening and giving variety to streets, sidewalks, plazas, squares, and other outdoor spaces open to, and used by, the public.

#### **Street line**<sup>703</sup>

A line separating the street from abutting property. For the purpose of this definition a street is whichever of the following two groups of vehicular ways indicates the greatest right-of-way width:

- (A) A public or dedicated right-of-way at least 30 feet in width; or a private road right-of-way or easement along which development is authorized pursuant to Subtitle 24; or
- (B) A proposed street right-of-way or widening shown on the

<sup>697</sup> A simplified definition of a carried forward accessory use.

<sup>698</sup> This is a new definition.

<sup>699</sup> A new definition for a carried over accessory use (the current ordinance doesn't define the use).

<sup>700</sup> This is a new definition.

<sup>701</sup> This is a new definition.

<sup>702</sup> This is a new definition.

<sup>703</sup> This definition is carried forward from Sec. 27-107.01 of the current Zoning Ordinance.

applicable General Plan or Master Plan, or Functional Master Plan; or in the current Capital Improvement Program or Maryland State Five Year Highway Construction Program; or on a record plat.

**Street stub**<sup>704</sup>

A nonpermanent dead end street intended to be extended in conjunction with development on adjacent lots or sites.

**Street stub**<sup>705</sup>

A street segment, usually relatively short in length, which terminates at the boundary of a subdivision or other development. The purpose of stub streets is to ultimately connect to abutting land when it is developed.

**Street tree**<sup>706</sup>

A tree planted or existing within or along either side of a street right-of-way.

**Street, temporary dead end**<sup>707</sup>

A street temporarily having only one outlet for vehicular traffic and intended to be extended or continued in the future.

**Structure**<sup>708</sup>

Anything constructed, installed, or portable, the use of which requires a location on a parcel of land or site. It includes a movable structure while it is located on land which can be used for housing, business, commercial, agricultural, industrial, or public, civic, or institutional purposes, either temporarily or permanently.

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<sup>704</sup> This is a new definition.

<sup>705</sup> This is a new definition.

<sup>706</sup> This is a new definition.

<sup>707</sup> This is a new definition.

<sup>708</sup> This is a new definition.

"Structure" also includes fences, billboards, swimming pools, poles, pipelines, transmission lines, tracks, and advertising signs.

**Structure height**

See Sec. 27-8.201.F.

**Swimming pool, commercial (as an accessory use)**

A man-made enclosure at least three feet deep at the deep end that is filled with water and used for wading or swimming, and that is accessory to a commercial use.

**Swimming pool, private**

A man-made enclosure at least three feet deep at the deep end that is filled with water and used for wading or swimming, and that is:

- (A) Owned and maintained by an individual for the sole use of his household and guests;
- (B) Located on a lot" as an accessory use to the owner's residence; and
- (C) Not operated for profit or in connection with any business operated for profit.

**Temporary portable storage unit**<sup>709</sup>

A transportable unit designed and used primarily for temporary storage of building materials, household goods, personal items, and other materials for use on a limited basis.

**Temporary real estate sales office/model**<sup>710</sup>

A dwelling, dwelling unit, or other marketable unit of a new development that is used for real estate sales or leasing activities

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<sup>709</sup> A new definition for a new temporary use.

<sup>710</sup> A new definition for a carried over temporary use (the current ordinance doesn't define the use).

associated with the development pending construction of the development and the initial sales of homes or units in the development.

**Temporary shelter for commercial displays, sales, and services**

A retail sales and service establishment's temporary use of a tent or trailer for promotional displays or sales promotional displays or sales, seasonal activities, income tax consultant's offices, carload sales of products, sidewalk sales, and demonstration of products in a parking lot.

**Traffic calming device<sup>711</sup>**

A natural or constructed feature located within or adjacent to a street that is designed to reduce motorist speed or vehicle volumes, while at the same time increasing safety for pedestrians and non-motorized vehicles.

**Transient manufactured home or recreational vehicle residence**

The temporary placement and use of a manufactured home dwelling or recreational vehicle to house person employed by or otherwise associated with a principal use of the same lot for which the County levies an amusement tax.

**Transportation Demand Management (TDM)<sup>712</sup>**

The application of strategies and policies to reduce travel demand of single-occupancy private vehicles, or to redistribute this demand in space or in time.

**Tree, ornamental<sup>713</sup>**

A deciduous tree planted primarily for its ornamental value. May be

any size at maturity, but will tend to be smaller than a shade tree.

**Tree, shade<sup>714</sup>**

A deciduous (or rarely, an evergreen) tree planted primarily for its high crown of foliage or overhead canopy. A major shade tree at maturity reaches a height of at least 70 feet. A minor shade tree generally does not exceed a height of 40 feet.

**Utility easement<sup>715</sup>**

An easement which grants the right to install and maintain utilities including, but not limited to, water lines, sewer lines, storm sewer lines, electrical power lines, telephone lines, natural gas lines, and community antenna television systems.

**Vehicular use area<sup>716</sup>**

Areas used for the parking and circulation of automobiles, trucks, motorcycles, and bicycles. Vehicular use areas do not include individual driveways serving single-family detached residential development.

**Wall pack<sup>717</sup>**

An exterior lighting device that is flush-mounted on a vertical wall surface.

**Wayside stand**

A temporary structure used for:

- (A) The sale of agricultural or other products produced on the premises, which may include the incidental sale of other products not produced on the premises; or

<sup>711</sup> This is a new definition.

<sup>712</sup> This is a new definition.

<sup>713</sup> This is a new definition.

<sup>714</sup> This is a new definition.

<sup>715</sup> This is a new definition.

<sup>716</sup> This is a new definition.

<sup>717</sup> This is a new definition.

- (B) The sale of fruits, vegetables, or cut flowers not grown on the premises.

**Wind energy conversion system (small-scale)**

A facility consisting of one or more rotating wind turbines and related equipment that converts the kinetic energy in wind into mechanical energy. A small-scale wind energy conversion system has a rated capacity of not more than 100 kilowatts (kW) and is intended to primarily reduce on-site consumption of utility power for a home or business.

**Wing wall<sup>718</sup>**

Shorter walls that extend outwards from the front façade of a building used to divide the structure into different visual compartments, control pedestrian movement along the structure, or retain slopes.

**Xeriscape landscaping<sup>719</sup>**

A landscaping method that utilizes water-conserving techniques such as the use of drought-tolerant plants, mulch, and efficient irrigation.

**Yard**

"Open space located on the same lot with a structure (not including ground-level paved surfaces unless specifically noted), or use, between the structure or use (such as outdoor storage) and the nearest lot line or street line. All required yards shall be unoccupied and unobstructed from the ground upward, except for landscaping, and accessory structures and uses as permitted elsewhere in this Ordinance. An alley shall not be considered a part of a yard.

**Yard, front**

"Yard" extending across the width of a "Lot," between the "Front Street Line" and the nearest part of a "Main Building" (or its enclosed or covered projection). In a "Through Lot," all "Yards" abutting "Streets" are "Front Yards."

**Yard, rear**

Yard extending across the width of a lot, between the rear lot line and the nearest part of a principal building (or its enclosed or covered projection). A through lot has no rear yard.

**Yard, side**

Yard between the side lot line or side street line and the nearest part of a principal building (or its enclosed or covered projection), extending from the front yard to the rear yard or, in the absence of either of these yards, to the front street line and rear lot line. In the absence of a front street line, all yards are side yards. On a through lot, any yard that does not abut a street is a side yard.

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<sup>718</sup> This is a new definition.

<sup>719</sup> This is a new definition.

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