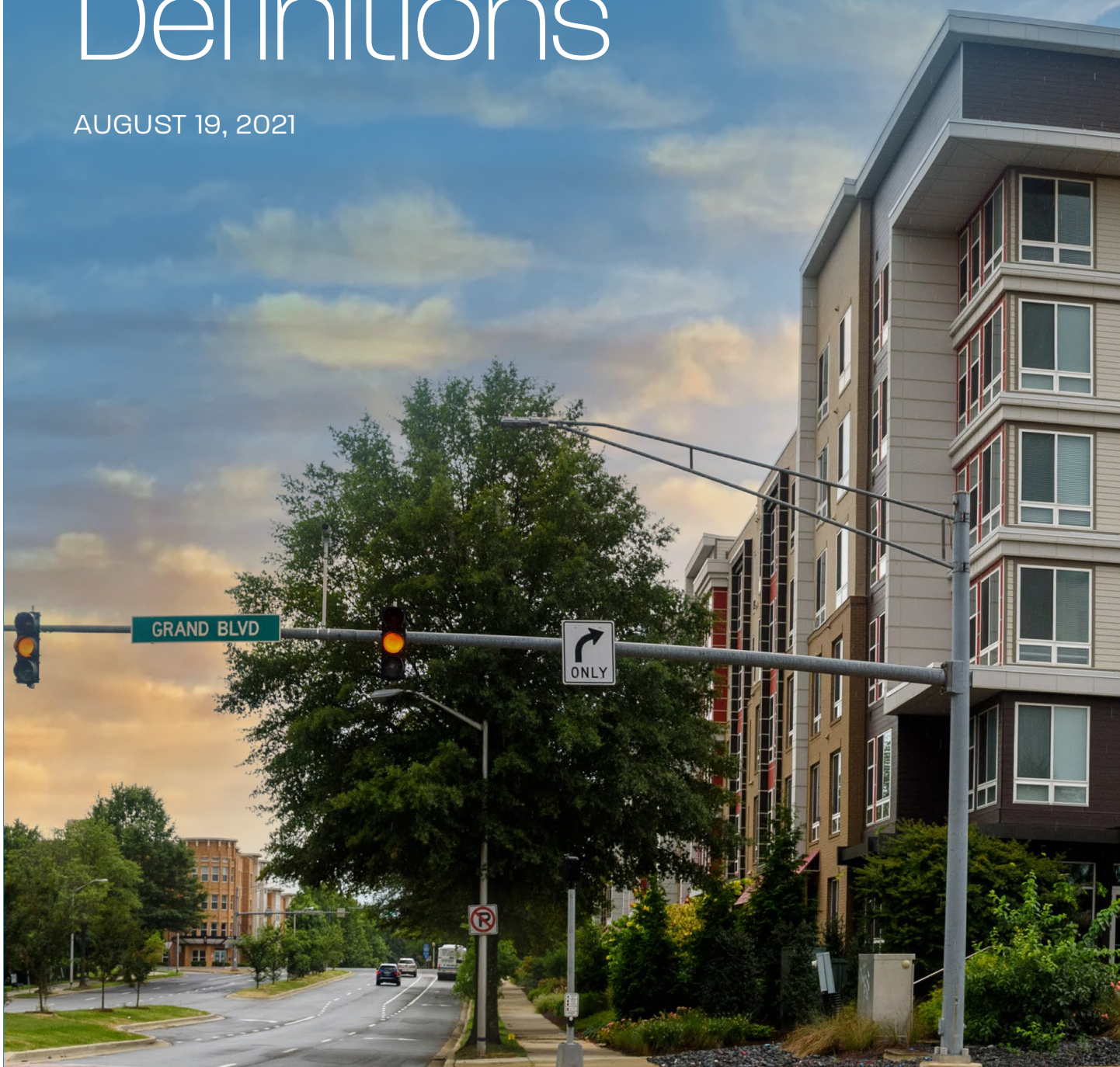


Addressing Definitions

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 M-NCPPC
Prince George's County Planning Department

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The definitions listed below apply to the terms used by the Addressing Team in the Prince George’s Planning Department. They incorporate as appropriate, terminology used by organizations that have published national address data standards including: the Federal Geographic Data Committee (FGDC), National Emergency Number Association (NENA), and US Postal Service (USPS).

Access

A point or area providing the primary means of entry to a parcel or a structure. Also, when used in terms such as “accessible street,” “accessing street,” “providing access to” and “taking access from,” it describes a street where vehicular and pedestrian traffic may reach the entry to a parcel or a structure. Such a street would be used to determine the address numbers for any parcels, structures, or buildings taking access from it. In contrast, a street may be considered inaccessible and not suitable as part of an address. This may be due to physical obstacles between the street and the address location (such as a stream, steep slope, or wall), vehicular access is prohibited, or the street frontage may be unsafe due to potentially hazardous or dangerous traffic situations. Examples of such situations include speed limits greater than 25 miles per hour (MPH) and a lack of a paved parking shoulder, driveway, or parking lot. Parcels, structures, and buildings fronting such a street should be addressed instead to a nearby street, internal street, or private alley offering safer and more practical access.

See also: Alley, Private, Fronting, Ingress/Egress Easement, Primary Access Point, and Street.

Accessory Structure

A structure designed to provide ancillary support to the primary use of another structure or group of structures on a parcel. Examples of accessory structures are sheds, barns, workshops, garages, and other outbuildings associated on-site with a primary structure used for residential, industrial, commercial, or public purposes.

Address

The term “address” refers to the official complete address assigned to a parcel or a structure that uniquely defines its location. In general, an address is a series of numbers and text arranged and determined by a commonly adopted system of rules that describes the location of a parcel or a structure along an abutting street. In Prince George’s County, a city-style, or numbered thoroughfare, format is used for premise and mailing addresses. Historically, this format at a minimum included an address number element and a street name element, for example, “212 Greenway,” but at present an address must include a street type element as well. To allow for more descriptive capacity or for postal use, these elements are often combined with other address elements such as address number suffixes, modifiers, directionals, subaddress types, and subaddress designators. An address is not part of the legal description of the parcel.

See also: Address Element, Complete Address, Mailing Address, and Premise Address.

Address Team

A team or work group composed of one or more Planning Department staff members and their supervisor responsible for the assignment and notification of all new street name and address information, for facilitating changes to existing street names and address numbers, for the verification of addresses, for maintaining an archive of past address changes and decisions, for communicating with other agencies, and for resolving address and street name problems. This group also evaluates petitions of street name change and considers appeals of address number assignments and of denied petitions of street name change.

Address Element

A word or words forming a simple address element. Such elements when combined with others create the complex elements of the complete address number, complete street name, and complete subaddress. The address elements in use in this county include the address number, address number suffix, street name pre-modifier, street name pre-directional, street name, street name post type, street name post directional, street name post modifier, subaddress type, and subaddress identifier.

See also: Complete Address.

Address Number

An individual whole number assigned as part of an address identifying a parcel or a structure. The value chosen for the number is derived from the relative position and orientation of the accessing street within the Grid Address Numbering System, which side of the street is being addressed, the distance along the street from the start of the current block, and the relative rank of the address numbers on the opposite side of the street. An address number is one of the elements that make up a complete address. At present, the lowest valid address number is “1” and the highest is “25100.”

Address Number Ranking

An addressing pattern where structures facing each other on the opposite side of the same street are assigned numbers in relation to each other. That is: 6 facing 5 or 7, 5 facing 4 or 6; and in the instance where a structure fronts off the inside curvature of a street and faces more than one structure fronting off the outside curvature of same street: 6 between 5 and 7, or 7 between 6 and 8. This will also apply when there are more structures on one side of the street than the opposite side due to variances of parcel size.

Address Number Sequence

A pattern of address numbers assigned per the rules of the Grid Address Numbering System along a street. Address numbers increase in order with distance away from a street's baseline. The amount of increase in the sequence is at least two, since only odd or even numbers are used for a given side of a street. Within each hundred block the even side will have an increasing series of address numbers from 00 to 98 (evens only), and the odd side an increasing series from 01 to 99 (odds only). Often one or more numbers in the series are skipped, due to the need to maintain ranking with the opposite side of the street or to reserve numbers for future Infill development. The address number sequence starts over at 00 and 01 at the beginning of the next hundred block. For example, addresses on the odd side of the 800 block might be 801, 803, 807, 809, and so on until either 899 is reached or there are no more addresses needed. On the next block (900) along the sequence, the address numbers on the odd side would start over at 901, 903, and so forth.

Address Number Suffix

An address element that forms a portion of a complete address number and follows the address number. An example is the “D” in “8101 D Suitland Parkway.”

Address Plan

A scaled map showing the layout of parcels and streets for a proposed subdivision of land or of the layout of proposed structures within a complex. The map may include suggested street names, street types, and address numbers. Initially, the purpose of such a map is to aid the Address Team to create a list of approved street names to be reserved for use by the developer. The Address Team will also use it to determine appropriate street type designations for each street, and ultimately as an aid to assigning address numbers to the new parcels or structures.

See also: Address, Complex, and Street Name.

Address Reference System

A grid or other system of organizing address numbering and designation of streets into a logical and consistent pattern over a defined area. This may include all or a portion of an individual municipal or county jurisdiction. It also includes rules for numbering, rules for street name components, and other locally defined rules concerning the assignment of addresses. In Prince George's County, this system is named the Grid Address Numbering System. The street naming and address numbering pattern used is a modified version of the Quadrant System that Pierre L'Enfant designed for the 1791 plan of Washington, D.C. It is an example of an axial type of Address Reference System. This type is based on streets or geometric lines which form the basis for address numbering. The axes are oriented at right angles to each other to define quadrants or directionals.

Addressable

A parcel, structure, building, mobile home, or infrastructure feature may be addressable, or eligible for an assigned address, due to its use, future use, or other characteristic or need. Typically, this means a structure, or part of a structure, that is used as a residence or place of business. Also, it means a buildable parcel or any parcel or right-of-way containing an infrastructure feature that might require an address for permit or tracking purposes.

Administrative Correction

For the purposes of this guide, an administrative correction is an action taken by the Address Team to correct a typographic or cartographic error involving an address. Such action is limited to improving the accuracy of the Address Team's records and does not require the distribution of notification of change letters. Corrections that involve the assignment or change of an address must follow the appropriate policies and procedures.

Alley

A public street that is less than thirty feet wide, and is designated as an “alley” on a record plat or dedicated as such in a deed.

Alley, Private

A vehicular passageway designed to provide secondary or service access, generally to the rear of a lot, which is owned and maintained by a private entity.

Arterial Street

A street primarily used by through traffic, usually on a continuous route or highway designated as part of an arterial system or street network.

Baseline

One of horizontal and perpendicular lines within the Grid Address Numbering System that intersect the origin point, defined as the center of the U. S. Capitol dome. These lines serve as the two axes of a grid system used to calculate address numbers along the streets. Each baseline defines the points of beginning for address numbers for the streets that intersect it. One axis is known as the east-west baseline and divides the grid system into northern and southern halves. In a similar fashion, the north-south axis divides the grid system into western and eastern halves. The values of the hundred block numbers increase along a street depending on the distance from its baseline. For example, the addresses along a predominantly north-south street will increase with distance both to the north and south of the east-west baseline. In the same fashion, addresses along a predominantly east-west street will increase with distance both to the west and to the east of the north-south baseline. For practical purposes, Central Avenue, Indian Head Highway, and Oxon Hill Road are commonly used as baselines.

Block

The length of street contained between any two of the following: the nearest intersecting streets, railroad rights-of-way, unsubdivided properties, rivers, non-intermittent streams, or any other barrier to the continuity of development. Also, as part of a subdivision, one or more lots or parcels collectively surrounded by streets or non-subdivided land.

Buildable Parcel

A designated lot, tract, or area of land established by plat or as otherwise permitted by law, to be developed or built upon. Also known as a record lot.

See also: Parcel of Land, or Parcel for a discussion of non-buildable land such as outparcels and outlots.

Building

A permanent structure used for the shelter, support, or enclosure of persons, animals, or property. Any part of a structure is considered a separate building when it is entirely separated from all other parts by a wall extending from the lowest floor to the roof. For purposes of this document, any story, or part of a story, of a structure without access to all other parts is considered a separate building. Both a solitary building and a group of attached buildings are considered a structure. Each building within a structure will have its own external access and is considered addressable. Most garden apartments, for example, are structures made up of attached buildings, each with its own front door or doors. In the same way, townhouses are structures consisting of a series of horizontally attached buildings, each with its own front door. Similarly, a two over two structure consists of two buildings—a pair of stories over another pair of stories—without internal access between the pairs.

See also: Structure.

Building Face

The front or other façade of a building. The front is usually identified by a front entry or entry features such as a porch, stoop, and front door. A building usually faces its accessing street.

Bump-out

A rounded extension, “bubble,” or widening of a street that is not a true cul-de-sac, and instead is considered a part of the street. A bump-out is fronted by no more than two buildable parcels, not counting any corner lots. A street’s sequence of address numbers should continue without interruption along and around the bump-out.

Circular Street

A curved street whose ends either connect to the same intersecting street, forming an open loop, close on themselves, forming a closed loop or circle, or with one end terminating in a closed loop. Circular streets differ from a cul-de-sac in that they have an inner median consisting of one or more buildable “island” parcels.

City-Style Address

A class of address that combines a complete address number and a complete street name. Also known as a numbered thoroughfare. Example: 8722 Ridge Road.

Collector Street

A street that in rural areas connects small towns and local streets to arterial streets. In urban areas provides land access and traffic circulation within residential, commercial, and business areas and connects local streets to arterial streets.

Common Driveway

An area of land encumbered with an ingress/egress easement that allows shared vehicular access to two or more buildable parcels and/or addressable structures and that connects to a street. This sort of easement may also be known as a “shared access easement.”

Complete Address

The official address that uniquely identifies the location of a parcel, structure, or infrastructure feature within the Regional District. A complete address is composed of the complex elements complete address number and complete street name, which in turn are made of simpler address elements. For mailing or internal identification purposes, a complete address may be followed by a complete subaddress to distinguish between internal units within a building, trailers in some mobile home parks, or buildings in a complex. For mailing purposes, a primary postal place name, state, and ZIP code are also necessary. At a minimum, a complete address must have an address number element, a street name element, and a street type element.

See also: Premise Address, Mailing Address, Postal Address, Primary Postal Place Name, and Subaddress.

Complete Address Number

A unique identifier of a location along a street. It is a complex address element, a combination of the address elements, address number and address number suffix. The address number element is required, while the address number suffix is not. A complete address number is the first part of a complete address. Also known as a primary address number or as a house number.

Complete Street Name

The official name of a street and the second part of a complete address. It is a complex address element, a combination of address elements including street name, modifiers, directionals and street types. Not all of these elements will be present in any given complete street name, though the street name element and the street type element are required.

See also: Complete Address and Street Name.

Complete Subaddress

A unique identifier of an internal dwelling unit, commercial suite, or other space within a building, or of trailer lots in some mobile home parks. It is a complex address element, composed of the address elements subaddress type and subaddress identifier. It is not a part of the official address, also known as the complete address, as assigned by the Address Team, but useful for planning analysis, wayfinding, and mailing purposes.

Complex

One or more parcels upon which two or more addressable structures are grouped together, usually because of a common purpose. This common use might be residential such as for multifamily or mobile homes, educational, commercial, governmental, or industrial. Such structures may be addressed to streets (often, to internal streets) in the usual fashion, or to a single complete address with various subaddresses. Examples of complexes include Bowie State University, NASA Goddard, and BARC.

Corner Parcel

A parcel abutting two or more streets at their intersection, where the interior angle of intersection does not exceed one hundred thirty-five degrees.

Cul-de-sac

A short street with only one outlet and a circular turnaround. The name is taken from the French, “bottom of the bag” and refers to the ending’s pouch-like shape. A cul-de-sac is functionally the same as a short dead-end or dead-end T street. It is not considered a circular street as it lacks a buildable center median or “island” parcel at the turnaround. The street type value “court” is often assigned to this sort of street.

Directional

A word that indicates the relative position of the parts of a street crossing its baseline or meeting some other intersecting feature such as a street, parcel, train track, stream, or other physical barrier. It is one of the elements that make up a complete street name and may precede or follow the street name address element or follow the street name post type element if it is present. For the purposes of this guide, the values of a directional are restricted to north, south, east, and west.

See also: Complete Street Name.

Directionality

An intrinsic quality of a street, being the direction of greatest distance between its endpoints in the north-south or the east-west direction. In other words, a street that meanders from one predominant direction to another shall be originally assigned a directionality of north-south or east-west depending on the predominant direction of travel along its planned full length. This quality is used to determine the ranking and direction of increase for hundred blocks and address numbers along a street, depending on the street’s location relative to its baseline. The directionality for circular streets is situationally dependent.

Driveway

A means of vehicular access beginning at the property line of a parcel of land abutting a street that provides access to an addressable structure or building on that parcel and that is not intended to serve any other lot or parcel of land.

Easement

A right of use over the property of another, being a nonpossessory interest in another's land that entitles the holder only the right to use such land in a specified manner. For parcels of land, structures, and buildings without street frontage, street access is accomplished via a right-of-way easement over the land of a neighboring parcel.

See also: Ingress/Egress Easement, Common Driveway, and Landlocked Property.

Entrance

An opening or doorway in a building, allowing access to the interior. A front or main entrance faces the accessing street in most cases and is designed to receive some or all pedestrian and vehicular traffic and visitors.

Expressway

A divided highway with limited access.

Final Plat

The final detailed drawing (to scale) of a tract of land, depicting the proposed division of the tract into lots, blocks, streets, alleys, or other areas within a proposed subdivision. Also, a plan that is placed in the County Land Records to permit the lawful sale of parcels established on a preliminary plan of subdivision. The final plat includes easements, restrictions, parcel and block designations, and street names and types.

Flag Lot

A parcel of land shaped like a flag on a pole, with a narrow strip providing access to a street. A flag lot has a street frontage smaller than that otherwise required for the zone in which it is located.

Freeway

A divided highway with full control of access.

Front or Fronting

A term describing a primary access relationship between a structure or parcel and an abutting street due to proximity and the facing of a main entrance or driveway connection. A structure is described as fronting, facing, or served by a street, sidewalk, or common driveway according to what form of access is used to reach the structure's main entrance. A parcel is said to front or be served by the street from which it takes primary access. In a similar way, a street may be described as fronting or serving a parcel or structure. A fronting (primary access) street is one that runs adjacent to one side of a parcel or along the front side of a structure. In many cases, a structure or parcel's address is determined by this access relationship between the front's facing and the abutting street. In other circumstances, a structure may take access from a street via its driveway's primary access point without regard to the structure's facing direction. Also, for addressing purposes, sometimes a group of associated structures (such as may be found in a multifamily, commercial, mobile home park, or industrial complex) may collectively "front" the accessing street or internal street(s) of their parcel, irrespective of the various facing directions of the individual structures or buildings. This is usually due to a lack of available addresses or internal streets.

See also: Entrance, Primary Access, and Primary Access Point.

Grid Address Numbering System

The Address Reference System for Prince George's County. It consists of an imaginary network of horizontal and perpendicular lines used to establish regularly spaced intervals as the basis for uniformly and systematically assigning address numbers. For Prince George's County, these lines run north-south and east-west. Two baselines divide the grid into quadrants, with the baselines intersecting each other at the center of the dome of the U.S. Capitol in Washington, D.C. A hundred block reference grid is formed from two sets of lines parallel to the baselines and spaced at 1000-foot intervals. The value of the hundred blocks increases with distance from these baselines, at a rate of at least one hundred block per 1,000 feet. An appropriate address number can be calculated for any location in the County using this system.

See also: Address Reference System.

Guide Sign

A sign that shows route designations, destinations, directions, distances, services, points of interest, or other geographical, recreational, or cultural information.

Hierarchical Street Pattern

A type of transportation network where streets are designed to have different widths, lengths, transportation loads, speed limits, shapes, and connectivity. These differences create different roles for the streets, as seen in a system like the Federal Highway Administration's Highway Functional Classifications.

See also: Traditional Grid Street Pattern.

Highway

A word used generally for a street designed to carry greater traffic volume, gathering traffic from arterial streets, and as a primary route connecting towns and regions. A highway may function as an arterial or collector street but may also be classified as a freeway, expressway, toll way, and interstate. In rural areas, a highway may simply be a predominant two-lane street and function more like a collector street. In more developed areas, a highway may be a multi-lane, divided, limited-access arterial, interstate, freeway, or toll road. A highway is one of the street types in use in the County, as part of a street's complete street name.

Hundred Block, Block Number, or Hundred Block Range

One of an ordered ranking of blocks along a street, with a value increasing by 100 for each block moving away from its baseline in the Grid Address Numbering System. The values start at zero as the street crosses its baseline, with the next block number being 100, the next 200, and so on. If a street does not extend to its baseline, the values are still assigned as if it did. This helps to preserve similar hundred block numbers on nearby parallel streets. Address numbers within a given hundred block all share the same hundred ranking, and sequentially vary by the last two digits. For example, the address number of a house halfway along the nine hundred block of the even side of a street would fall into the range of 900–998 and would ideally have an address number of 950. The house next door along the street would have a higher number within the range, then the next address would be higher still and so on, until the end of the block. The range of address numbers on the odd side of the street would be 901–999.

See also: Address Number, Address Number Sequence, and Parity.

Infill

A process of development where remaining vacant parcels within an existing urban area are improved with addressable structures, sometimes creating the need for additional address numbers within a given hundred block range.

Infrastructure Feature

A type of structure, being an artificial construct or physical asset such as a meter vault, electrical box, access stairwell, telephone pole, manhole, pump station, cell tower, substation, transformer, gate, and so forth.

See also: Utility Address.

Ingress/Egress Easement

Ingress and egress are terms for the easement right to travel to and from a property over the lands of another—they provide pedestrian and/or vehicular access, crossing over a parcel of land that separates an otherwise landlocked parcel from its accessing street.

Internal Street

A local street or no dedicated right-of-way used within an apartment, commercial, industrial or trailer park complex along which address numbers are assigned. Also known as a project street.

Intersection

The area embraced within the prolongation or connection of the lateral curb lines, or if none, the lateral boundary lines of the roadways of two highways that join one another at, or approximately at, right angles, or the area within which vehicles traveling on different highways that join at any other angle might come into conflict. The junction of an alley or driveway with a roadway or a street does not constitute an intersection.

Landlocked Parcel

A parcel that has no established vehicular access to a street due to a lack of street frontage or right-of-way easement.

See also: Street Frontage, Easement, and Ingress/Egress Easement.

Landmark

A prominent or conspicuous object on land that serves as a guide, especially to travelers on a road; a distinguishing landscape feature marking a site or location.

Local Street

A street that is primarily used to gain access to adjacent parcels and to streets of higher functional classification. Such a street offers the lowest level of mobility.

Loop Street

A type of circular street beginning and ending at intersections with the same street, and that is not interrupted by a through street.

Lot

A designated area of land to be used, developed, or built upon as a unit and having the minimum contiguous area required for a lot in the applicable zone and frontage on a public street, or private street, right-of-way, or easement approved in accordance with County law.

Mailing Address

The preferred address for postal correspondence of any person, company, organization, or public agency owning property in the County, or otherwise occupying rental or leased space in the County. The mailing address may be different from the premise address of the owner's principal residence or place of business.

See also: Complete Address, Postal Address, and Premise Address.

Manufactured Home

A structure, transportable in one or more sections, that in the traveling mode is 8 feet or more in width or 40 feet or more in length, or, where erected on a site, is 320 square feet or more, and that is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation where connected to the required utilities, and includes the plumbing, heating, air-conditioning, and electrical systems contained therein. For the purposes of this document, a mobile home shall be considered a manufactured home.

Median

The area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way.

Median Parcel

A parcel of land within the median of a street but not part of the street's right-of-way.

Metropolitan District

The Maryland-Washington Metropolitan District. M-NCPPC is empowered under State law to acquire, develop, maintain, and administer a regional system of parks in a defined Metropolitan District. The original Metropolitan District of 1927 included parts of the Maryland suburbs next to the District of Columbia and has gradually expanded through legislative action to include most of Montgomery and Prince George's Counties. In 1937, the M-NCPPC was given address authority within the Metropolitan District to remove street name duplications and address number errors by the state legislature. In 2013, the Planning Board's area of address authority was transferred from the Metropolitan District to the Regional District. Metropolitan District shall refer to the portion of the Metropolitan District within the County.

Mixed Use Structure

A structure in which more than one use is combined, such as retail and residential, commercial and transportation, or parking and entertainment.

Mobile Home Park

A residential development designed to accommodate manufactured home dwellings, together with various other facilities for the benefit and enjoyment of residents of the park.

Modifier

An address element sometimes occurring at the beginning or end of a complete street name to help distinguish one street from another. Examples of modifiers are old, new, spur, and northwest—as in Old Central Avenue, New Laurel Bowie Road, Swanson Road Spur, and Robert Crain Highway Northwest.

Municipal Name

The official name of an incorporated city or town, with legally defined boundaries.

See also: Primary Postal Place Name.

Municipality

A chartered or incorporated municipal corporation organized under the laws of the State of Maryland.

Nonconforming Address

An address number that is assigned in a manner that hinders the ability to promptly locate a property or structure. This may be due to the number not following an addressing rule or rules set forth in this guide, such as parity, sequential order, duplication, or accessing street.

Numeric Street Name

An ordinal number used to identify a street (e.g., 3rd Street, 51st Avenue).

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. For the purposes of this document, ownership shall be as shown by the latest information provided by the Maryland State Department of Taxation and Assessments.

Parcel of Land, or Parcel

Any lot, tract, or other area of land or water that is geographically defined and used to identify an ownership or other land rights interest, as well as where a dwelling or place of business and/or storage is to be erected, located, or situated. Outparcels and outlots are included in this general term of “parcel” but are distinguished by not being qualified for improvement. An outparcel is a parcel of land designated on a subdivision plat that does not meet the requirements of the County Code Subtitle 24 for adequate public facilities and is, therefore, not usable as a legal building site. An outlot is a piece or parcel of land that remains within a subdivision but that does not meet the minimum requirements of the County Code Subtitle 27 Zoning Ordinance for a buildable lot and is, therefore, not usable as a legal building site.

Parity

Even and odd address numbers assigned consistently on separate sides of a street according to the rules of the Grid Address Numbering System. Facing the direction of increase for a street, the address numbers should all be even on the left side of the street and all odd on the right side.

Parking Garage

A structure dedicated to the parking or storage of private motor vehicles, including below or above ground structures, both publicly or privately owned or operated. Use of the parking spaces within such a structure may be open to the public (with or without fees) or restricted to tenants, occupants, or owners of an associated structure. The parking garage may be part of a larger structure that contains residential or non-residential uses that utilize the parking garage for employees, customers, or residents. Or it may be a stand-alone structure solely dedicated to providing parking spaces. A parking garage is enclosed, while a parking deck is a similar structure with open sides.

Parking Lot

A paved or unpaved area outside of a street that is designated for the parking of private passenger vehicles. It may be associated with a residential or non-residential (commercial, industrial) use, and it may be open to the public or restricted to tenants or owners of the structure or use with which it is associated.

Place

The name of a city, postal jurisdiction, or community in which an address is located.

Plat

A scaled map of a named subdivision of land to be recorded as a public document that shows the location and boundaries of individual parcels, easements, streets, and alleys.

Postal Address

The information required to direct letters and packages via the U.S. postal system or private shipping companies. A postal address includes an addressee name, a mailing address, a primary postal place name (also known as “city”), a state or territory name, and a ZIP code. In addition, it may require a post office box number, rural route number, or a complete subaddress.

See also: Address, Complete Address, Mailing Address, Premise Address, Primary Postal Place Name, Subaddress, and ZIP code.

Preliminary Plan of Subdivision

The preliminary detailed drawing (to scale) of a tract of land, depicting its proposed division into lots, blocks, streets, alleys, or other designated areas within a proposed subdivision. Such a drawing is part of the Planning Board's process for legally dividing property into smaller parcels such as lots for sale and development. Except for projects within comprehensive design zones, or for special subdivisions such as cluster developments within a standard zoning district, no further public review may be necessary beyond this stage in the development process before proceeding to final plat approval, a recording of the final plat, and then to the issuance of building permit(s).

Premise Address

The complete address assigned to a parcel or a structure. Does not include a subaddress.

See also: Mailing Address.

Primary Access

A street used as the primary means of vehicular access to any addressable parcel or structure.

Primary Access Point

The point on a street where it meets with a driveway, unnamed common driveway, or unnamed street providing access to a parcel or structure. Its relative position along the street's hundred block may be used to determine an address number.

See also: Front or Fronting.

Primary Postal Place Name

The United States Postal Service's preferred name used to designate a ZIP code area for mail delivery. Commonly, this name is thought of as the "city" portion of the address used on postal correspondence or shipping, but it may or may not correspond in part or at all to a municipal name. For some ZIP code areas the post office will deliver mail using certain alternate postal place names. For example, the various Hyattsville ZIP codes have alternate postal place names of Cheverly, Landover Hills, New Carrollton, North Englewood, Chillum, University Park, Adelphi, and West Hyattsville.

Private Street

A road that has not been accepted for maintenance by a public agency, political subdivision (e.g., municipality or county), and that does not meet the definition of a driveway or common driveway.

Public Street

A road that has been accepted for maintenance by a public agency, political subdivision, or incorporated municipality; also, any road that lies within a right-of-way owned by, or under the jurisdiction of, the County or dedicated to public use by a recorded deed or recorded plat of subdivision; also, any road that has become recognized as public under Maryland law through long use by the general public.

Rear-Loaded Townhouse

A residential unit with garage access provided at the rear of the unit on the opposite side of the primary entry to the home, usually from an alley or parking court.

Record Plat

An official plat of subdivision, as recorded in the Land Records of Prince George's County, Maryland.

Regional District

The Maryland-Washington Regional District. In 1939, the Maryland State Legislature enacted the Regional District Act, creating the Regional District. Further, the Act provided the basic planning and zoning authority for the M-NCPPC for this new area of the County. By virtue of this authority, the Planning Boards and District Councils for Montgomery and Prince George's Counties exercise their various planning and zoning powers. It is the Regional District Act that enables the elected County Councils to act as the District Councils for their respective Counties. The Regional District originally covered parts of the Maryland suburbs next to Washington, D.C., but has been episodically expanded through legislative action to include most of Montgomery and Prince George's Counties. In 2013, the Planning Board's area of address authority was transferred from the Metropolitan District to the Regional District. For the purposes of this guide, Regional District shall refer to the portion of the Regional District within the County.

Reverse Frontage Lot

A lot with a structure taking access from a local street rather than from a parallel major street.

Reverse Frontage Street

A street that is located to the rear of the parcels fronting a highway or other major street and provides access to the abutting parcels for the purpose of reducing the number of entrances to the highway and removing the abutting parcel traffic from through traffic on the highway. A private alley serving as a reverse frontage street may create an intersection when needed for the purpose of assigning hundred blocks.

Right-of-Way

Any land area that has been dedicated to public use by a plat of subdivision or other instrument recorded in the land records of the County; also, any land area deeded to or acquired by the County for road or transportation purposes; also, any land area that has been conveyed to a public agency by easement for public use for road or transportation purposes; also, any land area that has been declared by competent authority to be a public right-of-way through use or through prescriptive usage in accordance with Maryland law. With respect to a private road conforming to County law, any land area contained in an easement or private right-of-way recorded in the land records of the County for ingress and egress, access, or terms of similar meaning. By convention, references to rights-of-way may appear in the form of abbreviations such as ROW and R/W.

Road

Any travel way or right-of-way, whether open or not, and any land area dedicated to public use, in a recorded deed or recorded plat of subdivision, for the purpose of, or used for, passage of vehicular or pedestrian traffic, together with adjacent appurtenant drainage ditches, channels, support slopes, structures, walks, and traffic control devices. This term shall embrace all ways designated as roads, streets, alleys, lanes, paths, highways, avenues, or terms of similar meaning.

Roadway

A portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder. In the event a highway includes two or more separate roadways, the term roadway as used herein shall refer to any such roadway separately, but not to all such roadways collectively.

Roundabout

A type of street intersection with a circular shape, a raised central island, and counterclockwise traffic flow, designed to facilitate an uninterrupted transfer or flow of traffic between the intersecting streets. Not considered a circular street.

Rural Highway

A type of roadway normally characterized by lower volumes, higher speeds, fewer turning conflicts, and less conflict with pedestrians.

Service Road

A minor street running parallel to a higher-speed, limited-access street that provides access to adjacent homes and businesses. Also known as a frontage road.

Shopping Center

An area or complex of stores with adjacent parking. The stores may be attached, forming a strip mall, or detached structures.

Shopping Center, Enclosed

A shopping center with stores and businesses facing a system of enclosed walkways for pedestrians.

Sidewalk

A linear or curvilinear paved portion of a right-of-way typically running parallel to a street and designed for preferential or exclusive use by pedestrians.

See also: Walkway.

Street

For the purposes of this document, the term street refers to a named public or private road, as well as to a named common driveway. Similar terms that also mean a way of access include roadway, thoroughfare, right-of-way, way, access way, and travel way. A street is one of the street types applied to roads in the County, usually classified as a local or collector street. Each street has an addressing relationship with one or other of the two baselines within the Grid Address Numbering System. A street's directionality determines this relationship—on north-south streets, address numbers are assigned in relation to their distance from the east-west baseline, while on east-west streets addresses are assigned in relation to their distance from the north-south baseline. Also, different directional address elements are added to the complete street name for portions of certain major or historic streets that cross their baselines.

See also: Baseline, Directional, Directionality, Hundred Block, and Road.

Street Frontage

The shared boundary between a parcel of land and a street. Also, the length of this boundary. If the length meets the applicable County zoning requirement, access may be established from the street to the parcel of land, to any structures or buildings on the parcel, and to landlocked parcels via a right-of-way easement.

See also: Access, Landlocked Property, and Ingress/Egress Easement.

Street Name

One or more words used to identify the street along which a parcel or a structure is located. A street name is an essential address element that forms part of a complete street name.

See also: Complete Street Name.

Street Network

A geographical arrangement of intersecting streets; an arterial system of transport.

Street Type

An address element that is part of a complete street name. If present, it occurs after the street name address element. A street type often helps identify the type or functional use of a street, as it carries certain expectations of the length, shape, direction, width, and other characteristics of a street—for example, highway and court. These are street types assigned to streets that considerably differ in their length, connectivity, maximum speed, traffic volume, function, and position within a hierarchical street pattern.

See also: Hierarchical Street Pattern and Traditional Grid Street Pattern.

Subaddress

A supplementary part of a mailing address that provides differentiation between separate occupied areas or tenancies within a building or between buildings in a complex that share a complete address. Examples of such features are units, apartments, or suites in a multi-family or commercial building, buildings on a college or federal campus, or trailers in a mobile home park. A subaddress is not part of a complete address.

See also: Building, Complete Address, Complete Subaddress, and Mobile Home Park.

Subaddress Identifier

The numeric or alphanumeric designation of an internal dwelling unit, commercial suite, or other space within a building, or buildings in a complex. It is an address element and a component of a complete subaddress.

Subaddress Type

A word describing the kind of subaddress, depending on its use and design. Common types are apartments, suites, units, buildings, and trailers. It is an address element and a component of a complete subaddress.

Subdivision

The technical process and configuration of land by which one or more lots, tracts, or parcels of land are divided, consolidated, or established as one or more lots or parcels, or other divisions of land. Subdivision also occurs when land is converted from residential to nonresidential uses or nonresidential to residential uses, or from residential or nonresidential uses to mixed-use development, and one or more lots, tracts, or parcels of land are divided, consolidated, or established.

Temporary Structure

A modular classroom or “portable” placed adjacent to a school to increase student capacity and trailers placed at construction sites or automobile dealerships serving as temporary office space.

Traditional Grid Street Pattern

A type of transportation network where streets are laid out in a uniformly spaced grid, with only a few designed to handle more traffic.

See also: Hierarchical Street Pattern.

Traffic Island

A defined area between traffic lanes for control of vehicular movements or for pedestrian refuge, within the street’s right-of-way.

Through Parcel

Either a lot or parcel fronting on two or more streets or a corner lot or parcel fronting on three or more streets.

Undeveloped Property

A parcel of land without improvements such as structures or buildings.

Unit

A specific residential or commercial condominium space amongst a larger group of such spaces within a structure. A kind of subaddress type, it may also be used as a group category including other subaddress types such as “apartment” and “suite.”

Use

The purpose for which a building, structure, or land is designed, arranged, intended, maintained, or occupied. Alternatively, a use is any activity, occupation, business, or operation carried on in, or on, a building, structure, or parcel of land.

Utility Address

An address assigned to the location of an infrastructure feature such as a utility hatchway, pole, or meter vault, usually to satisfy a permit application requirement. On occasion they may be assigned to assist a public agency like WMATA or WSSC keep track of its physical assets for the purposes of public safety, inventory, and maintenance. The need for such an address occurs when the infrastructure feature is located within a right-of-way or when there is no feasible nearby address.

Walkway

A type of sidewalk connecting the door(s) of a building or structure with a street or another sidewalk for the purposes of pedestrian travel and to facilitate pedestrian access to nearby streets, buildings, and parcels of Land.

WMATA

The Washington Metropolitan Area Transit Authority.

WSSC

The Washington Suburban Sanitary Commission.

ZIP Code

A zone improvement plan identification code assigned by the USPS to an area containing a set of mail routes and delivery points served by a single post office. Each ZIP code area may or may not coincide with a municipal boundary and often extends beyond the municipal boundary or community for which it is named. While a ZIP code is an important part of a postal address, it is not part of a complete address. The ZIP code system is used in the U.S. to facilitate the delivery of mail, consisting of a five- or nine-digit code printed directly after the city and state in a postal address, the first five digits (initial code) indicating the state and post office or postal zone, the last four (expanded code) the box section or number, portion of a rural route, building, or other specific delivery location.

See also: Complete Address, Municipality, and Postal Address.