



June 3, 2026

AutoZone Development, LLC
123 S. Front Street
Memphis, TN 38103



Re: Notification of Planning Board Action on
Departure from Parking and Loading
Standards DPLS-24001
AutoZone #1837

Dear Applicant:

This is to advise you that, on **May 28, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**June 3, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days, the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
Sherri Conner, Planning Division Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. **2026-025**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2026-025

File No. DPLS-24001

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Departure from Parking and Loading Standards DPLS 24001, AutoZone #1837, requesting a departure from Section 27-568(a) of the prior Prince George's County Zoning Ordinance for a 29-space reduction in required parking spaces, in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Commercial, General and Office Zone (CGO); and

WHEREAS, pursuant to Section 27-1703(c) of the Zoning Ordinance, until and unless the period of time under which the development approval or permit remains valid expires, the project may proceed to the next steps in the approval process (including any subdivision steps that may be necessary) and continue to be reviewed and decided under the prior Zoning Ordinance and prior Subdivision Regulations; and

WHEREAS, after consideration of the evidence presented at the public hearing on May 7, 2026, the Prince George's County Planning Board finds:

- 1. Request:** The applicant proposes to add an enclosed storage area to an existing vehicle parts store. The applicant has filed Permit SIT-00085-2025, which is the parent case of Departure from Parking and Loading Standards DPLS-24001, for this overall project. The current building is 19,286.52 square feet in gross floor area (GFA) on a property of 2.296 acres and is recorded as Parcel D in Plat Book ME 269 Plat 55. The addition of 10,537 square feet of storage (and concurrent demolition of 234 square feet of the original building's GFA) is proposed on what is currently a paved portion of the site dedicated to parking. The use designation for the proposed addition is 'storage, wholly enclosed, accessory to an allowed use,' which is permitted by right in the prior Commercial Shopping Center (C-S-C) Zone. However, prior to approval of building permits, the applicant must demonstrate compliance with the development standards of the prior Prince George's County Zoning Ordinance, or seek approval of a departure from such requirements.

The applicant requested a departure from parking and loading standards (DPLS) from Section 27-568(a) of the prior Zoning Ordinance, which dictates the minimum number of parking spaces required. Under the prior Zoning Ordinance, 123 parking spaces are required for the vehicle parts store with the proposed addition. Retail uses falling under the normal parking generation group, per Section 27-568(a), require one parking space for every 150 square feet of GFA for the first 3,000 square feet, and one space for every 200 square feet after 3,000. This results in a total of 101 required parking spaces for the 19,052.52-square-foot portion of the existing building, which is to remain. Storage, wholly enclosed, accessory to an allowed use, which is considered under the low parking generation group, required one parking space for every 500 feet of GFA. Therefore, the proposed 10,537-square-foot addition required 22 parking spaces. However, per Section 27-568(b)(1) of the prior Zoning Ordinance, the number of parking spaces required may be reduced by 15 percent if a plan meets the parking lot internal planting

requirements of Section 4.3(c)(2)(A) of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). As the submitted plans met this requirement, the project qualified for a reduction to a total of 105 parking spaces required for the property. The applicant requested a further reduction of 29 spaces, for a total of 76 spaces for the property. This parking reduction is the subject of this approval.

2. Development Data Summary:

	EXISTING	APPROVED
Zone	CGO	C-S-C (Prior)
Use(s)	Vehicle parts or tire store without installation facilities	Vehicle parts or tire store without installation facilities Storage, wholly enclosed, accessory to an allowed use
Total Acreage	2.296	2.296
Number of Lots	1	1
Parcels	1	1
Total Gross Floor Area (GFA)	19,286.52 sq. ft.	29,590 sq. ft.

Parking Tabulation

Use	Parking Ratio	Required Parking Spaces
Vehicle parts or tire store without installation facilities (first 3000 SF GFA)	1 space per 150 SF	20
Vehicle parts or tire store without installation facilities (GFA beyond 3000 SF)	1 space per 200 SF	81
Storage, wholly enclosed, accessory to an allowed use	1 space per 500 SF	22
Total parking required under Section 27-568(a)	123	
Total parking required with 15% reduction in accordance with Section 27-568(b)(1)	105	

Parking spaces provided	Number of spaces
Regular 9'6" x 19'	53
Compact 8' x 19'	19
Accessible 8' x 19'	4
Total parking with Departure	76
Percentage of parking departure	28%

3. **Location:** The subject site is located on the south side of Landover Road, approximately 365 feet east of its intersection with Fire House Road. The property is inside I-95/495 (Capital Beltway) and consists of one parcel shown on Tax Map 59, Grid F-1, known as Parcel D, which is recorded by deed in Plat Book ME 269, Plat 55 of the Prince George's County Land Records. The subject property is currently improved with a 19,286.52-square-foot vehicle parts or tire store without installation facilities, originally constructed around 1968. The property has parking areas to the north and east of the existing building, and a loading area on the east side of the building. The far east end and the south side of the property are steeply sloped and wooded. These edges of the property are adjacent to single-family detached residential properties.
4. **Surrounding Uses:** The subject site is bounded to the north by Landover Road, and beyond by vacant land owned by the Maryland-National Capital Park and Planning Commission in the Reserved Open Space (ROS, prior R-O-S) Zone; to the south by single-family detached dwellings in the Residential, Multifamily-20 (RMF-20) Zone (formerly the Multifamily Medium Density Residential (R-18) Zone); to the west by a laundromat use in the Commercial, General and Office(CGO) Zone (formerly the C-S-C Zone); and to the east by a gas station with a convenience store in the CGO (prior C-S-C) Zone, and a telecommunications facility in the Residential, Single-Family-Attached (RSF-A) Zone (formerly the One-Family Semidetached, and Two-Family Detached, Residential (R-35) Zone).
5. **Previous Approvals:** The existing property was subdivided in 1967, and the existing building was built in 1968. The building became a vehicle parts store without installation facilities in 2014, obtaining a Use and Occupancy Permit (923-2014-U).

The Prince George's County Board of Appeals granted a Variance (V-7-25) on February 6, 2025, to allow a 21.4-foot reduction in the required setback on the south side of the property. Section 27-462(b) of the prior Zoning Ordinance requires either a 25-foot setback or a setback determined under the criteria of Section 4.7 of the Landscape Manual (if greater), of any structure in a commercial zone from any residentially zoned land. Section 4.7 of the Landscape Manual requires a 40-foot setback, which is therefore treated as the required setback under the Zoning Ordinance. The current building was built in 1968, and with the onset of Landscape Manual regulations, became nonconforming. This variance renders the building no longer nonconforming and enables the requested addition without a special exception application to modify a nonconforming structure.

The property has a valid Natural Resources Inventory Plan, NRI-146-2023, which was approved on February 14, 2024.

A Final Plat of Resubdivision, 5-25012, was accepted for review prior to April 1, 2025, preserving the property's eligibility for review under the prior Zoning Ordinance, and was approved on April 24, 2025.

Certificate of Adequacy ADQ-2025-006 was approved for the property on April 17, 2025, with a trip cap of 4 AM and 4 PM peak hour trips. The proposed storage area addition to the building would lead to four additional AM and four additional PM peak hour trips to those generated by the existing use.

A permit application is currently under separate review with Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Permits for the proposed project will require approval of an alternative compliance application. The applicant has filed Alternative Compliance AC-24006 for the development, which is currently under separate review and is not part of this approval. It is noted that the nature of the alternative compliance request does not impact the site's compliance with Section 4.3 of the Landscape Manual, in order to apply a parking space reduction.

6. Prince George's County Zoning Ordinance Requirements:

Departure from Parking and Loading Spaces: The criteria for approval of a DPLS are set forth in Section 27-588(b)(7)(A) of the prior Zoning Ordinance. The required findings of Section 27-588(b)(7)(A) are shown in **bold** below, followed by the Planning Board's responses in plain text:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The Planning Board finds that the four purposes listed under Section 27-550 of the prior Zoning Ordinance are served by the applicant's request. The purposes of Part 11 of the prior Zoning Ordinance are shown in **bold** below, followed by the Board's determination in plain text.

Section 27-550. Purposes

(a) The purposes of this Part are:

(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

The 76 spaces approved will be sufficient to serve the parking and loading needs of employees and customers of the vehicle parts store with the proposed addition for storage space.

The applicant provided a parking analysis, based on the *Institute of Transportation Engineers' 6th Edition Parking Generation Manual* (ITE Parking Generation Manual), which was completed on August 11, 2024 and was submitted with the application materials. The analysis concluded that peak demand for the use, as proposed, will be 59 spaces.

Based on a future building size of 29,590 square feet, 55 parking spaces are required to accommodate weekday parking demand, and 59 parking spaces are required to accommodate Saturday parking demand, per the ITE Parking Generation Manual. For purposes of this analysis, the ITE designation of 'Automobile Parts Sales (Land Use 843)' was used as the closest approximation of the 'Vehicle parts or tire store without installation facilities' use, as defined in the prior Zoning Ordinance. The results of the hourly analysis show the site will experience a peak weekday parking demand from 10:00 a.m. to 11:00 a.m., during which 55 spaces will be required per the ITE Parking Generation Manual. The time-of-day distribution for parking demand from ITE is only available for weekday hourly parking demand, and no data is available for weekend hourly parking demand.

The analysis concluded that peak demand for the use, as proposed, will be 59 spaces. The subject application was approved for 76 spaces, which exceeds the demand for the site.

The Planning Board determined that a reduced number of parking spaces is appropriate for the proposed project.

(2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;

The approved departure does not change the location or characteristics of the existing vehicular access point on Landover Road. The proposal does not add any access points and preserves cross-access points to abutting commercial uses to the east and west, thereby minimizing congestion on Landover Road.

Landover Road is a major arterial roadway and is not used for parking or loading.

(3) To protect the residential character of residential areas; and

The approved departure is not in a residentially zoned area. While the property abuts single-family detached residential properties to the south, it is separated from them by a significant wooded area at the rear of the property. The property is also at the bottom of a steep slope from the residential properties, which further reduces visual impacts on them.

(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.

As previously discussed, the Planning Board determined that the proposed number of parking spaces will be sufficient for the use. The Board also determined that the proposed number of spaces will not negatively impact convenience of the use, or any neighboring uses, for customers or residents.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The parking requirement was calculated using the maximum reduction of 15 percent allowed, pursuant to Section 27-568(b)(1), when fulfilling the requirements of the Landscape Manual. The parking required is 105 spaces and the parking approved is 76 spaces. Therefore, the Planning Board approved a departure of 29 parking spaces.

The property is “L” shaped and currently contains a 19,286.52-square-foot vehicle parts store. The northern portion of the property, along Landover Road, contains the existing parking lot providing 90 parking spaces. The existing building is situated along the southern boundary of the property, behind the parking area. An existing paved and fenced area is located to the east of the building, in the portion of the site forming the “L” shape, which does not front on or extend to Landover Road. The property was developed in the 1960s to 1970s and is designed with cross access to adjoining development. However, the existing parking lot directly abuts Landover Road without landscaping along the roadway or throughout the parking lot.

The applicant proposes constructing an addition to the east side of the existing building, for storage, within the area currently fenced and paved in the southeast portion of the site. The proposed project will require the applicant to bring the property into compliance with the standards of the Landscape Manual. Section 4.6 of the Landscape Manual requires landscaped areas a minimum of 10 feet wide fronting on Landover Road. To meet this requirement, and in order to retain the existing cross circulation to abutting property, the applicant needed

to eliminate 24 existing parking spaces along the northern property boundary fronting on Landover Road. The applicant will provide a new row of 10 parking spaces directly fronting the proposed building addition in the east wing of the property.

The addition to the building will be for storage and accessible to employees only. The applicant has demonstrated that the proposed reduction in parking spaces will not leave the store with insufficient parking capacity. The applicant also provided a parking demand analysis for the vehicle parts store on December 30, 2025. Based on the ITE Parking Generation Manual, the analysis concluded that the store would generate a peak demand of 59 spaces, well under the 76 proposed.

Taking into account the constraints of the existing building location, bringing the site into compliance with the Landscape Manual, maintaining the existing circulation system, the minimal impact of adding a storage area to the building, and the parking demand analysis, the Planning Board determined that the departure for a reduction of 29 spaces below the standard required minimum was the minimum departure necessary, given the specific circumstances of the request.

- (iii) **The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

The approved departure is necessary to alleviate circumstances which are special to the nature of the subject use at its proposed location. This is for reasons regarding three circumstances. The first is that the Planning Board agrees that the proposed use of storage, wholly enclosed, accessory to an allowed use will generate comparatively little parking demand. The Board determined that the proposed use falls into the low parking generation group, as defined in Section 27-568(a)(5)(B) of the prior Zoning Ordinance. This circumstance is unique to the proposed use.

The second circumstance is the restrictions imposed by the property's irregular shape and application of the Landscape Manual requirements. As discussed in Section 27-588(b)(7)(A)(ii) above, Sections 4.3, 4.6, and 4.7 of the Landscape Manual impose requirements which make elimination of 24 existing parking spaces necessary. The narrow shape of the eastern portion of the property also restricts the amount of new parking that may be provided. This circumstance is unique to the location of the existing and proposed uses.

Lastly, both the existing use on the property (a vehicle parts store) and the proposed use of storage, wholly enclosed, accessory to an allowed use taken together will generate a parking demand less than the required number of spaces

under the prior Zoning Ordinance. The applicant provided a parking demand analysis based on data available from ITE, which predicted a peak demand of 59 parking spaces, which is significantly below the required 105 spaces. This circumstance is unique to the existing and proposed uses.

- (iv) **All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

The applicant has applied all methods for calculating the required parking for the use, as proposed, according to Section 27-568 of the prior Zoning Ordinance. Assigning the portion of the existing building to remain to the normal parking generation group and the proposed additional storage space to the low parking generation group, and applying the 15 percent reduction in required spaces allowed under Section 27-568(b)(1), the minimum required number of spaces is 105.

The only method to further reduce the parking requirements is via the departure requested. As discussed above, the applicant provided a parking analysis based on the ITE Parking Generation Manual. The analysis concluded that peak demand for the use as proposed will be 59 spaces. The 76 spaces approved are sufficient to serve the operational needs of the development, as demonstrated by the applicant.

- (v) **Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

The Planning Board determined that sufficient on-site parking and loading for the vehicle parts store with the proposed addition will be provided, as discussed above, preventing any spillover parking onto adjacent properties. The Board also determined that the residential properties to the south are not accessible from the site. Being located on the other side of a fence and steeply sloped wooded area, the residential neighborhood will not be used for parking for the vehicle parts store.

- (B) **In making its findings, the Planning Board shall give consideration to the following:**

- (i) **The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

Neighboring properties and properties in the general vicinity of the subject property provide adequate off-street parking for their uses and do not use the subject property's parking facilities for their customers. Peak parking demand for the vehicle parts store, and storage uses as demonstrated by the applicant, do not

require customers to park on neighboring properties. Parking does not occur on Landover Road, which is a master-planned arterial roadway.

(ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;

The subject property falls under the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment*, as well as the South Landover Road Focus Area, which recommends Mixed-Residential land use. The South Landover Road Focus Area is envisioned to become a mixed-residential area (page 54). The existing use does not conform with the recommended land use. However, it is permitted in the zone, and the applicant is not proposing to change the use with this application. This application is for the reduction in the required number of parking spaces on the property.

In addition, while there are no recommendations for the South Landover Road Focus Area, as it relates to the approved reduction in parking, the sector plan includes recommendations that the large underutilized parking lots be repurposed to provide an “appropriate transition between Kentland and MD 202” (page 33) and recommends that this surface parking area be retrofitted to meet the County’s new stormwater management requirements (page 52). Design and reconfiguration of the surface parking area could achieve these recommendations when construction of the building expansion occurs.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

This finding is not applicable to the subject approval, as the subject property is not in a municipality.

(iv) Public parking facilities which are proposed in the County’s Capital Improvement Program within the general vicinity of the property.

This finding is not applicable to the subject approval, as the County’s Capital Improvement Program does not propose any public parking facilities with the general vicinity of subject property.

(C) In making its findings, the Planning Board may give consideration to the following:

(i) Public transportation available in the area;

The subject property is served by three WMATA bus stops within 1,320 feet. WMATA’s P-41 and P-44 bus routes serve these stops.

(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

As demonstrated by the applicant's provided parking analysis dated December 30, 2025, the approved number of parking spaces will exceed the anticipated peak parking demand. Alternative designs to obtain a greater number of spaces would involve more extensive changes to the site and hardship to the applicant, out of proportion with likely impacts of the approved departure.

- (iii) **The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

As discussed in previous findings, the subject property will retain sufficient parking capacity with the approved departure and it will not create a parking demand in conflict with neighboring uses, which are also adequately parked. The proposed project will not change the operating hours of the vehicle parts store.

- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

This finding is not applicable to the subject approval, as the subject property is not in any of the listed zones.

Based on the preceding analysis, the Planning Board determined that the required findings for approval, set forth in Section 27-588(b)(7)(A), (B), and (C) of the prior Zoning Ordinance, were met for DPLS-24001.

7. **Referrals:** The subject application was referred to concerned agencies and divisions. The Planning Board has reviewed and adopted referral comments, incorporated herein by reference, and summarized, as follows:

- a. **Transportation Planning**—In a memorandum dated April 21, 2026 (Patrick to King), it was determined that the parking demand analysis for the proposed addition provided by the applicant was sufficient.
- b. **Community Planning**—In a memorandum dated April 3, 2026 (Diallo to King), no issues with the case, related to master plan conformance, were identified.
- c. **Permit Review**—In comments dated November 12, 2025 (Shaffer to King), requirements applicable to the proposed project, at the time of permits, were provided.
- d. **Environmental Planning**—In a memorandum dated November 6, 2025 (Rea to King), one comment was provided, which will be required to be addressed, at the time of permits.

- e. **Subdivision**—In a memorandum dated December 23, 2025 (Gupta to King), comments were provided relative to requirements that will apply at the time of permits.
 - f. **Historic Preservation**—In a memorandum dated November 13, 2025 (Stabler, Smith, and Chisholm to King), no historic preservation issues with the requested departure were identified.
 - g. **Prince George’s County Health Department**—In a memorandum dated October 30, 2025 (Adepoju to King), the Health Department stated that, at the time of construction, the applicant must minimize noise and dust impacts to surrounding properties, in accordance with Subtitle 19 of the Prince George’s County Code and the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control. These standards will be enforced by DPIE, at the permitting stage.
8. **Community Feedback:** An informational mailing was sent to adjoining property owners on September 9, 2024. Two signs were also posted on the property by the applicant, on April 7, 2026, in advance of the Planning Board hearing. No individuals signed up to speak at the hearing, and there has not been any community opposition or feedback for this application.
9. **Planning Board Hearing:** On May 7, 2026, the Planning Board held an evidentiary hearing on the DPLS. Prior to the noon deadline on Tuesday, May 5, 2026, the Board did not receive any additional exhibits or correspondence. At the hearing, staff provided a brief overview of the project. Then, the applicant’s attorney spoke and highlighted the parking analysis that was done. No other individuals testified. The Board voted unanimously to approve the departure.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the above-noted application, subject to the following conditions:

- 1. Development of the subject site shall include and maintain conformance with the requirements of Section 4.3(c)(2)(A) of the 2010 *Prince George’s County Landscape Manual*, for parking lot interior planting.
- 2. Prior to certification, the plan for this departure from parking and loading standards shall be revised to remove references to alternative compliance from the plan set.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council for Prince George’s County, Maryland within thirty (30) days of the final notice of the Planning Board’s decision.

* * * * *

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Okoye, with Commissioners Geraldo, Okoye, Jenkins, Matthews, and Barnes voting in favor of the motion at its regular meeting held on Thursday, May 7, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of May 2026.

Billy Okoye
Vice Chairman

By 
Jessica Jones
Planning Board Administrator

BO:JJ:EK:ac


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 5/26/26