AGENDA ITEM: 5
AGENDA DATE: 5/7/2026

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Departure from Parking and Loading Standards DPLS-24001
AutoZone #1837

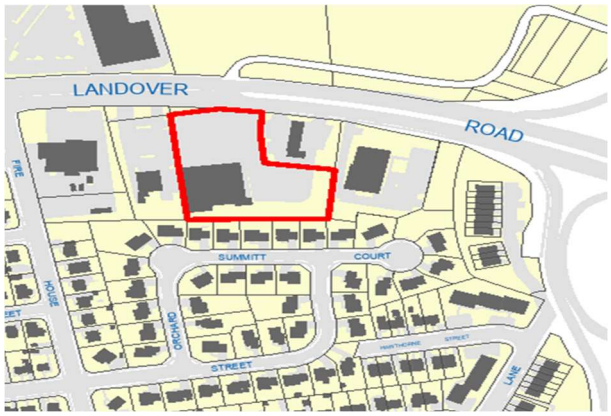
REQUEST	STAFF RECOMMENDATION
A departure from Section 27-568(a) of the prior Princ George's County Zoning Ordinance for a 29-space reduction in required parking spaces.	With the conditions recommended herein: • APPROVAL of Departure from Parking and Loading Standards DPLS-24001

Location: On the south side of Landover Road, approximately 365 feet east of its intersection with Fire House Road.

Gross Acreage:	2.296
Zone:	CGO
Prior Zone:	C-S-C
Gross Floor Area:	29,590 sq. ft.
Lots:	1
Parcels:	1
Planning Area:	72
Council District:	05
Municipality:	N/A

Applicant/Address:
AutoZone Development, LLC
123 S. Front Street
Memphis, TN 38103

Staff Reviewer: Evan King
Phone Number: 301-952-3554
Email: Evan.King@ppd.mncppc.org



Planning Board Date:	05/07/2026
Planning Board Action Limit:	N/A
Staff Report Date:	04/23/2026
Date Accepted:	10/28/2025
Informational Mailing:	09/30/2024
Acceptance Mailing:	10/14/2025
Sign Posting Deadline:	04/07/2026

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

Table of Contents

EVALUATION CRITERIA 3

FINDINGS 3

1. Request 3

2. Development Data Summary 4

3. Location 5

4. Surrounding Uses 5

5. Previous Approvals 5

6. Prince George's County Zoning Ordinance Requirements 6

7. Referrals 12

8. Community Feedback 13

RECOMMENDATION 13

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Departure from Parking and Loading Standards DPLS-24001
AutoZone #1837

The Zoning staff have reviewed the departure from parking and loading standards for the subject property and present the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

This application for a departure from parking and loading standards is being reviewed and evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). The site is subject to Final Plat of Resubdivision 5-25015, and Certificate of Adequacy ADQ-2025-006. The final plat was approved pursuant to the provisions of the prior Zoning Ordinance. Pursuant to Section 27-1704(b) of the current Zoning Ordinance, so long as the development approval remains valid, subsequent development applications may proceed to be reviewed under the prior Zoning Ordinance. The certificate of adequacy by which the final plat of resubdivision was approved remains valid until April 17, 2037. Accordingly, staff considered the following in reviewing this application:

a. The requirements of prior approvals;

b. The requirements of the prior Prince George's County Zoning Ordinance;

c. Referral comments; and

d. Community feedback.

FINDINGS

1. **Request**: The applicant proposes to add an enclosed storage area to an existing vehicle parts store. The applicant has filed Permit No. 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 No. 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 requests a 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, requires one parking space for every 500 feet of GFA. Therefore, the proposed 10,537-square-foot addition requires 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 proposal meets this requirement, the project qualifies for a reduction to a total of 105 parking spaces required for the property. The applicant proposes a reduction of 29 spaces, for a proposed total of 76 spaces. This parking reduction is the subject of this application.

2. Development Data Summary:

	EXISTING	**EVALUATED**
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	1 space per 200 SF	81

Use	Parking Ratio	Required Parking Spaces
without installation facilities (GFA beyond 3000 SF)		
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 No. 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 (No. 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.

The applicant has filed an Alternative Compliance application (AC-24006) as a companion to the pending permit for the proposed development. AC-24006 is currently under a separate review. Permits for the proposed project will require approval of the alternative compliance application, as well as the DPLS, which is the subject of this technical staff report. 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 staff 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;

Staff find that the four purposes listed under Section 27-550 of the prior Zoning Ordinance will be served by the applicant's request. The purposes of Part 11 of the prior Zoning Ordinance are shown in **bold** below, followed by staff's analysis 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 proposed 76 spaces 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 that was completed on August 11, 2024, and based on the *Institute of Transportation Engineers' (ITE) 6th Edition Parking Generation Manual*, 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 6th Edition 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 6th Edition 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 proposes 76 spaces, which exceeds the demand for the site.

Staff find 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 project, as proposed, 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 proposed project 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, staff find that the proposed number of parking spaces will be sufficient for the use. Staff also find 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 has been 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 proposed is 76 spaces. Therefore, the applicant requests 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 must eliminate 24 existing parking spaces along the northern property boundary fronting on Landover Road. The applicant proposes 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 6th Edition Parking Generation Manual*, the analysis concluded that the store would generate a peak demand of 59 spaces, well under the 76 proposed.

Given the constraints of the existing building location while bringing the site into compliance with the Landscape Manual and maintaining the existing circulation system, along with minimal impact of adding a storage area to the building, staff find that the departure of 29 spaces below the standard required minimum is the minimum necessary.

(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 requested 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 staff concur the proposed use of storage, wholly enclosed, accessory to an allowed use will generate comparatively little parking demand. Staff find 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 6th Edition Parking Generation Manual*. The analysis concluded that peak demand for the use as proposed will be 59 spaces. The 76 spaces proposed 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.

Staff find 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. Staff note 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 applicant's request for a 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 application, 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 application, 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 proposed 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 requested 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 proposed 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 application, as the subject property is not in any of the listed zones.

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

7. Referrals: The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and are summarized as follows:

a. **Transportation Planning**—In a memorandum dated April 21, 2026 (Patrick to King), the Transportation Planning Section concurred with the parking demand analysis for the proposed addition provided by the applicant.

b. **Community Planning**—In a memorandum dated April 3, 2026 (Diallo to King), the Community Planning Division provided an analysis of the subject application. No issues were identified.

c. **Permit Review**—In comments dated November 12, 2025 (Shaffer to King), the Permit Review Section stated requirements applicable to the proposed project at the time of permits.

d. **Environmental Planning**—In a memorandum dated November 6, 2025 (Rea to King), the Environmental Planning Section provided an analysis of the subject application and offered one comment which will be required to be addressed at the time of permitting.

e. **Subdivision**—In a memorandum dated December 23, 2025 (Gupta to King), the Subdivision Section provided an analysis of the subject application and offered comments relative to requirements that will be applied with the building permit application.

f. **Historic Preservation**—In a memorandum dated November 13, 2025 (Stabler, Smith, and Chisholm to King), the Historic Preservation Section stated that, due to low likelihood of archaeological material on the site and lack of nearby historic sites, there are no historic issues with the requested departure.

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 the Prince George's County Department of Permitting, Inspections and Enforcement at the permitting stage.

8. Community Feedback: As of the writing of this technical staff report, there has not been any community opposition or feedback for this application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Zoning staff recommend that the Planning Board adopt the findings of this technical staff report and APPROVE Departure from Parking and Loading Standards DPLS-24001, 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.

AUTOZONE #1837

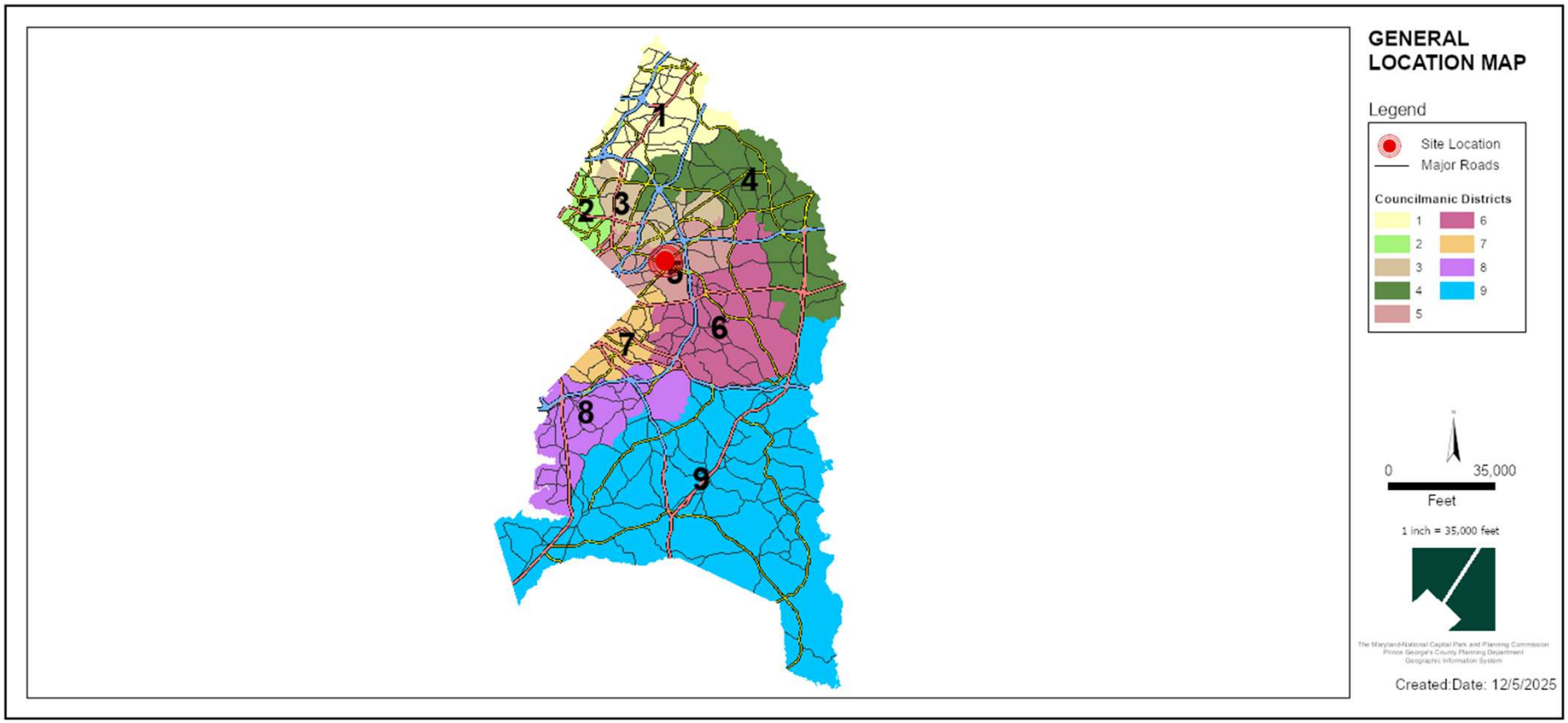
Departure from Parking and Loading Spaces

Staff Recommendation: APPROVAL with conditions

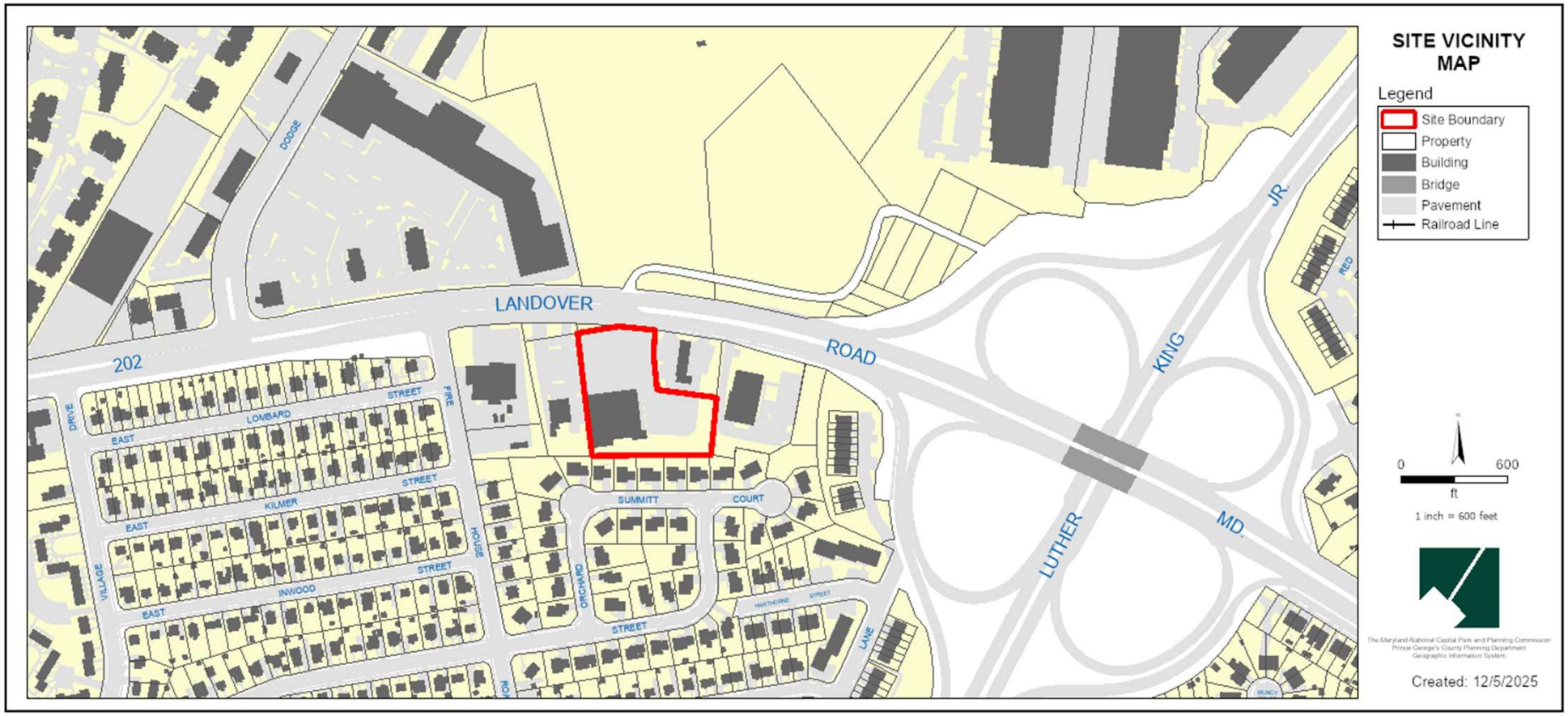
GENERAL LOCATION MAP

Council District: 05

Planning Area: 72

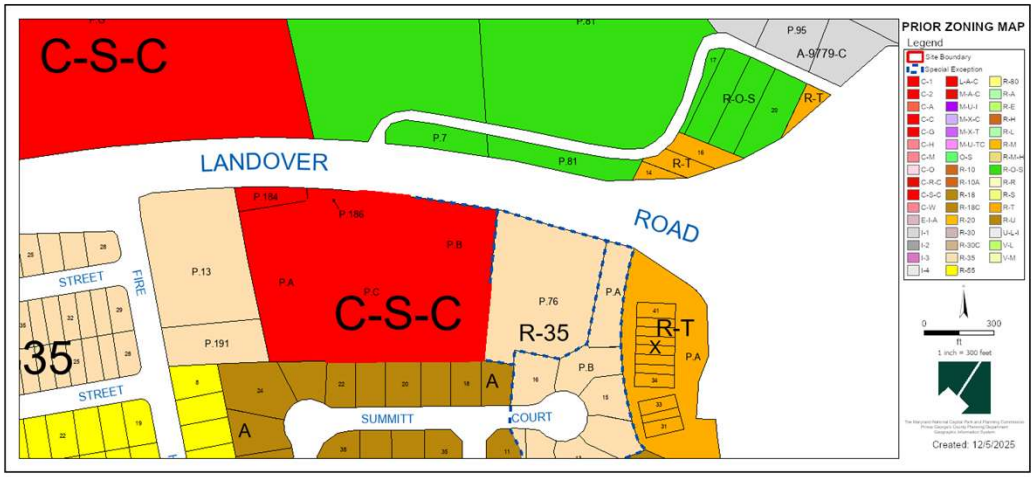


SITE VICINITY MAP

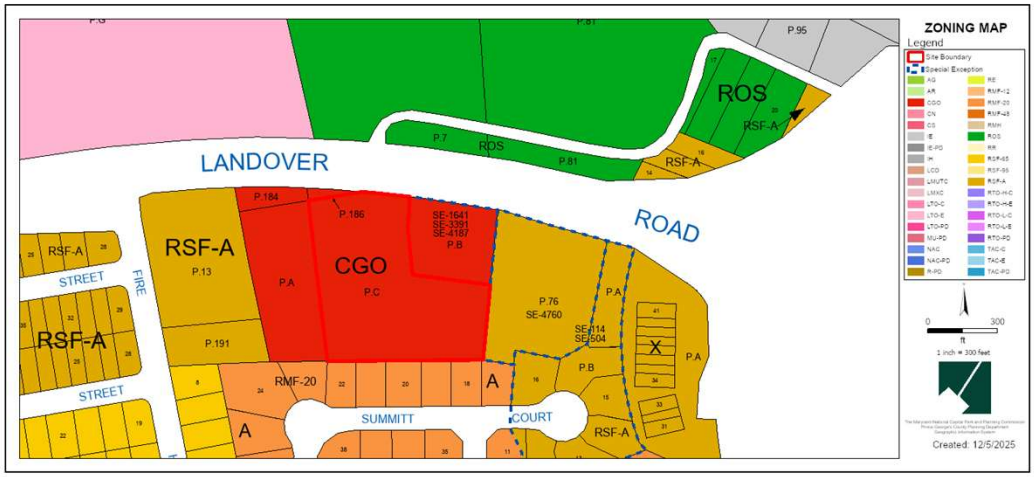


ZONING MAP (PRIOR AND CURRENT)

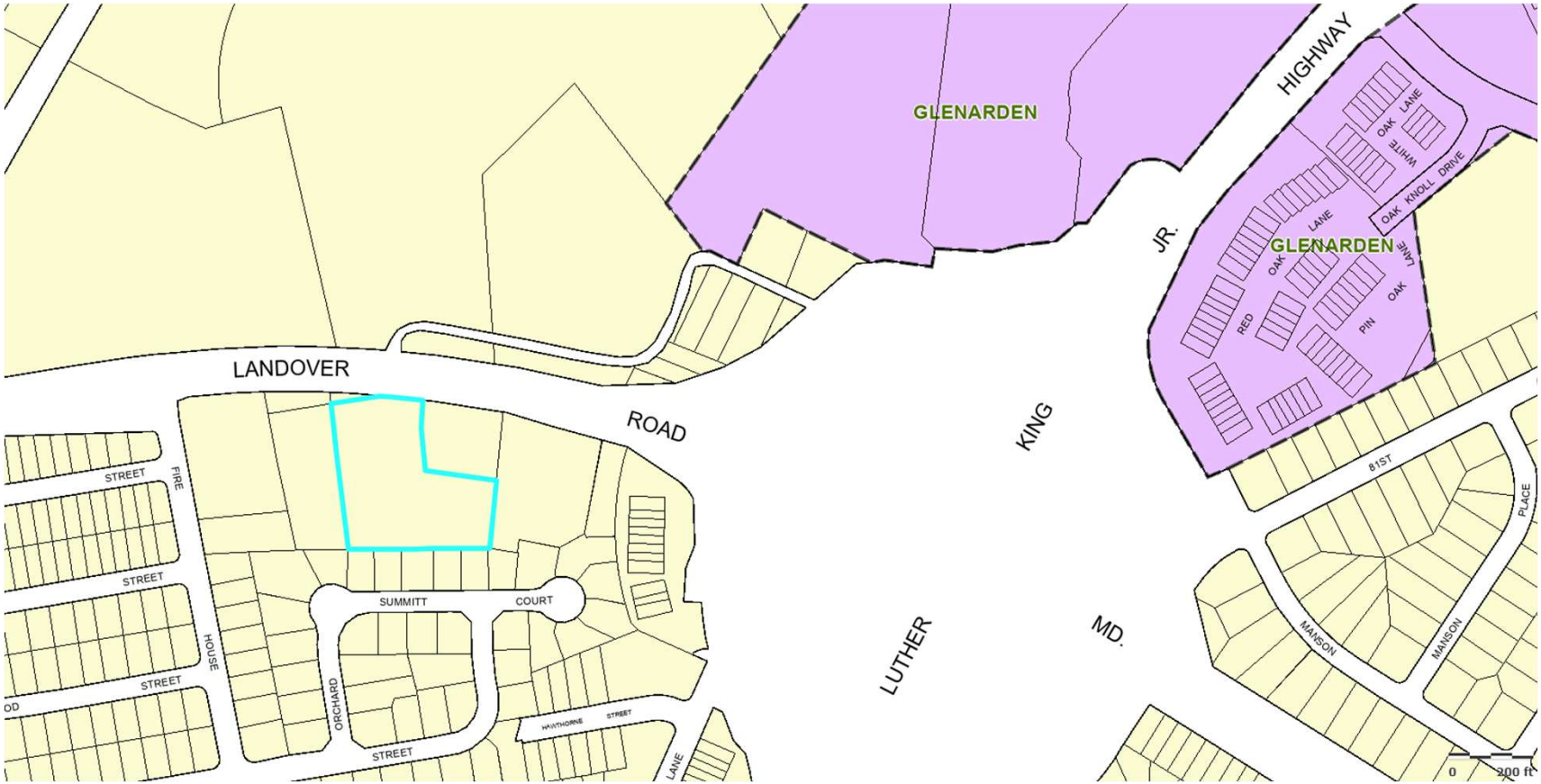
Prior Zoning Map: C-S-C



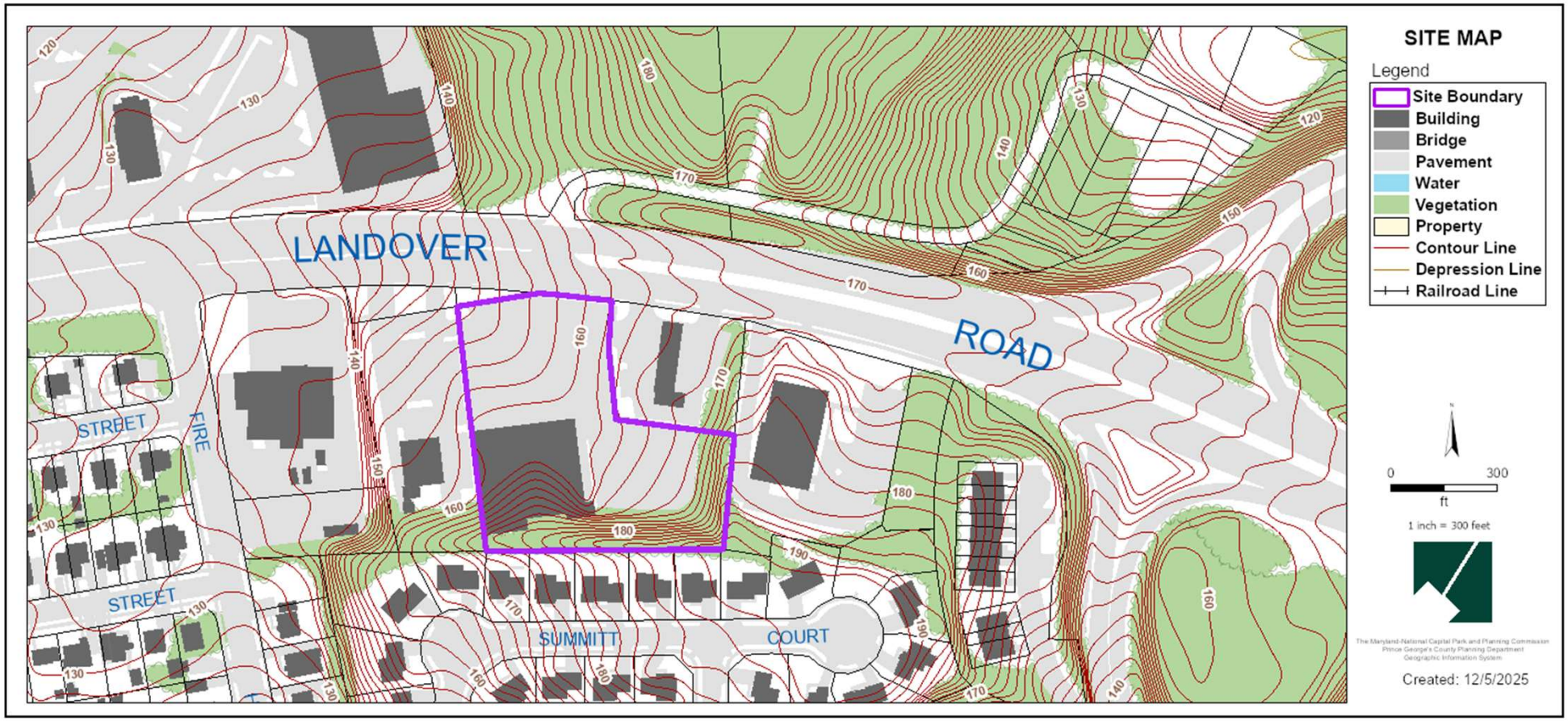
Current Zoning Map: CGO



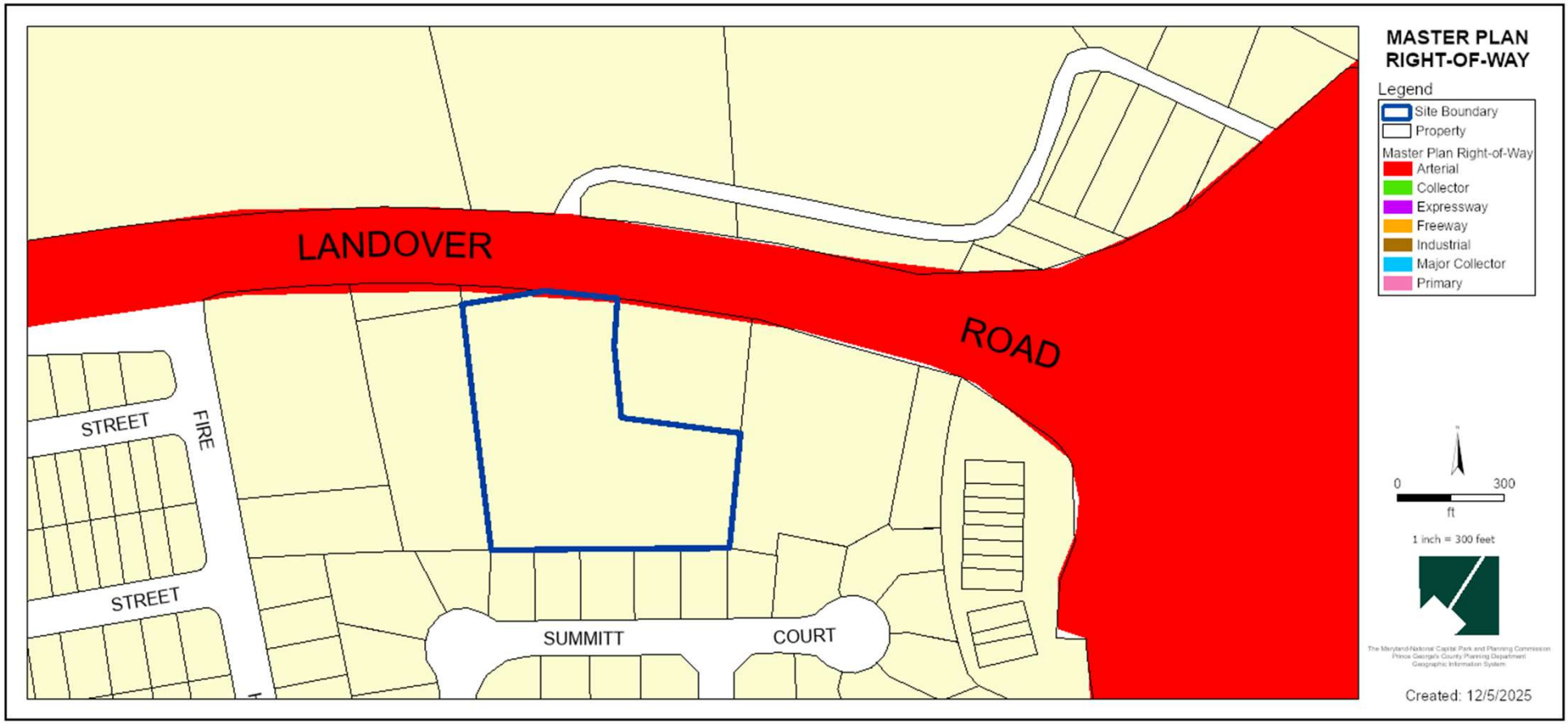
MUNICIPAL BOUNDARY SURVEY (GLENARDEN)



SITE MAP

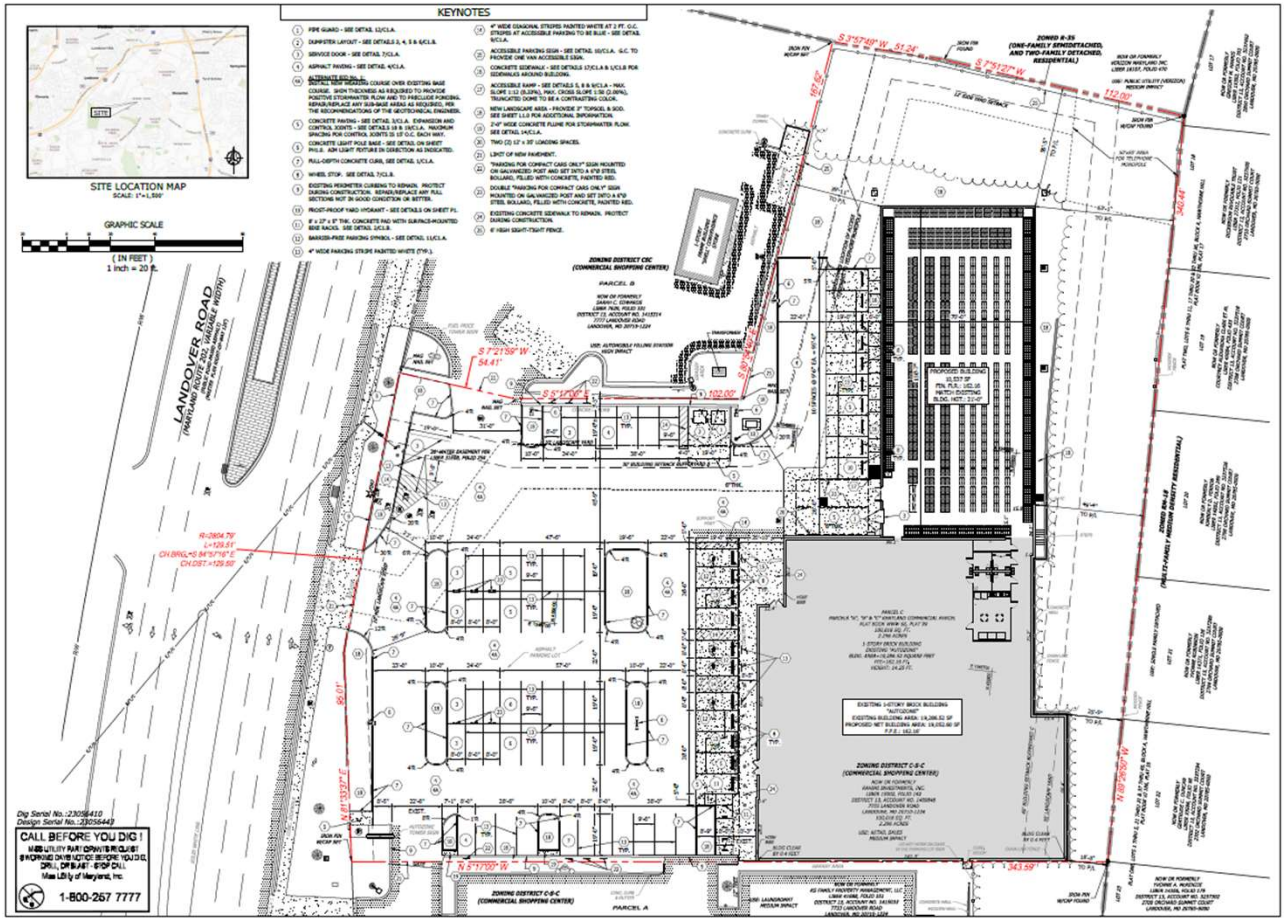

LANDOVER
ROAD
STREET
FIRE
STREET
SUMMITT
COURT
SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
300
ft
1 inch = 300 feet
Created: 12/5/2025

MASTER PLAN RIGHT-OF-WAY MAP

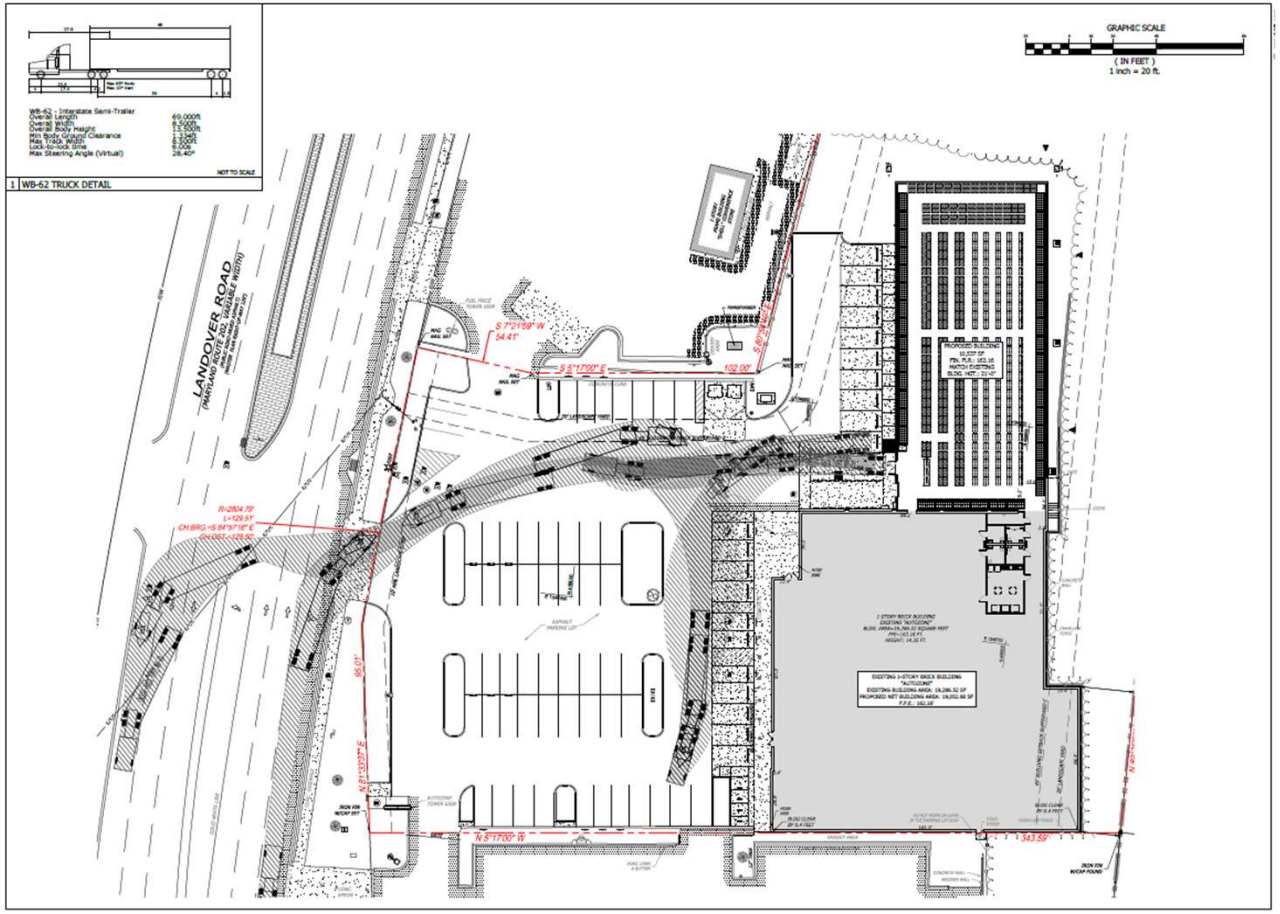


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

SITE PLAN


KEYNOTES
SITE LOCATION MAP
GRAPHIC SCALE
LANDOVER ROAD
CALL BEFORE YOU DIG !
1-800-267 7777

TRUCK TURNING EXHIBIT



STAFF RECOMMENDATION

APPROVAL with conditions

- DPLS-24001

CS1

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 09/30/2024
- Acceptance Mailing: 10/14/2025 CS2

Slide 11

CS1 Listing condition on the last slide is not in accordance with standard format. See presentation published for planning board hearings for example of how this slide should be formatted.
Conner, Sherri, 2026-04-15T00:47:28.450

KE1 0 formatted according to published presentations
King, Evan, 2026-04-15T19:32:22.439

CS2 the acceptance date shown on this slide is inconsistent with the staff report - which date is correct?
Conner, Sherri, 2026-04-15T00:48:17.951

KE2 0 this one is correct, I had put the upload date in the staff report, will correct
King, Evan, 2026-04-15T19:14:20.455

AMENDED - STATEMENT OF JUSTIFICATION
DPLS-24001
AC-24006
AutoZone #1837

APPLICANT/ OWNER:	AutoZone Development, LLC 123 South Front Street, 3rd Floor Memphis, Tennessee 38103
ATTORNEY/ CORRESPONDENT:	Matthew C. Tedesco, Esq. Dominique Lockhart, AICP McNamee Hosea, P.A. 6404 Ivy Lane, Suite 820 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax mtedesco@mhlawyers.com dlockhart@mhlawyers.com
CIVIL ENGINEER:	MDM Surveyors & Engineers, LLC 375 Northgate Drive Warrendale, PA 15086 (724) 934-2810
TRAFFIC ENGINEER:	Lenhart Traffic Consulting, Inc. Michael Lenhart, P.E., PTOE 645 Baltimore Annapolis Boulevard, Ste. 214 Severna Park, Maryland 21146 (410) 216-3333 mlenhart@lenharttraffic.com
REQUEST:	Pursuant to Section 27-588 of the prior Zoning Ordinance, a departure from the number of parking and loading spaces is being submitted for a reduction of 29 spaces from the required number. Alternative Compliance from 4.7 of the 2010 Prince George's County Landscape Manual is requested to reduce the required buffer yards.

I. DESCRIPTION OF PROPERTY

1. Address – 7755 Landover Road, Hyattsville, MD 20785.

2. Location – South side of Landover Road, approximately 500 feet east of its intersection with Fire House Road.

3. Property – Parcel C.

4. Total Area – 2.296 Acres.

5. Tax Account – 1409846.

6. Tax Map/Grid – 59/F-1.

7. Record Plat – ME 269 at Plat No.55 (5-25015)

8. Proposed Use – Expansion of a current commercial building/use (Vehicle Parts Store without Installation Facilities) under the prior Zoning Ordinance and prior C-S-C Zone.

9. Applicable Previous Approvals – N/A.

10. Incorporated Area – None.

11. Council District – 5.

12. 200 Sheet – 204NE07

13. Schools – Dodge Park Elementary, G James Gholson Middle, and Fairmont Heights High.

14. Police – District III.

15. Fire/EMS – Kentland, Battalion 881, Station 833.

16. Library – PGCMLS Glenarden Branch Library; PGCMLS Bladensburg Branch Library.

17. Water/Sewer Category – W3/S3.

18. Historic Site/Resources – None on the subject property: Beall's Pleasure (ID 72-002, 0.45 miles from the subject property), Wilson Station Railroad Tower (ID 72-001, 0.9 miles from the subject property), and Harmony Memorial Park (72-045, 1.25 miles from the property).

II. NATURE OF REQUEST

AutoZone Development, LLC (hereinafter the "Applicant") is seeking a departure for a reduction of 29 spaces (or 27.6%) from the required number of parking and loading spaces and an alternative compliance to accommodate the redevelopment of a portion of the property.

Pursuant to Section 568(b)(1) of the prior zoning ordinance, "[t]he number of parking spaces required by Section 27-568 (a) may be reduced by up to a maximum of fifteen (15) percent for the purpose of fulfilling the Parking Lot Interior Planting Requirement of Section 4.3c (2)(a) of the Landscape Manual in association with the following: (1) Any permit for construction, alteration or use and occupancy applied for on a site within the Developed Tier, Corridor Node, or Center where existing impervious area exceeds forty (40) percent of the net lot area of the site." Due to this provision and the proposed interior parking lot plantings, the total required parking will be reduced by 15 percent. With the 15 percent reduction, the required parking is 105 parking spaces required. The Applicant is therefore requesting a departure of 29 parking spaces, to provide a total of 76 parking spaces.

The subject property is currently improved with an AutoZone store located at 7755 Landover Road on the south side of Landover Road, approximately 405' east of the intersection of Landover Road and Fire House Road. A Use and Occupancy permit was issued for the store in 2014 to allow a vehicle parts or tire store with no installation (Permit No. 923-2014-CU). Based on SDAT records and as confirmed by PGAtlas- Supplemental Imagery, the building was constructed circa 1969, where it has remained in the same configuration for more than fifty-five (55) years. The property was platted in 1967 (Kentland Commercial, Parcel A-C, Plat Book WWW 66, p.99). Recently, pursuant to Section 24-111 of the prior Subdivision Regulations, a final plat was approved for the resubdivision of the subject property that was previously recorded prior to October 27, 1970 with no modifications. The subject property is now known as Parcel D, recorded in Plat Book ME 269 at Plat No. 55, titled "Kentland Commercial Parcel." The proposed development consists of expanding the existing building for additional storage area only. The proposed storage area will be classified as storage, wholly enclosed, accessory to an allowed use, which is permitted in the prior C-S-C Zone, as accessory to a so-defined vehicle parts or tire store without installation facilities which is also permitted, per Section 27-461(b). As part of the expansion, approximately 234 square feet of the existing 19,287 square foot building will be demolished, and a 10,537 square foot expansion will be constructed. This results in a total proposed

building size of 29,590 square feet. This development is consistent with ADQ-2025-006:

Analysis of Traffic Impacts

The proposed expansion is for internal operations only and does not generate additional trips to the site. Therefore, a traffic analysis was not required, as the impacts are deemed de minimis.

However, the square footage proposed for addition will total 10,537 square feet. The table below summarizes the trip generation for each peak period and is used for developing a trip cap for the site:

Trip Generation Summary: ADQ-2025-006 Kentland Commercial								
			AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Warehouse	10,537	Square feet	3	1	4	1	3	4
Total Trip Cap Recommendation			4			4		

The site plan depicts one point of vehicular access from Landover Road, and two points of vehicular cross access from the adjoining developments to the east and west. The primary façade of the existing building faces Landover Road. This layout has proven, over many decades to not only allow for the most efficient ingress/egress of the site for vehicles travelling from Landover Road, but also from one of the adjacent sites. The proposed building expansion will be located to the north of the existing building on top of existing asphalt (impervious area), so no green space will be removed to accommodate the building addition. The addition will match the existing façade that showcases a variety of architectural features including large storefront windows, multi-colored brick, and a flat roof. The main building currently contains a sidewalk area that extends in front on the building. This sidewalk will continue in front of the proposed expansion. Furthermore, as noted on the site plan, the addition is limited to employees only and will not be accessible to patrons. Again, the limited utilization of the building expansion was also considered and analyzed with the re-subdivision/certificate of adequacy (ADQ-2025-006). Additional site features include exterior lighting throughout the development, enhanced landscaping, and the addition of stormwater management facilities. The resulting development will be attractive, use sustainable building materials, utilize environmental site design techniques to the fullest extent practical, add attractive landscaping, create jobs for the local economy, and increase the County's tax base.

A departure from parking and loading standards is being filed for the reduction of 29 parking spaces. As discussed in detail below, the applicant contends that all of the requirements for a departure from parking and loading standards have been met.

Transitional Provisions

On April 1, 2022, the approved County-wide Sectional Map Amendment ("CMA") and the updated Prince George's County Zoning Ordinance and Subdivision Regulations became effective, thereby, rezoning the subject property to the newly created CGO Zone. As it relates to the subdivision and final plat, prior to April 1, 2025, plat 5-25015, which was a re-subdivision of

Parcel C (Plat Boon WWW 66 at Plat No. 99) into Parcel D, was accepted pursuant to Section 24-1900 *et. seq*. of the Subdivision Regulations. Pursuant to Section 24-111(a), Plat No. 5-25012 was approved by the Planning Board on April 24, 2025 and ADQ-2025-006 was approved by the Planning Director on April 17, 2025. Among other things, this subdivision of Parcel C into Parcel D was done in order to accommodate the proposed development outlined herein. Plat No. 5-25015 is vested and the subdivision is now grandfathered. Pursuant to Section 24-1704(a), subdivision approvals of any type remain valid for the period of time specified in the Subdivision Regulations under which the subdivision was approved. Since the subdivision and Plat No. 5-25015 are vested and the plat has no validity period once recorded (Plat No. 5-25015 was recorded on May 6, 2025 in Plat Book ME 269 at Plat No.55), the subdivision approval remains valid and grandfathered. Moreover, Section 24-1704(b) provides that with the exception of public facility adequacy determinations (which were approved on April 17, 2025 vis-à-vis ADQ-2025-006), until and unless the period of time under which the subdivision approval remains valid expires, *the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the Subdivision Regulations and Zoning Ordinance in effect immediately prior to the effective date of the County Subdivision Regulations and Zoning Ordinance*. (Emphasis added). In other words, since the subdivision and final plat for this development are vested and the plat is recorded, the applicant may proceed to the next steps in the process, which in this case, would be building permits and the requested DPLS-24001 pursuant to the prior Subdivision Regulations and prior Zoning Ordinance. Finally, pursuant to Section 24-1704(d), once constructed, the building, uses, structures, or site features will be legal and not nonconforming and shall be exempt from the provisions of the new Subdivision Regulations until they are required or elect to file a subdivision application, or a site plan or other development application (not to include any application for a change in occupancy or ownership) under the provisions of the new Zoning Ordinance.

Consequently, this application is utilizing the prior Zoning Ordinance pursuant to Section 27-1700 *et seq.* The applicant recognizes that the provisions of the prior Zoning Ordinance and prior Subdivision Regulations have been successfully utilized and implemented for development of commercial uses in the prior C-S-C Zone throughout the County for decades. Moreover, the existing commercial business has successfully operated on the subject property pursuant to the prior C-S-C Zone, and is grandfathered pursuant to Section 24-1700 *et. seq*. Therefore, development pursuant to the prior Zoning Ordinance and prior Subdivision Regulations is not only allowed, but it also offers the most efficient and established framework for review and approval of the applicant's desired use/development at this time.

III. PRIOR APPROVALS

The subject property is currently improved with an AutoZone store located at 7755 Landover Road on the south side of Landover Road, approximately 405' east of the intersection of Landover Road and Fire House Road. A building permit was approved for the site in 1992 (No. 9667-92-U). Following the permit approval, a Use and Occupancy permit was issued for the store in 2014 to allow a vehicle parts or tire store with no installation.

The property was originally platted prior to 1970 and the proposed building addition to the existing building exceeded 5,000 sq. ft. of gross floor area after 1990; thus, it was necessary for the property to be re-subdivided and re-tested for adequacy pursuant to an ADQ. An administrative plat, pursuant Section 24-111(c) of the prior Subdivision Regulations was filed and accepted prior to April 1, 2025 (to wit: 5-25015), and approved by the Planning Board on April 24, 2025. Furthermore, ADQ-2025-006 was approved by the Planning Director on April 17, 2025, and the final plat was recorded on May 6, 2025, in Plat Book ME 269 at Plat No. 55. As mentioned above, the Section 24-111 re-subdivision is now vested and grandfathered.

Thereafter, on February 6, 2025, the Board of Appeals ("BOA") accepted Case No. V-7-25, which sought a variance of 21.4 feet from the rear lot line setback to validate the existing condition of the property. V-7-25 was subsequently approved by the BOA on March 26, 2025. With the approval of V-7-25, the building location is no longer non-conforming, and all existing site improvements are validated and legal.

The Board of Appeals, pursuant to Sections 27-229 and 27-230 of the prior Zoning Ordinance accepted, reviewed, and approved a variance from the requirement in Section 27-462(b) (Table 1) that structures be located at least 25-feet from the rear lot line abutting residentially zoned land, or the buffer required by the Landscape Manual, whichever is greater. Pursuant to the Landscape Manual, a 40-foot-wide buffer is required. A variance of approximately 21.4 feet to the rear lot line setback was accepted, reviewed and approved to "validate a portion of an existing building." (BOA Decision at p. 1). Indeed, during the BOA's review and approval of V-7-25, it lawfully found that the "validation will facilitate opportunities for the future redevelopment and/or expansion of the site." (*Id.*)

The BOA is explicitly empowered to grant dimensional variances to deviate from the requirements of the Zoning Ordinance, which includes regulations on building setbacks from property lines. The BOA made the following findings:

Findings of the Board

After hearing all the testimony and reviewing the evidence of record, the Board finds that the requested variance complies with the applicable standards set forth in Section 27-230(a), more specifically:

- The subject property was subdivided in 1967 and constructed in 1968, approximately 33 years before the single-family dwelling development was constructed to the south, and the increased setback is required due to the single-family dwelling development; and the subject property is physically unique and unusual in a manner different from the nature of surrounding properties due to its unique L-shape. (Section 27-230 (a)(1)).
- These unique and peculiar aspects of the specific property cause the 40-foot setback to impact the subject property disproportionately since the strict application of the law would result in a use, existing prior to the development that triggered the need for the variance, to cease operation or have to remove a portion of the existing building. (Section 27-230(a)(2)).
- The variance is the minimum necessary to allow the building to remain and allow the Applicant to continue its successful auto parts sales business within the County. (Section 27-230 (a)(3)).
- The variance can be granted without substantial impairment to the intent, purpose, or integrity of the General Plan or any other applicable plan since it is de minimis – only affecting a small corner of the building that has existed without negative impact on the site for over 33 years, and it the use on site is one permitted in the Zone. ((Section 27-230 (a)(4)).
- The variance would not substantially impair the use/enjoyment of adjacent properties, as it has successfully coexisted with its surroundings for over 33 years, and the adjacent uses are a mix of commercial and residential. (Section 27-230 (a)(5).
- The practical difficulty of having a single-family dwelling development constructed behind a permitted building and use over 33 years after the building was legally constructed was not self-inflicted by the owner of the subject property.

The BOA's final decision is final and beyond appeal, and the approval of a variance of 21.4 feet to the rear lot line setback renders the building location legal.

It must also be noted that given the approval of V-7-25, it is debatable whether the requested Alternative Compliance is necessary. Out of an abundance of caution, AC-24006 has been requested from Section 4.7 of the prior Landscape Manual. The basis for the request is to reduce the required Bufferyard B 20-foot landscape yard, and the Bufferyard C required 40-foot building setback and 30-foot landscape yard, respectively. A separate statement of justification has been submitted with the application addressing this Alternative Compliance request. If, however, V-7-25 renders AC-24006 moot, the applicant will withdraw the latter.

IV. COMMUNITY

The character of the surrounding community is generally a mix of residential and commercial uses. The subject property is surrounded by the following uses with their respective prior zoning designations:

North: Landover Road, and beyond commercial development and vacant land in the C-S-C and R-O-S Zones.

South: Single-family detached residential in the R-18 Zone.

East: Gas Station and Commercial Retail in the C-S-C and R-35 Zones.

West: Laundromat in the C-S-C Zone.

The subject property is located in the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* (Master Plan), where it is designated for neighborhood mixed-use development. Since the adoption of the Sector Plan in 2014, the County updated the General Plan known as "Plan Prince George's 2035" (Plan 2035), which placed the subject property in the Established Communities Growth Policy Area. Plan 2035 describes these areas as:

> existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established Communities are most appropriate for context-sensitive infill and low-to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

(Plan 2035 at p. 20).

V. GENERAL CRITERIA FOR APPROVAL FOR A DEPARTURE FROM THE NUMBER OF PARKING SPACES REQUIRED.

As shown on the submitted survey, the site currently has ninety (90) available parking spaces, many of which are unused and superfluous. Twenty-four (24) parking spaces will be removed from the main parking area to meet landscape requirements per the 2010 Prince Geoge's County Landscape Manual, and ten (10) parking spaces will be added in front of the building addition. The applicant is, therefore, providing a total of 76 parking spaces to serve the existing vehicle parts store, consisting of four (4) handicap accessible surface parking spaces, nineteen (19) compact spaces, and fifty-three (53) standard parking spaces, resulting in the need to request a departure of 29 parking spaces.

The normal parking generation group calculation was utilized for the portion of the building that is to remain, as it will continue to be accessed by customers. Pursuant to Section 27-568, the low parking generation group parking calculation was utilized for the addition due to the addition being limited to storage and employees only. Customers will not be able to access this storage area. As such, the proposed use will not generate additional demands for parking spaces.

It is the applicant's experience, as one of the leading retailers and distributors of automotive replacement parts and accessories in the United States, that the proposed number of spaces will adequately serve the existing store along with the additional "back-of-house" building expansion. That is, it is important to note that the proposed building expansion is limited to storage area only and will not be open the public. Only employees will have access to the proposed addition. Consequently, the retail portion of the store will continue to operate as it does today, and 76 total parking spaces has proven, for many decades, to be more than sufficient to serve the retail store – notwithstanding the proposed building addition, which again will be used for additional storage only. Finally, and in further support of this application, the applicant also confirmed the adequacy of the parking layout by commissioning an evaluation by a qualified third-party traffic engineering firm, Lenhart Traffic Consulting, Inc. That report is provided as additional justification of the requested departure and is incorporated herein by reference.

Sec. 27-588. - Departures from the number of parking and loading spaces required.

(b) Procedures.

(7) Required findings.

(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;

Section 27-550. Purposes

(a) The purposes of this Part are:

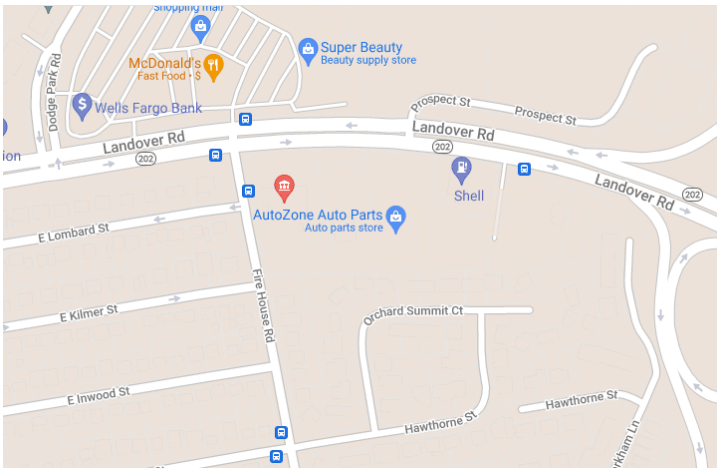
(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

COMMENT: The purposes of the parking and loading regulations will be served by the applicant's request to expand an existing vehicle parts store. Again, the proposed expansion will be limited to additional "back of house" (or storage area) and will not be accessible to the public or retail customers. The departure seeks to ensure sufficient parking to serve the needs of the customers and is not otherwise located adjacent to public residential streets; therefore, there will be no impact to residential areas or the residential character of the surrounding community.

(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;

COMMENT: The main existing vehicular entrance is from Landover Road, which is classified as an arterial roadway. The parking lot is located directly in front of the building allowing safe, efficient, and convenient access to the store. This has proved accurate over many decades. Moreover, the subject property is located in an area that is served by public

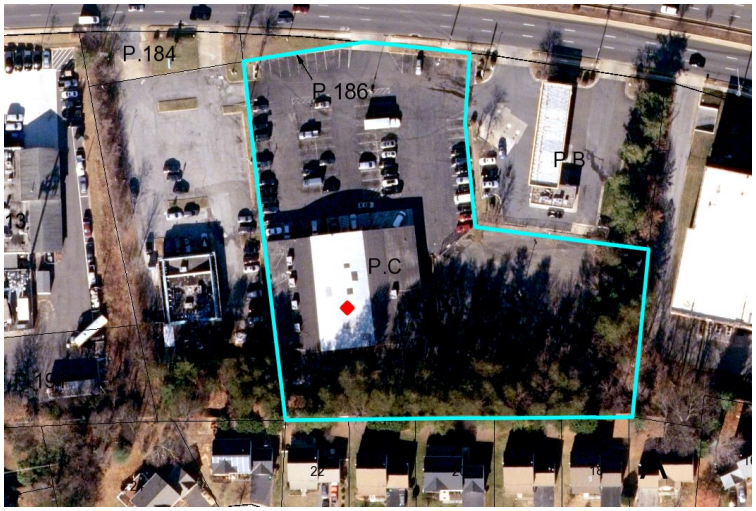
transportation. The site is adjacent to a number of Bus routes/stops. Routes F12 and L12 of the WMATA bus are located on Landover Road as depicted below:



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

COMMENT: The departure seeks to ensure sufficient parking to serve the needs of the customers and is not otherwise located adjacent to public residential streets; therefore, there will be no impact to residential areas or the residential character of the surrounding community. Directly to the south of the site are single-family detached residences, which were built circa 2001 – some 32 years after the commercial building on the subject property was built. Indeed, prior to the constriction of the now existing single-family detached

homes to the south were built, the property to the south was improved with a multi-family apartment complex. As the site exists today, there is a natural vegetated buffer between the existing development and the residences that will not be disturbed or further impacted with this proposal. There is also a retaining wall along the southern boundary of the subject property which causes the site to sit lower than the properties to the south, with the undisturbed area containing significant slopes. Thus, nearby properties will not be affected by the requested departure, as parking will remain sufficient to serve patrons. requested departure will not impair the visual, functional, or environmental quality or integrity of the site or surrounding neighborhood. The reduction to the number of parking spaces will allow the site to provide enhanced landscaping by complying with requirements from the Landscape Manual while also ensuring the site is sufficiently parked for its existing use.



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

COMMENT: The parking lot is located directly in front of the building allowing safe, efficient, and convenient access to the store. Additionally, properties within the general vicinity provide sufficient off-street parking facilities that are adequate to serve the other existing uses. The subject property provides vehicular cross-access to the gas station to the east, and to the laundromat to the west. No on-street parking is allowed or proposed along the street frontage of Landover Road.

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

COMMENT: Pursuant to Section 568(b)(1) of the prior zoning ordinance, "[t]he number of parking spaces required by Section 27-568 (a) may be reduced by up to a maximum of fifteen (15) percent for the purpose of fulfilling the Parking Lot Interior Planting Requirement of Section 4.3c (2)(a) of the Landscape Manual in association with the following: (1) Any permit for construction, alteration or use and occupancy applied for on a site within the Developed Tier, Corridor Node, or Center where existing impervious area exceeds forty (40) percent of the net lot area of the site." Due to this provision and the proposed interior parking lot plantings, the total required parking will be reduced by 15 percent. With the 15 percent reduction, the required parking is 105 parking spaces required. The Applicant is therefore requesting a departure of 29 parking spaces, to provide a total of 76 parking spaces.

The requested departure is the minimum necessary given the existing conditions of the site. According to aerial imagery, the site was developed with the original building in the late 1906s to early 1970s, which has remained in the same location over time. The parking lot was originally placed adjacent to Landover Road and also allowed vehicular cross-access to the abutting developments. This layout has proven to allow vehicles to travel safely to the site and between developments, but also has simultaneously limited any additional development options for the site.

As shown on the submitted survey, the existing parking lot currently has ninety (90) parking spaces. Twenty-four (24) parking spaces, which are currently fenced off and not used, will be removed from the main parking area to meet landscape requirements pursuant to the applicable Landscape Manual, and ten (10) parking spaces will be added in front of the building addition resulting in a total of 76 parking spaces being provided. A parking analysis was completed for this site, which notes that the ITE Parking Generation Manual, 6th Edition requires 1.82 parking spaces per 1,000 square feet of gross floor area to accommodate weekday parking demand and 1.95 parking spaces per 1,000 square feet of gross floor to accommodate Saturday parking demand. 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, 6th Edition. The proposed 76 parking spaces will be adequate to serve the development. This is a very conservative analysis as the proposed building addition is intended to be for additional storage area only and will only be accessible by employees of AutoZone – the building addition will not be accessible by the public

or patrons. Thus, although the parking demand analysis utilized the total building square footage, the actual parking demand is expected to be even less given the size of the retail component of the building will remain as it exists today. There are no known existing parking issues with the current business or operation, which is further support that notwithstanding the proposed building expansion, the proposed parking will be adequate.

Again, circumstances exist that are special to this site, mainly the position of the existing building, which limits the space available for new parking spaces. Finally, because there will be sufficient parking spaces to accommodate the expanded vehicle parts store, and there will not be any spill over parking onto surrounding areas. The parking and loading needs of adjacent property will also not be infringed or impacted. This contention is further supported by the fact that public transportation exists in the immediate area and patrons of the store can also easily walk to this location.

(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;

COMMENT: The departure will alleviate circumstances which are special to the subject use, given its nature at this location. Based on SDAT records and as confirmed by PGAtlas- Supplemental Imagery, the building was constructed circa 1969, where it has remained in the same configuration for more than fifty-five (55) years. The existing site layout has been proven to allow the most efficient ingress/egress to the site for patrons of the store, while accommodating vehicular cross-access to the adjoining developments to the east and west. The submitted parking analysis shows that the peak parking demand for this project will be 59 parked vehicles per the ITE Parking Generation Manual, thus, resulting in a surplus of 17 spaces over and above the peak parking calculation.

A Use and Occupancy permit was issued for the store in 2014 to allow a vehicle parts or tire store with no installation (Permit No. 923-2014-CU). The proposed building expansion is limited to storage area only and will not be open the public. Only employees will have access to the proposed addition. Consequently, the retail portion of the store will continue to operate as it does today. The proposed expansion is to the side of the existing building to minimize any disturbance to the main parking area. This area is currently improved with unutilized site parking – and for security reasons was fenced off given the needlessness for more parking to serve the use. The proposed building addition will be constructed over existing asphalt, so none of the existing vegetation on the site will be removed or impacted. Landscaping throughout the site will be added to bring the site into conformance with the applicable Landscape Manual. Stormwater management facilities will also be added as a site improvement bringing the site into compliance with current County Codes. Both the landscaping and stormwater management facilities are new improvements to the site since its original development.

Again, it is important to note that the proposed building expansion is to accommodate additional storage and not retail space. Consequently, the size of the retail gross floor area is

remaining as is, thus, the parking analysis is a very conservative analysis. Based on this information, the requested Departure from Parking and Loading (DPLS) is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The requested departure ensures sufficient parking and loading to serve the needs of the patrons of the store preventing surplus parking that is under-utilized.

(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

COMMENT: The required parking for the portion of the existing building to remain has been calculated using the Normal Parking Generation Group, and the required parking for the proposed expansion has been calculated using the Low Parking Generation Group. Before submittal of this application, this approach was specifically vetted and approved by the Permit Review Section of M-NCPPC since the building expansion is limited to storage and is not accessible or open to the public – only employees will have access to the additional storage area.

For the Normal Parking Generation Group, the prior Zoning Ordinance requires 1.0 parking space per 150 square feet for the first 3,000 square feet of gross floor area and 1.0 parking space per 200 square feet for any square footage exceeding 3,000 square feet. For the Low Parking Generation Group, the prior Zoning Ordinance requires 1.0 parking spaces per 500 square feet of gross floor area. This results in 101 required parking spaces for the 19,053 square feet of existing building to remain and 22 required parking spaces for the proposed 10,537 square foot addition.

Pursuant to Section 568(b)(1) of the prior zoning ordinance, "[t]he number of parking spaces required by Section 27-568 (a) may be reduced by up to a maximum of fifteen (15) percent for the purpose of fulfilling the Parking Lot Interior Planting Requirement of Section 4.3c (2)(a) of the Landscape Manual in association with the following: (1) Any permit for construction, alteration or use and occupancy applied for on a site within the Developed Tier, Corridor Node, or Center where existing impervious area exceeds forty (40) percent of the net lot area of the site." Due to this provision and the proposed interior parking lot plantings, the total required parking will be reduced by 15 percent. With the 15 percent reduction, the required parking is 105 parking spaces required. The Applicant is therefore requesting a departure of 29 parking spaces, to provide a total of 76 parking spaces.

Despite utilization of all methods for calculating the number of spaces required, the net result is an excessive and unneeded amount of parking to serve this use.

Building	Use Description	Parking Requirement per Prince George's County ZO	Number of Units / Square Footage	Number of Parking Spaces Required for Users
Existing AutoZone to Remain	Normal Parking Generation Group	1 space per 150 SF for first 3,000 SF of GFA 1 space per 200 SF of GFA above the first 3,000 SF	19,053 square feet of existing building to remain	101 spaces
Proposed AutoZone	Low Parking Generation Group	1 space per 500 SF of GFA	10,537 square feet of proposed parts storage	22 spaces
			Total Number of Parking Spaces Required for the 29,590 SF Building:	**123 spaces**

The applicant is proposing 76 parking spaces, so a departure for 29 spaces (27.6% reduction) is requested. Due to the limited amount of space available, the specific circumstances of the existing use and limitation of the proposed building expansion, and the existence of the use on-site without issue, the reduction to the number of parking spaces ensures that the applicant is able to accommodate the requirements of the applicable Landscape Manual and provide stormwater management facilities. The site will remain adequately parked to serve the development as evidenced by existing parking demand - as further supported by the parking analysis prepared by LTC.

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

COMMENT: As indicated above, because there will be sufficient parking spaces to accommodate the existing retail use and the proposed building expansion (which will not be accessed by customers), and there will not be any spill over parking onto surrounding areas, the parking needs of adjacent residential areas will not be infringed upon. Indeed, there is no vehicular access or pedestrian access points from the residentially zoned properties to the south to the existing store. It is impossible for a patron of the AutoZone to even access the property to the south whereby that patron would then access the store. Thus, parking needs for those residential areas will not be infringed since access is not possible, let alone practicable. This is further supported by the fact that Public Transportation exists in the immediate area and patrons for the vehicle parts store can also easily walk to this location as an additional travel option. As depicted on the site plan, the applicant will also add bicycle spaces as another way patrons can travel to the site.

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

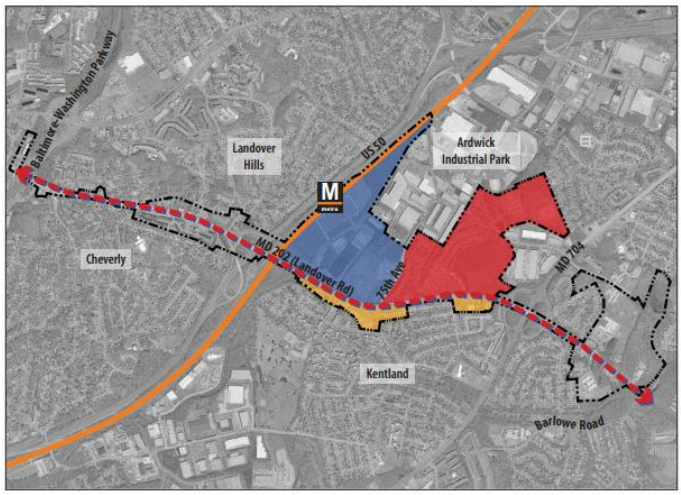
(i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;

COMMENT: Properties within the general vicinity provide sufficient off-street parking facilities that are adequate to serve the existing uses. The subject property provides vehicular cross-access to the gas station to the east, and to the laundromat to the west. No on-street parking is allowed or proposed along the street frontage of Landover Road – an MPOT arterial roadway.

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

COMMENT: Plan 2035 places the property in the Established Community Growth Policy Area and makes no specific recommendations concerning parking spaces in this area. Nevertheless, the vision for Established Communities is a context-sensitive infill and medium-high density development. This application is consistent with the Established Communities Growth Policy in the General Plan.

The subject property is located in the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* (Master Plan), where it is designated for neighborhood mixed-use development. The revitalization plan detailed within the Master Plan is largely concentrated around three distinct focus areas (see Map 3.1, on page 34) located on either side of MD 202 between US 50 and MD 704. The subject property is within the South Landover Road Focus Area, as shown in yellow in the image below:



The South Landover Road Focus Area contains smaller strip shopping centers, which have some of the same issues as Dodge Plaza located across from the subject property on the north side of Landover Road. The Sector Plan acknowledges that the *underutilized* parking lots are the predominant feature, and the shopping centers are even less visible from MD 202, in part, because of topography changes and their size. (Page 33) (emphasis added). One of the short-term vision recommendations for this focus area is to "Retrofit the three strip shopping centers—Kent Village, Stadium Station, and center with Auto Zone—with environmentally sensitive design features in order to meet the county's new stormwater management requirements." (page 52).

The proposed develop aligns with several goals of the sector plan by efficiently using the existing parking lot layout which minimized disturbance, providing additional landscaping, and providing stormwater management facilities bringing the site into compliance with current County standards and regulations. In addition, it will increase the commercial tax revenue by re-utilizing underutilized parking areas on-site.

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

COMMENT: The property is not within a municipality.

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

COMMENT: There are no public parking facilities proposed for this area

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

(i) Public transportation available in the area;

COMMENT: The subject property is located in an area that is served by public transportation. The site is adjacent to a number of Bus routes/stops. Routes F12 and L12 of the WMATA bus are located on Landover Road in close proximity to the site.

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

COMMENT: The existing site, in its current condition, has 90 parking spaces. As the site was developed in the late 1960s or early 1970s it is not in conformance with a variety of County Codes including landscaping and stormwater management requirements. Additionally, the site was originally designed to provide vehicular cross access to the adjoining properties to the east and west via an unobstructed circulation pattern, which further impacts the applicant's flexibility to provide more parking while accommodating circulation. To comply with all current County standards the site would need to be redeveloped to relocate the existing building and reconfigure the existing parking layout to provide the additional parking spaces needed and comply with additional County regulations.

The proposed development proposes to supply 76 parking spaces and the submitted parking analysis shows that the peak parking demand for this project will be 59 parked vehicles per the ITE Parking Generation Manual, thus, resulting in a surplus of 17 spaces over and above the peak parking calculation. Based on this information, the site will be adequately parked removing the need for additional parking spaces.

(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;

COMMENT: The proposed use will typically operate 6 days a week from the hours of 7:30 AM to 10:00 PM and 8 AM to 9 PM on Sundays. The requested departure will not impact other uses within 500 feet of the subject property. No overflow parking will occur, as the site will be adequately/sufficiently parked.

(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.

COMMENT: Not applicable, the subject property is in the C-S-C Zone.

VI. CONCLUSION

Based on the foregoing, as well as the Alternative Compliance (AC-24006) filed in conjunction with this application (if deemed necessary), the owner and applicant respectfully request the approval of a departure from parking and loading standards (DPLS-24001) for the reduction of 29 parking spaces.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

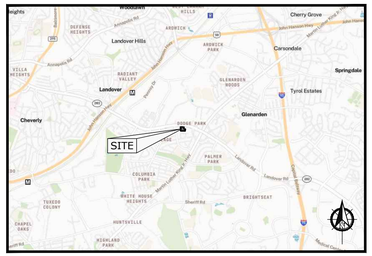
By: _____
Matthew C. Tedesco, Esq.

By: _____
Dominique Lockhart, AICP

Date: March 26, 2026

AutoZone

DPLS-24001 and AC-24006
For
Proposed
Building Expansion - AutoZone Store #1837
7755 Landover Road
13th Election District
Prince George's County
State of Maryland



SITE LOCATION MAP
SCALE: 1"=1,500'

© COPYRIGHT 2009

PARKING REQUIREMENTS

NORMAL PARKING GENERATION GROUP:
ONE (1) SPACE PER 150 SF OF THE FIRST 3,000 SF OF GROSS FLOOR AREA, PLUS ONE (1) SPACE PER 200 SF OF G.F.A. ABOVE THE FIRST 3,000 SF.

19,053 SF OF EXISTING BUILDING TO REMAIN (234 SF OF EXISTING BUILDING REMOVED TO ACCOMMODATE NEW ADDITION)
3,000 SF ÷ 150 = 20 SPACES REQUIRED
16,053 SF ÷ 200 = 81 SPACES REQUIRED
TOTAL = 101 SPACES REQUIRED EXISTING BUILDING

LOW PARKING GENERATION GROUP:
ONE (1) SPACE PER 500 SF OF G.F.A.

PROPOSED FLOOR AREA:
* 10,537 SF ADDITION ÷ 500 = 21.07 (22) SPACES REQUIRED PROPOSED BUILDING

TOTAL PARKING SPACES = 123 SPACES REQUIRED
** 123 REQUIRED SPACES x 85% = 105 SPACES REQUIRED
76 SPACES PROVIDED

PARKING SPACE SIZE:
MINIMUM 9'-6" x 19' - STANDARD REQUIRED
MINIMUM 8' x 16'-6" - COMPACT (UP TO ⅓ OF SPACES COMPACT) REQUIRED
53 @ 9'-6" x 19' - STANDARD PROVIDED
19 @ 8'-0" x 19' - COMPACT PROVIDED (24%)
4 @ 8'-0" x 19' - ACCESSIBLE PROVIDED

LOADING SPACES:
PROVIDE ONE (1) LOADING SPACE PER FIRST 10,000 SF OF BUILDING AREA, AND ONE (1) ADDITIONAL LOADING SPACE FOR BUILDINGS 10,000-100,000 SF IN SIZE.
TWO (2) LOADING SPACES REQUIRED, 12'x33' EACH
TWO (2) LOADING SPACES PROVIDED, 12'x33' EACH

ACCESSIBLE PARKING SPACES:
FOR 76 - 100 PARKING SPACES = 4 ACCESSIBLE SPACES REQUIRED
FOUR (4) ACCESSIBLE SPACES PROVIDED

BICYCLE PARKING:
PROVIDE MINIMUM OF TWO (2) BICYCLE SPACES FOR FIRST TEN (10) PARKING SPACES, AND ONE (1) ADDITIONAL BICYCLE SPACE FOR EVERY TEN (10) ADDITIONAL PARKING SPACES.
NINE (9) BICYCLE PARKING SPACES REQUIRED
TEN (10) BICYCLE PARKING SPACES PROVIDED

* 10,537 SF ADDITION IS STORAGE, WHOLLY ENCLOSED, ACCESSORY TO A PERMITTED USE.
** THE NUMBER OF PARKING SPACES REQUIRED MAY BE REDUCED UP TO A MAXIMUM OF FIFTEEN (15) PERCENT FOR THE PURPOSE OF FULFILLING THE PARKING LOT INTERIOR PLANTING REQUIREMENT OF SECTION 4.3c(2)a OF THE LANDSCAPE MANUAL.

GENERAL NOTES

1. SUBDIVISION NAME: KENTLAND COMMERCIAL PARCEL
2. TOTAL ACREAGE: 100,016 SF (2.296 ACRES)
3. EXISTING ZONING: CSC
4. PROPOSED USE OF PROPERTY: RETAIL SALE OF AUTO PARTS
5. NUMBER OF PARCEL: PARCEL C, 1 (ONE) LOT
6. PROPOSED DWELLING UNITS: N/A
7. GROSS FLOOR AREA: 19,286.52 SF (EXISTING); 29,589.60 SF INCLUDES 10,537 SF ADDITION (PROPOSED)
8. BUILDING HEIGHT: 14.25' (EXISTING BUILDING); 21'-0" (PROPOSED BUILDING ADDITION)
9. 200 FOOT MAP REFERENCE (WSSC): 204NE07
10. TAX MAP NUMBER & GRID: 59-F1
11. AVIATION POLICY AREA: N/A
12. WATER/SEWER DESIGNATION (EXISTING): W-3, S-3
13. WATER/SEWER DESIGNATION (PROPOSED): W-3, S-3
14. STORMWATER MANAGEMENT CONCEPT NUMBER: TBD
15. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY: YES (RESUBDIVISION PLAT)
16. MANDATORY PARK DEDICATION: N/A
17. CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
18. HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: NO
19. WETLANDS: NO
20. 100-YR FLOODPLAIN: NO
21. WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
22. SOURCE OF TOPOGRAPHY: KEYNET GPS OBSERVATION TAKEN ON JANUARY 31, 2023 AND CONVERTED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29).
23. APPLICANT: LESSEE (AUTOZONE DEVELOPMENT, LLC) AND OWNER (RAHIMI INVESTMENTS INC.)

Drawing Index

CS	COVER SHEET
1 of 2	ALTA/NSPS LAND TITLE SURVEY
2 of 2	ALTA/NSPS LAND TITLE SURVEY
C1.0	SITE PLAN
L1.0	LANDSCAPE PLAN
L1.1	LANDSCAPE DETAILS & NOTES
TR-1	TRUCK TURNING PLAN

Applicant / Developer:
AutoZone Development, LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103

Architect:
AutoZone Development, LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103

Civil Engineer:
MDM SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
375 Northgate Drive
Warrendale, PA 15086
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmcadd@mdmllc.com
www.mdmllc.com

UTILITY CONTACTS

ELECTRIC SERVICE
BGE
1068 NORTH FRONT STREET
BALTIMORE, MD 21202
410-637-8713

GAS SERVICE
WASHINGTON GAS
1100 H STREET NW
WASHINGTON, DC 20080
703-750-1000

SANITARY SEWER
WASHINGTON SUBURBAN SANITARY COMMISSION (WSSC)
14501 SWEITZER LANE
LOBBY LEVEL, ROOM 1098
LAUREL, MD 20707
301-206-9972
onestopshop@wsscwater.com

STORM SEWER
PRINCE GEORGE'S COUNTY
DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
9400 PEPPERCORN PLACE, SUITE 230
LARGO, MARYLAND 20774
301-883-5740
STEVE SNYDER, PE (NORTH DISTRICT)

TELEPHONE & CABLE SERVICE
VERIZON
375 PRINCE GEORGE'S BOULEVARD
UPPER MARLBORO, MD 20774
301-384-1372

WATER SERVICE
WASHINGTON SUBURBAN SANITARY COMMISSION (WSSC)
14501 SWEITZER LANE
LOBBY LEVEL, ROOM 1098
LAUREL, MD 20707
301-206-9972
onestopshop@wsscwater.com

GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
ZONING PRIOR	ZONING	C-S-C
ZONING PRIOR	AVIATION POLICY AREA	N/A
ADMINISTRATIVE	TAX GRID (MAP GRID)	59-F1
ADMINISTRATIVE	WSSC GRID	204NE07
ADMINISTRATIVE	PLANNING AREA	72; SUBREGION 4
ADMINISTRATIVE	ELECTION DISTRICT (2014 + 2022)	13
ADMINISTRATIVE	COUNCILMANIC DISTRICT (2014 + 2022)	5
ADMINISTRATIVE	GENERAL PLAN GENERALIZED FUTURE LAND USE (2035)	MIXED USE
ADMINISTRATIVE	TRAFFIC ANALYSIS ZONE (COG)	1017
ADMINISTRATIVE	TRAFFIC ANALYSIS ZONE (PG COUNTY)	4284
ADMINISTRATIVE	GENERAL PLAN TIER (2002, ARCHIVED)	DEVELOPED

ZONING INFORMATION

ZONING DISTRICT: C-S-C
(COMMERCIAL SHOPPING CENTER)
A VEHICLE PARTS STORE WITHOUT INSTALLATION FACILITIES
IS A PERMITTED USE WITHIN THIS ZONING DISTRICT.

DESCRIPTION	REQUIRED	PROPOSED
MINIMUM LOT AREA	NONE	100,016 SF (2.296 Ac)
MINIMUM FRONT YARD SETBACK	10'-0"	180'-5" (EXIST.)
MINIMUM SIDE YARD SETBACK	12'-0" FROM RESIDENTIAL OR LANDSCAPE BUFFER, WHICHEVER IS GREATER	55'-5" (EAST)
	LANDSCAPE BUFFER B MINIMUM BUILDING SETBACK 30'-0"	40'-0" (PROPOSED)
	MINIMUM LANDSCAPED YARD 20'-0"	MIN. 0'-0", MAX. 20'-0"
MINIMUM REAR YARD SETBACK	25'-0" FROM RESIDENTIAL OR LANDSCAPE BUFFER, WHICHEVER IS GREATER	18'-8" (EXIST.)
	LANDSCAPE BUFFER C MINIMUM BUILDING SETBACK 40'-0"	49'-4" (PROPOSED)
	MINIMUM LANDSCAPED YARD 30'-0"	MIN. 18'-6", MAX. 63'-1"
MAXIMUM BUILDING HEIGHT	NONE	14'-3" (EXIST.) 21'-0" (PROPOSED)
MAXIMUM IMPERVIOUS AREA	NONE	69.94%

STANDARD NOTES

1. ALL CONSTRUCTION SHALL COMPLY WITH LOCAL MUNICIPALITY AND COUNTY CODES AND STANDARDS. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE OSHA, FEDERAL, STATE AND LOCAL REGULATIONS.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY CONSTRUCTION PERMITS REQUIRED TO PERFORM ALL THE WORK. THE CONTRACTOR SHALL POST ALL BONDS, PAY ALL FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
3. THE CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS IN THE FIELD AND CONTACT THE OWNER IF THERE ARE ANY QUESTIONS OR CONFLICTS REGARDING THE CONSTRUCTION DOCUMENTS AND/OR FIELD CONDITIONS SO THAT APPROPRIATE REVISIONS CAN BE MADE PRIOR TO CONSTRUCTION. ANY CONFLICT BETWEEN DRAWINGS AND THE SPECIFICATIONS SHALL BE CONFIRMED WITH THE CONSTRUCTION MANAGER PRIOR TO BIDDING.
4. SHOULD ANY UNCHARTED, OR INCORRECTLY CHARTED, EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE ENGINEER AND THE ARCHITECT IMMEDIATELY BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.
5. DO NOT INTERRUPT EXISTING UTILITIES SERVICING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS DURING OCCUPIED HOURS EXCEPT WHEN SUCH INTERRUPTIONS HAVE BEEN AUTHORIZED IN WRITING BY THE OWNER, LOCAL MUNICIPALITY AND/OR UTILITY COMPANY. INTERRUPTIONS SHALL ONLY OCCUR AFTER ACCEPTABLE TEMPORARY OR PERMANENT SERVICE HAS BEEN PROVIDED.
6. THE CONTRACTOR SHALL ABIDE BY ALL OSHA, FEDERAL, STATE AND LOCAL REGULATIONS WHEN OPERATING CRANES, BOOMS, HOISTS, ETC. IN CLOSE PROXIMITY TO OVERHEAD ELECTRIC LINES. IF CONTRACTOR MUST OPERATE EQUIPMENT CLOSE TO ELECTRIC LINES, CONTACT THE POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS.
7. THE CONTRACTOR SHALL RESTORE ANY STRUCTURES, PIPE, UTILITY, PAVEMENT, CURBS, SIDEWALKS, LANDSCAPED AREAS, ETC. WITHIN THE SITE OR ADJOINING PROPERTIES DISTURBED DURING DEMOLITION OR CONSTRUCTION TO THEIR ORIGINAL CONDITION OR BETTER, AND TO THE SATISFACTION OF THE OWNER AND LOCAL MUNICIPALITY. ALL COSTS TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE BASE BID FOR THIS PROJECT.
8. THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL AND MAINTAIN TRAFFIC DEVICES FOR PROTECTION OF PEDESTRIANS AND VEHICLES CONSISTING OF DRUMS, BARRIERS, SIGNS, LIGHTS, FENCES AND UNIFORM TRAFFIC CONTROLLERS IN ACCORDANCE WITH THE STATE DEPARTMENT OF TRANSPORTATION OR AS REQUIRED OR DIRECTED BY THE SITE ENGINEER OR CONSTRUCTION MANAGER OR LOCAL GOVERNING AUTHORITIES. CONTRACTOR SHALL MAINTAIN ALL TRAFFIC LANES AND PEDESTRIAN WALKWAYS AT ALL TIMES UNLESS WRITTEN APPROVAL FROM THE DEPARTMENT OF TRANSPORTATION, LOCAL MUNICIPALITY, COUNTY, OR OTHER GOVERNING AUTHORITY IS RECEIVED.
9. THE CONTRACTOR SHALL NOTIFY THE ENGINEER SHOULD ANY DISCREPANCY REGARDING THE PROPOSED WORK OR UNFORESEEN CONDITIONS ARISE PRIOR TO PROCEEDING FURTHER WITH THE AFFECTED WORK.
10. THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO THE OWNER AND THE ARCHITECT FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITIES.
11. REFER TO DETAIL SHEETS FOR EROSION AND SEDIMENT CONTROL, STORM DRAINAGE, UTILITY, PAVING, CURBING, SIGNAGE, AND RETAINING WALL DETAILS AS APPLICABLE.
12. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH DEPARTMENT OF TRANSPORTATION GUIDELINES AND SHALL BE EITHER COLD LAID THERMOPLASTIC TAPE OR PAINTED AS DESIGNATED ON THE PLANS OR PAVEMENT MARKING DETAILS.
13. DIRECTIONAL TRAFFIC ARROWS SHALL BE PAINTED WHITE UNLESS OTHERWISE NOTED.
14. SITE DIMENSIONS ARE REFERENCED TO THE FACE OF CURBS OR EDGE OF PAVING UNLESS OTHERWISE NOTED. ALL BUILDING DIMENSIONS ARE REFERENCED TO THE OUTSIDE FACE OF THE STRUCTURE UNLESS OTHERWISE NOTED.
15. ALL PAVING MATERIALS FURNISHED AND WORK COMPLETED SHALL BE IN STRICT ACCORDANCE WITH THE STATE DEPARTMENT OF TRANSPORTATION GUIDELINES UNLESS OTHERWISE SPECIFIED.
16. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL RUBBISH, TRASH, DEBRIS, AND ORGANIC MATERIAL IN A LAWFUL MANNER.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS FOR BUILDING, WALLS, CONCRETE SLABS, AND UTILITY SERVICE POINT CONNECTIONS AND NOTIFYING THE OWNER AND ENGINEER OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REFERENCE BUILDING CONSTRUCTION PLANS FOR EXACT LOCATIONS OF ALL UTILITY CONNECTIONS TO BUILDINGS AND DOOR STEP LOCATIONS.
18. PIPE BOLLARDS SHALL BE INSTALLED IN TRAFFIC AND LOADING AREAS AS REQUIRED TO PROTECT BUILDING CORNERS, RECEIVING AREAS, HYDRANTS, TRANSFORMERS, METERS, GENERATORS, COMPACTORS, STEPS, AND RAILINGS, AS NECESSARY.
19. ALL SITE COMPACTION TESTING AND CERTIFICATIONS, AS REQUIRED BY MUNICIPALITIES HAVING JURISDICTION AND/OR THIRD PARTY INSPECTION AGENCIES, ARE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
20. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF ALL PRODUCTS, MATERIALS AND PLAN SPECIFICATIONS TO THE ARCHITECT AS REQUIRED FOR REVIEW AND APPROVAL, PRIOR TO FABRICATION OR DELIVERY TO THE SITE. ALLOW A MINIMUM OF 14 WORKING DAYS FOR REVIEW.
21. THE CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT DIMENSIONS AND CONSTRUCTION DETAILS OF BUILDING ADDITIONS, ROOF DRAINS, RAISED CONCRETE SIDEWALKS, AND RAMPS.
22. TRAFFIC CONTROL SIGNAGE SHALL CONFORM TO THE STATE DEPARTMENT OF TRANSPORTATION STANDARD DETAIL SHEETS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. SIGNS SHALL BE INSTALLED PLUMB.
23. INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY AND MUNICIPAL RECORD MAPS AND FIELD SURVEY AND IS NOT GUARANTEED CORRECT OR COMPLETE. UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE AND THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND ELEVATIONS OF ALL UTILITIES INCLUDING SERVICES. PRIOR TO DEMOLITION OR CONSTRUCTION, THE CONTRACTOR SHALL CONTACT MISS UTILITY OF MARYLAND, INC. WITHIN THREE (3) WORKING DAYS BEFORE COMMENCEMENT OF WORK AT 1-800-257-7777 AND VERIFY ALL LOCATIONS.
24. NO PART OF THE LOT IS LOCATED WITHIN ANY FLOODPLAIN AREAS.
25. FIRE LANES SHALL BE ESTABLISHED AND PROPERLY DESIGNATED IN ACCORDANCE WITH THE LOCAL MUNICIPALITY AND LOCAL FIRE DEPARTMENT REQUIREMENTS.
26. THE CONTRACTOR SHALL REMOVE CONFLICTING PAVEMENT MARKINGS IN A METHOD APPROVED BY MD SHA.

ISSUE DATE: 9/6/2024

REVISIONS
1. 12-19-2025 ADDRESSED REVIEW COMMENTS
2.
3.
4.
5.
6.

VERT. DATUM: NGVD1929
HORIZ. DATUM: NAD 83/91

Engineer / Surveyor:
MDM SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
375 Northgate Drive
Warrendale, PA 15086
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmcadd@mdmllc.com
www.mdmllc.com

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

CHRISTOPHER M. PETERS, P.E.
LICENSE No. 64534
EXPIRATION DATE: 3-17-27

Owner / Developer:
AutoZone Development LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103
Tel: (901) 495-8709 Fax: (901) 495-8969
For Bidding & Contractor Information Contact:
F.W. Dodge Plan Room Tel: (615) 884-1017

PREPARED FOR: *AutoZone STORE DEVELOPMENT*
Store No.: 1837
7755 LANDOVER ROAD (MD ROUTE 202)
13TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY
STATE OF MARYLAND

DRAWING TITLE: COVER SHEET

SCALE: AS NOTED
DRAFTSMAN: CWT
CHECKED BY: CMP
DATE 9-6-2024
PROTOTYPE SIZE -

SHEET No. CS

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

AUTOZONE STORE #1837
7755 LANDOVER ROAD
13th ELECTION DISTRICT, COUNTY OF PRINCE GEORGE'S
STATE OF MARYLAND

GENERAL NOTES

1. Bearings shown hereon are based upon the bearings shown on the Plat entitled "Parcels "A", "B" & "C" Kentland Commercial Parcel", recorded in Plat Book WWW 66, Page 99.

2. The underground utilities shown on this survey have been located from field survey information, markings provided by the utility companies and existing drawings obtained from utility companies. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated, although he does certify that they are located as accurately as possible from available information.

3. Contour Interval = 1'. Elevations shown hereon are based upon Keynet GPS Observation taken on January 31, 2023 and have been converted to the National Geodetic Vertical Datum of 1929 (NGVD29).

4. There was no observed evidence of current earth moving work, building construction or building additions.

5. The surveyor knows of no known recent or proposed changes in street right-of-way lines, street or sidewalk construction or repairs.

6. There is no observed evidence of this site being used as a solid waste dump, sump, or sanitary landfill.

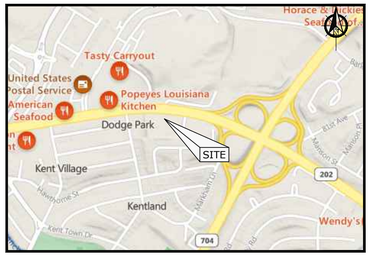
7. Iron pins with cap set are 5/8"Ø rebar, 30" in length with a yellow plastic I.D. cap that bears the inscription "MDM 724-934-2810".

8. Underground Storm Lines Shown Herein Taken From Utility Locating Services Provided By Geoview Associates, Inc.

LEGAL DESCRIPTION

ALL THAT CERTAIN parcel or tract of land situate in the 13th Election District of the County of Prince George's and State of Maryland, being more particularly bounded and described as follows:

PARCEL LETTERED "C" IN A SUBDIVISION KNOWN AS "KENTLAND COMMERCIAL PARCEL", AS PER PLAT THEREOF DULY RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND, IN PLAT BOOK WWW 66 AT FOLIO 99.



SITE LOCATION MAP
SCALE:1"=1,000'

SCHEDULE B - SECTION 2 ITEMS

Per First American Title Commitment Title Commitment No. NCS-1663170-MICH, bearing an effective date of January 26, 2023 at 7:30 AM:

(7) *Indenture dated September 17, 1892 and recorded September 20, 1892 among the aforesaid Land Records in Liber 21, folio 593 by and between Eli S. Carroll and Catharine R. Carroll and J. Harry Danforth.* ***DUE TO THE AGE OF THIS ITEM, THE SURVEYOR FEELS IT NO LONGER AFFECTS THE SUBJECT PREMISES.***

(8) *Agreement dated December 6, 1944 and recorded December 18, 1944 among the aforesaid Land Records in Liber 769, folio 261 by and between Franklin A. Bevard and Mary R. Bevard and State of Maryland.* ***DOES NOT AFFECT.***

(9) *Agreement dated December 6, 1944 and recorded December 18, 1944 among the aforesaid Land Records in Liber 769, folio 262 by and between Franklin A. Bevard and Mary R. Bevard and State of Maryland.* ***DOES NOT AFFECT.***

(10) *Agreement dated March 29, 1949 and recorded April 28, 1949 among the aforesaid Land Records in Liber 1117, folio 496 by and between Kentland, Inc., a Maryland corporation and Consolidated Gas Electric Light and Power Company of Baltimore, a Maryland corporation.* ***THIS ITEM IS TOO VAGUE TO DETERMINE IF IT AFFECTS THE SUBJECT PREMISES. DOCUMENTS REFERRED TO IN THIS ITEM ARE NEEDED BUT MAY NOT AVAILABLE.***

(11) *Right of Way dated November 27, 1950 and recorded January 31, 1951 among the aforesaid Land Records in Liber 1323, folio 403 by and between Kentland, Inc. and Consolidated Gas Electric Light and Power Company of Baltimore.* ***DOES NOT AFFECT.***

(12) *Memorandum of Lease dated July 26, 1971 and recorded July 30, 1971 among the aforesaid Land Records in Liber 3970, folio 948 by and between Peerage Equities Corporation, a Delaware corporation and Katie Rabinowitz.* ***DOES NOT AFFECT.***

(13) *Short Form Lease dated April 1, 1997 and recorded July 10, 1997 among the aforesaid Land Records in Liber 11537, folio 520 by and between Property Development Associates, a California general partnership and AutoZone, Inc., a Nevada corporation.* ***THIS ITEM AFFECTS THE SUBJECT PREMISES, IT DEFINES THE LEASE AREA. A 50' BY 50' EXCLUSION AREA IS SHOWN FOR A TELEPHONE MONOPOLE BUT IT APPEARS TO HAVE NOT BEEN CONSTRUCTED.***

(14) *Easement and Right of Way dated March 30, 2010 and recorded April 19, 2010 among the aforesaid Land Records in Liber 31608, folio 254 by and between Rahimi Investment, Inc. and Washington Suburban Sanitary Commission.* ***AFFECTS, PLOTTED AND SHOWN.***

ZONING INFORMATION

Zoning District - C-S-C (Commercial Shopping Center)
A vehicle parts or tire store without installation facilities is a permitted use within this zoning district.

Minimum Lot Area - No Requirement
Minimum Lot Width - No Requirement
Minimum Front Yard Setback - 10 feet
Minimum Side Yard Setback - 12 feet (abutting residential) or the buffer required in the landscape manual, whichever is greater
Minimum Rear Yard Setback - 25 feet (abutting residential) or the buffer required in the landscape manual, whichever is greater
Maximum Building Height - No Requirement
Maximum Lot Coverage - No Requirement
Maximum Paved Area - No Requirement
Parking Formula - 1 space per 150 sq. ft. of first 3,000 sq. ft. of GFA, plus 1 space per 200 sq. ft. above 3,000 sq. ft. of GFA.

Zoning information was obtained from:

The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
(301) 952-3680
Countywide Planning

Zoning Notes:

1) For additional requirements see the current Landscape Manual for Prince George's County, MD.

UTILITY SERVICE INFORMATION

Water Service
WSSC
4017 Hamilton St.
Hyattsville, MD 20781
(301) 206-9772

Sanitary Sewer
WSSC
4017 Hamilton St.
Hyattsville, MD 20781
(301) 206-9772

Storm Sewer
MD DOT - District 3
9300 Kenilworth Ave.
Greenbelt, MD 20770
(301) 513-7300

Gas Service
Washington Gas
1100 H St., NW
Washington, DC 20080
(703) 750-1000

Electric Service
BGE
1068 N Front St.
Baltimore, MD 21202
(410) 637-8713

Telephone Service
Verizon
375 Prince Georges Blvd.
Upper Marlboro, MD 20774
(301) 384-1372

FLOOD ZONE NOTE

By graphic plotting only, this site is located in Zone X of the Flood Insurance Rate Map 24033C0142E, Community No. 245208, Panel 0142, Suffix E, bearing an effective date of 9-16-16 and is not in a special flood hazard area.

VISIBLE ENCROACHMENTS

There were no noticeable encroachments at the time of the field survey.

MD MISS UTILITY INFORMATION

Serial Number: 23056443 (Design) 23056410 (Dig)
Date of Inquiry: 01/25/23
How Contacted: Phone

	Response				
Company Name	All Clear	Has Facilities	Plans	Field Markings	No Response
BGE Electric				X	
BGE Gas	X				
Comcast	X				
CenturyLink	X				
MCI	X				
Prince George's County				X	
Verizon	X				
Washington Gas				X	
WSSC				X	

SURVEYOR'S CERTIFICATION

AutoZone Store #1837
7755 Landover Road
13th Election District, County of Prince George's
State of Maryland

Certified To: AutoZone Development, LLC & First American Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6)a, 6)b, 7)a, 8, 9, 10, 11)a, 13 and 16-19 of Table A thereof. The fieldwork was completed on January 31, 2023.

Date of Plat or Map: January 8, 2025.

Howard G. McIlvried
Registered Land Surveyor No. 21131
In The State of Maryland

NO.	DATE	REVISIONS DESCRIPTION	BY
1	02/14/23	ORIGINAL SUBMITTAL	WJM
2	09/05/23	REVISED ZONING	WJM
3	10/25/23	ADDED STORM LINE	RAW
4	01/08/25	ADDED ADDDIVERS	WJM

THIS PLAN OR PLAT OF SURVEY IS ONLY VALID TO THE PARTIES CERTIFIED HEREON.

THIS PLAN OR PLAT OF SURVEY IS ONLY VALID IF ACCOMPANIED BY SEAL AND SIGNATURE OF THE LICENSED PROFESSIONAL OF RECORD.

ANY ALTERATIONS TO THIS PLAN OR PLAT OF SURVEY MADE AFTER BEING SIGNED AND SEALED BY SAID LICENSED PROFESSIONAL MEMBER THIS PLAN OR PLAT OF SURVEY NULL AND VOID.

MDM
SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
375 Northgate Drive
Warrendale, PA 15086
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmsurvey@mdmllc.com
www.mdmllc.com

AutoZone Store #1837
7755 Landover Road
13th Election District, County of Prince George's
State of Maryland

ALTA/NSPS LAND TITLE SURVEY

STATE OF MARYLAND
HOWARD G. McILVRIED
21131
REGISTERED LAND SURVEYOR

SCALE:	N/A
DATE:	01/08/25
DRAWN BY:	WJM
CHK'D BY:	HGM

SHEET
1 of 2
Project No. 9930

LEGEND OF SYMBOLS

- Contour Line — 160
- Water Line — W
- Gas Line — G
- Overhead Electric, Telephone & Cable Line — E/T/C
- Underground Electric Line — UE
- Underground Fiber Optic — FO
- Storm Sewer
- Sanitary Sewer
- Easements
- Depressed Curb
- Chain Link Fence
- Wooden/Vinyl Fence
- Tree Line
- Sanitary Manhole
- Storm Manhole
- Storm Inlet
- Telephone Manhole
- Sign
- Illuminated Signs
- Bollard
- Spot Elevation — 165.00
- Existing Curb Elevations: TC=Top of Curb, FC=Bottom of Curb — 165.50 TC / 165.00 FC
- Benchmark
- Right-of-Way — R/W
- Terra Cotta — T.C.
- Finished Floor Elevation — F.F.E.
- Reinforced Concrete Pipe — RCP
- Iron pin w/cap set (Unless otherwise noted)
- Iron Pin Found
- Gas Meter
- Gas Valve
- Water Valve
- Fire Hydrant
- Water Manhole
- Utility Pole
- Guy Wire
- Elec. Pedestal
- Light Pole
- Handicap Symbol
- Trees
- Asphalt
- Concrete
- Brick

Dig Serial No.:23056410
Design Serial No.:23056443

CALL BEFORE YOU DIG !
MISS UTILITY PARTICIPANTS REQUEST 3 WORKING DAYS NOTICE BEFORE YOU DIG, DRILL, OR BLAST - STOP CALL
Miss Utility of Maryland, Inc.
1-800-257 7777

LANDOVER ROAD (MARYLAND ROUTE 202 VARIABLE WIDTH)
80' PUBLIC ROAD R/W (ASSUMED)
(WIDTH PLAN #1208-GP-MW-1.20')

ZONED R-35 (ONE-FAMILY SEMIDETACHED, AND TWO-FAMILY DETACHED, RESIDENTIAL)

NOW OR FORMERLY VERIZON MARYLAND INC. LIBER 16107, FOLIO 470
USE: PUBLIC UTILITY (VERIZON) MEDIUM IMPACT

ZONING DISTRICT C-S-C (COMMERCIAL SHOPPING CENTER)

PARCEL B
NOW OR FORMERLY SARAH C. EDWARDS LIBER 7629, FOLIO 331 DISTRICT 13, ACCOUNT NO. 1415314 7777 LANDOVER ROAD LANDOVER, MD 20710-1224
USE: AUTOMOBILE FILLING STATION HIGH IMPACT

PARCEL C
PARCELS "A", "B" & "C" KENTLAND COMMERCIAL PARCEL PLAT BOOK WWW 66, PLAT 99
100,016 SQ. FT.
2.2960 ACRES
1-STORY BRICK BUILDING
EXISTING "AUTOZONE"
BLDG. AREA=19,286.52 SQUARE FEET
FFE=162.16 FEET
HEIGHT=14.25'

ZONING DISTRICT C-S-C (COMMERCIAL SHOPPING CENTER)
NOW OR FORMERLY RAHIMI INVESTMENTS, INC. LIBER 15002, FOLIO 142 DISTRICT 13, ACCOUNT NO. 1409846 7755 LANDOVER ROAD LANDOVER, MD 20710-1224
100,016 SQ. FT.
2.296 ACRES
USE: RETAIL SALES MEDIUM IMPACT

ZONED R-18 (MULTIFAMILY MEDIUM DENSITY RESIDENTIAL)

S 3°57'49" W 51.24'
S 7°51'27" W 112.00'
167.62'
340.44'
S 80°54'40" E 102.00'
S 7°21'59" W 54.41'
S 5°17'00" E
N 81°33'37" E 95.01'
N 5°17'00" W 343.59'
N 89°29'50" W
R=2804.79' L=129.51' CH.BRG.=S 84°57'16" E CH.DST.=129.50'

SANITARY MANHOLE #039N RIM=165.30' INV.=155.00' (10" T.C.-S) INV.=154.90' (10" T.C.-W)
SANITARY MANHOLE #038M RIM=154.86' INV.=147.16' (10" T.C.-E) INV.=146.51' (10" T.C.-W)
STORM INLET RIM=159.20' INV.=155.25' (24" RCP-N) INV.=154.25' (24" RCP-W)
STORM INLET RIM=146.13' INV.=141.48' (18" RCP-SE) INV.=137.43' (24" RCP-E) INV.=136.58' (24" RCP-W)
CURB INLET W/ MANOLE RIM=152.02' INV.=148.37' (18" RCP-SE) INV.=148.02' (18" RCP-NW)
STORM MANHOLE RIM=161.80' (FILLED W/ DEBRIS)
BENCHMARK BENCH TIE SET IN POWER POLE #7100 ELEV.=162.36'
BENCHMARK BENCH TIE SET IN POWER POLE ELEV.=154.23'
FUEL PRICE TOWER SIGN
AUTOZONE TOWER SIGN
MAG NAIL SET
IRON PIN W/CAP SET
IRON PIN FOUND
IRON PIN W/CAP FOUND
TRASH CORRAL
CONCRETE CURB
1-STORY FRAME BUILDING SHELL - CONVENIENCE STORE
CONCRETE CURB & GUTTER
APPROXIMATE LOCATION OF ACCESS EASEMENT TO TELEPHONE MONOPOLE
50'x50' AREA FOR TELEPHONE MONOPOLE
TRANSFORMER
GRASSY AREA
CONCRETE
ASPHALT PARKING LOT
11 PARKING SPACES
20' LANDSCAPE YARD
20' WATER EASEMENT PER LIBER 31608, FOLIO 254
30' BUILDING SETBACK BUFFERYARD B
40' BUILDING SETBACK BUFFERYARD C
12' SIDE YARD SETBACK
STORM TRENCH
BUILDING HEIGHT = 10.35'
4" TREE
CONCRETE WALL
METAL RAILING
CONC. PAD
STEPS
HOSE BIBB
CHAIN LINK FENCE
WOODEN FENCE
CONC. STOOP
CONC. APRON
ACCESS
10' FRONT YARD SETBACK
24" RCP
18" RCP
16" RCP
EX. 6" DI WHC (2008-4848A)
EX. 8" W (#2008-4848A)
EX. 16" W (#1986-6853)
EX. 20" W (#1966-6034A)
EX. 10" S (#1968-3274A)
SUPPORT POST
SOLID WHITE LINE
CONC. SIDEWALK
10 PARKING SPACES
8 PARKING SPACES
13 PARKING SPACES
ORIGIN UNKNOWN
ACCESSIBLE PARKING SIGN
BUILDING OVERHANG
DO NOT WORK ON CARS IN THE PARKING LOT SIGN
BLDG CLEAR BY 0.4 FEET
BLDG CLEAR BY 0.4 FEET
ASPHALT
USE: LAUNDROMAT MEDIUM IMPACT
NOW OR FORMERLY KS FAMILY PROPERTY MANAGEMENT, LLC LIBER 41688, FOLIO 101 DISTRICT 13, ACCOUNT NO. 1415033 7733 LANDOVER ROAD LANDOVER, MD 20710-1224
1-STORY BRICK BUILDING
PARCEL A
ZONING DISTRICT C-S-C (COMMERCIAL SHOPPING CENTER)

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NOW OR FORMERLY GREGORY M. HARRIS LIBER 21212, FOLIO 721 DISTRICT 13, ACCOUNT NO. 1213492 2704 ORCHARD SUMMIT COURT LANDOVER, MD 20785-0000

NOW OR FORMERLY DICKOSON REVOCABLE TRUST LIBER 27312, FOLIO 136 DISTRICT 13, ACCOUNT NO. 1237500 2702 ORCHARD SUMMIT COURT LANDOVER, MD 20785-0000

NOW OR FORMERLY COURTNEY ALEXANDRIA CLARK ET AL LIBER 39998, FOLIO 433 DISTRICT 13, ACCOUNT NO. 1237318 2700 ORCHARD SUMMIT COURT LANDOVER, MD 20785-0000

NOW OR FORMERLY YVONNE A. MCKENZIE LIBER 14356, FOLIO 179 DISTRICT 13, ACCOUNT NO. 1237302 2700 ORCHARD SUMMIT COURT LANDOVER, MD 20785-0000

NOW OR FORMERLY KIMBERLY D. PERSON LIBER 43611, FOLIO 299 DISTRICT 13, ACCOUNT NO. 1237326 2706 ORCHARD SUMMIT COURT LANDOVER, MD 20785-0000

LOT 17 LOT 18 LOT 19 LOT 20 LOT 21 LOT 22 LOT 23

PLAT TWO, LOTS 6 THRU 11, 17 THRU 20 & 32 THRU 35, BLOCK A, HAWTHORNE HILL PLAT BOOK VJ 156, PLAT 71

PLAT ONE, LOTS 1 THRU 5, 21 THRU 31 & 37 THRU 40, BLOCK A, HAWTHORNE HILL PLAT BOOK VJ 180, PLAT 16

USE: SINGLE FAMILY DETACHED

NO.	DATE	DESCRIPTION	BY
1	02/14/23	ORIGINAL SUBMITTAL	WJM
2	09/05/23	REVISED ZONING	RAW
3	10/25/23	ADDED STORM LINE	WJM
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AutoZone Store #1837
7755 Landover Road
13th Election District, County of Prince George's
State of Maryland
ALTA/NSPS LAND TITLE SURVEY

STATE OF MARYLAND
HOWARD G. MCINTOSH
21131
REGISTERED PROFESSIONAL LAND SURVEYOR

SCALE:	1"=20'
DATE:	01/08/25
DRAWN BY:	WJM
CHK'D BY:	HGM

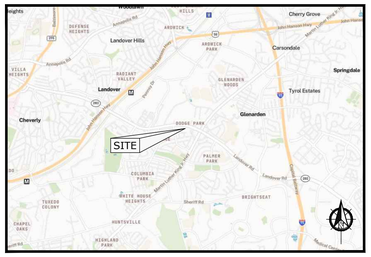
SHEET
2 of 2
Project No. 9930

KEYNOTES

1. PIPE GUARD - SEE DETAIL 12/C1.A.
2. DUMPSTER LAYOUT - SEE DETAILS 3, 4, 5 & 6/C1.B.
3. SERVICE DOOR - SEE DETAIL 7/C1.A.
4. ASPHALT PAVING - SEE DETAIL 4/C1.A.

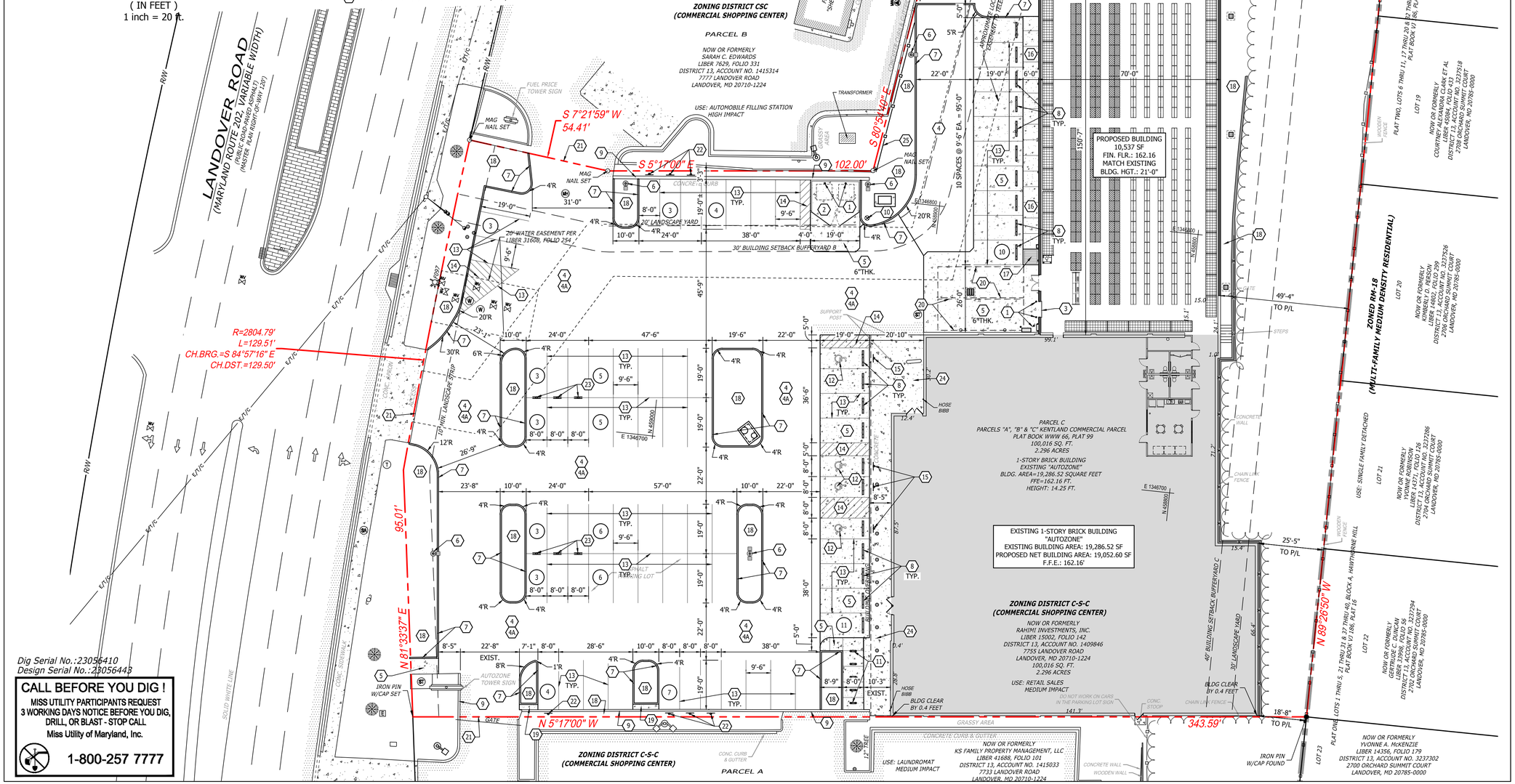
4A. ALTERNATE BID No. 1:
INSTALL NEW WEARING COURSE OVER EXISTING BASE COURSE. SHIM THICKNESS AS REQUIRED TO PROVIDE POSITIVE STORMWATER FLOW AND TO PRECLUDE PONDING. REPAIR/REPLACE ANY SUB-BASE AREAS AS REQUIRED, PER THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.

5. CONCRETE PAVING - SEE DETAIL 3/C1.A. EXPANSION AND CONTROL JOINTS - SEE DETAILS 18 & 19/C1.A. MAXIMUM SPACING FOR CONTROL JOINTS IS 15' O.C. EACH WAY.
6. CONCRETE LIGHT POLE BASE - SEE DETAIL ON SHEET PH1.0. AIM LIGHT FIXTURE IN DIRECTION AS INDICATED.
7. FULL-DEPTH CONCRETE CURB, SEE DETAIL 1/C1.A.
8. WHEEL STOP. SEE DETAIL 7/C1.B.
9. EXISTING PERIMETER CURBING TO REMAIN. PROTECT DURING CONSTRUCTION. REPAIR/REPLACE ANY FULL SECTIONS NOT IN GOOD CONDITION OR BETTER.
10. FROST-PROOF YARD HYDRANT - SEE DETAILS ON SHEET P1.
11. 8' x 27' x 5" THK. CONCRETE PAD WITH SURFACE-MOUNTED BIKE RACKS. SEE DETAIL 2/C1.B.
12. BARRIER-FREE PARKING SYMBOL - SEE DETAIL 11/C1.A.
13. 4" WIDE PARKING STRIPE PAINTED WHITE (TYP.).
14. 4" WIDE DIAGONAL STRIPES PAINTED WHITE AT 2 FT. O.C. STRIPES AT ACCESSIBLE PARKING TO BE BLUE - SEE DETAIL 9/C1.A.
15. ACCESSIBLE PARKING SIGN - SEE DETAIL 10/C1.A. G.C. TO PROVIDE ONE VAN ACCESSIBLE SIGN.
16. CONCRETE SIDEWALK - SEE DETAILS 17/C1.A & 1/C1.B FOR SIDEWALKS AROUND BUILDING.
17. ACCESSIBLE RAMP - SEE DETAILS 5, 8 & 9/C1.A - MAX. SLOPE 1:12 (8.33%), MAX. CROSS SLOPE 1:50 (2.00%), TRUNCATED DOME TO BE A CONTRASTING COLOR.
18. NEW LANDSCAPE AREA - PROVIDE 3" TOPSOIL & SOD. SEE SHEET L1.0 FOR ADDITIONAL INFORMATION.
19. 2'-0" WIDE CONCRETE FLUME FOR STORMWATER FLOW. SEE DETAIL 14/C1.A.
20. TWO (2) 12' x 35' LOADING SPACES.
21. LIMIT OF NEW PAVEMENT.
22. "PARKING FOR COMPACT CARS ONLY" SIGN MOUNTED ON GALVANIZED POST AND SET INTO A 6"Ø STEEL BOLLARD, FILLED WITH CONCRETE, PAINTED RED.
23. DOUBLE "PARKING FOR COMPACT CARS ONLY" SIGN MOUNTED ON GALVANIZED POST AND SET INTO A 6"Ø STEEL BOLLARD, FILLED WITH CONCRETE, PAINTED RED.
24. EXISTING CONCRETE SIDEWALK TO REMAIN. PROTECT DURING CONSTRUCTION.
25. 6' HIGH SIGHT-TIGHT FENCE. SEE DETAIL ON SHEET L1.1.



SITE LOCATION MAP
SCALE: 1"=1,500'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.



Dig Serial No.:23056410
Design Serial No.:23056443

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Miss Utility of Maryland, Inc.
1-800-257 7777

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REVISIONS

1.	12-19-2025	ADDRESSED REVIEW COMMENTS
2.		
3.		
4.		
5.		
6.		

VERT. DATUM: NGVD1929
HORIZ. DATUM: NAD 83/91

Engineer / Surveyor:
MDM
SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
375 Northgate Drive
Warrendale, PA 15086
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmcadd@mdmllc.com
www.mdmllc.com

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

CHRISTOPHER M. PETERS, P.E.
LICENSE No. 6454
EXPIRATION DATE: 3-17-27

Owner / Developer:
AutoZone Development LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103
Tel: (901) 495-8709 Fax: (901) 495-8969
For Bidding & Contractor Information Contact:
F.W. Dodge Plan Room Tel: (615) 884-1017

PREPARED FOR: **AutoZone** STORE DEVELOPMENT
Store No.: 1837
7755 LANDOVER ROAD (MD ROUTE 202)
13TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY
STATE OF MARYLAND

DRAWING TITLE: SITE PLAN

SCALE: 1"=20'-0"
DRAFTSMAN: CWT
CHECKED BY: CMP
DATE 9-6-2024
PROTOTYPE SIZE -

SHEET No. C1.0

PLANT LIST

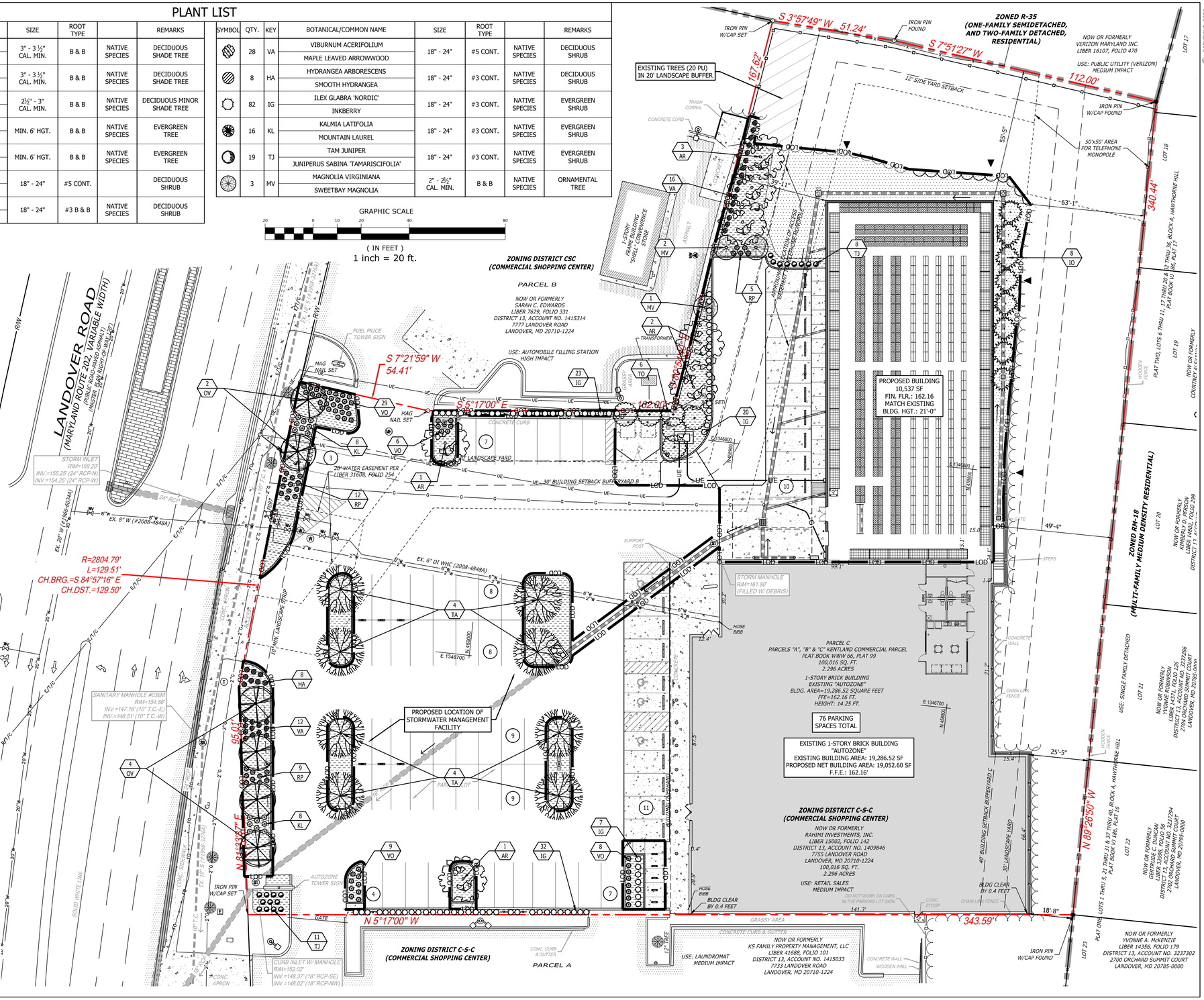
SYMBOL	QTY.	KEY	BOTANICAL/COMMON NAME	SIZE	ROOT TYPE		REMARKS
	7	AR	ACER RUBRUM 'OCTOBER GLORY'	3" - 3 ½" CAL. MIN.	B & B	NATIVE SPECIES	DECIDUOUS SHADE TREE
			OCTOBER GLORY RED MAPLE				
	8	TA	TILIA AMERICANA 'REDMOND'	3" - 3 ½" CAL. MIN.	B & B	NATIVE SPECIES	DECIDUOUS SHADE TREE
			REDMOND AMERICAN LINDEN				
	6	OV	OSTRYA VIRGINIANA	2½" - 3" CAL. MIN.	B & B	NATIVE SPECIES	DECIDUOUS MINOR SHADE TREE
			IRONWOOD				
	6	TO	THUJA OCCIDENTALIS 'EMERALD'	MIN. 6' HGT.	B & B	NATIVE SPECIES	EVERGREEN TREE
			EMERALD ARBORVITAE				
	8	IO	ILEX OPACA	MIN. 6' HGT.	B & B	NATIVE SPECIES	EVERGREEN TREE
			AMERICAN HOLLY				
	52	VO	VIBURNUM OPULUS 'COMPACTUM'	18" - 24"	#5 CONT.		DECIDUOUS SHRUB
			COMPACT EUROPEAN CRANBERRY BUSH				
	26	RP	RHODODENDRON PERICLYMENOIDES	18" - 24"	#3 B & B	NATIVE SPECIES	DECIDUOUS SHRUB
			PINXTERBLOOM WILD AZALEA				

SYMBOL	QTY.	KEY	BOTANICAL/COMMON NAME	SIZE	ROOT TYPE		REMARKS
	28	VA	VIBURNUM ACERIFOLIUM	18" - 24"	#5 CONT.	NATIVE SPECIES	DECIDUOUS SHRUB
			MAPLE LEAVED ARROWWOOD				
	8	HA	HYDRANGEA ARBORESCENS	18" - 24"	#3 CONT.	NATIVE SPECIES	DECIDUOUS SHRUB
			SMOOTH HYDRANGEA				
	82	IG	ILEX GLABRA 'NORDIC'	18" - 24"	#3 CONT.	NATIVE SPECIES	EVERGREEN SHRUB
			INKBERRY				
	16	KL	KALMIA LATIFOLIA	18" - 24"	#3 CONT.	NATIVE SPECIES	EVERGREEN SHRUB
			MOUNTAIN LAUREL				
	19	TJ	TAM JUNIPER	18" - 24"	#3 CONT.	NATIVE SPECIES	EVERGREEN SHRUB
			JUNIPERUS SABINA 'TAMARISCIFOLIA'				
	3	MV	MAGNOLIA VIRGINIANA	2" - 2½" CAL. MIN.	B & B	NATIVE SPECIES	ORNAMENTAL TREE
			SWEETBAY MAGNOLIA				

GENERAL NOTES

1. ALL LANDSCAPE AREAS TO BE GRASS COMMON TO REGION EXCEPT WHERE OTHER PLANT MATERIAL IS CALLED FOR.
2. ALL HEAVILY PLANTED AREAS TO RECEIVE AUTOMATIC PERMANENT IRRIGATION. CONTRACTOR TO PROVIDE DESIGN DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.
3. ALL TREES AND SHRUBS TO BE PLANTED IN MULCH BEDS WITH EDGE STRIPS TO SEPARATE TURF GRASS AREAS.
4. GRASS & IRRIGATION TO EXTEND FROM PROPERTY LINES TO BACK OF LOCAL SIDEWALKS AND/OR CURBS.
5. INSTALL 1 1/2" DIA. PVC PIPE SLEEVES WHERE IRRIGATION LINES CROSS OR ARE UNDER PAVEMENT.
6. FOR ANY LANDSCAPE AREA SO DESIGNATED TO REMAIN WHETHER ON OR OFF SITE, REMOVE WEEDS, ROCKS, CONSTRUCTION ITEMS, ETC., THEN SCARIFY AREA, RESEED, AND FERTILIZE. R.O.W., CURB AND GUTTERS ARE TO BE CLEANED OF DEBRIS.
7. FINISHED GRADES IN LANDSCAPE ISLANDS SHALL BE INSTALLED SO THAT THEY ARE 1" LOWER THAN THE TOP OF THE SURROUNDING CURB.
8. PROVIDE A WEED MAT FOR ALL PLANTING AREAS.
9. FOR ANY TREE LOCATED NEAR A DRIVEWAY, PRUNE LOWER BRANCHES TO PROVIDE A MINIMUM 6'-0" HIGH CLEAR SIGHT LINE FROM GRADE.
10. REMOVAL OF EXISTING INVASIVE SPECIES (HONEYSUCKLE) <5% IS REQUIRED PRIOR TO CERTIFICATION OF LANDSCAPE PLAN.

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

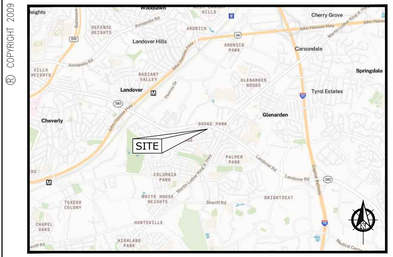


LANDSCAPE LEGEND

- SOD AREA — SEE SPECIFICATIONS.
- MULCH AREA — SEE SPECIFICATIONS.
- QUANTITY → 1
- TYPE → A
- LOD — LIMIT OF DISTURBANCE (LOD)

Dig Serial No.:23056410
Design Serial No.:23056443

CALL BEFORE YOU DIG !
MISS UTILITY PARTICIPANTS REQUEST 3 WORKING DAYS NOTICE BEFORE YOU DIG, DRILL, OR BLAST - STOP CALL
Miss Utility of Maryland, Inc.
1-800-257 7777



SITE LOCATION MAP
SCALE: 1"=1,500'

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REVISIONS

1. 12-19-2025 ADDRESSED REVIEW COMMENTS
2.
3.
4.
5.
6.

VERT. DATUM: NGVD1929
HORIZ. DATUM: NAD 83/91

Engineer / Surveyor:
MDM
SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
375 Northgate Drive
Warrendale, PA 15086
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmcadd@mdmllc.com
www.mdmllc.com

PROFESSIONAL CERTIFICATION

STATE OF MARYLAND — MARK R. FICKLEY — 1054 — LANDSCAPE ARCHITECT

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.

MARK FICKLEY, L.A.
LICENSE NO. 1054,
EXP. DATE 6-30-26

Owner / Developer:
AutoZone Development LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103
Tel: (901) 495-8709 Fax: (901) 495-8969
For Bidding & Contractor Information Contact:
F.W. Dodge Plan Room Tel: (615) 884-1017

PREPARED FOR: **AutoZone** STORE DEVELOPMENT
Store No.: 1837
7755 LANDOVER ROAD (MD ROUTE 202)
13TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY
STATE OF MARYLAND

DRAWING TITLE: LANDSCAPE PLAN

SCALE: 1"=20'-0"
DRAFTSMAN: CWT
CHECKED BY: CMP
DATE 9-6-2024
PROTOTYPE SIZE -

SHEET No. L1.0

LANDSCAPE REQUIREMENTS

SCHEDULE 4.3-1
PARKING LOT PERIMETER LANDSCAPE STRIP FOR PARKING LOTS 7,000 SQUARE FEET OR LARGER

SCHEDULE 4.3-2
INTERIOR PLANTING FOR PARKING LOTS 7,000 SQUARE FEET OR LARGER

NOTE:
PROJECT IS EXEMPT FROM SECTION 4-3 - PARKING LOT REQUIREMENT,
AS THERE IS NO NEW IMPERVIOUS AREA FOR THE PARKING FACILITY.

SCHEDULE 4.6-2
BUFFERING DEVELOPMENT FROM SPECIAL ROADWAYS

1.	Name of special roadway:	LANDOVER ROAD
2.	Type of special roadway:	HISTORIC ROAD
3.	General Plan designation:	X Developed Tier
		____ Developing Tier
		____ Rural Tier
4.	Linear feet of street frontage, not including driveway entrances:	189 feet
5.	Minimum width of required buffer:	10 feet
6.	Minimum width of provided buffer:	10 feet min.; 12'-11" max.
7.	Percentage of required buffer occupied by existing trees:	0 %
8.	Invasive species in the buffer areas?	____ yes X no
9.	Number of plants required:	6 shade trees
		____ evergreen trees
		60 shrubs
10.	Total number of plants provided:	6 shade trees
		____ evergreen trees
		61 shrubs

SCHEDULE 4.7-1
BUFFERING INCOMPATIBLE USES REQUIREMENTS

1.	General Plan designation:	X	Developed Tier, Corridor Node or Center
			Developing or Rural Tier
2.	Use if proposed development:	Retail Sale of Auto Parts	
3.	Impact of proposed development:	Medium	
4.	Use of adjoining development:	Southeast - Public Utility South - Residential - Single Family Detached	**East - Automobile Filling Station** West - Laundromat
5.	Impact of adjoining development:	Southeast - Medium South - ------	East - High West - Medium
6.	Minimum required bufferyard (A, B, C, D or E):	A X B C D E	
		Southeast - N/A South - C	East - B West - N/A
7.	Minimum required building setback:	30 feet x 50% = 15 feet	
8.	Building setback provided:	39'-11" feet	
9.	Minimum required width of landscape yard:	20 feet x 50% = 10 feet	
10.	Width of landscape yard provided: (The required setback and landscape yard may be reduced by fifty percent (50%) in the Developed Tier, Corridor node or Center, when a six (6) foot high fence or wall is provided.)	*Min. 0 feet; Max. 20 feet; Avg. 14.6 feet	
11.	Linear feet of buffer strip required along property line and right-of-way:	167.62 feet	122.41 feet
12.	Percentage of required bufferyard occupied by existing trees:	38.4 %	0%
13.	Is a six (6) foot high fence or wall included in bufferyard? (The required plant material may be reduced by fifty percent (50%) when a six (6) foot high opaque fence or wall is provided.)	X yes proposed	____ yes
		____ no	X no
14.	Total number of plant units required in buffer strip:	134 p.u.	98 p.u.
15.	Total number of plant units provided: shade trees	5 x 10 p.u. = 50 p.u.	1 x 10 p.u. = 10 p.u.
	evergreen trees	____ x 5 p.u. = ____ p.u.	6 x 5 p.u. = 30 p.u.
	ornamental trees	3 x 5 p.u. = 15 p.u.	
	shrubs	49 x 1 p.u. = 49 p.u.	58 x 1 p.u. = 58 p.u.
	existing trees	>20 p.u.	
		Total = >134 p.u.	Total = 98 p.u.

* Alternate compliance requested (width of landscape yard).

SCHEDULE 4.7-1
BUFFERING INCOMPATIBLE USES REQUIREMENTS

1.	General Plan designation:	X	Developed Tier, Corridor Node or Center
			Developing or Rural Tier
2.	Use if proposed development:	Retail Sale of Auto Parts	
3.	Impact of proposed development:	Medium	
4.	Use of adjoining development:	Southeast - Public Utility **South - Residential - Single Family Detached**	East - Automobile Filling Station West - Laundromat
5.	Impact of adjoining development:	Southeast - Medium South - ------	East - High West - Medium
6.	Minimum required bufferyard (A, B, C, D or E):	A B X C D E	
		Southeast - Medium South - C	East - B West - N/A
7.	Minimum required building setback:	40 feet	
8.	Building setback provided:	Existing: Min. 18.6**, Max. 63.1, Avg. 40.8 feet Proposed: 49'-4"	
9.	Minimum required width of landscape yard:	30 feet	
10.	Width of landscape yard provided: (The required setback and landscape yard may be reduced by fifty percent (50%) in the Developed Tier, Corridor node or Center, when a six (6) foot high fence or wall is provided.)	Min. 18.6** feet; Avg. 36.5 feet	
11.	Linear feet of buffer strip required along property line and right-of-way:	340.44 feet	
12.	Percentage of required bufferyard occupied by existing trees:	95 %	
13.	Is a six (6) foot high fence or wall included in bufferyard? (The required plant material may be reduced by fifty percent (50%) when a six (6) foot high opaque fence or wall is provided.)	Existing yes	____ no
14.	Total number of plant units required in buffer strip:	409 p.u.	
15.	Total number of plant units provided: shade trees	____ x 10 p.u. = ____ p.u.	
	evergreen trees	8 x 5 p.u. = 40 p.u.	
	ornamental trees	____ x 5 p.u. = ____ p.u.	
	shrubs	____ x 1 p.u. = ____ p.u.	
	existing trees	>400 p.u.	
		Total = >449 p.u.	

** Alternate compliance requested (building setback plus width of landscape yard).

SECTION 4.4
SCREENING REQUIREMENTS

4.4.2 Loading spaces shall be screened from residential properties and public streets.

Options: A.) 6' high sight fence or wall. 2 SIDES

B.) Min. 2' berm densely planted with vegetation to reach a 6' high screen.

C.) Six (6') high evergreen screen of trees or shrubs min. 6' high at planting at min. 9' on center in a double staggered row.

D.) Combination of above.

4.4.4 Trash and recycling facilities shall be screened from all adjoining properties; from all public roads; from all outdoor living and recreation areas, parking areas and entrance drives within the development.

Options: A.) Sight tight fence or wall; or

B.) Evergreen screen - PARTIAL 6 EVERGREENS

C.) An extension of a building

SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQUIREMENTS

1.	Percentage of native plant material required in each category:		
	Shade Trees:	total 19 x 50% = 10 total number required	
		total number provided 19 = 100 % native	
	Ornamental Trees:	total 3 x 50% = 1.5 total number required	
		total number provided 3 = 100 % native	
	Evergreen Trees:	total 16 x 30% = 5 total number required	
		total number provided 16 = 100 % native	
	Shrubs:	total 231 x 30% = 70 = total number required	
		total number provided 179 = 77 % native	
2.	Are invasive species proposed?	____ yes	X no
3.	Are existing invasive species on site in areas that are to remain undisturbed?	X* yes	____ no
4.	If "yes" is checked in numbers 2 or 3, is a note included on the plan requiring removal of invasive species prior to certification in accordance with Section 1.5, Certification of Installation of Plant materials?	X yes	____ no
5.	Are trees proposed to be planted on slopes greater than 3:1?	X yes	____ no

* HERBACEOUS PLANTS (HONEYSUCKLE) <5%.

Tree Canopy Coverage Schedule for Sec. 25-128

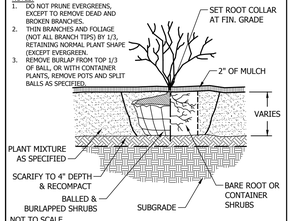
Project Name:		DRD Case #:	Area (acres)
AutoZone Store #1837 - Addition to Landover, MD			
Site Calculations:	**Zone 1:**	CSC	2.30
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		2.30

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
2.30	**15.0%**	0.34	1S002
A. TOTAL ON-SITE WC PROVIDED (acres) =	acres		0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	**0.40** acres		17424
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			6460
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			23884
E. TOTAL SQUARE FOOTAGE REQUIRED =			1S002
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (S0 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**		0
	2 - 2 1/2" = 100	3	300
	2 -1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-S0' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**	6	960
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (S0' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**		0
	3 - 3 1/2" = 250	1S	3750
Evergreen - **columnar** tree (less than 30' height with spread less than 1S')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 1S-20')	**6 - 8' = 75**	6	450
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-S0' height with spread of 20-30')	**6 - 8' = 125**	8	1000
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (S0' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		38	6460
(Manually enter information/figures into shaded areas)			

M-NCPPC APPROVALS			
PROJECT NAME: LANDOVER AUTOZONE			
PROJECT NUMBER:			
For Conditions of Approval see Site Plan, Cover Sheet or Approval Sheet Revisions Listed Below Apply to This Sheet			
Approval or Revision #	Approval Date	Reviewer's Initials	Certification Date

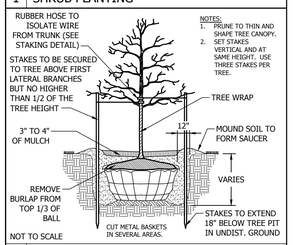
NOTES:
1. DO NOT PRUNE EVERGREENS, EXCEPT TO REMOVE DEAD AND BROKEN BRANCHES.
2. THIN BRANCHES AND FOLIAGE (NOT ALL BRANCH TIPS) BY 1/3, RETAINING NORMAL PLANT SHAPE (EXCEPT EVERGREEN.
3. REMOVE BURLAP FROM TOP 1/3 OF BALL, OR WITH CONTAINER PLANTS, REMOVE POTS AND SPLIT BALLS AS SPECIFIED.



NOT TO SCALE

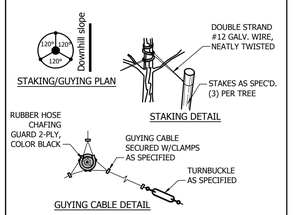
1 SHRUB PLANTING

NOTES:
1. PRUNE TO THIN AND SHAPE TREE CANOPY.
2. SET STAKES VERTICAL AND AT SAME HEIGHT. USE THREE STAKES PER TREE.

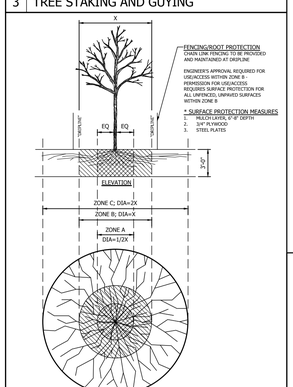


NOT TO SCALE

2 TREE PLANTING

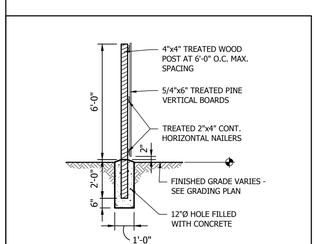


3 TREE STAKING AND GUYING



NOT TO SCALE

4 TREE PROTECTION DETAIL



NO SCALE

5 SIGHT-TIGHT FENCE DETAIL

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REVISIONS								
1. 12-19-2025 ADDRESSED REVIEW COMMENTS								
2.								
3.								
4.								
5.								
6.								

VERT. DATUM: NGVD1929
HORIZ. DATUM: NAD 83/91

Engineer / Surveyor:
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SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
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PROFESSIONAL CERTIFICATION
STATE OF MARYLAND · MARK R. FICKLEY · 1054 · LANDSCAPE ARCHITECT

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MARK FICKLEY, L.A.
LICENSE NO. 1054,
EXP. DATE 6-30-26

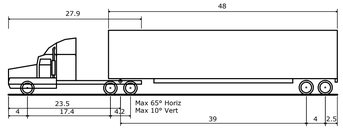
Owner / Developer:
AutoZone Development LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103
Tel: (901) 495-8709 Fax: (901) 495-8969
For Bidding & Contractor Information Contact:
F.W. Dodge Plan Room Tel: (615) 884-1017

PREPARED FOR: ***AutoZone*** *STORE DEVELOPMENT*
Store No.: 1837
7755 LANDOVER ROAD (MD ROUTE 202)
13TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY
STATE OF MARYLAND

DRAWING TITLE: LANDSCAPE DETAILS & NOTES

SCALE: AS NOTED
DRAFTSMAN: CWT
CHECKED BY: CMP
DATE 9-6-2024
PROTOTYPE SIZE -

SHEET No. L1.1



WB-62 - Interstate Semi-Trailer

Overall Length	69.000ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

NOT TO SCALE

1 | WB-62 TRUCK DETAIL

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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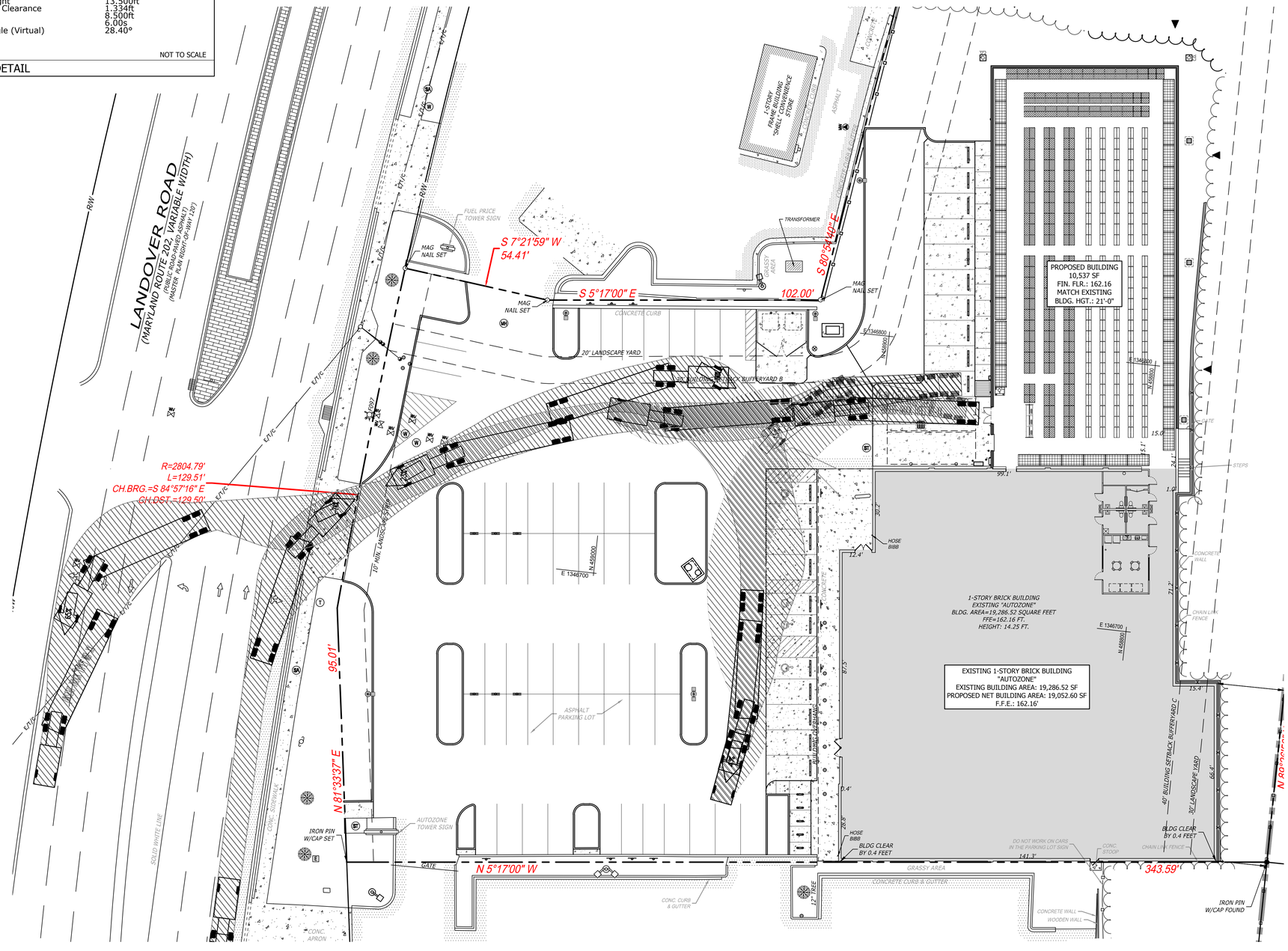

REVISIONS	
1.	12-19-2025 ADDRESSED REVIEW COMMENTS
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VERT. DATUM: NGVD1929
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mdmcadd@mdmllc.com
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PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

CHRISTOPHER M. PETERS, P.E.
LICENSE No. 64534
EXPIRATION DATE: 3-17-27

Owner / Developer:
AutoZone Development LLC
123 South Front Street, 3rd Floor
Memphis, Tennessee 38103
Tel: (901) 495-8709 Fax: (901) 495-8969
For Bidding & Contractor Information Contact:
F.W. Dodge Plan Room Tel: (615) 884-1017

PREPARED FOR: AutoZone STORE DEVELOPMENT
Store No.: 1837
7755 LANDOVER ROAD (MD ROUTE 202)
13TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY
STATE OF MARYLAND

DRAWING TITLE: TRUCK TURNING PLAN

SCALE: 1"=20'-0"
DRAFTSMAN: CWT
CHECKED BY: CMP
DATE 9-6-2024
PROTOTYPE SIZE -

SHEET No. TR-1

April 3, 2026

MEMORANDUM

TO: Evan King, Planner II, Zoning Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Thomas Lester, Acting Supervisor, Long-Range Planning Section, Community Planning Division TEL

FROM: Abraham Diallo, Planner I, Master Plans and Studies Section, Community Planning Division AD

SUBJECT: **DPLS-24001 AutoZone #1837**

FINDINGS

Pursuant to Section 27-588(b)(7)(A) of the Prior Zoning Ordinance, it has been found that Master Plan conformance is not required for this application.

Pursuant to Section 27-588(b)(7)(B) of the Prior Zoning Ordinance, the Planning Board shall consider recommendations of the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* outlined in the general plan section on page two regarding the subject property and its general vicinity.

BACKGROUND

Application Type: Departure from the number of parking and loading spaces required.

Planning Area: 72

Community: Landover & Vicinity

Location: 7755 Landover Road, Landover, MD 20785

Size: 2.29 acres

Existing Uses: Commercial – shopping center

Future Land Use: Mixed-use Residential

Proposal: The applicant proposes to reduce the number of required parking spaces and is requesting a waiver of 29 parking spaces and proposes a total of 76 parking spaces. The use typically requires 105 parking spaces for the commercial auto parts store.

Existing Zoning: CGO (Commercial, General, and Office) Zone

Prior Zoning: C-S-C (Commercial Shopping Center) Zone

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) places this property in the **Established Communities Growth Policy Area**. "Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of the existing residents are met" (p. 20).

Analysis: The proposed use is permitted in the zone and the building addition with the reduction in parking is considered context-sensitive infill and is consistent with the adjacent nonresidential uses.

The applicant should consider the following Plan 2035 Transportation and Mobility Section Policy related to the subject property:

> Policy 8 "Ensure that minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035" (p. 160).

Analysis: This property is accessed from Landover Road and is in proximity to several regional transportation networks including MD 704 (Martin Luther King Boulevard), I-495/I-95 (Capitol Beltway) to the east, MD 295 (Baltimore-Washington Parkway), and US 50 (John Hanson Highway) to the west. In addition, it is noted that the site is located less than a mile from the Landover Metro Station and that the proposed reduction in parking supports the creation of a more compact, walkable corridor.

Sector Plan:

The subject property falls under the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* 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 (p. 54).

Analysis: 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 applicant's request for a reduction in parking, the master plan includes recommendations that the large, underutilized parking lots be repurposed to provide an "appropriate transition between Kentland and MD 202" (p. 33) and the master plan recommends that this surface parking area be retrofit to meet the County's new stormwater management requirements (p. 52).

Analysis: Design and reconfiguration of the surface parking area could achieve these recommendations when construction of the building expansion occurs. Staff encourage the applicant to explore how to achieve these recommendations and reduce the amount of parking and impervious surface on the property.

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* retained the subject property in the C-S-C (Commercial Shopping Center) Zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the C-S-C (Commercial Shopping Center) Zone to the CGO (Commercial, General, and Office) Zone effective April 1, 2022.

cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Environmental Planning Section 301-952-3650

November 6, 2025

MEMORANDUM

TO: Evan King, Planner II, Zoning Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MAR*

SUBJECT: **DPLS-24001, AutoZone Store#1837**

The Environmental Planning Section has reviewed a Departure from Parking and Loading Standards DPLS-24001, accepted on October 28, 2025. The current application is for a reduction of 47 parking spaces from the required number.

The natural resource inventory, NRI-146-2023, was approved on February 14, 2024. The NRI shows the site is developed with an automotive parts retail store located towards the rear of the property, with a parking lot in front of the store as well as east of the building. There are 0.40 acres of woodlands along the rear and eastern property line. There are no regulated environmental features on-site. The plans provided with the DPLS application show a future warehouse expansion to be built over a portion of the eastern parking lot.

The applicant will need to meet the woodland conservation ordinance requirements prior to the issuance of any grading permits. No additional information is required. The Environmental Planning Section recommends approval of DPLS-24001.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

December 23, 2025

MEMORANDUM

TO: Evan King, Planner II, Zoning Section

FROM: Mridula Gupta, Planning Supervisor, Subdivision Section MG

SUBJECT: DPLS-24001; AutoZone #1837

The property subject to this Departure DPLS-24001 is known as Parcel D, recorded in Plat Book ME 269, Plat no. 55 of the Prince George's County Land Records, titled "Kentland Commercial Parcel". The final plat was approved for the resubdivision of a parcel that was previously recorded prior to October 27, 1970 with no modifications, pursuant to Section 24-111 of the prior Subdivision Regulations. The approximately 2.3-acre property is currently improved with a 19,287-square-foot of commercial use. A 10,537-square-foot building addition for storage use is proposed. This departure is requested to reduce the number of parking and loading spaces provided on the property. The subject property lies within the Commercial, General and Office (CGO) Zone. However, this application has been submitted for review in accordance with the prior Prince George's County Zoning Ordinance and prior Subdivision Regulations, and the property's prior Commercial Shopping Center (C-S-C) zoning.

The application was accepted for review on October 28, 2025. Comments were provided to the applicant during the SDRC meeting on November 7, 2025. This memo is based upon a submittal received on October 28, 2025.

Certificate of Adequacy ADQ-2025-006 by the Planning Director was approved for the subject site on April 17, 2025, with two conditions. Condition 1 established a vehicular trip cap for the property, as follows:

1. **Any development within the subject property proposed in addition to a development in existence prior to January 1, 1990, or redevelopment, shall be limited to uses which generate no more than 4 AM and 4 PM peak-hour vehicle trips.**

   The proposed building addition on Parcel D is consistent with requirements of this condition, which will be further evaluated at the time of permit.

Condition 2 of ADQ-2025-006 requires public facility improvements along public roads, which will also be evaluated at the time of building permit.

Additional Comments:

1. With the building permit application, the applicant should provide documentation (site plans, details, floor plans, and vehicle trip generation analysis) to demonstrate that all the conditions of ADQ-2025-006 are met.

2. The final plat (Plat Book ME 269, Plat no. 55) includes one note (Note 3) which requires that development of this site shall be in conformance with the SWM Concept Plan SIT-00085-2025 and any subsequent revisions. This requirement will be evaluated at the time of any permit for the subject property.

Recommended Conditions:

1. None.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. All bearings and distances must be clearly shown on the permit site plan and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected.

Countywide Planning Division
Historic Preservation Section
301-952-3680

November 13, 2025

MEMORANDUM

TO: Evan King, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division *TWG*

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JAS*
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TAS*
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division *AGC*

SUBJECT: **DPLS-24001 and AC-24006 AutoZone #1837**

The subject property comprises 2.29 acres and is located on the south side of Landover Road, approximately 500 feet east of its intersection with Fire House Road in Hyattsville. The subject property was zoned Commercial Shopping Center (C-S-C), per the prior Zoning Ordinance, and is located within the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* area. This application is to request a departure from the number of parking and loading spaces, reducing the number of spaces from the required 123 to 76. The applicant also requests alternative compliance to accommodate the redevelopment of a portion of the subject property. The proposed development consists of expanding the existing building. As part of the expansion, approximately 234 square feet of the existing 19,287-square-foot building will be demolished, and a 10,537-square-foot expansion will be constructed. This results in a total proposed building size of 29,590 square feet.

The 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* includes minimal goals, objectives, concepts, recommendations, and guidelines for historic preservation, and these are not specific to the subject site or relevant to this application. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources.

Historic Preservation staff recommend approval of DPLS-24001 and AC-24006, AutoZone #1837, with no conditions.

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH DEPARTMENT

Date: October 30, 2025

To: Evan King, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DPLS-24001 (AutoZone #1837) (AC-24006)

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Auto Zone store no. 1837 located at 7755 Landover Road in Landover, Maryland and has the following comments / recommendations:

1. During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

2. During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, *Fax* 301-883-7266, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Certificate of Adequacy

ADQ- 2025-006

General Information

Project Name: Kentland Commercial, Parcel D

Case Number: ADQ-2025-006

Associated Preliminary Plan of Subdivision or Final Plat: 5-25015

Use Type: Commercial

Dwelling Unit Type and Number: N/A

Gross Floor Area (nonresidential): 10,537

Project Location

Project Location: South of MD 202, approximately 1,400 feet west of its intersection with MD 704.

Lot/Parcel: Parcel C

Tax Account: 1409846

Property Zone: CGO

Council District: 5

Planning Area: 72

Municipality: N/A

Election District: 13

Transportation Service Area: 1

Police District: III

School Cluster Area: N/A

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 1 and designated boundaries of t	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation *(Transit-Oriented/ Activity Center Zones and Employment Areas)*	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation *(All Other Zones)*	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	N/A	No
Fire and Rescue—Residential Use	7 minutes travel time	N/A	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	N/A	No

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Wilson to Vatandoost, April 2, 2025)*
- *Special Projects Section (Ray to Vatandoost, April 1, 2025)*

Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☑ Approved with the conditions (indicated here):

☐ Denied

1. Any development within the subject property proposed in addition to a development in existence prior to January 1, 1990, or redevelopment, shall be limited to uses which generate no more than 4 AM and 4 PM peak-hour vehicle trips.

2. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   a. Install a continental crosswalk along the west approach of the intersection of Fire House Road and E Lombard Street.

   b. Install a continental crosswalk along the west approach of the intersection of Fire House Road and E Kilmer Street.

SIGNATURE

Laksha Huff (Apr 17, 2025 16:47 EDT)

Planning Director

04/17/2025

Date of Approval

This certificate of adequacy is valid for 12 years from the date of its approval, subject to the additional expiration provisions of Section 24-4503(c).

tr
The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

April 2, 2025

MEMORANDUM

TO: Mahsa Vatandoost, Subdivision Section, Development Review Division

FROM JonWil Jon Wilson, Transportation Planning Section, Countywide Planning Division

VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2025-006: Kentland Commercial, Parcel C

Proposal

The referenced Certificate of Adequacy (ADQ) is being reviewed in conjunction with a Final Plat, 5-25015, for re-subdivision, which proposes an expansion of 10,537 square feet (sqft.) to an existing vehicle parts store located within the Commercial, General and Office Zone (CGO). The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Analysis of Traffic Impacts

The proposed expansion is for internal operations only and does not generate additional trips to the site. Therefore, a traffic analysis was not required, as the impacts are deemed de minimis.

However, the square footage proposed for addition will total 10,537 square feet. The table below summarizes the trip generation for each peak period and is used for developing a trip cap for the site:

Trip Generation Summary: ADQ-2025-006 Kentland Commercial								
			AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Warehouse	10,537	Square feet	3	1	4	1	3	4
Total Trip Cap Recommendation			4			4		

Analysis of Bicycle & Pedestrian Adequacy

The subject property is in the Commercial, General, and Office Zone (CGO) and is therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 244506(c)(1)(B) (i), the cost cap for the proposed development's off-site facilities is $3,688, adjusted for inflation to $5,017.

Commercial or Retail: 10,537 sq. ft. x $0.35 = $3,688
Adjusted per January 2025 inflation: $5,017

Section 24-4506(c)(1) (C-D) discusses minimum criteria for finding adequate public pedestrian and bikeway facilities and is copied below:

(C) The finding of adequate public pedestrian facilities shall, at minimum, include the following criteria:

(i) The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area; and

(ii)The presence of elements that make it safer, easier, and more inviting for people to traverse the area.

(D) The finding of adequate public bikeway facilities shall, at minimum, include the following criteria:

(i) The degree to which the bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and the applicable Area Master Plan or Sector Plan have been constructed or implemented in the area;

(ii) The presence of specially marked and striped bike lanes or buffered bike lanes in which people can safely travel by bicycle without unnecessarily conflicting with pedestrians or motorized vehicles;

(iii) The degree to which protected bicycle lanes, on-street vehicle parking, medians, or other physical buffers exist to make it safer or more inviting for people to traverse the area by bicycle; and

(iv) The availability of safe, accessible, and adequate bicycle parking at transit stops, commercial areas, employment centers, multifamily residential buildings, mixed-use activity centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.

Comment: The BPIS includes analysis of existing infrastructure, potential trip generators, and gaps in facilities within the half-mile limits of the subject site to fully evaluate the surrounding area. The analysis also identifies the master-planned facilities within the boundaries. The BPIS includes a list of recommended facilities to improve the area regarding the subject site. This criterion has been met with recommended improvements.

Off-Site Adequacy

Based on the criteria in Section 24-4506, the applicant has provided a list of off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. At the time of this referral, the Department of Permitting, Inspections, and Enforcement (DPIE) has provided concurrence with the recommended improvements, totaling $3,360.

The applicant proposes the following:

1. Fire House Road & E Lombard Street: install continental crosswalk along the west approach of the intersection.

2. Fire House Road & E Kilmer Street: install continental crosswalk along the west approach of intersection.

Demonstrated Nexus
The proposed pedestrian and bicycle improvements create opportunities for multimodal transportation along Fire House Road as encouraged by the Master Plan recommendations. The applicant's proposal provides marked and adequate crossings along Fire House Road for future and existing residents commute to and from the establishment. Pursuant to Sec. 24-4506(c)(1)(B), staff find that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

On-Site Adequacy
The application is also subject to on-site pedestrian and bicycle facilities pursuant to Sec. 24-4506(a). The site has an existing sidewalk and a bicycle lane along the property's frontage of Landover Road. Staff recommend bicycle racks are provided on-site to accommodate multimodal use of the site. Staff conclude that adequate on-site pedestrian and bicycle facilities will be provided with the proposed and recommended amenities and facilities.

Recommendations
Based on the findings presented above, staff conclude that transportation facilities will exist to serve the proposed development as required under the prior and current Subtitle 24 if the following conditions are met:

1. The proposed warehouse addition within the subject property shall be limited to uses that would generate no more than 4 AM and 4 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.

2. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
    a. Install a continental crosswalk along the west approach of the intersection of Fire House Road and E Lombard Street.
    b. Install a continental crosswalk along the west approach of intersection of Fire House Road and E Kilmer Street.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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Countywide Planning Division
Special Projects Section

April 1, 2025

MEMORANDUM

TO: Mahsan Vatandoost, Planner III, Subdivision Section, DRD

FROM: ***BR*** Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

SUBJECT: **AutoZone ADQ-2025-006**

Project Summary: The applicant is requesting a Certificate of Adequacy in association with a Final Plat of Subdivision for re-subdivision to allow expansion of a current commercial building/use (Vehicle Parts Store without Installation Facilities) under the prior Zoning Ordinance and prior C-S-C Zone. The approximately 2.296-acre property is located at 7755 Landover Road.

This amended Certificate of Adequacy (ADQ) application was accepted for processing by the Planning Department on February 20, 2025.

ADQ-2025-006

Certificate of Adequacy ADQ-2025-006 is being reviewed for public facility adequacy, per the findings of the current Subdivision Regulations Section 24-4500, as follows:

(1) This Section establishes public facility adequacy standards. They are summarized in Table 24-4502: Summary of Public Facility Adequacy Standards. The standards are established in Sections 24-4504, Public Facility Adequacy-Generally, through Section 24-4510, Schools Adequacy, below.

(2) An application listed in Section 24-4502(a) above shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section 24-4503(a).

Police Facility Adequacy:
Per Table 24-4502 ("Summary of Public Facility Adequacy Standards") the analysis of Police Facility Adequacy is applicable to residential development only.

Fire and Rescue Adequacy:
Per Section 24-4509 of the current Subdivision Regulations, the Planning Board's test for fire and rescue adequacy involves the following:

> (A) A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the *Public Safety Master Plan* for fire stations in the vicinity of the area where the subdivision is proposed to be located; and
>
> (B) A statement by the Fire Chief that the response time for the first due fire and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.

The subject property is served by the Kentland VFD #833 located at 7701 Landover Road, Hyattsville, MD 20785, as the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of February 27, 2025, the project site **passes** the 4-minute travel time test for non-residential development.

Schools:
Per Table 24-4502 ("Summary of Public Facility Adequacy Standards") the analysis of Public-School Adequacy is subject to residential development only, as non-residential development does not generate new students.

CONCLUSION
AQD-2025-006 complies with adequacy testing for Fire and Emergency Services response time. Police response times and school's adequacy are not applicable for non-residential development.

ME269/55

LANDOVER ROAD (VARIABLE WIDTH)
(MARYLAND ROUTE 202)
SHA PLAT 33021
(PUBLIC RIGHT-OF-WAY)

17+00 18+00 19+00 20+00 21+00 22+00

R/W

PARCEL 186
SHA PLAT 37138

PARCEL 184
LIBER 41688, FOLIO 101

IRON PIN W/CAP SET

N 82°33'30" E 95.01'

60.0'

R=2804.79'
L=129.51'
CH.BRG.=S 83°57'23" E
CH.DST.=129.50'

MAG NAIL SET

10' PUBLIC UTILITY EASEMENT

20' WATER EASEMENT PER LIBER 31608, FOLIO 254

S 7°21'59" W 54.41'

MAG NAIL SET
N:459028.2750
E:1346799.4750

PARCEL "A"
PARCELS "A", "B" & "C"
KENTLAND COMMERCIAL PARCEL
PLAT BOOK WWW 66, PLAT 99

343.59'

S 5°17'00" E

PARCEL "B"
PARCELS "A", "B" & "C" KENTLAND COMMERCIAL PARCEL
PLAT BOOK WWW 66, PLAT 99

102.00'

N:458926.8870
E:1346810.6360

MAG NAIL SET

S 80°54'40" E 167.62'

IRON PIN W/CAP SET

APPROXIMATE LOCATION OF ACCESS EASEMENT TO TELEPHONE MONOPOLE LIBER 11537, FOLIO 520

S 3°57'49" W 51.24'

IRON PIN FOUND

S 7°51'27" W

112.00'

50'x50' AREA FOR TELEPHONE MONOPOLE LIBER 11537, FOLIO 520

PARCEL 76
VERIZON MARYLAND INC.
LIBER 16107, FOLIO 470

N 5°17'00" W

PARCEL "C"
PARCELS "A", "B" & "C" KENTLAND COMMERCIAL PARCEL
PLAT BOOK WWW 66, PLAT 99

PARCEL "D"
100,016 SQ. FT.
2.2960 ACRES

IRON PIN W/CAP FOUND
N:458738.3890
E:1346619.5140

N 89°26'50" W 340.44'

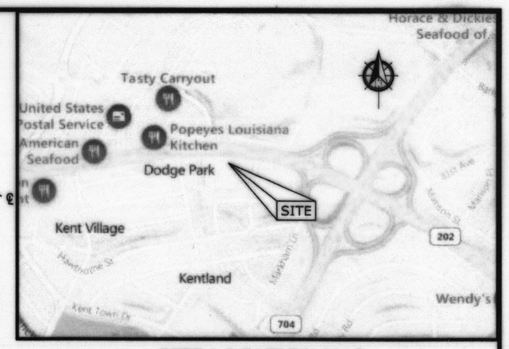
IRON PIN W/CAP FOUND

PLAT ONE, LOTS 1 THRU 5, 21 THRU 31 & 37 THRU 40, BLOCK A, HAWTHORNE HILL
PLAT BOOK VJ 186, PLAT 16

PLAT TWO, LOTS 6 THRU 11, 17 THRU 20 & 32 THRU 36, BLOCK A, HAWTHORNE HILL
PLAT BOOK VJ 186, PLAT 17

LOT 23 LOT 22 LOT 21 LOT 20 LOT 19 LOT 18 LOT 17

FOR PUBLIC WATER AND SEWER SYSTEMS ONLY



SITE LOCATION MAP
SCALE:1"=1,000'

NOTES:

1) THIS PLAT IS PREPARED IN ACCORDANCE WITH SECTION 24-111 OF THE PRIOR SUBDIVISION REGULATIONS OF PRINCE GEORGE'S COUNTY, MARYLAND TO RESUBDIVIDE LAND THAT WAS PREVIOUSLY RECORDED PRIOR TO OCTOBER 27, 1970, WITHOUT MODIFICATIONS.

2) APPROVAL OF THIS PLAT WILL HAVE NO IMPACT ON THE EXISTING PUBLIC WATER AND SEWER SYSTEMS. THE APPROVAL OF FUTURE BUILDING PERMITS WILL BE BASED UPON PUBLIC WATER AND SEWER CAPACITIES BEING AVAILABLE PRIOR TO CONSTRUCTION.

3) DEVELOPMENT OF THIS SITE SHALL BE IN CONFORMANCE WITH THE STORMWATER MANAGEMENT CONCEPT PLAN SIT-00085-2025 AND ANY SUBSEQUENT REVISIONS THERETO.

4) ANY RESIDENTIAL DEVELOPMENT OF THE SUBJECT PROPERTY WILL REQUIRE A NEW PRELIMINARY PLAN OF SUBDIVISION PRIOR TO APPROVAL OF BUILDING PERMITS.

5) THE ISSUANCE OF PERMITS AND DEVELOPMENT ARE SUBJECT TO TRANSPORTATION CONDITIONS OF ADQ-2025-006, APPROVED BY THE PLANNING DIRECTOR ON 4-17-2025.

FILED
MAY 06 2025
CLERK OF THE CIRCUIT COURT FOR PRINCE GEORGE'S COUNTY, MD

OWNER'S DEDICATION

WE, RAHIMI INVESTMENTS, INC., A VIRGINIA HOLDING CORPORATION, OWNERS OF THE PROPERTY SHOWN HEREON AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE, HEREBY ADOPT THIS PLAT AND ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, GRANT TO THE PUBLIC UTILITIES, THEIR SUCCESSORS AND ASSIGNS, A 10 FOOT WIDE PUBLIC UTILITY EASEMENT AS SHOWN HEREON, SUBJECT TO THE TERMS AND PROVISIONS RECORDED AMONG THE PRINCE GEORGE'S COUNTY LAND RECORDS IN LIBER 3703 AT FOLIO 748.

PROPERTY LINE MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 24-120(b)(6)(F)(II) OF THE PRIOR SUBDIVISION REGULATIONS, PRINCE GEORGE'S COUNTY CODE.

THERE ARE NO SUITS, ACTIONS AT LAW, LEASES, LIENS, MORTGAGES, OR TRUSTS ON THE PROPERTY INCLUDED IN THIS PLAT.

RAHIMI INVESTMENTS, INC. — WITNESS

BY: _____ _____

3/24/2025 — 3/24/2025

DATE — DATE

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON IS CORRECT; THAT IT IS A SUBDIVISION OF ALL OF THE LANDS CONVEYED BY SAFEWAY, INC TO RAHIMI INVESTMENTS, INC. BY DEED DATED AUGUST 31, 2001, AND RECORDED IN THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND IN BOOK 15002, PAGE 142; AND THAT THE TOTAL AREA INCLUDED IN THIS PLAT OF SUBDIVISION IS 100,016 SQUARE FEET OR 2.2960 ACRES.

3/17/2025
DATE

HOWARD G. MCILVRIED
LICENSED LAND SURVEYOR
MARYLAND REGISTRATION NO. 21131
EXPIRATION DATE: 01-04-2026

STATE OF MARYLAND — HOWARD G. MCILVRIED — 21131 — PROFESSIONAL LAND SURVEYOR

PARCEL "D"
KENTLAND COMMERCIAL PARCEL
13th ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MD
DATE: MARCH 14, 2025

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD

Peter A. Shapiro, Chairman

Gavin Cohen, Secretary-Treasurer
By: Jessica Jones
Assistant Secretary

Approved: 4.24.2025

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
PRINCE GEORGE'S COUNTY, MARYLAND

APPROVED: 3.28.2025
DATE

DIRECTOR OR DESIGNEE

RECORDED: 05-06-25
PLAT BOOK: ME269
PLAT NO.: 55

ZONING: CGO (prior zoning C-S-C)

200' SHEET: 204NE07

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 inch = 30 ft.

MARYLAND STATE PLANE COORDINATE SYSTEM
NAD 83/91 (2011) NAVD 1929

MDM
SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
375 Northgate Drive
Warrendale, PA 15086
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmsurvey@mdmllc.com
www.mdmllc.com

MNCPPC FILE NO. 5-25015

P265654

MSA C2381-25506

THE PRINCE GEORGE'S COUNTY GOVERNMENT

BOARD OF ZONING APPEALS BOARD OF ADMINISTRATIVE APPEALS

WAYNE K. CURRY COUNTY ADMINISTRATION BUILDING, LARGO, MARYLAND 20774

TELEPHONE (301) 952-3220

NOTICE OF FINAL DECISION

OF BOARD OF APPEALS

RE: Case No. V-7-25 Rahimi Investments, Inc. (Owner)/Auto Zone Development, LLC (Tenant)

Enclosed herewith is a copy of the Board Order setting forth the action taken by the Board of Appeals in your case on the following date: March 26, 2025.

CERTIFICATE OF SERVICE

This is to certify that on September 25, 2025, the above notice and attached Order of the Board were mailed, postage prepaid, to all persons of record.

Ellis Watson

Ellis Watson
Administrator

cc: Petitioner
Adjoining Property Owners
M-NCPPC, Permit Review Section
DPIE/Building Code Official, Permitting
Matthew Tedesco, Esq., McNamee Hosea, P.A.

BEFORE THE BOARD OF APPEALS FOR PRINCE GEORGE'S COUNTY, MARYLAND
Sitting as the Board of Zoning Appeals

Petitioner: Rahimi Investments, Inc. (Owner)/Auto Zone Development, LLC (Tenant)
Appeal No.: V-7-25
Subject Property: Kentland Commercial Parcel Subdivision, Parcels A-C, being 7755 Landover Road, Landover, Prince George's County, Maryland
Counsel for Petitioner: Matthew C. Tedesco, Esq., McNamee Hosea, P.A.
Witness: Dominque Lockhart, Senior Land Use Planner
Heard: March 26, 2025, and Decided: March 26, 2025[1]

Board Members Present and Voting: Omar Boulware, Chair
Phillippa Johnston, Vice Chair
Dwayne A. Stanton, Board Member

RESOLUTION

This appeal is brought before the Board of Appeals, sitting as the Board of Zoning Appeals for the Maryland-Washington Regional District in Prince George's County, Maryland (the "Board"), requesting a variance from the strict application of the provisions of Subtitle 27 of the Prince George's County Code (the "Zoning Ordinance").

In this appeal, a proceeding pursuant to Section 27-1903 (c) of the current Edition of the Zoning Ordinance, and Sections 27-229 and 27-230 of the prior Edition of the Zoning Ordinance, Petitioner requests that the Board approve a variance from a requirement in Section 27-462(b)(Table 1) that structures be located at least 25 feet from the rear lot line abutting residentially zoned land, or the buffer required in the Landscape Manual, whichever is greater. A 40-foot-wide buffer is required by the Landscape Manual. A variance of approximately 21.4 feet rear lot line setback is requested to validate a portion of an existing building.[2]

Evidence Presented

The following testimony and record evidence were considered by the Board:

1. The subject property, which consists of Parcels A-C (Plat Book WWW 66 at Plat 99) of the Kentland Commercial Subdivision, is currently improved with an AutoZone store located within a building on Parcel C that was constructed circa 1969. (Exhibits 1, 2, and 3). The property is currently in the CGO (Commercial, General and Office) Zone, and formerly in the C-S-C (Commercial Shopping Center) Zone. (Exhibit 9) The property is surrounded by similar commercial uses and a single-family development to the rear. (Exhibits 5 (a)-(k) and 10 (a)-(f))

2. The Petitioner, AutoZone Development, LLC., requests a variance, in order to validate the existing 19,287-square-foot building and associated parking on site. No new development is

[1] Case V-7-25 was on the September 24, 2025, Board of Appeals agenda as a "Discussion/Decision" item. The Administrator informed the Board of the mistake made and the corrective action performed.
[2] The Board inadvertently advertised a variance for the existing rear lot line setback of 18.6 feet instead of the approximately 21.4 feet needed. The variance was, therefore, readvertised to inform the public of the aforementioned mistake made. The Board adopts and incorporates herein the testimony and exhibits received into the record at the original hearing.

currently proposed, but the validation will facilitate opportunities for the future redevelopment and/or expansion of the site. (Exhibits 2, 3, 5 (a)-(k), and 10 (a)-(f)).

3. The Petitioner's Attorney, Mr. Tedesco, explained to the Board that his client was utilizing the prior Prince George's County Zoning Ordinance for its variance request as permitted by Section 27-1903 (c) of the current Edition of the Zoning Ordinance. (Exhibit 2)

4. The subject property was platted in 1967, and the building in which the AutoZone is located was constructed circa 1969. It has remained in the same configuration for over fifty-five (55) years. Sometime in 1968, the multifamily dwellings to the south of the site were razed. In 2001, single-family dwellings were constructed, triggering the requirement that the subject property satisfy the increased rear yard setback. (Exhibit 3)

5. The subject property has a unique L-shape, and only 6.5% of the subject lot located at the bottom left-hand corner of the lot requires the variance from the rear lot line abutting residentially zoned land. (Exhibits 2, 3, and 10 (A) thru (F)

6. At the original hearing, Vice Chair Johnston concurred with Mr. Tedesco's observation that the subject property is unique and has topographic issues. Board Member Stanton concurred with Mr. Tedesco and Vice Chair Johnston. Board Member Stanton made the Motion to Approve V-7-25, and the Motion was seconded by Vice Chair Johnston. Motion carried by a 3-0 vote.

Applicable Code Sections and Authority

The Board is authorized to grant the requested variances if it finds that the following provisions of Section 27-230(a) of the prior Edition of the Prince George's County Zoning Ordinance are satisfied:

Sec. 27-230. Criteria for granting appeals involving variances.

(a)

A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:

(1)

A specific parcel of land is physically unique and unusual in a manner different from the nature of surrounding properties with respect to exceptional narrowness, shallowness, shape, exceptional topographic conditions, or other extraordinary conditions peculiar to the specific parcel (such as historical significance or environmentally sensitive features);

(2)

The particular uniqueness and peculiarity of the specific property causes a zoning provision to impact disproportionately upon that property, such that strict application of the provision will result in peculiar and unusual practical difficulties to the owner of the property;

(3)

Such variance is the minimum reasonably necessary to overcome the exceptional physical conditions;

(4)

Such variance can be granted without substantial impairment to the intent, purpose and integrity of the general plan or any area master plan, sector plan, or transit district development plan affecting the subject property; and

(5)

Such variance will not substantially impair the use and enjoyment of adjacent properties.

(6)

Notwithstanding any other provision of this Section, a variance may not be granted if the practical difficulty is self-inflicted by the owner of the property.

Findings of the Board

After hearing all the testimony and reviewing the evidence of record, the Board finds that the requested variance complies with the applicable standards set forth in Section 27-230(a), more specifically:

- The subject property was subdivided in 1967 and constructed in 1968, approximately 33 years before the single-family dwelling development was constructed to the south, and the increased setback is required due to the single-family dwelling development; and the subject property is physically unique and unusual in a manner different from the nature of surrounding properties due to its unique L-shape. (Section 27-230 (a)(1)).
- These unique and peculiar aspects of the specific property cause the 40-foot setback to impact the subject property disproportionately since the strict application of the law would result in a use, existing prior to the development that triggered the need for the variance, to cease operation or have to remove a portion of the existing building. (Section 27-230(a)(2)).
- The variance is the minimum necessary to allow the building to remain and allow the Applicant to continue its successful auto parts sales business within the County. (Section 27-230 (a)(3)).
- The variance can be granted without substantial impairment to the intent, purpose, or integrity of the General Plan or any other applicable plan since it is de minimis – only affecting a small corner of the building that has existed without negative impact on the site for over 33 years, and it the use on site is one permitted in the Zone. ((Section 27-230 (a)(4)).
- The variance would not substantially impair the use/enjoyment of adjacent properties, as it has successfully coexisted with its surroundings for over 33 years, and the adjacent uses are a mix of commercial and residential. (Section 27-230 (a)(5).
- The practical difficulty of having a single-family dwelling development constructed behind a permitted building and use over 33 years after the building was legally constructed was not self-inflicted by the owner of the subject property.

BE IT THEREFORE RESOLVED, by a 3-0 vote, a variance of 21.4 feet rear lot line setback for property located at 7755 Landover Road, Landover, Prince George's County, Maryland, be and is hereby APPROVED. Approval of the variance is contingent upon development in compliance with the approved site plan, Exhibit 2.

BOARD OF ZONING APPEALS

By: Omar Boulware (Sep 25, 2025 09:44:49 EDT)
Omar Boulware, Chair

APPROVED FOR LEGAL SUFFICIENCY

By: Ellis Watson (Sep 25, 2025 11:18:38 EDT)
Ellis F. Watson, Esq.

NOTICE

Within thirty (30) days from the date of this decision, any person, firm, corporation, or governmental agency that was a party to the Board's proceedings and is aggrieved by its decision may file an appeal to the Circuit Court of Prince George's County.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

4/21/2026

MEMORANDUM

TO: Evan King, Zoning Review Section, Development Review Division

FROM: Ben Patrick, Transportation Planning Section, Countywide Planning Division

SUBJECT: DPLS-42001 AutoZone 1837

Prior Conditions of Approval
ADQ-2025-006
The subject site was reviewed in conjunction with a Final Plat, 5-25015, for re-subdivision, which proposed an expansion of 10,537 square feet (sq ft.) to an existing vehicle parts store located within the Commercial, General and Office Zone (CGO). The current proposal is consistent with the approved ADQ, and there are no relevant conditions of approval to the subject application.

Transportation Planning Review

Zoning Ordinance Compliance

Departure from Parking and Loading Spaces
Section 27-588.7(A)(i-v) lists the required findings to grant a departure from the number of parking and loading spaces required.

(7) Required findings

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

Comment: Despite the reduction in on-site parking, staff concurs that under the current parking arrangement, sufficient parking is provided to serve the use. 123 parking spaces are required for the vehicle parts store with the proposed addition. Under the prior Zoning Ordinance, the number of parking spaces required may be reduced by fifteen percent if a plan meets the planting requirements of the 2010 Prince George's County Landscape Manual. The project qualifies for a reduction to a total of 105 parking spaces required for the property. The applicant proposes a reduction of an additional 29 spaces, for a proposed total of 76 spaces.

	GFA	Use	Parking Ratio	Required parking Spaces
Existing vehicle parts store	3,000 square feet	Vehicle parts or tire store without	1 space per 150 SF	20

		installation facilities (first 3000 SF GFA)		
Existing vehicle parts store	16,053 square feet	Vehicle parts or tire store without installation facilities (GFA beyond 3000 SF)	1 space per 200 SF	81
Proposed expansion of vehicle parts store	10,537 square feet		1 space per 500 SF	22
Full buildout	29,590 square feet			
Total parking required under Section 27-568(a)			**123**	
Total parking required with 15% reduction in accordance with Section 27-568(b)(1)			**105**	
Proposed with DPLS-42001			**76**	

The applicant provided a parking analysis, completed December 30, 2025, in conformance with the Institute of Transportation Engineers' (ITE) 6th Edition Parking Generation Manual. 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, 6th Edition. The results of the hourly analysis show the site will experience a peak weekday parking demand from 10:00 AM to 11:00 AM, 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 proposes 76 spaces, which exceeds the demand for the site.

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

Comment: Staff find that the departure of 29 spaces below the standard required minimum is the minimum necessary while also accommodating peak hour demand.

(iii) 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

Comment: The existing vehicle parts store and the proposed expansion of warehouse storage will generate 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

Comment: 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 proposed 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.

Comment: Staff find sufficient on-site parking and loading for the vehicle parts store, and with expansion, warehouse storage will be provided

Conclusion

Based on the standards listed in section 27-588 and the required findings, staff are in support of this application and are recommending approval of the Departure from Parking and Loading Spaces DPLS-42001 AutoZone.