

- AGENDA -

THE PRINCE GEORGE'S COUNTY PLANNING BOARD

Regular Session

Thursday, May 7, 2026

10:00 AM

TEMPORARY LOCATION:

**M-NCPPC, Parks and Recreation Administration Building (Auditorium)
6600 Kenilworth Avenue, Riverdale, MD 20737**

THE FOLLOWING ORDER OF AGENDA ITEMS IS FOR THE CONVENIENCE OF THE PLANNING BOARD AND IN NO WAY INDICATES THE ORDER IN WHICH CASES WILL BE CALLED. **ANYONE WISHING TO SPEAK MUST SIGN UP AND SUBMIT DOCUMENTATION BY 12:00 P.M. THE TUESDAY BEFORE THE MEETING BY VISITING OUR WEBSITE AT www.pgplanningboard.org/participate.** PLEASE BE ADVISED THAT PERSONS WISHING TO SPEAK MAY BE SUBJECT TO TIME LIMITS AS DEEMED NECESSARY IN ORDER TO REASONABLY ACCOMMODATE ALL WHO WISH TO SPEAK. INDIVIDUALS WITH SPECIAL NEEDS ARE ASKED TO CONTACT THE PLANNING BOARD OFFICE AT 301-952-3560 or Maryland Relay 7-1-1.

ATTENTION: In case of inclement weather, please call 301-952-5330 as to the status of the Planning Board meeting.

I. ADMINISTRATIVE ITEMS

Jessica Jones, Planning Board Administrator

1. Commissioners' Items – None
2. Draft Minutes of PGCPB Meeting – April 23, 2026 and April 30, 2026
- 3A. Legislative Updates and Approval – None
- 3B. Executive Session – None

II. CONSENT AGENDA

All items listed under the Consent Agenda have been distributed to each member of the Planning Board for review, are considered to be routine, and will be acted upon by one motion. There will be no discussion of these items as it has been indicated that there is no opposition to the staff's findings or recommendation. If discussion is desired, or if there is opposition to the recommendation, that item will be removed from the Consent Agenda and considered separately. **NOTE: IT IS THE RESPONSIBILITY OF THE APPLICANT AND OTHER PERSONS OF RECORD TO BE PREPARED TO DISCUSS ON THIS SAME DATE ANY ITEM THAT IS REMOVED FROM THE CONSENT AGENDA FOR SEPARATE CONSIDERATION.**

THE FOLLOWING ITEMS WILL BEGIN AT 10:00 A.M.

4A. SUBDIVISION SECTION ITEMS (Inquiries call 301-952-3530)
DRAFT RESOLUTIONS – None

4B. URBAN DESIGN SECTION ITEMS (Inquiries call 301-952-3530)
DRAFT RESOLUTIONS – CASES HEARD ON APRIL 16, 2026

PGCPB NO. 2026-020 – CDP-9903-05 OAK CREEK CLUB
PGCPB NO. 2026-021 – CDP-9902-06 OAK CREEK CLUB

STAFF RECOMMENDATION:
APPROVAL
(GARLAND)

4C. ZONING SECTION ITEMS (Inquiries call 301-952-3530)
DRAFT RESOLUTIONS – None

4D. FINAL PLATS OF SUBDIVISION (Inquiries call 301-952-3530)
FPS-2025-0085 STERLING CARE HILLHAVEN

Council District: 01
2 Parcels (8.34 acres)

RR Zone (Prior Zone: R-R), 4-24012 & SE-24003

Fee-in-lieu: No

Located on the west side of MD 212 (Powder Mill Road), at its intersection with Pleasant Acres Drive. (PA 61)

Hillhaven SNF Realty, LLC, Applicant

A. Morton Thomas and Associates, Inc., Engineer

Action must be taken on or before 05/16/2026.

STAFF RECOMMENDATION:
APPROVAL
(HARVEY)

[Staff Report.pdf](#)

III. REGULAR AGENDA

5. DEPARTURE FROM PARKING AND LOADING SPACES (Inquiries call 301 952 3530)

DPLS-24001 AUTOZONE #1837 – EVIDENTIARY HEARING

Council District: 05 Municipality: N/A

Location: On the south side of MD 202 (Landover Road), approximately 500 feet east of its intersection with Fire House Road

Planning Area: 72

Growth Policy Area: Established Communities

Zoning Prior: C-S-C Zoning: CGO

Gross Acreage: 2.29 Date Accepted: 10/28/2025

Applicant: Auto Zone, Inc.

Request: Departure from the number of parking and loading spaces is being submitted for a reduction of number of parking spaces required

STAFF RECOMMENDATION:

APPROVAL with conditions

(KING)

[Staff Report.pdf](#)

[Power Point.pdf](#)

[Backup.pdf](#)

6. OFFICE OF THE PLANNING DIRECTOR (Inquiries call 301 952 3594)

Legislative Drafting Request LDR-80-2026

Request: AN ORDINANCE CONCERNING USE REGULATIONS - Use Regulations – Residential Infill

For the purpose of promoting higher density residential development by permitting infill two-family and townhouse dwellings in the Residential, Rural (RR) Zone inside the Capital Beltway; providing for use standards for infill dwellings in the RR Zone; amending intensity and dimensional standards for infill dwellings within the RR Zone; setting forth minimum and maximum parking standards for infill dwellings within the RR Zone

Action must be taken on or before 05/10/2026

STAFF RECOMMENDATION:

TBD

(GOMEZ)

[Staff Report.pdf](#)

[Summary.pdf](#)

[LDR-80-2026.pdf](#)

[Attachment B_Evaluation of Proposal to Introduce an Infill Attached Residential in RR.pdf](#)

7. OFFICE OF THE PLANNING DIRECTOR (Inquiries call 301 952 3594)
Legislative Drafting Request LDR-94-2026

Request: AN ORDINANCE CONCERNING USE REGULATIONS - DEVELOPMENT STANDARDS – Off-Street Parking and Loading- For the purpose of increasing the minimum number of required off-street parking spaces for apartment housing for elderly or physically disabled families

Action must be taken on or before 05/10/2026

STAFF RECOMMENDATION:

TBD

(GOMEZ)

[Staff Report.pdf](#)

[LDR-94-2026.pdf](#)

8. COMMUNITY PLANNING DIVISION (Inquiries call 301-952-3972)
PRIORITY FUNDING AREA DESIGNATION FOR PARKLAND AND ROCK CREEK

Councilmanic District: 06

Request: Staff requests the approval of the proposed correspondence to the Maryland Department of Planning for the amendment of the Priority Funding Area (PFA) to include the Parkland and Rock Creek property, located at 2505 Ritchie Marlboro Rd, Upper Marlboro, MD 20774 and 10706 Westphalia Rd, Upper Marlboro Rd, MD, as it proposes a residential development.

STAFF RECOMMENDATION:

APPROVAL to send the correspondence to the County Executive and County Council
(CAROTHERS/MCCUNE)

[Staff Report.pdf](#)

[Power Point.pdf](#)

[Backup.pdf](#)

FINAL PLATS OF SUBDIVISION **FPS-2025-0085**

STERLING CARE HILLHAVEN, PARCELS 1 & 2

FINDING: IN CONFORMANCE WITH PRELIMINARY PLAN OF SUBDIVISION
4-24012, AND SPECIAL EXCEPTION SE-24003.

STAFF RECOMMENDATION: **APPROVAL**



The Maryland-National Capital Park and Planning Commission

PRINCE GEORGE'S COUNTY
Planning Department

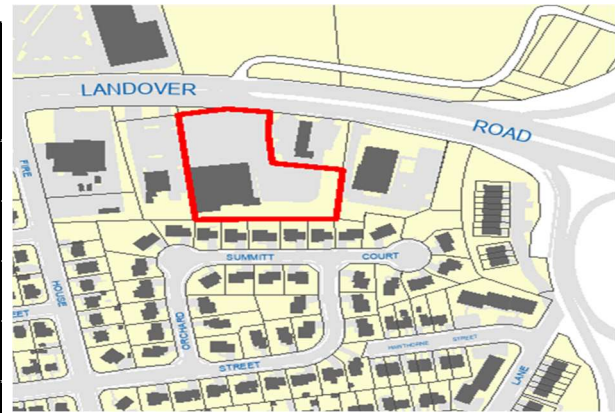
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

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 Prince George's County Zoning Ordinance for a 29-space reduction in required parking spaces. | With the conditions recommended herein: <ul style="list-style-type: none"> • 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.

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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

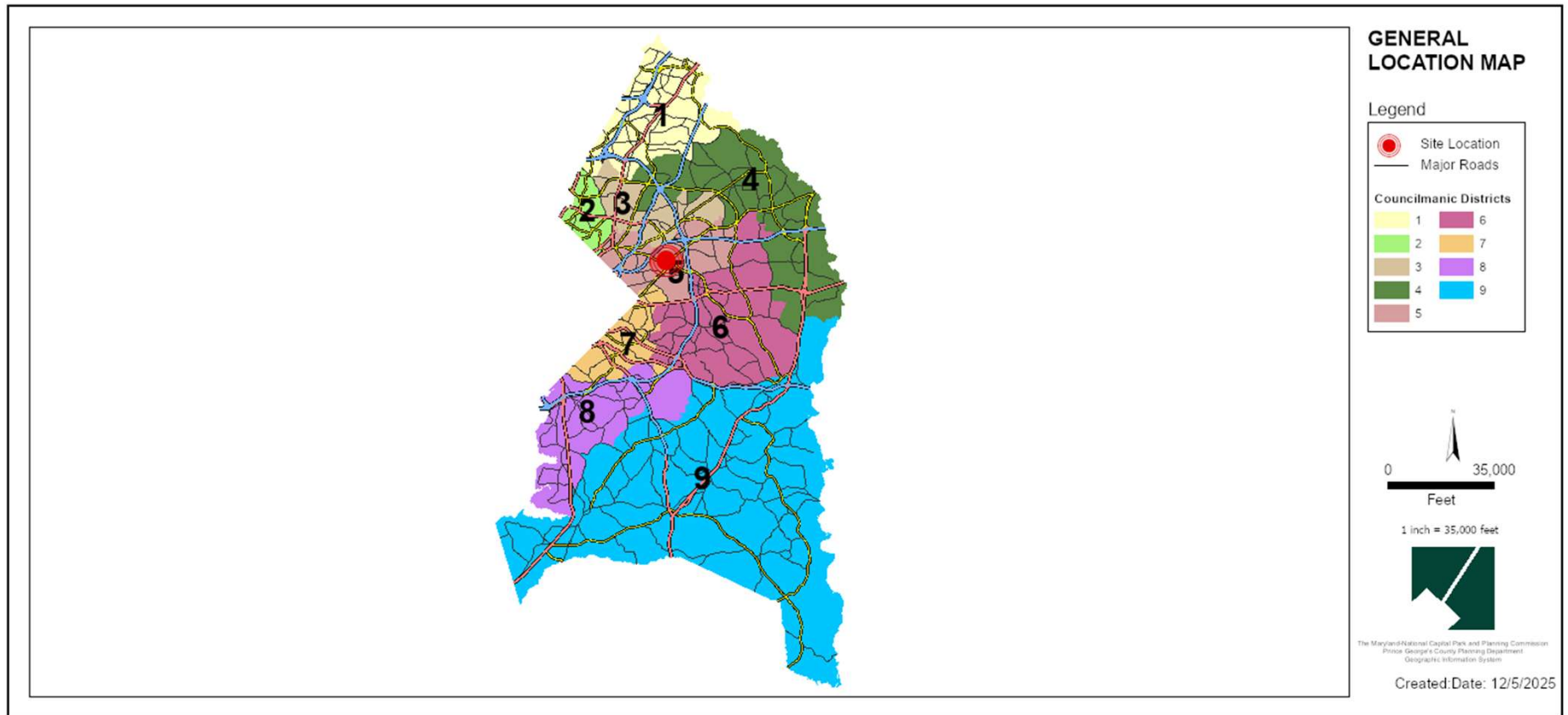
Departure from Parking and Loading Spaces
Staff Recommendation: APPROVAL with conditions



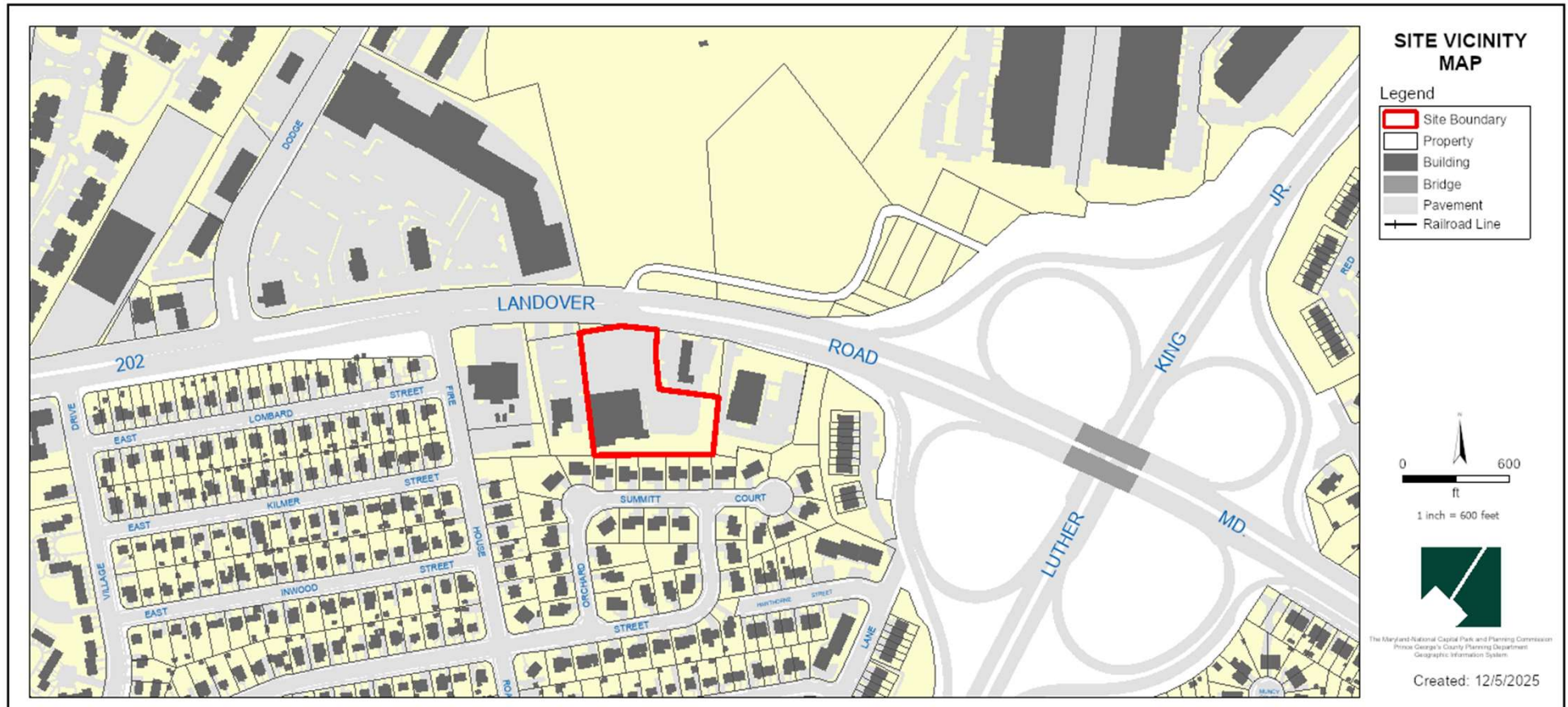
GENERAL LOCATION MAP

Council District: 05

Planning Area: 72



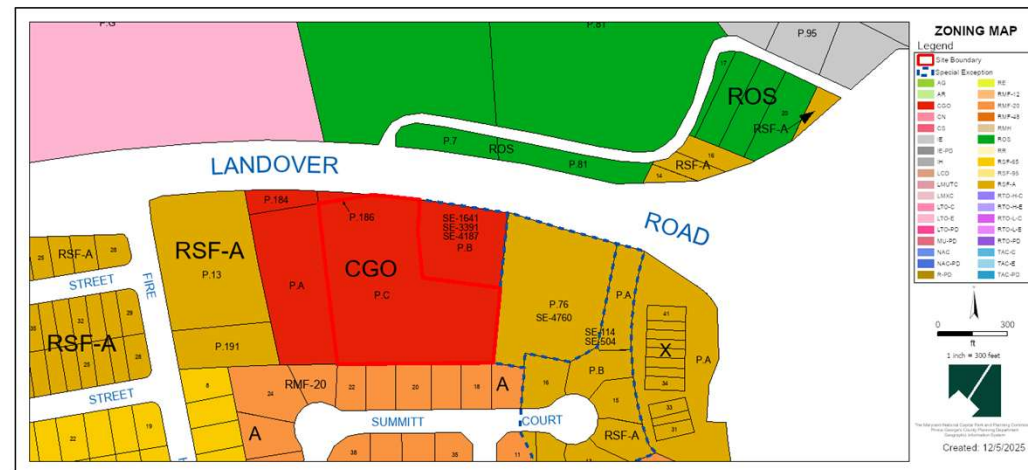
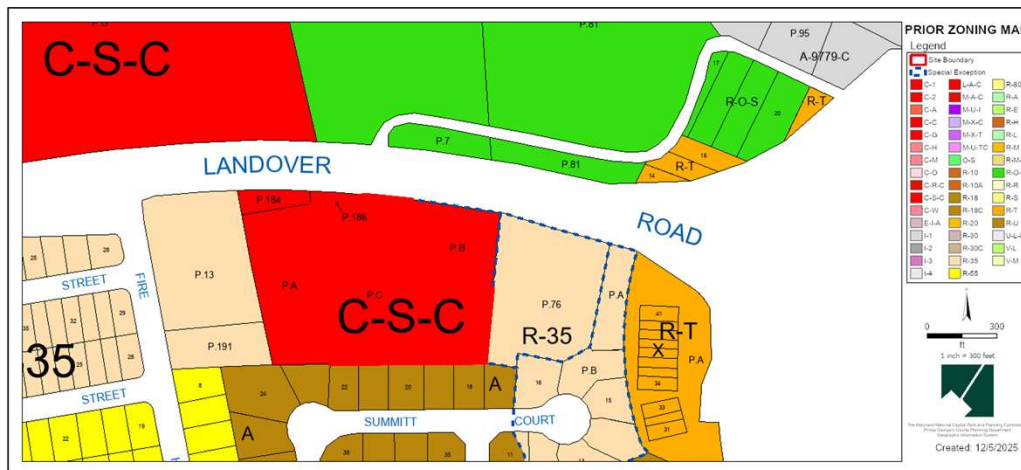
SITE VICINITY MAP



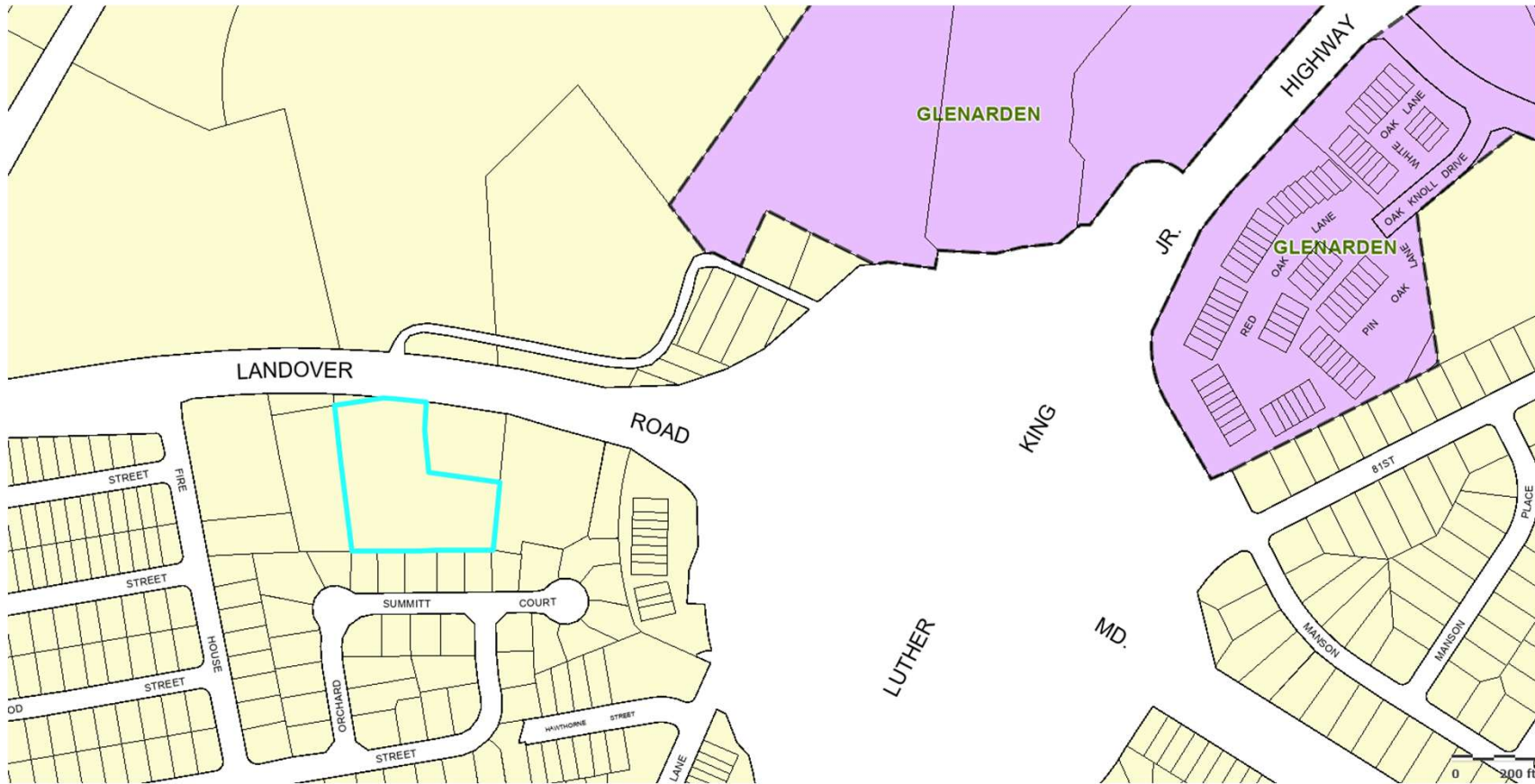
ZONING MAP (PRIOR AND CURRENT)

Prior Zoning Map: C-S-C

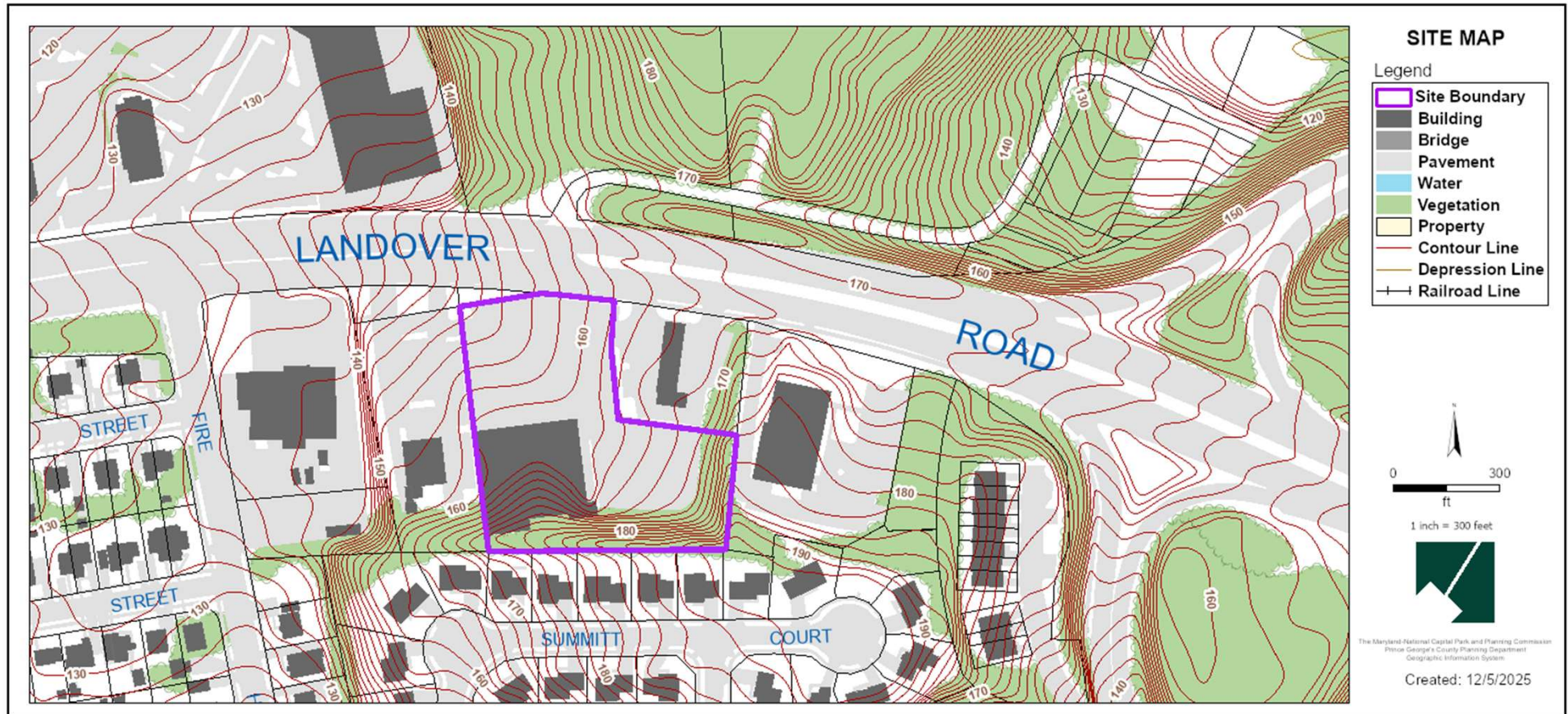
Current Zoning Map: CGO



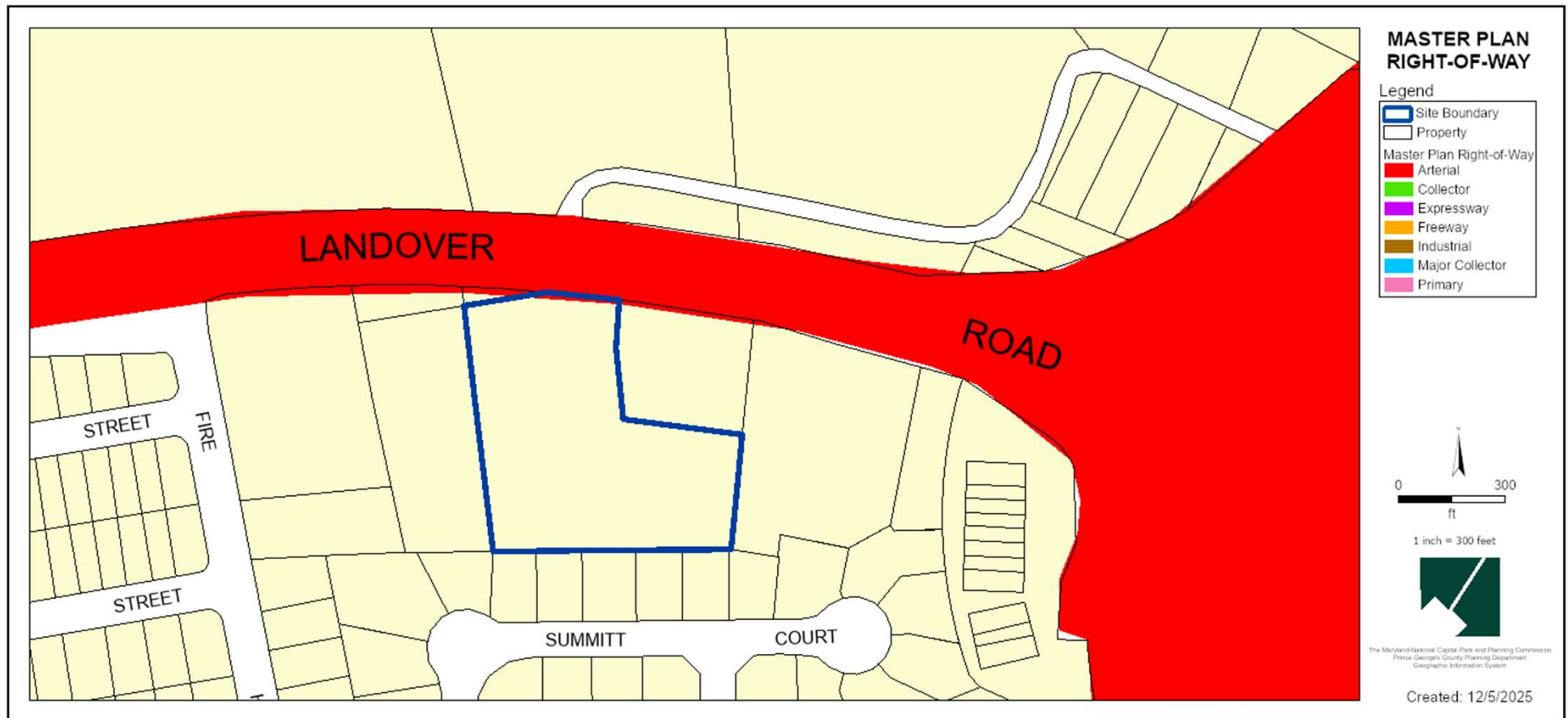
MUNICIPAL BOUNDARY SURVEY (GLENARDEN)



SITE MAP



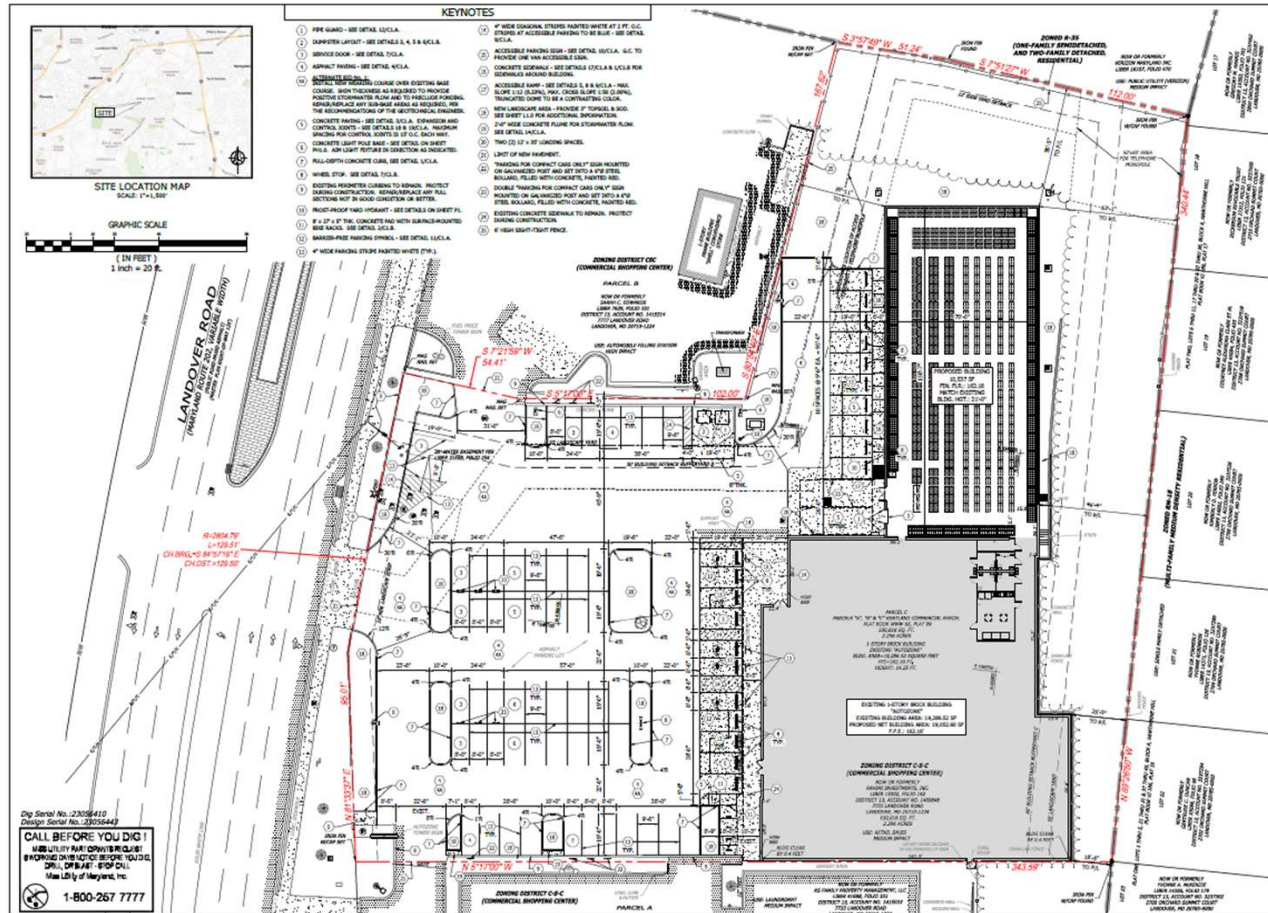
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE PLAN



STAFF RECOMMENDATION

APPROVAL with conditions

- DPLS-24001

Issues:

- None

CS1

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.
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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 | | | | | | | | |
|--|-----------------|---------------|---------------------|------------|--------------|---------------------|------------|--------------|
| Land Use | Quantity | Metric | AM Peak Hour | | | PM Peak Hour | | |
| | | | 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 George’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 to 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:

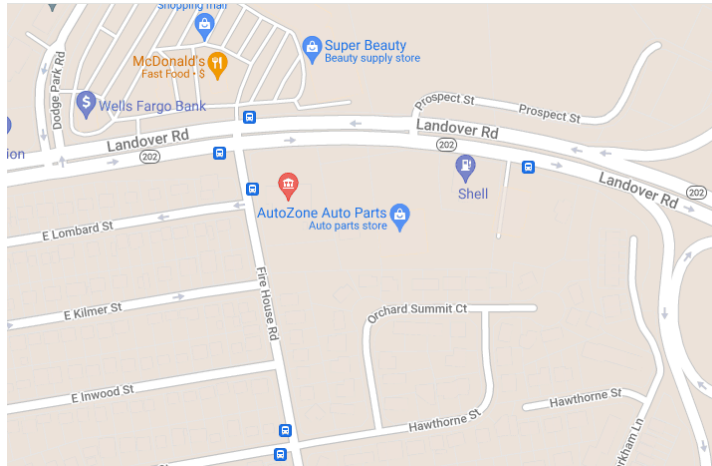
(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

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

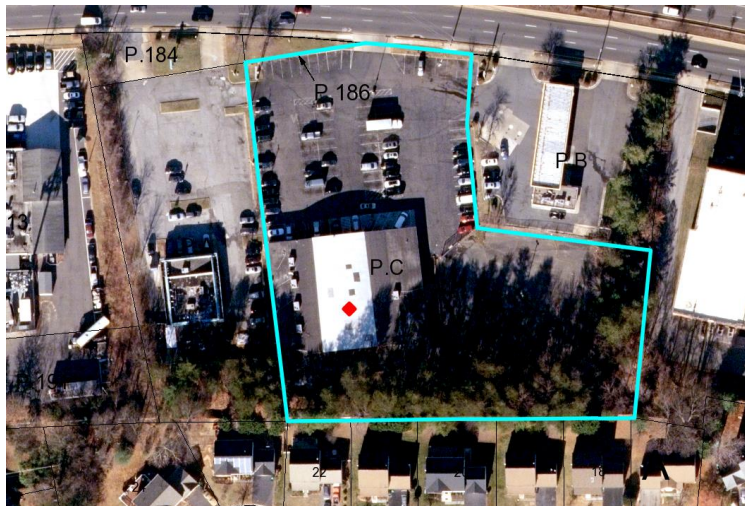
transportation. The site is adjacent to a number of Bus routes/stops. Routes F12 and L12 of the WMATA bus are located on Landover Road as depicted below:



(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 construction 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 | 19,053 square feet of existing building to remain | 101 spaces |
| | | 1 space per 200 SF of GFA above the first 3,000 SF | | |
| 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:**

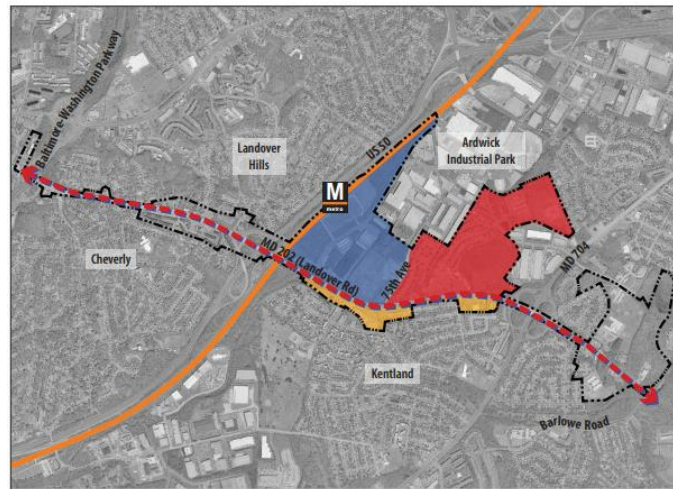
- (i) **The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

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

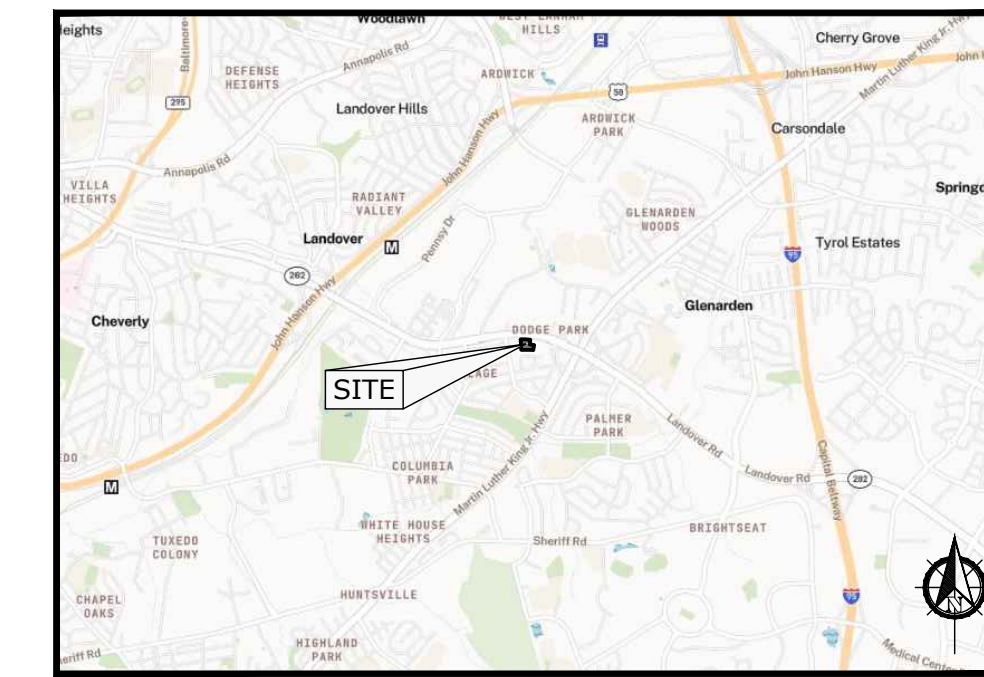
Building Expansion - AutoZone Store #1837

7755 Landover Road

13th Election District

Prince George's County

State of Maryland



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

| GENERAL INFORMATION TABLE | | |
|---------------------------|---|-----------------|
| LAYER CATEGORY | LAYER NAME | VALUE |
| ZONING PRIORITY | ZONING | C-S-C |
| ZONING PRIORITY | 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 |

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 1/2 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

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

Civil Engineer:

MDM

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

ISSUE DATE: 9/6/2024

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 PEPPER CORN PLACE, SUITE 230 LARGO, MARYLAND 20774 301-893-5740 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 |

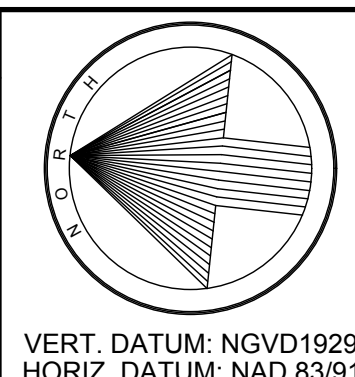
ZONING INFORMATION

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% |

REVISIONS

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



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



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

| NO. | DATE | DESCRIPTION | BY |
|-----|----------|--------------------|-----|
| 1 | 02/14/23 | ORIGINAL SUBMITTAL | WJM |
| 2 | 01/25/23 | ADDED STORM LINE | RAY |
| 3 | 01/25/23 | ADDED ADJOINERS | WJM |
| 4 | 01/08/25 | ADDED ADJOINERS | WJM |

THIS PLAN OR PLAT OF SURVEY IS ONLY VALID TO THE PARTS CERTIFIED HEREON.
THIS PLAN OR PLAT OF SURVEY IS ONLY VALID IF THE SIGNATURE OF THE LICENSED PROFESSIONAL OF RECORD.
ANY ALTERATIONS TO THIS PLAN OR PLAT OF SURVEY MADE AFTER THE DATE OF RECORDATION BY ANY PROFESSIONAL OTHER THAN THE PROFESSIONAL WHO PREPARED THIS PLAN OR PLAT OF SURVEY SHALL BE VOID.

MDM
SURVEYORS & ENGINEERS, LLC
Surveyors • Engineers • Site Planners
375 Northridge Drive
Upper Marlboro, MD 20772
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmsurvey@mdmic.com
www.mdmic.com

AutoZone Store #1837
7755 Landover Road
13th Election District, County of Prince George's
State of Maryland
ALTA/NSPS LAND TITLE SURVEY



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

SHEET
1 of 2
Project No. 9930

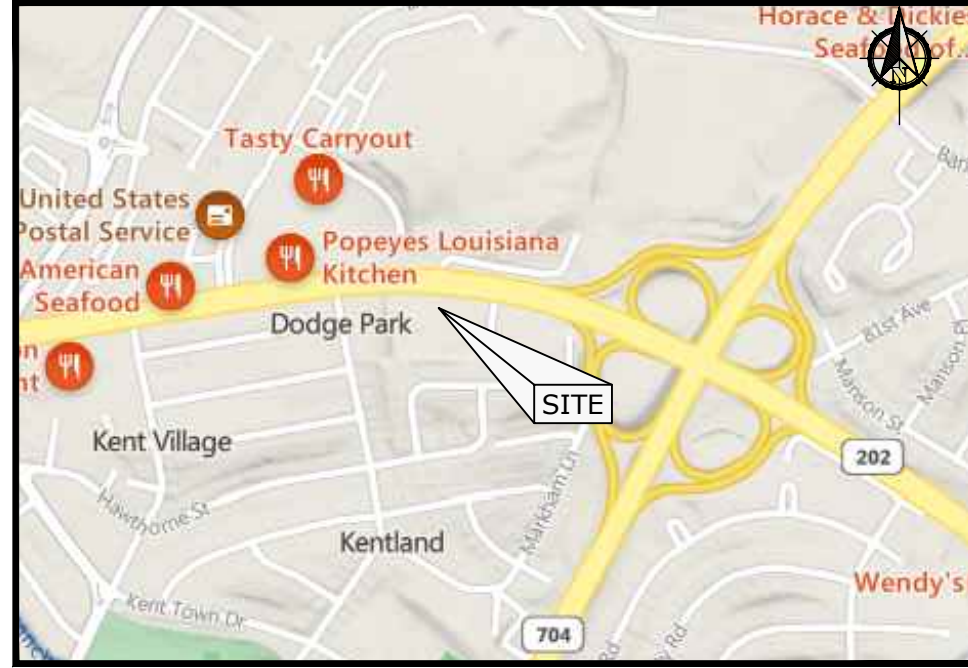
GENERAL NOTES

- 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.
- 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.
- 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).
- There was no observed evidence of current earth moving work, building construction or building additions.
- The surveyor knows of no known recent or proposed changes in street right-of-way lines, street or sidewalk construction or repairs.
- There is no observed evidence of this site being used as a solid waste dump, sump, or sanitary landfill.
- 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".
- 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:
- 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.**
 - 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.**
 - 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.**
 - 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.**
 - 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.**
 - 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.**
 - 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.**
 - 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.**

UTILITY SERVICE INFORMATION

| | |
|--|---|
| Water Service WSSC 4017 Hamilton St. Hyattsville, MD 20781 (301) 206-9772 | Gas Service Washington Gas 1100 H St., NW Washington, DC 20080 (703) 750-1000 |
| Sanitary Sewer WSSC 4017 Hamilton St. Hyattsville, MD 20781 (301) 206-9772 | Electric Service BGE 1068 N Front St. Baltimore, MD 21202 (410) 637-6713 |
| Storm Sewer MD DOT - District 3 9300 Kenilworth Ave. Greenbelt, MD 20770 (301) 513-7300 | 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

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

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.

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

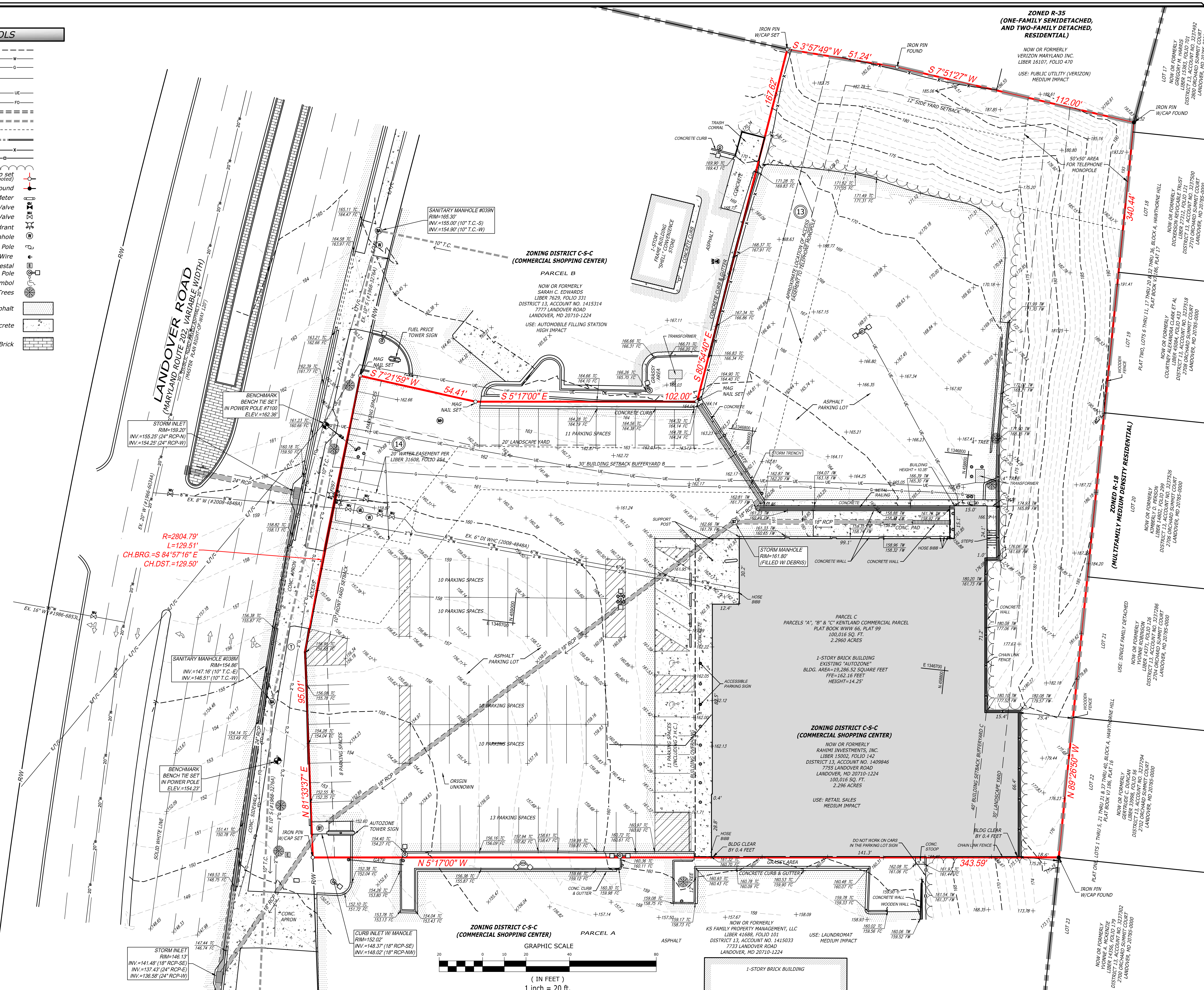
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(a), 6(b), 7(a), 8, 9, 10, 11(a), 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. McIvried
Registered Land Surveyor No. 21131
In The State of Maryland

LEGEND OF SYMBOLS

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



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

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

| NO. | DATE | DESCRIPTION |
|-----|----------|--------------------|
| 1 | 02/14/23 | ORIGINAL SUBMITTAL |
| 2 | 03/02/23 | ADDED STORM LINE |
| 3 | 03/25/23 | ADDED ADJOINERS |
| 4 | 01/08/25 | ADDED ADJOINERS |

THIS PLAN OR PLAT OF SURVEY IS ONLY VALID TO THE PARTIES CERTIFIED HEREON.
 THIS PLAN OR PLAT OF SURVEY IS ONLY VALID IF SIGNATURE OF THE LICENSED PROFESSIONAL OF RECORD.
 ANY ALTERATIONS TO THIS PLAN OR PLAT OF SURVEY MADE WITHOUT THE WRITTEN CONSENT OF THE PROFESSIONAL OF RECORD SHALL BE VOID AND INVALID.

MDM
 SURVEYORS & ENGINEERS, LLC
 Surveyors • Engineers • Site Planners
 375 Northridge Drive
 Landover, MD 20785-0000
 Ph: (724) 934-2810 Fax: (724) 934-2811
 mdmsurvey@mdmilc.com
 www.mdmilc.com

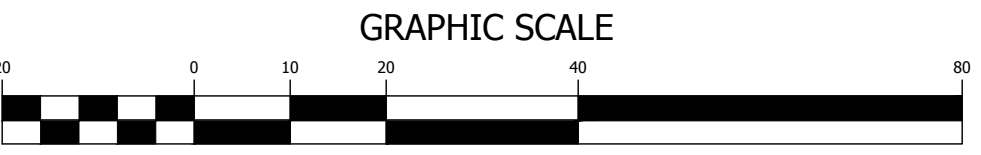
Autozone Store #1837
 7755 Landover Road
 13th Election District, County of Prince George's
 State of Maryland
ALTA/NSPS LAND TITLE SURVEY



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



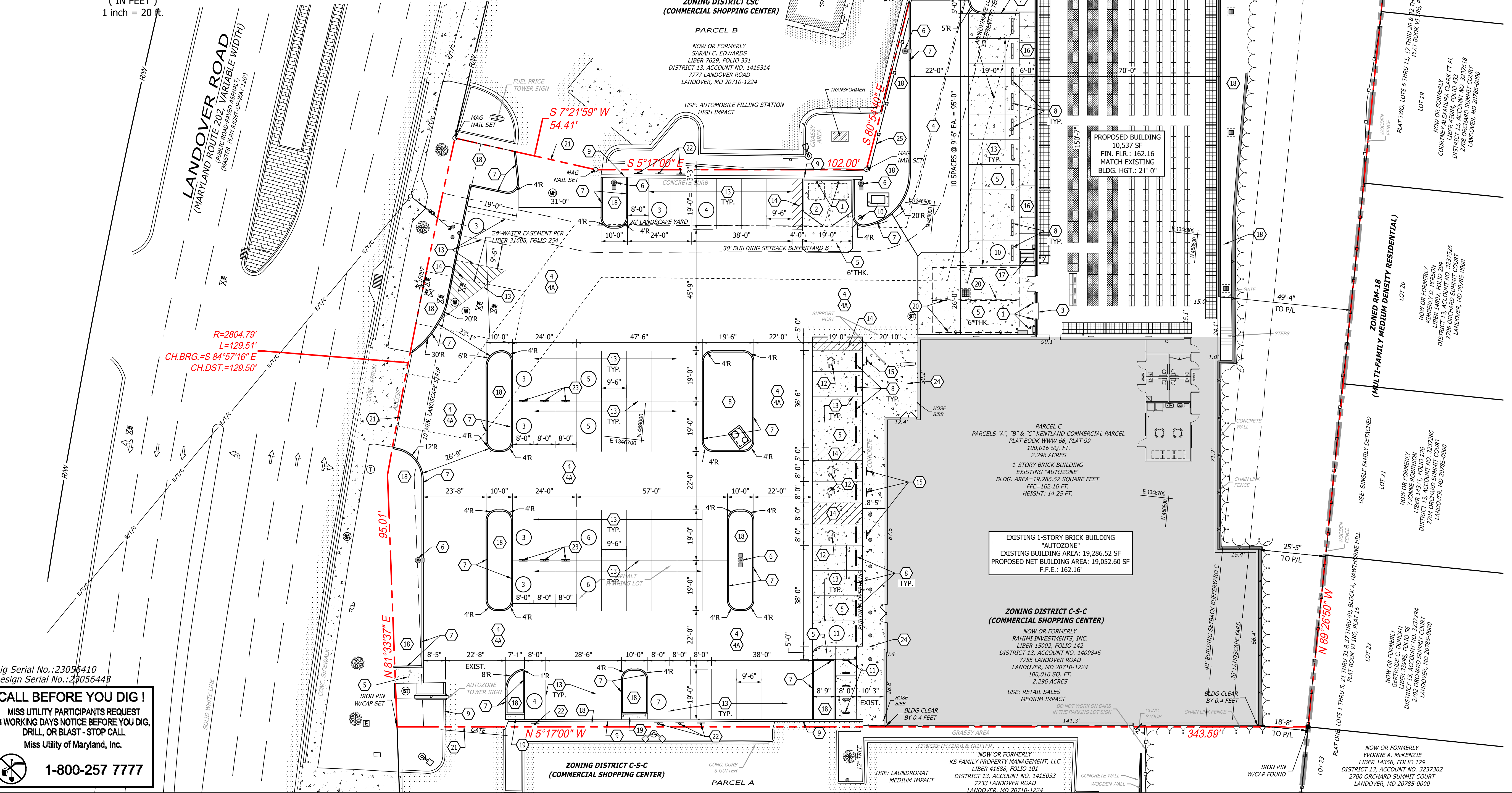
SITE LOCATION MAP
SCALE: 1"=1,500'



(IN FEET)
1 inch = 20 ft.

KEYNOTES

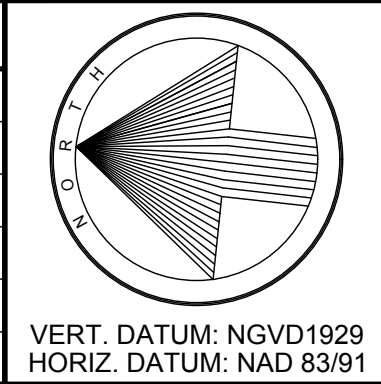
- 1 PIPE GUARD - SEE DETAIL 12/C1.A.
- 2 DUMPSTER LAYOUT - SEE DETAILS 3, 4, 5 & 6/C1.B.
- 3 SERVICE DOOR - SEE DETAIL 7/C1.A.
- 4 ASPHALT PAVING - SEE DETAIL 4/C1.A.
- 4A ALTERNATE BID No. 1:
INSTALL NEW WEARING COURSE OVER EXISTING BASE COURSE. SHIM THICKNESS AS REQUIRED TO PROVIDE POSITIVE STORMWATER 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 P1.L. 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.



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

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 Miss Utility of Maryland, Inc.
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| REVISIONS | |
|-----------|--------------------------------------|
| 1. | 12-19-2025 ADDRESSED REVIEW COMMENTS |
| 2. | |
| 3. | |
| 4. | |
| 5. | |
| 6. | |



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



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

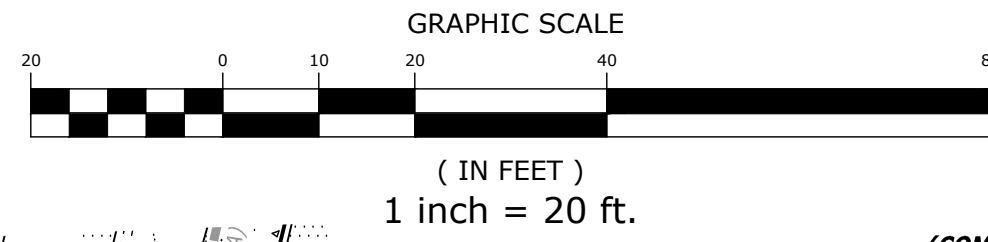
PREPARED FOR:
AutoZone STORE DEVELOPMENT
 Store No.: 1837
 7755 LANDOVER ROAD (MD ROUTE 202)
 13TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY
 STATE OF MARYLAND
 DRAWING TITLE: **SITE PLAN**

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

SHEET No.
C1.0

| SYMBOL | QTY. | KEY | BOTANICAL/COMMON NAME | SIZE | ROOT TYPE | REMARKS |
|--------|------|-----|--|--------------------------|-----------|--|
| | 7 | AR | ACER RUBRUM 'OCTOBER GLORY' OCTOBER GLORY RED MAPLE | 3" - 3 1/4" CAL. MIN. | B & B | NATIVE SPECIES DECIDUOUS SHADE TREE |
| | 8 | TA | TILIA AMERICANA 'REDMOND' REDMOND AMERICAN LINDEN | 3" - 3 1/4" CAL. MIN. | B & B | NATIVE SPECIES DECIDUOUS SHADE TREE |
| | 6 | OV | OSTRYA VIRGINIANA IRONWOOD | 2 1/2" - 3" CAL. MIN. | B & B | NATIVE SPECIES DECIDUOUS MINOR SHADE TREE |
| | 6 | TO | THUJA OCCIDENTALIS 'EMERALD' EMERALD ARBORVITAE | MIN. 6' HGT. | B & B | NATIVE SPECIES EVERGREEN TREE |
| | 8 | IO | ILEX OPACA AMERICAN HOLLY | MIN. 6' HGT. | B & B | NATIVE SPECIES EVERGREEN TREE |
| | 52 | VO | VIBURNUM OPULUS 'COMPACTUM' COMPACT EUROPEAN CRANBERRY BUSH | 18" - 24" | #5 CONT. | DECIDUOUS SHRUB |
| | 26 | RP | RHODODENDRON PERICLYMENOIDES PINXTERBLOOM WILD AZALEA | 18" - 24" | #3 B & B | NATIVE SPECIES DECIDUOUS SHRUB |

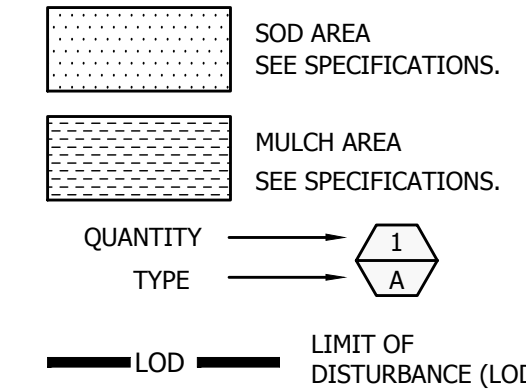
| SYMBOL | QTY. | KEY | BOTANICAL/COMMON NAME | SIZE | ROOT TYPE | REMARKS |
|--------|------|-----|--|--------------------------|-----------|-----------------------------------|
| | 28 | VA | VIBURNUM ACERIFOLIUM MAPLE LEAVED ARROWWOOD | 18" - 24" | #5 CONT. | NATIVE SPECIES DECIDUOUS SHRUB |
| | 8 | HA | HYDRANGEA ARBORESCENS SMOOTH HYDRANGEA | 18" - 24" | #3 CONT. | NATIVE SPECIES DECIDUOUS SHRUB |
| | 82 | IG | ILEX GLABRA 'NORDIC' INKBERRY | 18" - 24" | #3 CONT. | NATIVE SPECIES EVERGREEN SHRUB |
| | 16 | KL | KALMIA LATIFOLIA MOUNTAIN LAUREL | 18" - 24" | #3 CONT. | NATIVE SPECIES EVERGREEN SHRUB |
| | 19 | TJ | TAM JUNIPER JUNIPERUS SABINA 'TAMARISCIFOLIA' | 18" - 24" | #3 CONT. | NATIVE SPECIES EVERGREEN SHRUB |
| | 3 | MV | MAGNOLIA VIRGINIANA SWEETBAY MAGNOLIA | 2" - 2 1/2" CAL. MIN. | B & B | NATIVE SPECIES ORNAMENTAL TREE |



GENERAL NOTES

- ALL LANDSCAPE AREAS TO BE GRASS COMMON TO REGION EXCEPT WHERE OTHER PLANT MATERIAL IS CALLED FOR.
- ALL HEAVILY PLANTED AREAS TO RECEIVE AUTOMATIC PERMANENT IRRIGATION. CONTRACTOR TO PROVIDE DESIGN DRAWINGS FOR APPROVAL PRIOR TO INSTALLATION.
- ALL TREES AND SHRUBS TO BE PLANTED IN MULCH BEDS WITH EDGE STRIPS TO SEPARATE TURF GRASS AREAS.
- GRASS & IRRIGATION TO EXTEND FROM PROPERTY LINES TO BACK OF LOCAL SIDEWALKS AND/OR CURBS.
- INSTALL 1 1/2" DIA. PVC PIPE SLEEVES WHERE IRRIGATION LINES CROSS OR ARE UNDER PAVEMENT.
- 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.
- FINISHED GRADES IN LANDSCAPE ISLANDS SHALL BE INSTALLED SO THAT THEY ARE 1" LOWER THAN THE TOP OF THE SURROUNDING CURB.
- PROVIDE A WEED MAT FOR ALL PLANTING AREAS.
- FOR ANY TREE LOCATED NEAR A DRIVEWAY, PRUNE LOWER BRANCHES TO PROVIDE A MINIMUM 6'-0" HIGH CLEAR SIGHT LINE FROM GRADE.
- REMOVAL OF EXISTING INVASIVE SPECIES (HONEYSUCKLE) >5% IS REQUIRED PRIOR TO CERTIFICATION OF LANDSCAPE PLAN.

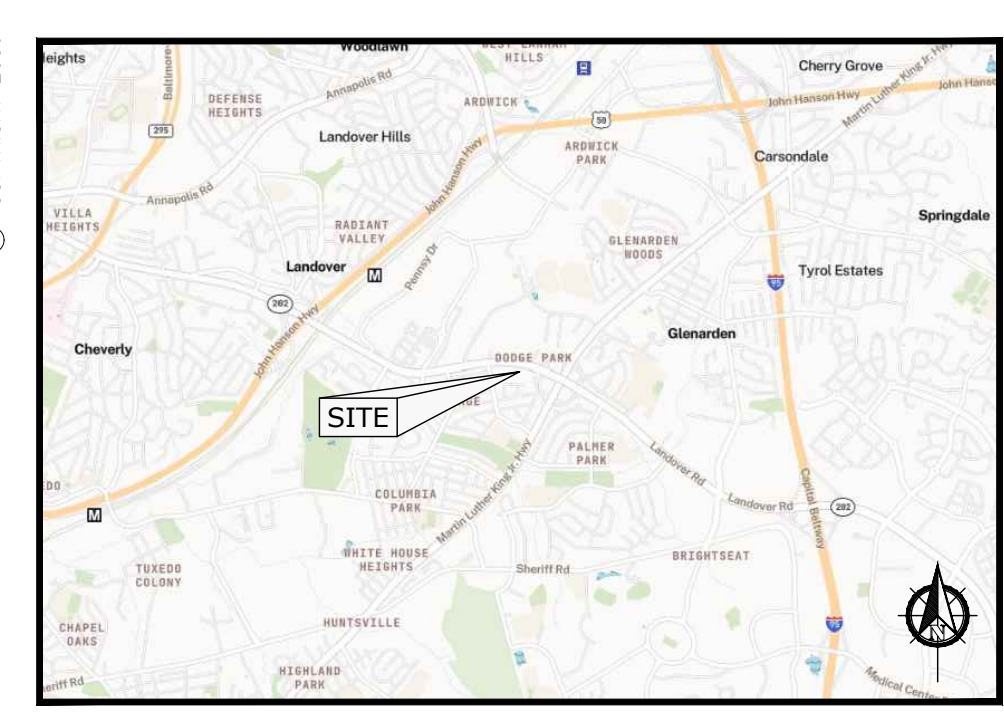
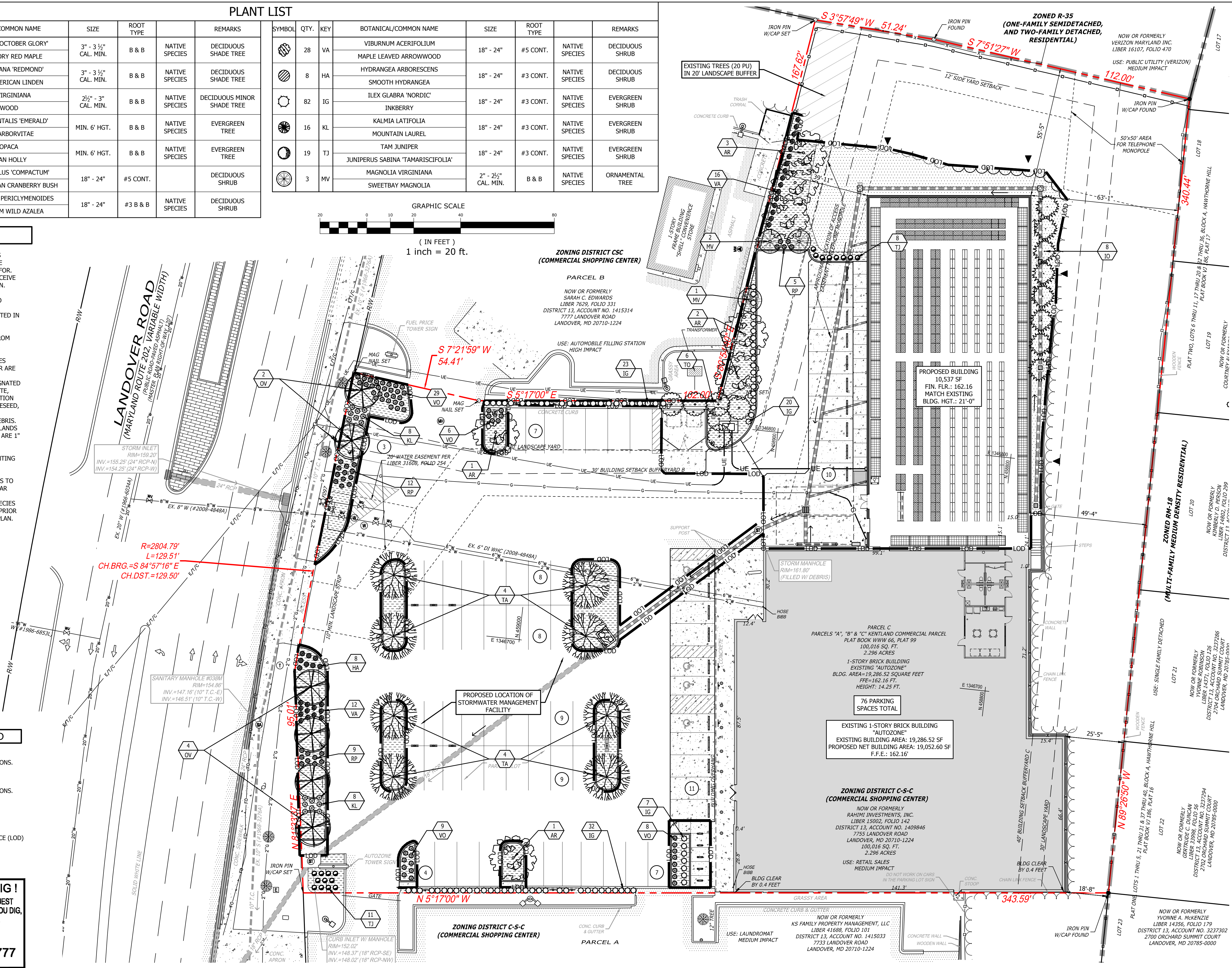
LANDSCAPE LEGEND



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

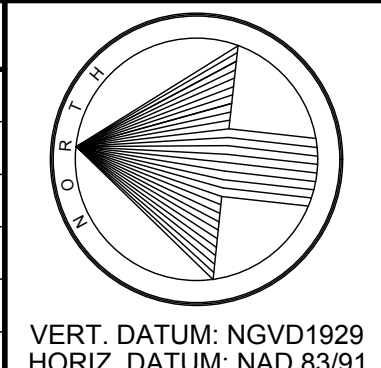
CALL BEFORE YOU DIG!
MISS UTILITY PARTICIPANTS REQUEST 3 WORKING DAYS NOTICE BEFORE YOU DIG, DRILL, OR BLAST - STOP CALL
Miss Utility of Maryland, Inc.

1-800-257 7777



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

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



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



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**

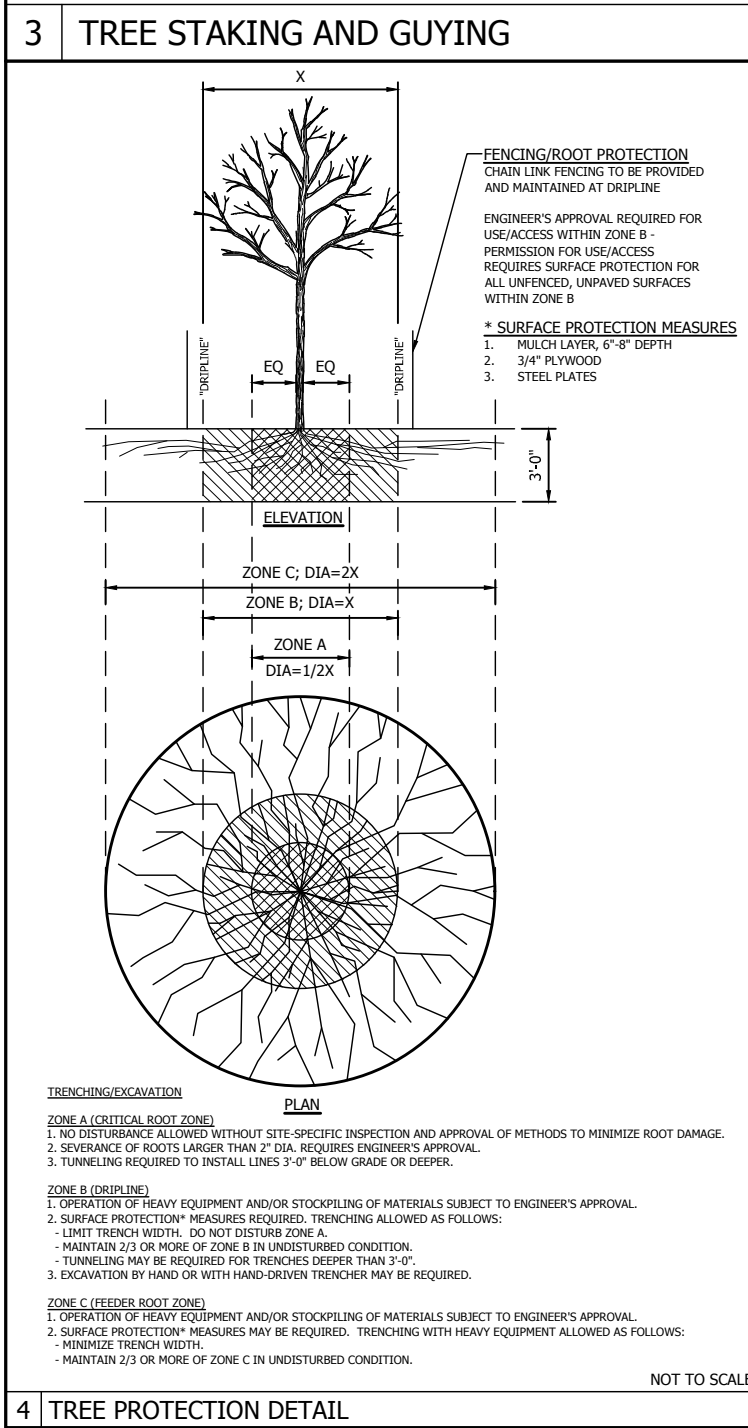
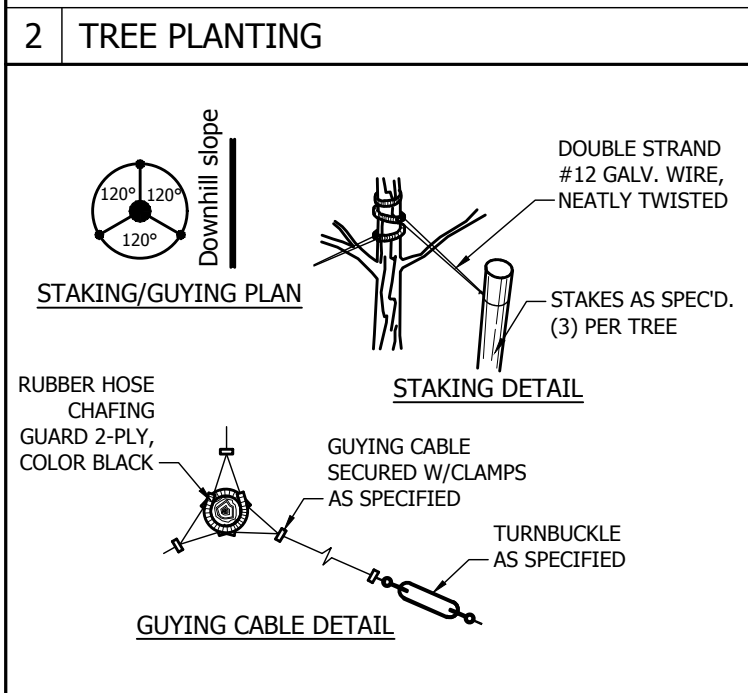
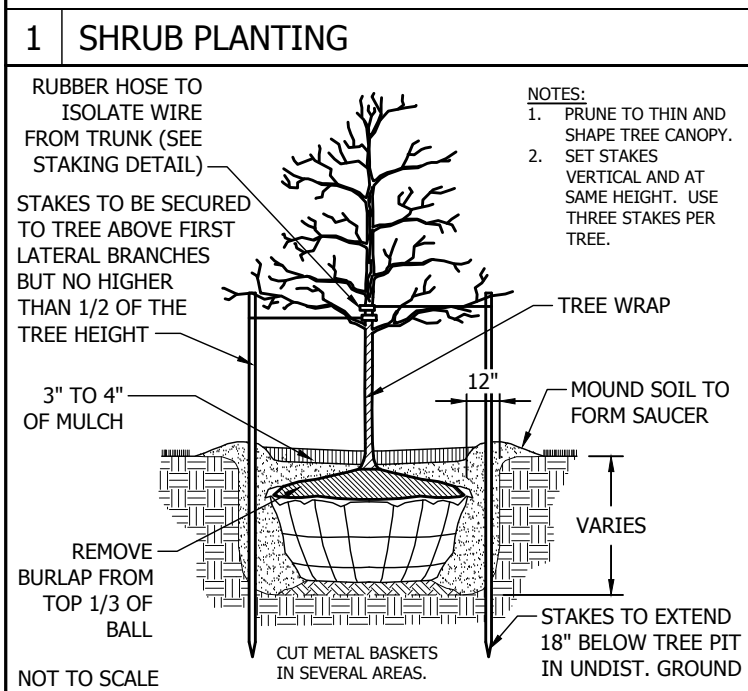
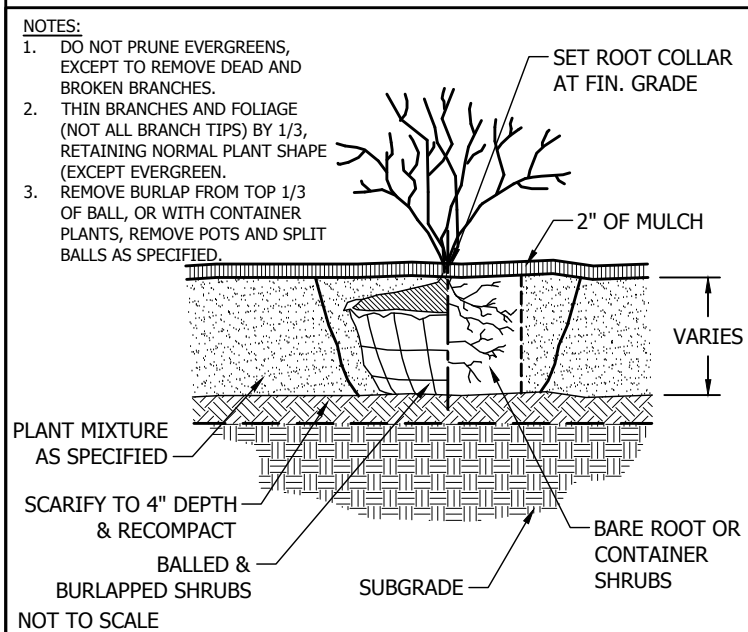
SCALE: 1"=20'-0"
DRAFTSMAN: CWT
CHECKED BY: CMP
DATE: 9-6-2024
PROTOTYPE SIZE
SHEET No. **L1.0**

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: | <input checked="" type="checkbox"/> Developed Tier <input type="checkbox"/> Developing Tier <input type="checkbox"/> 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? | <input type="checkbox"/> yes <input checked="" type="checkbox"/> no |
| 9. Number of plants required: | 6 shade trees 6 shrubs 6 evergreen trees 61 shrubs |
| 10. Total number of plants provided: | 61 shrubs |

SCHEDULE 4.7-1
BUFFERING INCOMPATIBLE USES REQUIREMENTS

| | | |
|---|---|---|
| 1. General Plan designation: | <input checked="" type="checkbox"/> Developed Tier, Corridor Node or Center <input type="checkbox"/> 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: | *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%) in the Developed Tier, Corridor node or Center, when a six (6) foot high opaque fence or wall is provided.) | <input checked="" type="checkbox"/> yes proposed <input type="checkbox"/> no | <input type="checkbox"/> yes <input checked="" type="checkbox"/> 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. evergreen trees 3 x 5 p.u. = 15 p.u. shrubs 49 x 1 p.u. = 49 p.u. existing trees >20 p.u. Total = >134 p.u. | 1 x 10 p.u. = 10 p.u. 6 x 5 p.u. = 30 p.u. 58 x 1 p.u. = 58 p.u. >20 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: | <input checked="" type="checkbox"/> Developed Tier, Corridor Node or Center <input type="checkbox"/> 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: | 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 <input type="checkbox"/> no | |
| 14. Total number of plant units required in buffer strip: | 409 p.u. | |
| 15. Total number of plant units provided: | shade trees 8 x 10 p.u. = 80 p.u. evergreen trees 8 x 5 p.u. = 40 p.u. ornamental trees 3 x 5 p.u. = 15 p.u. shrubs 1 x 1 p.u. = 1 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 no

3. Are existing invasive species on site in areas that are to remain undisturbed? 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? yes no

5. Are trees proposed to be planted on slopes greater than 3:1? 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 | CSC | 2.30 | |
| Site Calculations: | Zone 1: | | |
| | 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 | 15002 |
| A. TOTAL ON-SITE WC PROVIDED (acres) = | | acres | 0 |
| B. TOTAL AREA EXISTING TREES (non-WC acres) = | 0.40 | | 17424 |
| C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES = | | | 6460 |
| D. TOTAL TREE CANOPY COVERAGE PROVIDED = | | | 23884 |
| E. TOTAL SQUARE FOOTAGE REQUIRED = | | | 15002 |
| | | 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 (50' or less height) | 2 - 1/2' - 3" = 65 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 2 - 2 1/2" = 100 | 3 | 300 |
| Deciduous - minor shade tree (25-50' height with equal spread or greater). Minimum planting size 8-10" in height | 2 - 1/2' - 3" = 110 2 - 1/2' - 3" = 160 | 6 | 960 |
| Deciduous - major shade tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14" in height | 2 - 1/2' - 3" = 225 3 - 3 1/2" = 250 | 15 | 3750 |
| Evergreen - columnar tree (less than 30' height with spread less than 15') | 6 - 8" = 40 8 - 10" = 50 10 - 12" = 75 | | 0 |
| Evergreen - small tree (30-40' height with spread of 15-20') | 6 - 8" = 75 8 - 10" = 100 10 - 12" = 125 | 6 | 450 |
| Evergreen - medium tree (40-50' height with spread of 20-30') | 6 - 8" = 125 8 - 10" = 150 10 - 12" = 175 | 8 | 1000 |
| Evergreen - large tree (50' height or greater with spread of over 30') | 6 - 8" = 150 8 - 10" = 200 10 - 12" = 250 | | 0 |
| TOTAL NUMBER OF TREES/TCC CREDIT (SF) | | 38 | 6460 |

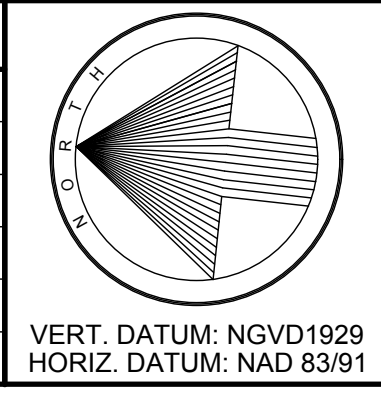
(Manually enter information/figures into shaded areas)

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 |
| | | | |
| | | | |
| | | | |

REVISIONS

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

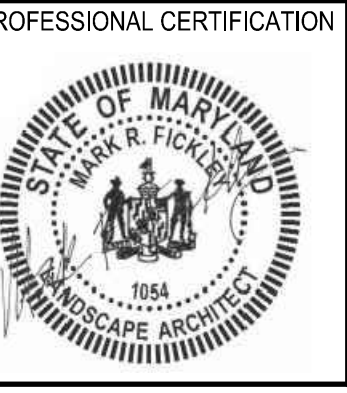


Engineer / Surveyor:

MDM
SURVEYORS & ENGINEERS, LLC

Surveyors • Engineers • Site Planners

375 Northgate Drive
Warrendale, PA 15086
Ph: (724) 934-2810 Fax: (724) 934-2811
mdmrcadd@mdmllc.com
www.mdmllc.com



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.

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



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 *AID*

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



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.



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.

Date: October 30, 2025

To: Evan King, Urban Design, M-NCPPC

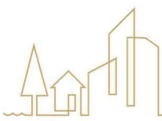
From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

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.



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

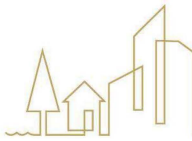
Police District: III School Cluster Area: N/A

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 1 | 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 (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>) | 2.5 acres per 1,000 residents | N/A | No |
| Parks and Recreation (<i>All Other Zones</i>) | 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


Larisha Hill (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).



April 2, 2025

MEMORANDUM

TO: Mahsa Vatandoost, Subdivision Section, Development Review Division

FROM: *Jon Wil* 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 | | | | | | | | |
|--|-----------------|---------------|---------------------|------------|--------------|---------------------|------------|--------------|
| Land Use | Quantity | Metric | AM Peak Hour | | | PM Peak Hour | | |
| | | | 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.

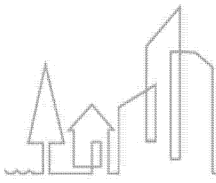
On-Site Adequacy

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.



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.

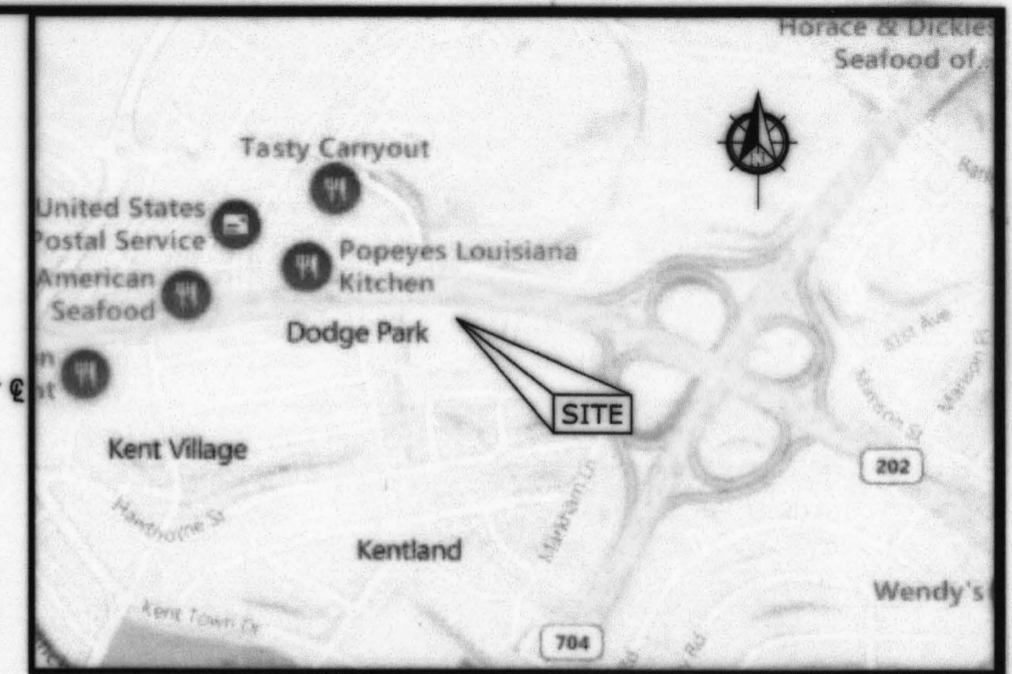
Schools:

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



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

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: *[Signature]* *[Signature]*
GAM
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.

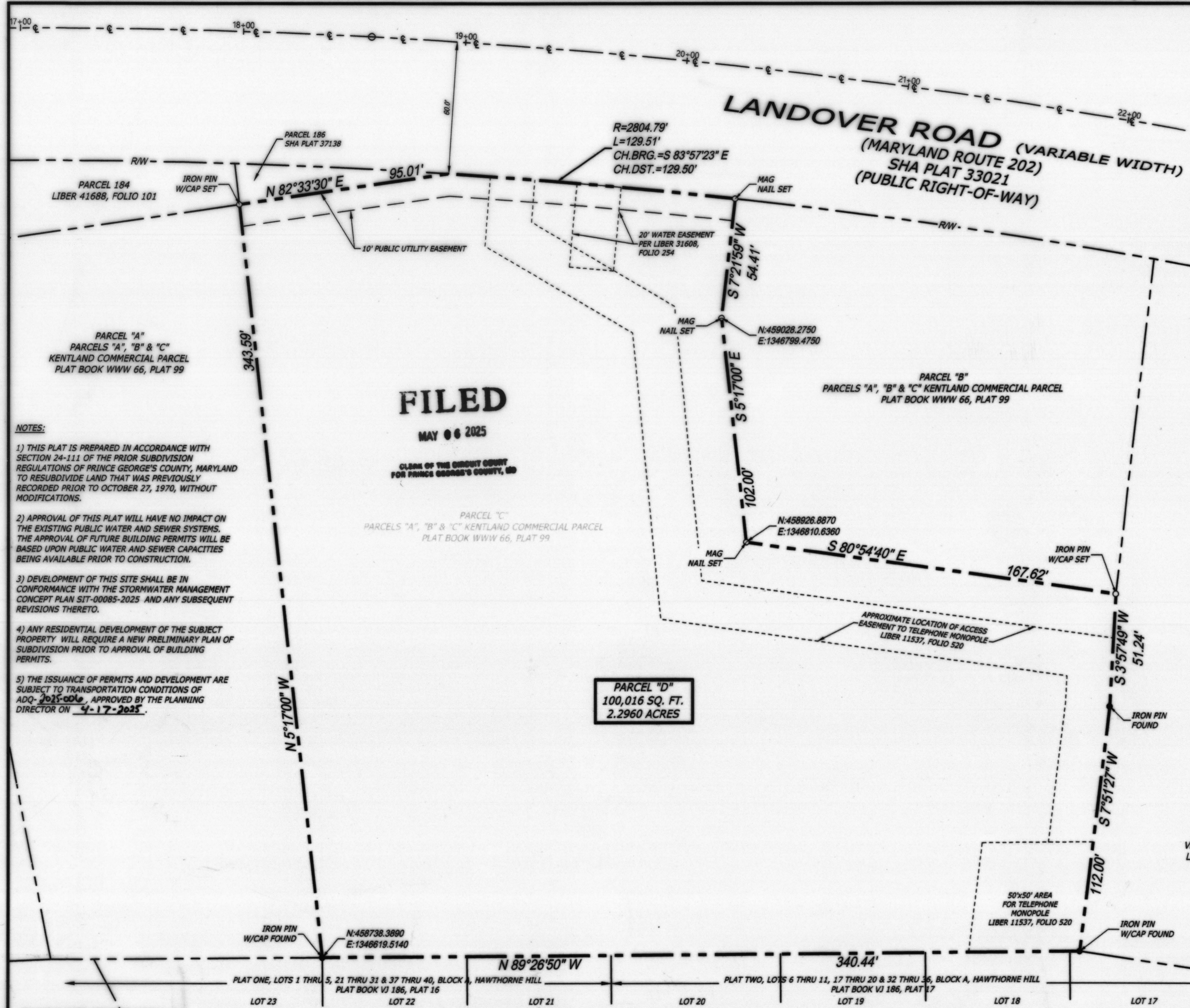
3/17/2025 *[Signature]*
DATE HOWARD G. MCILVRIED
LICENSED LAND SURVEYOR
MARYLAND REGISTRATION NO. 21131
EXPIRATION DATE: 01-04-2026



PARCEL 76
VERIZON MARYLAND INC.
LIBER 16107, FOLIO 470

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

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



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

- 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.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD
[Signature]
Peter A. Shapiro, Chairman
Approved: 4 24 2025
By: Jessica Jones
Assistant Secretary

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
PRINCE GEORGE'S COUNTY, MARYLAND
APPROVED: 3.29.2025 *[Signature]*
DATE DIRECTOR OR DESIGNEE

RECORDED: 05-06-25
PLAT BOOK: ME269
PLAT NO.: 55
ZONING: CGO (prior zoning C-S-C)
200' SHEET: 204NE07





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: Dominique Lockhart, Senior Land Use Planner
Held: March 26, 2025, and Decided: March 26, 2025¹

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.



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.



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

April 22, 2026

TECHNICAL STAFF REPORT

TO: Prince George's County Planning Board
FROM: Natalia Gomez, AICP, Planner IV - Planning Director's Office
SUBJECT: Legislative Drafting Request LDR-80-2026
Use Regulations – Residential Infill

The Prince George's County Planning Department's legislative team has reviewed the proposed legislative amendment to the Prince George's County Zoning Ordinance and reiterates the findings presented in the staff report for LDR-05-2026, leading to a recommendation of **SUPPORT for the stated intent of expanding housing diversity, but OPPOSITION to the legislative approach proposed in LDR-80-2026**, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

Proposed legislative amendments to the Prince George's County Zoning Ordinance are reviewed under the requirements of Section 27-3501, Legislative Amendment, of the Prince George's County Zoning Ordinance. The Planning Department has considered the following in reviewing this proposed legislative amendment:

- A. The Prince George's County Zoning Ordinance;
- B. *The Plan Prince George's 2035 Approved General Plan;*
- C. The current area master plans, sector plans, and functional master plans for Prince George's County;
- D. The Prince George's County Climate Action Plan; and
- E. Referral comments.

II. COMPLIANCE WITH LAW, ASSESSMENT OF TECHNICAL DRAFTING CONVENTIONS, AND PROPOSED AMENDMENTS

Pursuant to Section 27-3501(c)(2)(C), this technical staff report contains an independent, non-substantive assessment of the technical drafting conventions.

The Department has determined that LDR-80-2026 does not conform to the legislative style and conventions of the current Zoning Ordinance. Prior comments provided in the staff

report for LDR-05-2026 were not addressed and therefore remain applicable. The Department also provides the following additional comments:

- A. There seems to be a typo in Page 3, Line 2 in "This footnote shall **not** apply" rather than "**note** apply".
- B. The Planning Director does not review and approve detailed site plans as mentioned on Page 5, Lines 26-27. For clarification, the Planning Director reviews and approves minor amendments to detailed site plans.
- C. Remove Sections 27-5102(c)(1)(H)(cc) through (dd) on Page 5, Lines 19–24. Section 27-6305(f), "Driveways Used to Satisfy Standards," already establishes the minimum requirements for driveways in meeting off-street parking standards and does not need to be repeated. Additionally, the reference to Section 27-3605(f) should be removed, as it is not applicable.

III. BACKGROUND

- A. **Purpose:** To promote higher-density residential development by permitting two-family and townhouse dwellings in the Residential, Rural (RR) Zone inside the Capital Beltway; providing for use standards for infill dwellings in the RR Zone; amending intensity and dimensional standards for infill dwellings within the RR Zone; setting forth minimum and maximum parking standards for infill dwellings within the RR Zone.
- B. **Impacted Property:** The proposed legislative amendment would impact all properties in the RR Zone inside the Capital Beltway in Prince George's County.
- C. **Policy Analysis:** LDR-80-2026, consistent with the intent of LDR-05-2026, proposes amendments to Table 27-5101(c) of the Zoning Ordinance to permit two-family and townhouse dwellings by right in the Residential, Rural (RR) Zone within the Capital Beltway, subject to specified location criteria. The bill also introduces "(H) Residential Infill in the RR Zone" under the requirements for Permitted Principal Uses in Section 27-5102.

The proposed legislation also requires Detailed Site Plan (DET) approval for the development of two-family and townhouse dwellings (*See Page 5, Lines 25–31; Page 6, Lines 1–7*). This requirement is redundant, as DET review and approval is already required pursuant to Sections 27-3605(a)(2)(M) and (N). The associated findings proposed in LDR-80-2026 are also addressed in the Zoning Ordinance, including compatibility through the Landscape Manual (buffering and setbacks from incompatible uses), the neighborhood compatibility standards (Section 27-61200), sustainable design requirements (Section 27-61600), and open space set-asides (Section 27-6403). In addition, staff noted that the proposal reduces the applicable open space threshold for townhouses and two-family dwellings in the RR Zone, while the same uses in higher-density zones remain subject to more stringent standards, resulting in an inconsistency.

Continuing with the required findings listed in the proposed bill, conformance with the applicable master plan and consistency with Plan 2035 are evaluated at the time of subdivision approval pursuant to Section 24-4104(b). However, such findings may be difficult to support given the stated purposes of the RR Zone in Section 27-4202(c). Lastly, public benefits are typically discretionary and negotiated through the rezoning process. Therefore, applying these requirements to uses permitted by right raises concerns regarding proportionality and overall appropriateness.

The following additional policy considerations outlined in the staff report for LDR-05-2026 are also applicable to LDR-80-2025:

(i) The Residential, Rural (RR) Zone intent

Two-family and townhome dwellings are currently prohibited in the RR Zone as they are incompatible with the zone’s intended low-density character and overall purposes. However, many RR-zoned properties, both inside and outside the Beltway, may be suitable for these housing types. The proper way to evaluate them is through a Planned Development or rezoning process. This allows the Council to assess site-specific conditions, ensure compatibility, and obtain public benefits.

Although the LDR does not constitute “spot-zoning,” it is generally discouraged to use text amendments for the same purpose as rezoning without a comprehensive review. This may result in inconsistent application of regulations, weakening the intent of zoning to provide stability and predictability. Utilizing the established rezoning or planned development procedures ensures consistency with adopted master plans and maintains alignment with the Zoning Ordinance.

(ii) Zoning Ordinance inconsistencies

The proposed development standards for two-family and townhome dwellings in the RR Zone exceed the residential low-density land use designation, which would conflict with the RR Zone and the District Council’s approved master plans. Additionally, the proposed standards do not comply with the objective standards for these uses set out in other zones of the Ordinance.

- (iii) **Creates different RR zoning standards for inside the Beltway vs outside**
Staff did not identify a clear public purpose for creating zoning categories that apply to “inside” versus “outside” the Capital Beltway. Having different development standards within the same zone, based solely on this boundary, raises concerns about uniformity and creates unnecessary distinctions between communities on either side of I-95/495 (the Capital Beltway). It also violates the uniformity principles critical to zoning. This issue is a major reason Plan 2035 recognizes the Established Communities and ended the bifurcation of the County’s suburban areas based on orientation to the Capital Beltway.
- (iv) **Council previously opposed including several properties covered by this LDR in Sector Plans and Sectional Map Amendments**
The *2025 Proposed West Hyattsville-Queens Chapel Sectional Map Amendment* recommended reclassification of the Queens Chapel Manor neighborhood to the northeast of the property at 6000 Ager Road into the RSF-A Zone, specifically to permit two-family and townhouse development closer to two Metrorail stations than that property, and the Planning Board did not endorse this proposal. The Planning Department proposed to include portions of the University of Maryland, College Park, and the University of Maryland Global Campus, subject to this legislation, within the *Approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan* [June 2022], but the County Council did not include them.

Appropriate Planned Developments Processes that align with the Zoning Ordinance

The Department recognizes the importance of expanding housing diversity and supporting missing middle housing types. Attachment B includes an early consultation memorandum provided to the County Council outlining alternative approaches to achieve the intent of this legislation in a manner more consistent with the current Zoning Ordinance, including:

- (i) Utilize a Residential Planned Development (R-PD) Zone or other nearby high-density zone that already permits the suggested uses
- (ii) Zoning Map Amendment (ZMA) in Section 27-3601 or Planned Development Zoning Map Amendment (PD-ZMA) in Section 27-3602
- (iii) Sectional Map Amendment (SMA)
- (iv) Countywide study of Missing Middle housing

IV. COMPLIANCE WITH EVALUATION CRITERIA

1. Section 27-3501(c)(2)(B) of the Zoning Ordinance requires the Planning Director to issue a technical staff report on any proposed legislative amendment to the Zoning Ordinance within fourteen (14) calendar days of the transmittal of the proposed amendment by the Clerk of the Council. This Section also requires, at minimum, an analysis of the extent to which the proposed legislative amendment complies with six criteria.
 - A. This proposed legislative amendment meets the requirements of Section 27-3501(c)(2)(B) as follows:

- (i) **Is consistent with the goals, policies, and strategies of Plan Prince George’s 2035 (or any successor General Plan), area master plans, sector plans, functional master plans, and any other applicable approved plans;**

Consistency with General Plan

- a. The proposed legislation directly implements PolicyHN2 and strategy HN2.6 of Plan 2035:

However, the proposed legislation conflicts directly with the recommendation of Plan 2035 to “update...the County’s Zoning and Subdivision Ordinances to modernize, streamline, and simplify the County’s regulatory environment.”

Permitting a use that conflicts with the intent of a zone classification is inconsistent with a modern and simple Zoning Ordinance, and is similar to the practice under the prior Zoning Ordinance of creating such use permissions through a property-specific zoning text amendment to bypass the comprehensive planning and rezoning procedures authorized by State law and the Zoning Ordinance.

Consistency with Area Master and Sector Plans

- a. Staff used the map in Attachment A to evaluate the applicable master, sector, or transit district development plans to the properties subject to this legislation. The map shows RR Zones that are inside the Beltway and within 500 feet of a Transit Station or 500 feet of Transit-Oriented/Activity Center, or RSF-A, RMF-20, RMF-48 or CGO Zones. A more detailed, specific linkage of properties applicable to master plans could not be created in the timeline provided for this referral.
- b. Properties within at least eleven (11) area master, sector, and transit district development plans are impacted by the provisions of the proposed legislation. **LDR-80-2026 is not consistent with several of these plans, including, but not limited to:**

Table 1: LDR-05-2026 Master Plan Inconsistencies

| CD | Plan | P | Policy/ Strategy | Location | Recommendation | Inconsistency |
|----|--|----|-------------------------------|---|--|--|
| 1 | 1989 Approved Master Plan for Langley Park-College Park- Greenbelt and Vicinity | CP | Comprehensive Plan | All affected properties subject to this plan except for 5901 Westchester Park Drive | Public and Quasi- Public Future Land Use | All properties subject to this legislation except for 5901 Westchester Park Drive within this master plan are recommended for Public or Quasi-Public Future Land Uses. They include the University of Maryland, College Park, the University of Maryland Global Campus, the National Archives and Records Administration, several schools, churches, and cemeteries, including at least one designated County and National Register Historic Site. None of these properties are recommended for private residential development. |
| 2 | | | | | | |
| 3 | | | | | | |
| 3 | 1994 Approved Master Plan for Bladensburg- New Carrollton and Vicinity | CP | Comprehensive Plan | All affected properties subject to this plan except those east of Finns Lane | Low Suburban Future Land Use | All properties subject to this legislation except those east of Finns Lane within this master plan are recommended for Low Suburban or Suburban Land Uses. This recommendation is contrary to the existing development in these areas, which is single-family residential at medium-high densities. This master plan carried forward the Rural Residential zoning and low suburban land use recommendations of prior plans. The combination of RR zoning and Low Suburban Future Land Use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation. |
| | | | | All affected properties subject to this plan east of Finns Lane | Suburban Future Land Use | |

| CD | Plan | P | Policy/ Strategy | Location | Recommendation | Inconsistency |
|----|--|-----|--|------------------------------------|---|---|
| 5 | 2010 Approved Subregion 4 Master Plan | 380 | Map 14-2: Proposed Land Use | Randolph Village Subdivision | Medium Density Residential 3.5 to 8 du/acre | <p>This neighborhood north of MD 214 (Central Avenue) and east of Garrett A. Morgan Boulevard is recommended for medium density residential land uses at 3.5 to 8 dwelling units per acre. This recommendation is consistent with the existing density of the neighborhood but inconsistent with its RR Zoning. The combination of RR zoning and Medium Density Residential 3.5 to 8 du/acre future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation.</p> <p>Staff notes that the 2025 Proposed Central Avenue-Blue/Silver Line Corridor Sectional Map Amendment currently recommends retaining this neighborhood in the RR Zone.</p> |
| 6 | | | | Walker Mill Regional Park | Public and Private Open Space | Walker Mill Regional Park is recommended for Public and Private Open Space future land uses. These parcels are not recommended for private residential development. |

| CD | Plan | P | Policy/ Strategy | Location | Recommendation | Inconsistency |
|----|--|-----|--|--|--|--|
| 6 | 2010 Approved Subregion 4 Master Plan | 380 | Map 14-2: Proposed Land Use | PEPCO Rights-of-Way and WMATA property | Medium-High Density Residential Future Land Uses | <p>PEPCO rights-of-way and WMATA properties within this master plan affected by this legislation are recommended for Medium-High Density Residential future land uses.</p> <p>This recommendation appears to be a mapping error that will be further analyzed for possible administrative correction.</p> <p>However, these properties are currently used for PEPCO transmission lines and emergency access to a Blue/Silver Line Metrorail tunnel and residential development on them is highly unlikely in the foreseeable future.</p> <p>Staff anticipates that such an administrative correction can be approved prior to approval of LDR-05-2026.</p> |
| | | | | 2000 Marbury Drive | Institutional Future Land Use | The master plan recommends Institutional Land Uses on the subject property. This property is the District Heights City Hall. |

| CD | Plan | P | Policy/ Strategy | Location | Recommendation | Inconsistency |
|----|--|-----|--|---------------------------|--|--|
| 7 | 2010 Approved Subregion 4 Master Plan | 380 | Map 14-2: Proposed Land Use | 711 Rollins Avenue | Medium Density Residential 3.5 to 8 du/acre l | <p>The master plan recommends Medium Density Residential future land use at 3.5 to 8 du/acre. This parcel is part of the Rollins Avenue Park.</p> <p>This parcel was isolated from the remainder of Rollins Avenue Park, whose future land use is Public and Private Open Space and is zoned Agriculture and Preservation (AG).</p> <p>This recommendation appears to be a mapping error that will be further analyzed for possible administrative correction. Staff anticipates that such an administrative correction can be approved prior to approval of LDR-05-2026.</p> <p>Were this a correct land use designation, the combination of RR zoning and Medium Density Residential 3.5 to 8 du/acre future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation.</p> |
| | | | | Oak Knoll Neighborhood | Medium Density Residential 3.5 to 8 du/acre Future Land Use | This neighborhood at the southeast corner of MD 4 (Pennsylvania Avenue) and MD 458 (Silver Hill Road) is recommended for medium-density residential land uses at 3.5 to 8 dwelling units per acre. This recommendation is consistent with the existing density of the neighborhood but inconsistent with its RR Zoning. The combination of RR zoning and Medium Density Residential 3.5 to 8 du/acre future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation. |

| CD | Plan | P | Policy/ Strategy | Location | Recommendation | Inconsistency |
|----|--|-----|---|--|------------------------------------|--|
| 7 | 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan | 66 | Map 17: St. Barnabas Land Use Plan | Gordon's Corner Subdivision | Residential Low Future Land Use | This subdivision at the southeast corner of the interchange of MD 5 (Branch Avenue) and MD 414 (Saint Barnabas Road) is recommended for Residential Low future land use consistent with its RR Zoning. The combination of RR zoning and Residential Low future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation. |
| | | 112 | Map 43: Corridorwide Future Land Use | Woodlane Subdivision | | This subdivision on the west side of MD 5 (Branch Avenue) north of I-95/495 (the Capital Beltway) is recommended for Residential Low future land use consistent with its RR Zoning. The combination of RR zoning and Residential Low future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation. |
| | 2000 Approved Master Plan for The Heights and Vicinity | CP | Comprehensive Plan | Deer Park Heights Subdivision | Low Suburban Future Land Use | This subdivision on Deer Park Drive north of MD 414 (Saint Barnabas Road) is recommended for Low Suburban future land use consistent with its RR Zoning. The combination of RR zoning and Low Suburban future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation. |
| | | | | South side of Iverson Street west of Wheeler Road | | This subdivision on Iverson Street west of Wheeler Road is recommended for Low Suburban future land use consistent with its RR Zoning. The combination of RR zoning and Low Suburban future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation. |

| CD | Plan | P | Policy/ Strategy | Location | Recommendation | Inconsistency |
|----|--|----|--|---------------------------|----------------------------------|---|
| 8 | 2000 Approved Master Plan for The Heights and Vicinity | CP | Comprehensive Plan | 5000 St. Barnabas Road | Institutional Future Land Use | The master plan recommends Institutional Future Land Use for this property, which is a church. The master plan does not anticipate private residential development on this property. |
| | | | | Deer Park Subdivision | Low Suburban Future Land Use | This subdivision on the south side of MD 414 (Saint Barnabas Road) west of Temple Hill Road is recommended for Low Suburban future land use consistent with its RR Zoning. The combination of RR zoning and Low Suburban future land use recommendation precludes most infill development types and are inconsistent with the uses proposed in this zone by this legislation. |
| | 2013 Approved Southern Green Line Station Area Sector Plan | 80 | Figure 37: Branch Avenue Future Land Use | 5300 Auth Road | Institutional Future Land Use | This property is recommended for Institutional Future Land Use to support continuation of the current temple on the property. This parcel is not recommended for future private residential development. |
| | 2006 Approved Master Plan for the Henson Creek-South Potomac Planning Areas | CP | Land Use, Transportation, and Public Facilities Map | 99 West Balmoral Drive | M-NCPPC Parkland | This parcel is part of Oxon Hill Manor and is recommended as M-NCPPC Parkland. |

Table 2 identifies those locations where the provision of the uses proposed to be permitted by LDR-05-2026 are consistent with the applicable master, sector, or transit district development plan.

Table 2: LDR-05-2026 Master Plan Consistencies

| CD | Plan | P | Policy/ Strategy | Location | Recommendation |
|-----------|---|----------|---|-----------------------------|--|
| 3 | <i>1989 Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity</i> | CP | Comprehensive Plan | 5901 Westchester Park Drive | The master plan recommends High Suburban Future Land Use on this property, which is not consistent with its RR Zoning but is consistent with the types of housing proposed by LDR-05-2026. However, this property is developed as a private school and would be considered an Institutional Use by today’s planning standards. |
| 7 | <i>2010 Approved Subregion 4 Master Plan</i> | 380 | Map 14-2: Proposed Land Use | 1201 Addison Road South | The master plan recommends Medium-High Density Residential future land uses on this property, which is not consistent with its RR Zoning but is consistent with the types of housing proposed by LDR-05-2026. This property is currently developed with a senior living facility. |
| | | 67 | Development Pattern: Land Use Plan: Policy 7, Strategy 1 | 910 Rollins Avenue | “Designate the following undeveloped sites for medium- to high-density residential to serve as transitional sites...along Rollins Avenue.” |
| | | 380 | Map 14-2: Proposed Land Use | | The master plan recommends Medium-High Density Residential future land uses on this property, which is not consistent with its RR Zoning but is consistent with the types of housing proposed by LDR-05-2026. This property is currently developed with a commercial use. |
| 8 | <i>2006 Approved Master Plan for the Henson Creek-South Potomac Planning Areas</i> | CP | Land Use, Transportation, and Public Facilities Map | 6371 Oxon Hill Road | The master plan recommends the subject property be redeveloped as part of a mixed-use area. The housing anticipated by this legislation could support such a broader mixed-use area within the Oxon Hill Neighborhood Center. |

(ii) Addresses a demonstrated community need;

While the LDR seeks to expand housing diversity, staff finds that this may be achieved through a variety of existing and potential zoning tools that could be applied to properties currently zoned RSF-A, RMF-65, and RSF-95, and can be addressed through construction of two-family and/or townhouse dwellings in the many zones in which they are permitted, including the Commercial and Transit-Oriented/Activity Center Zones, before a need exists to develop RR-zoned properties with these uses.

(iii) Is consistent with the purpose and intent of the zones in this Ordinance, or would improve compatibility among uses and ensure efficient development within the County;

The LDR conflicts with the RR Zone's stated purpose and intent, as set out in the Policy Analysis above in Section III.

(iv) Is consistent with the implementation of the strategies and priority recommendations of the Prince George's County Climate Action Plan;

The draft Climate Action Plan (CAP) outlines strategies to achieve a carbon-free County by addressing County operations, reducing greenhouse gas emissions, and preparing for the impacts of climate change. The CAP emphasizes coordinated growth within designated centers, protection of environmentally sensitive lands, and integration with adopted master plans.

LDR-80-2026 is partially consistent with the Climate Action Plan's strategies and priority recommendations. The legislation permits higher-density residential development near transit facilities, which may reduce vehicle miles traveled and associated greenhouse gas emissions. However, it amends the RR Zone to allow development inconsistent with the zone's intended low-density character and conflicts with several adopted master and sector plan land-use recommendations. Additionally, because the LDR applies broadly to properties within the RR Zone, including areas with environmental constraints, its alignment with the CAP's environmental protection and coordinated growth strategies is limited.

Accordingly, while the legislation advances certain transit-supportive objectives, it does not fully align with the Climate Action Plan's broader land-use and environmental framework.

(v) Is consistent with other related State and local laws and regulations; and

LDR-80-2026 complies with this criterion.

(vi) Would avoid creating significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

The LDR does not directly create significant adverse environmental impacts. However, permitting higher-density development within the RR Zone, including areas that may contain woodlands, floodplains, or other environmental constraints, introduces the potential for associated environmental impacts.

- B. Pursuant to Section 27-3501(c)(2)(C), this technical staff report **“shall contain an independent, non-substantive assessment of the technical drafting conventions of the proposed legislative amendment, in order to ensure consistency with the legislative style and conventions of the current Zoning Ordinance.”**

This analysis was provided above in Section II of this technical staff report.

- C. Finally, Section 27-3501(c)(2)(D) requires the Planning Board to make a recommendation on the proposed amendment in accordance with the Legislative Amendment Decision Standards that guide the District Council’s final decision on the approval of a proposed legislative amendment.

See Section VI below.

2. Referral Comments

Staff referred LDR-80-2026 to colleagues throughout the Planning Department and received referral comments that were reviewed and integrated into this staff report.

V. PLANNING BOARD PUBLIC HEARING

Section 27-3501(c)(2)(D) of the Zoning Ordinance requires the Prince George’s County Planning Board to hold a public hearing and make comments on the proposed legislative amendment within 30 days of the date of the transmittal of the Clerk of the Council. Said public hearing must be noticed by electronic mail at least 21 days prior to the public hearing, sent to every community organization in the County registered pursuant to Section 27-3407(b)(3) of the Zoning Ordinance, and to any person or organization registered pursuant to Section 27-3402(d) of the Zoning Ordinance.

Notice for the public hearing on LDR-80-2026 was sent on April 16, 2026, as required by the Zoning Ordinance. The Planning Board public hearing will be held on May 7, 2026, thus meeting the requirements of the Zoning Ordinance.

Comments offered by the public prior to and during the Planning Board’s public hearing will be summarized, along with the Planning Board’s comments, in the Board’s recommendation to the Clerk of the Council.

VI. ANALYSIS OF LEGISLATIVE AMENDMENT DECISION STANDARDS

LDR-80-2026 has been reviewed for consistency with Section 27-3501(d), Legislative Amendment Decision Standards, of the Zoning Ordinance. Staff finds the following:

The advisability of amending the text of this Ordinance is a matter committed to the legislative discretion of the County Council sitting as the District Council and is not

controlled by any one factor. Within each zone listed in the Classes of Zones (Section 27-4102), the (D)istrict (C)ouncil may regulate the construction, alteration, and uses of buildings and structures and the uses of land, including surface, subsurface, and air rights. The provisions for each zone shall be uniform for each class or kind of development throughout the zone, and no legislative amendment may create different standards for a subset of properties within a zone, unless such standards are necessary to implement development policies within the applicable Area Master Plan, Sector Plan, development policies of the General Plan, or other approved development district; however, any differentiation of a subset of properties within a zone shall be reasonable and based upon the public policy to be served.

The Department finds that LDR-80-2026 establishes different development standards for RR properties within the Beltway than for those outside the Beltway, raising uniformity concerns inconsistent with Section 27-3501(d) of the Zoning Ordinance.

VII. PROPOSED AMENDMENTS

Following review of LDR-80-2026, the Department has offered the technical drafting convention edits required for this proposed bill in Section II above. As to the substantive aspects of the bill, the Department has no amendments at this time and reiterates the need to coordinate with the bill's sponsor to pursue LDR-80-2026 through appropriate Planned Development and rezoning processes rather than the legislative approach proposed.

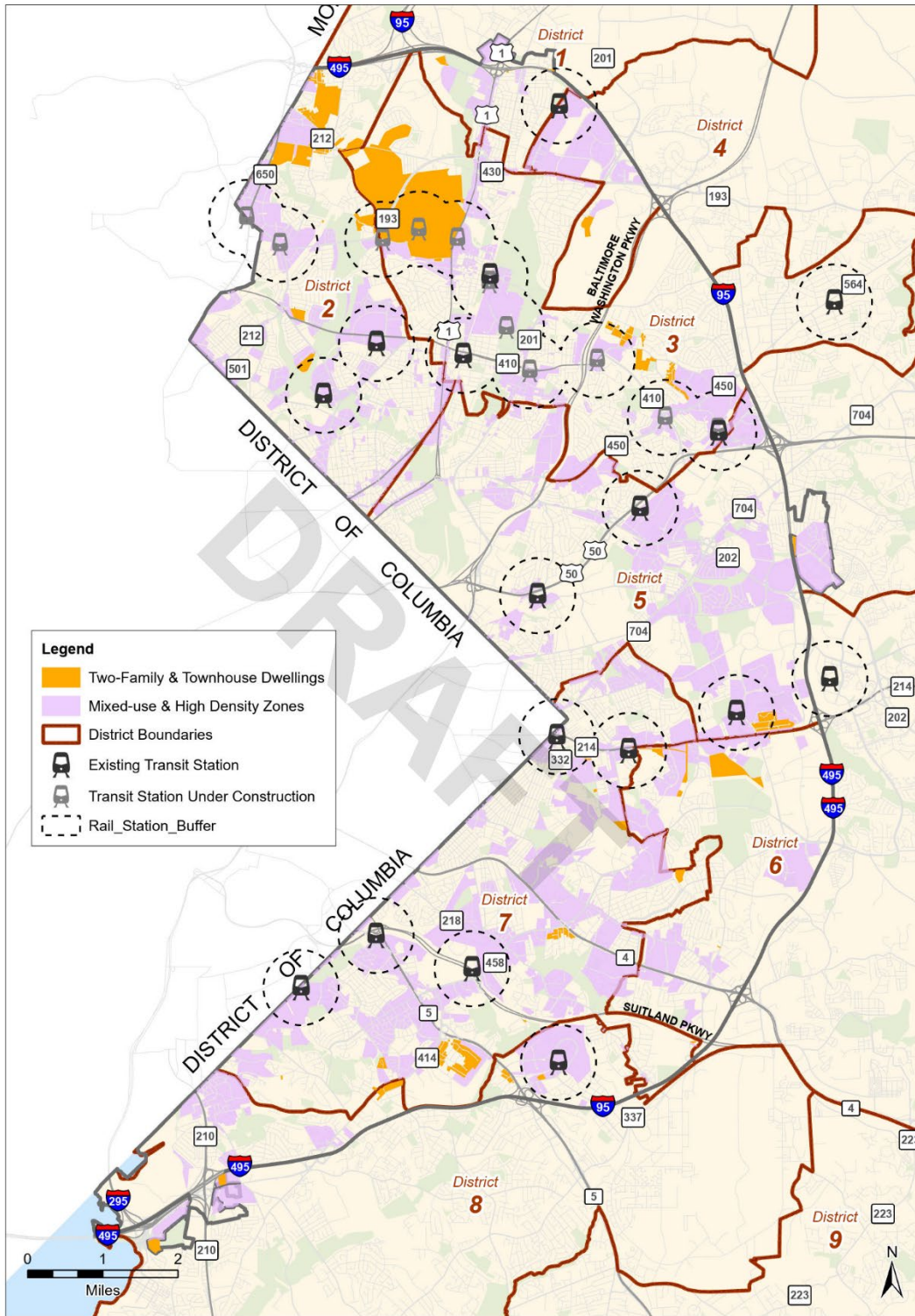
VIII. RECOMMENDATION

Based on the foregoing analysis, the Planning Department's legislative team recommends that the Planning Board adopt the findings of the staff reports for LDR-05-2026 and LDR-80-2026 and **SUPPORT the stated goal of expanding housing diversity but opposes the legislative approach proposed in LDR-80-2026.**

Staff recommends that such development be advanced through appropriate Planned Development and rezoning processes, as outlined at the end of Section III:

- A. Utilize a Residential Planned Development (R-PD) Zone or other nearby high-density zone that already permits the suggested uses
- B. Zoning Map Amendment (ZMA) in Section 27-3601 or Planned Development Zoning Map Amendment (PD-ZMA) in Section 27-3602
- C. Sectional Map Amendment (SMA)
- D. Countywide study of Missing Middle housing

Attachment A: Two-Family & Townhouse Dwellings in RR Zones



**Legislative Draft Request
Two-Family & Townhouse Dwellings in RR Zones**

© M-NCPPC
Prince George's County
Planning Department
Job #9999 for Director's Office
2/12/2026

Summary: Map of RR Zones that are inside the beltway and within 500 feet of a Transit Station or 500 feet of Transit-Oriented/Activity Center or RSF-A, RMF-20, RMF-48, or CGO zones.
For any assistance with this map, please contact the Information Management Division at ppd-gis@ppd.mncppc.org or 301-952-3918.



Prince George's County Council

Agenda Item Summary

Meeting Date:

Effective Date:

Reference No.: LDR-80-2026

Chapter Number:

Draft No.: 1

Public Hearing Date:

Proposer(s): Fisher

Sponsor(s): Fisher

Item Title: AN ORDINANCE CONCERNING USE REGULATIONS - RESIDENTIAL INFILL for the purpose of promoting higher density residential development by permitting infill two-family and townhouse dwellings in the Residential, Rural (RR) Zone inside the Capital Beltway; providing for use standards for infill dwellings in the RR Zone; amending intensity and dimensional standards for infill dwellings within the RR Zone; setting forth minimum and maximum parking standards for infill dwellings within the RR Zone.

Drafter: Eric Irving, Legislative Attorney

Resource Personnel: Shanika Griffith, Chief of Staff, Council District 2

LEGISLATIVE HISTORY:

| Date: | Acting Body: | Action: | Sent To: |
|-------|--------------|---------|----------|
|-------|--------------|---------|----------|

AFFECTED CODE SECTIONS:

27-5102 27-5101 27-4202

BACKGROUND INFORMATION/FISCAL IMPACT:

This bill expands the allowable residential uses in the Residential, Rural (RR) Zone to permit high density dwellings under limited circumstances. Subtitle 27 of the County Code permits only single-family detached dwellings by right in the RR Zone, a zone characterized by larger lot sizes (min. 20K sq ft) and lower allowable density (2.17 dwelling units per acre). This bill amends the use table to allow two-family and townhomes on lots in the RR Zone, provided that the lot is located both inside the Capital Beltway and within a half mile of transit service or 500 feet of higher density residential zones. To accommodate these higher density uses, this bill also amends the intensity and dimensional standards of the RR Zone, eliminating the minimum lot size and increasing both allowable density and maximum lot coverage. Finally, the bill requires detailed site plan review of these higher density uses, requiring applicants to demonstrate compatibility with the surrounding area, set aside area for green/open space and provide for at least one public benefit.

Document(s): LDR-80-2026

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2026 Legislative Session

Bill No. _____ CB- -2026
Chapter No. _____
Proposed and Presented by Council Member Fisher
Introduced by _____
Co-Sponsors _____
Date of Introduction _____

ZONING BILL

1 AN ORDINANCE concerning

2 Use Regulations – Residential Infill

3 For the purpose of promoting higher density residential development by permitting infill two-
4 family and townhouse dwellings in the Residential, Rural (RR) Zone inside the Capital Beltway;
5 providing for use standards for infill dwellings in the RR Zone; amending intensity and
6 dimensional standards for infill dwellings within the RR Zone; setting forth minimum and
7 maximum parking standards for infill dwellings within the RR Zone.

8 BY repealing and reenacting with amendments:

9 Sections 27-4202, 27-5101 and 27-5102

10 The Zoning Ordinance of Prince George's County, Maryland,
11 being also

12 SUBTITLE 27. ZONING.

13 The Prince George's County Code
14 (2023 Edition; 2025 Supplement).

15 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,
16 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional
17 District in Prince George's County, Maryland, that Sections 27-4202, 27-5101 and 27-5102 of
18 the Zoning Ordinance of Prince George's County, Maryland, being also Subtitle 27 of the Prince
19 George's County Code, be and the same are hereby repealed and reenacted with the following
20 amendments:

SUBTITLE 27. ZONING.

PART 27-4. ZONES AND ZONE REGULATIONS

SECTION 27-4200. BASE ZONES

Sec. 27-4202. Residential Base Zones

(c) Residential, Rural (RR) Zone

| (2) Intensity and Dimensional Standards | | | | |
|---|--|---------------------------------------|--------------------------------------|-------------------|
| Standard(1) | Single-Family Detached Dwelling | <u>Two-Family Dwelling</u> | <u>Townhouse Dwelling</u> | Other Uses |
| Density, max. (du/ac of net lot area) | 2.17 | <u>14 (5)</u> | <u>14 (5)</u> | No requirement |
| Net lot area, min. (sf) | 20,000 | <u>No requirement</u> | <u>No requirement</u> | 20,000 |
| Lot width, min. (ft) | 80 (4) | <u>20</u> | <u>16</u> | 100 |
| Lot frontage (width at front street line, min. (ft) | 70 | <u>16</u> | <u>16</u> | 70 |
| Lot coverage, max (% of net lot area) | 25 | <u>45 (6)</u> | <u>45 (6)</u> | 60 |
| Front yard depth, min. (ft) | 25 | <u>10</u> | <u>10</u> | 25 |
| Side yard depth, min. (ft) (2) | 8 | <u>8 (7)</u> | <u>8 (7)</u> | 8 |
| Rear yard depth, min. (ft) | 20 | <u>15 (8)</u> | <u>15 (8)</u> | 20 |
| Principal structure height, max. (ft) | 40 | <u>50</u> | <u>50</u> | 40 |
| Accessory structure height, max. (ft) (3) | 15 | <u>25</u> | <u>25</u> | 15 |

Notes: du/ac = dwelling units per acre; sf = square feet; ft = feet

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and

1 Exceptions of Intensity and Dimensional Standards.

2 (2) On corner lot, min. side yard depth alongside street = 25 ft. This footnote shall note apply to
3 two-family or townhouse dwelling units.

4 (3) May be increased for certain purposes by approval of a special exception pursuant to
5 Section 27-3604, Special Exception, and may be increased to forty (40) feet with approval of a
6 Special Exception, if the building is used for agricultural purposes and is erected on property
7 (used for agriculture) containing at least five (5) acres.

8 (4) Minimum 100 ft if the lot is not served by a public or other approved water supply system.

9 (5) May be increased based on distance from public transit: 17 du/ac permitted if within one-
10 half mile of a Bus Rapid Transit stop; 20 du/ac permitted if within one-half mile of a Metrorail,
11 Purple Line, or MARC station.

12 (6) Applicable to the lot coverage of the development lot as a whole rather than individual lots
13 under townhouse units.

14 (7) Applicable to the buildings on the edges of the development as a whole. Within the
15 development lot as a whole, a minimum separation of eight (8) feet is required between
16 buildings.

17 (8) May be reduced to 0 feet when a twenty (20)-foot-wide or wider alley is provided, or to a
18 range between five (5) and ten (10) feet when an alley less than twenty (20) feet in width is
19 provided.

20
21 **PART 27-5. USE REGULATIONS.**

22 **SECTION 27-5100. PRINCIPAL USES.**

27-5101. Principal Use Tables

(c) Principal Use Table for Rural and Agricultural, and Residential Base Zones

| Table 27-5101(c): Principal Use Table for Rural and Agricultural, and Residential Base Zones | | | | | | | | | | | | | |
|--|----------------------|-----------------------------------|----|----|----|----------|------------------------|--------|-------|--------|--------|--------|---------------------------------------|
| P = Permitted by Right SE = Allowed only with approval of a Special Exception X = Prohibited | | | | | | | | | | | | | |
| Principal Use Category | Principal Use Type | Rural and Agricultural Base Zones | | | | | Residential Base Zones | | | | | | Use-Specific Standards |
| | | ROS | AG | AR | RE | RR | RSF-95 | RSF-65 | RSF-A | RMF-12 | RMF-20 | RMF-48 | |
| | | * | * | * | * | * | * | * | * | * | * | * | * |
| Residential Uses | | | | | | | | | | | | | |
| Household Living Uses | | * | * | * | * | * | * | * | * | * | * | * | * |
| | Dwelling, townhouse | X | X | X | X | [X] P | X | X | P | P | P | X | 27-5102(c)(1)(E); 27-5102(c)(1)(H) |
| | Dwelling, two-family | X | X | X | X | [X] P | X | X | P | P | P | X | 27-5102(c)(1)(E); 27-5102(c)(1)(H) |
| | | * | * | * | * | * | * | * | * | * | * | * | * |

1 **Sec. 27-5102. Requirements for Permitted Principal Uses**

2 * * * * *

3 **(c) Residential Uses**

4 **(1) Household Living Uses**

5 * * * * *

6 **(H) Residential Infill in the RR Zone**

7 **(i) Two-family and townhouse dwellings on property (or an assemblage of**
8 **property) comprising twenty (20) acres or more shall be permitted in the RR Zone Inside the**
9 **Capital Beltway provided that the use is located:**

10 **(aa) within one-half mile of high-frequency bus service;**

11 **(bb) within one-half mile of a Bus Rapid Transit stop;**

12 **(cc) within one-half mile of a Metrorail, Purple Line, or MARC**
13 **station; or**

14 **(dd) adjacent to or within 500 feet of land zoned RSF-A, RMF-20,**
15 **RMF-48, or other comparable higher-density residential or mixed-use zones.**

16 **(ii) The minimum number of required off-street parking spaces shall be:**

17 **(aa) 1.5 spaces per unit for townhouse dwellings; or**

18 **(bb) 1.25 spaces per unit for two-family dwellings.**

19 **(cc) Driveways may be used to satisfy minimum off-street parking**
20 **standards, provided that such driveway meets the requirements found in Sec. 27-6305(f),**
21 **Driveways Used to Satisfy Standards.**

22 **(dd) Two-family and townhouse dwellings permitted under this**
23 **subsection shall not be subject to the parking limits listed in Sec. 27-6305(d), Maximum Number**
24 **of Off-Street Parking Spaces.**

25 **(iii) Two-family and townhouse dwellings shall require approval of a**
26 **detailed site plan in accordance with Section 27-3605, Detailed Site Plan. The Planning Board or**
27 **Planning Director, as appropriate, may approve a site plan application for a two-family or**
28 **townhouse dwelling on finding all of the following:**

29 **(aa) The proposed use is compatible with the character of surrounding**
30 **properties and the general neighborhood;**

31 **(bb) The proposed use and/or development is consistent with the**

1 objectives the County’s Plan 2035 General Plan;

2 (cc) The site plan shows evidence of sustainable design features;

3 (dd) The site plan demonstrates that at least fifteen percent (15%) of
4 the gross tract area has been set aside as open space or green space; and

5 (ee) The site plan provides for at least one public benefit. For the
6 purposes of this subsection, a public benefit may be demonstrated through any of the ways listed
7 in Sec. 27-4301(d)(3)(C).

8 SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five
9 (45) calendar days after its adoption.

Adopted this ____ day of _____, 2026.

COUNTY COUNCIL OF PRINCE GEORGE’S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE’S COUNTY,
MARYLAND

BY: _____
Krystal Oriadha
Chair

ATTEST:

Donna J. Brown
Clerk of the Council

KEY:

Underscoring indicates language added to existing law.

[Brackets] indicate language deleted from existing law.

Asterisks *** indicate intervening existing Code provisions that remain unchanged.

* * * * *



December 8, 2025

MEMORANDUM

Subject: Consultation on Infill Attached Residential (IAR) in RR Zone

Thank you for the opportunity to provide comments on your proposal to promote housing diversity and flexibility inside the Capital Beltway. The proposal would establish a new Use Category in the Zoning Ordinance consisting of multiple uses (Dwelling, townhouse and Dwelling, two-family) that would be permitted by right in the Residential, Rural (RR) Zone under certain conditions. A preliminary study of the proposal identified only one location in that would be eligible to take advantage of the Bill's provisions (attached).

As we discussed on our call, the Zoning Ordinance provides multiple ways for you to achieve your goal through approval of a Planned Development Zoning Map Amendment (PD-ZMA) in Section 27-3602, Zoning Map Amendment (ZMA) in Section 27-3601, or Sector Plan/Sectional Map Amendment (Sector Plan/SMA) in Section 27-3503. The proposed text amendment, however, violates the purposes of the RR Zone which is intended only for single-family detached residential subdivisions with moderately large lots.

The new Zoning Ordinance recognized there would be situations where property was zoned for a purpose that may be too strict, or may be zoned for a purpose that is no longer appropriate for the neighborhood in which it is located. In order to address this issue, the Zoning Ordinance allows property owners to seek approval for rezonings or for the Council, on its own initiative, to approve a new zone.

The PD-ZMA and ZMA processes allow property owners to seek approval of new zones that will permit them to develop their properties as they wish. The Residential Planned Development (R-PD) Zone, for example, permits both Dwelling, townhouse and Dwelling, two-family uses and allows the property owner to propose whatever intensity and dimensional standards it wishes.



(3) Intensity and Dimensional Standards (1)

Standard (1)

| | | |
|--|----------|--|
| Density, min. (du/net lot areas) | All Uses | 1.00 |
| Density, max. (du/net lot area) | | |
| Net lot area, min. (sf) | | |
| Lot width, min. (ft.) | | |
| Lot coverage, max. (% of net lot area) | | To be established in PD Basic Plan (see Section 27-4301(d)) |
| Front yard depth, min. (ft.) | | |
| Side yard depth, min. (ft.) | | |
| Rear yard depth, min. (ft.) | | |
| Principal structure height, max. (ft.) | | |

PD Zones provide owners the flexibility to design innovative, high-quality, planned communities of far greater density than would be permitted under the existing zoning. In exchange for greater density, the developer agrees to provide the County with public benefits for the surrounding neighborhood, or the public in general, that could not otherwise be required if the property was developed under its existing zone.

A ZMA allows a property owner to request a zone that is more appropriate for their property if changes in the neighborhood have resulted in the zoning no longer carrying out its intended purpose. ZMA's can also correct past mistakes that may have been made by the Council at the time the property was zoned. Similar to PD-ZMAs, the Council can attach conditions to its approval of a ZMA to ensure the new zoning will not adversely effect neighboring property owners.

Finally, the Council can initiate a minor sector plan (or master plan) amendment and SMA to evaluate a broad area to determine if properties within the study area should be rezoned. The resulting study evaluates existing conditions and future trends to determine what the correct zoning should be and makes recommendations for the Council's approval.

The Planning Department is available to walk you through each process if necessary.



Evaluation of Proposal to Introduce an Infill Attached Residential (IAR) Use Category within the RR Zone

The current proposal seeks to circumvent the rezoning process to allow certain uses in the RR Zone under certain conditions. It appears designed for one property in particular although a few other scattered properties inside the Beltway may also qualify.

Zoning is designed to provide stability and predictability in land use planning. When the Council determines the zoning for a parcel of property, its decision is based on a well-thought-out plan that has examined the future growth of a substantial area of the County, reviewed requests from property owners for specific zoning, and held properly noticed public hearings.

Text amendments that seek to accomplish the same purpose as rezonings do not require such a study, do not follow state-mandated processes, and result in a patchwork of regulations that defeats the intent of zoning to provide stability and predictability. When a property owner buys property in the middle of a residential zone, for example, they do not expect the house next door to be torn down tomorrow and a gas station constructed without having had the ability to provide input on the plan or had their voice heard at a public hearing.

It was the extensive use of text amendments under the prior Zoning Ordinance that was the chief driver in the Council's decision to approve a new Zoning Ordinance that simplified the use table, provided greater flexibility for developers, and higher quality development standards. The current proposal would be a return to the prior practices that were soundly rejected by the Council and many members of the public who fought the extensive use of text amendments and use table footnotes to spot zone properties.

The Department is available to explain in more detail the process for each one of the options described above.



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

April 22, 2026

TECHNICAL STAFF REPORT

TO: Prince George's County Planning Board

FROM: Natalia Gomez Rojas, AICP, Planner IV - Planning Director's Office

SUBJECT: Legislative Drafting Request LDR-94-2026
Development Standards - Off-Street Parking and Loading

The Prince George's County Planning Department's legislative team has reviewed the proposed legislative amendment to the Zoning Ordinance and presents the following evaluation and findings leading to a recommendation of **APPROVAL on the condition the Council adopts a parking minimum per Dwelling Unit as opposed to per bed.**

I. BACKGROUND

- A. **Purpose:** To increase the minimum number of required off-street parking spaces for apartment housing for elderly or physically disabled families.
- B. **Impacted Property:** This bill would impact properties in the Rural and Agricultural Base Zones, the Residential Base Zones, the Nonresidential Base Zones, and Planned Development Zones.

II. EVALUATION CRITERIA

Proposed legislative amendments to the Zoning Ordinance are reviewed under the requirements of Section 27-3501, Legislative Amendment, of the Prince George's County Zoning Ordinance. The Planning Department has considered the following in reviewing this proposed legislative amendment:

- A. The Prince George's County Zoning Ordinance;
- B. *The Plan Prince George's 2035 Approved General Plan;*
- C. The current area master plans, sector plans, and functional master plans for Prince George's County;
- D. The Prince George's County Climate Action Plan; and
- E. Referral comments.

III. COMPLIANCE WITH LAW, ASSESSMENT OF TECHNICAL DRAFTING CONVENTIONS, AND PROPOSED AMENDMENTS

The Department has determined that the proposed bill was drafted in a manner consistent with the legislative style and conventions of the current Zoning Ordinance.

IV. POLICY ANALYSIS

LDR-94-2026 proposes an amendment to Section 27-6305(a) of the Zoning Ordinance that would increase the minimum number of off-street parking spaces required for apartment housing serving elderly or physically disabled families. Specifically, the bill would revise the current standard from one parking space per four beds to one space per two beds.

The “Apartment housing for elderly or physically handicapped families” use was added to the Zoning Ordinance in the 1960’s and, absent one amendment in 2005, the definition has remained the essentially the same since that time. Until 2005, the use required just one member of the household to be age 62 or over. The 2005 amendment expanded the use to include apartments where 80 percent of the units contained at least one person age 55 or over. The remaining 20 percent of the units could contain persons under age 55.

In 2018, the new Zoning Ordinance consolidated many uses and made substantial changes to the minimum parking requirements. A new definition for “Elderly Housing” limited the use to buildings occupied by persons 62 and over while the “Apartment housing for elderly or physically handicapped families” use was retained. The minimum parking requirement for both uses was also amended from 0.66 per Dwelling Unit to 1.0 per 2 beds. Under the prior Zoning Ordinance only parking for Hospital and Nursing Home uses was based on “per bed” and staff was unable to locate any reason why the change was made from DU to per bed as it appears to have been made late in the drafting process since earlier versions of the draft Ordinance did not contain either use.

The impact of the change in parking minimums has been significant. For example, under the prior Zoning Ordinance, a 101-unit 55+ age restricted apartment building (DSP-16059) was required to provide 67 parking spaces (although its location in a Revitalization Tax Credit District allowed for a 30% reduction). Under the current Zoning Ordinance, an 87 unit “Apartment housing for elderly or physically handicapped families” use which permits the same 55+ (DET-2025-010) was only required to provide 24 spaces.

The “Apartment housing for elderly or physically handicapped families” use is somewhat misleading because for most people the term “elderly” does not suggest 55-year-olds. In addition, the law only requires 80 percent of the units to be occupied by a person 55 and over and the remaining members of the unit, as well as all of the persons in the remaining 20 percent of the units, may be under 55. Accordingly, the use is more similar to a traditional apartment building that is not age restricted than to a Hospital or Assisted Living facility use.

Based on the findings above, **the Department recommends the sponsor amend LDR-94-2026 to set the Minimum Number of Off-Street Parking Spaces for the “Apartment housing for elderly or physically disabled families” use at a rate of 0.66 per “Dwelling Unit” not per “bed.”** This approach aligns with the historic parking standard and actual

definition of the use and insures that there will be an adequate number of parking spaces for senior developments while, at the same time not burdening the financial feasibility of such projects by imposing the parking requirements otherwise applicable to non-age restricted apartment buildings (which range from 1.0 to 2.0 parking spaces per dwelling unit).

The Background Information provided with the LDR did not identify any data or analysis to support the proposed increase from 2 to 4 beds and no policy objective was stated. Staff, therefore, was unable to comment on the policy. If the Council should proceed with implementing the historic parking ratio of 0.66 per Dwelling Unit, however, staff is available to work with the sponsor and the Council in the future to undertake further research and study of parking minimums for this and other similar residential uses within the County's broader housing and land use objectives. Staff also recommends the Council consider grandfathering provisions to protect projects currently in the pipeline intended for the "Apartment housing for elderly or physically handicapped families" use.

V. COMPLIANCE WITH EVALUATION CRITERIA

Pursuant to Section 27-3501(c)(2)(B), staff finds the following with respect to the proposed amendment:

- (i) Is consistent with the goals, policies, and strategies of Plan Prince George's 2035 (or any successor General Plan), area master plans, sector plans, functional master plans, and any other applicable approved plans;**

Policy TM-8 of Plan 2035 recommends the County "ensure that minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035", including promoting multimodal transportation, reducing automobile dependency, and supporting sustainable development patterns.

In evaluating consistency of LDR-94-2026 with other applicable plans, it is also important to consider the transportation guidance provided in the GO Prince George's, as well as any applicable master and sector plans. These policy documents collectively emphasize the need for context-sensitive parking standards that reflect transit availability, walkability, and evolving travel behaviors.

- (ii) Addresses a demonstrated community need;**

"Identified community need" is not defined by the Zoning Ordinance and is subjective. At this time, the Department has not received sufficient input from the bill sponsor or from residents to demonstrate that additional parking constitutes a community need. However, in 2025 the Council's Planning, Housing and Economic Development Committee favorably reported legislation that would ensure senior-serving developments located in transit-oriented zones provide a limited number of parking spots for those seniors unable to access alternative means of transit.

- (iii) Is consistent with the purpose and intent of the zones in this Ordinance, or would improve compatibility among uses and ensure efficient development within the County;**

LDR-94-2026 may appear inconsistent with the purpose of the Zoning Ordinance to support pedestrian-friendly, higher-intensity, mixed-use development in the appropriate locations, including support and emphasis upon a framework for multi-modal forms of mobility for pedestrians, bicyclists, transit users, and motorists. To advance these goals, however, the Zoning Ordinance already provides for reduced off-street parking requirements for developments located near high-service transit, as outlined in Table 27-6305(a). It also establishes maximum parking limits to help prevent an oversupply of parking in areas where alternative modes of transportation are readily available.

- (iv) Is consistent with the implementation of the strategies and priority recommendations of the Prince George’s County Climate Action Plan;**

Staff find that this bill may be inconsistent with the Prince George’s County Climate Action Plan, as it allows for increased parking rather than reducing reliance on automobiles.

- (v) Is consistent with other related State and local laws and regulations; and**

LDR-94-2026 complies with this criterion.

- (vi) Would avoid creating significantly adverse impacts on the natural environment, including but not limited to water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.**

Staff does not have sufficient information to determine if LDR-94-2026 complies with this criterion.

VI. PLANNING BOARD PUBLIC HEARING

Section 27-3501(c)(2)(D) requires the Prince George’s County Planning Board to hold a public hearing and make comments on the proposed legislative amendment within 30 days of the date of the transmittal of the Clerk of the Council. Said public hearing must be noticed by electronic mail at least 21 days prior to the public hearing, sent to every community organization in the County registered pursuant to Section 27-3407(b)(3) of the Zoning Ordinance, and to any person or organization registered pursuant to Section 27-3402(d) of the Zoning Ordinance.

Notice for the public hearing on LDR-94-2026 was sent on April 16, 2026, as required by the Zoning Ordinance. The Planning Board public hearing will be held on May 7, 2026, thus meeting the notice requirement of the Zoning Ordinance.

Comments offered by the public prior to and during the Planning Board’s public hearing will be summarized, along with the Planning Board’s comments, in the Board’s recommendation to Clerk of the Council.

VII. PROPOSED AMENDMENTS

Following review of LDR-94-2026 the Department has offered the necessary technical drafting convention edits that are necessary for this proposed bill in Section II, above. As to the substantive aspects of the bill, the Department does offer the following additional amendments:

| TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces | | | | | | | | |
|---|---|---------------------------------|------|------------------------|------|-------------------|--|--|
| Principal Use Category | Principal Use Type | Off-Street Parking Standards | | | | | | All Other Areas in the County |
| | | RTO and LTO Zones (Base and PD) | | TAC Zone (Base and PD) | | NAC (Base and PD) | Inside the Capital Beltway | |
| | | Core | Edge | Core | Edge | | | |
| | | * | * | * | * | * | * | * |
| Group Living Uses | Apartment housing for elderly or physically disabled families | Not applicable | | | | | [1.0] <u>0.66</u> per [4 beds] <u>DU</u> | [1.0] <u>0.66</u> per [4 beds] <u>DU</u> |
| | | * | * | * | * | * | * | * |

VIII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Planning Department’s legislative team recommends that the Planning Board adopt the findings of this report and recommend Planning Board **APPROVAL on the condition the Council adopts a parking minimum per Dwelling Unit as opposed to per bed** on LDR-94-2026.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2026 Legislative Session

Bill No. CB- -2026
Chapter No. _____
Proposed and Presented by Council Member Olson
Introduced by _____
Co-Sponsors _____
Date of Introduction _____

ZONING BILL

1 AN ORDINANCE concerning
2 Development Standards – Off-Street Parking and Loading
3 For the purpose of increasing the minimum number of required off-street parking spaces for
4 apartment housing for elderly or physically disabled families.

5 BY repealing and reenacting with amendments:

6 Section 27-6305,
7 The Zoning Ordinance of Prince George's County, Maryland,
8 being also
9 SUBTITLE 27. ZONING.
10 The Prince George's County Code
11 (2023 Edition; 2025 Supplement).

12 SECTION 1. BE IT ENACTED by the County Council of Prince George's County,
13 Maryland, sitting as the District Council for that part of the Maryland-Washington Regional
14 District in Prince George's County, Maryland, that Section 27-6305 of the Zoning Ordinance of
15 Prince George's County, Maryland, being also Subtitle 27 of the Prince George's County Code,
16 be and the same is hereby repealed and reenacted with the following amendments:

SUBTITLE 27. ZONING.

PART 27-6. DEVELOPMENT STANDARDS.

SECTION 27-6300. OFF-STREET PARKING AND LOADING.

17
18
19 **Sec. 27-6305. Off-Street Parking Space Standards.**
20

(a) Minimum Number of Off-Street Parking Spaces

Except as otherwise provided for multiple use developments (see Section 27-6305(c) below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development. Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Section 27-6305(b), Unlisted Uses.

| TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces | | | | | | | | | | |
|---|---|---------------------------------|------|------------------------|------|-------------------|----------------------------|-------------------------------|---|--|
| Principal Use Category | Principal Use Type | Off-Street Parking Standards | | | | | | | | |
| | | RTO and LTO Zones (Base and PD) | | TAC Zone (Base and PD) | | NAC (Base and PD) | Inside the Capital Beltway | All Other Areas in the County | | |
| | | Core | Edge | Core | Edge | | | | | |
| * | * | * | * | * | * | * | * | * | | |
| Group Living Uses | Apartment housing for elderly or physically disabled families | Not applicable | | | | | 1.0 per [4] <u>2</u> beds | 1.0 per [4] <u>2</u> beds | | |
| | | * | * | * | * | * | * | * | * | |

SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five (45) calendar days after its adoption.

Adopted this ____ day of _____, 2026.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: _____
Krystal Oriadha
Chair

ATTEST:

Donna J. Brown
Clerk of the Council

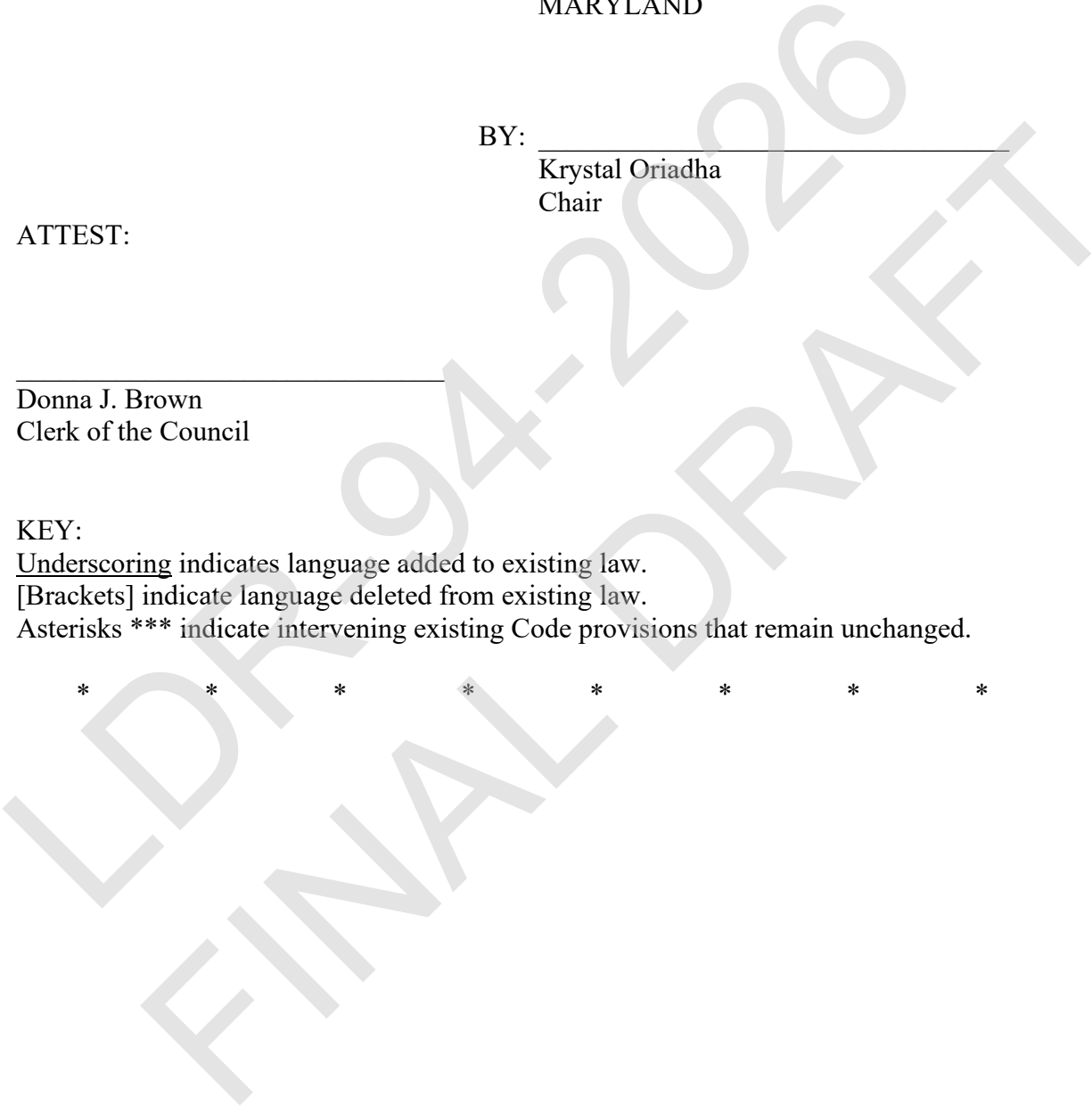
KEY:

Underscoring indicates language added to existing law.

[Brackets] indicate language deleted from existing law.

Asterisks *** indicate intervening existing Code provisions that remain unchanged.

* * * * *





The Maryland-National Capital Park and Planning Commission



1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

May 7th, 2026

MEMORANDUM

TO: Prince George's County Planning Board

VIA: James R. Hunt, MPA, Acting Planning Director
Andrea R. Giles, AICP, Division Chief, Community Planning Division

FROM: Courtney L. Carothers, MPPA, MSUP, Planner II, Community Planning Division

SUBJECT: Request for Priority Funding Area (PFA) Designation of Parkland and Rock Creek

PROPOSAL

Staff recommends that the Prince George's County Council and the County Executive request that the Maryland Department of Planning (MDP) add the Parkland and Rock Creek properties, 2505 Ritchie Marlboro Rd, Upper Marlboro, MD, 2-774 (Tax Account 1756428) and 10706 Westphalia Rd, Upper Marlboro, MD 20774 (Tax Account 1711696) to the Priority Funding Area (PFA) within Prince George's County. Parkland and Rock Creek will serve as residential developments with both single-family attached and detached housing.

BACKGROUND

The Smart Growth Priority Funding Area Act of 1997 was originally passed as Senate Bill 389. It may now be found in the Annotated Code of Maryland, State Finance and Procurement §5-7B-01, et seq. (Subtitle 7B "Priority Funding Areas"). It was enacted to influence state expenditures on economic growth and development related to infrastructure by directing state funding to designated PFAs.

The legislation permits counties to include areas beyond the pre-defined areas as "County Designated Smart Growth Areas" if those areas meet the criteria within specific PFA categories (§5-7B-03). Any request to change the PFA boundaries under these requirements is made in a joint signature letter from the Chair of the County Council and the County Executive to the Maryland Department of Planning (MDP).

The original request to establish the county designated Priority Funding Area was incorporated into an October 5, 1998, letter to Ronald M. Kreitner, Director of the Maryland Office of Planning, from Ronald V. Russell, Chairman of the County Council, and Wayne K.

Curry, County Executive. The MDP accepted this PFA designation in March 1999. There have been several changes to the original boundary to date.

PFA CATEGORY AND CRITERIA

The Smart Growth Act identified specific PFA categories with criteria to determine which properties are eligible for designation as a PFA (§5-7B-03)¹. Located within the Established Communities Growth Area and the Legacy Comprehensive Design Zone, the Parkland and Rock Creek property is also accompanied by approved entitlements which were approved in the prior zoning ordinance. The Comprehensive Design Plan was approved by the Prince George’s County Planning Board on March 3, 2022, with conditions. Additionally, §5-7B-03(e) states the PFA designation of this property may be approved if (1) (i) the property is within a locally designated growth area of the local government; (ii) is planned to be served under the approved 10-year water and sewer plan, and (2) the designation represents a long-term development policy for promoting an orderly expansion of growth and an efficient use of land and public services, and (3) in that part of the area designated by the local government for residential use or development, there is permitted an average density of not less than 3.5 units per acre. Parkland and Rock Creek meet all the above criteria.

The following information are items from the *Prince George’s Plan 2035 Approved General Plan* (Plan 2035) and *2007 Approved Westphalia Sector Plan and Sectional Map Amendment* recommendations.

GENERAL PLAN AND MASTER PLAN RECOMMENDATIONS

Plan 2035

This application is within the Plan 2035 Established Communities 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 existing residents are met” (page 20).

2007 Approved Westphalia Sector Plan and Sectional Map Amendment Development Pattern Element

Residential Areas

- **Policy 5:** Promote new residential development and preserve, protect, and enhance existing residential neighborhoods (page 30).

¹ [View Document - Maryland Code and Court Rules](#)

- **Strategy:** Develop approximately 3,500 acres of new low-to medium-density residential areas in a manner that conserves and is integrated with approximately 1,300 acres of existing residential development in accordance with the overall development pattern concept. (page 30)

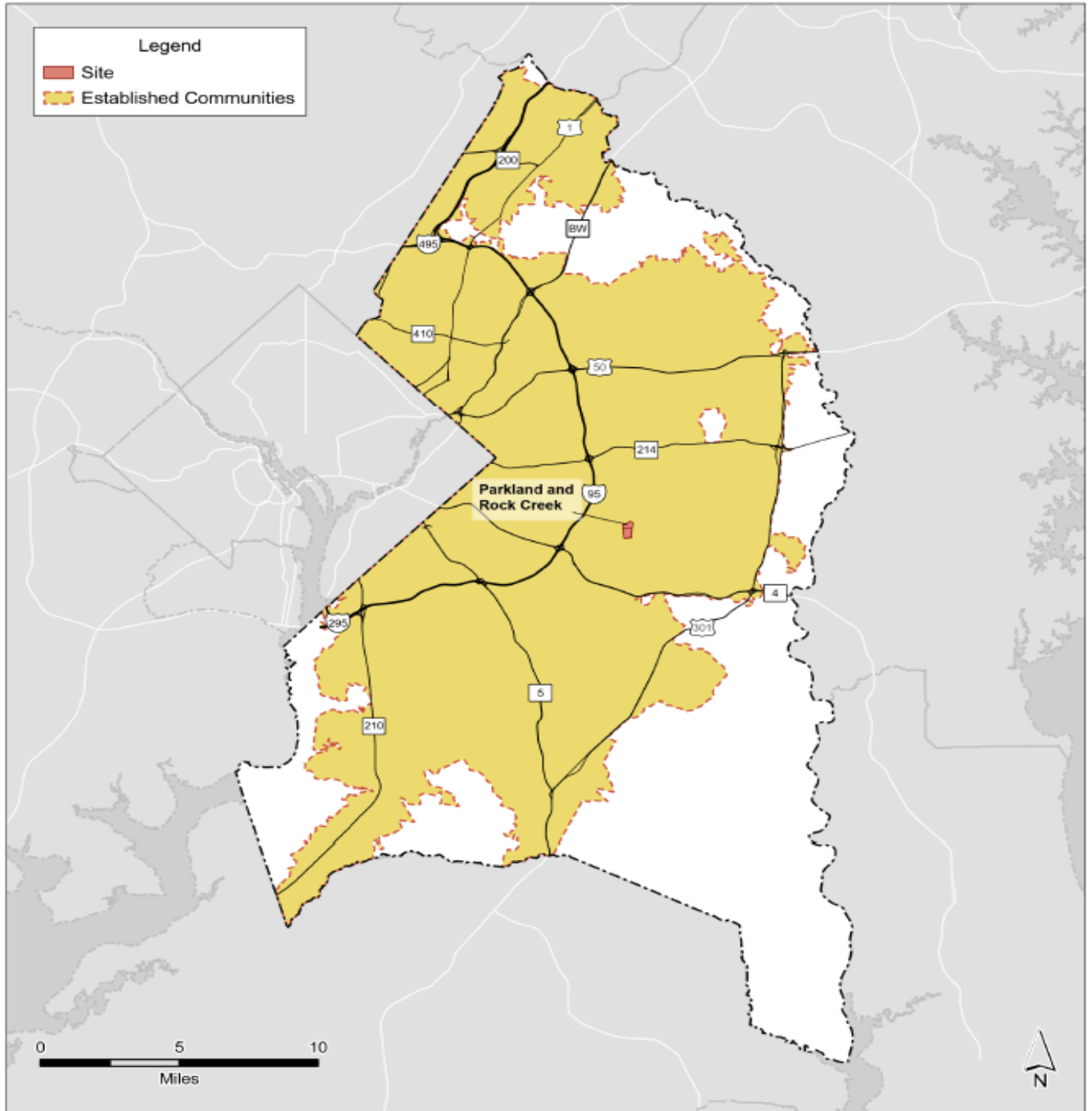
RECOMMENDATION

Staff recommends the Planning Board transmit the proposed Priority Funding Area amendment correspondence to both the County Council and the County Executive.

Attachments

1. Prince Georges' 2035 Growth Policy Map
2. Prince Georges' Current Priority Funding Area
3. Approved Westphalia Sector Plan Map
4. Proposed Focused Amended Priority Funding Area Map

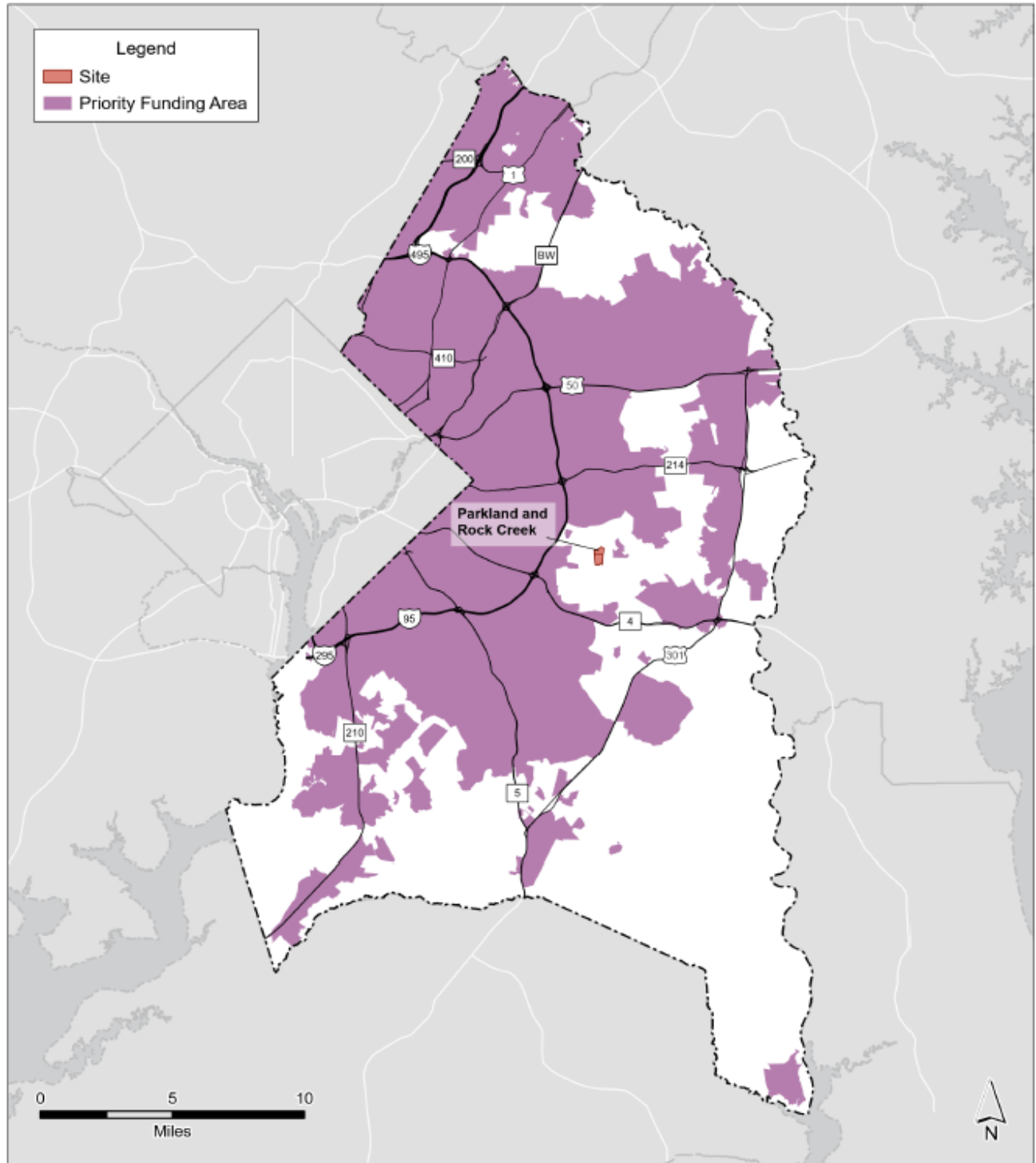
Attachment 1: Prince George's 2035 Growth Policy Map



**Parkland and Rock Creek
2035 Growth Policy Map**

© M-NCPPC
Prince George's County
Planning Department
Job #4686

Attachment 2: Prince George's Current PFA Map



**Parkland and Rock Creek
Priority Funding Area**

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Prince George's County
Planning Department
Job #4686

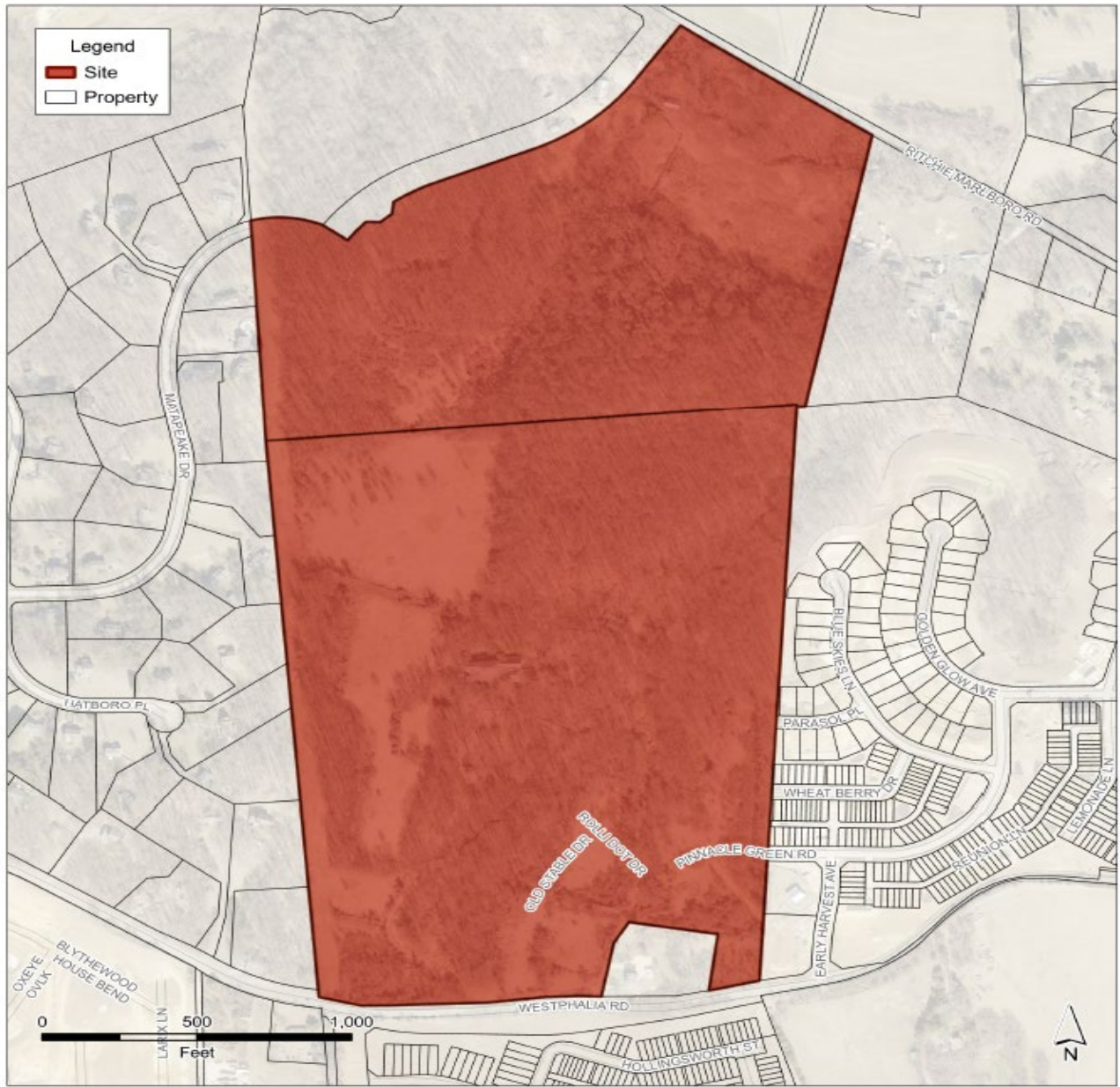
Attachment 3: The Approved Westphalia Sector Plan Map



**Parkland and Rock Creek
Within Westphalia Sector Plan**

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Planning Department
Job #4686

Attachment 4: The Proposed Focused Amended PFA Map



**Parkland and Rock Creek
Proposed Priority Funding Area Amendment**

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Planning Department
Job #4686

REQUEST PRIORITY FUNDING AREA (PFA) DESIGNATION

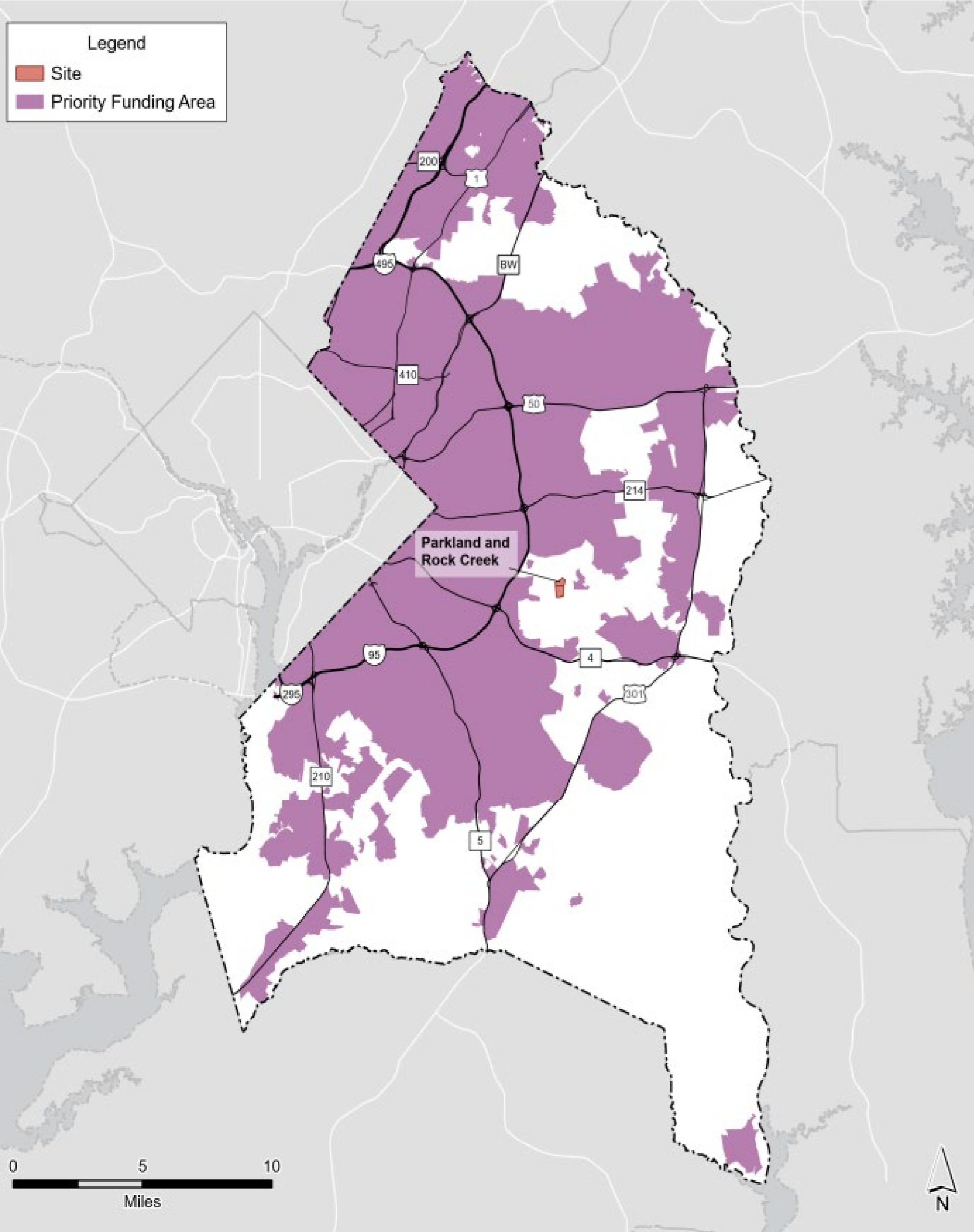
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

Planning Board

May 7th, 2026

Courtney L. Carothers





What is a PFA?

1

Planning Legislation

1997 "Smart Growth" legislation that directs state spending to areas targeted for growth.

2

Areas Targeted for Growth

Existing communities and places designated by local governments indicating where they want state investment to support future growth.

3

State and Local Coordination

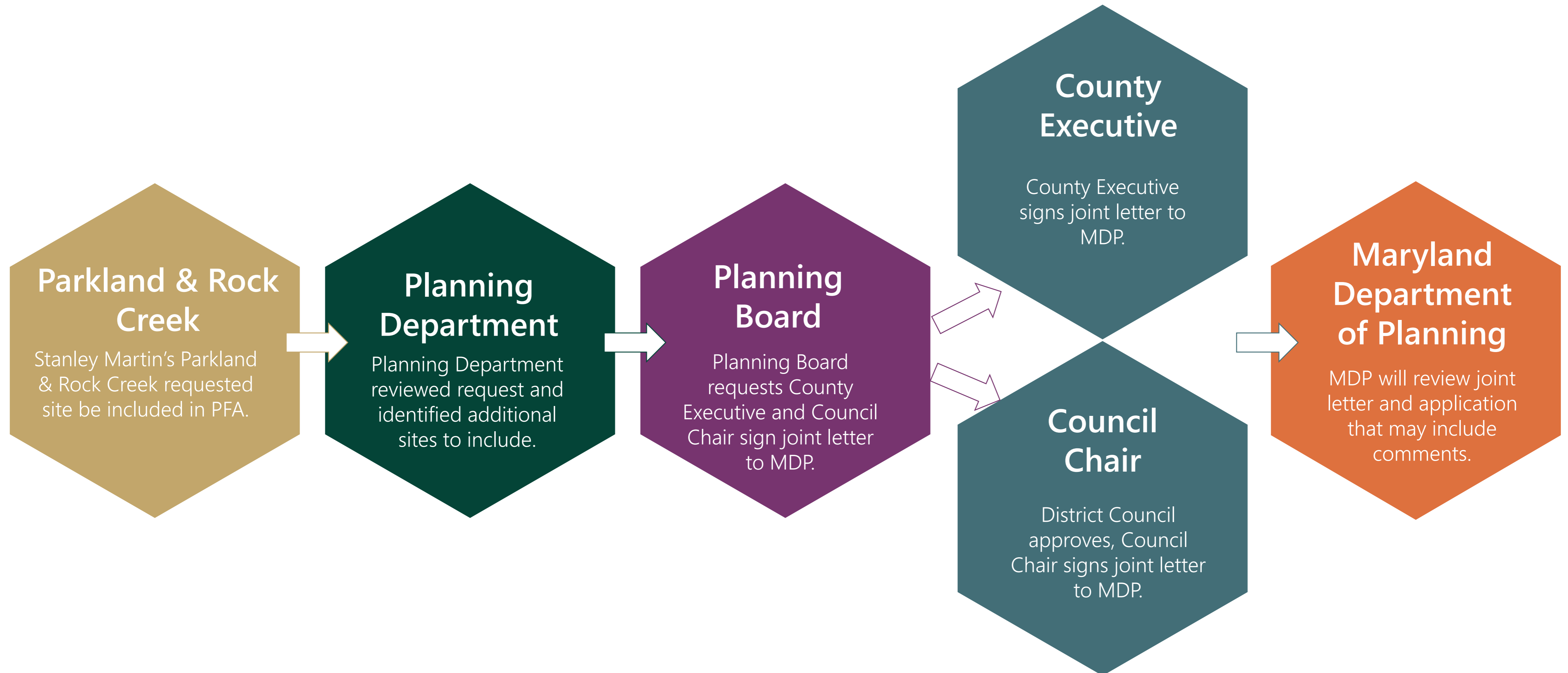
Priority Funding Areas coordinate state and local government efforts to support economic development and new growth.

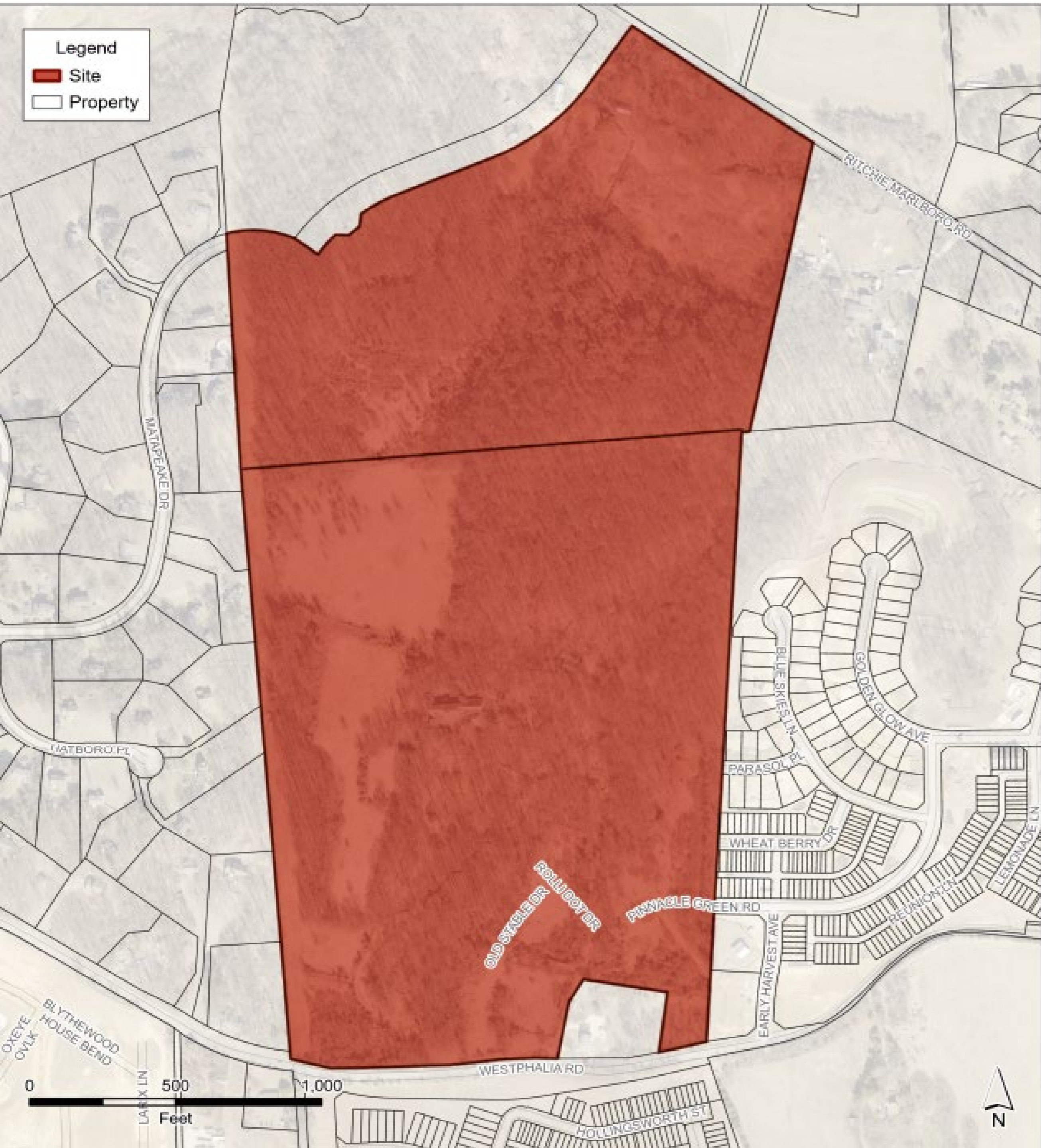
4

Access to State Funding

Access to state funding programs subject to PFA law, including for water and sewer infrastructure, transportation facilities, housing, business development tax credits, and neighborhood revitalization, among others.

Priority Funding Area (PFA) Designation Process Overview





Proposed PFA

1

Parkland & Rock Creek

The proposal is for single-family detached and single-family attached dwelling units. It meets the minimum density threshold, of 3.5 as required by the state of Maryland.

2

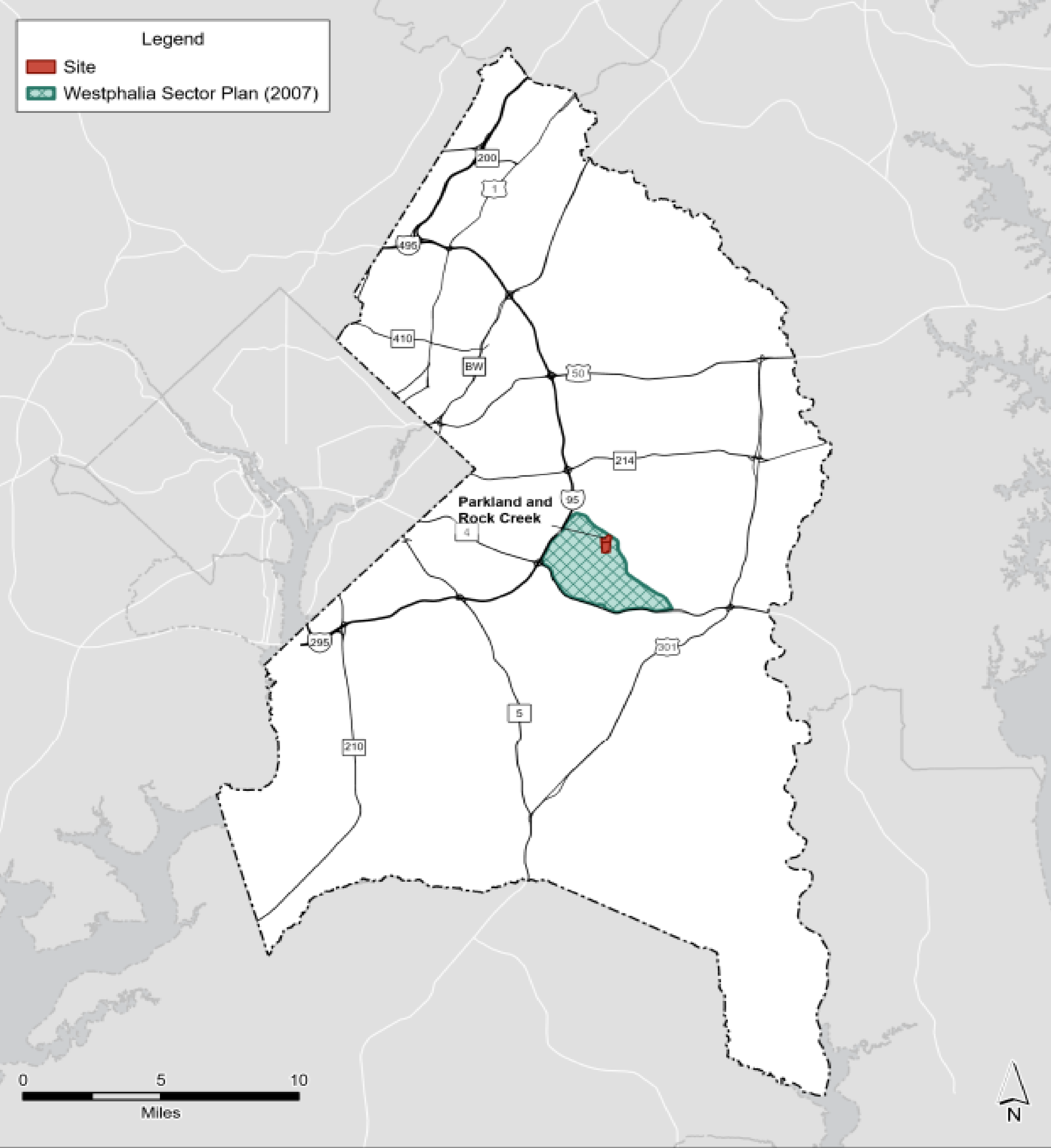
Plan Conformance

- 2007 Westphalia Plan – Residential Areas
- Plan 2035-Established Communities

3

Water and Sewer System Requirements

- Water Category 4
- Sewer Category 4



Next Steps

- 1** **County Executive**

Planning Board Chair request to County Executive to sign joint letter to Maryland Department of Planning.
- 2** **County Council Chair**

Planning Board Chair request to Council Chair to sign joint letter to Maryland Department of Planning. District Council considers request and authorizes Council Chair to sign.
- 3** **Maryland Department of Planning**

Receive and consider joint letter. Maryland Department of Planning will send a letter confirming acceptance, acceptance with comments, or non-acceptance.

Contact Information



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Planner II
Master Plans and Studies Section, Community
Planning Division
Courtney.Carothers@ppd.mncppc.org
301-952-4332

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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

May 7th, 2026

The Honorable Aisha N. Braveboy
Prince George's County Executive
1301 McCormick Drive
Suite 4000
Largo, MD 20774

RE: Proposed Correspondence to Maryland Department of Planning Concerning Priority Funding Area Designation Amendments for Parkland and Rock Creek

Dear County Executive Braveboy:

On May 7th, 2026, the Prince George's County Planning Board voted unanimously to request that the County Council Chair and County Executive transmit the proposed correspondence to the Maryland Department of Planning to amend the county's designated Priority Funding Area (PFA) boundaries. This amendment is proposed to support Prince George's County's housing and development goals as proposed in *Plan Prince George's 2035* and the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

By including Rock Creek and Parkland into the PFA, it will provide access to state funding opportunities for this future housing development. Specifically, a residential development is proposed for Rock Creek and Parkland within Councilmanic District 6 of Prince George's County at 2505 Ritchie Marlboro Rd, Upper Marlboro, MD 20774 (Tax Account 1756428) and 10706 Westphalia Rd, Upper Marlboro, MD 20774 (1711696). This site is not currently within the PFA. To provide funding for the design, construction, and ongoing maintenance of this new residential development, as well as any future state growth-related infrastructure projects, the state requires the properties to be within a PFA. The site meets all requirements for PFA designation, including the minimum density threshold of 3.5 dwellings per acre, planned for water and sewer services, and located within a locally designated growth area. Additionally, the property is within the Legacy Comprehensive Design Zone and has approved entitlements in the prior zoning ordinance. The attached staff report contains additional details regarding this request.

Thank you for your consideration of this request. Please contact me or Acting Planning Director, James R. Hunt, MPS if you would like a briefing on the proposed correspondence.

Sincerely,

Darryl Barnes
Chairman



May 7th, 2026

Rebecca L. Flora, AICP
Secretary
Maryland Department of Planning
301 W. Preston Street, Suite 1101
Baltimore, Maryland 21201

RE: Priority Funding Area Designation Amendments for Parkland and Rock Creek

Dear Secretary Flora:

Prince George's County transmitted its certification of its Priority Funding Areas (PFA) to the Maryland Office of Planning in September 1998. We would now like to make amendments to the county's designated PFA. This amendment is proposed to support Prince George's County's housing and development goals as proposed in *Plan Prince George's 2035* and the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment*.

By including Rock Creek and Parkland into the PFA, it will provide access to state funding opportunities for this future housing development. Specifically, a residential development is proposed for Rock Creek and Parkland within Councilmanic District 6 of Prince George's County at 2505 Ritchie Marlboro Rd, Upper Marlboro, MD 20774 (Tax Account 1756428) and 10706 Westphalia Rd, Upper Marlboro, MD 20774 (Tax Account 1711696). The attached staff report to Prince George's County Planning Board contains additional details, a map of the proposed amendments, and a list of the parcels contained in the amendment. We understand that this amendment will be filed by the Maryland Department of Planning. As a part of their filing, the Maryland Department of Planning may include comments as well as coordinate with state funding agencies to inform them about this amendment to Prince George's County's PFA designated boundaries.

If you have any questions about this amendment request or its certification, please contact Courtney L. Carothers at The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department at Courtney.Carothers@ppd.mncppc.org or 301-952-4332.

Sincerely,

Darryl Barnes
Chairman

AISHA N. BRAVEBOY
County Executive Chair
Prince George's County, Maryland

KRYSTAL ORIADHA
County Council Chair
Prince George's County Council



May 7th, 2026

The Honorable Krystal Oriadha
Prince George's County Council
Wayne K. Curry Administrative Building
Largo, MD 20774

RE: Proposed Correspondence to Maryland Department of Planning Concerning Priority Funding Area Designation Amendments for Parkland and Rock Creek

Dear Chair Oriadha:

On May 7th, 2026, the Prince George's County Planning Board voted unanimously to request that the County Council Chair and County Executive transmit the proposed correspondence to the Maryland Department of Planning to amend the county's designated Priority Funding Area (PFA) boundaries. This amendment is proposed to support Prince George's County's housing and development goals as proposed in *Plan Prince George's 2035* and the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment*.

By including Parkland and Rock Creek into the PFA, it will provide access to state funding opportunities for the proposed future housing development. Specifically, a residential development is proposed for Parkland and Rock Creek within Councilmanic District 6 of Prince George's County at 2505 Ritchie Marlboro Rd, Upper Marlboro, MD 20774 (Tax Account 1756428) and 10706 Westphalia Rd, Upper Marlboro, MD 20774 (1711696). This site is not currently within the PFA. To provide funding for the design, construction, and ongoing maintenance of this new residential development, as well as any future state growth-related infrastructure projects, the state requires the properties to be within a PFA. The site meets all requirements for PFA designation, including the minimum density threshold of 3.5 dwellings per acre, planned for water and sewer services, and located within a locally designated growth area. Additionally, the property is within the Legacy Comprehensive Design Zone and has approved entitlements in the prior zoning ordinance. The attached staff report contains additional details regarding this request.

Thank you for your consideration of this request. Please contact me or Acting Planning Director, James R. Hunt, MPS if you would like a briefing on the proposed correspondence.

Sincerely,

Darryl Barnes
Chairman

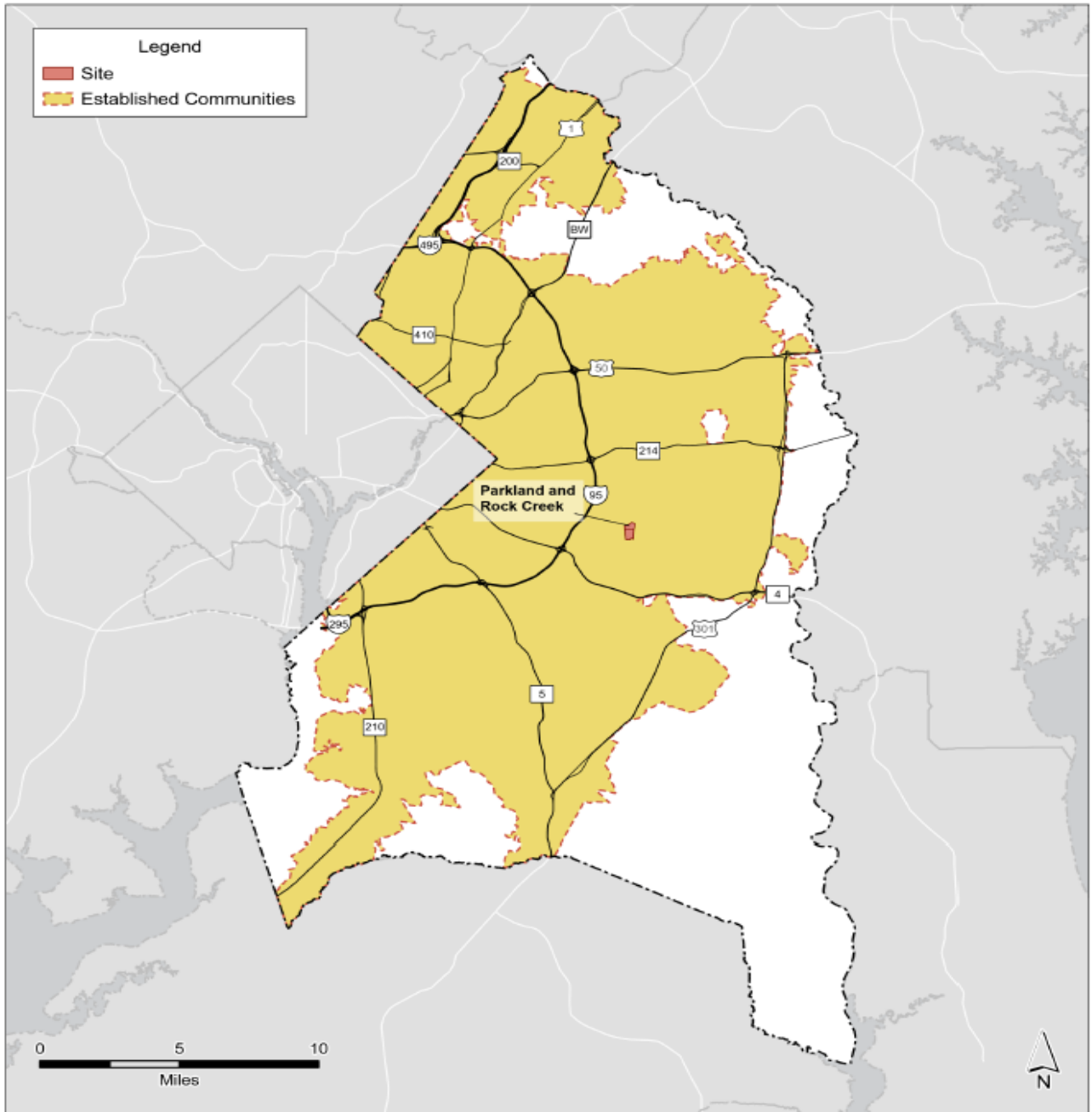


Attachment

1. Prince Georges'2035 Growth Policy Map
2. Prince Georges' Current Priority Funding Area
3. Approved Westphalia Sector Plan Map
4. Proposed Focused Amended Priority Funding Area Plan Map



Attachment 1: Prince Georges' 2035 Growth Policy Map

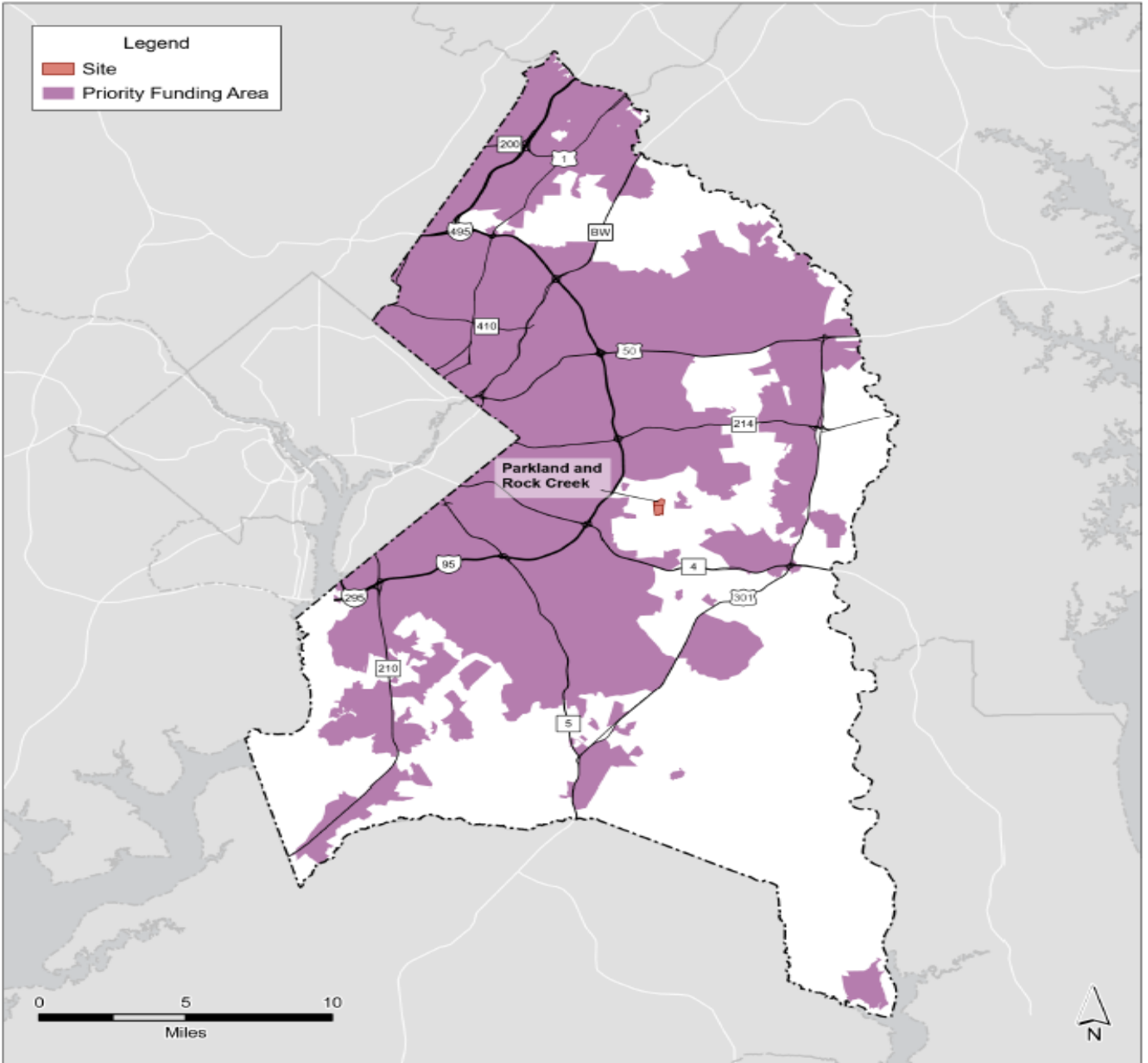


Parkland and Rock Creek
2035 Growth Policy Map

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Prince George's County
Planning Department
Job #4686



Attachment 2: Prince George's Current PFA Map

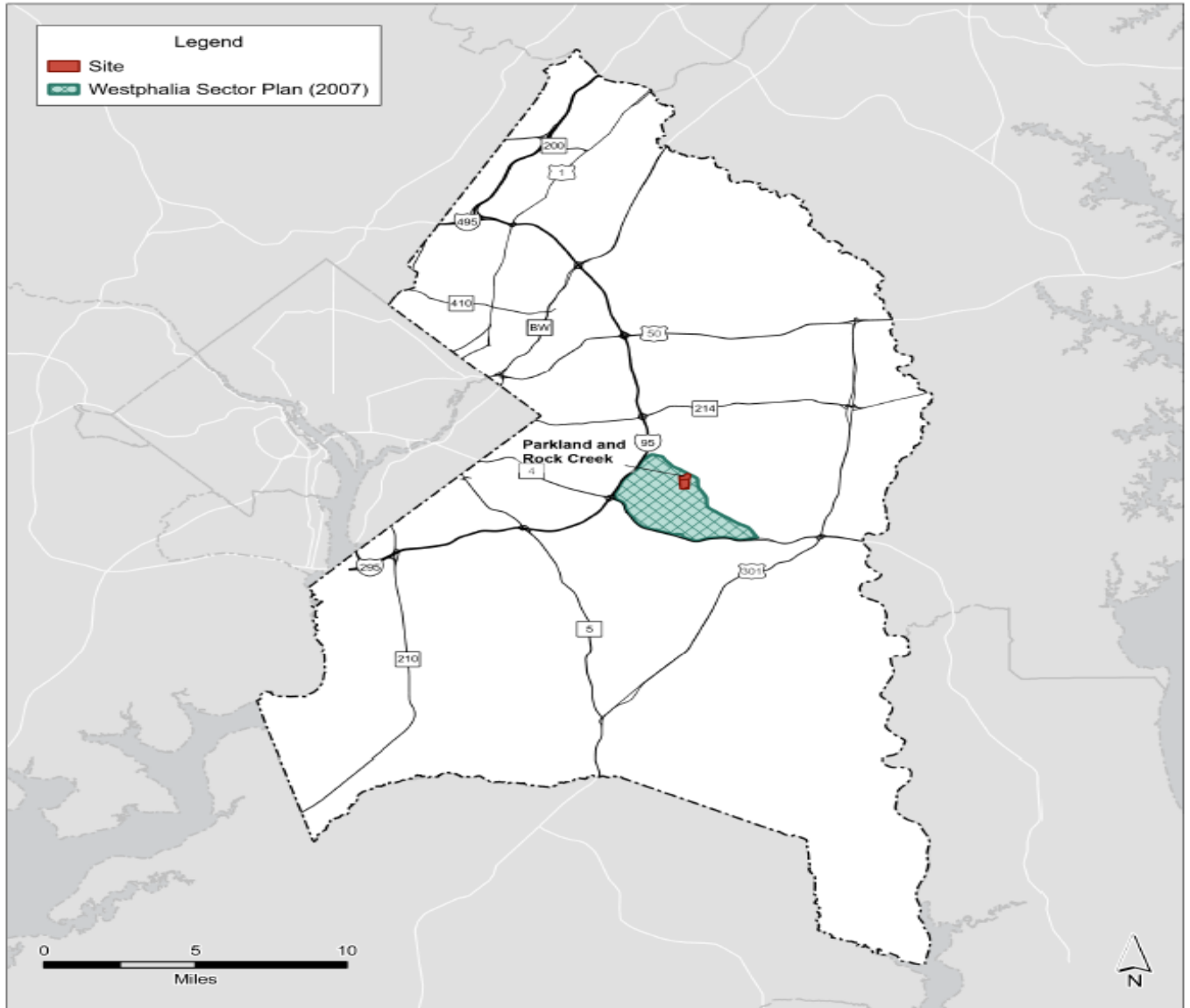


**Parkland and Rock Creek
Priority Funding Area**

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Job #4686

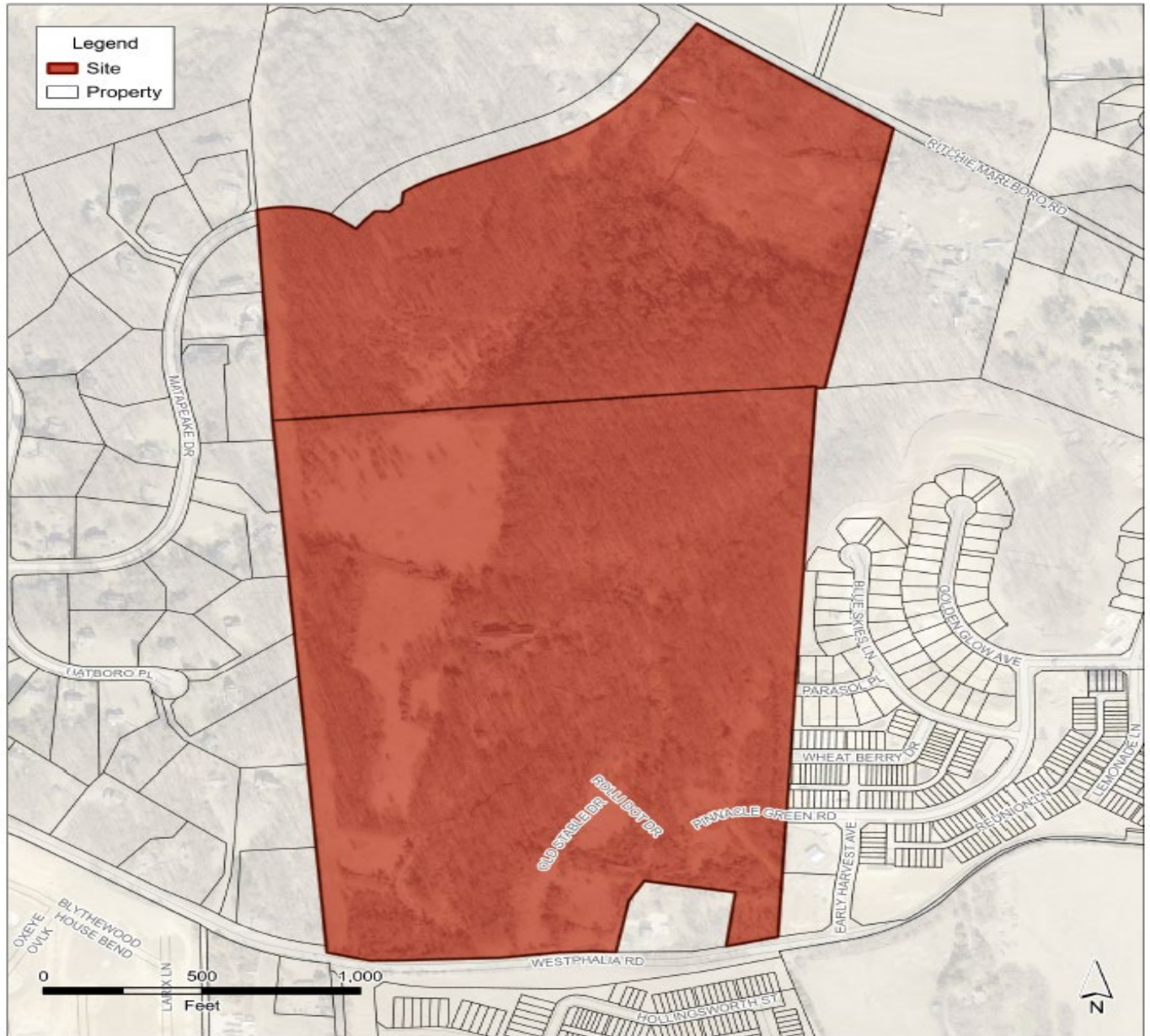


Attachment 3: The Approved Westphalia Sector Plan Map



**Parkland and Rock Creek
Within Westphalia Sector Plan**

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Parkland and Rock Creek Proposed Priority Funding Area Amendment

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