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Zoning Map Amendment 4110 Suit Road

ZMA-2023-002

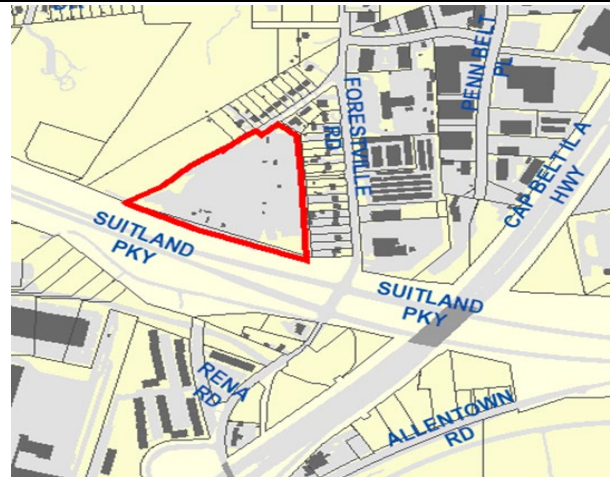
REQUEST	STAFF RECOMMENDATION
To rezone the property from the Residential Single-Family-95 (RSF-95) and Industrial, Employment (IE) Zones to the Industrial, Employment (IE) Zone.	With the conditions recommended herein: <ul style="list-style-type: none">• Approval of Zoning Map Amendment ZMA-2023-002

Location: On the north side of Suitland Parkway, approximately 300 feet west of its intersection with Forestville Road.

Gross Acreage:	14.19
Zones:	RSF-95 and IE/MIO
Prior Zones:	R-80 and I-1/M-I-O
Gross Floor Area:	N/A
Dwelling Units:	N/A
Planning Area:	75A
Council District:	06
Municipality:	N/A

Applicant/Address:
Suit & Forest OI, LLC
7768 Woodmont Avenue, Suite 204
Bethesda, MD 20814

Staff Reviewer: Dominique Lockhart
Phone Number: 301-952-3411
Email: Dominique.Lockhart@ppd.mncppc.org



Planning Board Date:	06/06/2024
Planning Board Action Limit:	N/A
Staff Report Date:	05/06/2024
Date Accepted:	03/07/2024
Informational Mailing:	12/21/2023
Acceptance Mailing:	02/26/2024
Sign Posting Deadline:	N/A

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

TECHNICAL STAFF REPORT

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Jeremy Hurlbutt, Supervisor, Zoning Section
Development Review Division

FROM: Dominique Lockhart, Planner III, Zoning Section
Development Review Division

SUBJECT: **Zoning Map Amendment ZMA-2023-002**
4110 Suit Road

REQUEST: To rezone the property from the Residential Single-Family-95 (RSF-95) and
Industrial, Employment (IE) Zones to the Industrial, Employment (IE) Zone.

RECOMMENDATION: **APPROVAL**

NOTE:

The Prince George's County Planning Board has scheduled this application on the consent agenda, for transmittal to the Zoning Hearing Examiner, on the agenda date of June 6, 2024. All parties of record will be notified of the Planning Board's recommendation.

You are encouraged to become a person of record in this application. Requests to become Persons of Record should be submitted electronically by email to: ZHE@co.pg.md.us. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

EVALUATION CRITERIA

The Zoning Review staff have reviewed the subject application and present the following evaluation and findings leading to a recommendation of APPROVAL, as further described in the Recommendation section of this technical staff report. The criteria for evaluation of this application includes, but is not limited to the following:

- Zoning Map Amendment Decision Standards in Section 27-3601(e) of the Prince George's County Zoning Ordinance.

BACKGROUND

1. **Location and Site Description:** The subject property is 14.19 acres and located on the north side of Suitland Parkway, approximately 300 feet west of its intersection with Forestville Road. The property consists of one parcel, known as Parcel 49, recorded by deed in Book 46948 page 146 of the Prince George's County Land Records. The property is split zoned with the western 5.4-acre portion in the Residential, Single-Family-95 (RSF-95) Zone, and the eastern 8.8-acre portion located in the Industrial, Employment (IE) Zone. The property is also located within the Military Installation Overlay (MIO) Zone, for noise and height. The last known use of the property was as a contractor storage yard.
2. **History:** The following approvals are associated with the subject property:
 - Type II Tree Conservation Plan TCPII-085-91 was approved for the site in 1991, which established two woodland conservation tree save areas.
 - The 1985 *Approved Master Plan and Sectional Map Amendment for Suitland-District Heights and Vicinity* (1985 Master Plan and SMA) rezoned the subject property from the Rural Residential (R-R) Zone to the One-Family Detached Residential (R-80) and Light Industrial (I-1) Zones. The centerline of Suit Road is the division between the R-80 and I-1 Zones. This master plan reflected the extension of Suit Road through the subject property and across Suitland Parkway. The land west of Suit Road was recommended for suburban residential use at a density of 2.7 to 3.5 dwelling units per acre. Land east of Suit Road was recommended for employment/industrial uses.
 - On May 1, 1997, the Prince George's County Planning Department approved Preliminary Plan of Subdivision (PPS) 4-96112 (PGCPB Resolution No. 97-115), to subdivide the property into four parcels. No development was proposed at that time. A one-year extension was granted for this application on June 3, 1999. A final plat of subdivision was never filed for the property.
 - The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (2010 Master Plan and SMA) included the subject property, but did not recommend rezoning. The 2010 Master Plan and SMA no longer recommended the extension of Suit Road through the subject property.

- On November 29, 2021, the Prince George’s County District Council approved Prince George’s County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment (CMA), which reclassified the subject property from the R-80 and I-1 Zones to the RSF-95 and IE Zones, effective April 1, 2022.

3. Neighborhood and Surrounding Uses: The general neighborhood is bounded to the north by MD 4 (Pennsylvania Avenue), to the east by I-95/495 (Capital Beltway), to the south by Suitland Parkway, and to the west by Donnell Drive. The neighborhood, as described, is made up of primarily industrial uses, but also includes residential and commercial uses. Notable landmarks in the vicinity include the Forestville Military Academy and the Maryland-National Capital Park and Planning Commission (M-NCPPC)-owned South Forestville Park. The properties immediately surrounding the 14.19-acre subject property and their current respective zoning designations are as follows:

- North—** Suit Road and single-family detached residences in the RSF-95, IE, and MIO Zones.
- East—** Outdoor vehicle storage/towing uses in the IE and MIO Zones.
- South—** Suitland Parkway, and beyond Suitland Parkway, the Home Depot Distribution Center, the Washington Metropolitan Area Transit Authority Andrews Federal Center Bus Garage, and apartment complexes in the IE and MIO Zones.
- West—** Undeveloped land and single-family detached residences in the Residential Single-Family-Attached, RSF-95, and MIO Zones.

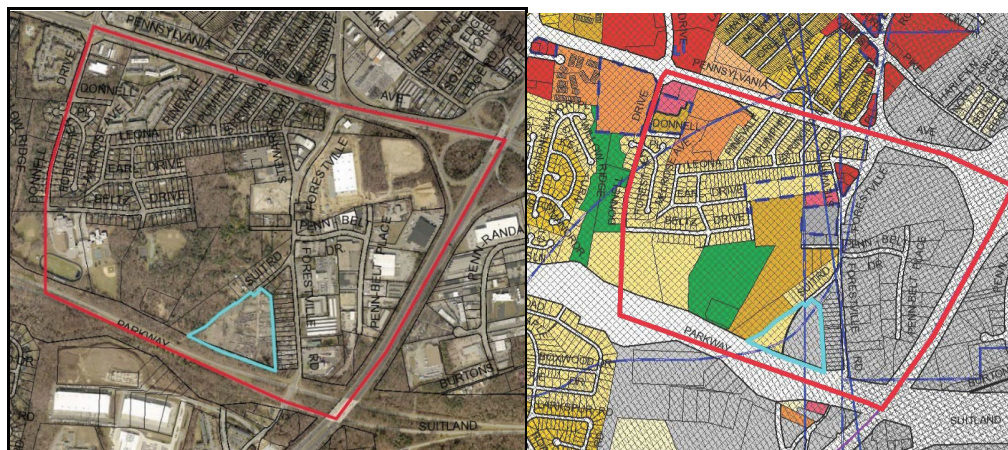


Figure 1: General neighborhood with Subject Property highlighted in Blue

The neighborhood can be further expanded to include Living Area F, as outlined in the 2010 Master Plan and SMA, and which includes the subject property. Living Area F is located on the southern end of Suitland Parkway and contains approximately 4.5 square miles of land area. The living area is bordered by Suitland Parkway to the south, Pennsylvania Avenue to the north, the District of Columbia to the west, and the Capital Beltway to the east. Notable landmarks within Living Area F include the Suitland Federal Center and several metro stations (Naylor Road, Suitland, and Branch Avenue).

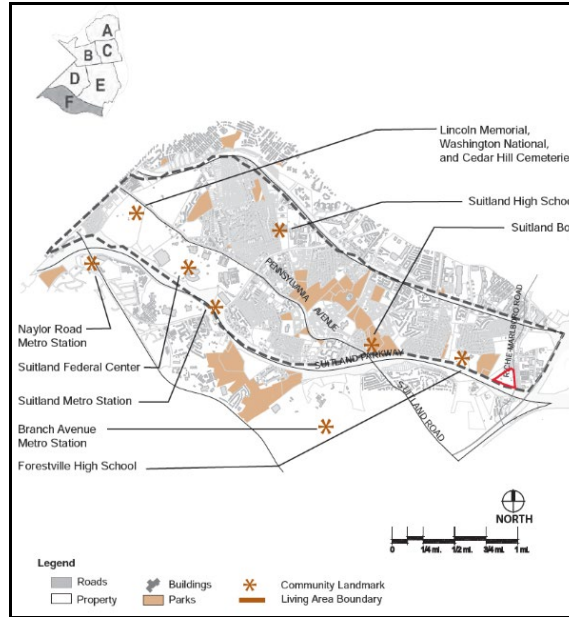


Figure 2: Living Area F with Subject Property highlighted in Red

4. **Request:** This application, to rezone the subject property from the RSF-95 and IE Zones to the IE Zone, was accepted by the Prince George's County Planning Department on March 7, 2024, and is filed pursuant to Section 27-3601 of the Prince George's County Zoning Ordinance.
5. **General and Master Plan Recommendations:** The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) land use vision is conveyed through the Growth Policy Map. The Growth Policy Map visualizes how the County should grow and contains various land uses based on the desired function and intensity of development.

The Growth Policy Map places this application in the Established Communities land use area (page 107). 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 (such as sidewalks) in these areas to ensure that the needs of existing residents are met (page 20).

This application is also located in Living Area F, of the 2010 Master Plan and SMA, which recommends industrial uses for the subject property (page 62). Industrial uses in Subregion 4 are described to generally include manufacturing and industrial parks, warehouses, and distribution centers, as well as other employment such as office and service uses. In addition, one of the land use recommendations for Living Area F is to preserve and increase industrial land use whenever possible along the eastern perimeter of the subregion (page 116).

The 2010 Master Plan and SMA also recommends a policy to preserve and enhance "existing industrial uses wherever possible" including "miscellaneous remnant sites along the Capital Beltway industrial areas along the south end of Forestville Road (Zone 3)" (pages 123–124). Additional recommendations include rezoning "blighted, vacant, or underutilized properties

adjacent to existing industrial areas to expand the local industrial base and reduce inconsistent development patterns” (page 124).

FINDINGS

6. **Compliance with Applicable Provisions of the Zoning Ordinance:** The following analysis is based on the referrals received and the statement of justification (SOJ) submitted by the applicant, to address the required findings for approval. To approve the requested zoning map amendment (ZMA), Section 27-3601(e) of the Zoning Ordinance states the following:

“In determining whether to adopt or disapprove a proposed zoning map amendment (ZMA), the District Council may consider many factors. No amendment to the CBCAO Zone shall be granted without the applicant demonstrating conformance with the decision standards in Section 27-3603(d), CBCAO Zoning Map Amendment Decision Standards. No other zoning map amendment shall be granted without the applicant demonstrating either:

- (1) There has been a substantial change in the character of the neighborhood; or**
- (2) There was a mistake in the original zone for the land subject to the amendment which has never been the subject of an adopted sectional map amendment; or**
- (3) There was a mistake in the current sectional map amendment.”**

Background on the Change/Mistake Rule

Zoning decisions of the legislative body enjoy a strong presumption of correctness and validity. Accordingly, a request to rezone an individual parcel requires evidence that there has either been (i) a substantial change in the character of the neighborhood since the time the zoning was put in place, or (ii) a showing that there was a “mistake” at the time of the most recent rezoning. Relevant to this ZMA application, in the case of a “mistake,” “[e]rror can be established by showing that at the time of the comprehensive zoning, the Council failed to take into account then existing facts, or projects or trends, which were reasonably foreseeable of fruition in the future, so that the Council’s action was premised initially on a misapprehension.” *Boyce v. Sembly*, 25 Md. App. 43, 51 (1975) (citation omitted). “[I]t is necessary not only to show the facts that existed at the time of the comprehensive zoning, but also which, if any, of those facts were not actually considered by the Council. The evidentiary burden can be accomplished [...] by producing evidence that the Council failed to make any provision to accommodate a project, trend, or need which it [sic], itself, recognized at the time of the comprehensive zoning.” *Id.* at 52.

The standards in Section 27-3601(e) reference the current sectional map amendment as the most recent zoning, at least regarding whether there was a “mistake” in the zoning applied to the property. The sole issue before the District Council is whether there was a mistake made in the original comprehensive zoning or subsequent sectional map amendment adoptions. The current RSF-95 and IE zoning was put in place through the CMA, which was adopted in November 2021. The CMA reclassified all the land within the County into the new zones created by the current Zoning Ordinance, which became effective on

April 1, 2022. Largely, the CMA translated the prior zone for each property to the most similar current zone without further analysis of the appropriateness of the prior zone. With respect to the subject property, the CMA translated its prior R-80 and I-1 zoning to its current RSF-95 and IE zoning without further analysis.

a. Applicant Analysis

The applicant contends that retaining the residential zoning classification for a portion of the property in the RSF-95 Zone was a mistake by the District Council. Since Section 27-3601(e) specifically references a “mistake in the current Sectional Map Amendment” and the CMA represents the most recent comprehensive rezoning of the property, their contention is that the District Council’s decision to retain the split zoning of the subject property was predicated on a mistake made as part of the adoption of the 2010 Master Plan and SMA. The applicant’s legal basis for the proposed rezoning is that the District Council failed to consider existing facts and trends, which had they been considered, would have resulted in a rezoning of the subject property to the IE Zone. The applicant points to one distinct mistake (the provided SOJ contains additional details on the mistake outlined) as follows:

Mistake 1 (Applicant’s Argument)

The zoning adopted from the CMA was predicated upon the zoning established for the property as part of the 2010 Master Plan and SMA. The CMA Joint Public Hearing Notification, dated July 30, 2021, stated that “the CMA will apply the new zoning regulations to land in the County and transition the existing zone to the most similar zone contained in the new Zoning Ordinance.” A copy of the Joint Public Hearing Notification has been provided.

The applicant asserts that the 2010 Master Plan and SMA erroneously retained the property’s split zoning of R-80 and I-1. This was based upon the 1985 Master Plan and SMA’s recommendation that Suit Road would be extended through the subject property, to “construct a limited interchange at Suitland Parkway and the future extension of Suit Road and Rena Road, approximately one thousand feet west of the present at-grade intersection between Suitland Parkway and Forestville Road, which will be closed at the same time. (Movement from Suit Road will only be possible to and from the west)” (page 219). Significantly, the 1985 Master Plan and SMA stated that this proposed, new limited interchange “will isolate the existing line of single-family homes fronting Forestville Road south of Suit Road, plus extensive areas of vacant land to their rear, from residential areas to the west” (page 179). Thus, the split zoning of the subject property was predicated on the assumption that Suit Road would be extended through the property.

Prior to the adoption of the 2010 Master Plan and SMA, the applicant asserts that M-NCPPC staff evaluated the 1985 Master Plan and SMA recommendation in the context of PPS 4-96112, which proposed to subdivide the subject property into four parcels. The resolution (PGCPB Resolution No. 97-115) for the PPS notes that “Parcel B encompasses the right-of-way for Suit Road Extended, which is also alternatively known as Rena Road and Forestville Road relocated,” but concludes that “there appears to be no reason to continue pursuing additional right-of-way to accommodate ramps at the planned Suitland Parkway/Rena Road interchange.” Accordingly, the applicant states that at the time of the PPS, M-NCPPC staff determined that this roadway project would not be moving forward. This was

further confirmed by the removal of this roadway project from the 2010 Master Plan and SMA.

Thus, the applicant asserts that, at the time of the District Council's adoption of the CMA, there were no plans to extend Suit Road through the property, and the District Council did not consider this fact at the time. As a result, the CMA incorrectly carried forward the split zoning for the property which was based upon premises relied on during the 2010 Master Plan and SMA that were factually incorrect.

Additional Arguments

The applicant's SOJ also provides details for additional concerns with retaining the split zoning for the subject property. However, these concerns do not fall within the category of the basis for this rezoning, which is a mistake that was made in the current sectional map amendment. These concerns are listed here, with additional details provided in the applicant's SOJ:

- Remediation of pre-existing environmental factors is predicated on a risk assessment that only permits industrial uses for the entire property in the future.

When the property was purchased in 2022, several environmental risk factors were discovered across various areas of the property that created public health concerns. As a result, the applicant has communicated with the Maryland Department of Environment (MDE) to enter the voluntary cleanup program. The pre-existing environmental risk factors will be mitigated to MDE's satisfaction, but use and occupancy for the entire property, as required by MDE, will be limited to industrial uses. Therefore, the split zoning for the property has effectively rendered the RSF-95-zoned portion of the property unusable.

- The underlying RSF-95 Zone does not permit any non-residential uses that will complement the allowable industrial uses on the IE-zoned portion of the property, and also significantly constrains redevelopment of the IE-zoned portion based on the current design standards.

Section 27-61102(e) of the Zoning Ordinance contains a requirement that loading and service areas shall be located a minimum of 200 feet from any vacant lands in a residential single-family zone. Without rezoning the property to be uniformly zoned IE, this regulation impairs the use of both the residentially and industrially zoned portions of the property for industrial uses.

b. Staff Findings

Staff find that the retention of the subject property in the RSF-95 and IE Zones was not intended, and that there was a mistake made by the District Council in its approval of the 2010 Master Plan and SMA, which was carried forward in the CMA. The following is staff's collective analysis of the mistake stated by the applicant:

Mistake

The "mistake" prong requires a showing that the underlying assumptions or premises relied upon by the District Council during the rezoning were incorrect. For example, there was some incorrect fact or evidence that the District Council relied on when making its decision that resulted in it applying the wrong zoning. However,

it does not refer to a mere mistake in judgment. As discussed above, a finding of mistake can be based on the Council's failure to consider a then-existing fact. However, the applicant must not only demonstrate that the fact or circumstance existed at the time of the most recent rezoning, but also that the Council was actually unaware of the fact. This can be achieved by showing that the Council failed to provide for a project, trend, or need it recognized at the time of the rezoning.

Mistake 1

Staff has confirmed that the 1985 Master Plan and SMA included a transportation recommendation to extend Suit Road to provide a limited interchange at Suitland Parkway (page 219). The following map was included to depict the proposed transportation improvements where the Suit Road extension can be seen in the lower right corner of the map.

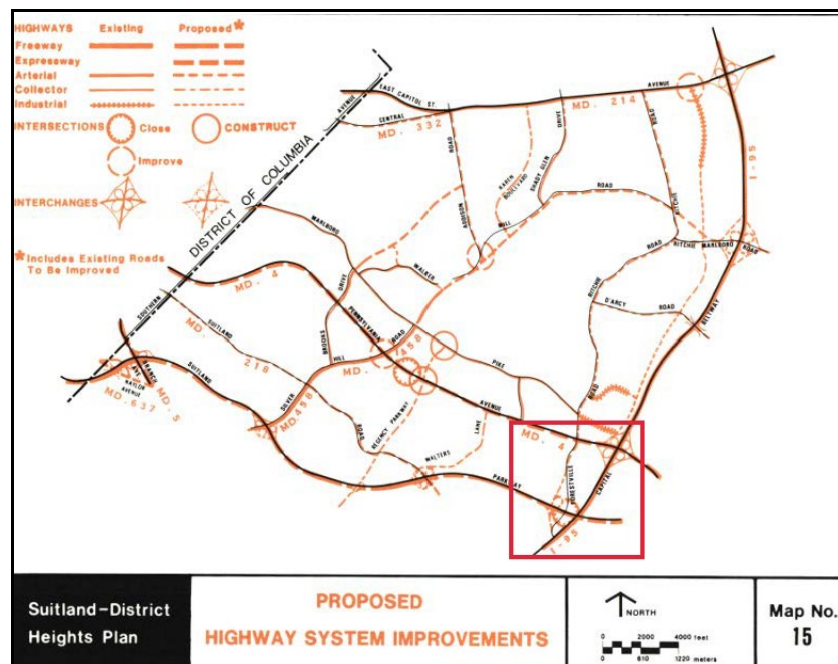


Figure 3: Proposed Suit Road Extension

The 1985 Master Plan and SMA states the goal of the Suit Road extension is to isolate the existing single-family residences fronting Forestville Road from the extensive areas of vacant land to their rear. Due to the recommended Suit Road extension, the subject property was split zoned. The area west of the extension was rezoned to R-80, and the area east of the extension was rezoned to I-1 (pages 312 and 327).

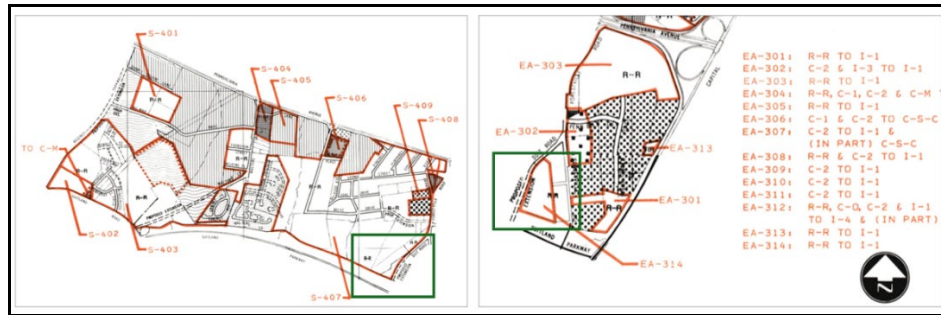


Figure 4: 1985 Master Plan and SMA Zoning Changes

The 2010 Master Plan and SMA notes that previously approved master plans, including the 1985 Master Plan and SMA, recommended “transportation network improvements that were determined (at the time of approval) to be sufficient to handle through traffic and traffic from the ultimate buildout of land uses recommended within each planning area. The recommended improvements were to be staged over time as warranted by travel demand and funding availability. However, many of these recommended transportation infrastructure improvements have remained unfunded over the years” (page 227). The 2010 Master Plan and SMA did not carry forward the transportation recommendation to extend Suit Road.

The removal of the Suit Road extension recommendation aligns with the transportation analysis provided in PPS 4-96112, which stated, “while the expanded ramp configuration at the Suitland Parkway/Rena Road interchange will remain in the Suitland-District Heights Master Plan until that plan is superseded, the Transportation staff believe that there is virtually no chance that the interchange will be constructed as shown in the Plan” (PGCPB Resolution No. 97-115, page 5). The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) also does not recommend the extension of Suit Road.

Despite the removal of the recommended Suit Road extension, the 2010 Master Plan and SMA retained the split zoning for the subject property. In addition, the properties immediately adjacent to the subject property were rezoned. The properties to the east were rezoned from R-R to I-1 “to promote new light industrial development that is compatible with the Penn Belt Industrial Center” (page 484). The property immediately west of the subject property was rezoned from the R-80 Zone to the Townhouse (R-T) Zone, to “provide a buffer between the single-family homes and the heavy industrial uses on Forestville Road across from the Penn Belt Industrial Center” (page 486). Although the absence of language around a specific property in a sector plan is not evidence that the District Council failed to consider and evaluate land uses, these rezonings show that the area containing the subject property was analyzed in detail, but anomalously neglected to revisit the subject property’s split zoning. This was done despite the fact that the District Council contemporaneously: 1) eliminated the planned Suit Road extension running through the property; and 2) rezoned the property to the immediate west of the subject property to R-T, to create a buffer between industrial uses to the east and residential uses to the west. At the time of the 2010 Master Plan and SMA adoption, the District Council should have evaluated the previous underlying circumstances that impacted the subject property from the 1985 Master Plan and SMA. The basis for the split zoning of the property was the recommended extension

of Suit Road, as detailed in the 1985 Master Plan and SMA, which was not carried forward.

As noted above, to establish error based upon a failure to take existing facts or events reasonably foreseeable of fruition into account, it is necessary not only to show the facts that existed at the time of the comprehensive zoning, but also which, if any, of those facts were not actually considered by the District Council. The previous rezonings and recommendations were available during the 2010 Master Plan and SMA adoption process. However, both the 2010 Master Plan and SMA and the CMA carried forward the split zoning of the subject property without discussion being provided relating to the impacts of the Suit Road extension no longer being recommended. Thus, there is evidence that the Council did not consider the elimination of the Suit Road extension, both at the time of the 2010 Master Plan and SMA and the CMA. Specifically, the District Council failed to make any provision for the elimination of the Suit Road extension, which it itself recognized as necessary in the 2010 Master Plan. Rather, the District Council retained the split zoning line, which correlates with the no longer recommended Suit Road extension, in the 2010 SMA, and subsequently, in the CMA. Staff find that, pursuant to Section 27-3601(e)(3) of the Zoning Ordinance, this constitutes a mistake in the 2010 SMA, which was carried forward by the CMA.

Furthermore, the 2010 Master Plan and SMA rezoned the land to the subject property's immediate west to the prior R-T Zone, to "provide a buffer between the single-family homes and the heavy industrial uses on Forestville Road" (page 486). The CMA then placed these properties in the RSF-A Zone. Thus, it is unnecessary to retain the western portion of the subject property in the RSF-95 Zone for buffering or transitional purposes.

Additional concerns with retaining the split zoning for the subject property were submitted by the applicant. However, these concerns do not fall within the category of the basis for this rezoning, which is a mistake that was made in the current sectional map amendment. The concerns provided deal with perceived limiting factors of the current Zoning Ordinance and the environmental conditions of the subject property which were not brought to the attention of the District Council at the time of the adoption of the 2010 SMA and CMA. Therefore, staff will not further analyze these arguments made by the applicant in their SOJ.

c. Conclusion

For a mistake to be a legally justifiable basis for rezoning, there must have been a basic and actual mistake by the legislative body, in this case, the District Council. Staff find the applicant's argument that the District Council's error by not considering the cause of the original split zoning, which was for a transportation improvement that is no longer recommended, is justified. The proposed rezoning meets the requirements of Section 27-3601(e), stating that a mistake was made in the 2010 SMA and carried forward in the CMA, in retaining the RSF-95 and IE Zones for the subject property.

In the original 1985 Master Plan and SMA, split zoning of the subject property was intended to separate and provide a buffer between residential and industrial uses through the recommended Suit Road extension. The 2010 Master Plan and SMA removed the recommendation for the Suit Road extension. It further rezoned the land immediately west of the subject property to the R-T Zone, to serve as the buffer between industrial and residential uses. The District Council failed to consider whether the subject property's split zoning remained appropriate in light of these changes. This constitutes a mistake. The proposed IE zoning for the property in its entirety would support the goals and policies of the 2010 Master Plan and SMA, which recommends industrial uses for the property.

7. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:
- a. **Historic Preservation**—In a memorandum dated April 9, 2024 (Stabler to Lockhart), Historic Preservation Section staff indicated that they have no objections to the proposed rezoning,
 - b. **Community Planning**—In a memorandum dated April 15, 2024 (Green to Lockhart), the Community Planning Section provided a review of the proposed development and its conformance to the 2010 Master Plan and SMA, which has been incorporated into Finding 5 above. It was noted that pursuant to Section 27-3601(e)(3), there was a mistake made in the 2010 Master Plan and SMA that was approved by the District Council on June 1, 2010, pursuant to CR-49-2010. The master plan rezoned a portion of the property to R-80, and the remainder of the property to I-1. The split zoning designation of the property was based upon the assumption that Suit Road would be extended through the property, to construct a limited interchange to Suitland Parkway. This roadway and intersection were never constructed but the split zoning of the property remains. This has been further compounded as part of the CMA, which was approved on November 29, 2021 (CR-136-2021), and carried forward the split zoning of the IE and RSF-95 Zones. The 2010 Master Plan and SMA recommends an industrial use for the property (page 62). The proposed zone is consistent with the recommended land use.
 - c. **Environmental Planning**—In a memorandum dated April 15, 2024 (Kirchoff to Lockhart), the Environmental Planning Section noted no objections to the proposed rezoning; however, it will result in changes to the existing woodland conservation thresholds. As this site is currently split zoned, changing to one zone will result in a uniform threshold for the site. The current woodland conservation threshold for the RSF-95-zoned portion is 20 percent, and the afforestation threshold is 15 percent. For the IE-zoned portion, the woodland conservation threshold is 15 percent, and the existing afforestation threshold is 15 percent. The change to the IE Zone would result in a lower threshold for the property.
 - d. **Transportation Planning**—In a memorandum dated April 18, 2024 (Saunders-Hancock to Lockhart), the Transportation Planning Section provided the following evaluation:

Master Plan Roads

The subject property has frontage but no access along Suitland Parkway (F-7). This property is located within the 2010 Master Plan and SMA, as well as the MPOT. This section of Suitland Parkway is designated as a two–four lane, access-controlled freeway. The 2010 Master Plan and SMA identifies Suit Road as the location of a new interchange with Suitland Parkway. That project was not constructed, and those plans were not realized. Currently, this project has frontage and access on Suit Road, but this road does not have a master plan designation.

Master Plan Pedestrian and Bike Facilities

There are no master plan facilities that directly impact the site. The MPOT recommends the following facilities within the vicinity of the site:

- Planned Bike Lane: Forestville Road
- e. **Subdivision**—In a memorandum dated March 29, 2024 (Gupta to Lockhart), the Subdivision Section provided a review of the subject application and staff indicated that they have no objection to the proposed rezoning.
- f. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 16, 2024 (Guzman to Lockhart), DPIE indicated that it has no objections to the proposed rezoning.
8. **Community Feedback:** At the time of the writing of this technical staff report, the Prince George’s County Planning Department has not received any written correspondence from the community regarding the subject 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 Zoning Map Amendment ZMA-2023-002, for 4110 Suit Road.