



# Certificate of Adequacy

ADQ- 2022-024

## General Information

Project Name: Tulip MeadowsCase Number: ADQ-2022-024Associated Preliminary Plan of Subdivision or Final Plat: PPS-2022-009Use Type: ResidentialDwelling Unit Type and Number: Townhouse/29Gross Floor Area (nonresidential): 0

## Project Location

Project Location: On the north side of Sheriff Road at its intersection with Belle Haven Drive.Lot/Parcel: Parcel BTax Account: 3632239Property Zone: RMF-20Council District: 05Planning Area: 72Municipality: N/AElection District: 13Transportation Service Area: 1Police District: IIISchool Cluster Area: 3

## 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	Yes	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	N/A	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	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 Bartlett, August 14, 2025)
- Special Projects Section (Ray to Bartlett, August 8, 2025)
- Department of Parks and Recreation (Thompson to Bartlett, August 11, 2025)

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


- ☐ Approved ☒ Approved with the conditions (indicated here):  
☐ Denied

1. Total development within the subject property shall be limited to uses that would generate no more than 20 AM and 23 PM peak-hour vehicle trips.
2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle, and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.
3. 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. Belle Haven Drive(Summer Ridge Apartments Access)
    - i. Remove substandard ramps
    - ii. Install two ramps compliant with current ADA Standards

In the event that the above improvement does not receive approval for permit, the applicant shall provide the following alternative improvements within the established cost cap:

- b. Sheriff Road and Cedarwood Court (Appendix C-2)
  - i. Remove substandard ramps
  - ii. Install two ramps compliant with current ADA Standards

**SIGNATURE**

  
Planning Director

09/12/2025

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).**



August 14, 2025

**MEMORANDUM**

TO: Jason Bartlett, Subdivision Section, Development Review Division

FROM: *JEW* Jon Wilson, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: ADQ-2022-024 Tulip Meadows

**Proposal**

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS)-2022-009, which proposes the subdivision of land for the development of 29 townhomes within the Residential, Multifamily -20 (RMF-20) zoning district. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

**Criteria for Establishing Transportation Adequacy**

The subject property is located within TSA 1, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if the delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed and the standard of CLV is 1,150 or less.

**Analysis of Traffic Impacts**

The applicant has submitted traffic counts for staff review to be analyzed for the determination of adequacy.

**Trip Generation**

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic-generated impacts and developing a trip cap for the site:

<b>TRIP GENERATION SUMMARY</b>								
			<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
<b>Land Use</b>	<b>Quantity</b>	<b>Metric</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Townhomes	29	Units	4	16	20	15	8	23
<b>Total Trip Cap Recommendation</b>			<b>20</b>			<b>23</b>		

The traffic generated by the proposed application would impact the following intersections in the transportation system:

1. Sheriff Road and Belle Haven Drive (signalized)
2. Site Access and Belle Haven Drive (unsignalized)
3. MD 704/ Columbia Park Road / Belle Haven Drive (signalized)

**Existing Traffic**

The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

<b>EXISTING TRAFFIC CONDITIONS</b>						
<b>Intersection</b>		<b>Critical Lane Volume (AM &amp; PM)</b>		<b>LOS/Pass/Fail (AM &amp; PM)</b>		
1. Sheriff Road and Belle Haven Drive	(signalized)	620	514	A	A	
2. Site Access and Belle Haven Drive	(unsignalized)	--	--	--	--	
3. MD 704 / Columbia Park Road / Belle Haven Drive	(signalized)	1109	1152	B	C	
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as severe inadequacy.						

The traffic analysis indicates that the intersections currently operate below the identified threshold.

**Background Traffic**

The traffic study identified 3 background developments whose impact would affect study intersections. Additionally, annual growth of 1.5% over six years was applied to through movement traffic volumes along all the study roads. The analysis revealed the following results.

<b>BACKGROUND TRAFFIC CONDITIONS</b>					
<b>Intersection</b>		<b>Critical Lane Volume (AM &amp; PM)</b>		<b>LOS/Pass/Fail (AM &amp; PM)</b>	
1. Sheriff Road and Belle Haven Drive	(signalized)	650	546	A	A
2. Site Access and Belle Haven Drive	(unsignalized)	--	--	--	--
3. MD 704/Columbia Park Road / Belle Haven Drive	(signalized)	1156	1185	C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as severe inadequacy.					

The traffic analysis indicates that the intersections operate below the identified threshold.

**Total Traffic**

The study intersections, when analyzed with total developed future traffic, operate as shown below.

<b>TOTAL TRAFFIC CONDITIONS</b>					
<b>Intersection</b>		<b>Critical Lane Volume (AM &amp; PM)</b>		<b>LOS/Pass/Fail (AM &amp; PM)</b>	
1. Sheriff Road and Belle Haven Drive	(signalized)	656	546	A	A
2. Site Access and Belle Haven Drive	(unsignalized)	429	428	A	A
3. MD 704, Columbia Park Road and Belle Have Drive	(signalized)	1161	1189	C	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, a delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as severe inadequacy.					

The analysis shows that all critical intersections will operate at acceptable levels in all conditions and there are no additional improvements required. The adequacy requirements have been met.

**Analysis of Bicycle & Pedestrian Impacts**

The subject property is in the Residential, Multifamily-20 (RMF-20) zoning district and is therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(c)(1)(B) (i), the cost cap for the proposed development's off-site facilities is \$8,700, adjusted for inflation to \$12,018.13

Residential: 29 units x \$300 = \$8,700

Adjusted per June 2025 inflation: \$12,018

Section 24-4506(c)(1) (C-D) discusses the 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:**

1. **(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**
2. **(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:**

1. **(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;**
2. **(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;**
3. **(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**
4. **(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 submitted BPIS includes the analysis of existing infrastructure, potential trip generators, and gaps of 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.

#### Off-Site Adequacy

Based on the criteria in Section 24-4506, the applicant has provided off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy.

The applicant proposes the following option:

1. Belle Haven Drive (Summer Ridge Apartments access) (Appendix B-2)
  - a. Remove substandard ramps
  - b. Install two ramps compliant with current ADA Standards

Cost estimate: approximately \$11,526

In the event, the above cannot be constructed, the applicant recommends the following alternative:

2. Sheriff Road and Cedarwood Court (Appendix C-2)
  - a. Remove substandard ramps
  - b. Install two ramps compliant with current ADA Standards

Cost estimate: approximately \$11,526

**Comment:** Staff agree with all recommendations for the installation of two ADA-compliant curb ramps.

#### Demonstrated Nexus

The proposed ADA curb ramp installation provides improved access and continuous connections to the adjacent properties, such as additional residential communities and the nearby commercial properties.

**Comment:** 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

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Sec. 24-4506(a). The site currently has sidewalks along the frontages of Belle Haven Drive and Sheriff Road, and proposed connections to the frontages from the internal network. The internal sidewalk network includes marked crosswalks crossing the vehicular access point and throughout the site. Staff recommend as part of the PPS application that the site's frontage along Belle Haven Drive and Sheriff Road be improved with a standard bicycle lane and signage. In addition, short term bicycle parking is recommended on site at convenient locations. Staff conclude that adequate on-site pedestrian and bicycle facilities will be provided with the proposed and recommended amenities and facilities.

**Conclusion**

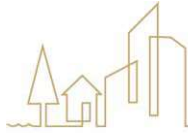
Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Subtitle 24, if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 20 AM and 23 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. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle, and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.
3. 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. Belle Haven Drive(Summer Ridge Apartments Access)
    - i. Remove substandard ramps
    - ii. Install two ramps compliant with current ADA Standards

In the event that the above improvement does not receive approval for permit, and the funding is available, the applicant shall provide the following alternative improvements below:

- b. Sheriff Road and Cedarwood Court (Appendix C-2)
  - i. Remove substandard ramps
  - ii. Install two ramps compliant with current ADA Standards





The Maryland-National Capital Park and Planning Commission

**PRINCE GEORGE'S COUNTY**  
**Planning Department**

1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

Countywide Planning Division  
Special Projects Section

August 8, 2025

## **MEMORANDUM**

**TO:** Jason Bartlett, Planner II, Subdivision Section, DRD

**FROM: TW** Tineya Walker, Planner II, Special Projects Section, CWPD

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

**SUBJECT:** PPS-2022-009 & ADQ-2022-024 Tulip Meadows

### **Project Summary:**

The project proposes to subdivide the existing parcel of vacant land to develop 29 lots for 29 townhomes. The site is on a lot totaling approximately 1.96-acres. The property is located in the northeast quadrant of Sheriff Road and Belle Haven Drive at 7210 Sheriff Road, Hyattsville, Maryland. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on June 9, 2025.

## **PPS-2022-009**

The Certificate of Adequacy associated with preliminary plan PPS-2022-009 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

### **24-4502. Applicability**

#### **(b) Applicability of Public Facility Adequacy Standards**

- (2)** An application listed in Section 24-4502(a) above<sup>1</sup> 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\(a\)](#).

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<sup>1</sup> **24-4502. Applicability**

**(a) Applications / Approvals Subject to this Section**

This Section applies to:

(1) An application for a preliminary plan of subdivision (minor or major).

**Water and Sewer:**

**24-4404.**

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

**(a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.**

The property is within Tier I of the Sustainable Growth Act. Tier I include those properties eligible to be served by public sewerage systems.

**24-4405.**

For purposes of determining whether water and sewerage complies with the standards of this Section, the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage and compliance with the standards for the provision of public sewer and water.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, "Community System". Category 3 includes developed land on public water and sewer and underdeveloped properties with valid preliminary plan approved for public water and sewer.

**Capital Improvement Program (CIP):**

The subject project is located in Planning Area 72 – "Landover and Vicinity". The *2025-2030 Fiscal Year Approved CIP Budget* identifies the following new public facilities proposed for construction:

- Shepherd's Cove Family Shelter at 1400 Doewood Lane (3.31.0004)
- Shady Glen Fire / EMS Station at Shady Glen and Central Avenue (3.51.0018)
- Blue Line Corridor at Various Locations (8.66.0004)

**Conformance to the Master Plan:**

**24-4101. General**

**(b) Conform to Comprehensive Master Plan**

- (1)** Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The *2010 Approved Subregion 4 Master Plan* contains some of the following strategies:

- Establish a standard minimum site size for new construction, rehabilitation, and the adaptive reuse of structures for schools within urban settings.
- Preserve, retain, and support existing public schools, school facilities, school sites, and properties owned by Board of Education.

- Provide safe connections to schools withing subregion 4.
- Develop and maintain facilities that allow public safety personnel to respond to needs as quickly and efficiently as possible.
- Reduce citizens fear of and susceptibility to crime and address public safety issues in neighborhoods.
- Operate water treatment facilities to meet or exceed state effluent standards.
- Limit the increase of the region's impervious surfaces without unduly limiting development in accordance with the comprehensive plan.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

### **Conclusion**

At the writing of this referral the Special Projects Section finds that the applicable public facility standards and conformance with the area master plan, is met pursuant to the prior Subdivision Regulations.

## **ADQ-2022-024**

### **Police Facility Adequacy:**

Per Section 24-4508 of the current Subdivision Regulations, the Planning Board's test for police adequacy involves the following:

#### **24.4508. Police Facility Adequacy**

##### **(b) Adopted LOS Standard-Police**

**(2)** To demonstrate compliance with this LOS standard, the Chief of Police shall submit the following information, on an annual basis, to the Planning Director:

**(A)** A statement reflecting adequate equipment pursuant to studies and regulations used by the County, or the *Public Safety Master Plan* for police stations in the vicinity of the area of the proposed subdivision; and

The subject property is served by Police Division III, Landover, located at 7600 Barlowe Road, Landover, Maryland. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated June 9, 2025, that stated the Department "has an adequate amount of equipment for our current sworn officers"

**(B)** A statement by the Police Chief that the rolling 12-month average, adjusted monthly, for response times in the vicinity of the proposed subdivision is a maximum of 25 minutes total for non-emergency calls and a maximum of 10

minutes total for emergency calls for service. For the purposes of this Subsection, response time means the length of time from the call for service until the arrival of Police personnel on-scene or other police response, as appropriate.

Compliance with the required 10/25-minute emergency/non-emergency response times is evaluated on the date the application is accepted. An application that fails the response times, but for which the response times for both emergency and nonemergency calls does not exceed 20% above the respective response times, may mitigate. If one or both response times exceed 20% the application fails, the Police Facility Adequacy test.

The appropriate response time is the time for the area closest in proximity to the proposed subdivision that also contains accurate data. At the Beat and Reporting Area level, times are often not sufficiently accurate because there may be no, or only a few calls, in an entire year at that level. At the Sector level, however, there are a sufficient number of calls to provide accurate response times. Since the Sector level is more narrowly drawn, Sector level estimated times are closer to the vicinity of the subdivision and are, therefore, applied when provided by the Chief of Police. If Sector level times are not available, staff applies times at the Division level.

Pursuant to Section 24-4508(b), the estimated police response times for the site satisfy the standard of 25 minutes for non-emergency calls and the standard of 10 minutes for emergency calls. Pursuant to CR-080-2025, the application was evaluated based on a rolling average for the 12-month period from January 2023 through December 2023 in the report dated September 3, 2024. The application was accepted by the Planning Department on June 9, 2025. The subject property is located within Police Division III, and the response times provided reflect this reporting area.

**Police Response Times (Section 24-4508.B) District III**

<b>Acceptance Date</b>	<b>Reporting Periods</b>	<b>Emergency</b>	<b>Non-Emergency</b>
June 9, 2025	January 2023 to December 2023	8:00	12:00

Pursuant to the above information and based on reviewing the annual report provided by the Chief of Police dated September 3, 2024, the subject police response times for the site passes the standard of 10 minutes for emergency calls and 25 minutes for non-emergency calls.

**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:

**24-4509. Fire and Rescue Adequacy**

**(b) Adopted LOS Standard for Fire and Rescue**

- (1)** The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the *Public Safety Guidelines*.
- (2)** The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:

**(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 fires 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.

**(3)** Subsection (b)(2), above, does not apply to commercial or industrial applications.

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of seven (7) minutes response time for any residential uses. The Fire Department uses the metric of "travel time" in their evaluation. Response time adds one minute of "turn-out" time which is assessed at the time the station receives notice and initiates a response. Therefore, the six-minute travel time is the same metric as the seven-minute response time.

The subject property is served by Kentland #833, located at 7701 Landover Road, Hyattsville, MD 20781. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of June 22, 2025, the site passes the seven-minute travel time test for residential development from the closest or 'first due' Fire/EMS station.

#### **Schools Adequacy:**

Per Section 24-4510 of the current Subdivision Regulations, the Planning Board's test for school adequacy involves the following:

#### **24-4510 Schools Adequacy:**

##### **(a) Adopted LOS Standards for Schools**

- (1) The adopted LOS standard for schools is based on school clusters, which are groupings of elementary, middle, and high schools that are impacted by the preliminary plan for subdivision (minor or major).**
- (2) The adopted LOS standard is that the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters.**
- (3) The number of elementary, middle, and high school students generated by the proposed subdivision shall be determined in accordance with the pupil yield factors for each dwelling unit type as determined by the Planning Director from historical information provided by the Superintendent of the Prince George's County Public Schools.**

This preliminary plan was reviewed for impact on school facilities in accordance with Section 24-4510 of the current Subdivision Regulations. The subject property is located within Cluster 3, as identified in the *Pupil Yield Factors & Public-School Clusters 2024-2025 Update*. The project proposes to add 29 single-family attached dwelling units.

The adopted “level of service” standard is the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters. Per the table below, the existing state rated capacity is below 105% at all school levels and complies with the service standard.

	Affected School Cluster 3		
	Elementary School Cluster 3	Middle School Cluster 3	High School Cluster 3
Single Family Attached Dwelling Units	29	29	29
Pupil Yield Factor (PYF) – SFA	0.134	0.064	0.095
SFA x PYF=Future Enrollment	<b>4</b>	<b>2</b>	<b>3</b>
Adjusted Student Enrollment 9/30/24	9,262	3,700	3,691
Total Future Student Enrollment	9,266	3,702	3,694
State Rated Capacity	13,081	4,470	4,266
Percent Capacity	<b>71%</b>	<b>83%</b>	<b>87%</b>

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is **\$11,950** per dwelling if a building is located between Interstate 495 and the District of Columbia; **\$11,950** per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or **\$20,500** per dwelling for all other buildings. This project is inside of the I-495 Capital Beltway; thus, the surcharge fee is **\$11,950**. This fee is to be paid to Prince George’s County Department of Permitting, Inspections and Enforcement (DPPE) at the time of issuance of each building permit.

### **CONCLUSION**

At the writing of this referral the Special Projects Section finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

## MEMORANDUM

DATE: August 11, 2025

TO: Jason Bartlett, Planner II  
Subdivision Section, Development Review Division  
Planning Department

VIA: Sonja Ewing, Division Chief **SME**  
Jameka Smith, Assistant Division Chief **JS**  
Dominic Quattrocchi, Planning Supervisor **DAQ**  
Park Planning and Environmental Stewardship Division  
Department of Parks and Recreation

FROM: Ivy R. Thompson, AICP Planner III **IRT**  
Land Acquisition/Management & Development Review Section  
Park Planning and Environmental Stewardship Division, DPR

SUBJECT: **PPS-2022-009 Tulip Meadows**

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The Department of Parks and Recreation (DPR) has reviewed and evaluated this Preliminary Plan of Subdivision (PPS) application as it pertains to public parks and recreational facilities.

### **PROPOSAL**

This application is for the development of 29 lots and five parcels for single-family-attached townhouse dwelling units.

### **BACKGROUND**

This 1.96-acre property, zoned Residential Multi-Family (RMF-20), is located on the north side of Sherrif Road the with Belle Haven Drive. The property is undeveloped.

### **Master Plan Conformance**

The property is subject to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan); *Plan Prince George's 2035 Approved General Plan*; the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. Parks staff reviewed this Preliminary Plan of Subdivision for conformance to the master plan per Section 24-4101(b) of the Subdivision Regulations. The proposed development aligns with the Subregion 4 Master Plan's intention to improve the existing neighborhood while providing facilities that meet the changing needs of the community. The property is within Park Service Area 5. The proposed development has no impact on the master plan park and open space recommendations.

### ***Parks & Recreation Adequacy [Section 24-4507]***

Staff analysis has determined that the project, as shown, will generate an additional 79 people in the local community. Nearby park facilities serving the subject property include the adjacent undeveloped Palmer Park, Columbia Park Community Center, Palmer Park Community Center, John Carroll Park and Prince George's Sports and Learning Center.

## PPS-2022-009 Tulip Meadows

Per 24-4507(b)(1) of the Prince George's County Subdivision Regulations 15 acres of improved public parks per 1,000 residents is the adopted Level of Service standard for Parks and Recreation in Prince George's County. The 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there are 35 acres of improved public parkland per 1,000 persons in the county inclusive of Federal, State, M-NCPPC, County and Municipal owned lands.

Therefore, Parks staff find the LOS adequate.

Separate from the evaluation of Parks & Recreation Adequacy, the Mandatory Dedication requirements must be met. The standards to determine the required acreage of parkland and recreation facilities to serve the new residents of the proposed Subdivision are determined as discussed below.

### **FINDINGS:**

The proposed Tulip Meadows subdivision is located adjacent to the M-NCPPC owned, DPR managed Palmer Park, a +/- 5 acre, undeveloped park that is completely forested. A review of the proposed subdivision application documents illustrates an approximately 5.9' buffer and indicates a limits of disturbance along the shared property line with the park. A field review conducted by DPR staff on July 24, 2025, confirmed the forested condition of the park property and identified two trees of particular concern. As shown in DPR Exhibit A, a 23" DBH southern red oak and a 23" red maple were identified within approximately ten feet of the shared property line/proposed limits of disturbance. The proposed disturbance will impact the critical root zones of these two trees, which would likely result in their decline and potentially a hazardous condition adjacent to the proposed residential development. DPR staff recommends that the applicant review and revise the proposed limits of disturbance to reduce the impact to these trees which is in the best interest of the park and the future residents of the proposed development.



DPR EXHIBIT A:  
Approximate location of impacted  
trees on Palmer Park.

Prince George's County Subdivision Regulations Section 24-4601, which relates to the Mandatory Dedication of Parkland, provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private onsite recreational facilities. The proposal is for the development of 29 lots and



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five parcels. Based on the proposed density of development, 0.29 acres of the net residential lot area should be required to be dedicated to M-NCPPC for public parklands. While the subject property is adjacent to Palmer Park, owned by M-NCPPC, the property is undeveloped. Therefore, the 0.29 acres of dedicated land would not be sufficient to provide for the types of active recreational activities for future residents of this subdivision in Service Area 5. The open space exhibit provided depicts multiple parcels assigned to a homeowner's association as community space for future residents. DPR staff recommend a fee-in-lieu to meet the Mandatory Parkland Dedication Requirement for future residents within Service Area 5 per prior Subdivision Regulation 24-4601(b)(4)(B).

### **RECOMMENDATION**

The Park Planning & Environmental Stewardship Division of DPR recommends the following conditions for the Preliminary Plan of Subdivision PPS-2022-009 Tulip Meadows:

1. Prior to the issuance of grading permits the applicant shall revise the proposed limits of disturbance to reduce the impact on the two trees, the 23" DBH southern red oak and the 23" red maple, as identified in DPR Exhibit A.

DPR EXHIBIT A:  
Approximate location of impacted  
trees on Palmer Park.



2. A payment of a fee in-lieu of mandatory dedication of parkland for 29 lots in Service Area 5 because the land available for dedication and private recreational facilities provided is not sufficient to meet the recreational needs of the projected population. The fee in- lieu payment shall be paid prior to recordation of the record plat.
3. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing a payment of a fee-in-lieu for Service Area 5 because the land available for dedication is not sufficient to meet the recreational needs of the projected population.

cc: Leonard Pettiford