



Certificate of Adequacy

ADQ-2024-019

General Information

Project Name: Saddle Ridge
Case Number: ADQ-2024-019
Associated Preliminary Plan of Subdivision or Final Plat: 4-24013
Use Type: Residential
Dwelling Unit Type and Number: 530 SFD & 253 SFA Gross Floor Area (nonresidential): N/A

Project Location

Project Location: On the north side of MD 373 (Accokeek Road), approximately 0.75 miles west of its intersection with MD 5 (Branch Avenue)
Lot/Parcel: Multiple Tax Account: Multiple
Property Zone: LCD Council District: 09
Planning Area: 85A Municipality: N/A
Election District: 11 Transportation Service Area: 2
Police District: VII School Cluster Area: 6

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/N/A)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 2	LOS "D" (Critical Lane Volume of 1301-1450)	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	Yes
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 (Patrick to Bartlett, May 6, 2025)*
- *Special Projects Section (Ray to Bartlett, July 9, 2025)*
- *Department of Parks and Recreation (Thompson to Bartlett, April 30, 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 575 AM and 681 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 roadway improvements, as designated below, 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) MD 373/ Southeast Site Access
 - (i) Construction of a deceleration lane along MD 373
- 3) Prior to approval of a building permit for each single-family attached dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$1,338 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for first quarter, 1993), in accordance with Prince George's County Council Resolution CR-9-2017. All fees shall be paid to Prince George's County (or its designee), to be indexed by any appropriate cost indices determined by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and/or Department of Public Works and Transportation (DPW&T).
- 4) Prior to approval of a building permit for each single-family detached dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$1,472 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for first quarter, 1993), in accordance with Prince George's County Council Resolution CR-9-2017. All fees shall be paid to Prince George's County (or its designee), to be indexed by any appropriate cost indices determined by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and/or Department of Public Works and Transportation (DPW&T).
- 5) 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 Specific Design Plan.



- 6) 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) Floral Park Road (east of Whitaker Park Drive)
- (i) Construct approximately 750 linear feet of a ten-foot-wide shared use path
- 7) Prior to Planning Board approval of the preliminary plan of subdivision (PPS), the applicant shall enter into and submit a ratified Public Safety Mitigation Fee agreement with the M-NCPPC Prince George's County Planning Department, in accordance with the Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure (CR-078-2005), for the mitigation of residential police response times.
- 8) Prior to the issuance of each building permit for the development, in accordance with Prince George's County Council Resolution CR-80-2025, a Public Safety Mitigation Fee shall be paid in the amount of \$6,099 per dwelling unit based on the Office of Management and Budget FY 2025 Consumer Price Index annual adjustment. The per unit factor of \$6,099 is subject to adjustment on an annual basis in accordance with the percentage change in the Consumer Price Index for All Urban Consumers. The actual fee to be paid will depend upon the year the building permit is issued.

SIGNATURE


Lakisha Hunt (07/09/2025 15:02 EDT)

Planning Director

07/09/2025

Date of Approval

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



May 6, 2025

MEMORANDUM

TO: Jason Bartlett, Zoning Section, Development Review Division

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

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

CH Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2024-019, Saddle Ridge

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS) 4-24013, which proposes the subdivision of land for the development of a large residential community within the Legacy Comprehensive Design (LCD) zone. 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 2, 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) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 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 submitted a traffic impact study (TIS) for staff review and analysis 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:

Trip Generation Summary: ADQ-2024-019 Saddle Ridge								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Single Family	530	units	80	318	398	311	167	478
Townhomes	253	units	36	141	177	132	71	203
Total Trip Cap Recommendation			575			681		

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

1. US 301 / MD 381 (signalized)
2. MD 5 Service Road / Northbound (NB) MD 5 On Ramp (signalized)
3. MD 5 Service Road / Southbound (SB) MD 5 Off Ramp (signalized)
4. MD 5 Service Road / Brandywine Road (signalized)
5. MD 5 Service Road / Accokeek Road (Roundabout)
6. Brandywine Road / Floral Park Road (unsignalized)
7. Floral Park Road / Northeast Site Access (unsignalized)
8. Floral Park Road / Northeast Site Access/Whitaker Park Drive (unsignalized)
9. MD 373 / Southeast Site Access (unsignalized)
10. MD 373 / Southeast Site Access (unsignalized)
11. MD 373 / Southwest Site Access (unsignalized)
12. MD 5 / Moores Road (unsignalized)
13. MD 5 / Earnshaw Drive (Signalized)

Existing Traffic

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

<u>EXISTING TRAFFIC CONDITIONS</u>				
Intersection	<u>Critical Lane Volume</u> <u>(AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
1. US 301 / MD 381 (signalized)	1321	1220	D	C
2. MD 5 Service Road / Northbound (NB) MD 5 On Ramp (signalized)	653	513	A	A

3. MD 5 Service Road / Southbound (SB) MD 5 Off Ramp (signalized)	501	650	A	A
4. MD 5 Service Road / Brandywine Road (signalized)	699	1132	A	B
5. MD 5 Service Road / Accokeek Road (Roundabout)	v/c=0.405	v/c=0.647	Pass	Pass
6. Brandywine Road / Floral Park Road (unsignalized)	14.2 sec	14.9 sec	Pass	Pass
7. Floral Park Road / Northeast Site Access (unsignalized)	-	-	-	-
8. Floral Park Road / Northeast Site Access/Whitaker Park Drive (unsignalized)	11.0 sec	10.2 sec	Pass	Pass
9. MD 373 / Southeast Site Access (unsignalized)	-	-	-	-
10. MD 373 / Southeast Site Access (unsignalized)	-	-	-	-
11. MD 373 / Southwest Site Access (unsignalized)	-	-	-	-
12. MD 5 / Moores Road (unsignalized)				
Step 1: HCS Delay Test	> 500 sec	58.4 sec	Fail	Fail
Step 2: Minor Street Volume	<100 veh	<100 veh	Pass	Pass
13. MD 5 / Earnshaw Drive (Signalized)	1800	1668	F	F
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. A v/c ration greater than 0.850 is generally considered unacceptable; however, the operating agency can deem, in writing, a v/c ration between 0.850 and 0.900 to be acceptable.				

The traffic analysis indicates that the intersection of MD 5 and Earnshaw Drive is currently operating below the established threshold.

Background Traffic

The traffic analysis identified 21 background developments whose impact would affect study intersections. Additionally, an annual growth of 1% over six years was applied to the traffic counts.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
Intersection	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
1. US 301 / MD 381 (signalized)	1932	2047	F	F
2. MD 5 Service Road / Northbound (NB) MD 5 On Ramp (signalized)	926	731	A	A

3. MD 5 Service Road / Southbound (SB) MD 5 Off Ramp (signalized)	631	863	A	A
4. MD 5 Service Road / Brandywine Road (signalized)	814	1259	A	C
5. MD 5 Service Road / Accokeek Road (Roundabout)	v/c=0.462	v/c=0.725	Pass	Pass
6. Brandywine Road / Floral Park Road (unsignalized)	14.8 sec	15.5 sec	Pass	Pass
7. Floral Park Road / Northeast Site Access (unsignalized)	-	-	-	-
8. Floral Park Road / Northeast Site Access/Whitaker Park Drive (unsignalized)	11.0 sec	10.2 sec	Pass	Pass
9. MD 373 / Southeast Site Access (unsignalized)	-	-	-	-
10. MD 373 / Southeast Site Access (unsignalized)	-	-	-	-
11. MD 373 / Southwest Site Access (unsignalized)	-	-	-	-
12. MD 5 / Moores Road (unsignalized)				
Step 1: HCS Delay Test	> 500 sec	> 500 sec	Fail	Fail
13. Step 2: Minor Street Volume	<100 veh	<100 veh	Pass	Pass
14. MD 5 / Earnshaw Drive (Signalized)	2412	2366	F	F
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. A v/c ration greater than 0.850 is generally considered unacceptable; however, the operating agency can deem, in writing, a v/c ration between 0.850 and 0.900 to be acceptable.				

The traffic analysis indicates that two intersections operate below the established threshold under background conditions.

Total Traffic

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

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
1. US 301 / MD 381 (signalized)	2024	2051	F	F
2. MD 5 Service Road / Northbound (NB) MD 5 On Ramp (signalized)	1067	877	B	A

3. MD 5 Service Road / Southbound (SB) MD 5 Off Ramp (signalized)	794	1026	A	B
4. MD 5 Service Road / Brandywine Road (signalized) w/ EB right turn lane	1009 831	1645 1360	B A	F D
5. MD 5 Service Road / Accokeek Road (Roundabout) w/ SB Right Turn Lane	v/c=0.761 v/c=0.761	v/c=0.996 v/c=0.797	Pass Pass	Fail Pass
6. Brandywine Road / Floral Park Road (unsignalized)	17.3 sec	18.4 sec	Pass	Pass
7. Floral Park Road / Northeast Site Access (unsignalized)	10.4 sec	9.8 sec	Pass	Pass
8. Floral Park Road / Northeast Site Access/Whitaker Park Drive (unsignalized)	13.3 sec	11.9 sec	Pass	Pass
9. MD 373 / Southeast Site Access (unsignalized) Step 1: HCS Delay Test Step 2: Minor Street Volume Step 3: CLV w/ WB decel lane	107.7 sec >100 veh 903 -	182.8 sec >100 veh 1278 1052	Fail Fail A/Pass -	Fail Fail Fail B/Pass
10. MD 373 / Southeast Site Access (unsignalized)	23.4 sec	35.3 sec	Pass	Pass
11. MD 373 / Southwest Site Access (unsignalized)	20.4 sec	30.8 sec	Pass	Pass
12. MD 5 / Moores Road (unsignalized) Step 1: HCS Delay Test Step 2: Minor Street Volume	> 500 sec <100 veh	> 500 sec <100 veh	Fail Pass	Fail Pass
13. MD 5 / Earnshaw Drive (Signalized)	2520	2471	F	F
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. A v/c ration greater than 0.850 is generally considered unacceptable; however, the operating agency can deem, in writing, a v/c ration between 0.850 and 0.900 to be acceptable.				

As shown above, the following intersections do not meet the adequacy standards during peak hours:

1. US 301/MD 381
4. MD 5 Service Road / Brandywine Road
5. MD 5 Service Road / Accokeek Road
9. MD 373 / Southeast Site Access
13. MD 5/Earnshaw Drive

Comment: The subject application is within the Brandywine Road Club and would meet adequacy standards by contributing a pro-rata contribution for planned roadway improvements. Staff recommend the applicant contribute to the Brandywine Road Club to fulfill transportation adequacy requirements.

Additionally, the TIS found the following intersections would meet the adequacy standards with the following improvements:

4. MD 5 Service Road / Brandywine Road
 - Conversion of the eastbound Brandywine Road shoulder to a striped right turn lane
5. MD 5 Service Road / Accokeek Road
 - Construction of a southbound right turn lane to form a two-lane approach to the roundabout
9. MD 373/ Southeast Site Access
 - Construction of a deceleration lane along MD 373

Comment: The subject application is within the Brandywine Road Club and would meet adequacy standards by contributing a pro-rata contribution for planned roadway improvements. Staff recommend the applicant contribute to the Brandywine Road Club to fulfill transportation adequacy requirements for intersections 4 and 5.

The TIS included an analysis of five access points to determine frontage improvements for the site. All site access points meet the adequacy standards except intersection 9 and propose a deceleration lane for this access to meet the standards. This improvement is needed to meet the adequacy standards and is not eligible to use a pro-rata contribution to address inadequacies at the proposed site access.

For the remaining access points, any additional acceleration or deceleration lanes required will be further evaluated with the permitting agencies to address any operational concerns.

Brandywine Road Club

The subject property is located within Planning Area 85A and is affected by the Brandywine Road Club. Specifically, CR-9-2017 indicates the following:

1. Establishes the use of the Brandywine Road Club for properties within Planning Areas 85A and 85B as a means of addressing significant and persistent transportation deficiencies within these planning areas.
2. Establishes a list of projects for which funding from the Brandywine Road Club can be applied.
3. Establishes standard fees by development type associated with the Brandywine Road Club to be assessed on approved development.

This resolution works in concert with CB-22-2015, which permits participation in roadway improvements as a means of demonstrating adequacy for transportation, as required in Section 24-124. Specifically, CB-22-2015 allows the following:

1. Roadway improvements participated in by the applicant can be used to alleviate any inadequacy, as defined by the Guidelines. This indicates that sufficient information must be provided to demonstrate that there is an inadequacy.
2. To be subject to CB-22-2015, the subject property must be in an area for which a road club was established prior to November 16, 1993. In fact, the Brandywine Road Club was included in CR-60-1993, adopted on September 14, 1993, and was developed and in use before that date.

Comment: The applicant is not proposing any roadway improvements, with the exception of a deceleration lane at the site access (intersection #9) and shall be subject to the fees of the Brandywine Road Club.

Pursuant to CR-9-2017, the Brandywine Road Club fee will be \$1,472 for each single-family detached dwelling unit, \$1,338 for each single-family attached dwelling unit, and \$2.07 per gross square foot of non-residential use, to be indexed by the appropriate cost indices to be determined by the Department of Permitting, Inspections and Enforcement (DPIE). Pursuant to CB-22-2015, an applicant's pro-rata contribution to the Brandywine Road Club fulfills transportation adequacy requirements and is therefore recommended as a condition of approval as part of this application, which shall be fulfilled at the time of each building permit.

Analysis of Bicycle & Pedestrian Impacts Statement

The subject property is in the Legacy Comprehensive Design (LCD) 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 of off-site facilities is \$234,900, adjusted for inflation to \$321,711.

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:

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 findings 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 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. Floral Park Road (east of Whitaker Park Drive)
 - a) Construct approximately 750 linear feet of a ten-foot-wide shared-use path

Cost estimate: \$315,000

Comment: It is recommended that the applicant provide the identified improvement up to the cost cap.

Demonstrated Nexus

The subject site is adjacent to nearby residential neighborhoods and commercial property along Floral Park Road and MD 373. The site is also impacted by the Burch Branch Trail which runs through the subject site. The construction of the shared-use path will create new and continuous connections to and from the subject site, which is planned to include bikeways and trails within the property and along the property frontage. The site has frontage along Floral Park Road and MD 373, of which there are several existing houses along Floral Park Road that have direct driveway access adjacent to the subject site. The recommended improvement will address “gaps” in the shared-use

path along Floral Park Road that may exist given the available frontage while providing access to nearby residents. Creating access to the site will allow the residents and the surrounding areas to utilize the pathways and amenities. 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 submitted plans indicate that the site will be served by a series of internal sidewalks, trails, bicycle facilities, and crosswalks that provide continuous pedestrian access throughout the proposed development. The site's frontage along Floral Park Road and MD 373 are to be improved with a 10-foot-wide trail connecting to the internal pathways. Bicycle parking is also recommended in all recreational areas to accommodate multimodal transportation. Staff conclude that adequate on-site pedestrian and bicycle facilities will be provided with the proposed and recommended amenities and facilities.

Comment: Pursuant to Sec. 24-4506(c)(1)(B), staff finds that there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

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 575 AM and 681 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 roadway improvements, as designated below, 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) MD 373/ Southeast Site Access (9)
 - (i) Construction of a deceleration lane along MD 373
- 3) Prior to approval of a building permit for each single-family attached dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$1,338 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for first quarter, 1993). All fees shall be paid to Prince George's County (or its designee) and can be indexed by any appropriate cost indices determined by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) or Department of Public Works and Transportation (DPW&T).

- 4) Prior to approval of a building permit for each single-family detached dwelling unit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated of \$1,472 per dwelling unit multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for first quarter, 1993). All fees shall be paid to Prince George's County (or its designee) and can be indexed by any appropriate cost indices determined by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) or Department of Public Works and Transportation (DPW&T).
- 5) 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 permit plan submission.
- 6) 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) Floral Park Road (east of Whitaker Park Drive)
 - i) Construct approximately 750 linear feet of a ten-foot-wide shared use path



Countywide Planning Division
Special Projects Section

July 9, 2025

MEMORANDUM

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

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

SUBJECT: **4-24013 / ADQ-2024-019 for Saddle Ridge**

Project Summary:

The project proposes to create 783 Lots and 107 Parcels for residential development consisting of 534 single family detached and 252 single family attached dwellings. The site is located on the south side of Floral Park Road approximately 268 feet west of its intersection with Old Liberty Lane.

This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on February 28, 2025. .

4-24013

The following preliminary plan is being reviewed for public facility standards per the findings of Section 24-122.01. as follows:

- (a) The Planning Board may not approve a preliminary plan of subdivision if it finds that adequate public facilities do not exist or are not programmed for the area within which the proposed subdivision is located, as defined in the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure" and "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The Planning Board shall require adequate public facilities, as provided in this Section and in Division 4 of this Subtitle.

Water and Sewer:

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that:

.... 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 for preliminary or final plat approval.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 4, "Community System Adequate for Development Planning". An administrative amendment will be required moving the property from Category 4 to Category 3 ("Community System") prior to Final Plat. Additionally, the property is within Tier 1 of the Sustainable Growth Act. Tier 1 includes those properties served by public sewerage systems.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 85A - Brandywine & Vicinity. The *2025-2030 Fiscal Year Approved CIP Budget* does not identify any new construction projects proposed for this area.

Conformance to the Master Plan:

This preliminary plan of subdivision was reviewed for conformance to the master plan in accordance with Section 24-121(a)(5) of the prior Subdivision Regulations. The *2013 Approved Subregion 5 Master Plan* contains Chapter VII "Public Facilities" that identifies the following goals:

- Needed public facilities are provided at locations that effectively and efficiently serve the existing and future population.
- Schools operate at 100 percent of capacity or less to provide an effective, quality learning environment. .
- Priority is given to funding public facilities to support development in the Developing Tier policy area.
- All new public facilities are constructed to LEED (Leadership in Energy Efficiency and Design) standards or the equivalent and existing buildings will be retrofitted to make them energy efficient.

The proposed development will not impede achievement of the above-referenced vision. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, the site fails the Police Response time for emergency calls. All other facility tests are compliant with the public facility standards. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property.

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.

ADQ-2024-019

Police Facility Adequacy:

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

(b) Adopted LOS (Level of Service) 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 District VII, Ft. Washington, located at located at 11108 Fort Washington Rd, Fort Washington, MD 20744.

Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated January 7, 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 by reviewing response time reports provided by the Chief of Police. Response times that equal, or are less than, the criteria for both types of calls shall cause the subdivision to satisfy Police Facility Adequacy. An application that fails one or both of these 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%, or an applicant with an opportunity to mitigate chooses not to do so, 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 apply times at the Division level.

Pursuant to Section 24-4508(b), the estimated police response times for the site **fail** 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 February 28, 2025. The subject property is located within Police Division VII and the response times provided reflect this reporting area.

Police Response Times (Section 24-4508.B) Division VII

Acceptance Date	Reporting Periods	Emergency	Non-Emergency
February 28, 2025	January 2023 to December 2023	11:00	15:00

Pursuant to the above information the subject police response times for the site **fails** the standard of 10 minutes for emergency calls and passes the standard of 25 minutes for non-emergency calls. Since the emergency response time failure is less than 20% of the 10-minute standard the applicant may mitigate by payment of the Public Safety Mitigation fee.

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 travel time for any residential uses. The subject property is served by Brandywine Station #840 located at 13809 Brandywine Road, Brandywine, MD 20613 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 June 17, 2025, the proposed development for Saddle Ridge (4-24013 and ADQ-2024-019) ***will pass the seven-minute travel-time test for residential development***

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

(b) Adopted LOS Standard for Schools

- (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.

The subject property is located within Cluster 6, as identified in the *Pupil Yield Factors & Public-School Clusters 2024-2025 Update*. 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 of the affected elementary, middle, and high school clusters. Current and future enrollment for Cluster 6 remains below the 105% level of service standard.

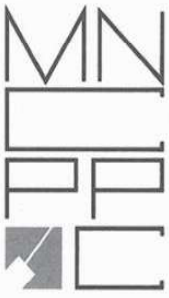
Impact on Affected Public School Clusters

Detached	Affected School Cluster 6		
	Elementary School Cluster 6	Middle School Cluster 6	High School Cluster 6
Single-family Detached Dwelling Units	534	534	534
Pupil Yield Factor (PYF) – SFD	0.196	0.095	0.132
SFD x PYF=Future Enrollment	105	51	70
Single-family Attached Dwelling Units	252	252	252
Pupil Yield Factor (PYF) – SFA	0.134	0.064	0.095
SFA x PYF=Future Enrollment	34	16	24
Adjusted Student Enrollment 9/30/24	11,722	2,960	4,100
Total Future Student Enrollment	11,762	2,976	4,124
State Rated Capacity	15,053	3,439	5,206
Percent Capacity	78%	87%	79%

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 located outside of the I-495 Capital Beltway; thus, the surcharge fee is **\$20,500 per dwelling unit**. This fee is to be paid to Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) at the time of issuance of each building permit.

CONCLUSION

As of the writing of this referral, the Special Projects Section finds that the applicable public facility standards are not met pursuant to 24-4500 of the Subdivision Regulations. The site fails the Police Response time for emergency calls. The failing response time is less than 20% of the required standard and mitigation is possible by payment of the Public Safety Mitigation Fee .



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: April 30, 2025

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

VIA: Sonja Ewing, Division Chief [SME](#)
Dominic Quattrocchi, Planning Supervisor [DAQ](#)
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

FROM: Ivy Thompson, Planner III [IRT](#) *IRT*
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **4-24013 Saddle Ridge**

The Department of Parks and Recreation (DPR) staff reviewed and evaluated this Preliminary Plan of Subdivision (PPS) for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

The subject application is for the development of 783 lots and 97 parcels for single-family attached and detached dwelling units.

BACKGROUND:

The property zoned Legacy Comprehensive Design (LCD) consists of 289.36 acres of land located on the north side of Accokeek Road and the south side of Floral Park Road. As described in the Statement of Justification, "the irregularly shaped 289.36± Property is characterized by rolling terrain, with steeper slopes associated with the Burch Branch, which runs generally north-south through the western portion of the Property. The Burch Branch and its system of associated tributaries are a notable feature of the area. A PEPCO transmission line bisects the northern section of the Property."

REVIEW OF PREVIOUS CONDITIONS OF APPROVAL

Basic Plan Zoning Map Amendment A-10060 approved by the Prince George's County District Council effective October 19, 2022, rezoned approximately 289.36 acres of R-E (Residential Estates) and R-R (Rural Residential) zoned land to the R-S (Residential Suburban Development) or LCD (Legacy Comprehensive Design) Zone.

Conceptual Design Plan CDP-22001 was adopted by the Prince George's County Planning Board on November 9, 2023, PGCPB Res. No. 2023-108. Condition 7 and Condition 8, specific to DPR states:

7. At the time of the preliminary plan of subdivision, the applicant shall coordinate with the Prince George's County Department of Parks and Recreation on the exact acreage of the Burch Branch Stream Valley, the adjacent woodlands/forests, and Pod B to be conveyed to The Maryland-National Capital Park and Planning Commission, which may include Woodland and Wildlife Habitat Conservation Ordinance easements for on-site conservation.
8. The timing of construction of the master-planned trails shall be determined with the approval of the specific design plan.

And Consideration 2:

2. At the time of the preliminary plan of subdivision submission, the applicant shall make every effort to meet the entire woodland conservation requirement on-site, including areas that may be conveyed to The Maryland-National Capital Park and Planning Commission.

Specific Design Plan SDP-2304 was adopted by the Prince George's County Planning Board on June 13, 2024, PGCPB Res. No. 2024-057. The Prince George's County District Council approved the SDP on October 29, 2024.

Master Plan Conformance

The property is subject to the *2013 Approved Subregion 5 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 Subdivision Regulations Sections 24-4101(b) and 24-4402. The *2013 Approved Subregion 5 Master Plan* provides goals and policies related to parks and recreation (pages 135-140). The *2013 Approved Subregion 5 Master Plan* indicates that M-NCPPC owns approximately 261 acres of parkland in the planning area.

The site plan shows careful consideration for the environmental features on the subject property which includes dedication of the Burch Branch Stream Valley, on-site recreation, and the proposed Burch Branch Trail alignments. The Burch Branch, within the Piscataway Creek Watershed (Subregion 5 p,67), is a secondary corridor identified in the Green Infrastructure Plan, is best managed by M-NCPPC DPR staff as natural resource conservation area.

It is expected that future residents of the subject development will use facilities in the Accokeek-Brandywine Region. Nearby park facilities include the undeveloped Floral Park Road Park located west of the subject site across Floral Park Road, Accokeek East Park located approximately 3.5 miles west of Saddle Ridge, and the Southern Area Aquatics and Recreation Complex (SAARC) approximately 3.8 miles to the east. The Saddle Ridge development site is also adjacent to a 67-acre undeveloped park property known as Pleasant Springs Park, to the east on Accokeek Road. While the subject property is adjacent to M-NCPPC-owned property, there are no current plans for

development. The land dedication to M-NCPPC by the applicant aligns with the environmental goals, policies, and strategies contained in the Master Plan.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the proposed project, as shown, will generate an additional 2028 people for Planning Area 85A Brandywine and Vicinity in the local community.

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 residential zoned land 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 provisions of Prince George's County Subdivision Regulations Section 24-134 and 24-135, which relate to the Mandatory Dedication of Parkland, stipulate that the applicant dedicates land, pays a fee-in-lieu, and/or provides onsite recreational facilities. Based on the proposed density of development, five percent of the net residential lot area, 14.47 acres, is the required amount of land for dedication to M-NCPPC for public parks. However, the applicant proposes dedicating approximately 103.04 acres to M-NCPPC to meet the open space requirement as a public benefit and the Mandatory Dedication of Parkland. Dedication to M-NCPPC provides the public benefit of improving natural resource conservation in this area. After reviewing the M-NCPPC Dedication Exhibit, along with the proposed development plan and TCPI, DPR staff determined that the land dedication satisfies the requirements for open space as a public benefit and the Mandatory Parkland Dedication. The applicant is providing all woodland conservation onsite, inclusive of land proposed for conveyance to M-NCPPC. DPR staff supports the placement of woodland conservation easements on lands to be dedicated to M-NCPPC.

The Master Plan of Transportation recommends a planned hard surface public trail along the Burch Branch Stream Valley to connect the bikeway along Floral Park Road with the Piscataway Creek Stream Valley trail. The site plan illustrates a proposed alignment that connects Floral Park Road to Accokeek Road. A Public Use Easement will be required.

RECOMMENDATION:

The Park Planning & Development Division of DPR recommends the Planning Board approve Preliminary Plan of Subdivision 4-24013 Saddle Ridge, subject to the following conditions:

1. Approximately 103.04 +/- acres shall be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC) as public benefit and mandatory parkland dedication. The parkland conveyance shall be reflected on the future TCPII for DPR review and approval. The land shall be conveyed prior to the final record plat for the subdivision with the following conditions:

- a) An original, special warranty deed for the property to be conveyed (signed by the WSSC Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division at M-NCPPC, along with the application of the record plat.
 - b) The M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges prior to and subsequent to application of the building permit.
 - c) The boundaries and acreage of land to be conveyed to the M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - d) The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the DPR. If the land is to be disturbed, the DPR shall require that a performance bond be posted to warrant restoration, repair or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, The M-NCPPC) shall be submitted to the DPR within two weeks prior to applying for grading permits.
 - e) All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled, and underground structures shall be removed. The DPR shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.
 - f) Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by the M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by the M-NCPPC, the DPR shall review and approve the location and design of these facilities. The DPR may require a performance bond and easement agreement prior to issuance of grading permits.
 - g) No storm water management facilities, or tree conservation or utility easements shall be proposed on land owned by or to be conveyed to the M-NCPPC without the prior written consent of the DPR. The DPR shall review and approve the location and/or design of these features. If such proposals are approved by the DPR, a performance bond, maintenance and easement agreements shall be required prior to the issuance of grading permits.
2. The applicant, his successors, and/or assigns shall construct the Master Planned Trails. The Master Planned Trails shall be designed in accordance with the standards outlined in the Parks and Recreation Facilities Design Guidelines.
 3. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation (DPR) for construction of the Master Planned Trail, for approval. The timing of construction of the Master Planned Trails shall be determined with the RFA. Upon approval by DPR staff, the RFA shall be recorded among the Prince George's County Land Records and the

Liber and folio of the RFA shall be noted on the final plat prior to plat recordation. The public RFA shall establish the timing for the construction of the offsite recreational facilities.

4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantees to the Prince George's County Department of Parks and Recreation (DPR), for the construction of the Master Planned Trail.
5. Prior to approval of the 264th building permit for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit construction drawings of recreational facilities to the Department of Parks and Recreation.
6. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a draft Public Use Access Easement and Maintenance Agreement or Covenant for the Master Planned Trail, to the Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Parks and Recreation, for approval. The easement agreement shall contain the rights of M-NCPPC, be recorded in land records, and the Liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved preliminary plan of subdivision.
7. The applicant, his successors, and/or assigns, shall provide onsite recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines and be reviewed by DRD at the time of the Specific Design Plan reviews.
8. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed recreational facilities agreements (RFAs) to the Urban Design Section of the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, and the Liber and folio of the RFA shall be noted on the final plat, prior to plat recordation.
9. Prior to approval of residential building permits for the development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the recreational facilities.

cc: Leonard Pettiford

Signature:


sonja.ewing@pgparks.com (May 7, 2025 14:26 EDT)

Email: Sonja.Ewing@pgparks.com

Signature:

Dominic Quattrocchi

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