

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
2017 Legislative Session

Resolution No. CR-9-2017

Proposed by Council Member Franklin

Introduced by Council Members Franklin and Davis

Co-Sponsors _____

Date of Introduction March 7, 2017

RESOLUTION

1 A RESOLUTION concerning

2 Brandywine Transportation Improvements

3 For the purpose of reforming the Brandywine Road Club to relieve traffic congestion and
4 promote economic development in the Brandywine, Maryland, area by increasing funding for
5 critical transportation improvements.

6 WHEREAS, the Brandywine Road Club was formalized in CR-60-1993 to establish an
7 alternative mechanism consistent with the Subdivision Ordinance to alleviate traffic concerns in
8 the Brandywine area due to significant, projected “pass-through” traffic from Southern
9 Maryland; and

10 WHEREAS, CR-33-2011 and CR-61-2011 sought to reform the Brandywine Road Club by
11 amending the properties for which the Brandywine Road Club could apply, but did not
12 sufficiently address funding deficiencies in the Brandywine Road Club’s formula for assessing
13 fees for transportation improvements; and

14 WHEREAS, CB-22-2015 confirmed that the Brandywine Road Club, as amended from time
15 to time by Council resolution, could be used to satisfy the transportation adequacy requirements
16 of Section 24-124(a)(8) of the County Code; and

17 WHEREAS, there are significant and persistent transportation deficiencies that affect
18 properties throughout Brandywine, Maryland, within Planning Areas 85A and 85B, and
19 especially as related to congestion at the “T.B. interchange,” located at the intersection of US-
20 301 and MD-5 in Prince George’s County, and at signalized intersections throughout the
21 Brandywine area; and

22 WHEREAS, the list of priority transportation projects established for the Brandywine Road

1 Club has not been revised since 1993, approximately twenty-four (24) years ago; and

2 WHEREAS, the completion of A-63/Mattawoman Drive (hereinafter the “Brandywine Spine
3 Road”) would provide an alternative to traveling through the T.B. interchange (US-301/MD-5
4 intersection) for the region’s drivers (especially Brandywine residents); improve the adequacy of
5 signalized intersections throughout Planning Areas 85A and 85B; and improve access to
6 economic development and job opportunities in Brandywine (such as Brandywine Crossing
7 Shopping Center); and

8 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George’s
9 County, Maryland, that the County Council amends CR-60-1993 to provide that the formula for
10 calculating fees for the Brandywine Road Club for all properties subject to the Brandywine Road
11 Club shall be as follows:

- 12 1. For each single-family detached residential unit, a fee calculated as $\$1,472 \times$
13 $\frac{\text{(Engineering News-Record Highway Construction Cost index at time of payment)}}{\text{(Engineering News-Record Highway Construction Cost Index for first quarter, 1993)}}$,
14 which currently equals approximately \$3,069 per unit;
- 15 2. For each single-family attached residential unit, a fee calculated as $\$1,338 \times$
16 $\frac{\text{(Engineering News-Record Highway Construction Cost index at time of payment)}}{\text{(Engineering News-Record Highway Construction Cost Index for first quarter, 1993)}}$,
17 which currently equals approximately \$2,790 per unit;
- 18 3. For each multifamily residential unit, a fee calculated as $\$999 \times \frac{\text{(Engineering News-Record Highway Construction Cost index at time of payment)}}{\text{(Engineering News-Record Highway Construction Cost Index for first quarter, 1993)}}$, which currently equals
19 approximately \$2,082 per unit; and
- 20 4. For non-residential structures, a fee calculated as $\$2.07$ per gross square foot of space \times
21 $\frac{\text{(Engineering News-Record Highway Construction Cost index at time of payment)}}{\text{(Engineering News-Record Highway Construction Cost Index for first quarter, 1993)}}$,
22 which currently equals approximately \$4.32 per gross square foot of space.
23

24 BE IT FURTHER RESOLVED that CR-60-1993 be further amended such that the
25 transportation projects to be funded by the Brandywine Road Club shall primarily follow in
26 priority order as numbered below (“Brandywine Road Club Priority Projects”), with available
27 funding allocated among Brandywine Road Club Priority Projects as prescribed in the County
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1 Capital Improvement Program:

- 2 1. Completion of the Brandywine Spine Road as a minimum four-lane (in addition to any
3 turning lanes) arterial roadway from its southern most intersection with Matapeake
4 Business Drive extending northward to its intersection with MD-381/Brandywine Road
5 (including any related signalization and pedestrian or bicycle facilities not deemed to be
6 the responsibility of the subdivider);
- 7 2. Completion of the Brandywine Spine Road as a minimum four-lane (in addition to any
8 turning lanes) arterial roadway from its intersection with MD-381/Brandywine Road
9 extending northward and westward to its intersection with US-301 (including any related
10 signalization and pedestrian or bicycle facilities not deemed to be the responsibility of the
11 subdivider);
- 12 3. Completion of the Brandywine Spine Road as a minimum four-lane (in addition to any
13 turning lanes) arterial roadway from its intersection with US-301 extending westward to
14 its intersection with MD-5 (including any related signalization and pedestrian or bicycle
15 facilities not deemed to be the responsibility of the subdivider);
- 16 4. Widening of US-301/MD-5 with a fourth through lane in both northbound and
17 southbound directions for the entire length of the roadway between the T.B. interchange
18 (US-301/MD-5 intersection) to the north and the US-301/MD-5/Cedarville
19 Road/McKendree Road intersection to the south in accordance with SHA approval;
- 20 5. Widening of US-301 from the T.B. interchange northward to approximately 2500 feet
21 north of the US-301/MD-381 intersection by adding a 3rd through lane in each direction;
22 and
- 23 6. Other regionally significant transportation projects located within Planning Areas 85A or
24 85B and designated as “Brandywine Road Club Priority Project(s)” in the Prince
25 George’s County Capital Improvement Program, such as critical failing intersections and
26 roadways in the Brandywine area.

27 BE IT FURTHER RESOLVED that CR-60-1993 is also amended such that development
28 projects deemed to have identified impacts in the Brandywine area necessary to be eligible for
29 the Brandywine Road Club to meet adequacy under Section 24-124(a)(8) shall include any
30 property whose application for preliminary plan of subdivision shows the subject property to be
31 located, in whole or in part, within Planning Areas 85A or 85B.

1 BE IT FURTHER RESOLVED that the formula for calculating fees set forth in this
2 resolution shall not apply to a project with a valid transportation adequacy test approved in a
3 preliminary plan of subdivision by the Planning Board prior to the date of adoption of this
4 resolution unless that adequacy test ceases to be valid.

5 BE IT FURTHER RESOLVED that any funds existing in (or due to) the Brandywine Road
6 Club as of the date of adoption of this resolution shall be expended in accordance with the
7 requirements of this resolution and on the Brandywine Road Club Priority Projects set forth
8 herein.

9 BE IT FURTHER RESOLVED that if a transportation project to be funded by the
10 Brandywine Road Club is the responsibility of an applicant per an approved Detailed-Site Plan
11 (DSP) or Preliminary Plan of Subdivision (PPS), including improvements required under the
12 County Code, the applicant shall enter into a Developer Participation Agreement (DPA) with the
13 County to share the costs of the improvements before construction of the improvements funded
14 by the Brandywine Road Club.

15 BE IT FURTHER RESOLVED that provisions of this Resolution shall supersede the
16 provisions of CR-33-2011 and CR-61-2011, respectively, and said resolutions adopted by the
17 County shall be abrogated and of no further force and effect from the date of this Resolution.

18 BE IT FURTHER RESOLVED that this Resolution shall take effect on date of its adoption.
Adopted this 28th day of March , 2017.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: _____
Derrick Leon Davis
Chairman

ATTEST:

Redis C. Floyd
Clerk of the Council