



Certificate of Adequacy

ADQ- 2022-092

General Information

Project Name: Eagle Lake Campground and Resort

Case Number: ADQ-2022-092

Associated Preliminary Plan of Subdivision or Final Plat: 4-22068

Use Type: Recreational

Dwelling Unit Type and Number: N/A

Gross Floor Area (nonresidential): 120,000 square feet

Project Location

Project Location: On the east and west sides of Brandywine Road, approximately 2,080 feet south of its intersection with North Keys Road.

Lot/Parcel: Parcels 9, 67, 69 and 150

Tax Account: 1133222, 1145887, 1136704, 1136738

Property Zone: AG

Council District: 09

Planning Area: 85B and 86B

Municipality: N/A

Election District: 11

Transportation Service Area: 03

Police District: V

School Cluster Area: N/A

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 3	LOS "C" (Critical Lane Volume of 1151-1300)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	N/A	No
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	N/A	No
Fire and Rescue—Residential Use	7 minutes travel time	N/A	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	Yes
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	N/A	No

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Patrick to Diaz-Campbell, June 26, 2024)*
- *Special Projects Section (Ray to Diaz-Campbell, June 25 2024)*

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 58 AM and 93 PM peak-hour vehicle trips.
2. Prior to approval of a building permit for non-residential development, the applicant and the applicant's heirs, successors, and/or assigns shall provide a fee calculated as \$2.07 per gross square foot multiplied by (Engineering News Record Highway Construction Cost index at the 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) and shall 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).
3. Prior to the issuance of a certificate of occupancy for any non-residential building, the applicant must mitigate for the failed non-residential Fire/EMS response time by providing the following, pursuant to Section 24-4509(c)(1)(D) of the Subdivision Regulations:
 - a. The installation and maintenance of a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and
 - b. The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, including a requirement for a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.

These requirements shall be noted on the special exception site plan for the development.

SIGNATURE


Lakisha Hull (Jul 18, 2024 10:40 EDT)
Planning Director

07/18/2024

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).



The Maryland-National Capital Park and Planning Commission



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

June 26, 2024

MEMORANDUM

TO: Eddie Diaz-Campbell, Subdivision Section, Development Review Division

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

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

SUBJECT: ADQ-2022-092 Eagle Lake Campground & Resort

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS) application, 4-22068, which proposes the subdivision of land for a recreational campground and waterpark within the Agricultural and Preservation (AG) 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 3, 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) C, with signalized intersections operating at a critical lane volume (CLV) of 1,300 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's review to be analyzed for the determination of adequacy.

Trip Generation

The table below summarizes trip generation for the proposed recreational campground with 300 campsites and waterpark that will be used in reviewing site traffic generated impacts and developing a trip cap for the site:

TRIP GENERATION SUMMARY								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Campground/ Recreational Vehicle Park (ITE 416)	264	sites	16	29	45	32	17	49
Water Slide Park (ITE 482)	158	spaces	9	4	13	9	35	44
Total Trip Cap Recommendation			58			93		

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

1. US 301 & Brandywine Road (signalized)
2. Brandywine Road & Mattawoman Drive (signalized)
 - a. This intersection is constructed but not operational. The intersection is considered signalized in all conditions, as the improvement is bonded and permitted with Maryland Department of Transportation State Highway Administration (SHA).
3. Brandywine Road and Missouri Avenue (unsignalized)
4. Brandywine Road and North Keys Road (unsignalized)
5. Brandywine Road and site access (unsignalized)

Existing Traffic

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

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
US 301 & Brandywine Road (signalized)	1191	1304	C/Pass	D/Fail
Brandywine Road & Mattawoman Drive (signal/under construction)	524	687	Pass	Pass
Brandywine Road and Missouri Avenue (unsignalized)	18.6 s	26.2 s	Pass	Pass

Brandywine Road and North Keys Road (unsignalized)	21.7 s	10.7 s	Pass	Pass
Brandywine Road and site access (unsignalized)	-	-	-	-
*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.				

Background Traffic

The traffic study identified 21 background developments whose impact would affect study intersections. Additionally, annual growths of 1% over six years were applied to the traffic counts. Due to the current construction of the signal located at Brandywine Road & Mattawoman Drive, the final signalized configuration was analyzed as part of the background traffic. These improvements are analyzed as part of the background traffic.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
US 301 & Brandywine Road (signalized)	2037	2448	F/Fail	F/Fail
Brandywine Road & Mattawoman Drive (signal/under construction)	1061	1063	B/Pass	B/Pass
Brandywine Road and Missouri Avenue (unsignalized)	24.4 s	62.7 s	Pass	Fail
<i>Unsignalized tier step 2</i>	-	>100 veh.	-	Fail
<i>CLV step 3</i>	-	827	-	A/Pass
Brandywine Road and North Keys Road (unsignalized)	24.7 s	12 s	Pass	Pass
Brandywine Road and site access (unsignalized)	-	-	-	-
*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.				

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below. Due to the current construction of the signal located at Brandywine Road & Mattawoman Drive, the final signalized configuration was analyzed as part of the background traffic. These improvements are analyzed as part of the total traffic.

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
US 301 & Brandywine Road (signalized)	2049	2475	F/Fail	F/Fail

Brandywine Road & Mattawoman Drive (signal/under construction)	1100	1094	B/Pass	B/Pass
Brandywine Road and Missouri Avenue (unsignalized)	28.2 s	99.5 s	Pass	Fail
<i>Unsignalized tier step 2</i>	-	>100 veh.	-	Fail
<i>CLV step 3</i>	-	861	-	A/Pass
Brandywine Road and North Keys Road (unsignalized)	25.9 s	12.6 s	Pass	Pass
Brandywine Road and site access (unsignalized)	15 s	12.8 s	Pass	Pass
*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.				

As shown above, the intersection of US 301 & Brandywine Road does not meet the adequacy standards during the AM and PM peak hour.

It is recommended that the applicant contributes a fee to the Brandywine Road Club in lieu of constructing off-site improvements at these intersections. The TIS indicates that traffic impacts to these intersections can be offset through a pro-rata contribution for planned roadway improvements as provided in the Brandywine Road Club.

All other study intersections are projected to operate at acceptable levels. The site access has additional improvements shown on the plan that include a 250' acceleration lane and 250' deceleration lane along the east side of Brandywine Road and an 800' bypass lane along the west side of Brandywine Road. It should be noted that these improvements are proposed to address operational concerns raised by the Maryland Department of Transportation State Highway Administration (SHA) and will be addressed as part of the SHA permitting process. Based on the results of the TIS, it is determined during the review of this application that the improvements are not required to meet adequacy.

Brandywine Road Club

The subject property is located within Planning Area 85B 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 it was developed and in use before that date.

Comment: Included in the priority list of projects in CR-9-2017 is the widening of US-301 from the T.B. interchange northward to approximately 2500 feet north of the US-301/MD-381 intersection by adding a 3rd through lane in each direction. This was included as a study intersection in the TIS as shown above in the tables as US 301 & Brandywine Road (signalized). The property is eligible to satisfy transportation adequacy requirements based on a contribution to the Brandywine Road Club.

Pursuant to CR-9-2017, the Brandywine Road Club fee will be \$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, Inspection 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 PPS application, which shall be carried over to the time of each building permit.

Staff find that adequate facilities will exist if payment into the Brandywine Road Club, as outlined in CR-9-2017, is made in lieu of constructing off-site improvements at these intersections.

Analysis of Bicycle & Pedestrian Impacts

The subject property is in the Agricultural and Preservation (AG) zone zoning district and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy.

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 58 AM and 93 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 a building permit for non-residential development, a fee calculated as \$2.07 per gross square foot multiplied by (Engineering News Record Highway Construction Cost index at time of payment)/(Engineering News Record Highway Construction Cost Index for first quarter, 1993), as shown in accordance with Prince George's County Council Resolution CR-9-2017, shall be determined. All fees shall be

paid to Prince George's County (or its designee), to be indexed by the appropriate cost indices to be determined by the Prince George's County Department of Permitting, Inspections and Enforcement.



Countywide Planning Division
Special Projects Section

June 25, 2024

MEMORANDUM

TO: Eddie Diaz-Campbell, Planner III, Subdivision Section, DRD
FROM: Bobby Ray, AICP, Supervisor, Special Projects Section, CWPB
SUBJECT: 4-22068 + ADQ-2022-092 Eagle Lake Campground & Resort

Project Summary:

The 176.65-acre parcel is located on the East and West sides of Brandywine Road (MD381) North of its intersection with Gibbons Church Road. The project involves subdividing the property into 6 parcels for the development of a Recreational Campground, subject to a Special Exception. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on March 20, 2024.

PPS-4-22068

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 6, "Individual System". The 2018 Water and Sewer Plan states:

This category consists of all areas outside the limit of planned water and sewer service (Sewer Envelope), and of certain larger tracts of parkland and open space inside the Sewer Envelope. Development in Category 6 must use permanent individual water supply and wastewater disposal systems (i.e., well and septic systems) or shared facilities and smaller community systems (Category 6P) as approved by the County (see Section 5.2.3 in Chapter 5). Re-designation to and from Category 6 or 6P must proceed through a legislative amendment process (see Chapter 6).

Additionally, the property is within Tier 4 of the Sustainable Growth Act.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 85B, "Cedarville and Vicinity". The *2024-2029 Fiscal Year Approved CIP Budget* states that there "are no capital projects programmed for this planning area during the next six year period".

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 6 Master Plan* contained the following overall goals:

- Provide residents of Subregion 6 needed public facilities in locations that serve existing and future populations.
- Ensure that all new public facilities will be constructed to LEED standards and existing buildings will be retrofitted to make them as energy efficient and sustainable as possible.
- Maintain the high level of service by providing essential equipment and professional training for personnel.
- Priority will be given to funding public facilities to support development in the Developing Tier

The project will not impede achievement of the above-referenced vision, policy or specific facility improvements. The analysis provided in this memo illustrates that, pursuant to adopted tests and standards, public safety facilities and Water & Sewer service are adequate to serve the proposed development. 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.

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.

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Police Facility Adequacy

Per Table 24-4502 of the current Subdivision Regulations, non-residential development is not subject to the Planning Board's test for police adequacy standards.

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 five (5) minutes response time for non-residential uses which includes one (1) minute of "turn-out" time. The Fire Department uses the metric of "travel time" in their evaluation, which is assessed at the time the station receives notice and initiates a response.

The subject property is served by Baden Station #836, located at 16608 Brandywine Rd, Brandywine, MD 20613. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of April 23, 2024, the site fails the five-minute response time test for non-residential development from the closest or 'first due' Fire/EMS station.

Pursuant to Section 24-4509 (c)(1)(D) of the current Subdivision Regulations provides the following mitigation measures for nonresidential development that fails to meet the response time:

- (i) The installation and maintenance of a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and
- (ii) The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, including a requirement for a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.

Schools Adequacy:

Per Table 24-4502 of the Subdivision Regulations, school facilities are not an applicable area of review for nonresidential development.

CONCLUSION

Pursuant to the mitigation required by Section 24-4509 (c)(1)(D) of the Subdivision Regulations (above), the Special Projects Section finds that the required Levels of Service for applicable public facilities is met.