

# Certificate of Adequacy

ADQ- 2023-045

## General Information

Project Name: Brightseat Tech Park  
Case Number: ADQ-2023-045  
Associated Preliminary Plan of Subdivision or Final Plat: 4-23024  
Use Type: Industrial (nonresidential)  
Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 4,132,500 SF

## Project Location

Project Location: Located east of I-95/495 (Capital Beltway), north of MD 202 (Landover Road) at its intersection with Brightseat Road.  
Lot/Parcel: Parcels G-1, F, A, C-1, E, B, D, H Tax Account: 1464262, 1464254, 1409077, 1494657, 1425776, 154555  
Property Zone: TAC-C/RSF-65 Council District: 5  
Planning Area: 72 Municipality: N/A  
Election District: 13 Transportation Service Area: 1  
Police District: III School Cluster Area:

## 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	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 (Ryan to Gupta, February 16, 2024)*
- *Special Projects Section (Walker to Gupta, February 15, 2024)*
- *Department of Parks and Recreation (Quattrocchi, Thompson to Gupta, February 13, 2024)*

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

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

☐ Denied

1. Prior to issuance of a non-residential use and occupancy permit, the applicant or the applicant's heirs, successors, and/or assignees shall have:
  - a. Installed (and shall thereafter maintained) a sprinkler system at each building that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party.
  - b. Installed (and shall thereafter maintained) automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), in sufficient numbers, so that no employee is more than 500 feet from an AED.
2. Total development within the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 532 AM peak-hour trips and 449 PM peak-hour vehicle trips.
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 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. Correspondence from the Maryland State Highway Administration (SHA) permitting approval for the modification of the shoulder along the north side of MD 202 to be re-stripped for use as a third westbound lane, as shown on Figure 10, page 24 of the applicant's "Traffic Impact Analysis" (TIS) dated August 21, 2023.
  - b. Correspondence from the SHA permitting approval for the construction of a third northbound to westbound triple left turn lane along Brightseat Road at MD 202 and re-striping the southbound lanes to provide a through lane and double left turn lanes along Brightseat Road at MD 202, as shown on Figure 10, page 24 of the applicant's TIS.
4. If the proposed lane configuration in Condition 3 is to be modified, the applicant shall provide the recommended and/or approved configuration and agreed upon timetable for construction per the operating agency to the Transportation Planning Section for review.
5. 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. Rebuild existing traffic signals at Brightseat Road and Evarts Street and rebuild existing traffic signals at Brightseat Road and Glenarden Parkway to include pedestrian signals and Americans with Disabilities Act (ADA)-compliant ramps.
  - b. Construct a five-foot-wide sidewalk along the east side of Brightseat Road, 210 feet north of Evarts Street continuing north approximately 170 feet north of Reicher Street, connecting to the existing sidewalk at 3311 Brightseat Road (MD Tax I.D. 1443910). Install ADA-compliant ramps along the east side of Brightseat Road at its intersection with Reicher Street, Hamlin Street, and Girard Street.

- c. Remove existing sidewalk and construct a new five-foot-wide sidewalk along the west side of Brightseat Road from MD 202 to Evarts Street.
- d. Install 10 bus sitting walls along Brightseat Road from Sheriff Road to Glenarden Parkway. The location of the bus sitting walls shall be as shown on Figure 10, page 18 in the applicant's "Bicycle Pedestrian Impact Statement" (BPIS) dated August 21, 2023 and revised February 1, 2024.
- e. Provide a crosswalk with ADA-compliant curb ramps across all four legs of MD 202 and Brightseat Road intersection.
- f. Provide a bike share station in the vicinity of MD 202 and Brightseat Road. The bikeshare station shall be located within a dedicated public access easement if located on-site or within the public right-of-way within a quarter of a mile of the subject site. The final location shall be determined by the Transportation Planning Section prior to permitting.
- g. Provide bicycle signage and pavement markings along Glenarden Parkway, Brightseat Road, and MD 202. The final location shall be determined by the Transportation Planning Section prior to permitting.
- h. Provide a crosswalk along the east leg of Brightseat Road and Evarts Street intersection.
- i. Construct a five-foot-wide sidewalk along the east side of Brightseat Road from MD 202 to the entrance of the shopping center located at 8585 Landover Road (MD Tax I.D. 1462365).
- j. Install one multi-station outdoor fitness center at the Henry P. Johnson Park. The applicant shall coordinate the installation with Prince George's County Department of Parks and Recreation (DPR).
- k. Install five park benches at the Henry P. Johnson Park. The applicant shall coordinate the installation with DPR.
- l. Install two bicycle racks at the Henry P. Johnson Park. The applicant shall coordinate the installation with DPR.

**SIGNATURE**

*Lakisha Hull*

Planning Director

03/06/2024

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



PRINCE GEORGE'S COUNTY  
Planning Department


1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division  
Transportation Planning Section

February 16, 2024

**MEMORANDUM**

TO: Mridula Gupta, Development Review Division

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


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

SUBJECT: **ADQ-2023-045 – Brightseat Tech Park**

**Proposal**

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with Preliminary Plan of Subdivision (PPS) 4-23024. The subject property is currently unimproved and is the former Landover Mall site zoned Town Activity Center - Core (TAC-C). The subject application seeks to create a 4,132,500 square-foot data center. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the prior zoning ordinance and subdivision regulations.

**Prior Conditions of Approval**

There are no prior conditions of approval on the subject property that are applicable to the subject application.

**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 a full traffic impact study (TIS) as part of the subject application, which is used as the basis for a determination of adequacy. As mentioned, the PPS application proposes a 4,132,500 square-foot data center.

#### **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: ADQ-2023-045</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>
Data Center	4,132,500	Square-Feet	293	239	532	135	314	449
<b>Total Trip Cap Recommendation</b>			<b>532</b>			<b>449</b>		

The ADQ submission includes turning movement counts for the below listed critical intersections which staff determined will be impacted by traffic generated by the proposed development.

- Brightseat Road / Evarts Street (signalized)
- MD 202 / Brightseat Road (signalized)
- MD 202 / I-495 SB On Ramp
- MD 202 / I-495 NB On Ramp
- MD 202 / St. Josephs Drive (signalized)
- Brightseat Road / Site Access (unsignalized)

#### **Existing Traffic**

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

<b><u>EXISTING TRAFFIC CONDITIONS</u></b>				
<b><u>Intersection</u></b>	<b><u>Critical Lane Volume (AM &amp; PM)</u></b>		<b><u>Level of Service (LOS, AM &amp; PM)</u></b>	
Brightseat Road / Evarts Street (signalized)	348	300	A	A
MD 202 / Brightseat Road (signalized)	901	1,165	A	C
MD 202 / I-495 SB On Ramp	1,161	1,127	C	B
MD 202 / I-495 NB On Ramp	1,417	1,232	D	C
MD 202 / St. Josephs Drive (signalized)	884	1,060	A	B

Brightseat Road / Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	-	-	-	-
*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. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

#### Background Traffic

The traffic study identified 25 background developments whose impact would affect study intersections. A 3.74% growth rate for MD 202 and a 3.94% growth rate for Brightseat Road (north of MD 202) was applied to existing peak hour volumes over a six-year period. There are no critical intersections specifically identified above that are programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program (CTP)” or the Prince George's County “Capital Improvement Program (CIP).” The CTP does identify a project at MD 202 and Brightseat Road to enhance capacity, operations, and safety of the intersection however its status has been placed on hold. A second analysis was done to evaluate the impact of the background developments.

<u>BACKGROUND TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
Brightseat Road / Evarts Street (signalized)	552	531	A	A
MD 202 / Brightseat Road (signalized)	1,336	1,583	D	E
MD 202 / I-495 SB On Ramp	1,459	1,441	E	D
MD 202 / I-495 NB On Ramp	1,729	1,485	F	E
MD 202 / St. Josephs Drive (signalized)	1,179	1,359	C	D
Brightseat Road / Site Access (unsignalized) Step 1 – HCM Delay Test (Seconds)	-	-	-	-
*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. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

#### Total Traffic

The following critical intersections identified above, when analyzed with total future traffic and proposed improvements, as developed using the Guidelines including the site trip generation as described above. The TIS concludes that all intersections under total future conditions will operate as follows:



<u>TOTAL TRAFFIC CONDITIONS</u>				
<u>Intersection</u>	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
Brightseat Road / Evarts Street (signalized)	791	836	A	A
MD 202 / Brightseat Road (signalized)	1,441	1,690	D	F
*With Improvement*		1,593		E
MD 202 / I-495 SB On Ramp	1,528	1,538	E	E
MD 202 / I-495 NB On Ramp	1,803	1,547	F	E
*With Improvement*	1,471		E	
MD 202 / St. Josephs Drive (signalized)	1,191	1,365	C	D
Brightseat Road / Site Access (unsignalized)				
Step 1 – HCM Delay Test (Seconds)	32.9 Sec.	38.4 Sec.	D	E
*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. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

**Comment:** The applicant’s TIS indicates that the MD 202 / I-495 Northbound Ramps will operate at a CLV of 1,803, which corresponds to LOS F, a failing intersection. The TIS also indicates that by modifying and utilizing the shoulder along the north side of MD 202 to be used as a third westbound lane, the critical lane volume (CLV) for this intersection would improve to 1,471, which corresponds to LOS E, an acceptable intersection. This improvement is displayed within Figure 10 of the applicant’s TIS. The applicant’s response to Subdivision and Development Review Committee (SDRC) comments (Snider to Diaz-Campbell, February 8, 2024) states, “The applicant acknowledges that the provision of an extra lane to mitigate the failing intersection is subject to SHA approval. Correspondence with SHA indicating approval will be transmitted to M-NCPPC Transportation Section once approval has been received.” Staff concurs with this finding and as such will condition that Maryland State Highway Administration (SHA) approval for the modification of the shoulder along the north side of MD 202 to be re-stripped for use as a third westbound lane, as shown on Figure 10 of the applicant’s TIS, be provided to staff prior to issuance of the first building permit.

Additionally, the applicant’s TIS indicates that the MD 202 / Brightseat Road intersection will operate at a CLV of 1,690, which corresponds to LOS F, a failing intersection. The TIA also recommends two improvements to mitigate the failing intersection. First, by constructing a third northbound to westbound triple left turn lane along Brightseat Road at MD 202. Second, by re-stripping the southbound lanes to provide a through lane and double left turn lanes along Brightseat Road at MD 202. These improvements are also displayed within Figure 10 of the applicant’s TIS. With the proposed configuration, the intersection CLV would improve to 1,593, which corresponds to LOS E, an acceptable intersection. Staff concurs with this finding and as such will condition that SHA approval for the construction of a third northbound to westbound triple left turn lane along Brightseat Road at MD 202 and re-stripping the southbound lanes to provide a through lane and double left turn lanes along Brightseat Road at MD 202, as shown on Figure 10 of the applicant’s TIS, be provided to staff prior to issuance of the first building permit.

A memo submitted by SHA on February 14, 2024, details concerns regarding signal operations and the lane configurations that the applicant proposed along the westbound movement at the MD 202

and the Brightseat Road intersection, as discussed above. SHA has requested additional operational analysis from the applicant prior to permitting. Additional coordination between the applicant and SHA will be required in regard to the CTP project and its timeline. As a condition of approval, if the proposed lane configurations detailed above are required to be modified based on further analysis required by SHA, the applicant shall provide the recommended and/or approved configuration and agreed upon timetable for construction per the operating agency to the Transportation Planning Section for review.

The remaining intersections studied will continue to operate at acceptable levels of service during peak hours. The TIS notes that additional trips due to the data center will have a minimal increase on the studied intersections and as such no improvements are proposed, other than those outlined above.

### **Analysis of Bicycle & Pedestrian Impacts**

The subject property is in the Town Activity Center - Core (TAC-C) 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 \$1,446,375.00, adjusted for inflation to \$1,893,517.11.

### **Off-Site Adequacy**

The applicant has provided off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy.

The applicant proposes the following options:

1. Rebuild existing traffic signals at Brightseat Road and Evarts Street and rebuild existing traffic signals at Brightseat Roan and Glenarden Parkway to include pedestrian signals and ADA-compliant ramps.
2. Construct a five-foot-wide sidewalk along the east side of Brightseat Road, 210 feet north of Evarts Street continuing north approximately 170 feet north of Reicher Street, connecting to the existing sidewalk at 3311 Brightseat Road (MD Tax I.D. 1443910). Install ADA-compliant ramps along the east side of Brightseat Road at its intersection with Reicher Street, Hamlin Street, and Girard Street.
3. Remove existing sidewalk and construct a new five-foot-wide sidewalk along the west side of Brightseat Road from MD 202 to Evarts Street.
4. Install 10 bus sitting walls along Brightseat Road from Sheriff Road to Glenarden Parkway. Location of stops shown on Figure 10 within the BPIS.
5. Provide a crosswalk with ADA-compliant curb ramps across all four legs of MD 202 and Brightseat Road intersection.
6. Provide a bike share station in the vicinity of MD 202 and Brightseat Road. The exact location to be determined by the Transportation Planning Section prior to permitting.
7. Provide bicycle signage and pavement markings along Glenarden Parkway, Brightseat Road, and MD 202. The exact location to be determined by the Transportation Planning Section prior to permitting.



8. Provide a crosswalk along the east leg of Brightseat Road and Evarts Street intersection.
9. Construct a five-foot-wide sidewalk along the east side of Brightseat Road from MD 202 to the entrance of the shopping center located at 8585 Landover Road (MD Tax I.D. 1462365).
10. Install one multi station outdoor fitness center at the Henry P Johnson Park.
11. Install five park benches at the Henry P Johnson Park.
12. Install two bicycle racks at the Henry P Johnson Park.

Estimated total: \$1,796,100.

**Comment:** Regarding item 6, TPS staff recommend the proposed bike share at the MD 202 and Brightseat Road intersection be placed within a dedicated public access easement pursuant to Section 24-124.01(e)(2). Additionally, this location and easement limits shall be provided within the details of the submission.

#### 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 and crosswalks which provide safe pedestrian access throughout the proposed development. Staff has also recommended that the site's frontage along Evarts Street and Brightseat Road be improved with re-constructed five-foot-wide sidewalks and bicycle lanes. Staff has also recommended that the site's frontage along MD 202 be improved with a minimum eight-foot-wide side path. These improvements along the site's frontages are included with the PPS application. In addition, staff has requested the applicant provide bicycle parking throughout the site. Staff concludes that adequate on-site pedestrian and bicycle facilities will be provided with the proposed and recommended amenities and facilities.

#### Demonstrated Nexus

The proposed pedestrian and bicycle improvements create new connections to and from the subject development. The proposed data center has the potential to provide employment opportunities to the surrounding residents. The improvements facilitate alternative methods of travel to the site by providing sidewalks and marked bicycle facilities. Those traveling to the site via transit would benefit from the recommended bus shelters. These improvements will help establish a more pedestrian and bicycle friendly environment in the immediate vicinity of the subject site as well as within the City of Glenarden.

**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.

#### Recommendations

Based on the findings presented above, staff conclude that transportation facilities will exist to serve the proposed subdivision as required under the prior and current Subtitle 24, if the following conditions are met:

- 1 Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 532 AM peak-hour trips and 449 PM peak-hour trips. Any development generating an impact greater than that identified herein 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) Correspondence from the Maryland State Highway Administration (SHA) permitting approval for the modification of the shoulder along the north side of MD 202 to be re-stripped for use as a third westbound lane, as shown on Figure 10 of the applicant's TIS.
  - b) Correspondence from the Maryland State Highway Administration (SHA) permitting approval for the construction of a third northbound to westbound triple left turn lane along Brightseat Road at MD 202 and re-striping the southbound lanes to provide a through lane and double left turn lanes along Brightseat Road at MD 202, as shown on Figure 10 of the applicant's TIS.
- 3 If the proposed lane configuration in condition 2 is to be modified, the applicant shall provide the recommended and/or approved configuration and agreed upon timetable for construction per the operating agency to the Transportation Planning Section for review.
- 4 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) Rebuild existing traffic signals at Brightseat Road and Evarts Street and rebuild existing traffic signals at Brightseat Road and Glenarden Parkway to include pedestrian signals and ADA-compliant ramps.
  - b) Construct a five-foot-wide sidewalk along the east side of Brightseat Road, 210 feet north of Evarts Street continuing north approximately 170 feet north of Reicher Street, connecting to the existing sidewalk at 3311 Brightseat Road (MD Tax I.D. 1443910). Install ADA-compliant ramps along the east side of Brightseat Road at its intersection with Reicher Street, Hamlin Street, and Girard Street.
  - c) Remove existing sidewalk and construct a new five-foot-wide sidewalk along the west side of Brightseat Road from MD 202 to Evarts Street.
  - d) Install 10 bus sitting walls along Brightseat Road from Sheriff Road to Glenarden Parkway. Location of stops shown on Figure 10 within the BPIS.
  - e) Provide a crosswalk with ADA-compliant curb ramps across all four legs of MD 202 and Brightseat Road intersection.

- f) Provide a bike share station in the vicinity of MD 202 and Brightseat Road. The bikeshare station shall be located within a dedicated public access easement if located on-site or within the public right-of-way within a quarter of a mile of the subject site. The final location shall be determined by the Transportation Planning Section prior to permitting.
- g) Provide bicycle signage and pavement markings along Glenarden Parkway, Brightseat Road, and MD 202. The final location shall be determined by the Transportation Planning Section prior to permitting.
- h) Provide a crosswalk along the east leg of Brightseat Road and Evarts Street intersection.
- i) Construct a five-foot-wide sidewalk along the east side of Brightseat Road from MD 202 to the entrance of the shopping center located at 8585 Landover Road (MD Tax I.D. 1462365).
- j) Install one multi station outdoor fitness center at the Henry P Johnson Park.
- k) Install five park benches at the Henry P Johnson Park.
- l) Install two bicycle racks at the Henry P Johnson Park.



Countywide Planning Division  
Special Projects Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)

February 15, 2024

**MEMORANDUM**

**TO:** Mridula Gupta, Planner IV, Subdivision Section, DRD

**FROM:** *TW* Tineya Walker, Planner I, Special Projects Section

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

**SUBJECT:** **4-23024 Brightseat Technology Park ADQ-2023-045**

**Project Summary:**

The project proposes the industrial development of 4,132,500 square feet of qualified data centers. The 86.62-acre site is located at 2101 Brightseat Road, Landover, MD 20857. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on January 10, 2024.

**PPS-4-23024**

**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 3, "Community System". Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer. 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 property is located in Planning Area 72 – “Landover & Vicinity”. The *2023-2028 Fiscal Year Approved CIP Budget* identifies one new facility proposed for construction, the Shady Glen Fire/EMS Station located at Shady Glen Drive and Central Avenue.

**Conformance to the Master Plan:**

The active plan for this area is the *2009 Approved Landover Gateway Sector Plan*. The vision for this area is an activity center with a dense urban form, and a downtown area centered around the former Landover Mall site and extending along Brightseat Road. The Plan has an Infrastructure Element (“Chapter 5”) which contains a Public Facilities section encompassing schools, police/fire/EMS, and library facilities.

The Goals for these areas are:

**Goal 1:** Provide public facilities that efficiently serve the existing and future population.

**Goal 2:** Provide the residents of the Landover Gateway sector plan area and surrounding communities with schools that are not overcrowded, feature cutting-edge technological and instructional opportunities, and serve as focal points.

**Goal 3:** Provide state-of-the-art library facilities in the sector plan area.

**Goal 4:** Provide needed public safety facilities in locations that efficiently serve Landover Gateway.

Given the vision of the Sector Plan, and the effort to create an activity center with increased density, the Infrastructure Element envisions public facilities keeping track with future growth and development. Page 104 of the Sector Plan contains a map (Map #24) of existing and proposed public facilities. There are three floating symbols on the map, all located within or adjacent to the subject site of PPS-4-23024, that designate the location for new public facilities. These facilities are a new Pre-K to 8 elementary school; a new Fire / EMS station; and a new library.

Table 10 on Page 112 (“Proposed Acquisitions for Public Facilities”) of the Sector Plan provides more detail on the proposed Fire / EMS Station and the Library. The Table provides the following approximate locations and site requirements for these facilities:

<b>Facilities</b>	<b>Approximate Locations</b>	<b>Site Requirements</b>
Landover Gateway Fire/EMS Station	Along Brightseat Road north of Landover Road and south of Evarts Street	12,500 square feet or more of operational and storage space including 4 apparatus bays and other support space and access to parking and transit
Central Library	At the Brightseat Road/Landover Road interchange quadrant closest to transit stop	100,000 square feet of library space with on-site or adjacent public parking and transit

### **Conclusion**

The proposed project could preclude the ability to secure sites for the facilities identified in the *2009 Approved Landover Gateway Sector Plan*. However, given the nature of the proposed use (data center) the intensity of development may be far less than that associated with the Sector Plan vision and therefore reduce or eliminate the need for these facilities.

### **ADQ-2023-045**

Certificate of Adequacy ADQ-2022-045 is being reviewed for public facility adequacy, per the findings of the current Subdivision Regulations Section 24-4500, as follows:

- (1) This Section establishes public facility adequacy standards. They are summarized in Table 24-4502: Summary of Public Facility Adequacy Standards. The standards are established in Sections 24-4504, Public Facility Adequacy-Generally, through Section 24-4510, Schools Adequacy, below.
- (2) An application listed in Section 24-4502(a) above 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).

#### **Police Facility Adequacy:**

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

#### **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:

- (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.

The subject property is served by the Kentland Fire/EMS Station #833 located at 7701 Landover Road, Hyattsville, MD 20785 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 February 8, 2024, the project site **fails** the 4-minute travel test for non-residential development.

Section 24-4509. (c)(1)(D) of the current Subdivision Regulations state that:



(D) Should nonresidential development not meet the response time test, the applicant may provide mitigation through:

- 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:**

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

**CONCLUSION**

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

1. 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
2. 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.



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

## MEMORANDUM

DATE: February 13, 2024

TO: Mridula Gupta, Planner IV  
Development Review Division  
Planning Department

VIA: Sonja Ewing, Division Chief *SME*  
Park Planning and Environmental Stewardship Division  
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor *DQ*  
Ivy R. Thompson, AICP, Planner III *IRT*  
Land Acquisition/Management & Development Review Section  
Park Planning and Environmental Stewardship Division  
Department of Parks and Recreation

SUBJECT: 4-23024 Brightseat Tech Park

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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 three parcels for 4,132,000 square feet of Industrial Development.

## **BACKGROUND**

This 86.62-acre property zoned Transit-Oriented /Activity Center, Core and Residential Single Family (RSF-65) is located west of Capital Beltway (I-495 South), north of Landover Road at its intersection with Brightseat Road.

## **Master Plan Conformance**

This proposal is subject to the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* for Planning Area 72, the 2017 *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 Sections 24-134 and 24-135 of the Subdivision Regulations. This application is exempt from the Prince George's County Subdivision Regulations 24-134, the parkland dedication requirement, because it is a non-residential development. The proposed development is in alignment with the master plan's intention to improve upon the existing neighborhood and community parks while providing enhanced facilities to the community.

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

Per 24-4507(b)(1)(B) 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. Therefore, Parks staff finds the LOS adequate.

**DISCUSSION:**

The 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* emphasizes the development of recreation facilities on existing and future parkland, specifically the expansion of Henry P. Johnson Park (p.108). Parcel A adjoins Henry P. Johnson Park, owned by M-NCPPC and operated by the DPR. The applicant owns the adjoining 4-acre parcel, identified on the site plan as Parcel A, at the intersection of Evarts Street and Brightseat Road, and is meeting the woodland conservation requirement on this parcel. The master plan recommends the acquisition of Parcel A for public space and the location of an urban park at the intersection of Brightseat Road and Landover Road. This application is exempt from the Prince George's County Subdivision Regulations 24-134, the parkland dedication requirement, because it is a non-residential development. However, the applicant, via the BPIS has proffered to provide a bicycle connection to Henry P. Johnson Park; and bicycle/pedestrian improvements including bike racks, trail exercise equipment, and benches for users. DPR staff agrees with the proposed improvements. The applicant is providing two public open space amenities Amenity space A along Brightseat Road and Amenity Space B located at the corner of Brightseat and Evarts Street that satisfy the public space requirement of the master plan. DPR staff supports the development of the two public amenity spaces.

**CONCLUSION**

This application is exempt from 24-134, the parkland dedication requirement, because it is a non-residential development. The applicant should coordinate the installation of bicycle/pedestrian improvements including bike racks, trail exercise equipment, and benches at Henry P. Johnson Park with DPR staff at the appropriate phase of development.

cc: Alvin McNeal






# Brightseat Tech Park ADQ-2023-045

Final Audit Report

2024-03-07

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