



February 8, 2024

Maryland National Capital Park and Planning Commission
Prince George's County, Environmental Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**Re: Brightseat Tech Park
Preliminary Plan of Subdivision 4-23024
SDRC Comment Response Letter**

Dear Mr. Eddie Diaz-Campbell:

The following serves as a written response to the SDRC comments received in the memo dated January 19, 2024 regarding Preliminary Plan of Subdivision 4-23024. Comments are shown in *italics* below. Responses are provided in **bold**. We will address each item in turn below:

Subdivision Section Major Issues

1. Please clarify the project name. Is it "Brightseat Technology Park", or "Brightseat Tech Park"?

The correct name of the project is "Brightseat Tech Park".

2. The 10-foot wide PUE overlaps with existing WSSC easements along Brightseat Road frontage and I-495. Provide documentation from WSSC that they will allow overlap of another utility easement with theirs. Else, move the PUE outside the WSSC easements. In locations where the PUE no longer abuts the right-of-way line, a variation to Section 24-122(a) will be required.

The proposed 10-foot wide PUE located along Brightseat Road has been relocated so that it no longer overlaps the existing WSSC easement. A variation petition to Section 24-122(a) will be filed at time of plat to account for the remaining overlap with the existing easement for the WSSC 60" water main adjacent to I-495.

3. The ROWs of planned MC-419 and MC-420 are shown as to be reserved, not dedicated. The PPS has been referred to DPIE for comments. The location of MC-420 is used to design a stormwater wet pond. Similarly, an underground SWM facility is proposed where the planned ROW for MC-419 connects to Evarts Street. The applicant should note that in the event that reservation of these roads is required, the facilities will need to be removed from the ROWs of MC-420 and MC-419.

Proposed stormwater facilities are no longer located with the reservation area for the master-planned roadways MC-419 and MC-420.

4. It appears that an access easement is proposed for access to Parcel C-2, located between the subject property and Brightseat Road. Is that an existing or proposed

easement? Please show the complete extents and minimum width of this easement, label it as existing or proposed, and the purpose of the easement. A private easement may be approved to provide vehicular access to adjoining Parcel C-2 in accordance with Section 24-128(b)(9) of the prior Subdivision Regulations.

The access easement for the existing auto body repair shop (Parcel C-2) is proposed. The plans have been updated to label the access easement as such. The applicant acknowledges that a private access easement for vehicular access in accordance with Sec. 24-128(b)(9) of the prior Subdivision Ordinance can be approved in order to grant vehicular access to Parcel C-2.

5. Variation to Section 24-121(a)(3) – To the justification in support of the variation request, please add why MC-419 and/or MC-420 cannot be dedicated and improved to provide access to the parcels from these interior roads.

The Variation Petition to Sec. 24-121(a)(3) has been updated to provide justification showing that MC-419 and MC-420 cannot feasibly be dedicated and improved to provide access to the parcels from these interior roads.

6. Please show the boundaries of any water/sewer easement(s) which are needed to contain the proposed water and sewer lines.

The boundaries of all proposed water and sewer easements have been added to the plans.

7. The TCPI shows ROW dedication along Evarts Street and MD 202, which is not shown on the PPS. Please show all required ROW dedication and label their square footage on the PPS. Update General Note 10 accordingly.

The PPS has been updated to account for the ROW dedication along Evarts Street, and the respective square footage is now labelled accordingly. General Note 10 on the cover sheet of the PPS has been updated to reflect this.

8. Please make the following revisions to the PPS:

a. In the title block of the PPS, and General Note 31, please list all property owners as listed in the Application Form.

The property owners, as listed on the addendum to the application form have been added to the title block of the PPS and General Note 31.

b. There is a slight difference between the PMA listed on the approved NRI (1.44 acres) versus that listed in General Note 6 and Site Statistics Table (1.45 acres). Please review and correct so that General Note 6 is consistent with the NRI.

General Note 6 has been updated to match the PMA of 1.44 acres as indicated on the approved NRI.

c. The unapproved SWM concept plan and PPS show two underground water quality treatment facilities. The TCP1 however, shows only one. Please clarify.

The TCP1 has been updated to reflect the current SWM

d. Show the outline of the proposed wet pond on the PPS plan view.

The outline of the wet pond has been added to the PPS plan sheet. Refer to sheet 3 of the PPS.

e. Show and label the location of proposed access points to the subdivision from public roads.

The two proposed access points to the subdivision from public roads are shown.

f. Remove LOD, curb & gutter, and sidewalks from the PPS plan view.

LOD, curb/gutter and sidewalks have been removed from the PPS plan sheets.

g. On sheets 4 and 6, there are two lines shown offset to the ROW for Evarts Street. One of them indicates the 10' PUE line. What is the other line?

The two lines indicate the existing and proposed 10-foot wide PUEs. The proposed PUE line accounts for the full extent of the master-planned roadway for Evarts Street.

h. Label existing fences to remain or to be removed.

Existing fences are to be removed. They have been labelled accordingly.

i. Show and label the ultimate right-of-way widths for Brightseat Road, MD-202, and Evarts Street fronting the property. Provide dimensions to the centerlines of the adjoining roads from the property boundary.

The ultimate right-of-way widths for Brightseat Road, MD-202 and Evarts Street are added to the plan. The dimensions from the centerlines of the adjoining roads to the property boundary are now shown. The provided rights-of-way widths are based on DPW&T Urban Street Section details 100.20 and 100.22 for Brightseat Road and Evarts Street, respectively.

j. Revise the labels for MC-420 and MC-421 to include their right-of-way width.

The labels for master planned roadways MC-419 and MC-420 have been updated to include their right-of-way widths.

k. On existing Parcel G-1, please label each easement with information as to whether it is to remain or to be abandoned.

The existing easements located on Parcel G-1 have been labelled to indicate they are to remain active.

l. Please label whether the 40' waterline and electric line easement recorded in PB WWW 75 P. 48; and the 40' water main, slope and construction easement recorded in L. 3810 f. 6, are to remain or to be abandoned.

Both easements for the 40" waterline & electrical easement (recorded in L. 75 F. 48) and the Water main, slope and construction easement (recorded at L. 3810 F. 6) are to remain. They have been labelled accordingly.

m. Revise the title block of the PPS to list the correct case name. Remove the line below which lists the existing parcels. Increase the size of the assigned case number, compared to the words "Preliminary Plan of Subdivision". List all property owners.

The title block of the PPS has been updated accordingly.

n. In General Note 1 on the cover sheet of the PPS, please list the property owners in front of each existing parcel, if they are owned by different entities other than Brightseat Associates, LLC. Correct the plat reference for Parcel G-1.

General Note 1 on the Cover Sheet of the PPS has been updated to list the property owners with the corresponding existing parcel. The plat reference for Parcel G-1 has been updated to show

o. Revise General Note 4 to list the purpose of subdivision to state 3 parcels for 4,132,500 square feet of industrial development.

General Note 4 has been updated indicate that the purpose of the subdivision is for 3 parcels for 4,132,500 square feet of industrial development.

p. Revise General Note 5 to list prior approvals applicable to the property.

General Note 5 has been updated to show approved NRI-002-10-02.

q. Revise General Note 7 to list RSF-65 and R-55 as existing and prior zoning applicable to the property. List the acreage under each zone. 4.27 ac, 82.35 ac.

General Note 7 has been updated to list RSF-65 and R-55 as the existing and prior zoning. The acreage for each zone, 4.27 & 82.35, respectively is now included in General Note 7 as well.

r. Revise General Note 10 to list the acreage of road dedication as "0", instead of "X".

General Note 10 has been updated to reflect 0 acres of road dedication.

s. *Complete General Note 23 to show the assigned TCP1 number, TCP1-002-2024.*

TCP-002-2024, the assigned TCP1 case number has been added to General Note 23 on the cover sheet of the PPS.

t. *Revise General Note 32 to remove reference to a future DSP application and instead reference a future site plan application, which could be building permit stage.*

General Note 32 has been revised to indicate a future permit site plan application rather than DSP, which is not applicable to this subject application.

u. *General Note 33 and labels on the plan view regarding MC-419 and MC-420 will need to be revised based upon referral from the operating agency, regarding reservation of these master planned roads.*

Acknowledged. General Note 33 will be updated accordingly upon referral from DPIE/DPWT.

v. *Add a general note listing the existing use of the property.*

General Note 8 has been updated to list the existing use of the property as “Commercial” according to SDAT.

w. *Add a general note listing the minimum lot size and lot width required by the Zoning Ordinance.*

General Note 10 has been added to list the minimum lot size and width required by the zoning ordinance.

x. *Parcel Area Summary – The total area of the subdivision is listed as 86.63 acres, while this figure is listed as 86.62 acres in the general notes. Please revise the table to show the correct acreage. Under the column titled “Description”, replace “Data Center” with “Industrial Use”.*

The Parcel Area Summary Table has been updated to indicate the correct gross area of 86.62 acres and is consistent with General Note 6.

y. *General Information Table – Label M-X-T Zone as prior and include R-55 also as a prior zone. Revise the tax grid to include Tax Map 60, Grids B2 and B3. Revise Councilmanic District to 5; Election District to 13; and General Plan 2002 Tier to Developed.*

The General Information Table has been updated to indicate M-X-T and R-55 as the prior zoning classification of the site. The tax grid, councilmanic district, election district and General Plan tier have all been updated accordingly

Environmental Planning Section Major Issues

1. *The following technical corrections are needed on the TCP1:*

a. *Add TCP1-002-2024 to the approval block.*

The TCP1-002-2024 case number is added to the approval block.

b. *Correct the worksheet with the following:*

i. *Add TCP1-002-2024 to the worksheet.*

TCP1-002-2024 has been added to the woodland conservation worksheet.

ii. *The project is in two zones, M-X-T and R-55 (prior zones). Reflect this in the worksheet.*

Both zones (M-X-T and R-55) are added to the woodland conservation worksheet.

iii. *Change line 10 to "yes". The site is subject to the 2010 ordinance and is in the priority funding area.*

Line 10 of the woodland conservation worksheet has been updated to indicate that the site is subject to the 2010 ordinance is within the priority funding area.

c. *Correct TCP Note #8, this site is adjacent to Landover Road which is a historic road.*

Note 8 on the TCP1 has been updated to indicate that the site is adjacent to Landover Road, which is designated as a historic road within the County.

d. *Correct Note #11 to include the stormwater management (SWM) concept number.*

General Note 11 is updated to show the SWM concept number, 22857-2023.

e. *All easements should be shown as cleared.*

All easements that are to be abandoned have been labelled accordingly.

2. *The landscape credits mentioned in the worksheet are not shown on the TCP1. The Environmental Planning Section does not support the use of landscape credits being used for this site.*

The applicant no longer seeks to utilize landscape credits to satisfy woodland conservation requirements. The worksheet has been updated accordingly.

3. Due to the amount of invasive species found in the area proposed for natural regeneration, we suggest that the invasives be removed from the area and the area be planted instead.

As advised, the invasive species located within the existing woodland conservation areas and within the reforestation areas are now to be removed and replanted with native species. The native species to be replanted in that area shall be determined at time of permit site plan and TCP2.

4. We encourage that the tree conservation requirement be met all on-site. If it is determined that it cannot be met all on-site, then a statement of justification on why it cannot be met must be provided.

Every effort has been made to provide all tree conservation on site. However, the current plan is currently unable to provide all mitigation on site, and a statement of justification has been provided to explain in detail why it cannot be met. Please refer to the SOJ for not meeting on-site woodland conservation requirements included with this submission.

5. Per Bill CB-001-2021, a security fence screened by a minimum of 40 feet of vegetation from all abutting residential properties, and public rights of way is required. Since the location of the fence may impact the woodland conservation areas, show the security fence and dimensions demonstrating the 40-foot vegetation on the TCP1.

The applicant acknowledges that CB-001-2021 requires a security fence screened by a of 40-foot minimum vegetative buffer must be provided from all abutting residential properties and public rights-of-way. The buffer and fences are provided along the abutting rights-of-way.

6. Submit proof that the stormwater management (SWM) concept has been submitted to DPIE for review.

Documentation has been provided with this submission to provide proof that the Stormwater Management Concept #22857-2023 has been submitted to DPIE.

7. The stormwater facilities shown on the stormwater management plan need to match what is shown on the TCP1. Facilities are missing from the TCP1.

All proposed stormwater facilities, consistent with Stormwater Management Concept #22587-2023 are shown on the TCP1.

8. Provide information that DPIE is allowing swm facilities in proposed Master Plan ROWs.

Stormwater management facilities have been removed from the reservation areas for MC-419 and MC-420.

9. Address how the Environmental Infrastructure policies in the 2009 Approved Landover Gateway Sector Plan Sectional Map Amendment will be met. The policies start on page 78 of the Sector Plan.

The 2009 Approved Landover Gateway Sector Plan Sectional Map Amendment identifies 8 policies pertaining to proposed environmental infrastructure. This response will provide information on how the applicant intends to fulfill each strategy:

Policy 1 – Protect, preserve, and enhance the identified local green infrastructure network within the Landover Gateway Planning Area.

The applicant will continue to work with MNCPPC environmental section to identify opportunities and techniques to minimize impacts to features within the network. At the time of permit site plan and TCP2, the applicant will identify and implement any specific techniques determined to be applicable to the subject property.

Policy 2 – Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Brightseat Tech Park is a redevelopment project proposing a commercial development consisting of a new data center campus totaling approximately 4,132,500 square feet. Storm Water Management (SWM) water quality is proposed to be treated on site with a private amenity pond and Bayfilters. Quantity control is required and will be provided in the private amenity pond and private underground stormwater facilities. Proposed layout and grading have been designed to allow water to continue to drain in similar patterns as in pre-development conditions. The POIs were analyzed in the proposed conditions to determine the required water quality volume. The site currently utilizes storm drain to take drainage to the ultimate POIs.

As the site qualifies as redevelopment, we are providing approximately a 37% reduction in impervious from the existing site condition. Each POI was analyzed to be able to provide appropriate facilities to meet the required Water Quality Volume. We first considered non-structural measures such as disconnections and then alternative surfaces such as green roofs and permeable concrete to be able to reduce impervious cover. However, as the site is classified as redevelopment, structural practices have been deemed acceptable by DPIE leadership. Structural measures were proposed including an amenity pond (Pond 1) and underground storage (UGS) systems with Baysavers to treat the WQv.

At time of permit site plan and TCP2, the applicant and MNCPPC Environmental Section will identify and assess opportunities for ecologically significant stream and

water quality restoration projects within and adjacent to Cattail Branch primary corridor.

Policy 3 – Require the use of environmentally sensitive stormwater management techniques in order to control and/or reduce volumes of urban stormwater runoff and improve water quality.

Environmentally sensitive stormwater management techniques, including extensive underground facilities are currently proposed to the fullest extent possible. Refer to Stormwater Management Concept #22587-2023 and our response to Policy #2 above for more information regarding environmentally sensitive stormwater management techniques.

Policy 4 – Implement environmentally sensitive design building techniques and reduce overall energy consumption.

The strategy for fulfilling this environmental infrastructure policy will be determined at the time of permit site plan when design documents are finalized. The applicant’s design team will develop sustainable characteristics for the site and buildings that provide for a healthy and highly efficient project both during construction and upon final occupancy.

Policy 5 – Preserve and enhance the existing urban tree canopy.

The TCP1 has been updated to remove and replace non-native invasive species within the woodland preservation and reforestation areas. This is intended to have a positive effect on the local tree canopy. Additionally, in the event that a fee-in-lieu payment occurs, the applicant will work with MNCPPC staff to direct monies collected for conformance with the Woodland Conservation Ordinance to community-based tree-planting programs (if possible).

Policy 6 - Reduce light pollution into residential communities and environmentally sensitive areas.

At time of permit site plan, a detailed lighting plan shall be submitted to demonstrate that the lighting techniques implemented utilize industry best practices to reduce light pollution and to prevent any offsite spillover of light.

Policy 7 – Reduce air pollution to support community health and wellness and champion non-motorized alternatives by placing a high priority on transit-oriented development and transportation demand management projects and programs.

The plan includes significant improvements to site frontage along all public streets. This includes the provision of multimodal infrastructure with sidewalks, trails and bike lanes to help facilitate pedestrian activity and bicycle usage. Space adjacent to the intersection of Brightseat Road and Landover Road has been allocated for a

future bikeshare station. Additionally, two areas for public amenity space have been reserved on the PPS on both Brightseat Road and Evarts Street.

Policy 8 – Reduce adverse noise impacts to meet State of Maryland noise standards.

At time of permit site plan, the applicant will provide a Phase I noise analysis and will provide noise attenuation measures where appropriate.

10. The information provided on the preliminary plan must match the information provided on the TCP1.

The TCP1 has been updated to match the information provided on the PPS.

11. Show on the TCP1 if any development is planned for the area in the Southeastern corner of the site, south of Parcel 2 or show reforestation in this area.

The area located in the southeastern corner of the site is planned for a new electrical substation. The TCP1 has been updated to clearly label this.

Community Planning Section

1. Staff requests that the preliminary plan be designed to allow for pedestrian-friendly thoroughfares inside and around the property.

The PPS has been updated to allocate space for the ultimate extent of the master-planned roadways abutting the subject property. The applicant has provided DPW&T detail 100.20 to be utilized for Brightseat Road, which is currently pending approval from DPIE. Detail 100.20 contains various means of facilitating pedestrian and bike-friendly infrastructure including improved sidewalks and designated bike lanes

2. Provide standard sidewalks along both sides of all internal roads within the study area. The provision of sidewalks and trail connections will enhance the walkability of the neighborhood, as well as ensure that adequate pedestrian facilities exist to schools. Brightseat Road and Evarts Street are designated as priority sidewalk corridors due to their access through and around the planned regional center and their access to local community facilities. For the sector plan area to be walkable, pedestrian facilities and safety need to be improved along these corridors.

Pedestrian facility improvements are planned for both Brightseat Road and Evarts Street. The applicant acknowledges that these roads are designated as priority sidewalk corridors and how the provision of sidewalks improve public safety and walkability within the study area. The improvements will provided at time permit site plan.

3. Provide continuous sidewalks/wide sidewalks and on road bicycle accommodations along Brightseat Road. Brightseat Road is a major north-south connection through the

sector plan area, and currently, facilities for pedestrians are fragmented. The road currently does not include striping for bicycle facilities. However, due to the speed and volume of vehicles along the road, its connectivity through the sector plan area, and its connection to FedEx Field, designated bike lanes are recommended. Brightseat Road should also include accommodations for bicycles and pedestrians at the planned interchange with MD 202.

The PPS has been updated to allocate space for the ultimate extent of the master-planned roadways along Brightseat Road. The applicant has provided DPW&T detail 100.22 to be utilized for Brightseat Road, which is currently pending approval from DPIE. Detail 100.22 contains various means of facilitating pedestrian and bike-friendly infrastructure including improved sidewalks and designated bike lanes. The applicant acknowledges that the road lacks striping for a designated bike lane, and one is needed due to the proximity to FedEx field.

4. Staff requests that applicant consider providing public open space along exterior roads for the benefit of the public.

The applicant has identified two areas on the PPS that are suitable for public open space along the exterior roads. They are located along Brightseat Road, north of the area reserved for the master-planned right of way and at north side of the intersection of Brightseat Road and Evarts Street.

5. Staff requests that such design elements be considered in the design of the preliminary plan of subdivision around the periphery of the property to prevent crime and improve public safety.

At time of permit site plan, specific crime prevention techniques will be identified and implemented. This may include enhanced lighting and streetscape design utilizing CPTED strategies. The PPS has allocated space for significant sidewalk improvements in the area, which will positively affect public safety.

Transportation Planning Section



1. Applicant's TIA states that an additional lane along MD 202 will be constructed to mitigate a failing intersection. Please provide correspondence with SHA indicating their approval for the proposed improvement.

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 the MNCPPC Transportation Section once approval has been received.

2. *An existing auto repair shop is proposed to share access with the data center. Staff request the applicant add trips to the auto repair shop to the site access point in the TIA.*

The existing auto body repair shop generates an average of 6 daily trips, which is a negligible difference in the total number of vehicular trips associated with the subject property, thus negating the need to update the TIA.

3. *Reconstruct the sidewalk network along Brightseat Road and Evarts Street and provide a minimum five-foot-wide sidewalk and bicycle lane along the site's frontage.*

The BPIS has been updated to account for sidewalk and bike lane improvements along Brightseat Road and Evarts Street. Refer to Appendix E of the BPIS report included with this submission.

4. *Reconstruct the sidewalk network along MD 202 and provide a separated side path along the site's frontage of MD 202. This side path should cross over the existing ramp and connect with the sidewalk along Brightseat Road.*

The BPIS has been updated to include an 8-foot-wide shared use path along the frontage with MD-202. Refer to Appendix E of the BPIS for more information and cost estimation.

5. *BPIS proposed improvements currently fall short of the cost cap. Staff is directing the applicant to examine additional off-site bike/ped improvements to better address adequacy. Specifically:*

a. a shared-use path along the north side of MD 202 between the site and St. Josephs Drive. (Staff has had preliminary discussions with SHA and will follow up with the applicant)

b. Crosswalks crossing all three drive aisles at the Barlowe Road / MD 202 intersection

c. A bicycle and pedestrian connection to the Henry P Johnson park (located north of the site) along Evarts Street

d. Bicycle and pedestrian improvements at the Henry P Johnson Park. Specifically, bicycle racks, trail exercise equipment, benches and lighting

The BPIS has been updated to include the following improvements: a shared-use path along MD-202; crosswalks located at all three drive aisles at Barlowe Road/MD-202; a bicycle connection to Henry P. Johnson Park; and bicycle/pedestrian improvements including bike racks, trail exercise equipment and benches.

Urban Design Section

1. *The proposed development will have to show conformance with the requirements of Section 27-548.01.07 from the prior zoning ordinance at the time of permit site plan review:*

- a. *The proposed development shall include a site plan with the building permit application.*
- b. *Exterior lighting shall be designed and constructed with cutoff and fully shielded fixtures that direct light downward and into the interior of the property and away from adjacent roads and properties.*
- c. *Minimum green area, yards (setbacks) and building height shall be as required in the I-1 zone.*
- d. *The minimum number of required off-street parking spaces shall be equal to the minimum number of parking spaces required for “warehouse unit (except consolidated storage)” by Section 27-568 and the minimum number of loading spaces shall be equal to the minimum number of loading spaces required for “wholesale or warehouse unit (except consolidated storage)” by Section 27-582.*
- e. *Driveways for ingress and egress shall be identified on the site plan and shall be located so as not to endanger pedestrians or create traffic hazards.*
- f. *The applicant shall submit an acoustical study prepared by a professional acoustical engineer that demonstrates the use will not violate the maximum allowable noise levels (dBA) set forth in Subtitle 19 of this Code.*

The applicant acknowledges that the proposed development shall be in accordance with these requirements of Sec. 27-548.01.07 at time of permit site plan.

2. *The proposed development is subject to the provisions of the 2010 Prince George’s County Landscape Manual (Landscape Manual). Conformance with the following requirements of the Landscape Manual will be evaluated at the time of permit site plan review:*

- *Section 4.2 Requirements for Landscape Strips Along Streets*
- *Section 4.3 Parking Lot Requirements*
- *Section 4.6 Buffering Development from Streets*
- *Section 4.9 Sustainable Landscaping Requirements*

The applicant acknowledges that the proposed development shall be in accordance with the provisions of the 2010 Prince George's County Landscape Manual and the applicable requirements of sections 4.2, 4.3 and 4.6.

3. Tree Canopy Coverage Conformance: 10% requirement to be demonstrated at time of permit plan review.

The applicant acknowledges that 10% Tree Canopy Coverage requirement must be demonstrated at time of permit site plan.

DPW&T

1. Crosswalk installation at the east leg of the intersection of Brightseat Road and Evarts Street.

Space is allocated on the plan for the installation of a crosswalk at the east leg of the intersection of Brightseat Road and Evarts Street. Refer to Appendix E of the BPIS for a cost estimation of this improvement.

2. Bus sitting walls at two locations at the property frontage of Brightseat Road.

The applicant has provided ample space for bus sitting walls at the property frontage on Brightseat Road. The design for this space can occur at time of permit site plan.

3. Bus sitting wall on Brightseat Road on the other side of the road (across the frontage) need not be done, as a shelter and a sitting bench at this location already exist.

Acknowledged.

4. Provide bicycle accomodation on the following roadways by signage and pavement markings (as applicable) along: (1) Glenarden Parkway (2) Brightseat Road (3) Landover road (subject to MDOT/SHA approval).

The applicant is currently working with DPW&T to determine applicable urban road sections for the abutting roadways. Proposed signage will be provided at time of permit site plan.

5. Provide any missing sidewalks along the east side of Brightseat Road from Arena Plaza Shopping center (southeast corner of Landover Road/Brightseat Road intersection) to Landover Road.

The applicant is currently working with DPW&T to determine applicable urban road sections, including sidewalk improvements, for the abutting roadways.

6. *Provide adding the crosswalk on all four legs of the signalized intersection of Landover Road/Brightseat Road (the approach leading to I-495 currently does not have a crosswalk). This is subject to MDOT SHA approval.*

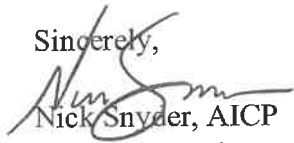
If approved by MDOT SHA, crosswalks can be provided at the signalized intersection of Landover Road/Brightseat Road.

7. *Provide a bikeshare station at the subject site in the vicinity of Landover Road/Brightseat Road intersection.*

Space is allocated near the vicinity of Landover Road/Brightseat for a bikeshare station.

We believe that the above response satisfies all known outstanding issues for the formal acceptance of this application. If you have any additional questions, please feel free to contact me at 301.364.1862. We appreciate your time and attention to this matter.

Sincerely,



Nick Snyder, AICP

Dewberry Engineers, Inc.