



City of Glenarden

February 12, 2024

TO: City Council

FROM: Beverly K. Habada
City Manager

Subject: **DATA CENTER – SUBDIVISION APPLICATION**

DESCRIPTION

Brightseat Tech Park, a Data Center, is proposed on the Old Landover Mall site at Brightseat Road and MD 202 near the interchange for I-495.

Property Owner: Brightseat Associates, LLC – an entity affiliated with Lerner Enterprises, Rockville, MD.

Site description: 86.62 acres of cleared land

Data Center – Construction of 5 buildings on site

Property zoning: **was MXT (like Woodmore) now rezoned TAC-C which is Town Activity Center – Core** and a small portion is zoned RSF-65 (Residential Single-Family-65)

MNCPPC review: A subdivision application has been submitted. The Project will eventually go through a site planning process **but not a Detailed Site Plan process which would have been required had the zoning of the property stayed as MXT, a Mixed use property in a floating zone.**

The development proposes vehicle access at two existing access points – Evarts for Parcel 2 (smaller parcel) and Brightseat Road for property frontage. **No access to the property for ingress – egress via MD 202.** A Variation Petition was submitted by the applicant to allow a variation from the Prior Subdivision Ordinance that would specifically permit access to the site from Brightseat Road (as described in a 12 page written request to the Planning Board).

A Storm water pond will be required for managing storm water on site with a private amenity pond and underground storage systems with Bayfilters to treat the WQV.

Security fence screened by a 40 feet minimum vegetative buffer is required abutting residential properties and public rights of way.

Data Center Traffic generated: Previous regional mall generated approximately 40,000 trips per day. **As Proposed, Data Center expected to generate about 4,100 trips per day.**

Urban Tree canopy – Tree Conservation plan to include removal of all non-native invasive species within the woodland preservation and reforestation area. In the event a fee-in-lieu payment occurs, the applicant will work with MNCPPC staff to direct monies collected in conformance with the County Woodland Conservation Ordinance to community-based tree planting programs.

Community Planning Section comments/requirements (also see attached List of improvements pulled from Traffic Study):

- 1) Pedestrian friendly thoroughfares inside and around the property. Applicant: bike and pedestrian friendly infrastructure to include improved sidewalks and designated bike lanes on Brightseat Road
- 2) Rebuild 2 Existing Traffic Signals at: Brightseat and Glenarden Parkway, Brightseat and Everts
- 3) Construct new sidewalks on Brightseat Road where there are none and replace existing sidewalks - both sides of Brightseat Road from Glenarden Parkway to MD 202 – for walkability.

Traffic Study

Completed August, 2023

Study done by The Traffic Group – Baltimore, MD.

Note: The traffic counts were taken on week days (to capture Morning and Evening Peak traffic figures during work hours).

Traffic Growth

For MD 202 – The traffic study assumed traffic growth at 3.74% per year for 6 years (page 8) for their 2029 projections.

For Brightseat Road north of MD 202, traffic study assumed a 3.94% growth per year for 6 years (page 8) for their 2029 projections.

From the study: “These traffic growth percentages are significantly higher than what has been found on most other roadways in the region. For most other roadways, traffic growth varies from 0% to 2%.”

Key finding that affects traffic on Brightseat Road: Recommended improvements cited in the Traffic Study for the intersection at Brightseat and MD 202 are meant to improve the traffic (in conjunction with or preparation for the new development) to include additional turning lanes (restriping) towards beltway ramps.

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The Traffic study uses both County modeling and MD State Highway modeling for level of service at intersections: Study indicates (under County modeling) that with the improvements in place as recommended, the Brightseat intersection will have a Level of Service that is “E” for Evening Peak Hours and under the MD State Highway modeling will have an “F” level of Service for Evening Peak Hours which means the intersection fails. Morning Peak hours after the improvements (for both the County modeling and State Modeling) is a ‘D’ level of Service. See the two pages attached re: Critical Lane Volume

The MNCPPC review process on the Data Center preliminary subdivision application is as follows:

Referral Due Date: February 12, 2024 (to the City and others)

Response due from the City to MNCPPC (to the reviewer): February 27 due date for a Letter from the City to MNCPPC Development Review Division reviewer on City input/comments on the preliminary subdivision application.

Planning Board meeting: March 14 (Pending)

Data Center Research

It appears from the research I asked Executive Assistant Jordan McClung to undertake, that the components in data centers include switches, storage systems, servers, routers, and security devices. Data center infrastructure is typically housed in secure facilities organized by rows and racks and supported by power and cooling systems, backup generators and cabling plants. The purpose of data centers are to store and share applications and data.

According to Microsoft, when they open a new data center, they are hiring roughly 50 full-time employees. Depending on the number of employees sited at the 4 data center buildings, the local impact from traffic from the data center as compared to retail or new housing at this site, will be less. We need to hear from the developer on the estimated number of employees that are planned for the 5 buildings proposed.

A data center development would have a substantial environmental impact in general terms because it requires massive amounts of electricity and water (for cooling). This is a question to ask of the developer and MNCPPC staff regarding energy capacity for this site and water demands on WSSC.

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RECOMMENDATIONS

The Council will receive a presentation from the developers and their attorney, Chris Hatcher, at the Public Hearing on Tuesday, Feb. 13. Following this presentation, it is recommended that the Council ask questions of the development team that could include the following:

Preliminary Subdivision – Questions to date

Description: The 86 acres is proposed to be subdivided into 4 quadrants and 5 buildings will be built to house Data center operations with internal site circulation.

- 1) How many employees will be working onsite at the Data Center facilities?
- 2) What hours would the Data center be open?
- 3) Will they operate with shift work (i.e., are the 5 buildings going to be open 24 hours, 365 days of the year?)
- 4) If the Data center operates 24 hours, how much traffic will there be on Brightseat and at what times?
- 5) General: If traffic growth is expected in the next 6 years, what are the anticipated drivers of this growth and where will it likely come from?
- 6) Specific: What traffic mitigation measures can be offered to address the projected Level of Service (D and F) at the intersection of Brightseat Road and MD 202 for both Northbound and southbound?

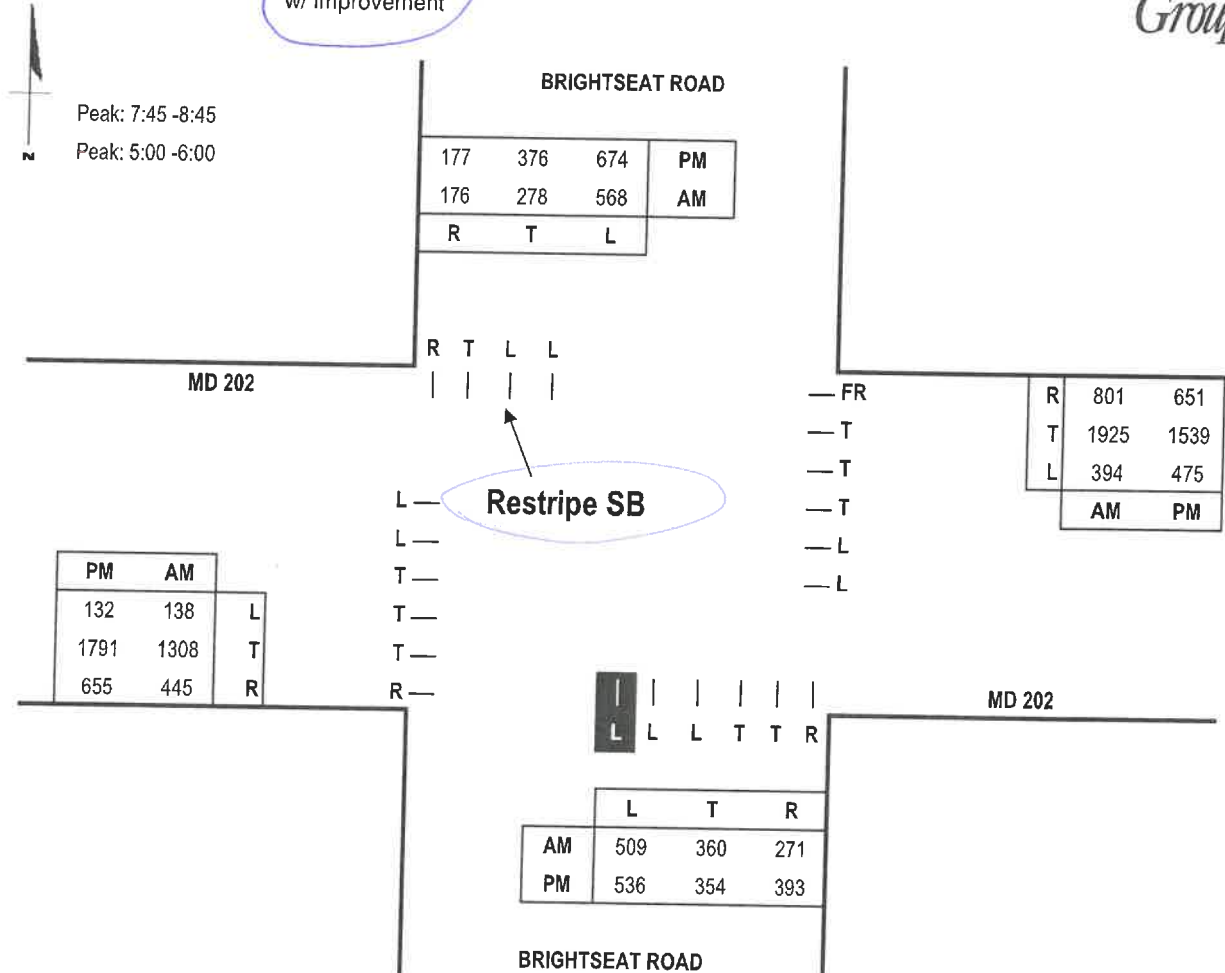
It is further recommended that the City Council make a decision on the written response that will go to MNCPPC (on their referral to the City about this project) and be ready to submit that response by the due date of February 27, following your Regular Public Session on February 20th. And, at your February 20th meeting, it is also recommended that a City representative(s) be designated to appear at the March 14th Planning Board meeting to give comments on the City's position on this project that will be built next door to the City of Glenarden.

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CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County



E/W Road: MD 202
 N/S Road: Brightseat Road
 Conditions: Total Traffic w/ improvement
 Date of Count: 4/11/2023
 Day of Count: Tuesday
 Analyst: Shulin Li



Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	509	0.45	229				229
SB	568	0.60	341				341
EB	1308	0.37	484	394	0.60	236	795
WB	1925	0.37	712	138	0.60	83	
CLV TOTAL=							1,365
Level of Service (LOS)=							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	536	0.45	241				241
SB	674	0.60	404				404
EB	1791	0.37	663	475	0.60	285	948
WB	1539	0.37	569	132	0.60	79	
CLV TOTAL=							1,593
Level of Service (LOS)=							E

Scenario ID - TOT2

AM V/C = 0.85

PM V/C = 1

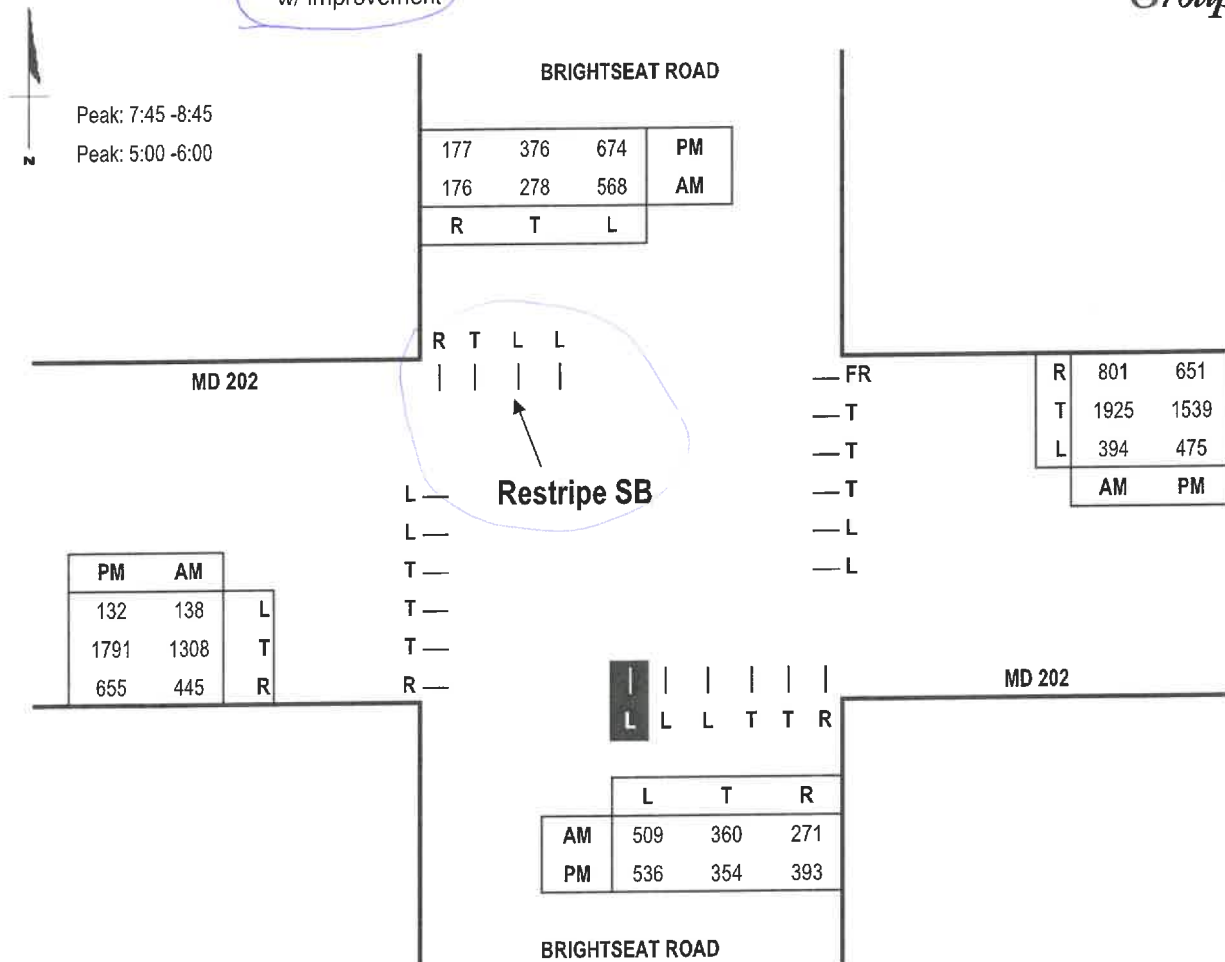
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CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: MD 202
 N/S Road: Brightseat Road
 Conditions: Total Traffic w/ improvement

Date of Count: 4/11/2023
 Day of Count: Tuesday
 Analyst: Shulin Li



Capacity Analysis - North/South Split

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	509	0.45	229			229
SB	568	0.60	341			341
EB	1308	0.40	523	394	0.60	236
WB	1925	0.40	770	138	0.60	83
CLV TOTAL=						1,423
Level of Service (LOS)=						D

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
NB	536	0.45	241			241
SB	674	0.60	404			404
EB	1791	0.40	716	475	0.60	285
WB	1539	0.40	616	132	0.60	79
CLV TOTAL=						1,646
Level of Service (LOS)=						F

Scenario ID - TOT2

AM V/C=0.89

PM V/C=1.03

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LIST OF IMPROVEMENTS WITH ESTIMATED COSTS

Improvement 1A – Rebuild existing traffic signals at Brightseat Road and Evarts Street and Brightseat Road and Glenarden Parkway. **Estimated cost = \$805,000**

Improvement 1B – Construct 8-ft shared use path along the north side of MD 202 from Brightseat Road to St. Joseph's Drive. **Cost = \$442,750**

Improvement 1C – Provide missing sidewalks along the east side of Brightseat Road beginning 210 ft north of Evarts Street and then 170 ft north of Reicher Street. Total length 1,900 ft. **Estimated cost = \$297,500**

Improvement 1D – Remove existing sidewalk and install new 5-foot sidewalk for 2,200 ft along the west side of Brightseat Road. **Cost = \$281,050**

Improvement 1E – Install 10 bus sitting walls along Brightseat Road from Sheriff Road to Glenarden Parkway. **Total cost = \$239,750**

Improvement 1F – Install new sidewalk along the east side of Brightseat Road from Glenarden Parkway to Evarts Street (2,550 ft). **Cost = \$178,500**

Improvement 1G – Provide crosswalk on all four legs of MD 202 and Brightseat Road. **Cost = \$52,500**

Improvement 1H – Provide a bike share station in the vicinity of MD 202 and Brightseat Road. **Cost = \$50,500**

Improvement 1I – Provide bicycle accommodations with signage and pavement markings along Glenarden Parkway, Brightseat Road, and Landover Road. **Cost = \$31,500**

Improvement 1J – Build a crosswalk along the east leg of Brightseat Road and Evarts Street. **Estimated cost = \$12,600**

Improvement 1K – Provide missing sidewalk along the east side of Brightseat Road from Marina Plaza Shopping Center south of MD 202 to MD 202 (180 ft). **Cost = \$12,600**

Improvement 1L – Install one multi station outdoor fitness center for the park. **Cost = \$11,600**

Improvement 1M – Install five park benches for the park. **Cost = \$3,000**

Improvement 1N – Install two bike racks for the park. **Cost = \$1,200**

Figure 8. Proposed Sidewalks

