AGENDA ITEM: 9
AGENDA DATE: 3/2/2023

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530
Note: Staff reports can be accessed at http://mncppc.iqm2.com/Citizens/Default.aspx

Conceptual Site Plan CSP-22003
Brightseat Industrial

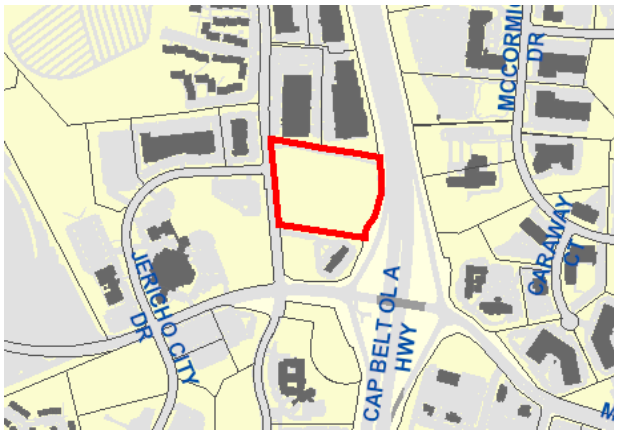
REQUEST	STAFF RECOMMENDATION
Development of a 152,080-square-foot distribution warehouse.	With the conditions recommended herein: •APPROVAL of Conceptual Site Plan CSP-22003 •APPROVAL of Type 1 Tree Conservation Plan TCP1-021-2022

Location: In the eastern quadrant of the intersection of Brightseat Road and Jericho City Drive.

Gross Acreage:	12.04
Zone:	IE
Zone Prior:	I-3
Reviewed per prior Zoning Ordinance:	Section 27-1903(c)
Dwelling Units:	0
Gross Floor Area:	152,080 sq. ft.
Planning Area:	72
Council District:	05
Municipality:	N/A

Applicant/Address:
Brightseat Property LLC
5850 Waterloo Road, Suite 210
Columbia, MD 21045

Staff Reviewer: Andrew Shelly
Phone Number: 301-952-4976
Email: Andrew.Shelly@ppd.mncppc.org



Planning Board Date:	03/02/2023
Planning Board Action Limit:	03/03/2023
Staff Report Date:	02/13/2023
Date Accepted:	12/08/2022
Informational Mailing:	06/17/2022
Acceptance Mailing:	11/29/2022
Sign Posting Deadline:	01/31/2023

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

Table of Contents

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-22003
Type 1 Tree Conservation Plan TCP1-021-2022
Brightseat Industrial

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The property is located within the Industrial, Employment (IE) Zone, formerly the Planned Industrial/Employment Park (I-3) Zone. However, this application is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1903(c) of the Zoning Ordinance, which allows certain development proposals to be reviewed under the prior Zoning Ordinance. This conceptual site plan was reviewed and evaluated for conformance with the following criteria:

a. The requirements of the prior Prince George's County Zoning Ordinance, specifically for the Industrial/Employment Park (I-3) Zone;

b. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

c. The requirements of the 2010 *Prince George's County Landscape Manual*;

d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and

e. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject application proposes a conceptual site plan (CSP) for a 152,080-square-foot distribution warehouse on a single, 12.04-acre vacant parcel in the Industrial, Employment (IE) Zone (prior Industrial/Employment Park (I-3)), with two proposed access points to Brightseat Road.

2. **Development Data Summary**:

	EXISTING	PROPOSED
Zone(s)	IE (Prior I-3)	IE (Prior I-3)
Use(s)	Vacant	Distribution Warehouse
Gross Acreage	12.04	12.04
Total Gross Floor Area (GFA)	-	152,080 sq. ft.
Residential Dwelling Units	-	-

3. **Location:** The subject property is located in the eastern quadrant of the intersection of Brightseat Road and Jericho City Drive, in Planning Area 72 and Council District 5. The subject 12.04-acre property is located in Tax Map 67 Grid D1. The property consists of one parcel, known as Parcel 4, and is vacant.

4. **Surrounding Uses:** The site is bounded to the north by warehouse uses in the IE Zone; to the south by a hotel use and a proposed gas station with a food or beverage store in the IE Zone (via CSP-21006, which has a Planning Board hearing date of March 3, 2023); to the east by I-95/495 (Capital Beltway); and to the west by Brightseat Road.

5. **Previous Approvals:** The site was the subject of a sectional map amendment, which approved the rezoning of the property to the I-3 Zone on November 8, 1977. No prior approvals have been evaluated by the Prince George's County Planning Board for the site. A Preliminary Plan of Subdivision (PPS) 4-22046 has a Planning Board date of March 9, 2023. A detailed site plan (DSP) is being reviewed in the pre-acceptance stage.

6. **Design Features:** The application proposes development of a 152,080-square-foot, single-story, distribution warehouse on a 12.04-acre site. The proposed warehouse will be accessed from two points on Brightseat Road. The access point to the north connects to a proposed parking lot with standard vehicle spaces for employees and customers to access the main entrances for tenants. The access point to the south connects to a proposed parking lot with loading spaces and loading docks. The orientation of the rectangular building layout, with the long sides facing north and south and the short sides facing east and west, provides numerous advantages for the functionality of the site. This layout allows for two parking lots that would separate customer and employee circulation from loading circulation, and avoids having the loading area face the Capital Beltway. The building design proposes up to six tenants and will have multiple entrances oriented towards the side yard, facing north. The proposed architecture complements the existing surrounding warehouse uses and includes a faux entrance facing Brightseat Road, with brick veneer and gray access panels. Stormwater for the site is proposed to be managed and treated in a series of five bioretention facilities, two submerged gravel wetlands, and underground storage pipes.

Signage: This CSP included illustrative design for the proposed signage. The development includes two 6-foot-tall freestanding signs proposed at both access points to the site. The sign design will need to demonstrate conformance with the requirements of Part 12 (Signage) of the prior Zoning Ordinance, at the time of DSP.

COMPLIANCE WITH EVALUATION CRITERIA

7. Prince George's County Zoning Ordinance: The subject CSP has been reviewed for compliance with the requirements of the I-3 Zone and the site design guidelines of the prior Zoning Ordinance. The proposed development is in the I-3 Zone and, in accordance with Section 27-471(d) of the Zoning Ordinance, all uses and improvements are subject to both CSP and DSP approval, prior to issuance of any permits.

a. The application is subject to the requirements of Section 27-473, Uses Permitted in Industrial Zones, of the prior Zoning Ordinance.

The development proposed in this CSP is a distribution warehouse. In the I-3 Zone, Section 27-473 permits a distribution warehouse, subject to the provisions in Section 27-471, which are discussed as follows.

(a) Purposes

(1) The Purposes of the I-3 Zone are:

(A) To provide increased and enhanced employment opportunities for the residents of the County and areas for industries, research facilities, and offices which have common characteristics with respect to site requirements, desired amenities, compatibility of operations, general functional classifications, and access;

(B) To provide for a mixture of industrial, research, office, and in certain instances specific retail commercial uses (along with compatible institutional, recreational, and service uses) in a manner which will retain the dominant industrial/employment character of the area, while also providing for the enhanced viability of the zone by providing for the location of certain retail commercial uses on the periphery of the area, specifically when the periphery fronts on, and is adjacent to, arterial roadways;

(C) To permit uses which, when compared to the uses permitted in other Industrial Zones, will minimize detrimental effects on uses of adjacent land, especially where adjacent land is being used commercially; and

(D) To provide development standards which assure the compatibility of proposed land uses with surrounding land uses, maximize open space so as to create a park-like setting, and improve the overall quality of industrial/employment areas in Prince George's County.

The proposed development fulfills the purposes of the I-3 Zone. The site provides employment opportunities in an infill industrial site, is accessible to neighboring commercial uses to the south; creates a mixture of commercial, industrial, and office uses within the surrounding properties; and the distribution warehouse use is permitted in the I-3 Zone. The distribution warehouse use will not adversely affect surrounding properties and the applicable development standards will be reviewed, at the time of DSP.

(b) Landscaping, screening, and buffering of development in the I-3 Zone shall be provided as set forth in the Landscape Manual

The DSP will be reviewed for conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

(c) Outside uses.

(1) With the exception of off-street parking and loading areas, recreational facilities (unless otherwise provided), airports, agricultural uses, sidewalk cafes (as an accessory use), surface mining operations, towers (poles, whips, and antennas), vehicle rental lots, and public utility uses, all uses allowed in the Table of Uses shall be located in wholly enclosed buildings. Outdoor storage is prohibited.

The proposed distribution warehouse use will be located within a wholly enclosed building and the application does not include any outdoor storage.

(f) Regulations.

(1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

These additional regulations will be addressed, at the time of DSP.

(2) Not more than 25 percent (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional 15 percent (15%) in its discretion if increased parking better serves the efficiency of the particular

use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.

This section will be required to be met, at the time of DSP. The conceptual design appears to require a variance, which would also be evaluated, at the time of DSP.

(3) No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.

A parking lot, with several loading spaces, is proposed in the southern portion of the property, adjacent to Brightseat Road. Compliance with this section will be evaluated, at the time of DSP.

(g) Warehousing.

(1) Warehousing, wholesaling, distribution, or storage of materials not used, or products not produced, on the premises may be permitted, subject to the following:

(A) Not more than twenty percent (20%) of the net tract area of the entire Planned Industrial/Employment Park shall be devoted to these uses (including accessory uses such as off-street parking and loading areas).

(B) More than twenty percent (20%), but not more than thirty percent (30%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if at least five percent (5%) of the net lot area (of the lot on which the use is proposed) is devoted to green area. This green area shall be in addition to any other green area required by this Part. This additional green area shall either serve to preserve irreplaceable natural features, be designed so that the visual impact of the facility will be relieved (either by natural features or changes in grade), or provide distinctive furnishings (such as sculptures, fountains, and sidewalk furniture).

(C) More than thirty percent (30%), but not more than fifty percent (50%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if, in addition to meeting the requirements of (B), above, the Planning Board finds:

(i) That the tract is suited for these uses because of its accessibility to railways or highways that readily accommodate warehousing;

(ii) That the traffic generated by the uses is not directed through residential neighborhoods;

(iii) That the use is compatible with surrounding existing land uses and those proposed on the Master Plan. In determining compatibility, the Planning Board shall consider architectural or physical features of the facility and may require that these features be compatible with surrounding land uses.

(D) The remainder of the park shall be devoted to other uses, in the case of (A), (B), or (C), above.

(E) Notwithstanding the provisions of Subsections (g)(1)(A) through (D) of this Section, above, the development restrictions on warehousing, wholesaling, distribution, or storage of materials not used, or products not produced, on the premises shall not apply to property which lies entirely within the I-95/I-495 (Capital Beltway), contains less than 15 acres, is vacant at the time of filing of a Conceptual Site Plan application, and was originally classified in the I-3 Zone pursuant to a Sectional Map Amendment approved before January 1, 1978.

The subject property conforms with Section 27-471(g)(1)(E) and is not required to meet the restrictions on warehousing in the I-3 Zone. The site is entirely inside the Capital Beltway; consists of 12.04 acres; is vacant at the time of filing a CSP application; and was classified in the I-3 Zone, pursuant to the Model Neighborhood Sectional Map Amendment, which was approved on November 8, 1977.

(h) Required access.

(1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.

This CSP proposes two access points from Brightseat Road, which has a right-of-way width of 80 feet. The site has frontage on the Capital Beltway, but access is denied, as the Beltway is a designated freeway. The two proposed access points will be evaluated, at the time of PPS and DSP.

(i) Minimum area for the development.

(1) The minimum area for the development of any Planned Industrial/Employment Park shall be twenty-five (25) gross acres.

(2) If the area is less than twenty-five (25) acres but not less than fifteen (15) acres, the property may be classified in the I-3 Zone when the property adjoins property in the C-O Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.

(3) If the area is less than twenty-five (25) acres, the property may be classified in the I-3 Zone when the property adjoins property in the I-3 or E-I-A Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.

(4) If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.

The subject property conforms with Section 27-471(i)(4). The property was classified in the I-3 Zone by a sectional map amendment approved on November 8, 1977, and the owner of record does not own abutting undeveloped land that could be used to conform to the minimum acreage requirements.

b. Section 27-474 of the prior Zoning Ordinance establishes regulations applicable to all industrial zones. The subject application meets the requirements of the I-3 Zone, which include the following:

- The site provides a 30-foot building setback from Brightseat Road.
- The site provides more than a 20-foot building setback from adjoining land zoned nonresidential.
- The site provides a net lot area greater than 87,120 square feet.
- The site provides lot frontage greater than 150 feet.
- The site provides building coverage less than 90 percent and a minimum green area of at least 10 percent, in accordance with Section 27-474(e) Footnote 2, due to the location of the property within one mile of land owned by the Washington Metropolitan Area Transit Authority.

c. The CSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the prior Zoning Ordinance. The proposed development concept provides a 152,080-square-foot warehouse distribution building that anticipates multiple tenants, with primary entrances facing to the north of the site. Two access points with two separate parking areas, one for employees and customers and one for loading, are proposed with separate circulation systems. Detailed designs of all

buildings, site infrastructure, features, and amenities will be further reviewed, at the time of DSP.

The CSP anticipates and aims to achieve the following design options:

- The parking lot and loading area have been separated to provide safe and efficient vehicular and pedestrian circulation within the site. The parking areas are located in the side yards of the site, to avoid facing either Brightseat Road or the Capital Beltway, minimizing the view of parking areas from the public. The loading area will be adequately screened and is conveniently located to the building.

- The CSP depicts two entrance drives into the site from Brightseat Road. The location and design of these entrance drives will be evaluated with the PPS and DSP; however, the entrance drives should provide adequate space for queuing.

- Internal signs, such as directional arrows, lane markings, and other roadway commands, will be used to facilitate safe driving through the parking lot.

- Lighting should be used to illuminate important on-site elements, such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated, if appropriate to the site.

- Site design techniques should be used to preserve, create, or emphasize scenic views from the two roadway frontages, Brightseat Road and the Capital Beltway.

- On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design, to fulfill its intended use.

- The site landscaping will comply with all requirements of the Landscape Manual, and native species will be used throughout the development.

- Building architecture and materials will be high-quality and visually interesting, and will be compatible with the architecture of the neighboring warehouse uses.

d. The proposed development is required to provide parking, including loading spaces, in conformance with Part 11, Off Street Parking and Loading, of the Zoning Ordinance. According to the CSP, 186 parking spaces and 45 loading spaces will be provided. Demonstration of adequacy of proposed parking and loading spaces will be required, at the time of DSP review.

e. The proposed development provides signage, which is required to conform with Part 12. The CSP provides illustrative conceptual signage, which includes two 6-foot-tall freestanding signs proposed at both access points to the site. The sign

design will need to demonstrate conformance with the requirements of Part 12, at the time of DSP.

8. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-021-2022) has been submitted with this CSP application.

   Based on the TCP1 submitted with this CSP application, the site is 12.04 acres, contains 6.24 acres of woodland in the net tract, and has a woodland conservation threshold of 1.81 acres (15 percent). The Woodland Conservation worksheet proposes removal of 5.92 acres of woodland, for a woodland conservation requirement of 5.89 acres. According to the TCP1 worksheet, the requirement is proposed to be met with 0.64 acre of afforestation/reforestation on-site and 5.25 acres of off-site woodland conservation credits. An environmental letter of justification was provided with this application, which indicates that the landscape buffer required along the southern boundary, to buffer the incompatible use between the properties, will be used to count as landscape credits toward meeting the woodland conservation credits, instead of reforestation, as shown on the TCP1. The TCP1 shall be corrected to reflect this correction, prior to certification.

   Based on the TCP1 submitted, the applicant requests to deviate from the established priorities for how the WCO is satisfied, per Section 25-122(c)(1). The applicant provided justification on why the site requires a combination of on-site preservation, on-site landscaping credits, and off-site preservation. Staff has reviewed the justification and deems the methodology satisfactory for approval.

9. **Other site-related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only.

   a. **2010 *Prince George's County Landscape Manual:*** The proposed development will be subject to the requirements of the Landscape Manual, including Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3 Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.5, Stormwater Management Facilities; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Based on the CSP and stormwater management (SWM) plan provided, a stormwater facility is proposed on the southern border of the property, within a Section 4.7 incompatible use landscape buffer. Staff recommend this facility be relocated, as discussed in finding 8. However, conformance with all applicable landscaping requirements will be evaluated, at the time of DSP.

   b. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned I-E are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 12.04 acres in size and the required TCC is 1.20 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be evaluated, at the time of DSP.

10. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

a. **Historic Preservation—**In a memorandum dated January 3, 2023 (Smith and Chisholm to Butler), the Historic Preservation Section provided an evaluation, concluding that the probability of archeological sites within this property is low and that a Phase I archeology survey will not be recommended. Further, the memorandum indicates that this property does not contain and is not adjacent to any Prince George's County historic sites or resources.

b. **Community Planning—**In a memorandum dated January 30, 2023 (Nair to Shelly), the Community Planning Division indicated that, pursuant to Part 3, Division 9, Subdivision 2, of the prior Zoning Ordinance, master plan conformance is not required for this application.

c. **Transportation Planning—**In a memorandum dated January 26, 2023 (Patrick to Shelly), the Transportation Planning Section determined that the development was acceptable, with conditions, and provided the following comments:

Master Plan Compliance

Master Plan Roads
The subject property is impacted by Brightseat Road, along the western boundaries of the site. The 2009 *Countywide Master Plan of Transportation* (MPOT) and the master plan recommend the portion of Brightseat Road, along the property's frontage, as a four-lane facility with 80 feet of right-of-way.

The latest CSP submission shows the extent of the ultimate right-of-way, along the property's frontage, consistent with the master plan's recommendation. Staff find the CSP acceptable, but recommends that 40 feet of right-of-way dedication from the centerline be shown on the subsequent PPS application.

Master Plan Pedestrian and Bike Facilities
The MPOT recommends a planned bike lane on Brightseat Road, along the property's frontage.

The MPOT also provides policy guidance regarding multimodal transportation and the Complete Streets element of the recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

This portion of Brightseat Road, that fronts the subject property, also falls within the area of the master plan, which makes similar recommendations.

The applicant has indicated intent to install shared-lane (sharrows) markings along Brightseat Road, instead of the recommended dedicated bike lane, unless otherwise modified by the Prince George's County Department of Permitting, Inspections and Enforcement. Staff does not support the modification to install sharrows, as this will change the functionality of the recommended master plan facility as a separate continuous/uninterpreted bike lane, which was not considered and adopted by the County Council. Furthermore, staff is concerned about the safety implications of a shared roadway, along this section of Brightseat Road, which will have an ultimate configuration of a four-lane collector roadway that will support a high volume of vehicular traffic. A dedicated bike lane would provide the necessary separation for vehicles and bicyclists and would facilitate safe mobility for nonmotorized travel, as designated in the MPOT. Installation of the bike lane will also be consistent with pending and approved developments near the site. For these reasons, staff recommend that a bicycle lane be installed, along the subject property's frontage of Brightseat Road, and be shown on the subsequent DSP.

In addition, to facilitate the master plan policies for pedestrian connectivity, staff recommend that a minimum 6-foot-wide sidewalk be provided along the perimeter of all buildings and that crosswalks are provided to facilitate pedestrian connections with the parking area and proposed buildings.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-274 discusses transportation and circulation requirements for a CSP, and includes the following design guidelines in Section 27-274(a):

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separate and clearly marked;

The latest CSP submission shows conceptual routes for vehicular and pedestrian circulation, along the property's Brightseat Road frontage and within the site. The CSP shows that access will be provided via two proposed vehicle access connections, along Brightseat Road, which will allow for full turning movements to/from the site. The plans show that surface parking is separated where employee parking is provided, on the northern side of the building, while the southern surface parking area will be utilized for the loading operation. The separated parking will help to eliminate conflicts between trucks and pedestrians, and staff find this acceptable. A sidewalk is provided, along the western side of the building, that will allow pedestrian movements around the building, in addition to a sidewalk connection that will provide a pedestrian connection from Brightseat Road. Staff find that the vehicular access and circulation are sufficient and meet the required findings, per Section 27-274.

d. **Subdivision—**In a memorandum dated January 30, 2023 (Vatandoost to Shelly), the Subdivision Section determined that a new PPS, certificate of adequacy, and final plat will be required for the proposed development.

The subject property is located in Tax Map 60, Grids C-4 and D-4 and Tax Map 67, Grids C-1 and D-1. The property consists of 12.4 acres and is located within the IE Zone. However, this CSP application was submitted for review under the prior Zoning Ordinance. Therefore, the property is reviewed, pursuant to the prior I-3 zoning of the property and prior Prince George's County Subdivision Regulations.

The applicant proposes industrial development; specifically, a 152,080-square-foot distribution warehouse on the subject property. There are no prior PPS applications approved for the subject property. The proposed development will require a PPS and a certificate of adequacy, in accordance with Section 24-107 of the prior Subdivision Regulations. PPS 4-22046 and Certificate of Adequacy ADQ-2022-032 have been submitted for this site, which are currently being reviewed. The PPS is scheduled to be heard by the Planning Board on March 9, 2023. This subject CSP should be approved prior to approval of the PPS. Staff notes that PPS 4-22046 will be reviewed, pursuant to Section 24-1900 of the Subdivision Regulations and not Section 24-1703, since this CSP was accepted for review after April 1, 2022.

The property is known as Parcel 4, which is a deed parcel described in the Prince George's County Land Records in Liber 37146 at folio 216. There are no prior final plats of subdivision recorded for this property. Final plats of subdivision will be required, subsequent to approval of this CSP and following approval of the PPS and DSP, before any building permits may be approved for development of this site.

The CSP proposes one parcel with two access points to Brightseat Road. No public or private streets are proposed for the development. The location of access points and any required public right-of-way dedication will be reviewed further with the PPS application. Also, the location of public utility easements, required along all public streets, will be determined with the PPS.

e. **Environmental Planning—**In a memorandum dated January 30, 2023 (Rea to Burke), the Environmental Planning Section determined that the development is acceptable, with conditions relating to the TCP1.

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-068-2022	N/A	Staff	Approved	05/26/2022	N/A
CSP-22003	TCP1-021-2022	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of CSP-22003 and TCP1-021-2022 for construction of a 152,080-square-foot warehouse and associated infrastructure. The current zoning for the site is IE; however, the applicant has opted to apply the zoning standards to this application that were in effect, prior to April 1, 2022, for the I-3 Zone.

Grandfathering

The project is subject to the environmental regulations contained in prior Subtitles 24 and 27, and Subtitle 25 that came into effect on September 1, 2010, because the application will require a new PPS.

Site Description

The subject application area is 12.04 acres and is located on the east side of Brightseat Road, and is west of the Capital Beltway. A review of available information indicates that no regulated environmental features, such as streams and wetlands with associated buffers, are present on-site.

According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources (DNR), Natural Heritage Program, and used on PGAtlas, there are no rare, threatened, or endangered (RTE) species found to occur on or near this property. During the natural resources inventory (NRI) review process, a letter dated March 2, 2022 was submitted from the Wildlife and Heritage Service stating that there are no known RTE species found to occur on or near this property. This site is located in the Southwest Branch sub-watershed that

flows into the Western Branch watershed, located within the Patuxent River basin. The site has frontage on Brightseat Road, which is identified as a collector roadway, and the Capital Beltway to the west, which is identified as a freeway. The site is located within Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035. According to the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*, two-thirds of the entire project area, except for the center of the site, is identified as being in an evaluation area.

Natural Resources Inventory
Natural Resources Inventory NRI-068-2022 was approved on May 26, 2022, and was provided with this application. This site is not associated with any regulated environmental features (REF), such as streams, wetlands, or associated buffers. No specimen or historic trees are associated with this site. The TCP1 and the CSP show all of the required information correctly, in conformance with the NRI. No additional information is required for conformance to the NRI.

Soils
The predominant soils found to occur on-site, according to the U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, are Collington-Wist complex and Collington-Wist-Urban land complex. Marlboro clay and Christiana complexes are not found on or near this property. A geotechnical analysis is not required, at this time, but will be required with the DSP application.

Stormwater Management
An approved SWM Concept plan (22460-2022) and letter were submitted with the subject application. Proposed SWM features include five micro-bioretention facilities, two submerged gravel wetlands, and underground storage pipes. No further information is required, regarding SWM with this application.

f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 21, 2022 (Giles to Butler), DPIE offered a review of roadway, trail, and bike lane requirements for this site, and proposed conditions to be reviewed, at the time of permit.

11. As required by Section 27-276(b)(1) of the prior Zoning Ordinance, if approved with the conditions below, the CSP represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

12. Section 27-276(b)(4) of the prior Zoning Ordinance requires that, for approval of a CSP, the REF on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the prior Subdivision Regulations. There are no REF on the site; therefore, none will be impacted by the proposed development, and staff find that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 27-276(b)(4).

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-22003 and Type 1 Tree Conservation Plan TCP1-021-2022 for Brightseat Industrial, subject to the following conditions:

1. Prior to certification of approval of the conceptual site plan (CSP), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. The stormwater facility within the landscape buffer, along the southern boundary, shall be relocated for the landscape credits to count toward meeting the woodland conservation requirement on-site.

    b. Revise the plan to show the layout of the area where landscape credits will be used, along the southern property line .

    c. Revise the worksheet to show landscape credits being used.

    d. Correct Note 10 of the standard Type 1 conservation plan notes, the correct section number is 25-119.

    e. Have the plans signed and dated by the qualified professional who prepared them.

2. At the time of preliminary plan of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall show a minimum of a 40-foot right-of-way dedication from the centerline, along the property's frontage of Brightseat Road.

3. Prior to acceptance of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

    a. A geotechnical analysis

    b. A bicycle and pedestrian plan, which displays the details, location, and extent of the following facilities:

        (1) A marked bicycle lane along the subject property's frontage of Brightseat Road, unless modified by the operating agency with written correspondence.

        (2) A minimum of a 6-foot-wide sidewalk along the perimeter of all buildings.

        (3) Crosswalks and striping that provide pedestrian connections from the parking area to the building(s) on-site.

4. Prior to issuance of permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

a. Frontage improvements for Brightseat Road including, but not limited to, street lighting, signing and pavement marking, street trees, and dedication of right-of-way.

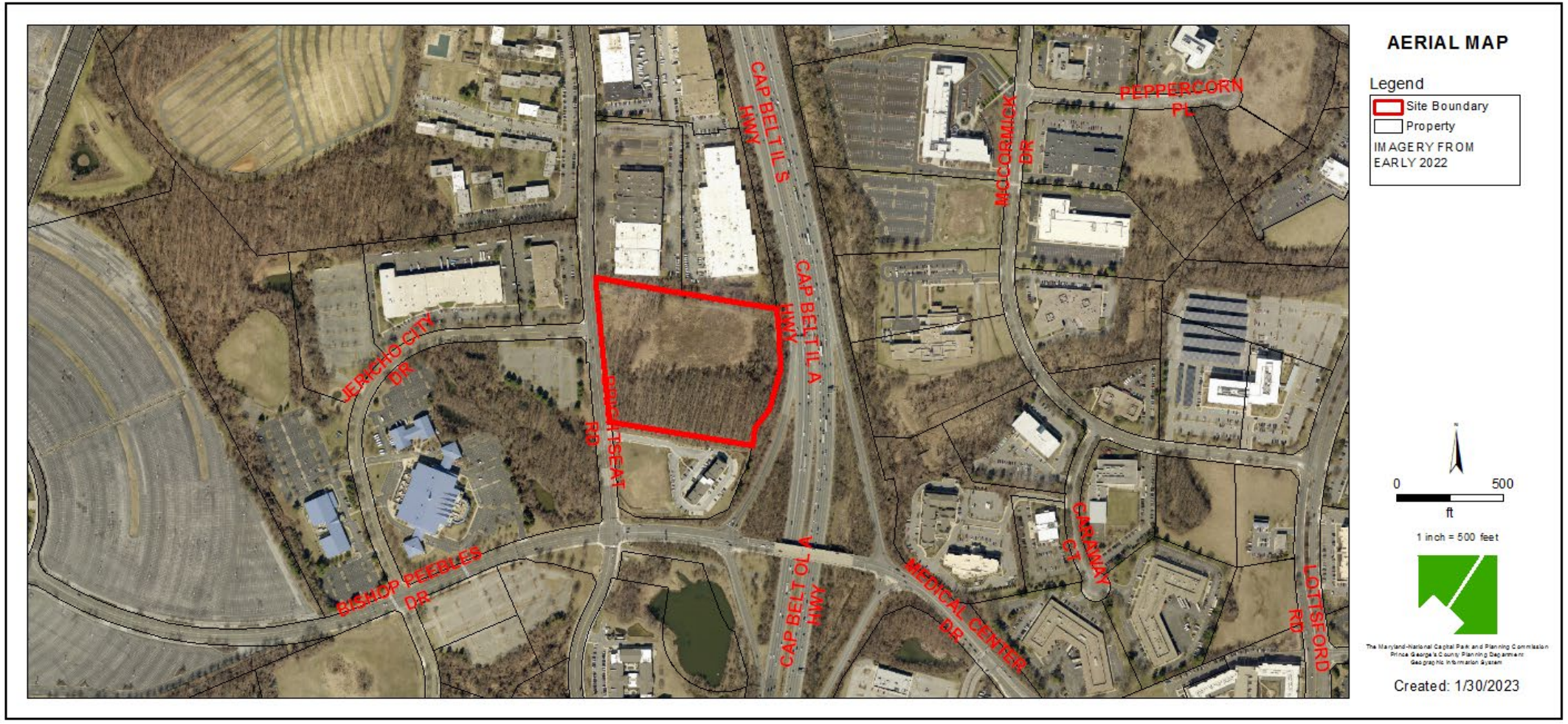
b. Adjustments to the ramps, so flares are not outside the right-of-way lines.

BRIGHTSEAT INDUSTRIAL

Conceptual Site Plan

TCP1-021-2022

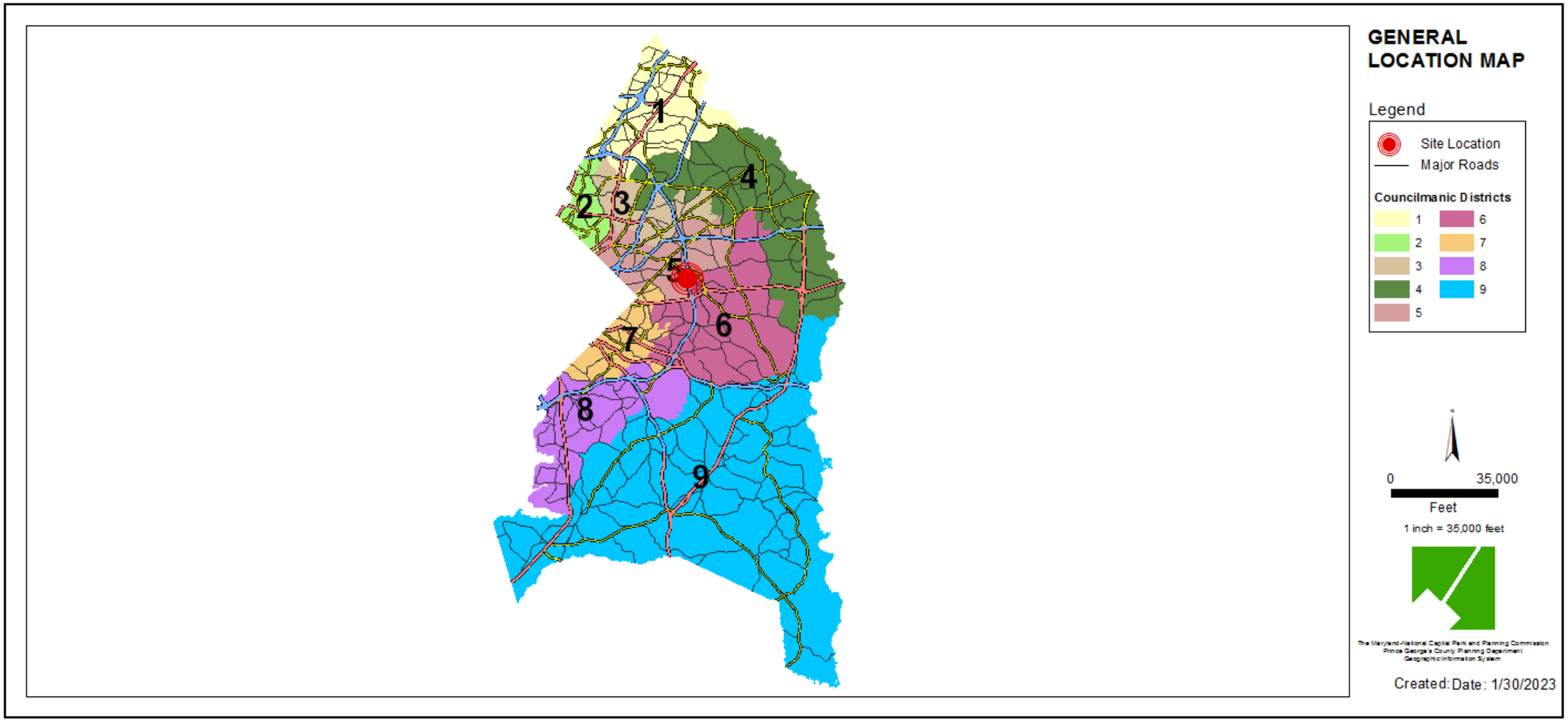
Staff Recommendation: Approval with Conditions



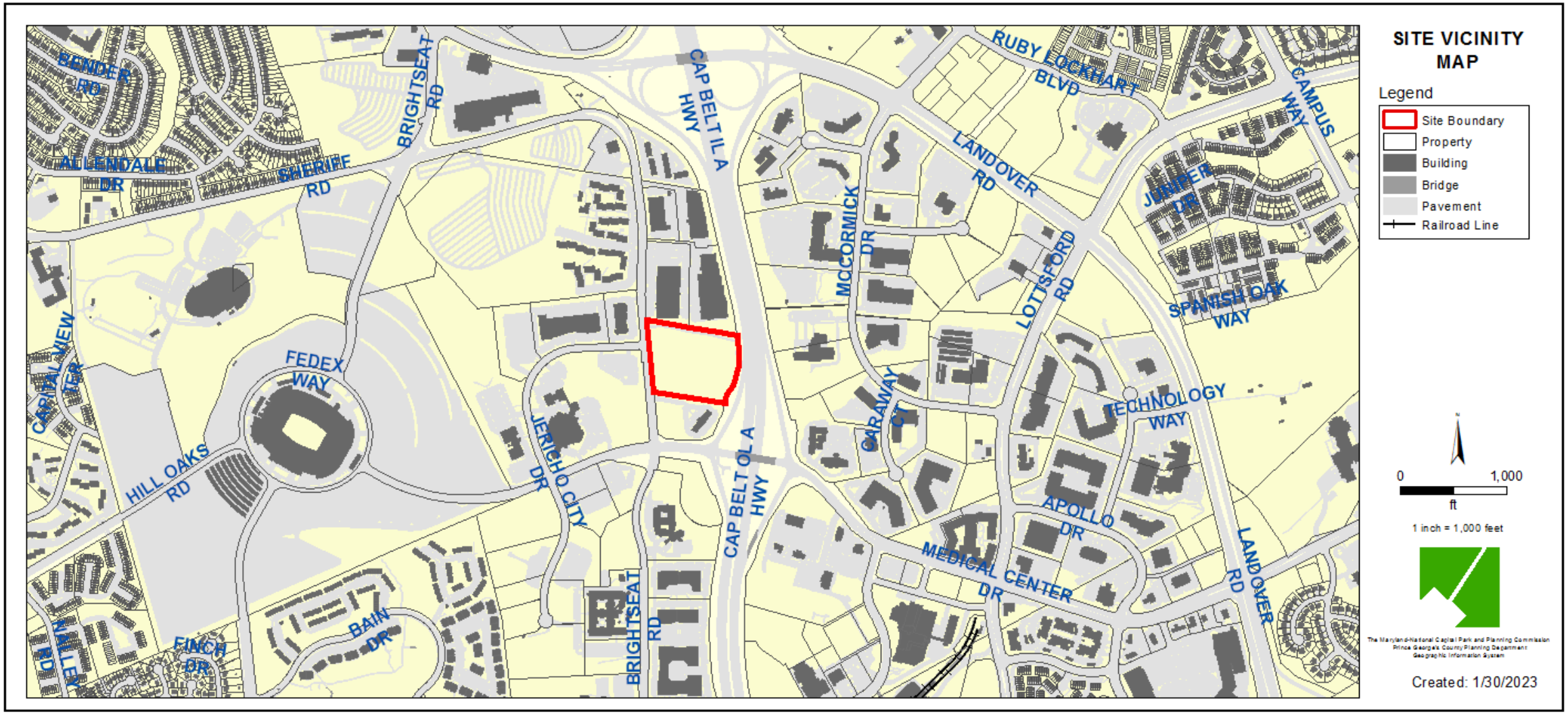
GENERAL LOCATION MAP

Council District: 05

Planning Area: 72



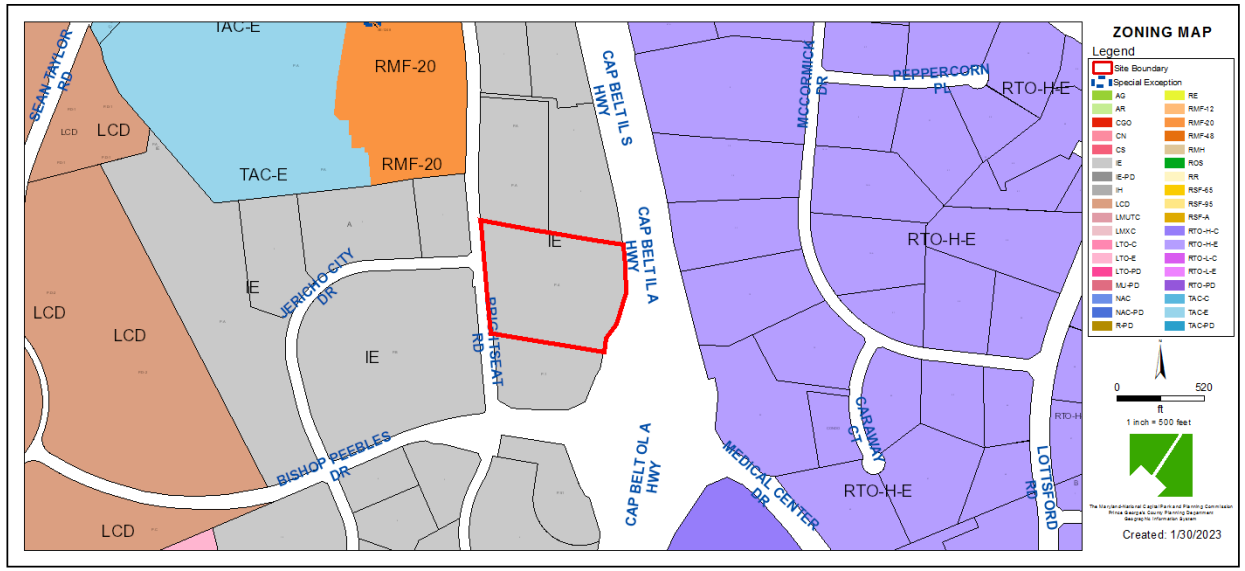
SITE VICINITY MAP



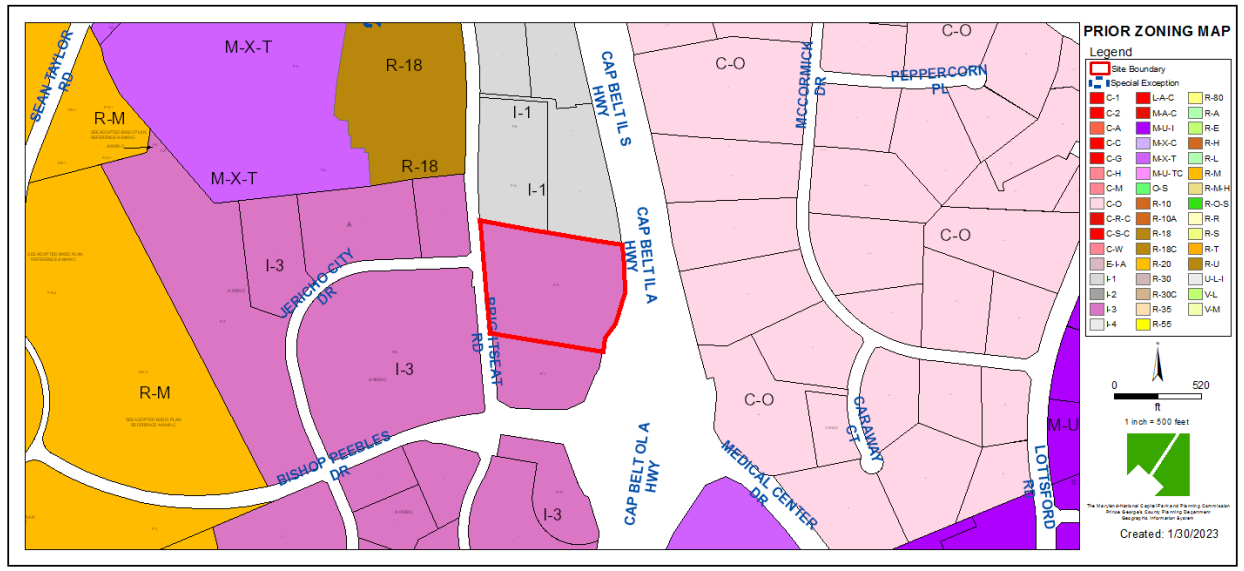
ZONING MAP (CURRENT & PRIOR)

Property Zone: IE (Prior I-3)

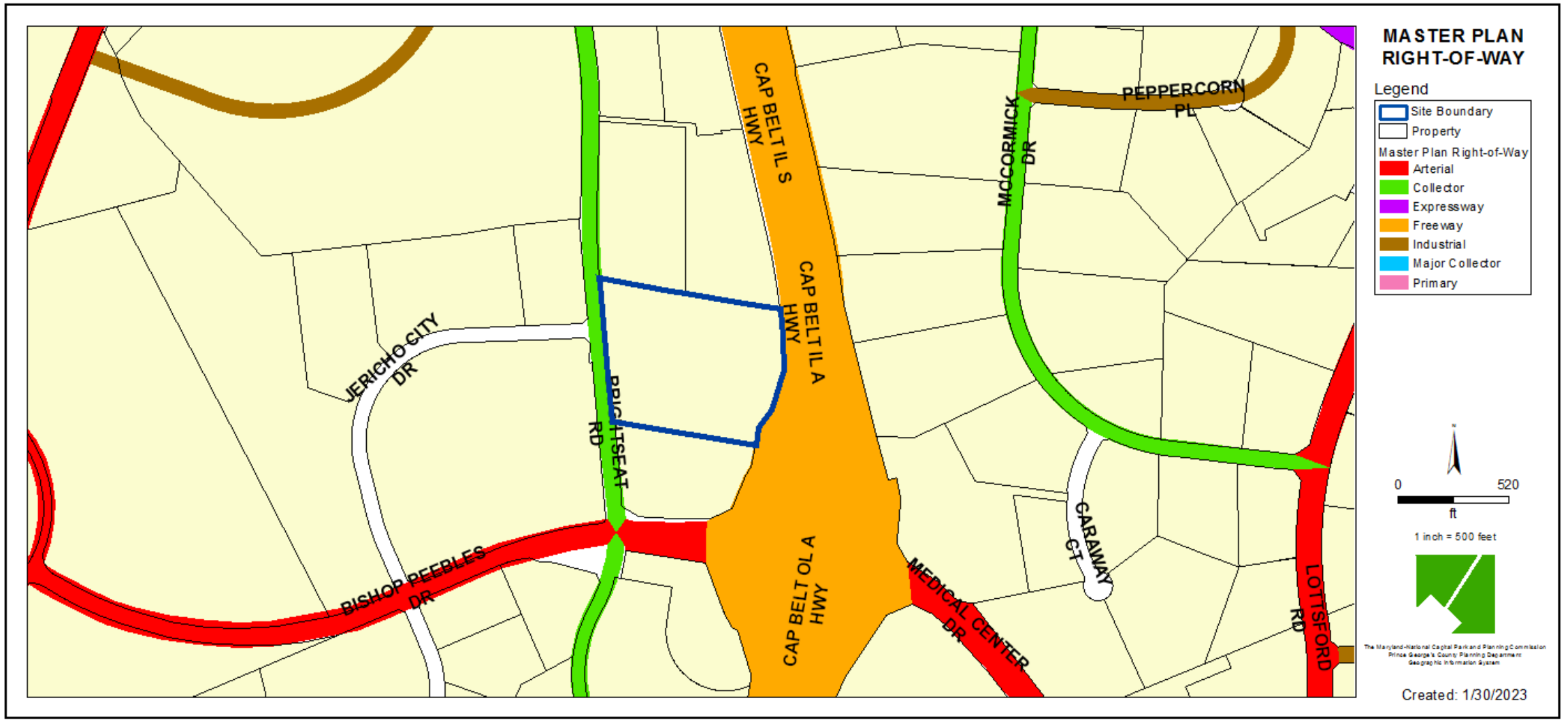
CURRENT ZONING MAP



PRIOR ZONING MAP



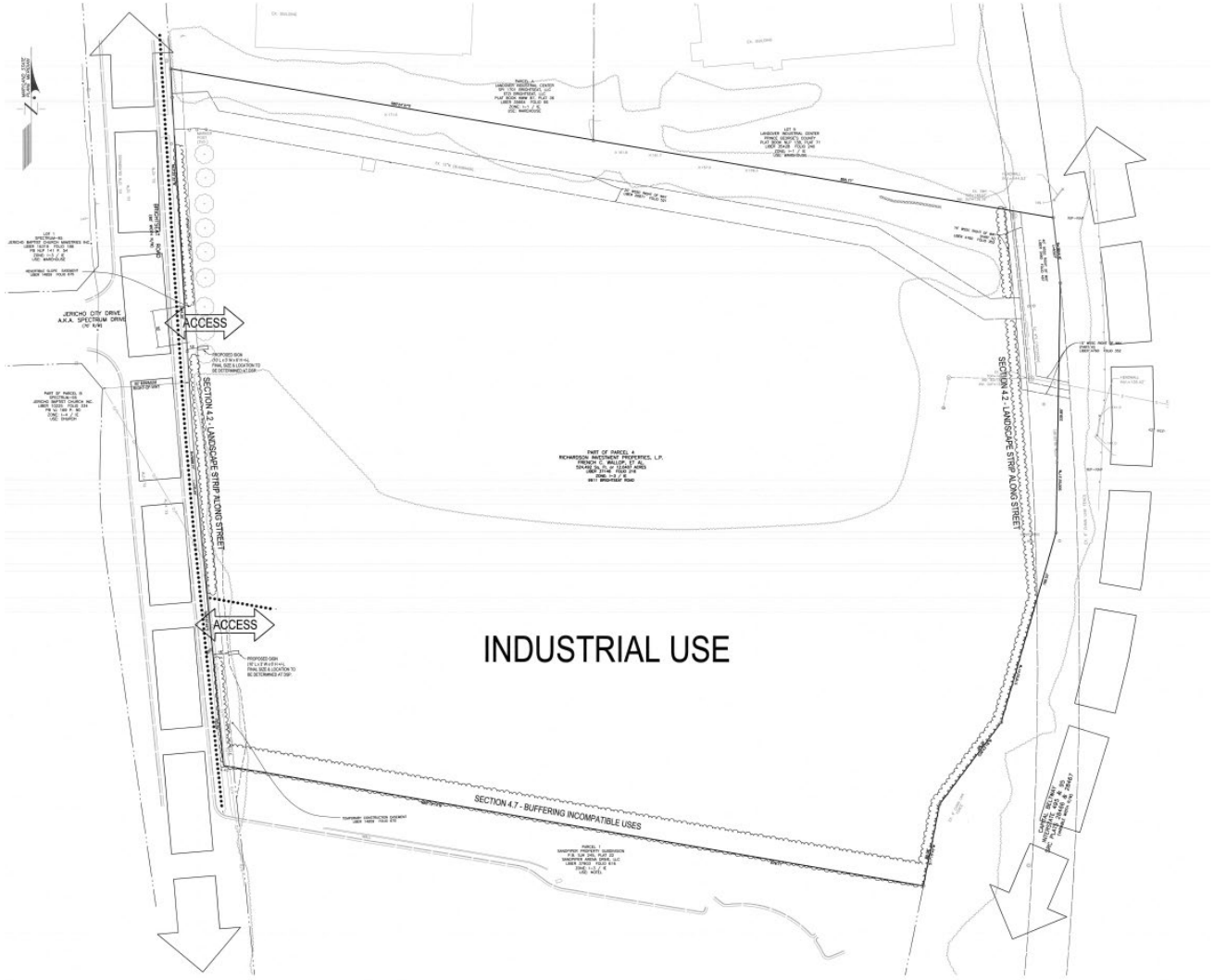
MASTER PLAN RIGHT-OF-WAY MAP



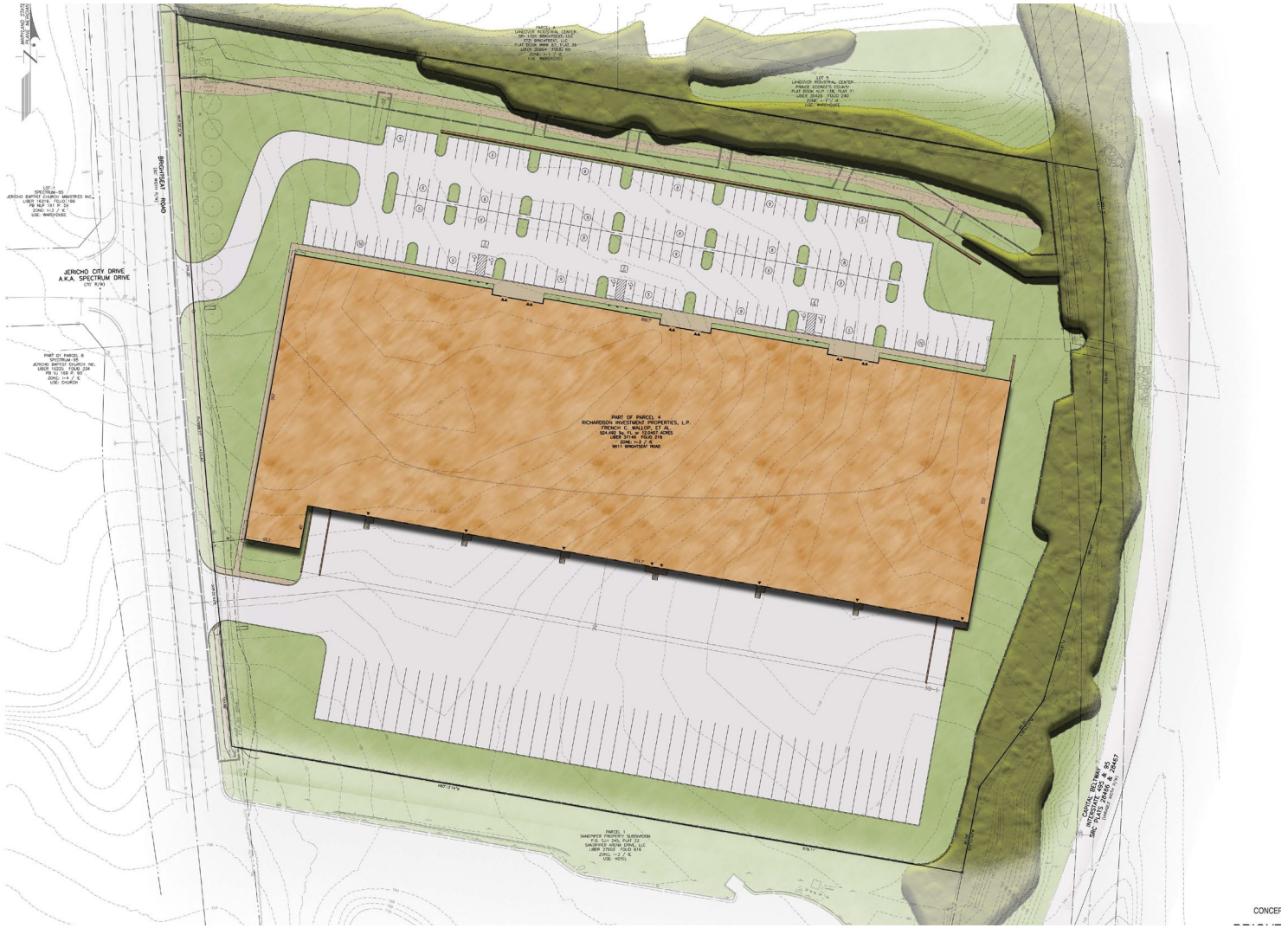
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

EXISTING CONDITIONS CONCEPTUAL SITE PLAN

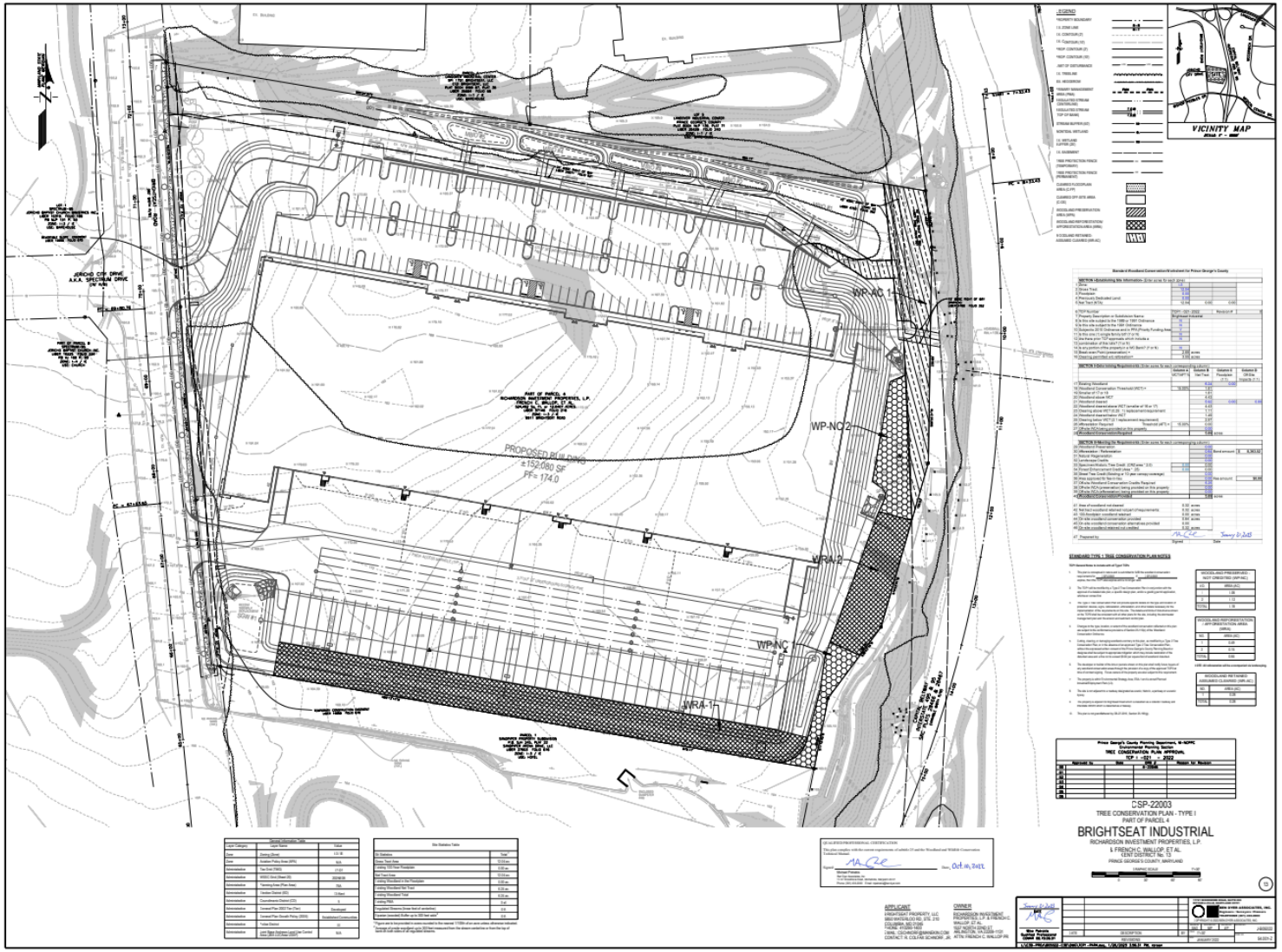
LAND USE & CIRCULATION CONCEPTUAL SITE PLAN



CONCEPTUAL SITE PLAN



TYPE I TREE CONSERVATION PLAN



STAFF RECOMMENDATION

Approve CSP-22003 with conditions
Approve TCP1-021-2022 with conditions

Minor Issues:

- Technical Corrections

Applicant Required Mailings:

- Informational Mailing 06/17/2022
- Acceptance Mailing 11/29/2022

STATEMENT OF JUSTIFICATION
BRIGHTSEAT ROAD INDUSTRIAL
9911 BRIGHTSEAT ROAD
CSP-22003

Applicants
Brightseat Land Developer GP LLC
C/O Manekin
5850 Waterloo Road
Columbia, MD 21045
Contact: Richard Alter

Attorney
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
Contact: Thomas Haller
301-306-0033

Engineer
Ben Dyer Associates
11721 Woodmore Road, Suite 200
Mitchellville, Maryland 20721
Contact: Paul Woodburn, PE
301-430-2000

TABLE OF CONTENTS

STATEMENT OF JUSTIFICATION
BRIGHTSEAT ROAD INDUSTRIAL
9911 BRIGHTSEAT ROAD
CONCEPTUAL SITE PLAN CSP-22003

1.0 INTRODUCTION/OVERVIEW/ORIENTATION

Brightseat Land Developer GP LLC ("Applicant") submits this Conceptual Site Plan application for the purpose of developing industrially zoned property located at 9911 Brightseat Road, Hyattsville Maryland. More particularly, the property it is identified as Parcel 4 on Tax Map 67, Grid D-1 (the "Subject Property"). The Applicant is the contractor purchaser of the Subject Property. An aerial photograph outlining the Property in blue is reproduced below:

As depicted on the aerial photograph, the Subject Property is undeveloped and is located between Brightseat Road and the Capital Beltway. The Subject Property consists of approximately 12.0402 acres and is presently zoned IE (Industrial Employment). Under the prior Zoning Ordinance, the property was zoned I-3 (Planned Industrial/Employment Park).

The Applicant intends to pursue development of the Subject Property pursuant to the provisions of the prior I-3 Zone. As such, a Conceptual Site Plan, Preliminary Plan of Subdivision (4-22046) and Detailed Site Plan (DSP-22020) are required. Specifically, the Applicant proposes to construct a distribution warehouse containing 152,080 square feet on the Subject Property. No additional development is proposed. It is intended that the Preliminary Plan of Subdivision will be submitted to create a single parcel and that access will be provided from Brightseat Road.

2.0 ZONING HISTORY AND SUMMARY OF DEVELOPMENT PROPOSAL

As noted above, the Subject Property was zoned I-3 prior to the adoption of the Countywide Map Amendment to implement the new Zoning Ordinance. The I-3 zoning has been in effect since the adoption of the Model Neighborhood Area Sectional Map Amendment on November 8, 1977. The majority of the land within the Brightseat Road corridor has been developed with light

industrial uses permitted in the I-3 zone. The Subject Property is currently located within the boundaries of the Subregion 4 Master Plan and Sectional Map Amendment, which was adopted in 2010. The Subregion 4 Master Plan continued to recommend industrial uses for the Subject Property and the SMA retained the I-3 Zone. The Master Plan identifies an extensive industrial land use area along the western side of the Beltway (the eastern edge of the Subregion 4 Planning Area). Several specific industrial areas are identified. The Subject Property is located in the Landover Metro Center industrial area, identified as being bounded by "Landover Road on the north and Central Avenue on the South. The western edge is about one mile inside the Capital Beltway. The area contains FedEx Field, along with Landover Centre 2, the 95 Office Park, the Landover Metro Station, and Centre Point." (Master Plan, p. 121). The Landover Metro Center is categorized as Type 4, competitive land use succession. The Master Plan notes that this area has lower vacancy rates for industrial and flex than the county and subregion averages.

As noted above, the development proposed in this application is the construction of a single distribution warehouse building containing 152,080 square feet. As of the filing of this application, no tenant(s) have been identified. The proposed building will be designed to accommodate up to six tenants, although a single tenant could also occupy the

building. It is anticipated that only ancillary office space will be included, not to exceed 10% of the total gross floor area. As discussed in greater detail below, the building has been consciously designed to compatibly blend into the surrounding uses and landscape.

The Subject Property is bounded to the south by an existing Woodspring Suites Hotel. Special Exception SE-4845 has recently been approved for the construction of a 7-Eleven gas station and food or beverage store on the same site as the Woodspring Suites Hotel. To the east is the Capital Beltway, a designated freeway. To the north are two existing warehouses constructed in the I-1 Zone and now zoned IE. To the west is Brightseat Road, an 80' collector roadway. Across Brightseat Road is IE (formerly I-3) zoned land which was developed with industrial buildings and large parking lots in the 1990's. The property is now owned by the Jericho Baptist Church. The buildings are currently identified as the Jericho Business Center. These uses are accessed from Jericho City Drive, which intersects with Brightseat Road across from the Subject Property. One of the driveways serving the Subject Property will be aligned with this roadway.

4.0 ELECTION TO USE PRIOR ZONING ORDINANCE

The Applicant has elected to utilize the provisions of the prior subdivision and zoning ordinance as expressly permitted by

Section 24-1900 et. seq. and by Section 27-1900 et. seq. The prior subdivision and zoning regulations are being used for several reasons. The property is an isolated undeveloped parcel in the I-3 zone. It is abutted by developed I-1 zoned property to the north and developed I-3 zoned property to the south. The Beltway forms its eastern boundary and Brightseat Road its western boundary. The development proposal is to construct a single distribution warehouse building on the property. The property benefits from certain provisions in the I-3 Zone that permit the proposed development. First, while warehousing is permitted in the I-3 zone, Section 27-471 generally contains limitations on the percentage of a planned employment park that can be used for this use. However, Section 27-471(g)(1)(E) provides that those limitations do not apply to property which lies entirely within the I-95/I-495 (Capital Beltway), contains less than 15 acres, is vacant at the time of filing of a Conceptual Site Plan application, and was originally classified in the I-3 Zone pursuant to a Sectional Map Amendment approved before January 1, 1978. The property complies with these provisions. Second, the regulations applicable in the I-3 zone further provide that property which is zoned I-3, and within one mile of a Metro Station, is subject to a maximum lot coverage of 90% and a minimum green area requirement of 10%. Finally, the minimum setbacks from any street (except a freeway) are reduced to ten feet. Significantly, the Property is located within a

mile of the Largo Town Center Metro Station and therefore is subject to these modified regulations.

Development of a distribution warehouse in the IE zone, on the other hand, requires approval of a special exception in addition to a Detailed Site Plan. Second, in the IE zone, the minimum green area requirement is 25% and the maximum lot coverage requirement is 45%. This is significant. While the green area requirement in the I-3 zone is typically 25%, the building coverage is 45%. The definition of "lot coverage" in the new Zoning Ordinance include buildings, driveways and parking. Thus, the 45% **lot** coverage requirement is significantly greater than a 45% **building** coverage requirement. For the proposed use, a large truck court is required to provide adequate space to turn large vehicles. The project would not be viable under these regulations since the building area allowed would simply not support the development costs.

In conclusion, this project could not be constructed under the new Zoning Ordinance due to the accumulation of these factors.

4.0 ANALYSIS OF CONFORMANCE WITH THE REQUIREMENTS OF THE ZONING ORDINANCE

In the I-3 Zone, a conceptual site plan is required to be approved pursuant to Section 27-471(d). As discussed below, the

subject CSP conforms to the requirements of the I-3 Zone and the site plan design guidelines of the Zoning Ordinance.

Section 27-471 establishes regulations applicable in the I-3 Zone. The applicable provisions of Section 27-471(a) are as follows:

> **(b) Landscaping, screening and buffering of development in the I-3 Zone shall be provided as set forth in the Zoning Ordinance.**

COMMENT: The Detailed Site Plan will be designed to conform to the provisions of the Landscape Manual and will be evaluated with the approval of the Detailed Site Plan.

> **(c) Outside uses.**
>
> > **(1) With the exception of off-street parking and loading areas, recreational facilities (unless otherwise provided), airports, agricultural uses, sidewalk cafes (as an accessory use), surface mining operations, towers (poles, whips, and antennas), vehicle rental lots, and public utility uses, all uses allowed in the Table of Uses shall be located in wholly enclosed buildings. Outdoor storage is prohibited.**

COMMENT: The proposed use will be located wholly within the proposed building. No outdoor storage is proposed in association with the proposed distribution warehouse.

> **(d) Site plans.**
>
> > **(1) A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.**

(2) In addition to the requirements of Part 3, Division 9, the Detailed Site Plan shall show the design and size of lettering, lighting, and all other features of signs proposed (except those for directional or informational purposes containing not more than four (4) square feet). These signs shall be reviewed and approved or disapproved at the same time the Detailed Site Plan is acted upon.

COMMENT: This Conceptual Site Plan is filed to conform with this requirement. Signage will be addressed with the Detailed Site Plan.

(e) Uses.

(1) The uses allowed in the I-3 Zone are as provided for in the Table of Uses (Division 3 of this Part).

COMMENT: In the I-3 Zone, a distribution warehouse (including ancillary office space) is a permitted use. As discussed in greater detail below, the proposed distribution warehouse is a permitted use in the I-3 Zone in accordance with the provisions of Section 27-471(g)(1)(E).

(f) Regulations.

(1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

(2) Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an

additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.

COMMENT: Conformance to these specific requirements will be addressed with the Detailed Site Plan being filed shortly after the filing of this this Conceptual Site Plan. The provisions of Section 27-471(f)(2) are discussed in greater detail below regarding the conceptual layout of the proposed development.

(g) Warehousing.

(1) Warehousing, wholesaling, distribution, or storage of materials not used, or products not produced, on the premises may be permitted, subject to the following:

(A) Not more than twenty percent (20%) of the net tract area of the entire Planned Industrial/Employment Park shall be devoted to these uses (including accessory uses such as off-street parking and loading areas).

(B) More than twenty percent (20%), but not more than thirty percent (30%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if at least five percent (5%) of the net lot area (of the lot on which the use is proposed) is devoted to green area. This green area shall be in addition to any other green area required by this Part. This additional green area shall either serve to preserve irreplaceable natural features, be designed so that the visual impact of the facility will be relieved (either by natural features or changes in grade), or provide

distinctive furnishings (such as sculptures, fountains, and sidewalk furniture).

(C) More than thirty percent (30%), but not more than fifty percent (50%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if, in addition to meeting the requirements of (B), above, the Planning Board finds:

(i) That the tract is suited for these uses because of its accessibility to railways or highways that readily accommodate warehousing;

(ii) That the traffic generated by the uses is not directed through residential neighborhoods;

(iii) That the use is compatible with surrounding existing land uses and those proposed on the Master Plan. In determining compatibility, the Planning Board shall consider architectural or physical features of the facility and may require that these features be compatible with surrounding land uses.

(D) The remainder of the park shall be devoted to other uses, in the case of (A), (B), or (C), above.

(E) Notwithstanding the provisions of Subsections (g)(1)(A) through (D) of this Section, above, the development restrictions on warehousing, wholesaling, distribution, or storage of materials not used, or products not produced, on the premises shall not apply to property which lies entirely within the I-95/I-495 (Capital Beltway), contains less than 15 acres, is vacant at the time of filing of a

Conceptual Site Plan application, and was originally classified in the I-3 Zone pursuant to a Sectional Map Amendment approved before January 1, 1978.

COMMENT: As discussed above, the proposed use is a distribution warehouse containing 152,080 square feet. Typically, in the I-3 Zone there is a limitation on the total percentage of the net tract area which can be devoted to such uses. As set forth in subsection (E), this limitation does not apply for properties which lie entirely within the Capital Beltway, contain less than 15 acres, are vacant at the time of the filing of a Conceptual Site Plan and were originally classified in the I-3 zone pursuant to a Sectional Map Amendment approved before January 1, 1978. The Subject Property conforms with each of these criteria. The Subject Property is entirely inside the Capital Beltway, is 12.04 acres in size, is vacant as of the filing of this Conceptual Site Plan and was originally classified in the I-3 Zone pursuant to the Model Neighborhood Sectional Map Amendment in November, 1977. As a result, the restrictions on warehousing contained in Section 27-471 (A)-(D) are not applicable to the Subject Property.

(h) Required access.

(1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.

COMMENT: Access to the property is proposed from Brightseat Road, an 80 foot-right-of way. The proposed development conforms to this requirement. Although the Subject Property also has frontage on the Capital Beltway, the Beltway is a designated freeway from which access is denied.

(i) Minimum area for the development.

(1) The minimum area for the development of any Planned Industrial/Employment Park shall be twenty-five (25) gross acres.

(2) If the area is less than twenty-five (25) acres but not less than fifteen (15) acres, the property may be classified in the I-3 Zone when the property adjoins property in the C-O Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.

(3) If the area is less than twenty-five (25) acres, the property may be classified in the I-3 Zone when the property adjoins property in the I-3 or E-I-A Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.

(4) If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.

COMMENT: The Subject Property conforms to the provisions of Section 27-471(i)(4), as it was classified in the I-3 Zone by a Section Map Amendment and the owner of record does not own

abutting undeveloped land in the I-3, E-I-A or C-O Zone that could be used to conform to the minimum acreage requirements.

In addition to the above requirements, the Planning Board must make certain findings to approve a Conceptual Site Plan, which are set forth in Section 27-276(b) of the Zoning Ordinance. Section 27-276(b)(2) and (b)(3) are not applicable because the Subject Property is not a Mixed-Use Planned Community or a Regional Urban Community. Sections 27-276(b)(1) and (b)(4) are applicable to this application and will be addressed below.

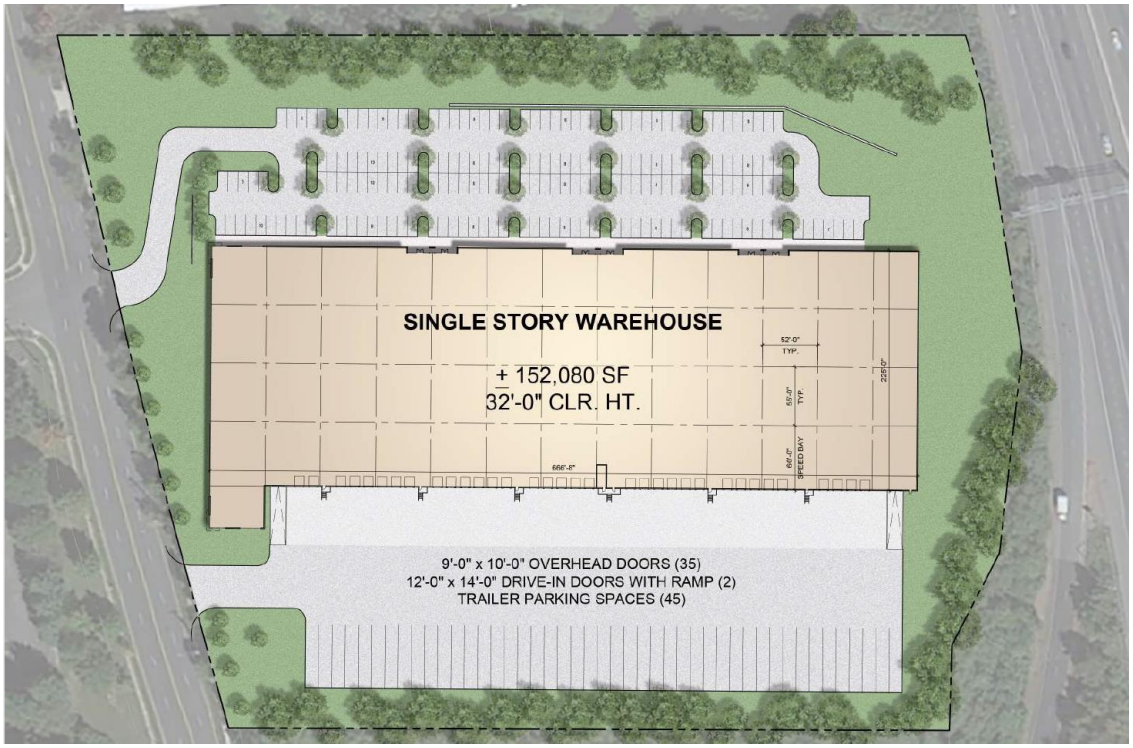
Section 27-276(b)(1) provides as follows:

> **"The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan."**

COMMENT: The Applicant submits that the proposed CSP for the Subject Property does represent a most reasonable alternative for satisfying the site design guidelines. As noted above, The Subject Property is an isolated property abutted on all four sides by roadways or existing developed properties. It is the northernmost property within a strip of land located on the east side of Brightseat Road placed in the I-3 Zone by the Model Neighborhood Sectional Map Amendment in 1977. Subsequently, Arena Drive (now Medical Center Parkway) was proposed to cross the Beltway, and an interchange was constructed when FedEx Field

was built. Given the relatively small size and the abutting uses, the Subject Property is best suited for development of a single use, as is proposed in this application. The proposed distribution warehouse is an appropriate use given the abutting warehouse uses to the north and west and the service commercial uses to the south.

The shape of the Subject Property lends itself to the placement of a rectangular building with the long side facing north, given that the northern property boundary is wider than either the eastern or western boundaries.



A conceptual rendering of the building layout is set forth above. Such an orientation is both necessary and advantageous for several reasons. First, such an orientation is necessary due to the site topography. The proposed first floor elevation

of the building is approximately 16 feet below Brightseat Road where the employee/customer driveway entrance is located. Orienting multiple entrance doors toward the side of the slope between Brightseat Road and the western building façade is not viable. However, orienting the building as conceptually proposed allows for the loading areas to not back up to the Beltway. If the "front" of the building faced Brightseat Road, the loading would be in the rear facing the Beltway. The site design guidelines (addressed in greater detail below) provide that loading areas "should be oriented …away from major streets and public view." Since the Subject Property is a through lot, this presents an extraordinary condition peculiar to the Subject Property as it forces a design that is inconsistent with the design guidelines. The proposed building orientation also allows the customer and employee parking to be separated to avoid circulation conflicts. This is consistent with the site design guideline that "loading areas should be clearly marked and should be separated from parking areas to the extent possible." Due to the existing vegetation within the right of way of the Beltway and the topography of the site being elevated above the Beltway, the surface parking and loading areas will not be visible. The building layout is also impacted by where Jericho City Drive intersects with Brightseat Road. The main entrance will be aligned with this road and the entrance curves with the slope to access the parking lot. Placing the building any

further to the north on the property would impact the ability to access the site.

It is noted that Section 27-471(f)(2) limits the percentage of parking spaces that can be located "in the yard to which the building's main entrance is oriented." In this instance, the building is designed to accommodate multiple tenants and does not have a single "main entrance". Rather, the building will have multiple entrances oriented toward the side yard where the longest façade—and most of the entrances, face. The parking is wholly located in the side yard, not the front yard facing Brightseat Road.

As discussed in relation to the architecture, the Applicant has designed the façade which faces Brightseat Road to appear as the front of an office building, including a faux entrance. Due to the design of the building required to accommodate multiple tenant spaces, this entrance will not be functional. Thus, a variance from this provision is necessary. The Applicant submits that the proposed building orientation is appropriate and will request a variance at the time of DSP. Conceptually, buildings in the I-3 zone are typically oriented toward the street, or front yard, and Section 27-471(f)(2) limits the number of spaces which can be placed in that yard. The percentage limitation thus reduces the number of vehicles visible from the street. This is consistent with the design guideline that states that parking "should generally be provided

to the rear or sides of the structures." In this instance, by placing the parking in the side yard, it is consistent with the intent of Section 27-471(f)(2) and it allows the parking to be as near as possible to the uses they serve. Full conformance with Section 27-471(f)(2) would force most of the parking along Brightseat Road or require that it be commingled with the truck loading area in the rear of the building. The conceptual building layout places no parking between the building and Brightseat Road and completely separates the employee/customer parking from the loading area. The Applicant submits that the building façade facing Brightseat Road can be enhanced to appear as the primary or "main" façade of the building, fully satisfying the intent of Section 27-471(f)(2). This orientation and architectural treatment will be addressed in greater detail at the time of Detailed Site Plan.

Additional Site Design Guidelines are contained in Section 27-274. These Site Design Guidelines address General matters, Parking, Loading and Circulation, Lighting, Views, Green Area, Site and Streetscape Amenities, Grading, Service Areas, Public Spaces, Architecture and Townhouses. Many of these Site Design Guidelines are most appropriately addressed at the time of Detailed Site Plan or are inapplicable. Those that are relevant are addressed below.

Section 27-274(a)(1) General.

The proposed plan should promote the purposes of the Conceptual Site Plan. The purposes of Conceptual Site Plans are listed in Section 27-272. The General Purposes include providing for development in accordance with the Master Plan and helping fulfill the purposes of the zone in which the land is located. Conformance with the Master Plan and the purposes of the I-3 Zone are addressed above.

The relevant plans which apply to this site are the 2014 General Plan, the 2010 Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment, and a number of Functional Master Plans, including the Resource Conservation Plan (which includes the Green Infrastructure Plan), the County Master Plan of Transportation, the Public Safety Facilities Master Plan, The Historic Sites and Districts Plan, and the Water Resources Functional Master Plan.

General Plan. The General Plan classified the subject site in its Growth Policy Map1 in the Established Communities category, and further within one of the Employment Areas. The Generalized Future Land Use Map designated it for Industrial/Employment land use. "Established Communities" are described by the General Plan as "the County's heart – its established neighborhoods, municipalities and unincorporated areas outside designated centers," and recommends that, "Established communities are most appropriate for

context-sensitive infill and low- to medium density development…."

"Employment Areas" are an overlay category, and are intended to have, "the highest concentrations of economic activity in our four targeted industry clusters – healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas..."

"Industrial/Employment" land use is described by the General Plan as, "Manufacturing and industrial parks, warehouses and distribution. May include other employment, such as office and service uses."

The approval of the subject application would be context-sensitive infill expanding warehousing and distribution in the immediate vicinity of a Beltway interchange.

Master Plan.

As noted above, the applicable Master Plan is the Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment, approved on June 1, 2010. Map 4.3, "Proposed Land Use Plan," recommends the subject property and most of the surrounding areas for "Industrial" land use, only recognizing the City of Praise church across Brightseat Road as an Institutional land use.

The Master Plan places the property in one of its nine "Industrial Areas" called "Landover Metro Center." The Master Plan does not pay a great deal of attention to the area surrounding the subject property; it is only mentioned specifically in the context of Industrial Areas Policy 2, "Improve the relationship between viable industrial and nonindustrial areas by enhancing buffers," where this policy is directed to apply to the Spectrum 95 Corporate Center. Given the varied character of land use in the neighborhood on the west side of Brightseat Road, this recommendation is germane to that part of the neighborhood, but not to the subject property which has no nonresidential neighbors.

Particularly given the purpose of the I-3 Zone to accommodate specific retail commercial uses to provide for the enhanced viability of the zone the proposed use will comport with the master plan's overall vision, and so the approval of the subject gas station as an additional use to the existing hotel would be in harmony with the recommendations of the Master Plan.

Other Applicable Functional Master Plans.

The subject property does not contain any Regulated Areas. As such, the subject application conforms to the Resource Conservation Plan.

With regard to the Historic Sites and Districts Plan, no historic sites or resources are located immediately proximate to

the subject site; as such, the approval of the subject application will not have an adverse impact on this Functional Master Plan.

The Water Resources Functional Master Plan addresses broad regulatory policy and large-scale watershed planning, and as such makes no recommendations which are directly applicable to the subject application.

No proposed sites for Public Safety facilities are in the area affected by the subject application. The Countywide Master Plan of Transportation classifies Brightseat Road as a collector roadway with a right of way width of 80 feet. The Master Plan of Transportation as amended by the Subregion 4 Master Plan illustrates the west side of Brightseat Road as the alignment of the future extension of the Purple Line to the southern part of the County.

In conclusion, because the proposed development is not in conflict with the General Plan, the Master Plan or the applicable Functional Master Plans, approval of the subject application will be in harmony with the Ordinance's purpose of implementing those plans.

The purposes of the I-3 Zone are set forth in Section 27-471(a). The four purposes of the I-3 (Planned Industrial/Employment Park) Zone are specifically laid out in Section 27-471(a)(1), as follows:

(1) The purposes of the I-3 Zone are:

(A) To provide increased and enhanced employment opportunities for the residents of the County and areas for industries, research facilities, and offices which have common characteristics with respect to site requirements, desired amenities, compatibility of operations, general functional classifications, and access;

COMMENT: The approval of the instant application will add employment opportunities on an infill industrial site, which is in harmony with this purpose of the I-3 Zone.

(B) To provide for a mixture of industrial, research, office, and in certain instances specific retail commercial uses (along with compatible institutional, recreational, and service uses) in a manner which will retain the dominant industrial/employment character of the area, while also providing for the enhanced viability of the zone by providing for the location of certain retail commercial uses on the periphery of the area, specifically when the periphery fronts on, and is adjacent to, arterial roadways;

COMMENT: The proposed development constitutes an additional industrial use adjacent to an existing industrial warehouse to the north. On the abutting property to the south is a commercial use (hotel and gas station/food and beverage store) which is on the periphery of the industrial area and will provide a service use to the other industrially zoned properties, including the Subject Property. This mixture of industrial and service commercial uses is in harmony with this purpose of the I-3 Zone.

(C) To permit uses which, when compared to the uses permitted in other Industrial Zones, will minimize detrimental effects on uses of adjacent land,

especially where adjacent land is being used commercially;

COMMENT: The proposed industrial use is light industrial in character and will benefit from the placement of service commercial uses on the abutting property. The development of the Subject Property will have no detrimental effect on the developing site to the south.

(D) To provide development standards which assure the compatibility of proposed land uses with surrounding land uses, maximize open space so as to create a park-like setting, and improve the overall quality of industrial/employment areas in Prince George's County.

COMMENT: The applicable development standards will be addressed at the time of Detailed Site Plan such that the development of the Subject Property will be in harmony with this purpose of the I-3 Zone.

The Specific Purposes of Conceptual Site Plans include explaining the relationships between the proposed uses and illustrating approximate locations of building and parking. The proposed CSP fulfills these specific purposes.

Section 27-274(a)(2) Parking, Loading and circulation.

As discussed above, the Site Design Guidelines provide guidance regarding the location of parking and loading facilities. Due to the prominent frontage on the Beltway, the conceptual layout is for the building to be oriented such that the employee and customer parking is separated from the loading area and that such parking and loading are not located in the

yard facing either Brightseat Road or the Beltway. This will minimize the visual impact of cars from public view, allow the parking to be located convenient to the proposed building entrances, ensure that the loading areas are visually unobtrusive and eliminate conflicts between trucks and pedestrians. These details will be further addressed at the time of Detailed Site Plan.

Section 27-274(a)(3) Lighting.

Lighting will be addressed in greater detail at the time of DSP, but all lighting used will be directed on site and will be adequate to ensure safe operation of the proposed uses.

Section 27-274(a)(4) Views.

As noted above, the Subject Property fronts on two major roadways. Attention will be paid at the time of DSP to ensure that the views from these public areas are attractive and appropriate for the location through building design and landscaping.

Section 27-274(a)(5) Green Area.

Green area will be provided in accordance with the regulations in the I-3 Zone applicable to the Subject Property. NRI-26-2022 has been approved for the Subject Property and there are no regulated environmental features on site and no specimen trees. As such, the Planning Board can find that the regulated environmental features will be preserved and/or restored in a

natural state to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5).

Section 27-274(a)(6) Site and streetscape amenities.

Site and streetscape amenities will be addressed with the DSP, but the site will be designed in such a manner to ensure that the employees and customers are located in an attractive and coordinated development site.

Section 27-274(a)(7) Grading.

All grading on site will be performed in accordance with applicable regulations. Stormwater management will be provided as required by DPIE and sediment control plans will also be approved. As noted above, the site does exhibit substantial topography. Brightseat Road climbs approximately 30 feet from the southern boundary to the northern boundary of the Subject Property and the site also drops from Brightseat Road to the Beltway. The site will be graded as necessary to accommodate the existing grades.

Section 27-274(a)(8) Service areas.

The concept design separates the loading and service areas from the employee and customer parking. The service areas will be adequately screened and conveniently located to serve the proposed uses.

Section 27-274(a)(9) Public spaces.

No public space system is proposed in conjunction with this project.

Section 27-274(a)(10) Architecture.

As conceptually designed, proposed building will be oriented such that side of the building will face Brightseat Road. However, this façade will feature enhanced architecture to appear as the front of an office building. A faux entrance will also be located on this façade so as to appear as the main entrance to the extent that it is visible form the roadway. This design is intended to improve the appearance of the building from the road, allow the loading to be segregated from the employee and customer parking area, and allow the loading to not back up to the Beltway. The details of the architecture will be addressed with the DSP.

Section 27-274(a)(11) Townhouses and three family dwellings.

This consideration is inapplicable to the proposed DSP as there are no townhouses or three family dwellings proposed.

Section 27-276(b)(4) provides as follows:

> **"The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5)."**

As noted above, NRI-26-2022 has been approved for the Subject Property. There is no floodplain, stream, stream buffer, wetlands or specimen trees found on the Subject Property. Since the Subject Property has no regulated environmental features on site, this finding can be made by the Planning Board.

4.0 CONCLUSION

In conclusion, the Applicant submits that the proposed CSP represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. For these reasons, the Applicant respectfully requests approval of the CSP.

Respectfully Submitted

Thomas H. Haller, Esq.
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301)306-0033 (P)
(301)306-0037 (F)
thaller@gibbshaller.com

STATEMENT OF JUSTIFICATION IN SUPPORT OF MODIFICATION TO WOODLAND CONSERVATION PRIORITIES BRIGHTSEAT ROAD INDUSTRIAL JANUARY 19, 2023

1.0 INTRODUCTION/OVERVIEW/ORIENTATION

On behalf of the Applicant, Brightseat Land Developer GP LLC, please accept this Statement of Justification addressing compliance with the Woodland Conservation Priorities set forth in Section 25-122(c)(1) of the County Code for Conceptual Site Plan CSP-22003 and Preliminary Plan of Subdivision 4-22023. The property which is the subject the referenced applications (the "Subject Property") is a 12-04-acre parcel of land more particularly described as Parcel 4 on Tax Map 67, Grid D-1. The Applicant is also the owner of the Subject Property. The purpose of filing the CSP and Preliminary Plan applications is to obtain approval to construct a warehouse containing 152,080 on the Subject Property. Although currently zoned IE, the property is being developed under the provisions of the prior I-3 zone.

The Subject Property bears a street address of 9911 Brightseat Road, Hyattsville, Maryland. The Subject Property is undeveloped and is located on the east side of Brightseat Road, between Brightseat Road and the Capital Beltway. The Subject Property is bounded to the south by an existing Woodspring Suites Hotel. Special Exception SE-4845 has recently been approved for the construction of a 7-Eleven gas station and food or beverage store on the same site as the Woodspring Suites Hotel. To the east is the Capital Beltway, a designated freeway. To the north are two existing warehouses constructed in the I-1 Zone and now zoned IE. To the west is Brightseat Road, an 80' collector roadway. Across Brightseat Road is IE (formerly I-3) zoned land which was developed with industrial buildings and large parking lots in the 1990's. The property is now owned by the Jericho Baptist Church. The buildings are currently identified as the Jericho Business Center. These uses are accessed from Jericho City Drive, which intersects with Brightseat Road across from the Subject Property. One of the driveways serving the Subject Property will be aligned with this roadway.

II. NATURE OF REQUEST

As noted above, the Applicant proposes to construct a single warehouse building containing 152,080 square feet. In order to develop the property, the existing woodland on site is proposed to be cleared. Section 25-122(c)(1) of the establishes priorities for how the WCO is satisfied. On-site preservation and/or afforestation is preferred to off-site preservation/afforestation. This application includes a request to satisfy the 5.89-acre woodland conservation requirement with .32 acres of woodland preservation on-site, .64 acres of on-site landscaping credits and 5.25 acres of off-site preservation in an approved woodland conservation bank per Section 25-122(c)(1)(H) and (K).

Before addressing the applicable statutory provisions, the current condition of the Subject Property must be discussed, as the Subject Property, and the request to satisfy the WCO requirements off site, is unique. As can be seen in the aerial photograph below, woodlands occupy approximately half of the Subject Property:

The Subject Property is shown to have been mostly cleared and to have an agricultural use in the earliest available aerial photograph from 1938. The property continued to have an agricultural use up until the 1980s. From that time on the Subject Property appears to have been left fallow with much of it left to grow into woodland. The trees that exist consist of 6.24 acres of existing mature mixed deciduous woodlands, which occupy just over half of the site area. As can be seen in the aerial photograph, the woodlands are located across the southern half of the property and along the east boundary abutting the variable width rights-of-way (SRC Plats 28466 and 28467) of the Capital Beltway. The property contains no regulated environmental features as indicated on the approved Natural Resources Inventory NRI-068-2022.

Submitted with the CSP and Preliminary Plan of Subdivision applications is a Forest Stand Delineation ("FSD"). The FSD identifies the single 6.24 acre stand of woodlands as Stand A. The FSD also notes a high presence of invasive species coverage (exceeding 5%). There are no specimen trees in the woodland area. Further, within the stand of existing woodlands, the percentage of downed dead woody material is between 15% and 50%. Based upon the existing condition of the woodlands, the Forest Analysis and Priorities score calculated for Stand A is 33, meaning that the existing woodlands are both a low priority for preservation and restoration.

The Subject Property is also unique in that it exhibits a varying topography, with a low elevation of 137 feet and a high elevation of 192 feet, representing a 55 foot drop over the property. Also, as noted above, the Subject Property fronts on both Brightseat Road and the Capital Beltway. Since access to the Capital Beltway is not permitted, all access must come from Brightseat Road. Thus, to the extent practicable, the site must be graded to allow for such access. As the proposed development is a single industrial building, the Subject Property must be graded to allow for a level floor as well as a parking lot and truck court. Finally, the Subject Property must provide stormwater management in accordance with applicable regulations. Due to all of these factors, the Subject Property must be graded to accommodate the proposed development, which is permitted in the zone. Specifically, 5.92 of the existing 6.24 acres

of trees will be cleared. Another unique feature of the Subject Property is that it is impacted by an existing WSSC easement along the northeastern boundary along the Beltway. This area has reforested since the water line was installed and in included within Forest Stand "A". The Applicant does not proposed to clear this area, but since it is impacted by an easement, the area is shown as cleared on the worksheet and the Applicant is providing woodland conservation for the area even though it is not being cleared. The 0.32 acres of woodlands that will be retained is also located along the Beltway, but cannot be counted because it does not meet the minimum width for the Applicant to take credit for retaining the woodlands in this area. As discussed in greater detail below, these areas will assist in creating a connected area of woodlands which benefit the property and are consistent with the intent of the Woodland Conservation Ordinance.

III. APPLICABLE STATUTORY PROVISIONS

The Woodland and Wildlife Habitat Conservation Ordinance (WCO), Section 25, Division 2, Sec. 25-122 contains methods for meeting the Woodland and Wildlife Conservation Requirements. Sec. 25-122(a)(1) provides, generally, that "Woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case." Section 25-122(c)(1) of the establishes priorities for how the WCO is satisfied, and these priorities are listed in Sections 25-122(c)(1)(A)-(M). On-site preservation and/or afforestation is preferred to off-site preservation/afforestation or on-site landscape credits. This application includes a request to satisfy the WCO requirements with a combination of on-site landscape credits and off-site woodland conservation, as described above.

The Applicant submits that the condition of the existing woodlands on site and the unique site characteristics (topography and limited roadway access), as well as the nature of the proposed development which is consistent with the Master Plan recommendation for industrial use, present unique circumstances that support a modification to the priorities for satisfying the WCO requirements. During

the SDRC meeting on Preliminary Plan 4-22046, the Applicant was asked to explore ways to expand the woodland conservation area along the southern property line which was established with the development of the abutting property. As described below, the Applicant is enhancing the area of protected woodlands abutting the Subject Property to the south to establish a connected corridor of woodlands and is extending this woodland corridor north along the Beltway. Section 25-119(d) of the Prince George's County Code sets for the criteria for modifying the requirements of the WCO, where, owing to special features of the site or other circumstances, implementation of this subtitle would result in unwarranted hardship to an applicant. In evaluating the request for a modification, each of the required findings, set forth below, must be addressed:

a. Describe the special conditions peculiar to the property which would cause unwarranted hardship;

COMMENT: As noted above, there are special conditions peculiar to the Subject Property that would result in an unwarranted hardship if the variance were not approved. The existing woodlands on the Subject Property are located along the southern and eastern portions, where the grade must be altered to permit the site to be raised such that it can access Brightseat Road. Industrial development typically requires the construction of larger building footprints and the facilities must be able to be accessed by larger vehicles. The proposed development cannot be constructed without grading the Subject Property within the area of the existing woodlands, which are a low priority for preservation and restoration. Grading of the property must occur to allow the proposed use. Notwithstanding, the Applicant can provide on-site landscaping to satisfy some of the woodland conservation requirements on-site. In comments received from the Environmental Planning Section on Preliminary Plan 4-22046, it was recommended that the Applicant provide a 50-foot-wide woodland preservation area along the southern property line as it abuts an area of existing trees preserved as part of the development of the abutting hotel site. For the reasons set forth above, the Applicant is unable to preserve these woodlands, but is proposing to provide on-site landscaping using native species where feasible and is preserving woodlands connected to these

areas which cannot be counted as woodland preservation. Section 25-122(c)(1)(K) allows on-site landscaping using native species of field grown nursery stock which is 35 feet wide and 5,000 square feet in area. The revised TCP 1 establishes a 35-foot-wide landscape strip along the southern property line that will qualify for on-site landscape credits. This area is identified on the TCP 1 as WRA-1 and contains .49 acres. This area connects to WP-NC 1, which is a .06-acre area of preserved woodlands along the Beltway Ramp. WP-NC-1 connects to WRA-2, which is .15-acre area which qualifies for landscape credits WP-NC 1 connects to WP-NC 2, another area containing .12 acres which is preserved but not credited toward on-site tree preservation. Finally, WP-NC 2 connects to WR-AC 1, which is the .23-acre wooded area over the WSSC easement which is required to be treated as cleared even though it will not be disturbed. The combination of each of these preserved and landscaped areas will create a continuous, wooded area containing 1.14 acres. This area is, in combination with the woodlands preserved on the abutting parcel to the south, will create a connected planting area/woodland and wildlife corridor which will extend along the entire Beltway frontage. Not only will this provide a connected woodland preservation/afforestation area, but it will also provide substantial buffering from the Beltway and adjoining development. Requiring on-site preservation of the existing trees to satisfy all woodland conservation requirements on site would prevent the grading of the property needed to accommodate the proposed use and prevent the development from occurring. This would cause unwarranted hardship on the property owner. Requiring all 5.89 acres of woodland conservation on site, even through afforestation, would occupy 49 percent of the entire property, not providing sufficient area for the proposed development. This would cause unwarranted hardship on the property owner.

b. **Describe how enforcement of these rules will deprive the landowner of rights commonly enjoyed by others in similar areas;**

COMMENT: If other properties were subject to the same site constraints, the same considerations would be provided during the review of the requested modification. As described above, the circumstances impacting the development of the Subject Property are unique and prevent the WCO requirements to be

fully met on site. As such, these unique impacts would not impact other properties. Thus, if the Applicant is forbidden from removing the existing trees or is required to meet all of the requirements on site, it would be deprived of utilizing its property in a manner commonly enjoyed by other owners of similarly zoned property.

c. Describe how granting the variance will not confer a special privilege that would be denied to other applicants;

COMMENT: The applicant in this case is not seeking a special privilege. Rather, the applicant is merely attempting to develop property in accordance with the underlying zone. Given the low priority for preservation of the existing stand of woodlands, the proposed development should not be forced to preserve these trees. The provision of on-site landscaping, particularly in the area abutting trees preserved during the development of the abutting property, will ensure the creation of a woodland corridor in conformance with the woodland priorities set forth in Section 25-122. The site presents unique challenges which the applicant is attempting to address in an appropriate manner—by replanting native species on site using field grown nursery stock in accordance with one of the priorities and by off-site preservation. Any other applicant facing the same site constraints would seek, and be entitled to, the same relief from strict conformance with the priorities. Thus, the approval of the TCP will allow the project to be developed in a functional and efficient manner and would not provide a special benefit or privilege which would be denied to other applicants.

D. **Describe how the variance is not based on circumstances which are the result of actions by the applicant;**

COMMENT: This request is not based on conditions or circumstances which are the result of actions by the applicant. The creation of the property and the abutting roadways and their street grades in relation to the existing topography long preceded the Applicant's ownership of the Subject Property. The requirements of the zone that must be met to develop the subject property are not the result of any actions by the Applicant. The applicant seeks to respond to the existing conditions in a balanced manner.

d. Verify that the variance does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

COMMENT: As discussed above, the condition of the existing woodlands and the topography of the Subject Property are not the result of a condition on a neighboring property. All the conditions that constitute the need for the requested variance are on site to the Subject Property.

e. Verify that State water quality standards will not be violated or that a measurable degradation in water quality will not occur as a result of the granting of the variance.

COMMENT: The Subject Property will be constructed in accordance with current stormwater management regulation and the approval of the requested modification will not violate water quality standards.

IV. CONCLUSION

In view of all the above, the Applicant submits that this proposal satisfies all relevant criteria related to the woodland preservation priorities set forth in Section 25-122. Further, the Applicant submits that failure to approve and grant the modification as requested in this instance would in fact result in an unwarranted hardship to the applicant.

Respectfully submitted,

Thomas H. Haller
GIBBS AND HALLER
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033

TRAFFIC IMPACT ANALYSIS

FOR

9911 BRIGHTSEAT ROAD

Prepared for:

Manekin, LLC

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

June 10, 2022

Table of Contents Page

Appendices

List of Exhibits

Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis (TIA) was prepared for the proposed development at 9911 Brightseat Road. **Exhibit 1** shows the location of the proposed development as well as the study intersections analyzed for the purposes of this report. This TIA was conducted to analyze the traffic impacts that 152,080 square feet of warehousing space at the site would have on the surrounding roadway network.

The site is proposed to be accessed via two driveways along Brightseat Road with the northern access used primarily by employees traveling in passenger vehicles, and the southern access use primarily by large delivery trucks.

1.2 Scope of Study

A Scoping Agreement was coordinated with M-NCPPC and has been included in Appendix A.

M-NCPPC Guidelines require that signalized intersections operate with CLV less than 1,600 in Transportation Service Area 1 where the site is located.

M-NCPPC Guidelines require that unsignalized intersections be evaluated using the Highway Capacity Manual (HCM) unsignalized methodology based on a three-step test of adequacy. All intersections operating with an average of less than 50 seconds of delay per vehicle for the minor street movements are considered adequate (step one). If an intersection exceeds 50 seconds of delay, additional analyses are required including a consideration of the volume of traffic on the minor street approach. If the minor street volumes with greater than 50 seconds of delay are less than 100 vehicles per hour then the intersection is considered adequate (step two). If average delays exceed 50 seconds per vehicle for any movements with more than 100 vehicles per hour, a CLV analysis is conducted and if the CLV of the unsignalized intersection is 1,150 or better (step three) the intersection is deemed adequate.

Traffic Impact Analysis	Site Location Map & Study Intersections	**Exhibit 1**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Section 2 Existing Conditions

2.1 Description of Road Network

The key roads in the study area are:

- I-95 / I-495 is the Capital Beltway that is classified as a freeway. The posted speed limit is 55 mph.
- Arena Drive is an undivided four lane roadway that is classified as an arterial. The posted speed limit is 35 mph.
- Brightseat Road is an undivided four lane roadway that is classified as a collector. The posted speed limit is 30 mph.

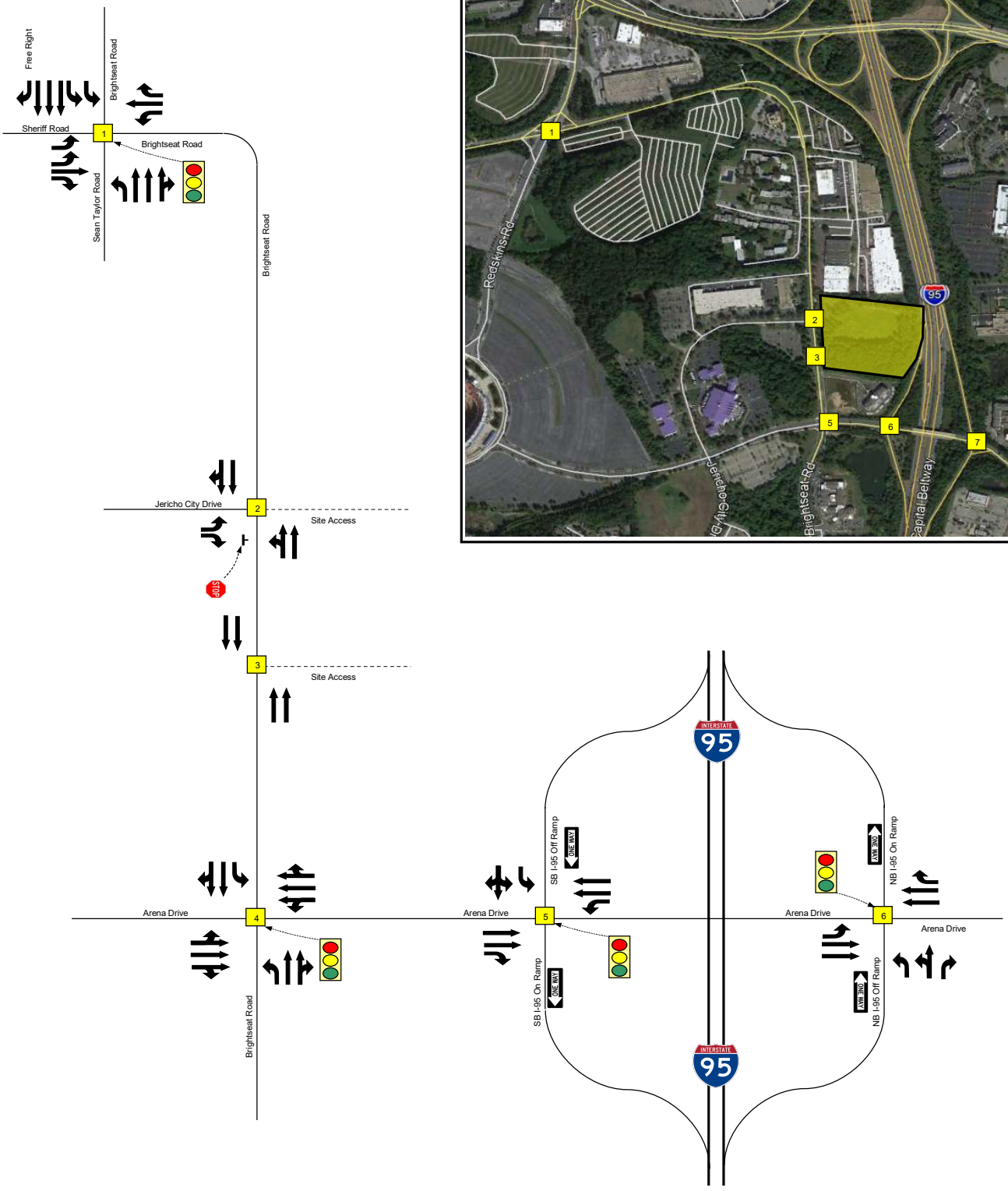
2.2 Existing Lane Configurations

The Existing Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

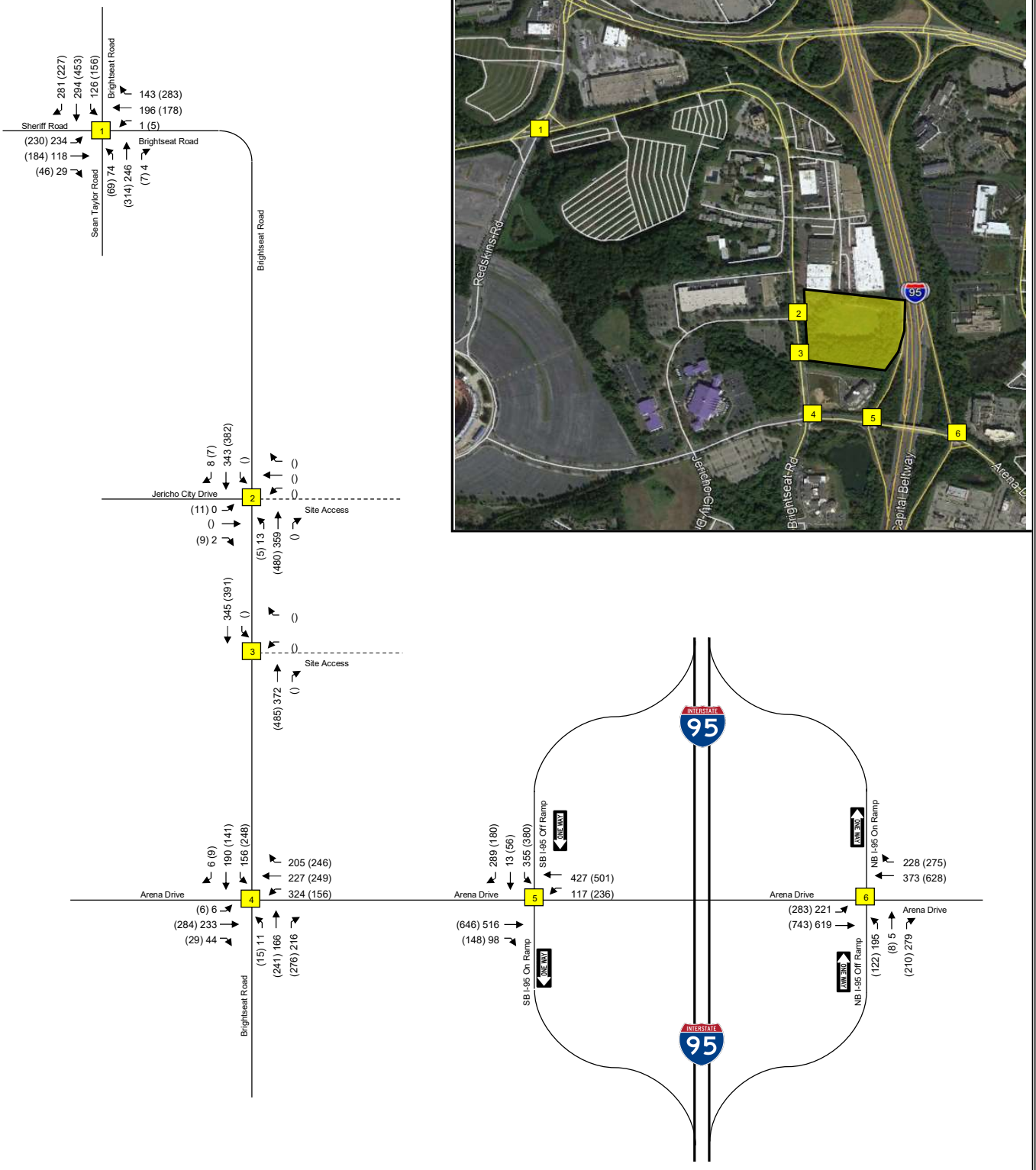
2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted on Tuesday, May 24, 2022. The results of the turning movement counts are shown on **Exhibit 3**. The volumes on this exhibit represent the existing volumes for the purposes of this study.

As required under M-NCPPC guidelines, the existing intersections were evaluated using HCM and CLV analyses and the results are shown on Exhibit 10. The relevant level of service worksheets are included in Appendix B.



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Existing Lane Use & Traffic Control Devices → - Existing Lane Use ⇒ - Proposed Lane Use	**Exhibit 2**



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Existing Peak Hour Volumes Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 3**

Section 3 Background Conditions

3.1 Annual Growth

An annual growth rate of 0.5% was applied for six years to account for increases in regional traffic not attributable to specific nearby development projects. The growth rate was based on the requirements in the Prince George's County Guidelines. **Exhibit 4** shows the resulting Base Peak Hour Volumes with the inclusion of these growth factors.

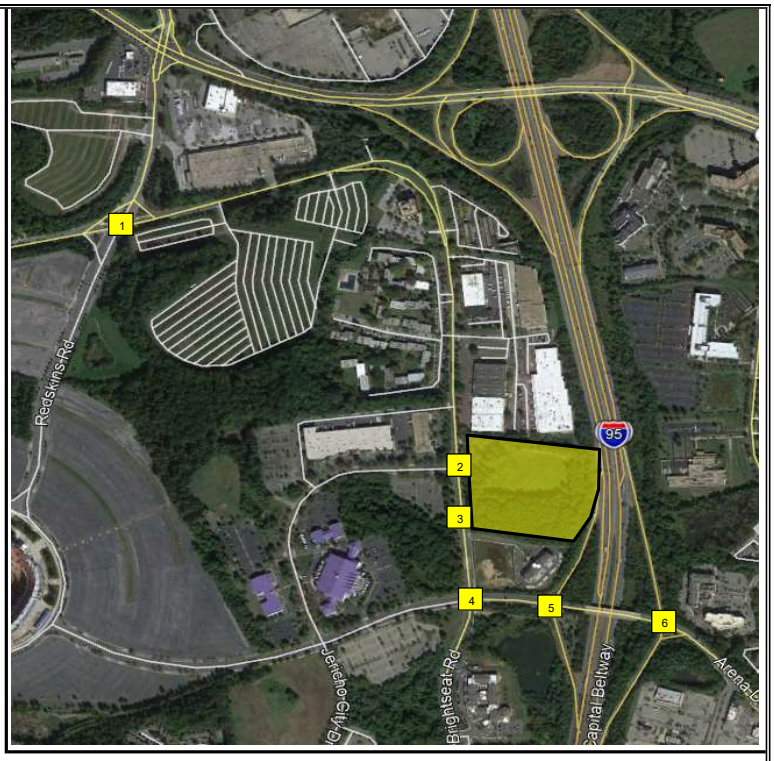
3.2 Approved Background Developments

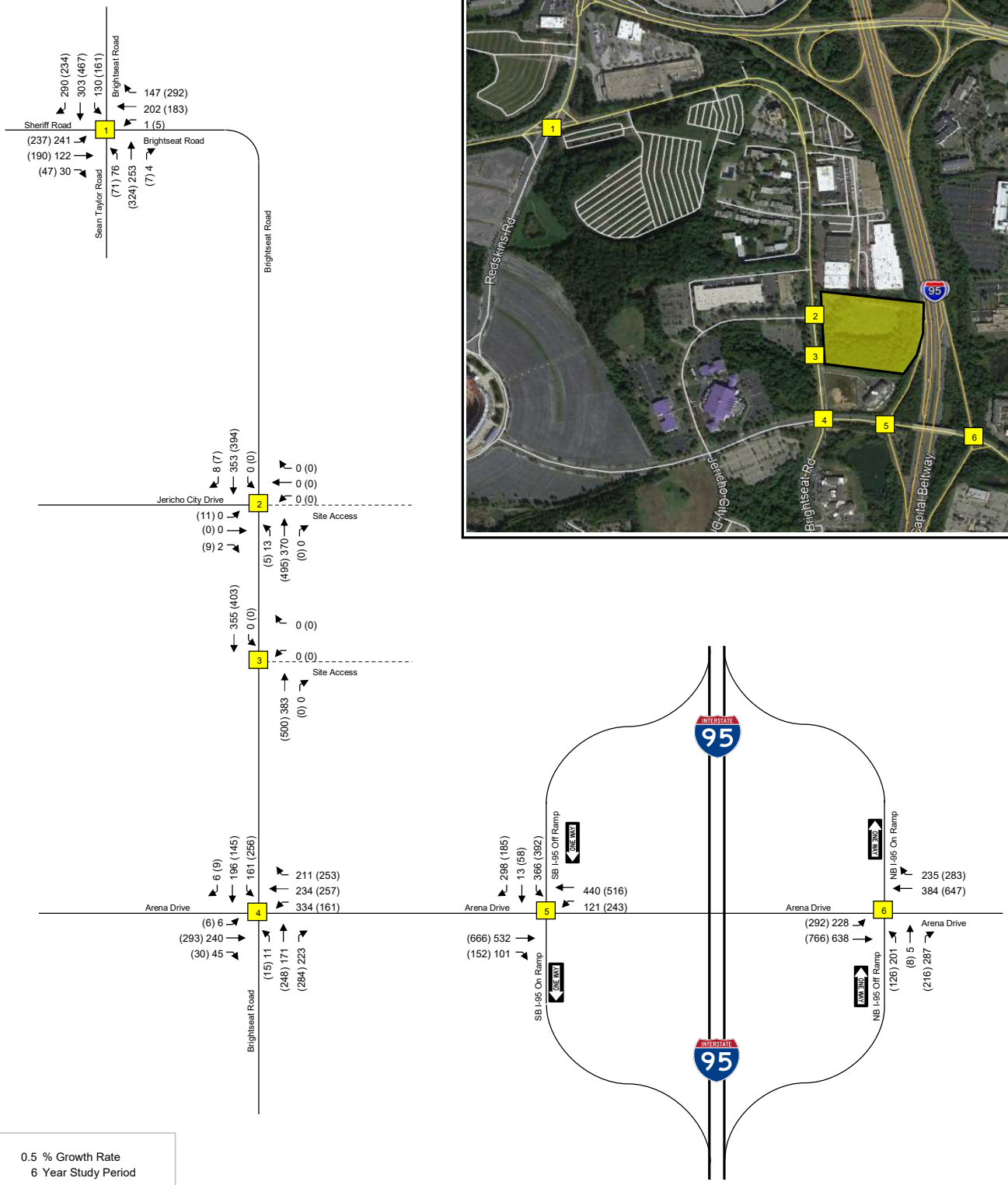
The background developments were identified as part of the scoping correspondence. The location of each background development is shown in Appendix C (Exhibit C-1), along with background trip generation (Exhibit C-2) and assignment (Exhibits C-3 through C-7). **Exhibit 5** shows the combined peak hour volumes of all trips from the approved background developments.

3.3 Background Traffic Volumes

Background volumes, including regional growth and trips from approved developments, are shown on **Exhibit 6**.

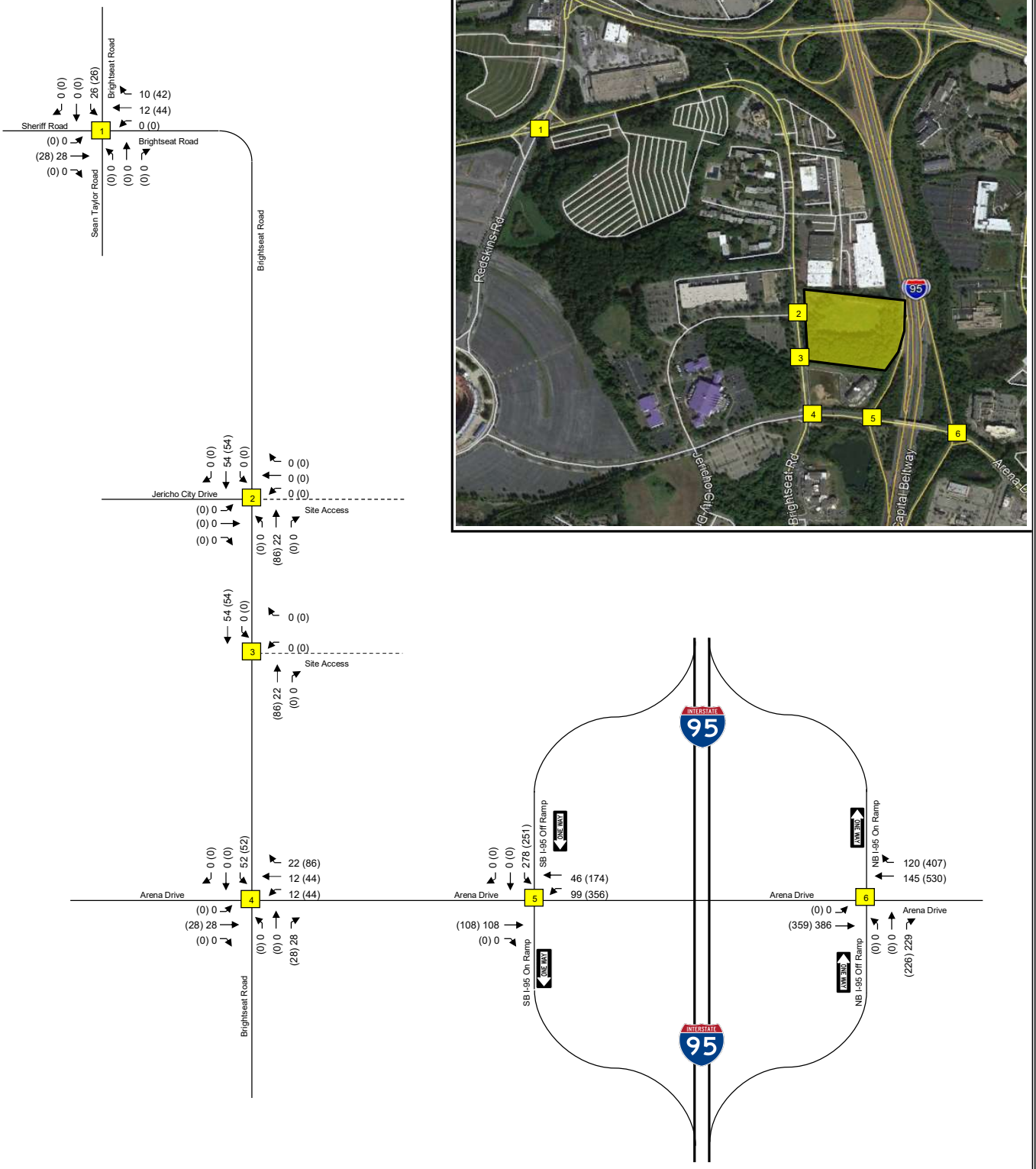
As required under M-NCPPC guidelines, the background volumes were evaluated using HCM and CLV analyses and the results are shown on Exhibit 10. The relevant level of service worksheets are included in Appendix B.



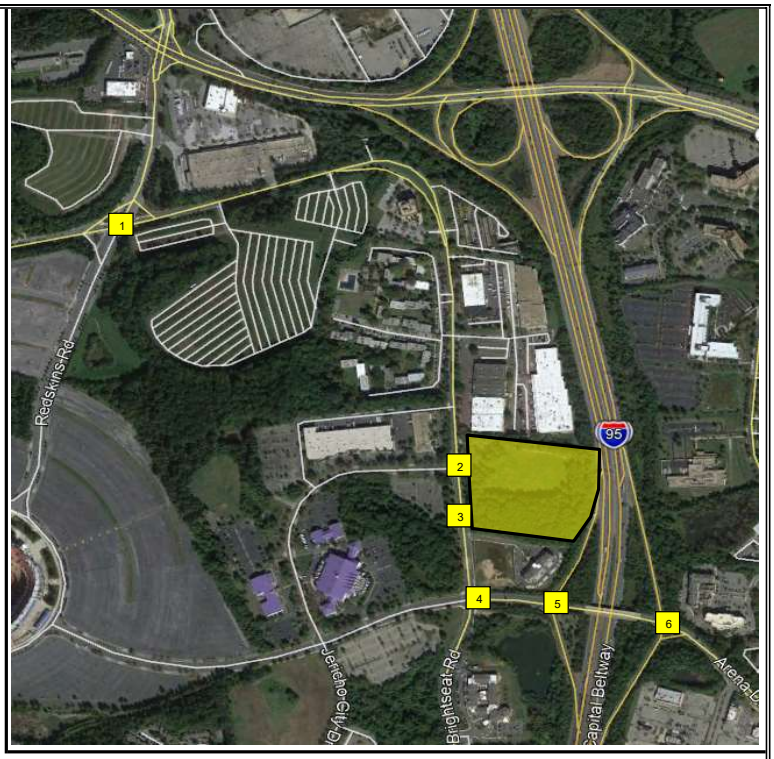


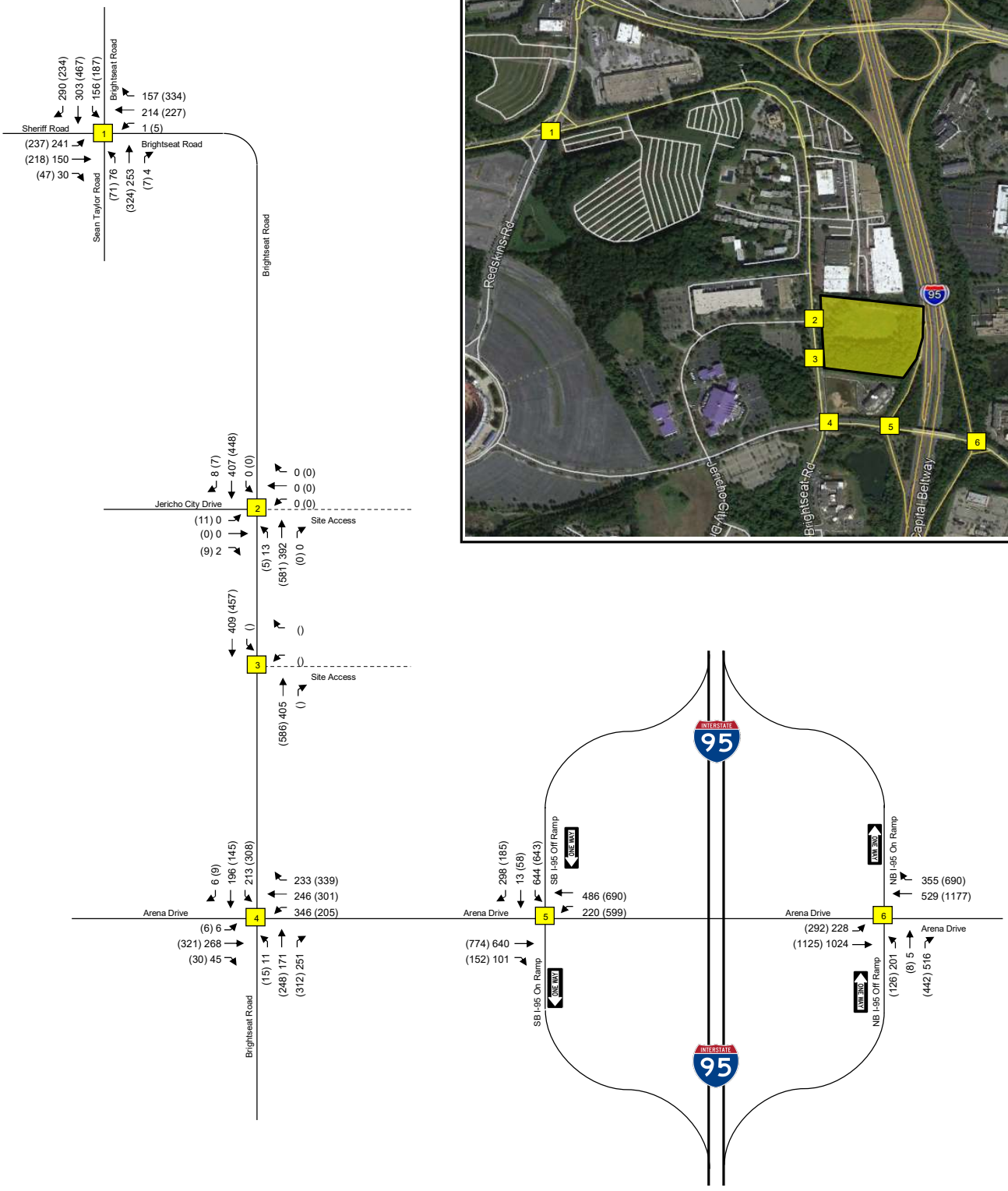
0.5 % Growth Rate
6 Year Study Period

Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Base Peak Hour Volumes Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 4**



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Combined Trips from Background Developments Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 5**





Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Background Peak Hour Volumes Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 6**

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The site is proposed to be developed with 152,080 square feet of warehousing space. Note that tenants for the site have not yet been identified and it is unknown whether the building will operate as a general warehouse or if the building will serve as a "last mile" facility from which goods will be taken from the facility and delivered directly to the consumer. Therefore, a trip generation analysis for both general warehouse using Prince George's County rates, and for High Cube Fulfillment Center (ITE-155) using rates from the ITE Trip Generation Manual, 11th Edition was conducted. The trip generation analysis for both potential uses is detailed on **Exhibit 7** and the results indicate that the utilization of ITE rates results a higher number generated trips. Therefore, the trip estimates using the ITE Trip Generation Manual, 11th Edition have been utilized in order to provide a conservative analysis.

4.2 Site Trip Distribution & Trip Assignment

Exhibits 8a & 8b detail the trip assignment for the inbound and outbound trip assignments, respectively.

4.3 Total Traffic Volumes

The Total Peak Hour Volumes are shown on **Exhibit 9**.

4.4 Projected Level of Service

The results of the HCM & CLV analysis are shown on **Exhibit 10**.

As shown, all of the intersections meet adequacy requirements for Prince George's County except for the Arena Drive & NB I-95 Ramps intersection (Intersection 6). This intersection can be improved to meet adequacy requirements with the improvements detailed on **Exhibits 11a & 11b**. This improvement consists of widening eastbound Arena Drive to allow the northbound right turn from the I-95 off ramp to operate as a free right maneuver. As detailed, this widening would be for a length of approximately 275 feet and would tie-in to the existing right turn lane at the adjacent intersection to the east.

Trip Generation Rates

	Trip Distribution (In/Out)
Warehousing (0.3 FAR, Prince Georges County Rates)	
Morning Trips = 0.40 x ksf	80/20
Evening Trips = 0.40 x ksf	20/80
High-Cube Fulfillment Center Warehouse - Sort (ITE-155, KSF)	**Trip Distribution (In/Out)**
Morning Trips = 0.87 x ksf	81/19
Evening Trips = 1.2 x ksf	39/61

Trip Generation Totals Using Prince George's County Rates

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Warehousing (0.3 FAR, Prince Georges County Rates)	152,080 sq.ft.	49	12	61	12	49	61

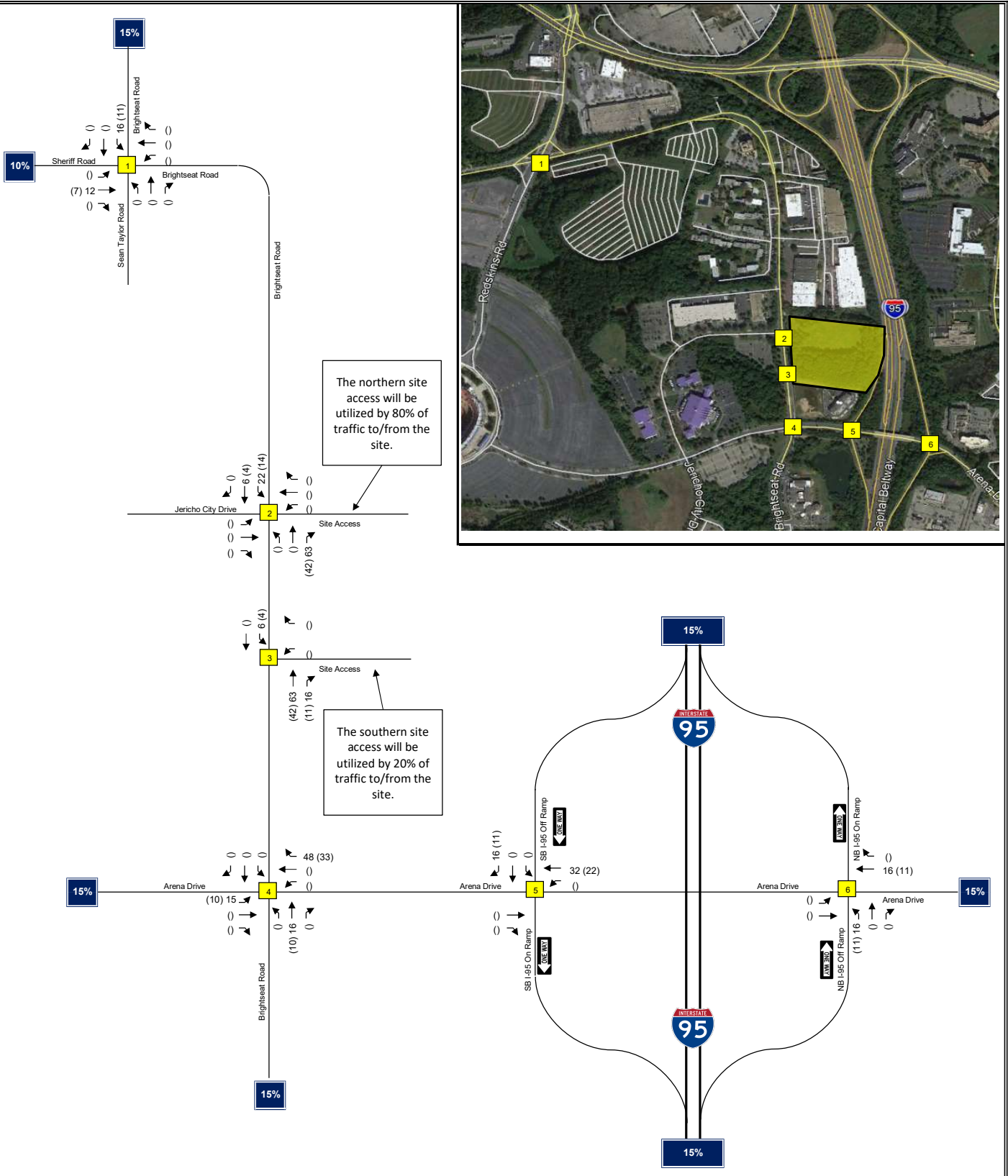
Trip Generation Totals Using ITE Rates (utilized for this analysis)

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
High-Cube Fulfillment Center Warehouse - Sort (ITE-155, KSF)	152,080 sq.ft.	107	25	132	71	111	182

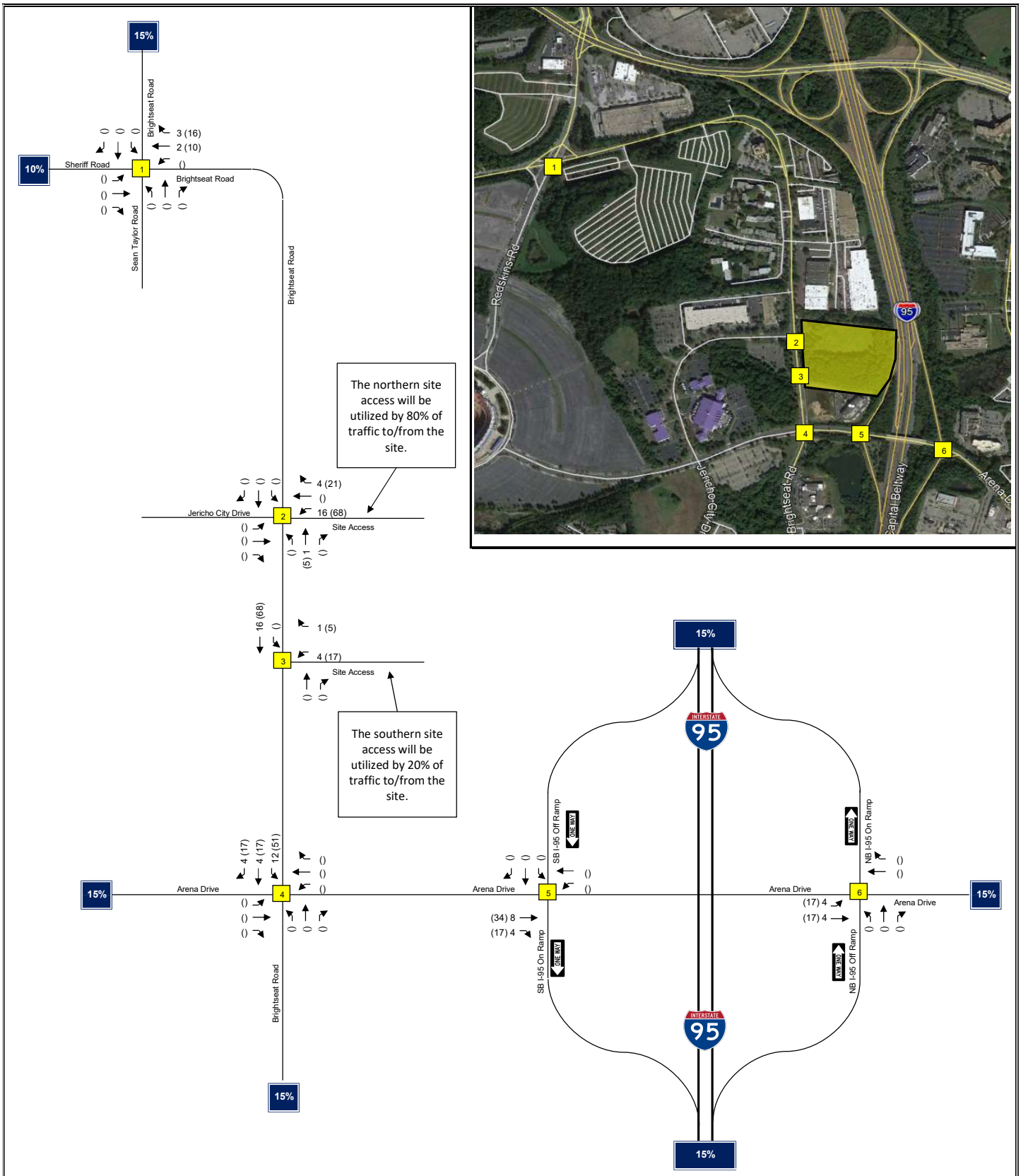
Notes:

1. Note that rates from the ITE Trip Generation Manual, 11th Edition result in a higher number of anticipated trips when compared to the use of County rates. Therefore, the trip estimates using ITE rates have been utilized for the purposes of this study in order to provide a conservative analysis.

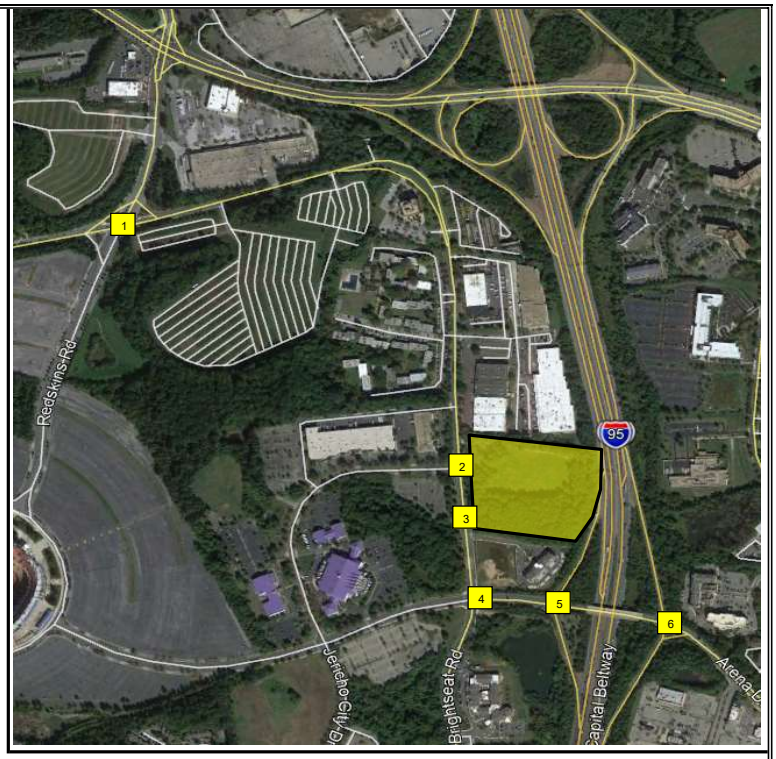
Traffic Impact Analysis	Trip Generation for Site	**Exhibit 7**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

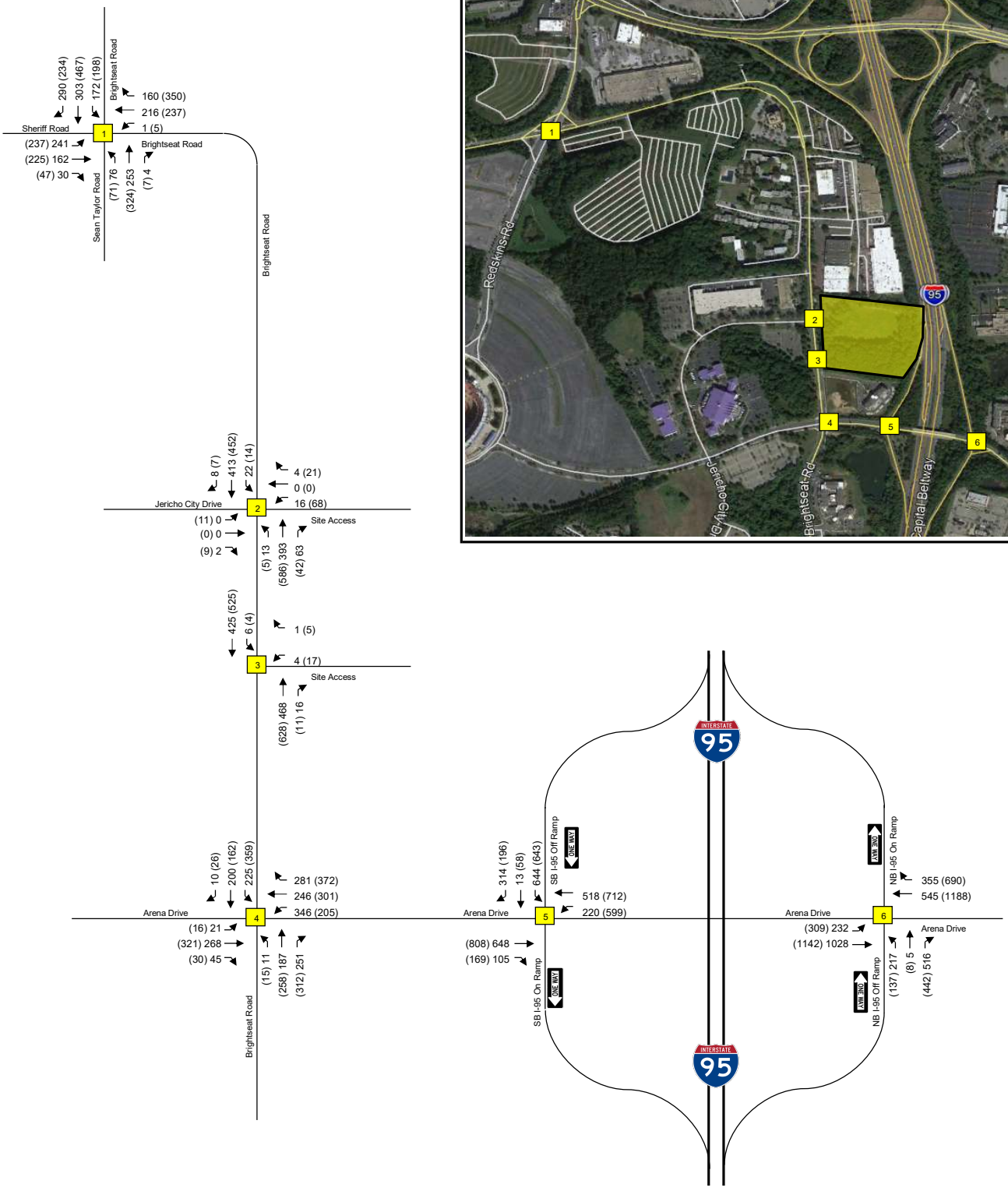


Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Inbound Site Trip Assignment Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 8a**



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Outbound Site Trip Assignment Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 8b**



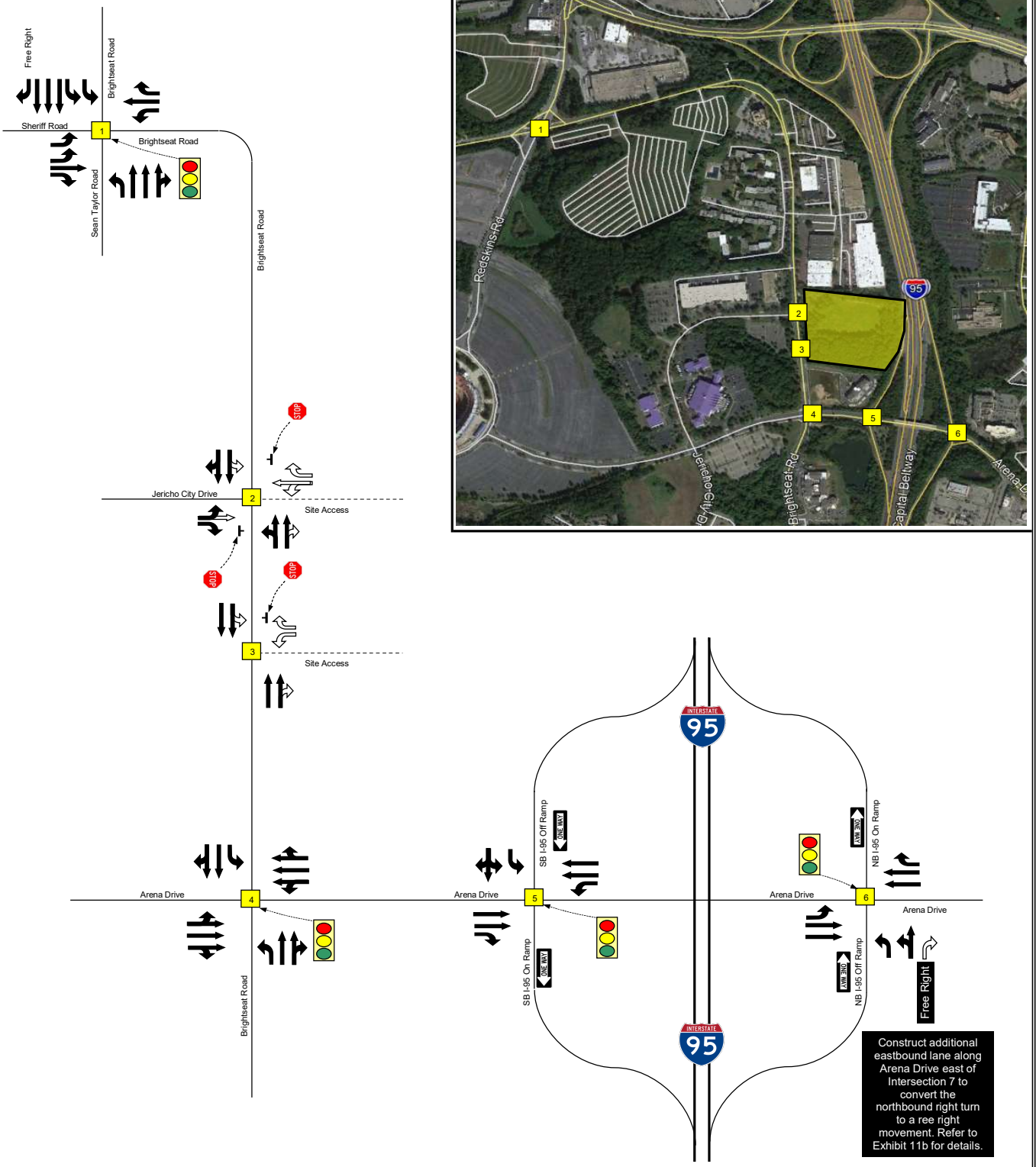


Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Total Peak Hour Volumes Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit 9**

Level-of-Service Results

Morning Peak Hour		Existing LOS	Background LOS	Total LOS	Meets Adequacy Standard?
1). Brightseat Road & Sheriff Road	(signalized)	A / 519	A / 548	A / 559	**Y**
2). Brightseat Road & Jericho City Drive / Site	(unsignalized)				**Y**
Step 1 - HCM Delay Test					
Eastbound Left		0.0 sec.	0.0 sec.	0.0 sec.	Y
Eastbound Right		9.4 sec.	9.7 sec.	9.7 sec.	Y
Westbound Left		N/A	N/A	18.7 sec.	Y
Westbound Right		N/A	N/A	9.8 sec.	Y
Northbound Thru/Left		8.1 sec.	8.3 sec.	8.3 sec.	Y
Southbound Thru/Left		N/A	N/A	8.5 sec.	Y
3). Brighseat Road & Site Access	(unsignalized)				**Y**
Step 1 - HCM Delay Test					
Westbound Left		N/A	N/A	15.8 sec.	Y
Westbound Right		N/A	N/A	9.9 sec.	Y
Southbound Thru/Left		N/A	N/A	8.5 sec.	Y
4). Brightseat Road & Arena Drive	(signalized)	A / 797	A / 911	A / 943	**Y**
5). SB I-95 Ramps & Arena Drive	(signalized)	A / 795	B / 1145	C / 1159	**Y**
6). NB I-95 Ramps & Arena Drive	(signalized)	A / 831	C / 1230	C / 1243	**Y**
w/ Improvements				*A / 860*	**N**

Evening Peak Hour		Existing LOS	Background LOS	Total LOS	Meets Adequacy Standard?
1). Brightseat Road & Sheriff Road	(signalized)	A / 564	A / 613	A / 623	**Y**
2). Brightseat Road & Jericho City Drive / Site	(unsignalized)				**Y**
Step 1 - HCM Delay Test					
Eastbound Left		14.9 sec.	17.1 sec.	21.1 sec.	Y
Eastbound Right		9.6 sec.	9.9 sec.	9.9 sec.	Y
Westbound Left		N/A	N/A	31.9 sec.	Y
Westbound Right		N/A	N/A	10.7 sec.	Y
Northbound Thru/Left		8.2 sec.	8.4 sec.	8.4 sec.	Y
Southbound Thru/Left		N/A	N/A	9.1 sec.	Y
3). Brighseat Road & Site Access	(unsignalized)				**Y**
Step 1 - HCM Delay Test					
Westbound Left		N/A	N/A	21.0 sec.	Y
Westbound Right		N/A	N/A	10.6 sec.	Y
Southbound Thru/Left		N/A	N/A	9.1 sec.	Y
4). Brightseat Road & Arena Drive	(signalized)	A / 837	B / 1011	B / 1090	**Y**
5). SB I-95 Ramps & Arena Drive	(signalized)	A / 961	E / 1557	E / 1581	**Y**
6). NB I-95 Ramps & Arena Drive	(signalized)	A / 990	F / 1761	F / 1784	**N**
w/ Improvements				*D / 1429*	**Y**



Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Proposed Lane Use &
Traffic Control Devices

- Existing Lane Use
- Proposed Lane Use

Exhibit 11a

Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Adequacy Improvements at Intersection 6

Exhibit 11b

Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis (TIA) was prepared for the proposed development at 9911 Brightseat Road. Exhibit 1 shows the location of the proposed development as well as the study intersections analyzed for the purposes of this report. This TIA was conducted to analyze the traffic impacts that 152,080 square feet of warehousing space at the site would have on the surrounding roadway network.

The site is proposed to be accessed via two driveways along Brightseat Road with the northern access used primarily by employees traveling in passenger vehicles, and the southern access use primarily by large delivery trucks.

Based on the analyses contained in this report:

- All intersections except for the Arena Drive & NB I-95 Ramps intersection (Intersection 6) meet adequacy requirements for Prince George's County under total conditions.
    - A potential improvement has been detailed on Exhibits 11a & 11b to widen eastbound Arena Drive to provide a free right turn movement from the northbound I-95 off ramp to eastbound Arena Drive.
    - With the improvement highlighted above at Intersection 6, the intersection will meet the adequacy requirements for Prince George's County.

In light of the results of this study and the recommendations noted above, this project will satisfy the APFO requirements of Prince George's County and should be approved.

Appendix A

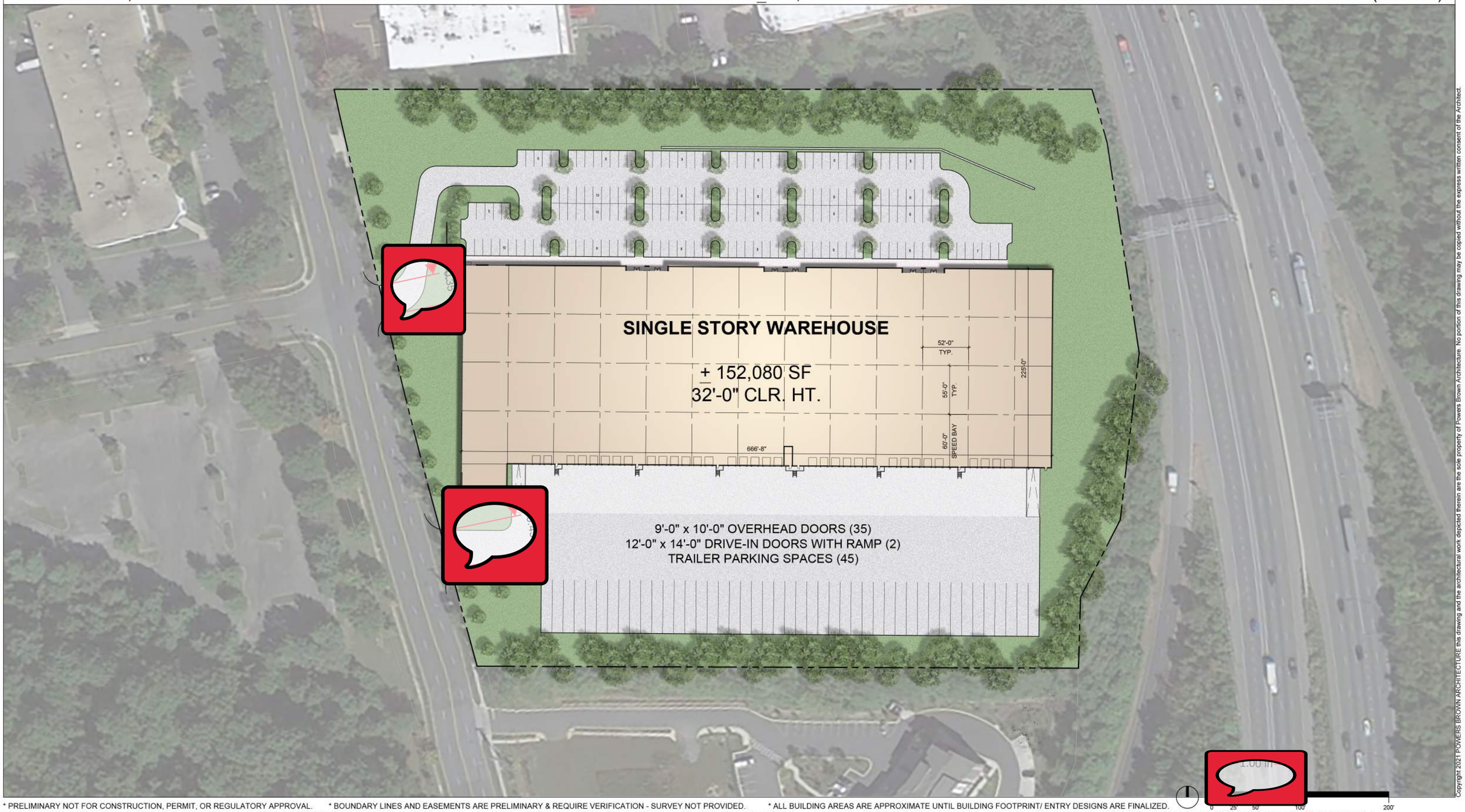
Supplemental Information

SITE PLAN

SITE AREA : 524,351 SF

BUILDING AREA : ± 152,080 SF

PARKING : 192 PARKING SPACES (1.2/1000)



* PRELIMINARY NOT FOR CONSTRUCTION, PERMIT, OR REGULATORY APPROVAL. * BOUNDARY LINES AND EASEMENTS ARE PRELIMINARY & REQUIRE VERIFICATION - SURVEY NOT PROVIDED. * ALL BUILDING AREAS ARE APPROXIMATE UNTIL BUILDING FOOTPRINT/ ENTRY DESIGNS ARE FINALIZED.
* RENDERING IS REPRESENTATIVE OF DESIGN INTENT ONLY. IT IS NOT A PHOTOREALISTIC REPRESENTATION OF ACTUAL MATERIALS PROPOSED AND SHOULD BE CONSIDERED PRELIMINARY AT ALL STAGES. * PRELIMINARY DETENTION CALCULATIONS. CALCULATIONS ARE SUBJECT TO CHANGE AND NEED TO BE CONFIRMED BY A LICENSED ENGINEER. *

BRIGHTSEAT
a project for
MANEKIN, LLC.

powers brown architecture

FALLS CHURCH 19 APRIL 2022 VA 212071

Ryan Wingate

To: mlenhart
Cc: Nick Driban
Subject: RE: 9911 Brightseat Scoping Packages

From: Burton, Glen <Glen.Burton@ppd.mncppc.org>
Sent: Monday, July 26, 2021 9:43 PM
To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Yang, Jun (Jim) <Jun.Yang@ppd.mncppc.org>
Subject: Re: 9911 Brightseat Scoping Packages

FYI

Glen Burton
Planner Coordinator
Transportation Planning Section
Countywide Planning Division
Maryland National Capital Park & Planning Commission
14741 Gov. Oden Bowie Drive
Upper Marlboro, MD 20772
(T) 240-573-2711
(F) 301-952-3799
Glen.Burton@ppd.mncppc.org

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Monday, July 26, 2021 1:49 PM
To: Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Yang, Jun (Jim) <Jun.Yang@ppd.mncppc.org>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: 9911 Brightseat Scoping Packages

Hi Glen,

I'm following up on this scoping request.

Bryan sent me the signed checklists but we still need the signed scoping documents. Please see the two pdf's in the link below.

This was initially transmitted on June 28 and we need signed scopes to finalize the study. Again, as noted in my email below, The reason for two separate packages is as follows.

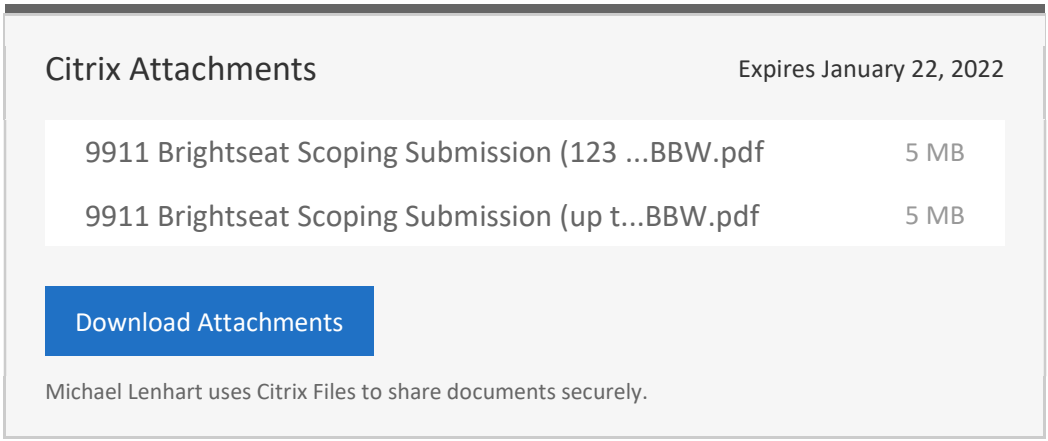
> Scenario I: The project may develop with a maximum of 123 ksf warehouse which would limit it to 49 peak hour trips. Under this scenario, the study intersections would be limited based on the Guidelines Section 9.A regarding analysis procedures for smaller developments. In this scenario, the study would not include the signalized intersections of Arena Drive at the Beltway Ramps.
>
> Scenario II: Alternatively, the project may develop with up to 150 ksf warehouse which would exceed 50 trips and require a normal study based on the 20% rule. In this case the study would include the signalized intersections of Arena Drive at the Beltway Ramps.

It is important for us to confirm the scope of the study for the two scenarios which is why we've included two separate pdf's.

The second item we need confirmation is the background developments to be included in this study. We have identified and included a list of background developments in the attached pdfs, and the background development list is identical in both packages. The one piece of feedback/approval that we specifically need is the amount of background development that should be included from the Boulevard at the Capital Centre project (4-17023). I've reviewed that PPS Resolution and it looks like there are grandfathered trips (289 AM and 1,210 PM) from the prior retail use but based on the conditions of approval it does not appear that project can exceed the grandfathered trips without a major rebuild of the Arena Drive & Capital Beltway interchange. It is my understanding that there is no funding for the interchange improvements, and it is too costly for the development to make those improvements. Similar to the approach taken at Westphalia Town Center and Konterra (regarding vested/grandfathered trips applied as background within other Traffic Impact Studies), I suggest that the background trips from the Boulevard at Capital Centre should be limited to the grandfathered trips (289 AM and 1,210 PM) that are allowed to be developed without major interchange reconstruction.

Let me know if you have any questions.

Thanks,
Mike



Mike Lenhart, P.E., PTOE
President

PLEASE NOTE NEW PHONE AND ADDRESS

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367
Fax: (443) 782-2288

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

From: Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>
Sent: Saturday, July 10, 2021 9:56 PM
To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Yang, Jun (Jim) <Jun.Yang@ppd.mncppc.org>
Subject: Re: 9911 Brightseat Scoping Packages

Good evening, Mike,

Please see the signed transportation checklists, attached herein. Please let me know if you have any questions.

Thanks,
Bryan

Bryan Barnett-Woods, AICP
Supervisor | Countywide Planning Division | Transportation Planning

He/Him

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772
301-952-3473 | bryan.barnett-woods@ppd.mncppc.org

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Monday, June 28, 2021 1:14 PM
To: Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>
Cc: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>
Subject: 9911 Brightseat Scoping Packages

Hi Bryan, Tom, and Glen,

I have a link below to download two separate scoping packages for this project. The reason for two separate packages is as follows.

> Scenario I: The project may develop with a maximum of 123 ksf warehouse which would limit it to 49 peak hour trips. Under this scenario, the study intersections would be limited based on the Guidelines Section 9.A regarding analysis procedures for smaller developments. In this scenario, the study would not include the signalized intersections of Arena Drive at the Beltway Ramps.
>
> Scenario II: Alternatively, the project may develop with up to 150 ksf warehouse which would exceed 50 trips and require a normal study based on the 20% rule. In this case the study would include the signalized intersections of Arena Drive at the Beltway Ramps.

It is important for us to confirm the scope of the study for the two scenarios which is why we've included two separate pdf's.

The second item we need confirmation is the background developments to be included in this study. We have identified and included a list of background developments in the attached pdfs, and the background development list is identical in both packages. The one piece of feedback/approval that we specifically need is the amount of background development that should be included from the Boulevard at the Capital Centre project (4-17023). I've reviewed that PPS Resolution and it looks like there are grandfathered trips (289 AM and 1,210 PM) from the prior retail use but based on the conditions of approval it does not appear that project can exceed the grandfathered trips without a major rebuild of the Arena Drive & Capital Beltway interchange. It is my understanding that there is no funding for the interchange improvements, and it is too costly for the development to make those improvements. Similar to the approach taken at Westphalia Town Center and Konterra (regarding vested/grandfathered trips applied as background within other Traffic Impact Studies), I suggest that the background trips from the Boulevard at Capital Centre should be limited to the grandfathered trips (289 AM and 1,210 PM) that are allowed to be developed without major interchange reconstruction.

Let me know if you have any questions.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

PLEASE NOTE NEW PHONE AND ADDRESS

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367
Fax: (443) 782-2288

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Table 1: Traffic Impact Study Scoping Agreement

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Transportation Planning Section, Countywide Planning Commission

This form must be completed prior to commencing a traffic impact study (TIS). The completed and signed scoping agreement should be submitted to the Transportation Planning Section (TPS) by the traffic consultant for concurrence and signature. TPS will return a signed copy with any comments to the traffic consultant for inclusion in the TIS. Failure to conduct the study in accordance with the guidelines and the signed scoping agreement may be grounds for rejection of the study, thereby necessitating an addendum or a new study prior to the start of staff review.

Project Name:	9911 Brightseat Road
Policy Tier (Developed, Developing, or Rural): Please note if in center or corridor:	Developed
Type of Application (see Table 3):	PPS
Project Location:	east side of Brightseat Road (at intersection of Jericho City Drive)
Traffic Consultant Name: Contact Number(s):	Mike Lenhart (P): 410.216.3333 (F): 443.782.2288

Describe the Proposal Under Study: Residential—Number & Type of Units: Commercial—Amount & Type of Space: Other Uses and Quantity:	123 ksf warehousing space		
Are pass-by trip rates in accordance with the guidelines? (circle one)	(Yes)	No	If No, please provide explanation on separate sheet.
Are there diverted trips? (circle one)	Yes	(No)	If Yes, please provide explanation on separate sheet.
Will a TOD credit be used? (Section 4 of the Guidelines) (circle one)	Yes	(No)	Note that all development in centers and corridors will be evaluated for TOD.
Will a transit facilities credit be used? (Section 5 of the Guidelines) (circle one)	Yes	(No)	Need/nexus must be justified in study, and it must be supported by operating agency.
Will a bike/ped facilities credit be used? (Section 6 of the Guidelines) (circle one)	Yes	(No)	Need/nexus must be justified in study, and it must be supported by operating agency.
Are additional trip reductions (internal trips, transit trips, etc.) proposed? (circle one)	Yes	(No)	If Yes, please provide explanation on separate sheet.(Internal Trips)

Attach a map (or maps) showing the study area network with included intersections and links, estimated site trip distribution, and growth factors for through traffic.

SHA/DPW&T capital program improvements assumed:	N/A	
Other improvements assumed:	N/A	
Is Mitigation (Section 8 of the Guidelines) to be proffered? (circle one)	(Yes) No *If Needed	Note the locational criteria in Section 8, and please note the clarifications regarding mitigation included in Section 3, Subsection E.
Is a cooperative funding arrangement (such as a SCRP, PFFIP, or some other pro rata) to be used? (circle one)	Yes (No)	If Yes, please provide explanation on separate sheet, and note limitations in Section 3, Subsection E.
Will summer counts be used? (circle one)	Yes (No)	The use of summer counts must have specific concurrence of TPS staff.
Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (circle one)	Yes (No)	Section 1, Subsection E, strongly advises that these discussions occur early in the development review process. Note that driveway access onto arterial facilities must be justified and approved by the Planning Board as a part of the subdivision process.
Has a listing of background development been developed? (circle one) See attached. Note that unit totals will be updated based on individual development status.	(Yes) No	If Yes, please provide the list so that TPS staff may either concur with it or provide changes.
Have the costs and feasibility of potential off-site transportation improvements been evaluated? (circle one)	Yes (No)	If No, bear in mind that Section 3, Subsection D, requires that any recommended physical off-site improvements include an evaluation of feasibility.

SIGNED: _____ Traffic Consultant — Date: June 18, 2021

APPROVED: _____ TPS Coordinator (or Supervisor) — Date: 7/26/21

This form is not required for sites that do not require a TIS.

Table 1: Traffic Impact Study Scoping Agreement

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Transportation Planning Section, Countywide Planning Commission

This form must be completed prior to commencing a traffic impact study (TIS). The completed and signed scoping agreement should be submitted to the Transportation Planning Section (TPS) by the traffic consultant for concurrence and signature. TPS will return a signed copy with any comments to the traffic consultant for inclusion in the TIS. Failure to conduct the study in accordance with the guidelines and the signed scoping agreement may be grounds for rejection of the study, thereby necessitating an addendum or a new study prior to the start of staff review.

Project Name:	9911 Brightseat Road
Policy Tier (Developed, Developing, or Rural): Please note if in center or corridor:	Developed
Type of Application (see Table 3):	PPS
Project Location:	east side of Brightseat Road (at intersection of Jericho City Drive)
Traffic Consultant Name: Contact Number(s):	Mike Lenhart (P): 410.216.3333 (F): 443.782.2288

Describe the Proposal Under Study: Residential—Number & Type of Units: Commercial—Amount & Type of Space: Other Uses and Quantity:	up to 150 ksf warehousing space		
Are pass-by trip rates in accordance with the guidelines? (circle one)	(Yes)	No	If No, please provide explanation on separate sheet.
Are there diverted trips? (circle one)	Yes	(No)	If Yes, please provide explanation on separate sheet.
Will a TOD credit be used? (Section 4 of the Guidelines) (circle one)	Yes	(No)	Note that all development in centers and corridors will be evaluated for TOD.
Will a transit facilities credit be used? (Section 5 of the Guidelines) (circle one)	Yes	(No)	Need/nexus must be justified in study, and it must be supported by operating agency.
Will a bike/ped facilities credit be used? (Section 6 of the Guidelines) (circle one)	Yes	(No)	Need/nexus must be justified in study, and it must be supported by operating agency.
Are additional trip reductions (internal trips, transit trips, etc.) proposed? (circle one)	Yes	(No)	If Yes, please provide explanation on separate sheet.(Internal Trips)

Attach a map (or maps) showing the study area network with included intersections and links, estimated site trip distribution, and growth factors for through traffic.

SHA/DPW&T capital program improvements assumed:	N/A	
Other improvements assumed:	N/A	
Is Mitigation (Section 8 of the Guidelines) to be proffered? (circle one)	(Yes) No *If Needed	Note the locational criteria in Section 8, and please note the clarifications regarding mitigation included in Section 3, Subsection E.
Is a cooperative funding arrangement (such as a SCRP, PFFIP, or some other pro rata) to be used? (circle one)	Yes (No)	If Yes, please provide explanation on separate sheet, and note limitations in Section 3, Subsection E.
Will summer counts be used? (circle one)	Yes (No)	The use of summer counts must have specific concurrence of TPS staff.
Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (circle one)	Yes (No)	Section 1, Subsection E, strongly advises that these discussions occur early in the development review process. Note that driveway access onto arterial facilities must be justified and approved by the Planning Board as a part of the subdivision process.
Has a listing of background development been developed? (circle one) See attached. Note that unit totals will be updated based on individual development status.	(Yes) No	If Yes, please provide the list so that TPS staff may either concur with it or provide changes.
Have the costs and feasibility of potential off-site transportation improvements been evaluated? (circle one)	Yes (No)	If No, bear in mind that Section 3, Subsection D, requires that any recommended physical off-site improvements include an evaluation of feasibility.

SIGNED: _____ June 18, 2021
Traffic Consultant **Date**

APPROVED: _____ 7/26/21
TPS Coordinator (or Supervisor) **Date**

This form is not required for sites that do not require a TIS.

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Sean Taylor Road Northbound					Brightseat Road Southbound					Sheriff Road Eastbound					Brightseat Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	7	38	1	0	0	15	41	35	0	0	25	21	13	0	0	0	17	15	0	228
6:45-7:00	0	10	41	0	0	0	20	49	43	0	0	27	22	13	0	0	0	29	20	0	274
7:00-7:15	0	9	61	2	0	0	14	43	51	0	0	28	18	15	1	0	0	48	23	0	312
7:15-7:30	0	20	60	3	0	0	18	69	73	0	0	36	23	13	0	0	1	51	35	1	402
7:30-7:45	0	12	72	0	1	0	28	81	61	0	0	76	32	8	0	0	1	48	33	0	452
7:45-8:00	0	30	66	1	0	0	28	73	95	0	0	60	29	10	0	0	0	53	42	0	487
8:00-8:15	0	11	50	3	0	0	34	69	76	0	0	46	18	4	0	0	0	46	38	0	395
8:15-8:30	0	21	58	0	0	0	36	71	49	0	0	52	39	7	0	0	0	49	30	1	412
8:30-8:45	0	13	46	1	0	0	37	93	71	0	0	40	40	4	0	0	0	40	28	0	413
8:45-9:00	0	10	51	1	0	0	58	75	58	0	0	52	45	2	0	0	2	33	42	0	429
9:00-9:15	0	12	62	0	0	0	35	68	54	0	0	44	32	6	0	0	0	27	47	1	387
9:15-9:30	0	14	40	0	0	0	38	112	64	0	0	44	29	2	0	0	0	38	31	1	412
Hourly Totals																					
6:30-7:30	0	46	200	6	0	0	67	202	202	0	0	116	84	54	1	0	1	145	93	1	1218
6:45-7:45	0	51	234	5	1	0	80	242	228	0	0	167	95	49	1	0	2	176	111	1	1443
7:00-8:00	0	71	259	6	1	0	88	266	280	0	0	200	102	46	1	0	2	200	133	1	1656
7:15-8:15	0	73	248	7	1	0	108	292	305	0	0	218	102	35	0	0	2	198	148	1	1738
7:30-8:30	0	74	246	4	1	0	126	294	281	0	0	234	118	29	0	0	1	196	143	1	1748
7:45-8:45	0	75	220	5	0	0	135	306	291	0	0	198	126	25	0	0	0	188	138	1	1708
8:00-9:00	0	55	205	5	0	0	165	308	254	0	0	190	142	17	0	0	2	168	138	1	1650
8:15-9:15	0	56	217	2	0	0	166	307	232	0	0	188	156	19	0	0	2	149	147	2	1643
8:30-9:30	0	49	199	2	0	0	168	348	247	0	0	180	146	14	0	0	2	138	148	2	1643
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**74**	**246**	**4**	**1**	**0**	**126**	**294**	**281**	**0**	**0**	**234**	**118**	**29**	**0**	**0**	**1**	**196**	**143**	**1**	**1748**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Sean Taylor Road Northbound					Brightseat Road Southbound					Sheriff Road Eastbound					Brightseat Road Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	16	57	4	0	0	29	97	59	0	0	54	52	17	0	1	0	44	60	0	490
4:15-4:30	0	21	79	3	0	0	42	124	50	0	0	46	45	8	0	0	1	38	68	0	525
4:30-4:45	0	16	83	2	0	0	37	97	58	0	0	66	35	7	0	0	2	46	99	0	548
4:45-5:00	0	19	90	0	0	0	37	113	59	0	0	70	60	17	0	1	0	44	52	0	562
5:00-5:15	0	13	62	2	0	0	40	119	60	0	0	48	44	14	0	0	1	50	64	0	517
5:15-5:30	0	20	58	0	5	0	26	139	56	0	0	56	42	12	1	0	3	39	39	0	490
5:30-5:45	0	15	78	2	0	0	39	116	73	0	0	66	59	14	1	0	1	38	31	1	532
5:45-6:00	0	18	75	2	0	0	26	119	78	0	0	50	41	15	0	0	1	44	39	0	508
6:00-6:15	0	17	65	1	0	0	31	109	77	0	0	49	32	10	0	0	2	31	36	1	460
6:15-6:30	0	12	64	2	0	0	16	106	61	0	0	63	28	9	0	0	1	41	31	1	434
6:30-6:45	0	20	48	1	0	0	22	65	65	0	0	63	22	6	0	0	0	31	36	0	379
6:45-7:00	0	17	57	1	0	0	14		49	0	0	45	28	7	0	0	1	29	24	0	272
Hourly Totals																					
4:00-5:00	0	72	309	9	0	0	145	431	226	0	0	236	192	49	0	2	3	172	279	0	2125
4:15-5:15	0	69	314	7	0	0	156	453	227	0	0	230	184	46	0	1	4	178	283	0	2152
4:30-5:30	0	68	293	4	5	0	140	468	233	0	0	240	181	50	1	1	6	179	254	0	2123
4:45-5:45	0	67	288	4	5	0	142	487	248	0	0	240	205	57	2	1	5	171	186	1	2109
5:00-6:00	0	66	273	6	5	0	131	493	267	0	0	220	186	55	2	0	6	171	173	1	2055
5:15-6:15	0	70	276	5	5	0	122	483	284	0	0	221	174	51	2	0	7	152	145	2	1999
5:30-6:30	0	62	282	7	0	0	112	450	289	0	0	228	160	48	1	0	5	154	137	3	1938
5:45-6:45	0	67	252	6	0	0	95	399	281	0	0	225	123	40	0	0	4	147	142	2	1783
6:00-7:00	0	66	234	5	0	0	83	280	252	0	0	220	110	32	0	0	4	132	127	2	1547
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:15-5:15	**0**	**69**	**314**	**7**	**0**	**0**	**156**	**453**	**227**	**0**	**0**	**230**	**184**	**46**	**0**	**1**	**4**	**178**	**283**	**0**	**2152**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Sean Taylor Road & Sheriff Road
Weather: Clear
Count by: CountCAM - DSS
Count Day/Date: Tuesday, May 24, 2022
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Brightseat Road Northbound					Brightseat Road Southbound					Jericho City Drive Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	2	48		0	0		38	2	0	0	2		1	0					1	93
6:45-7:00	0	5	61		0	0		48	1	0	0	0		0	1					0	115
7:00-7:15	0	2	74		0	0		42	0	0	0	1		0	1					1	119
7:15-7:30	0	1	76		0	0		53	0	0	0	0		0	0					0	130
7:30-7:45	0	4	90		0	0		54	1	0	0	0		1	1					0	150
7:45-8:00	0	6	106		1	0		58	3	0	0	1		2	0					1	176
8:00-8:15	0	1	83		0	0		52	0	0	0	2		0	1					0	138
8:15-8:30	1	3	90		0	0		72	2	0	0	0		0	4					0	168
8:30-8:45	0	0	81		0	0		85	4	0	0	0		1	2					0	171
8:45-9:00	0	4	89		0	0		97	2	0	0	0		0	0					0	192
9:00-9:15	0	5	99		0	0		89	0	0	0	0		1	1					0	194
9:15-9:30	1	0	73		0	0		64	0	0	0	1		1	0					0	140
Hourly Totals																					
6:30-7:30	0	10	259		0	0		181	3	0	0	3		1	2					2	461
6:45-7:45	0	12	301		0	0		197	2	0	0	1		1	3					1	518
7:00-8:00	0	13	346		1	0		207	4	0	0	2		3	2					2	580
7:15-8:15	0	12	355		1	0		217	4	0	0	3		3	2					1	598
7:30-8:30	1	14	369		1	0		236	6	0	0	3		3	6					1	640
7:45-8:45	1	10	360		1	0		267	9	0	0	3		3	7					1	662
8:00-9:00	1	8	343		0	0		306	8	0	0	2		1	7					0	676
8:15-9:15	1	12	359		0	0		343	8	0	0	0		2	7					0	732
8:30-9:30	1	9	342		0	0		335	6	0	0	1		3	3					0	700

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
8:15-9:15	**1**	**12**	**359**		**0**	**0**		**343**	**8**	**0**	**0**	**0**		**2**	**7**					**0**	**732**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Brightseat Road Northbound					Brightseat Road Southbound					Jericho City Drive Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	3	112		0	0		110	3	0	0	1		2	2					0	231
4:15-4:30	0	2	111		0	0		87	1	0	0	2		2	0					0	205
4:30-4:45	0	0	149		0	0		85	1	0	0	7		3	1					0	245
4:45-5:00	0	0	108		0	0		100	2	0	0	1		2	0					0	213
5:00-5:15	0	0	107		0	0		102	3	0	0	3		3	2					0	218
5:15-5:30	1	0	100		0	0		85	1	0	0	2		5	1					1	194
5:30-5:45	0	1	80		0	0		104	0	0	0	3		3	0					0	191
5:45-6:00	0	0	95		0	0		73	1	0	0	1		4	0					0	174
6:00-6:15	0	0	77		0	0		71	0	0	0	1		0	0					0	149
6:15-6:30	0	1	77		0	0		55	1	0	0	1		3	1					2	138
6:30-6:45	0	0	82		0	0		59	1	0	0	1		1	0					1	144
6:45-7:00	0	1	57		1	0		49	0	0	0	0		1	0					0	108
Hourly Totals																					
4:00-5:00	0	5	480		0	0		382	7	0	0	11		9	3					0	897
4:15-5:15	0	2	475		0	0		374	7	0	0	13		10	3					0	884
4:30-5:30	1	0	464		0	0		372	7	0	0	13		13	4					1	875
4:45-5:45	1	1	395		0	0		391	6	0	0	9		13	3					1	820
5:00-6:00	1	1	382		0	0		364	5	0	0	9		15	3					1	781
5:15-6:15	1	1	352		0	0		333	2	0	0	7		12	1					1	710
5:30-6:30	0	2	329		0	0		303	2	0	0	6		10	1					2	655
5:45-6:45	0	1	331		0	0		258	3	0	0	4		8	1					3	609
6:00-7:00	0	2	293		1	0		234	2	0	0	3		5	1					3	544

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00	**0**	**5**	**480**		**0**	**0**		**382**	**7**	**0**	**0**	**11**		**9**	**3**					**0**	**897**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Brightseat Road & Jericho City Drive
Weather: Clear
Count by: CountCAM - DSS
Count Day/Date: Tuesday, May 24, 2022
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Brightseat Road Northbound					Brightseat Road Southbound					Bishop Peebles Drive Eastbound					Arena Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	15	24	0	0	21	21	0	0	0	0	42	3	0	0	9	16	34	0	185
6:45-7:00	0	2	10	24	0	0	30	21	1	0	0	2	61	1	0	0	26	25	53	0	256
7:00-7:15	0	2	20	32	1	0	29	16	1	0	0	3	83	2	0	0	31	23	55	1	297
7:15-7:30	0	8	27	41	0	0	25	23	6	0	0	1	72	3	0	0	41	36	50	1	333
7:30-7:45	0	7	37	35	0	0	31	23	1	0	0	1	92	9	1	0	49	45	53	0	383
7:45-8:00	0	5	31	26	1	0	39	24	1	0	0	2	84	3	0	0	47	52	81	1	395
8:00-8:15	0	3	29	29	8	0	22	35	0	0	0	2	71	4	0	0	55	54	52	2	356
8:15-8:30	0	1	31	26	3	0	35	32	2	0	0	3	53	2	0	0	62	58	61	0	366
8:30-8:45	0	2	31	25	1	0	45	42	3	0	0	1	65	2	3	0	77	48	48	2	389
8:45-9:00	0	3	49	71	0	0	40	63	1	0	0	1	56	12	0	0	97	58	49	0	500
9:00-9:15	0	5	55	94	1	0	36	53	0	0	0	1	59	28	0	0	88	63	47	0	529
9:15-9:30	0	6	38	55	0	0	24	40	3	1	0	2	63	7	0	0	52	31	37	0	358
Hourly Totals																					
6:30-7:30	0	12	72	121	1	0	105	81	8	0	0	6	258	9	0	0	107	100	192	2	1074
6:45-7:45	0	19	94	132	1	0	115	83	9	0	0	7	308	15	1	0	147	129	211	2	1273
7:00-8:00	0	22	115	134	2	0	124	86	9	0	0	7	331	17	1	0	168	156	239	3	1414
7:15-8:15	0	23	124	131	9	0	117	105	8	0	0	6	319	19	1	0	192	187	236	4	1481
7:30-8:30	0	16	128	116	12	0	127	114	4	0	0	8	300	18	1	0	213	209	247	3	1516
7:45-8:45	0	11	122	106	13	0	141	133	6	0	0	8	273	11	3	0	241	212	242	5	1527
8:00-9:00	0	9	140	151	12	0	142	172	6	0	0	7	245	20	3	0	291	218	210	4	1630
8:15-9:15	0	11	166	216	5	0	156	190	6	0	0	6	233	44	3	0	324	227	205	2	1794
8:30-9:30	0	16	173	245	2	0	145	198	7	1	0	5	243	49	3	0	314	200	181	2	1784

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
8:15-9:15	**0**	**11**	**166**	**216**	**5**	**0**	**156**	**190**	**6**	**0**	**0**	**6**	**233**	**44**	**3**	**0**	**324**	**227**	**205**	**2**	**1794**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Brightseat Road Northbound					Brightseat Road Southbound					Bishop Peebles Drive Eastbound					Arena Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	6	65	91	0	0	80	31	1	1	0	0	66	7	1	0	48	54	55	1	504
4:15-4:30	0	3	51	79	2	1	55	34	2	1	0	3	78	11	0	0	33	64	58	0	472
4:30-4:45	0	3	66	51	0	0	45	35	5	0	0	3	72	8	0	0	39	67	82	0	476
4:45-5:00	0	3	59	55	1	0	67	41	1	1	0	0	68	3	0	0	36	64	51	1	448
5:00-5:15	1	2	62	71	0	0	72	30	3	0	0	2	81	6	0	0	50	70	47	0	497
5:15-5:30	0	6	37	39	2	0	47	33	1	0	0	2	77	2	1	0	58	70	60	1	432
5:30-5:45	0	4	28	41	2	0	71	37	4	0	0	3	65	3	0	0	54	81	53	1	444
5:45-6:00	0	9	37	45	0	0	43	35	2	0	0	4	61	7	0	0	53	86	58	0	440
6:00-6:15	0	4	32	40	0	0	42	24	1	0	0	0	72	4	0	0	33	75	48	1	375
6:15-6:30	0	3	25	49	1	0	42	23	1	0	0	3	70	2	0	0	37	50	52	2	357
6:30-6:45	0	1	32	61	4	0	37	19	1	0	0	3	64	3	0	0	28	59	47	1	355
6:45-7:00	0	4	26	35	0	0	37	16	0	0	0	2	51	5	0	0	29	54	37	1	296
Hourly Totals																					
4:00-5:00	0	15	241	276	3	1	247	141	9	3	0	6	284	29	1	0	156	249	246	2	1909
4:15-5:15	1	11	238	256	3	1	239	140	11	2	0	8	299	28	0	0	158	265	238	1	1899
4:30-5:30	1	14	224	216	3	0	231	139	10	1	0	7	298	19	1	0	183	271	240	2	1860
4:45-5:45	1	15	186	206	5	0	257	141	9	1	0	7	291	14	1	0	198	285	211	3	1831
5:00-6:00	1	21	164	196	4	0	233	135	10	0	0	11	284	18	1	0	215	307	218	2	1820
5:15-6:15	0	23	134	165	4	0	203	129	8	0	0	9	275	16	1	0	198	312	219	3	1699
5:30-6:30	0	20	122	175	3	0	198	119	8	0	0	10	268	16	0	0	177	292	211	4	1623
5:45-6:45	0	17	126	195	5	0	164	101	5	0	0	10	267	16	0	0	151	270	205	4	1536
6:00-7:00	0	12	115	185	5	0	158	82	3	0	0	8	257	14	0	0	127	238	184	5	1393

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00	**0**	**15**	**241**	**276**	**3**	**1**	**247**	**141**	**9**	**3**	**0**	**6**	**284**	**29**	**1**	**0**	**156**	**249**	**246**	**2**	**1909**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Brightseat Road & Bishop Peebles Drive
Weather: Clear
Count by: CountCAM - DSS
Count Day/Date: Tuesday, May 24, 2022
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	I-495 South Northbound					I-495 South Southbound					Arena Drive Eastbound					Arena Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45					1		68	0	30	0	0		80	20	0	0	31	49		0	278
6:45-7:00					0		96	1	39	0	0		103	19	0	0	24	50		0	332
7:00-7:15					4		67	0	33	0	0		104	19	0	0	27	89		0	339
7:15-7:30					0		97	1	33	0	0		99	26	0	0	20	83		0	359
7:30-7:45					0		79	0	47	0	0		135	28	0	0	42	90		0	421
7:45-8:00					0		88	1	48	0	0		143	27	0	0	25	104		0	436
8:00-8:15					2		97	12	71	0	0		108	16	0	0	29	117		0	450
8:15-8:30					1		102	10	53	0	0		106	32	0	0	31	112		0	446
8:30-8:45					0		90	2	69	0	0		113	24	0	0	35	107		0	440
8:45-9:00					2		89	0	90	0	0		135	27	0	0	18	113		0	472
9:00-9:15					0		74	1	77	0	0		162	15	0	0	33	95		0	457
9:15-9:30					3		74	1	42	1	0		138	22	0	0	21	93		0	391
Hourly Totals																					
6:30-7:30					5		328	2	135	0	0		386	84	0	0	102	271		0	1313
6:45-7:45					4		339	2	152	0	0		441	92	0	0	113	312		0	1455
7:00-8:00					4		331	2	161	0	0		481	100	0	0	114	366		0	1559
7:15-8:15					2		361	14	199	0	0		485	97	0	0	116	394		0	1668
7:30-8:30					3		366	23	219	0	0		492	103	0	0	127	423		0	1756
7:45-8:45					3		377	25	241	0	0		470	99	0	0	120	440		0	1775
8:00-9:00					5		378	24	283	0	0		462	99	0	0	113	449		0	1813
8:15-9:15					3		355	13	289	0	0		516	98	0	0	117	427		0	1818
8:30-9:30					5		327	4	278	1	0		548	88	0	0	107	408		0	1766
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
8:15-9:15					**3**		**355**	**13**	**289**	**0**	**0**		**516**	**98**	**0**	**0**	**117**	**427**		**0**	**1818**

Weekday Evening Peak Hour (4 pm - 7 pm)

	I-495 South Northbound					I-495 South Southbound					Arena Drive Eastbound					Arena Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15					5		111	15	46	0	0		187	42	1	0	57	138		0	596
4:15-4:30					4		88	21	41	0	0		145	21	0	0	61	111		0	488
4:30-4:45					3		96	6	49	0	0		169	47	0	0	61	115		0	543
4:45-5:00					1		85	14	44	0	0		145	38	0	0	57	137		0	520
5:00-5:15					1		106	23	44	0	0		163	46	0	0	52	128		0	562
5:15-5:30					0		108	19	57	0	0		129	41	0	0	51	121		0	526
5:30-5:45					0		99	27	56	1	0		147	30	0	0	28	125		1	512
5:45-6:00					1		110	7	51	0	0		158	37	0	0	48	133		0	544
6:00-6:15					1		96	1	47	0	0		138	39	0	0	37	104		0	462
6:15-6:30					0		110	3	30	1	0		151	30	0	0	38	106		1	468
6:30-6:45					1		89	0	32	0	0		117	23	0	0	43	105		0	409
6:45-7:00					1		67	1	30	0	0		125	25	0	0	43	101		0	392
Hourly Totals																					
4:00-5:00					13		380	56	180	0	0		646	148	1	0	236	501		0	2161
4:15-5:15					9		375	64	178	0	0		622	152	0	0	231	491		0	2122
4:30-5:30					5		395	62	194	0	0		606	172	0	0	221	501		0	2156
4:45-5:45					2		398	83	201	1	0		584	155	0	0	188	511		1	2124
5:00-6:00					2		423	76	208	1	0		597	154	0	0	179	507		1	2148
5:15-6:15					2		413	54	211	1	0		572	147	0	0	164	483		1	2048
5:30-6:30					2		415	38	184	2	0		594	136	0	0	151	468		2	1992
5:45-6:45					3		405	11	160	1	0		564	129	0	0	166	448		1	1888
6:00-7:00					3		362	5	139	1	0		531	117	0	0	161	416		1	1736
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00					**13**		**380**	**56**	**180**	**0**	**0**		**646**	**148**	**1**	**0**	**236**	**501**		**0**	**2161**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: I-495 South & Arena Drive
Weather: Clear
Count by: CountCAM - DSS
Count Day/Date: Tuesday, May 24, 2022
County: Prince George's

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	I-495 North Northbound					I-495 North Southbound					Arena Drive Eastbound					Arena Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45		24	0	29	1					0	0	51	97		0	0		56	69	0	326
6:45-7:00		23	1	46	0					0	0	60	139		0	0		53	54	0	376
7:00-7:15		37	2	47	4					0	0	68	103		0	0		79	76	0	412
7:15-7:30		39	2	58	1					0	0	70	126		0	0		63	66	0	424
7:30-7:45		43	3	63	0					0	0	66	148		0	0		86	72	0	481
7:45-8:00		53	1	62	0					0	0	63	168		0	0		76	56	0	479
8:00-8:15		50	1	61	2					0	0	56	149		0	0		90	67	0	474
8:15-8:30		51	1	66	1					0	0	55	153		0	0		92	54	0	472
8:30-8:45		61	2	72	0					0	0	51	152		0	0		90	57	0	485
8:45-9:00		33	1	80	2					0	0	59	165		0	0		101	50	0	489
9:00-9:15		40	1	37	1					0	0	82	154		0	0		79	59	0	452
9:15-9:30		29	0	56	1					1	0	83	129		0	0		89	55	0	441
Hourly Totals																					
6:30-7:30		123	5	180	6					0	0	249	465		0	0		251	265	0	1544
6:45-7:45		142	8	214	5					0	0	264	516		0	0		281	268	0	1698
7:00-8:00		172	8	230	5					0	0	267	545		0	0		304	270	0	1801
7:15-8:15		185	7	244	3					0	0	255	591		0	0		315	261	0	1861
7:30-8:30		197	6	252	3					0	0	240	618		0	0		344	249	0	1909
7:45-8:45		215	5	261	3					0	0	225	622		0	0		348	234	0	1913
8:00-9:00		195	5	279	5					0	0	221	619		0	0		373	228	0	1925
8:15-9:15		185	5	255	4					0	0	247	624		0	0		362	220	0	1902
8:30-9:30		163	4	245	4					1	0	275	600		0	0		359	221	0	1872

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
8:00-9:00		**195**	**5**	**279**	**5**					**0**	**0**	**221**	**619**		**0**	**0**		**373**	**228**	**0**	**1925**

Weekday Evening Peak Hour (4 pm - 7 pm)

	I-495 North Northbound					I-495 North Southbound					Arena Drive Eastbound					Arena Drive Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15		30	1	47	4					0	0	97	201		0	0		175	58	0	609
4:15-4:30		33	5	51	5					0	0	56	177		0	0		144	76	0	542
4:30-4:45		28	1	59	3					0	0	81	184		0	0		150	67	0	570
4:45-5:00		31	1	53	0					0	0	49	181		0	0		159	74	0	548
5:00-5:15		30	2	50	0					0	0	67	202		0	0		143	99	0	593
5:15-5:30		33	0	56	0					0	0	56	181		0	0		139	82	0	547
5:30-5:45		44	2	54	1					0	0	65	181		0	0		107	61	0	514
5:45-6:00		41	4	47	1					0	0	50	218		0	0		133	55	0	548
6:00-6:15		31	1	50	1					0	0	73	161		0	1		113	55	0	485
6:15-6:30		40	2	55	2					0	0	63	198		0	0		111	71	0	540
6:30-6:45		28	0	52	0					0	0	58	148		0	0		154	69	0	509
6:45-7:00		24	2	38	1					0	0	55	137		0	0		113	49	0	418
Hourly Totals																					
4:00-5:00		122	8	210	12					0	0	283	743		0	0		628	275	0	2281
4:15-5:15		122	9	213	8					0	0	253	744		0	0		596	316	0	2261
4:30-5:30		122	4	218	3					0	0	253	748		0	0		591	322	0	2261
4:45-5:45		138	5	213	1					0	0	237	745		0	0		548	316	0	2203
5:00-6:00		148	8	207	2					0	0	238	782		0	0		522	297	0	2204
5:15-6:15		149	7	207	3					0	0	244	741		0	1		492	253	0	2097
5:30-6:30		156	9	206	5					0	0	251	758		0	1		464	242	0	2092
5:45-6:45		140	7	204	4					0	0	244	725		0	1		511	250	0	2086
6:00-7:00		123	5	195	4					0	0	249	644		0	1		491	244	0	1956

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00		**122**	**8**	**210**	**12**					**0**	**0**	**283**	**743**		**0**	**0**		**628**	**275**	**0**	**2281**

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: I-495 North & Arena Drive
Weather: Clear
Count by: CountCAM - DSS
Count Day/Date: Tuesday, May 24, 2022
County: Prince George's

Appendix B

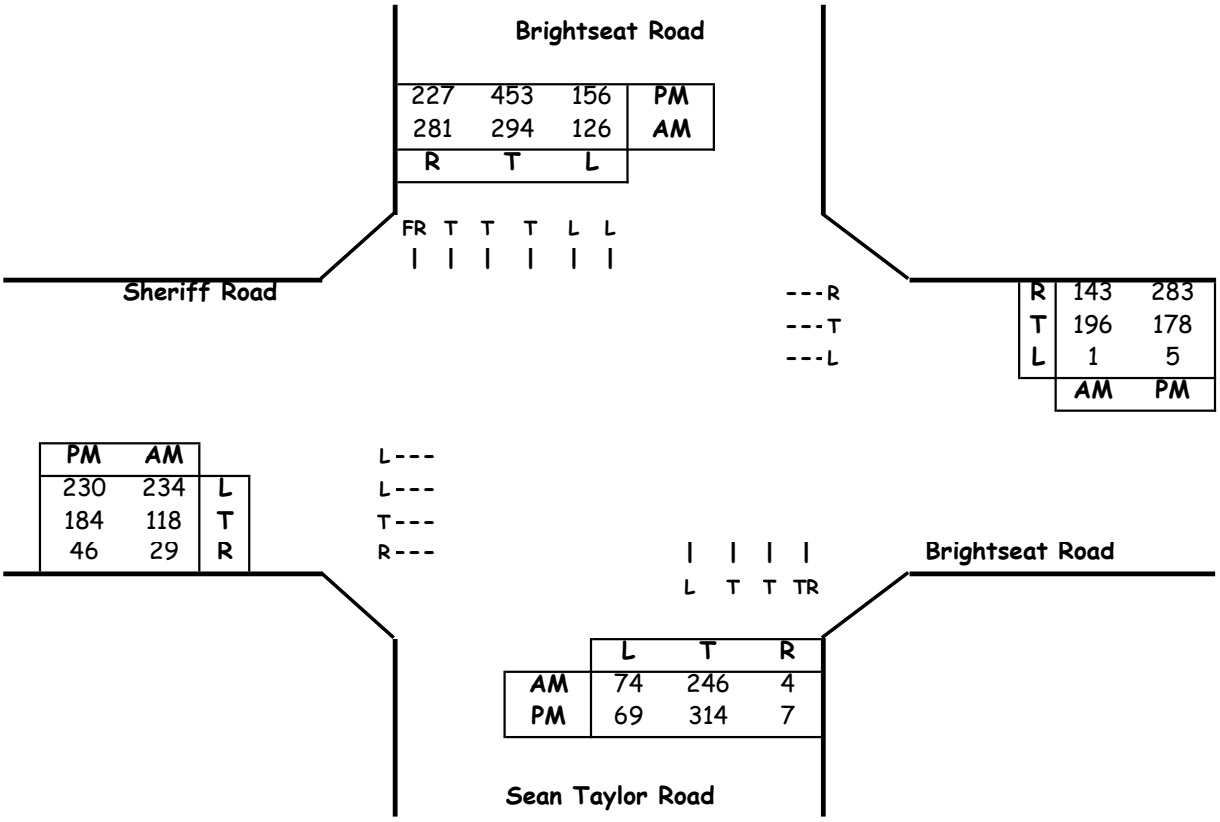
Level of Service Worksheets (HCM & CLV)

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Brightseat Road
Minor Street: Sheriff Road
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	250	0.37	93	126	0.6	76	183
SB	294	0.37	109	74	1	74	
EB	118	1	118	1	1	1	336
WB	196	1	196	234	0.6	140	

CLV TOTAL= **519**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	321	0.37	119	156	0.6	94	237
SB	453	0.37	168	69	1	69	
EB	184	1	184	5	1	5	327
WB	189	1	189	230	0.6	138	

CLV TOTAL= **564**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Brightseat Road & Sheriff Road
(Existing Traffic)

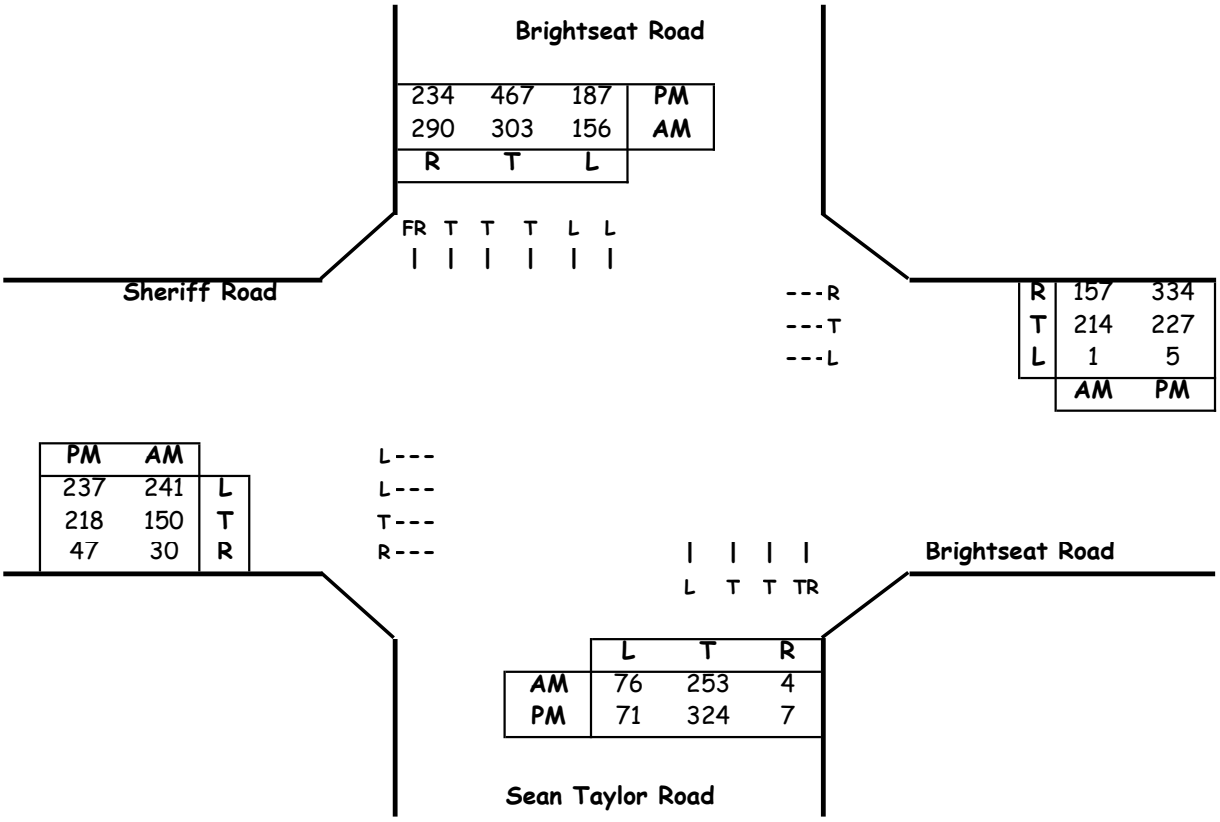
Intersection 1

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Brightseat Road
Minor Street: Sheriff Road
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	257	0.37	95	156	0.6	94	189
SB	303	0.37	112	76	1	76	
EB	150	1	150	1	1	1	359
WB	214	1	214	241	0.6	145	
						CLV TOTAL=	548
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	331	0.37	122	187	0.6	112	244
SB	467	0.37	173	71	1	71	
EB	218	1	218	5	1	5	369
WB	227	1	227	237	0.6	142	
						CLV TOTAL=	613
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Brightseat Road & Sheriff Road
(Background Traffic)

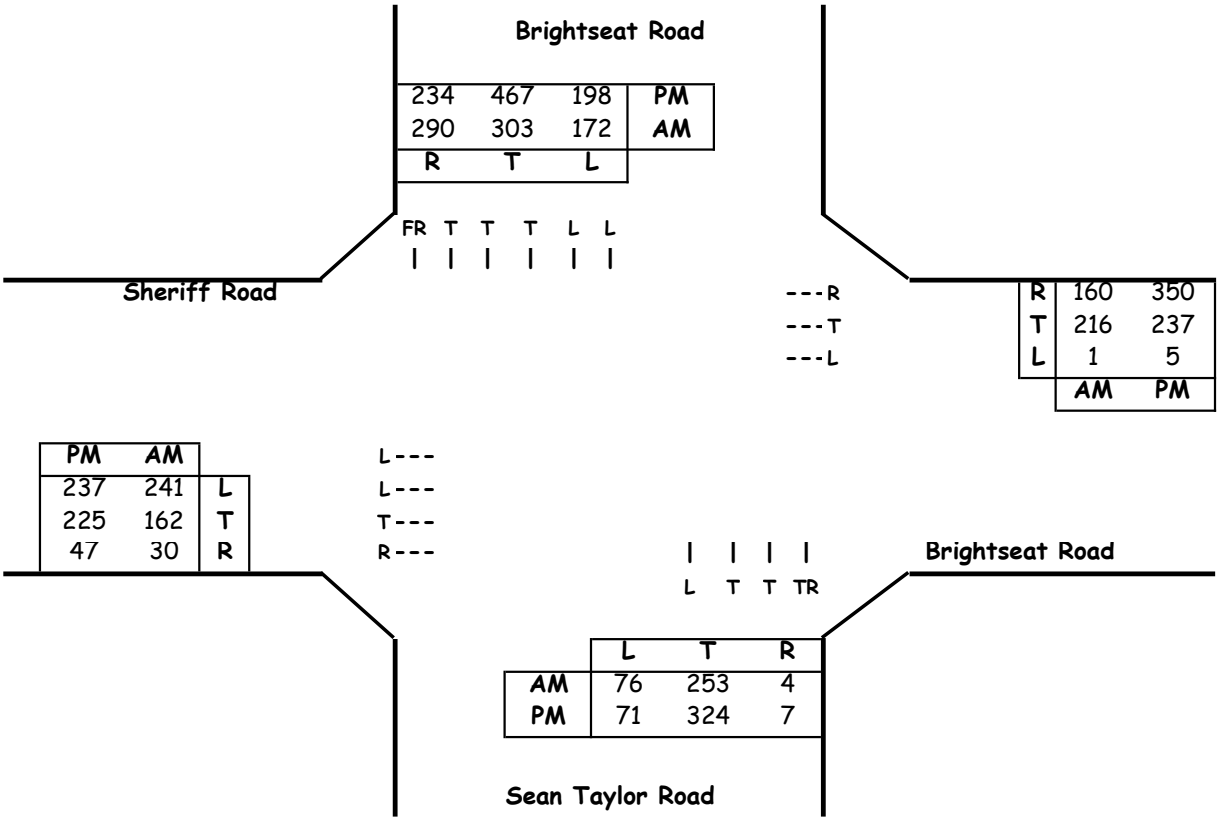
Intersection 1

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Brightseat Road
Minor Street: Sheriff Road
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	257	0.37	95	172	0.6	103	198
SB	303	0.37	112	76	1	76	
EB	162	1	162	1	1	1	361
WB	216	1	216	241	0.6	145	
						CLV TOTAL=	559
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	331	0.37	122	198	0.6	119	244
SB	467	0.37	173	71	1	71	
EB	225	1	225	5	1	5	379
WB	237	1	237	237	0.6	142	
						CLV TOTAL=	623
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Brightseat Road & Sheriff Road
(Total Traffic)

Intersection 1

HCS Two-Way Stop-Control Report

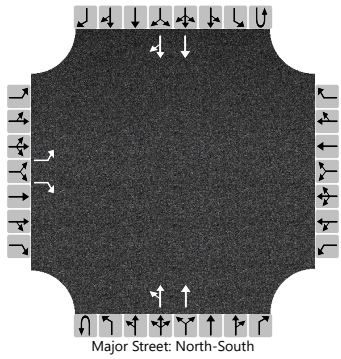
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2022
Time Analyzed	AM Existing
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	2
Jurisdiction	Prince George's County
East/West Street	Jericho City Drive
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T				T	TR
Volume (veh/h)		0		2						13	359				343	8
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		2						14						
Capacity, c (veh/h)		424		816						1166						
v/c Ratio		0.00		0.00						0.01						
95% Queue Length, Q_{95} (veh)		0.0		0.0						0.0						
Control Delay (s/veh)		13.5		9.4						8.1	0.1					
Level of Service (LOS)		B		A						A	A					
Approach Delay (s/veh)		9.4								0.4						
Approach LOS		A								A						

HCS Two-Way Stop-Control Report

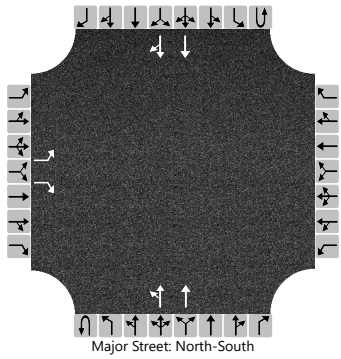
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2022
Time Analyzed	PM Existing
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	2
Jurisdiction	Prince George's County
East/West Street	Jericho City Drive
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T				T	TR
Volume (veh/h)		11		9						5	480				382	7
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12		10						5						
Capacity, c (veh/h)		374		791						1126						
v/c Ratio		0.03		0.01						0.00						
95% Queue Length, Q_{95} (veh)		0.1		0.0						0.0						
Control Delay (s/veh)		14.9		9.6						8.2	0.0					
Level of Service (LOS)		B		A						A	A					
Approach Delay (s/veh)		12.5								0.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

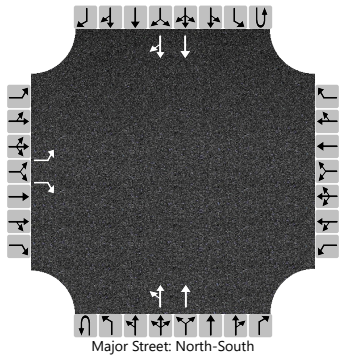
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2028
Time Analyzed	AM Background
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	2
Jurisdiction	Prince George's County
East/West Street	Jericho City Drive
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T				T	TR
Volume (veh/h)		0		2						13	392				407	8
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		2						14						
Capacity, c (veh/h)		372		774						1099						
v/c Ratio		0.00		0.00						0.01						
95% Queue Length, Q_{95} (veh)		0.0		0.0						0.0						
Control Delay (s/veh)		14.7		9.7						8.3	0.1					
Level of Service (LOS)		B		A						A	A					
Approach Delay (s/veh)		9.7								0.4						
Approach LOS		A								A						

HCS Two-Way Stop-Control Report

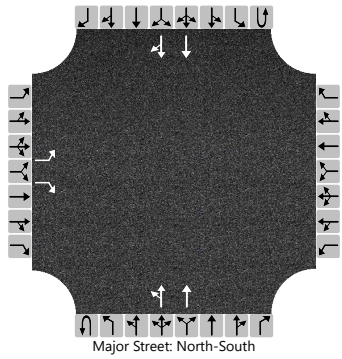
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2028
Time Analyzed	PM Background
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	2
Jurisdiction	Prince George's County
East/West Street	Jericho City Drive
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	2	0	0	0	2	0
Configuration		L		R						LT	T				T	TR
Volume (veh/h)		11		9						5	581				448	7
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12		10						5						
Capacity, c (veh/h)		310		750						1058						
v/c Ratio		0.04		0.01						0.01						
95% Queue Length, Q_{95} (veh)		0.1		0.0						0.0						
Control Delay (s/veh)		17.1		9.9						8.4	0.1					
Level of Service (LOS)		C		A						A	A					
Approach Delay (s/veh)		13.8								0.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

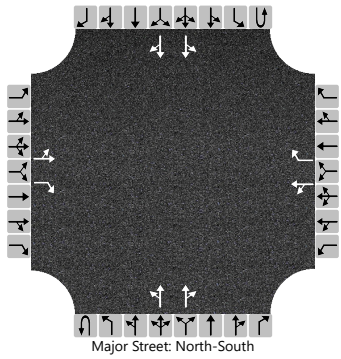
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2028
Time Analyzed	AM Total
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	2
Jurisdiction	Prince George's County
East/West Street	Jericho City Drive
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	0	0	0	2	0
Configuration		LT		R		LT		R		LT		TR		LT		TR
Volume (veh/h)		0	0	2		16	0	4		13	393	63		22	413	8
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0		2		17		4		14				24		
Capacity, c (veh/h)		0		771		280		749		1093				1057		
v/c Ratio				0.00		0.06		0.01		0.01				0.02		
95% Queue Length, Q_{95} (veh)				0.0		0.2		0.0		0.0				0.1		
Control Delay (s/veh)				9.7		18.7		9.8		8.3	0.1			8.5	0.2	
Level of Service (LOS)				A		C		A		A	A			A	A	
Approach Delay (s/veh)					16.9				0.3				0.6			
Approach LOS					C				A				A			

HCS Two-Way Stop-Control Report

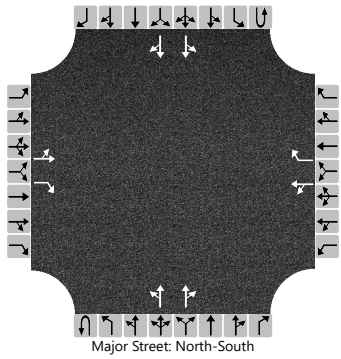
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2028
Time Analyzed	PM Total
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	2
Jurisdiction	Prince George's County
East/West Street	Jericho City Drive
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	1	0	0	2	0	0	0	2	0
Configuration		LT		R		LT		R		LT		TR		LT		TR
Volume (veh/h)		11	0	9		68	0	21		5	586	42		14	452	7
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12		10		74		23		5				15		
Capacity, c (veh/h)		235		747		206		652		1054				900		
v/c Ratio		0.05		0.01		0.36		0.04		0.01				0.02		
95% Queue Length, Q_{95} (veh)		0.2		0.0		1.5		0.1		0.0				0.1		
Control Delay (s/veh)		21.1		9.9		31.9		10.7		8.4	0.1			9.1	0.2	
Level of Service (LOS)		C		A		D		B		A	A			A	A	
Approach Delay (s/veh)		16.1				26.9				0.1				0.4		
Approach LOS		C				D				A				A		

HCS Two-Way Stop-Control Report

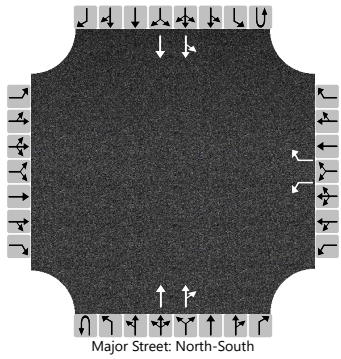
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2028
Time Analyzed	AM Total
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	3
Jurisdiction	Prince George's County
East/West Street	Site Access
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	0	2	0
Configuration						L		R			T	TR		LT	T	
Volume (veh/h)						4		1			468	16		6	425	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4		1						7		
Capacity, c (veh/h)						337		732						1030		
v/c Ratio						0.01		0.00						0.01		
95% Queue Length, Q_{95} (veh)						0.0		0.0						0.0		
Control Delay (s/veh)						15.8		9.9						8.5	0.1	
Level of Service (LOS)						C		A						A	A	
Approach Delay (s/veh)						14.6								0.2		
Approach LOS						B								A		

HCS Two-Way Stop-Control Report

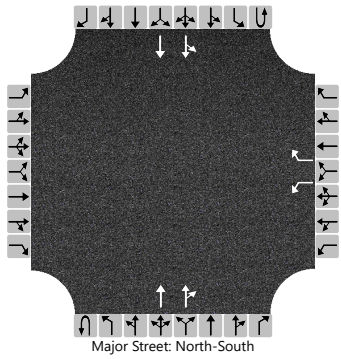
General Information

Analyst	Lenhart Traffic
Agency/Co.	
Date Performed	6/6/2022
Analysis Year	2028
Time Analyzed	PM Total
Intersection Orientation	North-South
Project Description	9911 Brightseat Road

Site Information

Intersection	3
Jurisdiction	Prince George's County
East/West Street	Site Access
North/South Street	Brightseat Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	2	0	0	0	2	0
Configuration						L		R			T	TR		LT	T	
Volume (veh/h)						17		5			628	11		4	525	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.86		6.96						4.16		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

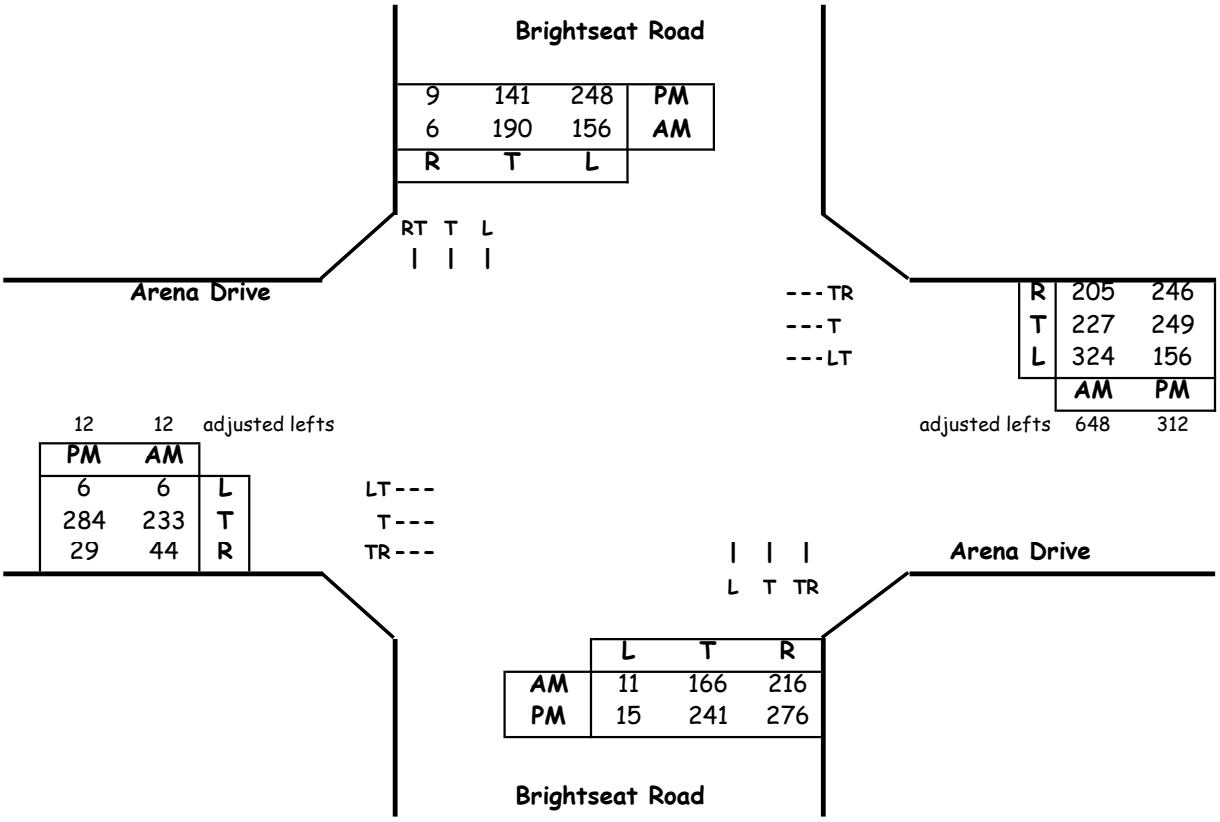
Flow Rate, v (veh/h)						18		5						4		
Capacity, c (veh/h)						243		646						890		
v/c Ratio						0.08		0.01						0.00		
95% Queue Length, Q_{95} (veh)						0.2		0.0						0.0		
Control Delay (s/veh)						21.0		10.6						9.1	0.1	
Level of Service (LOS)						C		B						A	A	
Approach Delay (s/veh)						18.7								0.1		
Approach LOS						C								A		

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Brightseat Road
Minor Street: Arena Drive
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

	Thru Volumes			+ Opposing Lefts			AM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	382	0.55	210	156	1	156	366
SB	196	0.55	108	11	1	11	
EB	289	0.37	107	324	1	324	431
WB	1080	0.37	400	6	1	6	

CLV TOTAL= **797**
Level of Service (LOS)= **A**

Evening Peak Hour

	Thru Volumes			+ Opposing Lefts			PM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	517	0.55	284	248	1	248	532
SB	150	0.55	83	15	1	15	
EB	325	0.37	120	156	1	156	305
WB	807	0.37	299	6	1	6	

CLV TOTAL= **837**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Brightseat Road &
Arena Drive
(Existing Traffic)

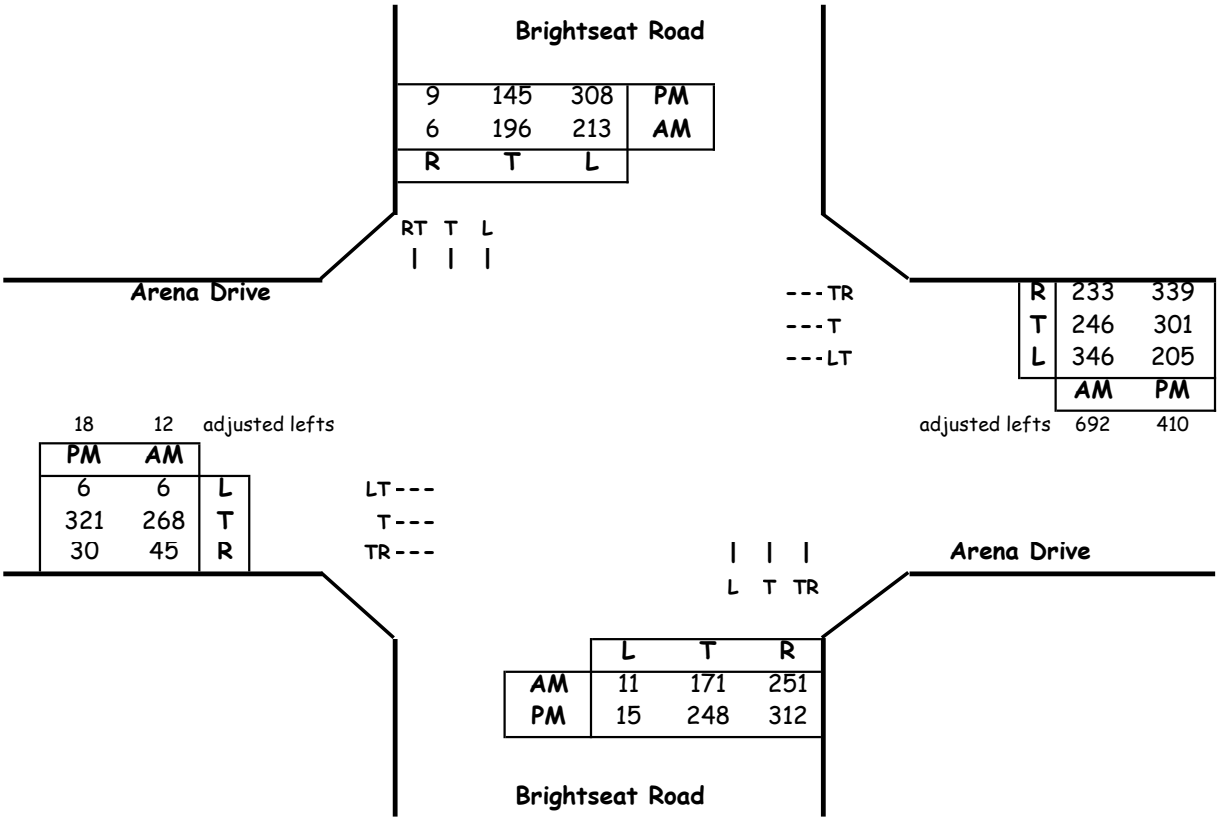
Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Brightseat Road
Minor Street: Arena Drive
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

	Thru Volumes			+ Opposing Lefts			AM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	422	0.55	232	213	1	213	445
SB	202	0.55	111	11	1	11	
EB	325	0.37	120	346	1	346	466
WB	1171	0.37	433	6	1	6	
						CLV TOTAL=	911
						Level of Service (LOS)=	A

Evening Peak Hour

	Thru Volumes			+ Opposing Lefts			PM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	560	0.55	308	308	1	308	616
SB	154	0.55	85	15	1	15	
EB	369	0.37	137	205	1	205	395
WB	1050	0.37	389	6	1	6	
						CLV TOTAL=	1011
						Level of Service (LOS)=	B

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Brightseat Road & Arena Drive
(Background Traffic)

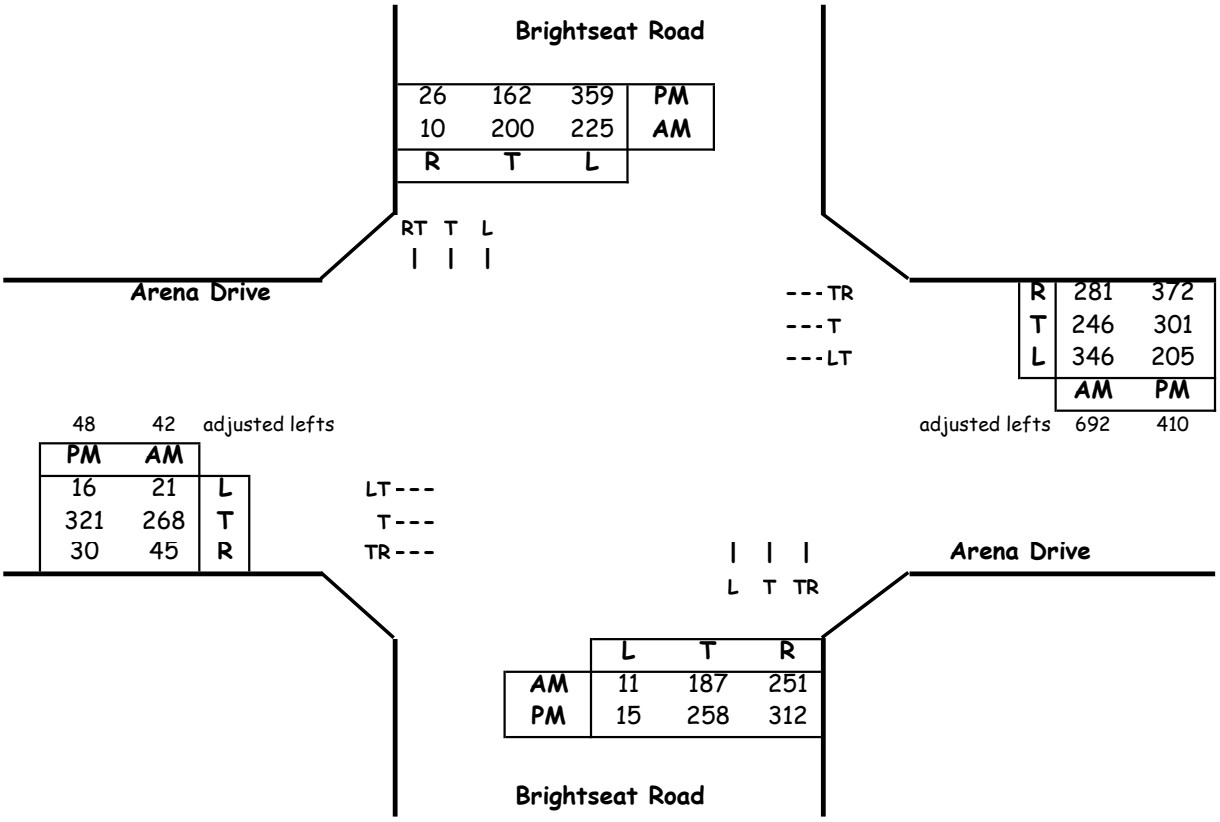
Intersection 4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Brightseat Road
Minor Street: Arena Drive
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	438	0.55	241	225	1	225	466
SB	210	0.55	116	11	1	11	
EB	355	0.37	131	346	1	346	477
WB	1219	0.37	451	21	1	21	

CLV TOTAL= **943**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	570	0.55	314	359	1	359	673
SB	188	0.55	103	15	1	15	
EB	399	0.37	148	205	1	205	417
WB	1083	0.37	401	16	1	16	

CLV TOTAL= **1090**
Level of Service (LOS)= **B**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Brightseat Road &
Arena Drive
(Total Traffic)

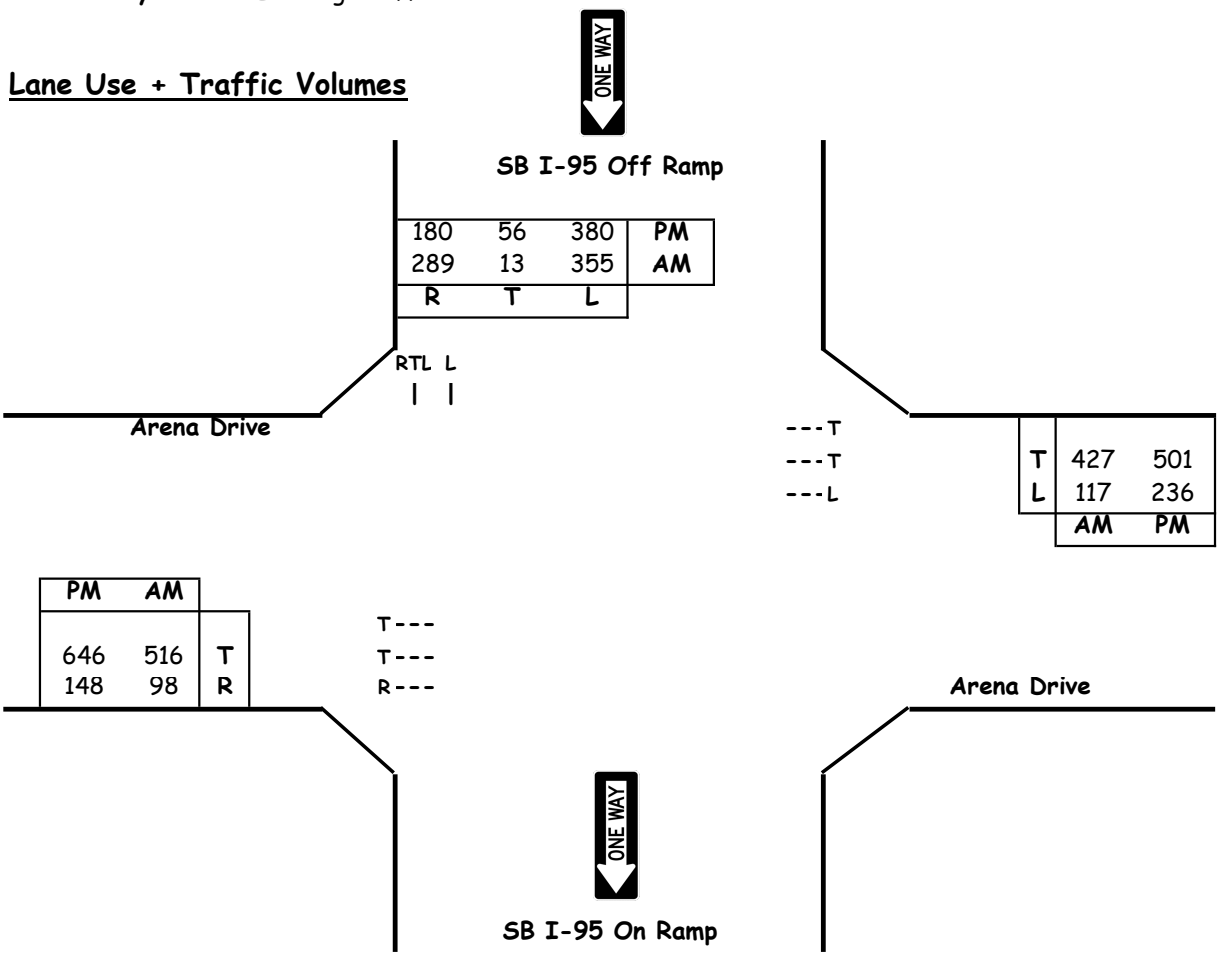
Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Arena Drive
Minor Street: SB I-95 Ramps
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	0	0.00	0	355	0.6	213	394
SB	657	0.60	394	0	0	0	
EB	516	0.55	284	117	1	117	401
WB	427	0.55	235	0	0	0	

CLV TOTAL= **795**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	0	0.00	0	380	0.6	228	370
SB	616	0.60	370	0	0	0	
EB	646	0.55	355	236	1	236	591
WB	501	0.55	276	0	0	0	

CLV TOTAL= **961**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Arena Drive &
SB I-95 Ramps
(Existing Traffic)

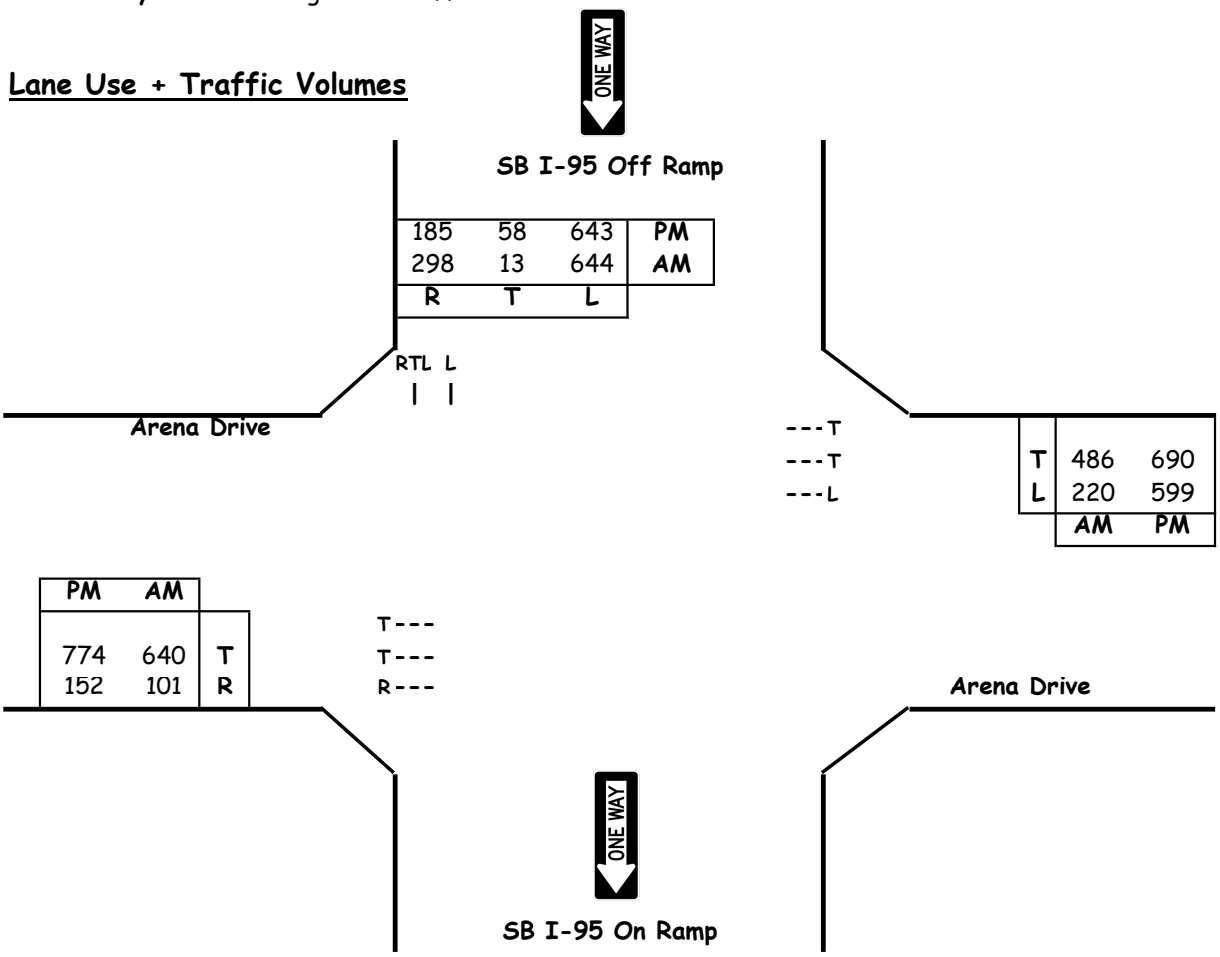
Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Arena Drive
Minor Street: SB I-95 Ramps
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	0	0.00	0	644	0.6	386	573
SB	955	0.60	573	0	0	0	
EB	640	0.55	352	220	1	220	572
WB	486	0.55	267	0	0	0	

CLV TOTAL= **1145**

Level of Service (LOS)= **B**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	0	0.00	0	643	0.6	386	532
SB	886	0.60	532	0	0	0	
EB	774	0.55	426	599	1	599	1025
WB	690	0.55	380	0	0	0	

CLV TOTAL= **1557**

Level of Service (LOS)= **E**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Arena Drive &
SB I-95 Ramps
(Background Traffic)

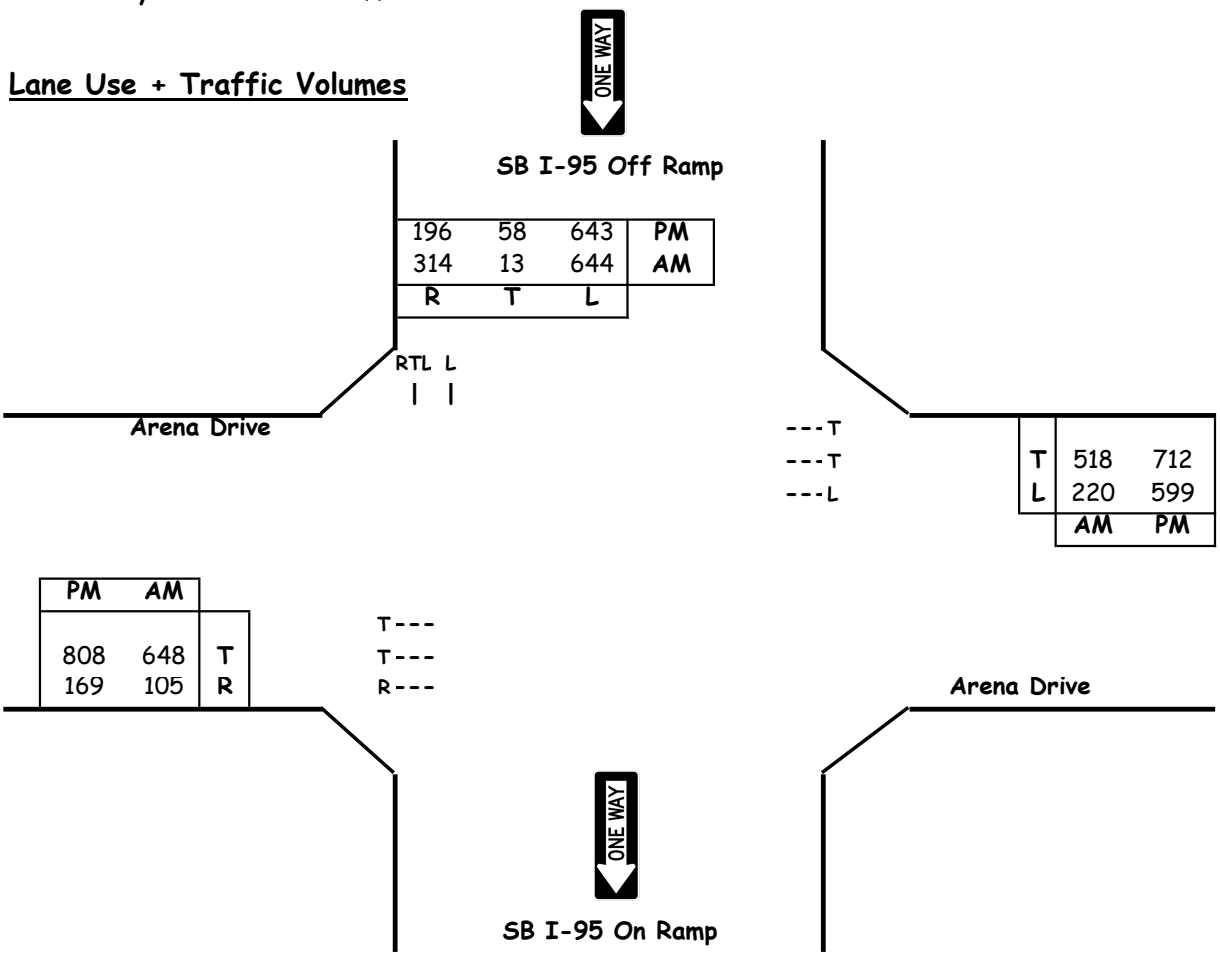
Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Arena Drive
Minor Street: SB I-95 Ramps
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	0	0.00	0	644	0.6	386	583
SB	971	0.60	583	0	0	0	
EB	648	0.55	356	220	1	220	576
WB	518	0.55	285	0	0	0	

CLV TOTAL= **1159**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	0	0.00	0	643	0.6	386	538
SB	897	0.60	538	0	0	0	
EB	808	0.55	444	599	1	599	1043
WB	712	0.55	392	0	0	0	

CLV TOTAL= **1581**
Level of Service (LOS)= **E**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Arena Drive &
SB I-95 Ramps
(Total Traffic)

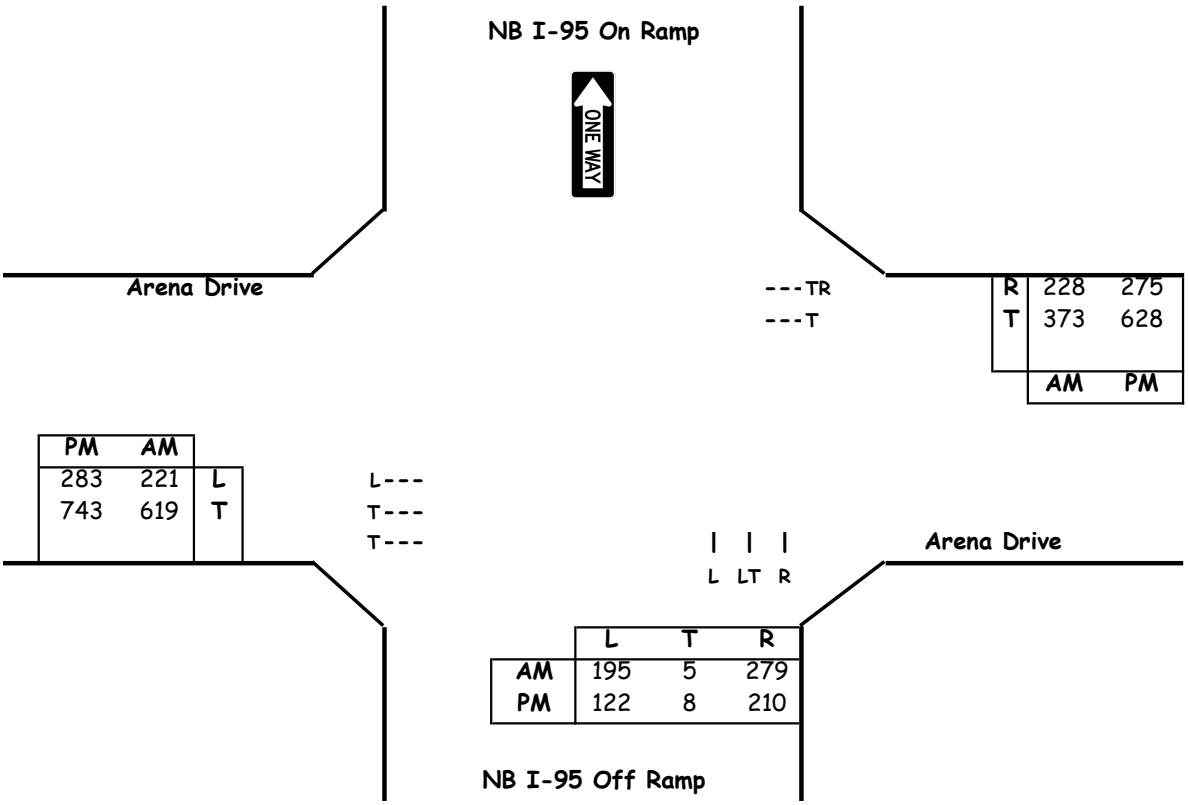
Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Arena Drive
Minor Street: NB I-95 Ramps
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	279	1.00	279	0	0	0	279
SB	0	0.00	0	195	0.6	117	
EB	619	0.55	340	0	0	0	552
WB	601	0.55	331	221	1	221	
						CLV TOTAL=	**831**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	210	1.00	210	0	0	0	210
SB	0	0.00	0	122	0.6	73	
EB	743	0.55	409	0	0	0	780
WB	903	0.55	497	283	1	283	
						CLV TOTAL=	**990**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Arena Drive &
NB I-95 Ramps
(Existing Traffic)

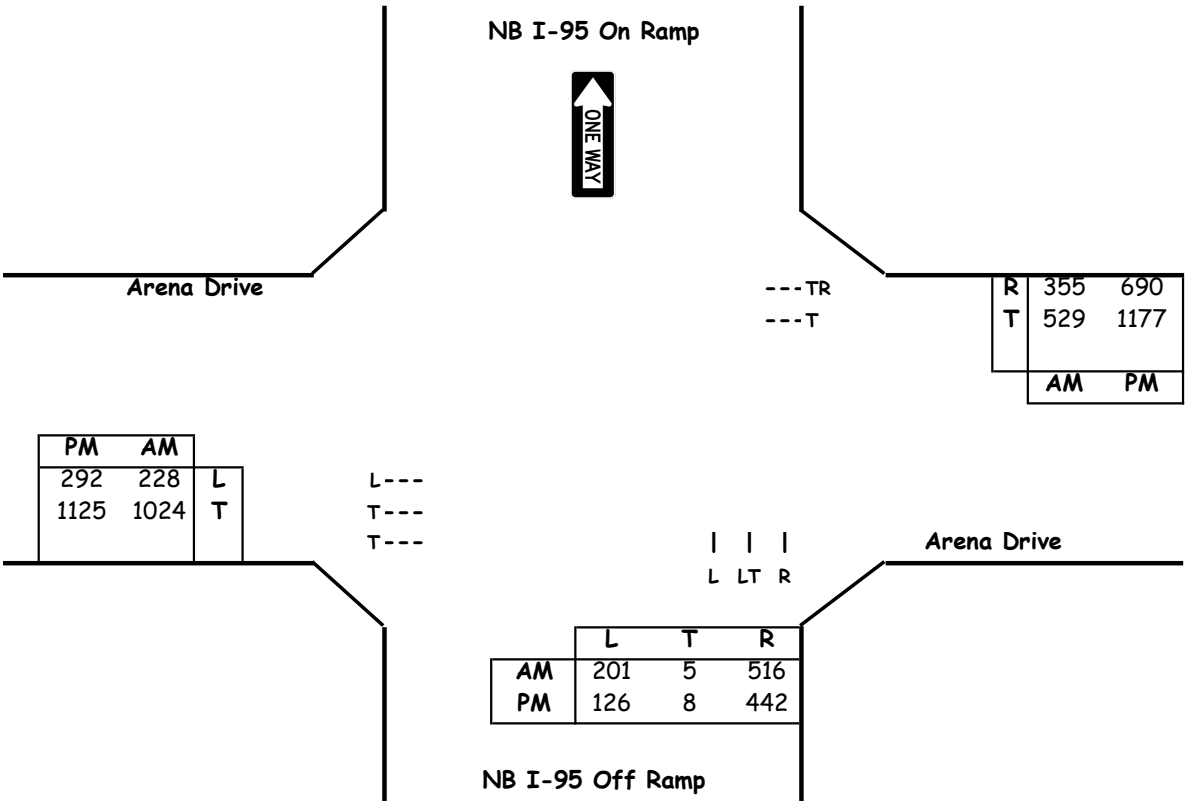
Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Arena Drive
Minor Street: NB I-95 Ramps
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	516	1.00	516	0	0	0	516
SB	0	0.00	0	201	0.6	121	
EB	1024	0.55	563	0	0	0	714
WB	884	0.55	486	228	1	228	

CLV TOTAL= **1230**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	442	1.00	442	0	0	0	442
SB	0	0.00	0	126	0.6	76	
EB	1125	0.55	619	0	0	0	1319
WB	1867	0.55	1027	292	1	292	

CLV TOTAL= **1761**
Level of Service (LOS)= **F**

Critical Lane Volume Analysis		Arena Drive & NB I-95 Ramps (Background Traffic)	**Intersection 6**

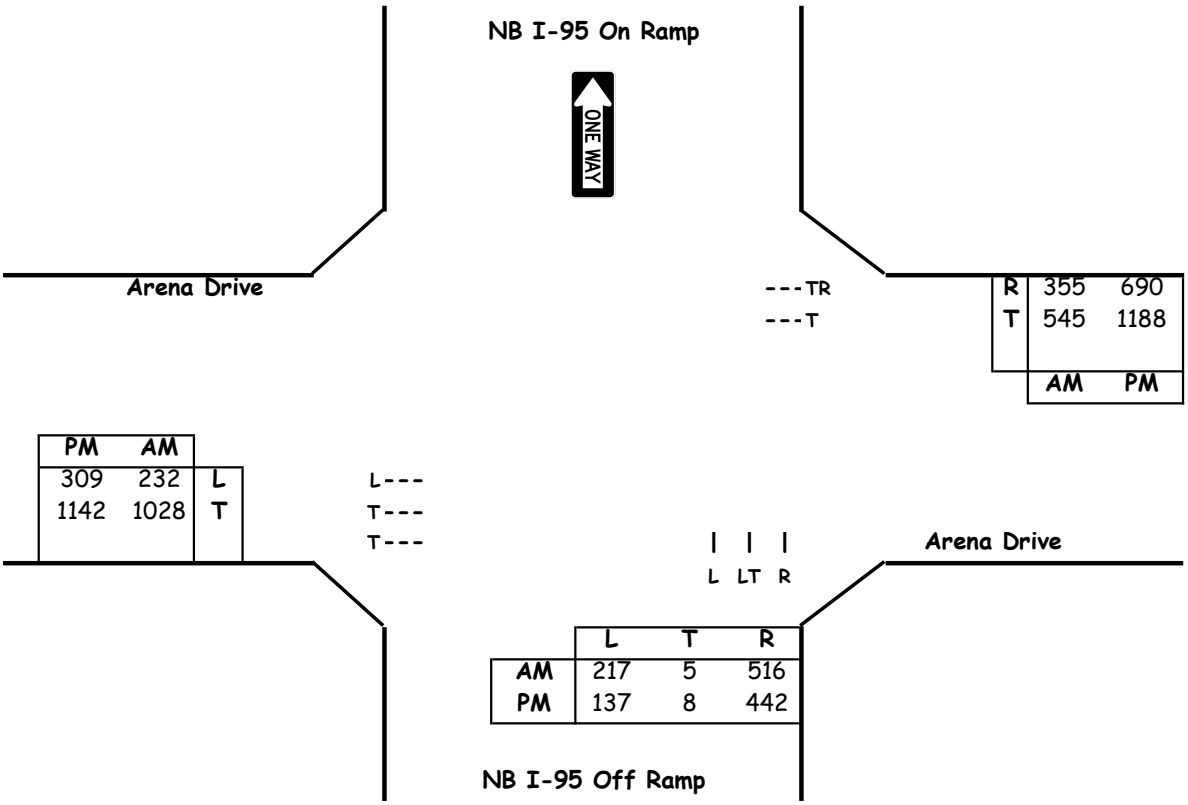
LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Arena Drive
Minor Street: NB I-95 Ramps
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	516	1.00	516	0	0	0	516
SB	0	0.00	0	217	0.6	130	
EB	1028	0.55	565	0	0	0	727
WB	900	0.55	495	232	1	232	
						CLV TOTAL=	**1243**
						Level of Service (LOS)=	**C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	442	1.00	442	0	0	0	442
SB	0	0.00	0	137	0.6	82	
EB	1142	0.55	628	0	0	0	1342
WB	1878	0.55	1033	309	1	309	
						CLV TOTAL=	**1784**
						Level of Service (LOS)=	**F**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

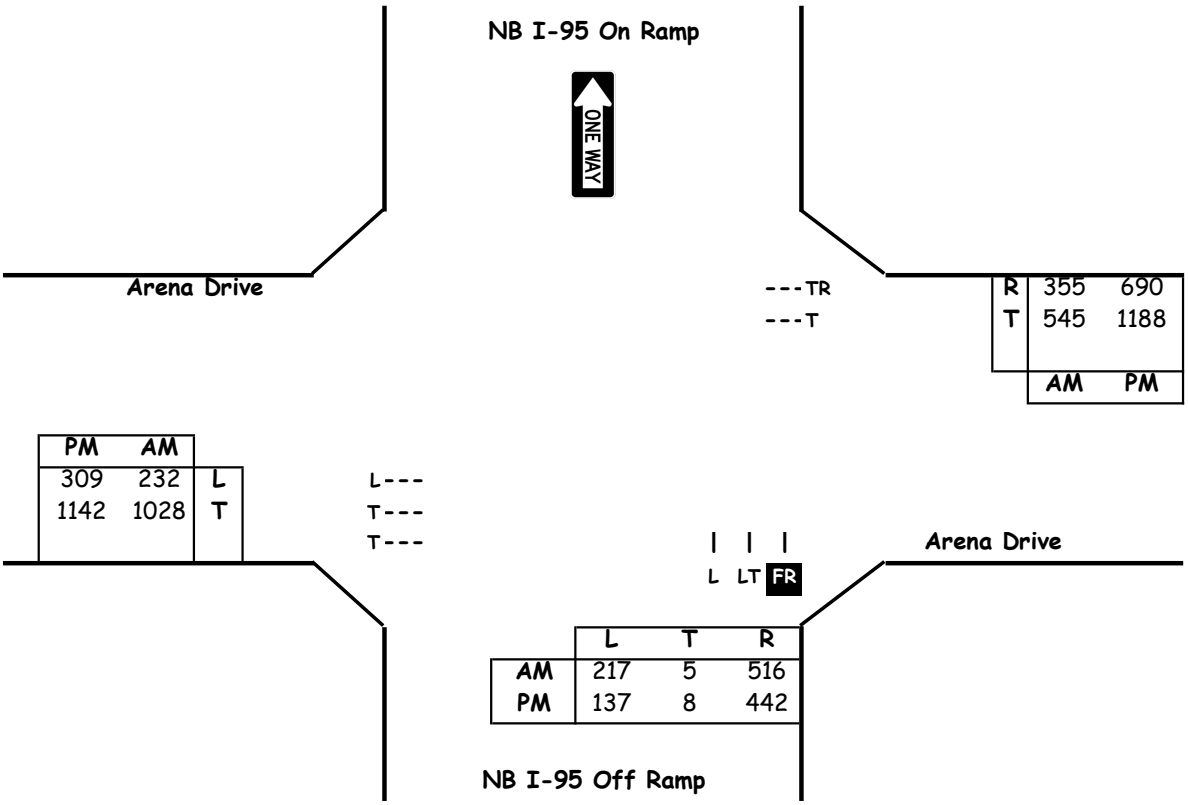
Arena Drive &
NB I-95 Ramps
(Total Traffic)

Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for Prince Georges County

Main Line: Arena Drive
Analyst: Lenhart Traffic Consulting
Minor Street: NB I-95 Ramps
Study Period: Total Traffic w/ Improvements

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	222	0.60	133	0	0	0	133
EB	1028	0.55	565	0	0	0	727
WB	900	0.55	495	232	1	232	
						CLV TOTAL=	860
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	145	0.60	87	0	0	0	87
EB	1142	0.55	628	0	0	0	1342
WB	1878	0.55	1033	309	1	309	
						CLV TOTAL=	1429
						Level of Service (LOS)=	D

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Arena Drive &
NB I-95 Ramps
(Total Traffic w/ Improvements)

Intersection
6

Appendix C

Background Developments

Background Developments

1. Woodmore Towne Center at Glenarden Glenarden (DSP-07057-01)
2. Woodmore Towne Center at Glenarden (DSP-07011-05)
3. Woodmore Towne Center at Glenarden (DSP-07011-01)
4. Balk Hill Village (DSP-04067)
5. Inglewood Business Par - Largo Fairfield Inn (SP-09021)
6. Largo Park (DSP-05014-01)
7. Inglewood Business Community, Tech Center IV (DSP-85098-02)
8. Capital Commerce Park Lot 2 Block C (DSP-02034)
9. Largo Center West Parcel O (DSP-07009)
10. Largo Center West Parcels B & C (DSP-12025)
11. Prince George's County Regional Medical Center
12. Capital Center Redevelopment

Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Background Development Location Map

Exhibit C-1

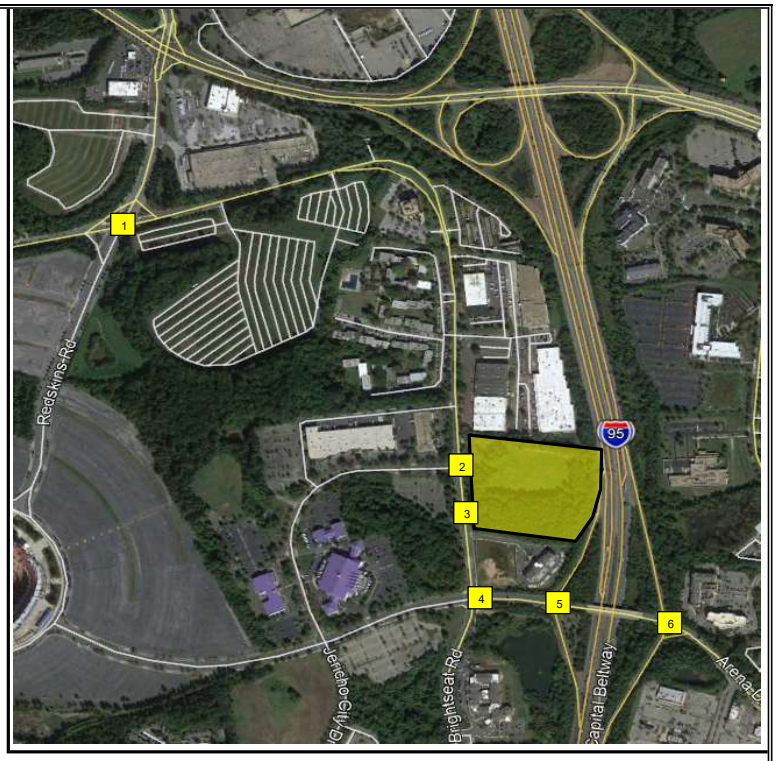
Trip Generation Totals

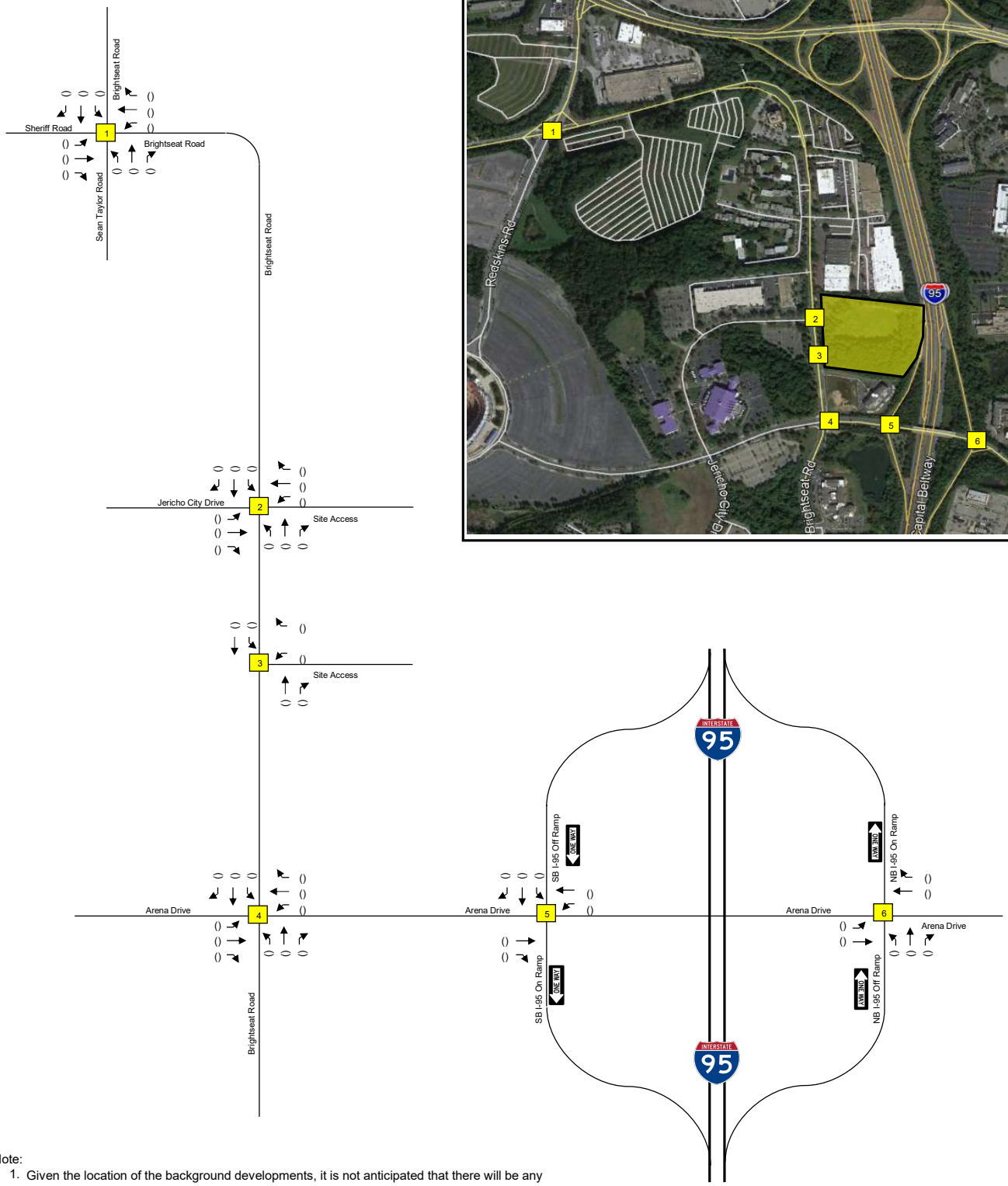
				AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
1	Woodmore Towne Center at Glenarden (DSP-07057-01)	Single Family	178 DU	33	101	134	112	65	177
		Townhomes	203 DU	38	114	152	125	74	199
		Two-Family Units	98 DU	9	42	51	39	20	59
		Internal Capture	10%	-8	-26	-34	-27	-16	-43
		Net New Trips		**72**	**231**	**303**	**249**	**143**	**392**
2	Woodmore Towne Center at Glenarden (DSP-07011-05)	Restaurant	10,000 sq. ft.	60	55	115	66	46	112
		Internal Capture	10%	-6	-6	-12	-6	-5	-11
		Net Trips		**54**	**49**	**103**	**60**	**41**	**101**
3	Woodmore Towne Center at Glenarden (DSP-07011-01)	Retail	76,000 sq. ft.	80	51	131	259	270	529
		Pass-By	34%	-28	-17	-45	-88	-92	-180
		Internal Capture	10%	-8	-5	-13	-26	-27	-53
		Net Trips		**44**	**29**	**73**	**145**	**151**	**296**
4	Balk Hill Village (DSP-04067)	Retail	7,700 sq. ft.	21	13	34	56	58	114
		Office	8,800 sq. ft.	24	3	27	15	74	89
		Community Space	3,300 sq. ft.	3	2	5	7	11	18
		Net Trips		**48**	**18**	**66**	**78**	**143**	**221**
5	Inglewood Business Par - Largo Fairfield Inn (SP-09021)	Hotel	120 Rooms	31	20	51	38	33	71
		Net Trips		**31**	**20**	**51**	**38**	**33**	**71**
6	Largo Park (DSP-05014-01)	Office	144,000 sq. ft.	221	30	251	41	199	240
		Net Trips		**221**	**30**	**251**	**41**	**199**	**240**
7	Inglewood Business Community, Tech Center IV (DSP-85098-02)	Office	7,000 sq. ft.	19	3	22	15	72	87
		REMOVE: Warehouse	7,000 sq. ft.	-2	-1	-3	-1	-1	-2
		Net Trips		**17**	**2**	**19**	**14**	**71**	**85**
8	Capital Commerce Park Lot 2 Block C (DSP-02034)	Restaurant	15,000 sq. ft.	90	83	173	98	69	167
		Net Trips		**90**	**83**	**173**	**98**	**69**	**167**
9	Largo Center West Parcel O (DSP-07009)	Office	201,700 sq. ft.	290	39	329	52	253	305
		Net Trips		**290**	**39**	**329**	**52**	**253**	**305**
10	Largo Center West Parcels B & C (DSP-12025)	Multifamily	532 DU	34	163	197	159	78	237
		Retail	8,000 sq. ft.	21	14	35	57	60	117
		Pass-By	34%	-7	-5	-12	-20	-20	-40
		Internal Capture	10%	-5	-18	-23	-21	-14	-35
		Net Trips		**43**	**154**	**197**	**175**	**104**	**279**
11	Prince George's County Regional Medical Center	Hospital	605 Beds	575	224	799	283	576	859
		Medical Office	200,000 sq. ft.	378	100	478	200	514	714
		Subtotal		953	324	1277	483	1090	1573
		Transit Reduction	10%	-96	-32	-128	-48	-109	-157
		Net Trips		**857**	**292**	**1149**	**435**	**981**	**1416**
12	Capital Center Redevelopment	*(Grandfathered Trips)*		**179**	**110**	**289**	**581**	**629**	**1210**

Notes:

1. Trip Generation obtained from the TIA for the Prince George's County Medical Center TIA as detailed in the approved scoping correspondence.

Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Generation for Background Developments	**Exhibit C-2**

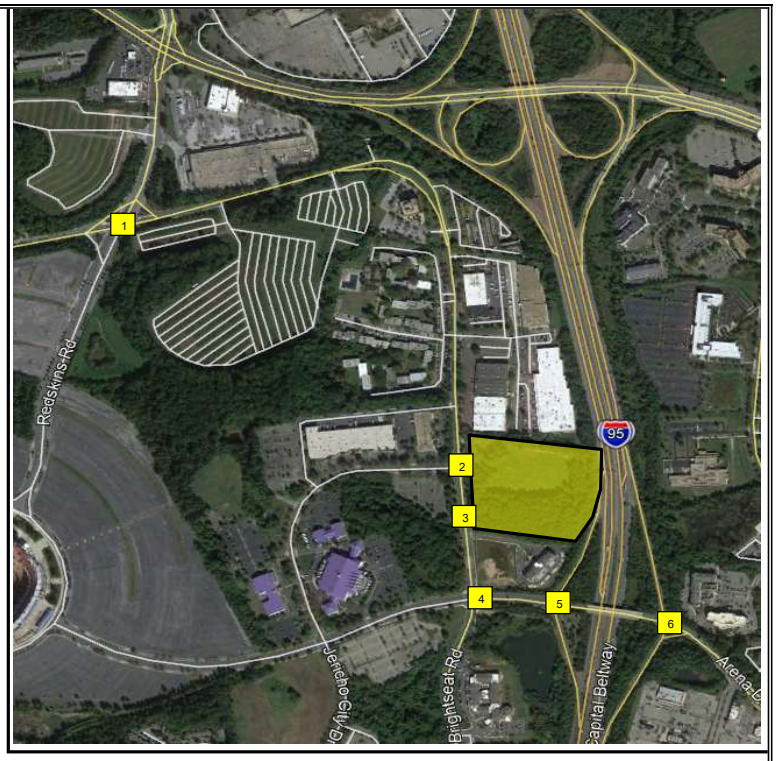


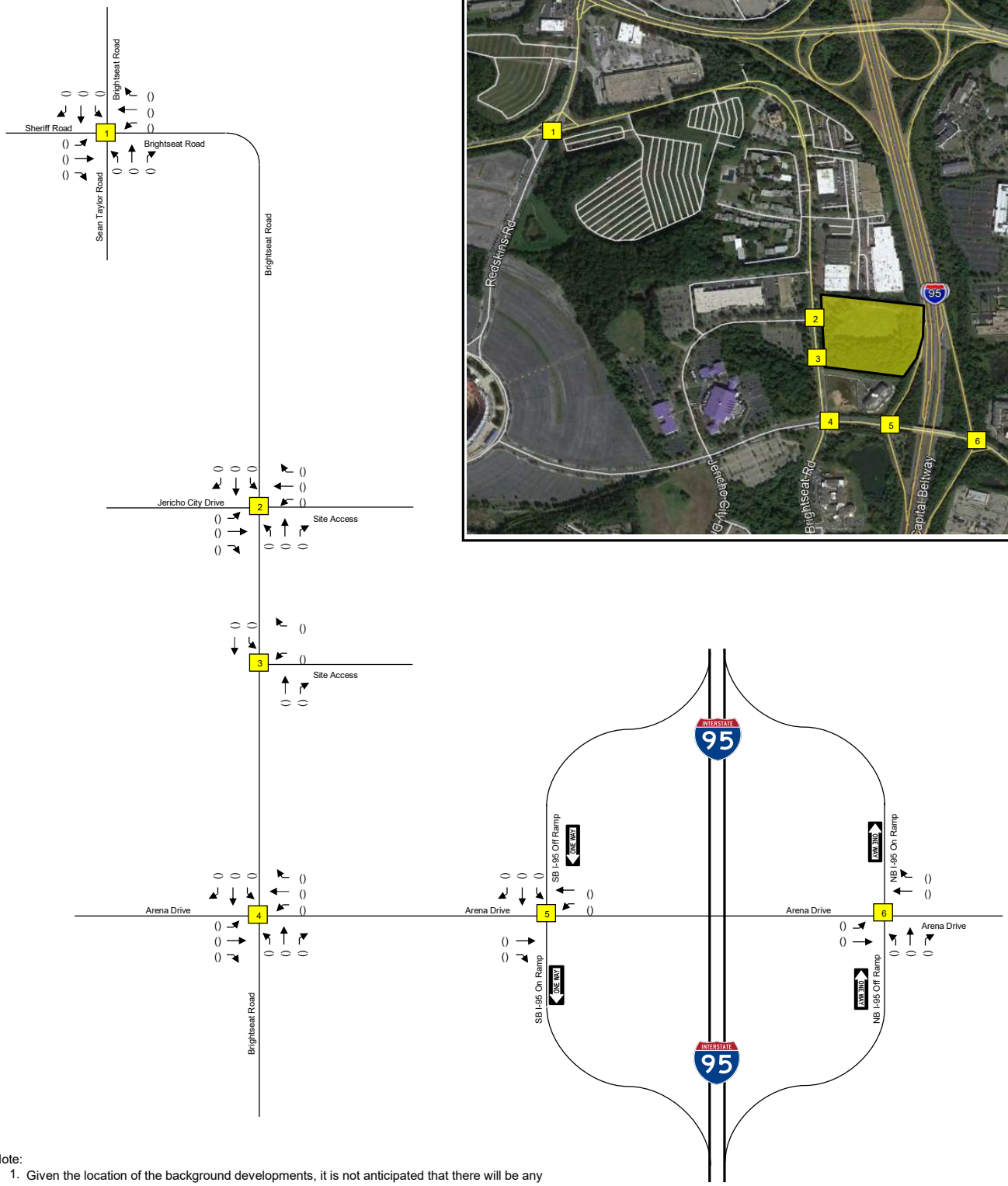


Note:

1. Given the location of the background developments, it is not anticipated that there will be any impact on the study intersections.

Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Background Developments 1, 2, 3, & 4 Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit C-3**

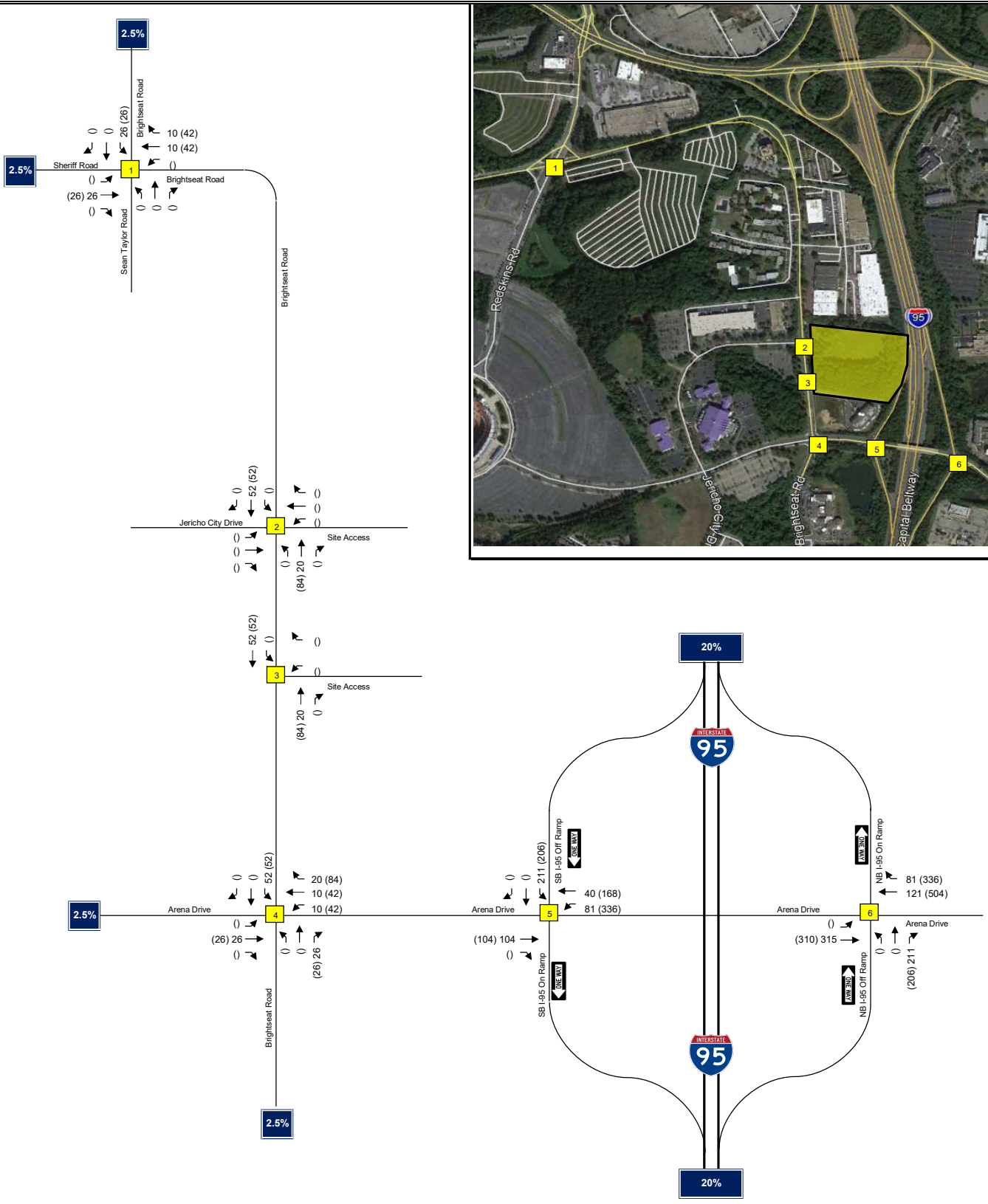




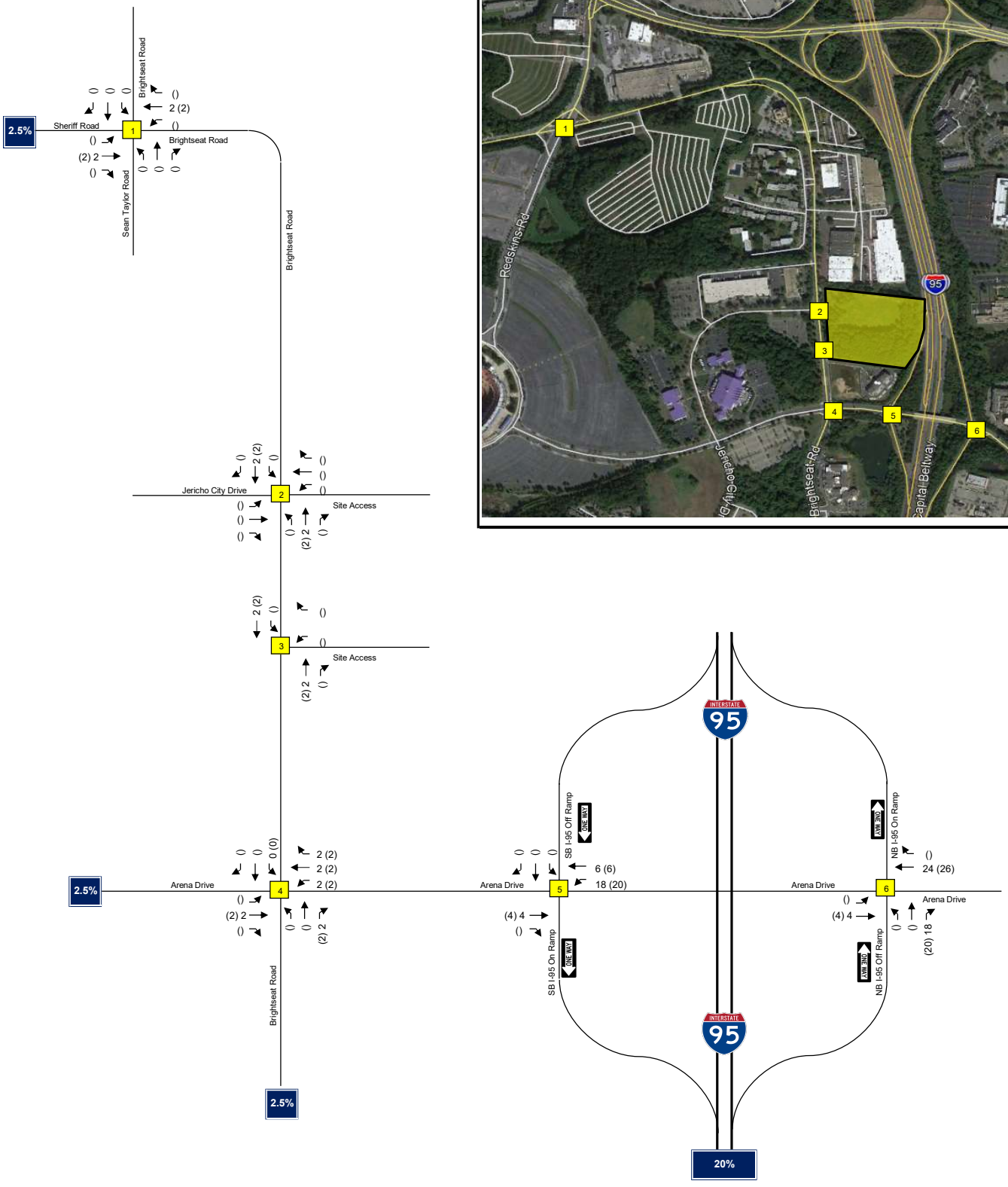
Note:

1. Given the location of the background developments, it is not anticipated that there will be any impact on the study intersections.

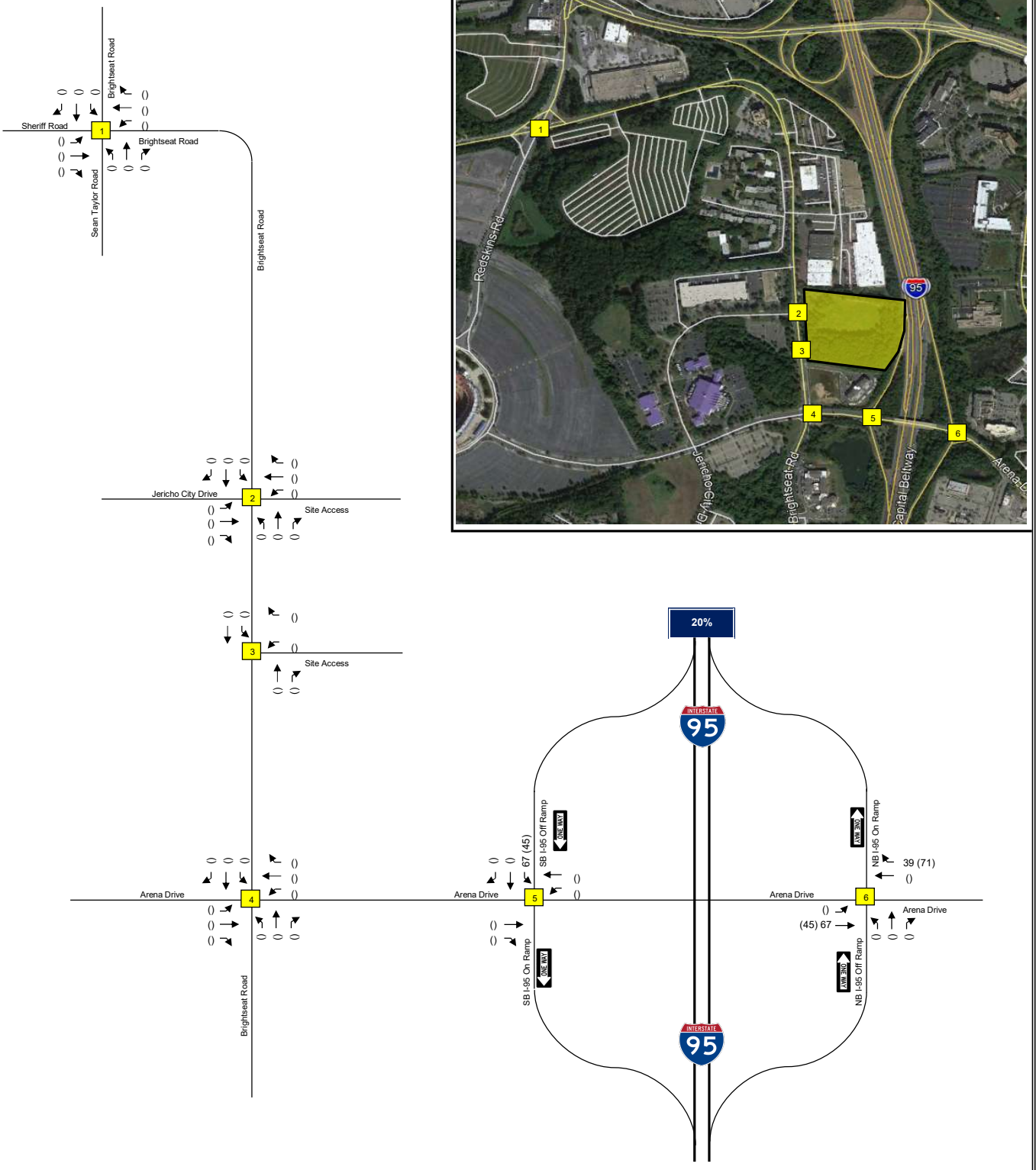
Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Background Developments 5 & 6 Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit C-4**



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Background Developments 7, 11, & 12 Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit C-5**



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Background Development 8 Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit C-6**



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Background Developments 9 & 10 Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit C-7**

REPORT OF GEOTECHNICAL EXPLORATION

PROPOSED WAREHOUSE, 9911 BRIGHTSEAT ROAD

Prince George's County, Maryland

March 31, 2021, revised July 6, 2022

Prepared For:

Brightseat Land Developer GP, LLC
c/o Manekin, LLC
5850 Waterloo Road, Suite 210
Columbia, Maryland 21045

Attn: Mr. Cole Schnorf, Jr.

Prepared By:

Geo-Technology Associates, Inc.
Geotechnical and Environmental Consultants
14280 Park Center Drive Suite A
Laurel, Maryland 20707-5228
(410) 792-9446 or (301) 470-4470

GTA Project No.: 31210301

GEO-TECHNOLOGY ASSOCIATES, INC.

GEOTECHNICAL AND
ENVIRONMENTAL CONSULTANTS

A Practicing GBA Member Firm

March 31, 2021; revised July 6, 2022

Brightseat Land Developer GP, LLC
c/o Manekin, LLC
5850 Waterloo Road, Suite 210
Columbia, Maryland 21045

Attn: Mr. Cole Schnorf, Jr.

Re: Report of Geotechnical Exploration
Proposed Warehouse,
9911 Brightseat Road
Prince George's County, Maryland

Dear Cole:

Geo-Technology Associates, Inc. (GTA) has performed a geotechnical study for the warehouse planned at the property, referenced as 9911 Brightseat Road, located in the Landover area of Prince George's County, Maryland. The proposed improvements consist of a one-story, 150,000-square-foot warehouse, and associated access roads, parking areas, and SWM facilities. The scope of GTA's study included a geotechnical exploration consisting of 13 Standard Penetration Test (SPT) borings, limited laboratory testing, engineering analysis, and the preparation of this report.

In conjunction with this evaluation and report, GTA was provided with the conceptual plan titled *Gamble Property*, dated April 2020, and prepared by Ben Dyer Associates, Inc. (BDA), the project civil engineer. This plan depicts the existing site grades and a conceptual layout of the proposed improvements. This report transmits the results of our field and laboratory testing as well as our preliminary findings and conclusions regarding the geotechnical implications of the subsurface conditions for the proposed improvements. This work was performed in general accordance with our proposal to Brightseat Land Developer GP, LLC (the "Client"), dated February 19, 2021.

Site and Project Description

The project site consists of approximately 12 acres of undeveloped land located to the east of the intersection of Brightseat Road and Jericho City Drive, in the Landover area of Prince George's County, Maryland. The site is bordered by two warehouses to the north, the Capital Beltway (Interstate I-495) to the east, a vacant lot and the WoodSpring Suites hotel to the south, and Brightseat Road, followed by additional commercial developments, to the west. For further

information regarding the site location and vicinity, please refer to the *Site Aerial*, included as Figure No. 1 in Appendix A.

At the time of our exploration, the project site was undeveloped and partially wooded. Topographically, the majority of the site can be described as gently to moderately sloping downward toward the east. Existing grades range from approximately Elevation (El.) 192 in the northwestern portion of the site near Brightseat Road to approximately El. 144 in the eastern portion of the site, adjacent to Interstate-495. Surface water runoff is generally anticipated to flow from the subject property in an easterly to southerly direction, toward low-lying areas adjacent to Interstate-495. Elevations referenced in this report are based on interpolation from the above-referenced plan provided by BDA.

Based on a review of the available plans and information provided by the Client, GTA understands that the proposed improvements will include a single-story, 150,000-square-foot warehouse, associated access roads, parking areas, and stormwater management (SWM) facilities. Proposed grading information, structural plans for the proposed warehouse, and foundation loading information were not available at the time of this report. However, based on the available information, GTA has assumed that the warehouse will consist of a relatively lightly-loaded structure for use as flex-space. The available topographic site plans indicate that greater than 30 feet of elevation differential exists across the proposed building footprint. Therefore, GTA anticipates that significant grading, consisting of a combination of cuts and fills on the order of 15 to 20 feet, will be required to establish the finished floor elevation of the proposed building. GTA has assumed that similar grading will likely be required to establish proposed grades in the remainder of the site.

Detailed SWM plans were not available at the time of this report. However, based on communications with the client and representatives of BDA, GTA understands that the SWM facilities will likely consist of a combination of underground facilities and Environmental Site Design (ESD) devices, such as micro-bioretention facilities or bioswales, which would likely be planned along the southern and eastern perimeters of the project site.

Site Geology

According to the Geologic Map of Maryland (1968) and the Geologic Map of Prince George's County (1977 and revised 2003), prepared by the Maryland Geological Survey, the project site lies in the Coastal Plain Physiographic Province, which is characterized by interlayered sedimentary deposits from historic marine and estuarine environments. More specifically, the site is mapped with the Brightseat Formation. The Brightseat Formation consists mostly of poorly sorted, fine sand with glauconite. Coarse sands are generally found at the bottom of the formation, with clayey micaceous silt found near the surface.

River Alluvium is mapped at the ground surface in the lower-lying area to the east of the site. The River Alluvium generally consists of silty and clayey sand, gravel, and silt-clay. These

sediments were likely deposited in major streams, and typically range from approximately 3 to 25 feet. The geologic map indicates that this alluvium outcrop is in the vicinity of a stream located adjacently east of the project site, running in an approximate north to south direction. Please refer to the above referenced publications and the *Site Geology Map*, included as Figure No. 2 within Appendix A, for additional details.

Subsurface Exploration

A subsurface exploration program consisting of 13 SPT borings, referenced as Borings GTA-1 through GTA-13, was performed in March of 2021 to preliminarily evaluate subsurface conditions. The exploration locations were selected by GTA with input from the Client and approximately staked in the field by GTA using a handheld Global Positioning System (GPS) unit. The ground surface elevations at the exploration locations were interpolated from topographic contour lines shown on the provided plan and should be considered approximate. The approximate boring locations are shown on the *Exploration Location Plan*, included as Figure No. 3 within Appendix A.

The SPT borings were performed using GTA's track-mounted Diedrich D-50 drill rig, equipped with hollow-stem augers, split-spoon samplers, and an automatic hammer. The borings were advanced to depths of approximately 10 to 30 feet beneath existing surface grades. Standard Penetration Tests and soil samples were taken at intervals of 2½ feet in the top 10 feet of each boring and at 5-foot intervals thereafter. Standard Penetration Testing involves driving a 2-inch outside diameter, 1⅜-inch inside diameter split spoon sampler with a 140-pound hammer free-falling 30 inches. The SPT N-value, given as blows per foot (bpf), is defined as the total number of blows required to drive the sampler from 6 to 18 inches at each test depth.

Groundwater levels and cave-in depths were measured during and at the completion of drilling. The borings were left open for groundwater readings to be taken one to three days after completion of drilling. Temporary, perforated PVC pipes were installed in Borings GTA-6, GTA-10, GTA-11, and GTA-13 to facilitate subsequent groundwater level measurements in these borings. Upon completion of final groundwater readings, the borings were backfilled with auger spoils.

The soil samples recovered from the borings were returned to GTA's laboratory for visual classification and limited laboratory testing. The soil classifications shown on the logs are in general accordance with the Unified Soil Classification System (USCS) based on the visual/manual method, supplemented by available laboratory test results.

Subsurface Conditions

In general, the subsurface conditions were consistent with those anticipated based on the preceding description of the local geology. From the existing ground surface, a layer of topsoil was encountered which ranged from approximately 4 to 6 inches in thickness. Beneath the topsoil layer, the explorations encountered native Coastal Plains soils to their termination depths. The native soils

were predominantly granular and were visually classified as Silty SAND (SM), Clayey SAND (SC), and less commonly, Poorly Graded SAND (SP). SPT N-values within the granular, native soils were predominantly within the range of 6 to 9 bpf, indicating that these materials are generally loose. Medium dense sands exhibiting SPT N-values of 11 to 17 bpf, were encountered in localized layers, predominantly at depths greater than 10 feet below existing grades.

The borings commonly encountered localized, relatively thin (i.e. 5 feet or less in thickness) layers of low-to-moderate-plasticity, fine-grained soils. These soils were visually classified as SILT (ML) and, less commonly, Lean CLAY (CL). The fine-grained, native soils typically exhibited SPT N-values of 4 to 6 bpf, indicating soft to medium stiff soil conditions. The silts and clays were more common at depths less than 5 feet below existing grades. Soils sufficiently stiff or dense to impede the advancement of the hollow-stem augers or split-spoon samplers were not encountered to the planned depths.

Six of the 13 borings encountered groundwater during drilling at depths ranging from approximately 8½ to 23½ feet below existing surface grades. Upon completion of drilling, groundwater was observed at depths ranging from approximately 4 to 20 feet below existing surface grades in nine of 13 borings. Approximately one to three days after the completion of drilling, water was observed in the 13 borings at depths ranging from 1½ to 14½ feet below existing grade. Several of these final groundwater readings were inferred to have been impacted by surface water runoff into the boreholes and are not reported. It should be noted that groundwater elevations are likely to fluctuate seasonally and as a result of site development activities. In addition, perched water conditions, where water becomes trapped within permeable soils underlain by less permeable materials, are likely to develop at shallower depths due to the interbedded nature of the native soils.

For more detailed information regarding subsurface conditions, please refer to the *Subsurface Exploration Summary Table* and boring logs included in Appendix B.

Laboratory Testing

Selected samples from the explorations were submitted for limited laboratory analysis. The laboratory testing included natural moisture content determination, grain size analysis, and plasticity testing. The tested samples indicated that the in-situ moisture contents of the fine-grained soils typically ranged from 18.9 to 27.5 percent, and were as high as 41 percent. The selected granular soil samples exhibited in-situ moisture contents typically ranging from 13 to 27 percent. Natural moisture contents were generally higher near the bottom of explorations.

Grain size analysis and Atterberg Limits testing was performed on one sample to determine the American Association of State Highway and Transportation Officials (AASHTO) and USCS designations for the soil. The results of the testing are summarized below.

Summary of Soil Classification

Boring No.	Depth (ft)	Classification		Natural Moisture (%)	Liquid Limit (%)	Plasticity Index (%)
		USCS	AASHTO			
GTA-3	13.5-15.0	Silty SAND (SM)	A-2-5	40.9	42	7

Please refer to the laboratory test results in Appendix C for additional information.

Geotechnical Implications of Subsurface Conditions

Based on the results of the exploration, it is GTA's opinion that the construction of a warehouse and associated improvements on the project site is feasible, provided that the geotechnical recommendations are observed and the standard level of care is maintained during design and construction. The use of conventional spread footings is considered feasible for support of the proposed building, with some limitations as described below. The site development activities will likely be impacted by moisture- and disturbance-sensitive soils, which are likely to require significant moisture-conditioning during mass-grading. In addition, excavations for the below-grade construction in lower-lying portions of the site may be impacted by shallow groundwater.

Once site grading, utility, and structural plans are available, GTA should perform a geotechnical review, likely in conjunction with additional, design-phase explorations, to further characterize groundwater conditions and to optimize foundation bearing pressure recommendations. Further explorations may also be required to meet Prince George's County permitting requirements for SWM facilities and other improvements. GTA's preliminary recommendations regarding the implications of the subsurface conditions on the proposed construction is presented in the following paragraphs.

Site Grading

Site grading plans were not available at the time of this report. However, based on the existing topography and the proposed improvements, GTA has assumed that a combination of cuts and fills on the order of 15 to 20 feet will be required to establish the proposed grades over the majority of the site. Deeper cuts may also be required in localized areas, for utilities or SWM facilities. Based on the findings of the explorations, these excavations can generally be accomplished using standard excavation techniques (i.e. scraping). Depending on the final proposed grades, groundwater may impact excavations significantly, particularly in lower-lying portions of the site and/or areas where significant excavation depths are planned. The contractor should be prepared for significant dewatering effort and to properly shore excavations, as necessary. Interim grades during construction, as well as final grades, should be carefully established to provide adequate surface drainage away from structure foundations. A minimum grade of 3 percent in landscape areas is recommended to direct surface water away from proposed structures.

Prior to the placement of any fill, the area to receive fill should be stripped of topsoil. The areas to receive fill should then be proofrolled with a loaded, tandem-axle dump truck to identify any loose, soft, wet, or otherwise unsuitable subgrade materials. Loose, soft, or otherwise unstable subgrades should be dried and densified in-place, if feasible, or undercut and replaced with controlled, compacted fill as recommended in the field by the geotechnical engineer. Note that very loose to loose and soft soil conditions were commonly encountered in the top 2 to 5 feet of existing grades. In-place densification or undercutting and replacement of loose, surficial soils should be anticipated prior to the placement of fills. The proofrolling of fill subgrades, undercutting of any uncontrolled or unsuitable material, and the placement of controlled, compacted fill should be observed and tested by the geotechnical engineer or an approved representative.

The native soils are generally considered suitable for reuse as structural fill. Fills should be constructed in maximum 8-inch loose lifts and compacted to the following specifications:

COMPACTION SPECIFICATIONS

Structure/Fill Location	Compaction Specification
Below foundations or floor slabs. Slopes steeper than 5H:1V. Fills greater than 12" below pavement subgrades	95% of ASTM D 698 (AASHTO T-90)
Top 12" of pavement subgrade	97% of ASTM D 1557 AASHTO (T-180)

Fills should generally be placed within 2 to 4 percent of the optimum moisture content. Clayey or fine-grained soils (SC, CL, CH) should be placed at a moisture content 2 to 4 percent wet of optimum moisture content. Earthwork should be observed/tested by an engineering technician working under the supervision of a registered professional engineer and all compactive effort should be verified by in-place density testing.

Due to the presence of layers of soft/very loose, native soils and the significant depths of mass grading fills that are anticipated to establish the finished floor elevation and surrounding grades, excessive delayed settlement (consolidation) could occur in localized portions of the site, particularly in the lower-lying eastern portion of the site. Due to the soft and fine-grained nature of some of the on-site soils, settlement could occur relatively slowly. Therefore, GTA recommends that, in selected areas where significant mass grading fills are planned, settlement plates should be installed prior to the placement of fill and monitored during mass grading to evaluate the magnitude and rate of settlement observed. The monitoring of the settlement plates should continue after mass grading is completed. The installation of utilities, paving, retaining walls, and foundations should not occur until the observed settlement has leveled off.

Structural and Foundation Support

Proposed slab and foundation support elevations were not available at the time of this report. However, GTA assumes that the building foundations will bear in a combination of native soils and new controlled, compacted fills placed during mass grading. Based on the subsurface conditions encountered in the borings, the proposed warehouse building can be supported on shallow, spread footings proportioned for a net allowable bearing pressure on the order of 2,000 to 2,500 pounds per square foot (psf). Very loose soils were commonly encountered within the top 2 to 5 feet of existing grades. Loose/unstable soils should be removed to a stable stratum and replaced with controlled, compacted fill or lean concrete. Exterior footings should be founded a minimum of 30 inches below final exterior grade to provide protection from frost action. Undercuts are likely to be required where footings bear within the top several feet of existing grades.

Based on the preliminary explorations, the presence of groundwater may impact foundation construction, particularly where footings bear greater than 5 to 10 feet below existing grades. The foundation contractor should be prepared to dewater and properly shore excavations, if necessary.

Footing excavations should be reviewed by a professional geotechnical engineer or his qualified representative prior to concrete placement. Penetration testing should be performed upon exposed foundation subgrades to confirm the design allowable bearing capacity. Foundations should be concreted the day they are excavated and protected from precipitation prior to placement of concrete.

Natural and compacted fill subgrades for support of the floor slabs should be checked to verify stability and compaction prior to placement of concrete. Soft or loose soils should be removed from the top 12 inches of slab subgrade and replaced in accordance with GTA's site grading recommendations. Floor slabs should not be rigidly connected to foundation walls, so that slight movements of the wall will not affect the slab. Control joints should be provided to control shrinkage cracking of the concrete floor system.

Subsurface Utilities

Specific information regarding the subsurface utilities was not available at the time this report was prepared. However, GTA anticipates that only limited below-grade utilities will be required, and that new utilities will consist primarily of utility connections extending into the proposed building from the existing public utilities present beneath the adjacent roadways. Based on the results of the explorations, utility excavations to the depths explored can generally be accomplished using standard excavation equipment and techniques, such as scraping. The firm native soils are generally considered suitable for support of below grade utilities. Where groundwater or fine-grained, plastic, or saturated soils are encountered at the utility invert elevation, a 6-inch granular bedding layer should be placed to provide a more uniform support and promote drainage. The recommendation to place the granular bedding layer should be made by GTA based

on conditions observed during construction. Utility trench excavations should be sloped or supported in accordance with the applicable OSHA standards. Utility trench excavations should be backfilled with controlled, compacted fill.

Groundwater may be encountered in utility excavations, particularly those planned in low-lying portions of the site, or those extending significant depths below existing grades in the higher elevation portions of the site. Depending on the final utility invert elevations, significant dewatering effort (e.g., wellpoint systems) may be required in areas where excavations several feet below the observed water depths are required. The utility contractor should be prepared to dewater and properly shore excavations, if necessary.

On-site granular soils should be utilized for backfilling utility trenches to the extent feasible. GTA recommends that the trench backfill be placed in 6- to 8-inch loose lifts and be compacted to the project specifications. Although not anticipated to be generated from excavations on a widespread basis, clayey soils should not be used as utility trench backfill, as feasible. Trench backfill consisting of clayey soils will require significant time and effort to compact and are prone to settlement.

Pavements

GTA recommends that the upper 12 inches of pavement subgrade be constructed of soils meeting the following characteristics:

Liquid Limit (AASHTO T-89)	40 or less
Plastic Index (AASHTO T-89, T-90)	12 or less
CBR	Min. of 7 percent

In areas of proposed fill, GTA recommends that the top 12 inches of pavement subgrade consist of materials meeting the above characteristics unless chemical stabilization is planned. Offsite borrow materials to be utilized for fill, if required, should also meet gradation requirements for AASHTO A-2-4 or more granular. The more granular, low-plasticity soils encountered on the site will likely meet these requirements. However, many layers of the granular soils were observed to contain significant proportions of plastic fines. These materials may not meet the above requirements. In addition, soils that meet the requirements may exhibit high natural moisture contents, or be unstable due to construction disturbance. Any native soils observed to be unstable during a proofroll are also not considered suitable for direct pavement support.

Pavement subgrades will likely consist of a combination of native, granular soils and new controlled, compacted fills of similar composition. Localized clay layers, more plastic SM/SC materials, and unstable soils should be undercut to a stable stratum and replaced with controlled, compacted, fill, or stabilized in-place with cement or lime and re-compacted. In GTA's experience with sites in similar geology, this site is well-suited to soil cement. GTA should make observations

of trafficability during mass grading and perform additional testing to provide pavement subgrade recommendations and/or a recommended pavement section. Prior to construction of pavement sections, the pavement subgrade should be proof-rolled with a loaded tandem-axle dump truck under the observation of the geotechnical engineer, or an approved representative thereof, to evaluate stability.

The client and earthwork/paving contractors should be advised that they must control construction traffic to limit disturbance of previously approved subgrades or completed asphalt. Concentrated construction traffic on paved roadways should be minimized to protect the pavements from distress, particularly where partial pavement sections are present. The extent of pavement distress due to construction traffic will depend upon the intensity and type of loadings. The distressed areas should be repaired, as necessary, prior to or after surface paving. A contingency should be included for repair and replacement of pavement areas impacted by construction traffic.

Additional Services

GTA recommends that, during design and construction of the proposed improvements, a geotechnical engineer should be retained to provide additional geotechnical consulting and construction observation and testing services, including the following items.

- Perform a design-phase exploration and report when the site development/grading and structural plans become available, in order to provide design-phase recommendations for the proposed improvements.
- Review earthwork and foundation specifications to verify that the recommendations included herein have been incorporated appropriately.
- Review final site and structural/architectural plans to verify that they conform to the intent of this report.
- Provide observation and testing services during construction to evaluate if the work is being performed in accordance with the project specifications and intent of this report.
- Observe the proof-rolling of fill and pavement subgrades prior to placing fill or base course to evaluate stability. Additional laboratory testing can also be performed to evaluate suitable methods of soil treatment for the subgrade and/or to provide recommended paving sections.
- Review excavated footings for compliance with the project drawings and the intent of this geotechnical report.

Limitations

This report, including all supporting boring logs, field data, field notes, laboratory test data, calculations, estimates and other documents prepared by GTA in connection with this Project have been prepared for the exclusive use of Brightseat Land Developer GP, LLC pursuant to agreements between GTA and Brightseat Land Developer GP, LLC in accordance with generally accepted engineering practice. All terms and conditions set forth in the Agreement and the General Provisions attached thereto are incorporated herein by reference. No warranty, express or implied, is made herein. Use and reproduction of this report by any other person without the expressed written permission of GTA and Brightseat Land Developer GP, LLC is unauthorized and such use is at the sole risk of the user.

The analysis and recommendations contained in this report are based on the data obtained from limited observation and testing of the encountered materials. Subsurface explorations indicate soil conditions only at specific locations and times and only at the depths penetrated. They do not necessarily reflect strata or variations that may exist between test boring locations. Consequently, the analysis and recommendations must be considered preliminary until the subsurface conditions can be verified by direct observation at the time of construction. If variations of subsurface conditions from those described in this report are noted during construction, recommendations in this report may need to be reevaluated.

In the event that any changes in the nature, design, or location of the facilities are planned, the conclusions and recommendations contained in this report should not be considered valid unless the changes are reviewed and conclusions of this report are verified in writing. Geo-Technology Associates, Inc. is not responsible for any claims, damages, or liability associated with interpretation of subsurface data or reuse of the subsurface data or engineering analysis without the expressed written authorization of Geo-Technology Associates, Inc.

The scope of our services for this geotechnical exploration did not include any environmental assessment or investigation for the presence or absence of wetlands, or hazardous or toxic materials in the soil, surface water, groundwater or air, on or below or around this site. Any statements in this report or on the logs regarding odors or unusual or suspicious items or conditions observed are strictly for the information of our client.

This report and the attached logs are instruments of service. The subject matter of this report is limited to the facts and matters stated herein. Absence of a reference to any other conditions or subject matter shall not be construed by the reader to imply approval by the writer.

GTA appreciates this opportunity to assist you on this project. Should you have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,
GEO-TECHNOLOGY ASSOCIATES, INC.

for Vasilios Plangetis, E.I.T.
Staff Geotechnical Professional

Benjamin T. Dinsmore, P.E.
Vice President

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland. License No.: 29184, Expiration Date: 6/16/2023. BTD

S:\Project Files\2021\31210301 9911 Brightseat Road\Doc\GEO 31210301 9911 Brightseat Road Geotechnical Report - revised.doc
GTA Project No.: 31210301

GBA—Important Information About Your Geotechnical Engineering Report (2 Pages)

Attachments:

Appendix A: Figures
Figure 1 – Site Aerial (1 Sheet, color)
Figure 2 – Site Geology Map (1 Sheet, color)
Figure 3 – Exploration Location Plan (1 Sheet, 11”x17” color)

Appendix B: Soil Boring Logs
Notes for Exploration Logs (1 Sheet)
Summary Table (1 Sheet)
SPT Boring Logs (13 Sheets)

Appendix C: Laboratory Test Results (4 Sheets)

Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the "Findings" Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site's subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual sitewide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report's Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals' misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals' plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note conspicuously that you've included the material for information purposes only.* To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a "phase-one" or "phase-two" environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

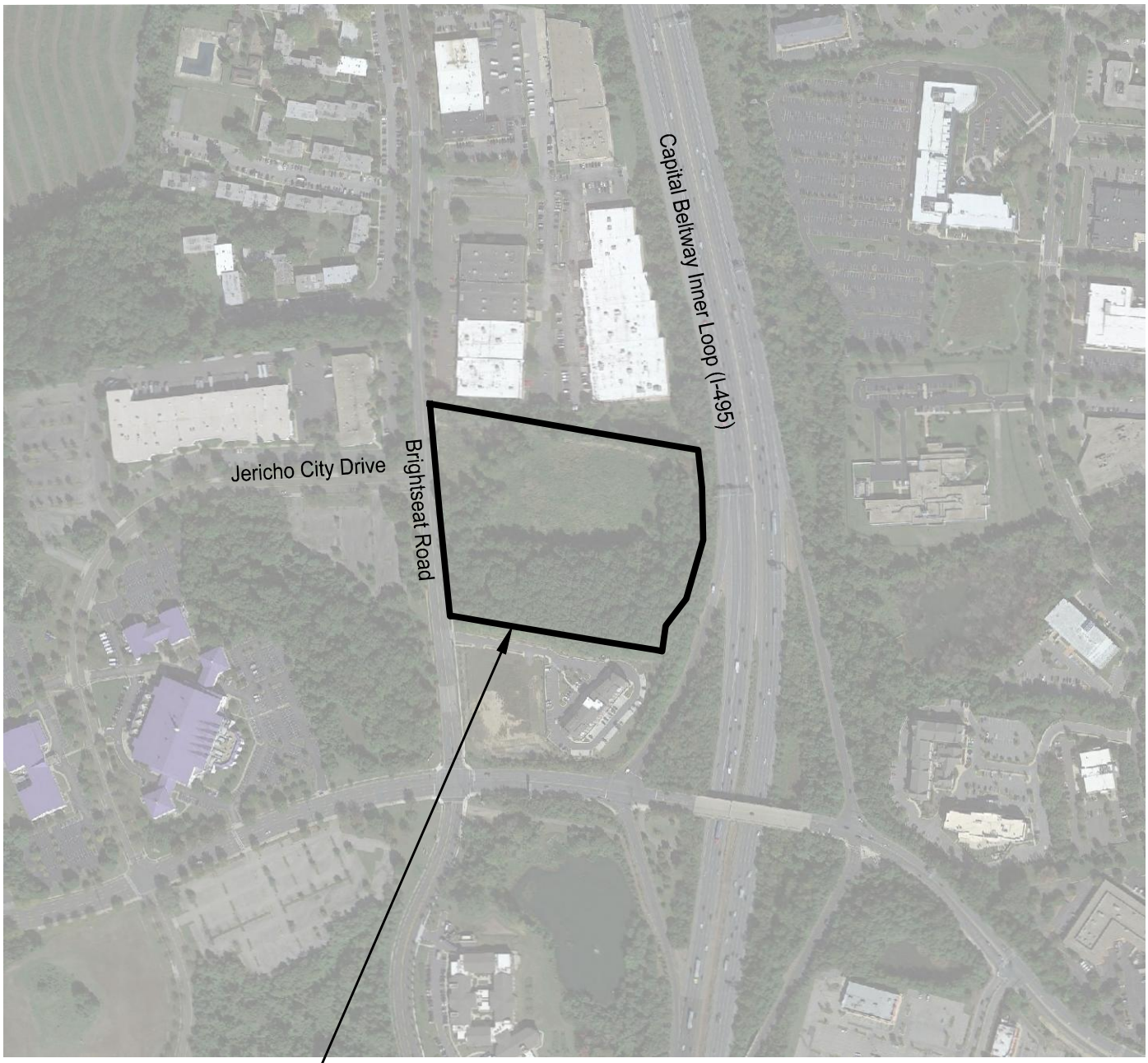
Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer's services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, ***proper implementation of the geotechnical engineer's recommendations will not of itself be sufficient to prevent moisture infiltration. Confront the risk of moisture infiltration*** by including building-envelope or mold specialists on the design team. ***Geotechnical engineers are not building-envelope or mold specialists.***

GEOPROFESSIONAL BUSINESS ASSOCIATION

Telephone: 301/565-2733
e-mail: info@geoprofessional.org www.geoprofessional.org

APPENDIX A
FIGURES



Notes

Base image was obtained from Google Earth Pro (Imagery Date: 10/7/2020).

0 250 500

Approximate Scale
1 inch = 500 feet

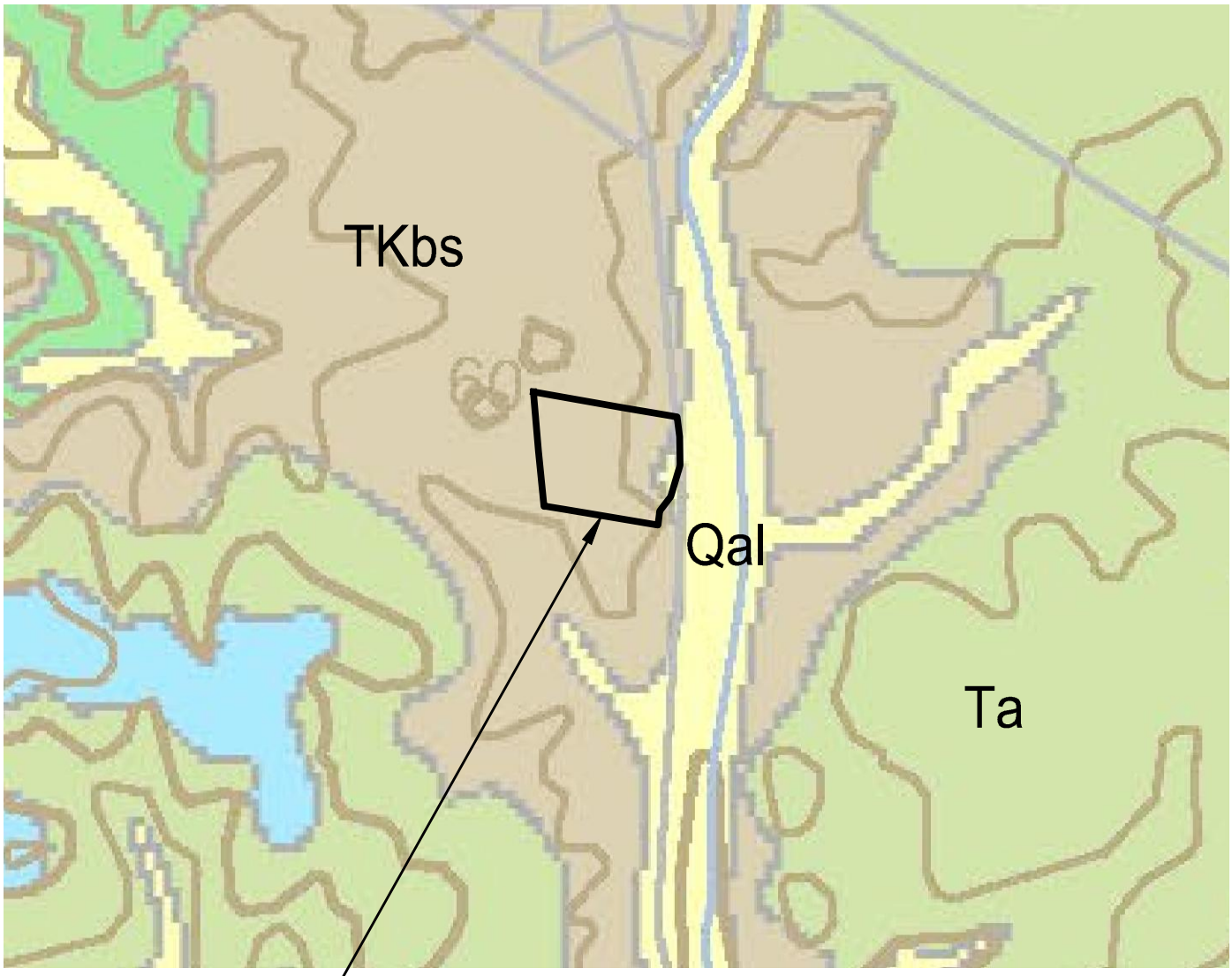
North

GEO-TECHNOLOGY ASSOCIATES, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS
14280 PARK CENTER DRIVE, SUITE A
LAUREL, MARYLAND 20707
(410) 792-9446 OR (301) 470-4470
www.gtaeng.com

PROPOSED WAREHOUSE
9911 BRIGHTSEAT ROAD
PRINCE GEORGE'S COUNTY, MARYLAND

SITE AERIAL

PROJECT: 31210301	DATE: MARCH, 2021	SCALE: 1" = 500'	DRAWN BY: VKP	REVIEW BY: JPE	FIGURE: 1



Legend

TKbs — Brightseat Formation (TKbs): Sand and silt, clayey in part, variably glauconitic. Dark-gray to dark greenish gray; weathering pale-gray to brownish gray.

Ta — Aquia Formation (Ta): Sand, variably glauconitic, and minor calcareous or ferruginous sandstone. Dark greenish gray to medium-gray, weathering "salt and pepper" speckled to rusty brown.

Qal — Alluvium (Qal): Interbedded sand, silt-clay, and subordinate gravel. Light- to dark-gray, tan, or brown; weathers to pale-gray, yellow, or brown.

Notes

Base map was obtained from the *Geologic Map of Prince George's County, Maryland* (1977, revised in 2003), prepared by the Maryland Geological Survey.

0 500 1,000

Approximate Scale
1 inch = 1,000 feet

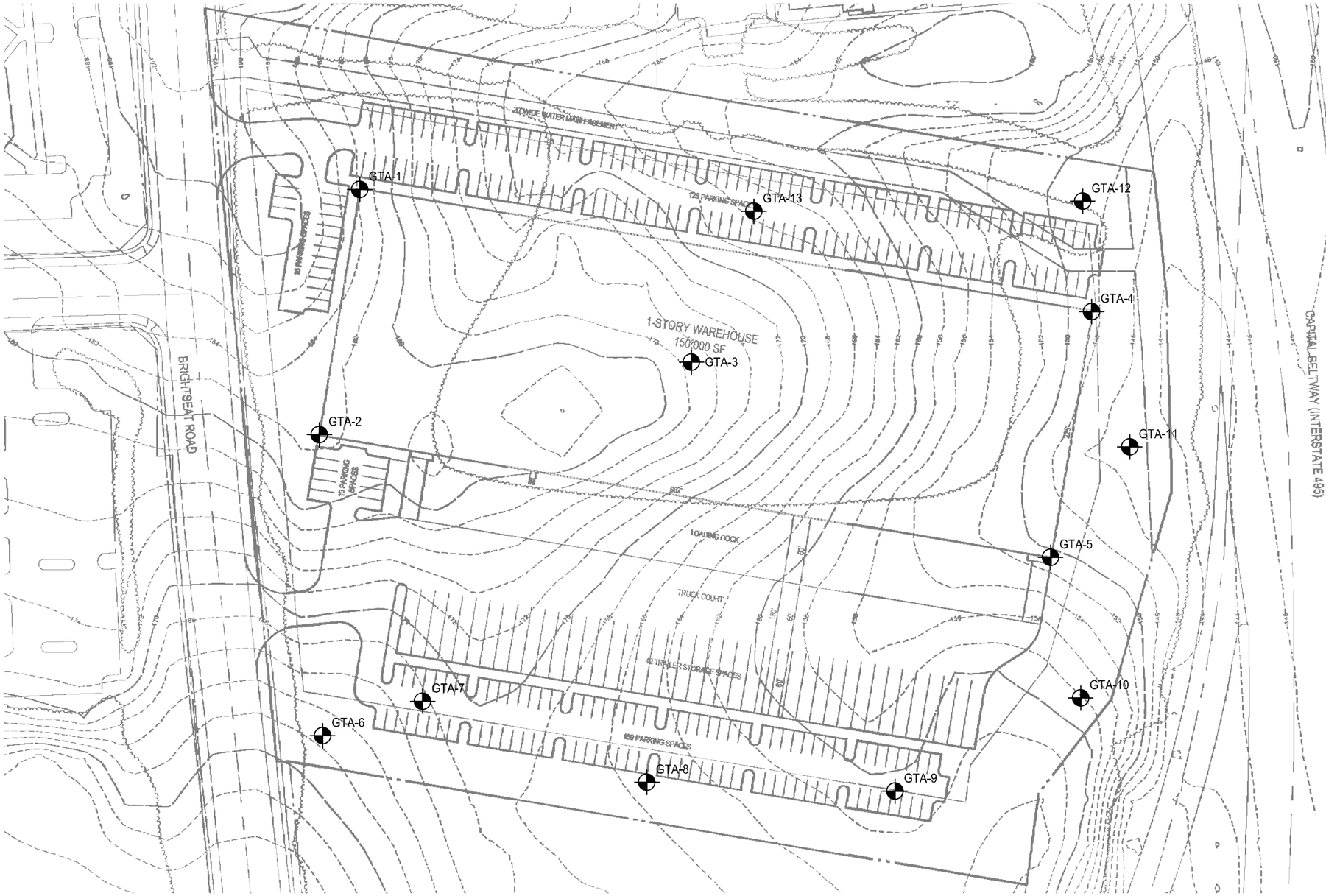
North

GEO-TECHNOLOGY ASSOCIATES, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS
14280 PARK CENTER DRIVE, SUITE A
LAUREL, MARYLAND 20707
(410) 792-9446 OR (301) 470-4470
www.gtaeng.com

PROPOSED WAREHOUSE
9911 BRIGHTSEAT ROAD
PRINCE GEORGE'S COUNTY, MARYLAND

SITE GEOLOGY MAP

PROJECT: 31210301	DATE: MARCH, 2021	SCALE: 1" = 1,000'	DRAWN BY: VKP	REVIEW BY: JPE	FIGURE: 2



Legend

GTA-1 — Identification and approximate location of Standard Penetration Test (SPT) performed by Geo-Technology Associates, Inc. (GTA) in March of 2021.

Notes

1. Base image was adapted from the plan entitled *Gamble Property*, dated April, 2020, prepared by Ben Dyer Associates, Inc.
2. The explorations performed were selected by GTA with input from the Client and approximately staked in the field by GTA via a handheld GPS unit. Exploration locations should be considered accurate only to the degree implied by the method used.

0 50 100
Approximate Scale
1 inch = 100 feet

NORTH

GEO-TECHNOLOGY ASSOCIATES, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS
14280 PARK CENTER DRIVE, SUITE A
LAUREL, MARYLAND 20707
(410) 792-9446 OR (301) 470-4470
FAX: (410) 792-7395
www.gtaeng.com

PROPOSED WAREHOUSE
9911 BRIGHTSEAT ROAD
PRINCE GEORGE'S COUNTY, MARYLAND

EXPLORATION LOCATION PLAN

PROJECT: 31210301	DATE: MARCH, 2021	SCALE: 1" = 40'	DRAWN BY: VKP	REVIEW BY: JPE	FIGURE: 3

APPENDIX B
EXPLORATION LOGS

NOTES FOR EXPLORATION LOGS

KEY TO USCS TERMINOLOGY AND GRAPHIC SYMBOLS

MAJOR DIVISIONS (BASED UPON ASTM D 2488)				SYMBOLS GRAPHIC	SYMBOLS LETTER	
COARSE-GRAINED SOILS MORE THAN 50% OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	GRAVEL AND GRAVELLY SOILS MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	CLEAN GRAVELS (LESS THAN 15% PASSING THE NO. 200 SIEVE)			GW	Well Graded GRAVEL
					GP	Poorly Graded GRAVEL
		GRAVELS WITH FINES (MORE THAN 15% PASSING THE NO. 200 SIEVE)			GM	Silty GRAVEL
					GC	Clayey GRAVEL
	SAND AND SANDY SOILS MORE THAN 50% OF COARSE FRACTION PASSING ON NO. 4 SIEVE	CLEAN SANDS (LESS THAN 15% PASSING THE NO. 200 SIEVE)			SW	Well Graded SAND
					SP	Poorly Graded SAND
		SANDS WITH FINES (MORE THAN 15% PASSING THE NO. 200 SIEVE)			SM	Silty SAND
					SC	Clayey SAND
FINE-GRAINED SOILS MORE THAN 50% OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE	SILT OR CLAY (<15% RETAINED ON THE NO. 200 SIEVE) SILT OR CLAY WITH SAND OR GRAVEL (15% TO 30% RETAINED ON THE NO. 200 SIEVE) SANDY OR GRAVELLY SILT OR CLAY (>30% RETAINED ON THE NO. 200 SIEVE)	SILTS AND LEAN CLAYS LIQUID LIMIT LESS THAN 50			ML	SILT
					CL	Lean CLAY
					OL	
		ELASTIC SILTS AND FAT CLAYS LIQUID LIMIT GREATER THAN 50			MH	Elastic SILT
					CH	Fat CLAY
					OH	
HIGHLY ORGANIC SOILS					PT	

NOTE: DUAL SYMBOLS ARE USED TO INDICATE COARSE-GRAINED SOILS WHICH CONTAIN AN ESTIMATED 5 TO 15% FINES BASED ON VISUAL CLASSIFICATION OR BETWEEN 5 AND 12% FINES BASED ON LABORATORY TESTING; AND FINE-GRAINED SOILS WHEN THE PLOT OF LIQUID LIMIT & PLASTICITY INDEX VALUES FALLS IN THE PLASTICITY CHART'S CROSS-HATCHED AREA. FINE-GRAINED SOILS ARE CLASSIFIED AS ORGANIC (OL OR OH) WHEN ENOUGH ORGANIC PARTICLES ARE PRESENT TO INFLUENCE ITS PROPERTIES. LABORATORY TEST RESULTS ARE USED TO SUPPLEMENT SOIL CLASSIFICATION BY THE VISUAL-MANUAL PROCEDURES OF ASTM D 2488.

ADDITIONAL TERMINOLOGY AND GRAPHIC SYMBOLS

	DESCRIPTION		GRAPHIC SYMBOLS
ADDITIONAL DESIGNATIONS	TOPSOIL		
	MAN MADE FILL		
	GLACIAL TILL		
	COBBLES AND BOULDERS		
RESIDUAL SOIL DESIGNATIONS	DESCRIPTION	"N" VALUE	
	HIGHLY WEATHERED ROCK	50 TO 50/1"	
	PARTIALLY WEATHERED ROCK	MORE THAN 50 BLOWS FOR 1" OF PENETRATION OR LESS, AUGER PENETRABLE	

COARSE-GRAINED SOILS
(GRAVEL AND SAND)

DESIGNATION	BLOWS PER FOOT (BPF) "N"
VERY LOOSE	0 - 4
LOOSE	5 - 10
MEDIUM DENSE	11 - 30
DENSE	31 - 50
VERY DENSE	>50

NOTE: "N" VALUE DETERMINED AS PER ASTM D 1586

FINE-GRAINED SOILS
(SILT AND CLAY)

CONSISTENCY	BPF "N"
VERY SOFT	<2
SOFT	2 - 4
MEDIUM STIFF	5 - 8
STIFF	9 - 15
VERY STIFF	16 - 30
HARD	>30

NOTE: ADDITIONAL DESIGNATIONS TO ADVANCE SAMPLER INDICATED IN BLOW COUNT COLUMN:
WOH = WEIGHT OF HAMMER
WOR = WEIGHT OF ROD(S)

SAMPLE TYPE

DESIGNATION	SYMBOL
SOIL SAMPLE	S-
SHELBY TUBE	U-
ROCK CORE	R-

WATER DESIGNATION

DESCRIPTION	SYMBOL
ENCOUNTERED DURING DRILLING	▽
UPON COMPLETION OF DRILLING	▼
24 HOURS+ AFTER COMPLETION	▼

NOTE: WATER OBSERVATIONS WERE MADE AT THE TIME INDICATED. POROSITY OF SOIL STRATA, WEATHER CONDITIONS, SITE TOPOGRAPHY, ETC. MAY CAUSE WATER LEVEL CHANGES.

Table No. 1
Subsurface Exploration Summary
Proposed Warehouse - 9911 Brightseat Road
GTA Job No. 31210301

Exploration ID No.	Approximate Existing Ground Surface Elevation[1] (El.)	Boring Depth (ft.)	Approximate Termination Elevation (El.)	Approximate Topsoil Thickness (in.)	Groundwater Observations						Approximate Cave-in Depth Observation	
					Encountered During Drilling		Completion of Drilling		One to Three Days After Drilling			
					Depth (ft.)	El.	Depth (ft.)	El.	Depth (ft.)	El.	Depth (ft.)	El.
GTA-1	184	30	154	4	23.5	161	15.6	168	12.6	171	19.3	165
GTA-2	182	30	152	6	23.5	159	20.0	162	12.4	170	15.7	166
GTA-3	178	25	153	4	23.5	155	15.7	162	14.6	163	16.6	161
GTA-4	148	15	133	6	Dry	<133	14.0	134	N/A*	---	2.2	146
GTA-5	151	15	136	6	8.5	143	4.8	146	N/A*	---	1.9	149
GTA-6	162	10	152	5	Dry	<152	Dry	<152	1.6	160	Pipe	---
GTA-7	168	10	158	5	Dry	<158	Dry	<160	5.5	163	6.0	162
GTA-8	166	15	151	5	8.5	158	10.0	156	5.2	161	5.7	160
GTA-9	161	10	151	4	Dry	<151	Dry	<155	2.4	159	3.6	157
GTA-10	158	15	143	4	Dry	<143	Dry	<143	8.9	149	Pipe	---
GTA-11	145	15	130	6	Dry	<130	13.0	132	N/A*	---	Pipe	---
GTA-12	149	10	139	5	8.5	141	4.0	145	N/A*	---	4.4	145
GTA-13	166	15	151	4	Dry	<151	14.8	151	6.2	160	Pipe	---

Notes:

NE = Not Encountered NP = Not Provided N/A = Not Applicable

The approximate cave-in depth observations are the shallowest cave-in depths observed within each boring.

< (El.) = Groundwater was not observed and is therefore anticipated to be at or below the specified cave-in depth for the borings, or the exploration depth for the borings with temporary pipes.

Pipe = Temporary 3/4 inch PVC pipe installed to facilitate groundwater readings. Cave-in depth/elevation could not be measured.

[1] Existing ground surface elevations at the exploration locations were generally interpolated from the topographic contour lines shown on the available plans.

* Final water reading was impacted by surface water runoff into the borehole and is not reported.

LOG OF BORING NO. GTA-1

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft):	15.6	12.6	
DATE:	3/4/2021	3/5/2021	
CAVED (ft):	24.3	19.3	

DATE STARTED: **3/4/2021**
DATE COMPLETED: **3/4/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ **23.5**
GROUND SURFACE ELEVATION: **184**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					184.0	0				
S-1	0.0	12	1-2-3	5			SM		Light Brown, moist, loose, Silty SAND.	Topsoil: 4 in.
S-2	2.5	18	5-7-8	15					Same, medium dense	
S-3	5.0	16	3-4-6	10		6			Same, Gray to Light Brown, loose	
S-4	8.5	18	3-4-5	9					Same, Tan	
S-5	13.5	18	3-4-5	9		12				▽
										▽
					167.0	18	SP		Light Brown, moist, loose, Poorly Graded SAND, trace Silt.	
S-6	18.5	18	2-3-4	7						
					162.0		SM		Dark Gray, moist, loose, Silty SAND.	▽
S-7	23.5	18	2-3-4	7		24				
S-8	28.5	18	5-7-11	18					Same, medium dense	
					154.0	30			Boring terminated at 30 feet.	
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-1

Sheet 1 of 1

LOG OF BORING NO. GTA-2

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft):	20.0	12.4	
DATE:	3/4/2021	3/5/2021	
CAVED (ft):	21.5	15.7	

DATE STARTED: **3/4/2021**
DATE COMPLETED: **3/4/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **23.5**
GROUND SURFACE ELEVATION: **182**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	16	2-2-2	4	182.0	0	CL		Light Brown, moist, soft, Sandy Lean CLAY.	Topsoil: 6 in.
S-2	2.5	16	5-7-9	16	180.0		SC		Light Reddish Brown, moist, medium dense, Clayey SAND.	
S-3	5.0	18	3-4-5	9	178.0		SM		Brown, moist, loose, Silty SAND.	
S-4	8.5	14	6-6-6	12		6			Same, Brown to Gray, medium dense	
S-5	13.5	16	3-3-4	7		12			Same, Light Brown, loose	▽
S-6	18.5	14	3-4-5	9	165.0	18	SP		Gray to Brown, moist, loose, Poorly Graded SAND, trace Silt.	▽
S-7	23.5	16	5-6-8	14	160.0	24	SM		Dark Gray, moist, medium dense, Silty SAND.	▽
S-8	28.5	16	7-9-11	20	152.0	30			Boring terminated at 30 feet.	
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-2

Sheet 1 of 1

LOG OF BORING NO. GTA-3

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): **15.7** | **14.6**
DATE: **3/4/2021** | **3/5/2021**
CAVED (ft): **17.0** | **16.6**

DATE STARTED: **3/4/2021**
DATE COMPLETED: **3/4/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **23.5**
GROUND SURFACE ELEVATION: **178**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	12	2-2-2	4	178.0	0	CL		Light Brown, moist, soft, Sandy Lean CLAY.	Topsoil: 4 in.
S-2	2.5	18	3-4-4	8	176.0		SM		Light Brown, moist, loose, Silty SAND.	
S-3	5.0	18	2-2-3	5	174.0		ML		Tan, moist, medium stiff, Sandy SILT.	
S-4	8.5	16	3-4-5	9	171.0	6	SM		Gray to Light Brown, moist, loose, Silty SAND.	
S-5	13.5	16	2-2-3	5		12				▽ ▽
S-6	18.5	18	2-2-4	6		18			Same, Dark Gray	
S-7	23.5	16	4-5-6	11		24			Same, medium dense	▽
					153.0				Boring terminated at 25 feet.	
						30				
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-3

Sheet 1 of 1

LOG OF BORING NO. GTA-4

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): **14.0** | **n/a*** |
DATE: **3/5/2021** |
CAVED (ft): **15.0** |

DATE STARTED: **3/5/2021**
DATE COMPLETED: **3/5/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **Dry**
GROUND SURFACE ELEVATION: **148**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	12	WOH/12"-3	3	148.0	0	SP		Light Gray, moist, very loose, Poorly Graded SAND, trace Silt, and Organics (Root Fragment).	Topsoil: 6 in.
					146.0		SC		Gray to Light Reddish Brown, moist, loose, Clayey SAND.	
S-2	2.5	16	2-3-4	7						
S-3	5.0	14	3-3-5	8		6				
					141.0		ML		Dark Gray, moist, medium stiff, Sandy SILT.	
S-4	8.5	12	2-2-3	5						
					136.0	12	SM		Dark Gray to Tan, moist, medium dense, Silty SAND.	▼
S-5	13.5	16	6-7-9	16	133.0				Boring terminated at 15 feet.	
						18				
						24				
						30				
						36				

NOTES: ***Final water reading was impacted by surface water runoff into the borehole and is not reported.**

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-4

LOG OF BORING NO. GTA-5

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): **4.8** | **n/a*** |
DATE: **3/5/2021** |
CAVED (ft): **13.0** |

DATE STARTED: **3/5/2021**
DATE COMPLETED: **3/5/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **8.5**
GROUND SURFACE ELEVATION: **151**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					151.0	0	ML		Light Brown, moist, soft, Sandy SILT.	Topsoil: 6 in.
S-1	0.0	16	WOH-2-2	4	149.0		SM		Brown, moist, loose, Silty SAND.	
S-2	2.5	16	2-2-3	5						
S-3	5.0	16	2-3-4	7		6				▽
S-4	8.5	16	2-3-4	7					Same, Dark Gray	▽
S-5	13.5	18	3-3-3	6		12				
					136.0				Boring terminated at 15 feet.	
						18				
						24				
						30				
						36				

NOTES: ***Final water reading was impacted by surface water runoff into the borehole and is not reported.**

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-5

LOG OF BORING NO. GTA-6

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): **Dry** | **1.6** |
DATE: **3/8/2021** | **3/9/2021** |
CAVED (ft): **Pipe** | **Pipe** |

DATE STARTED: **3/8/2021**
DATE COMPLETED: **3/8/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **Dry**
GROUND SURFACE ELEVATION: **162**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					162.0	0	SM		Light Brown, moist, wet, Silty SAND.	Topsoil: 5 in.
S-1	0.0	14	2-2-3	5						
									Same, moist	
S-2	2.5	16	3-3-3	6		6				
S-3	5.0	16	2-3-3	6						
									Same, trace Gravel	
S-4	8.5	18	3-4-4	8	152.0				Boring terminated at 10 feet.	
						12				
						18				
						24				
						30				
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-6

Sheet 1 of 1

LOG OF BORING NO. GTA-7

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft):	Dry	5.5	
DATE:	3/8/2021	3/9/2021	
CAVED (ft):	8.5	6.0	

DATE STARTED: **3/8/2021**
DATE COMPLETED: **3/8/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **Dry**
GROUND SURFACE ELEVATION: **168**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					168.0	0	SM		Light Brown, moist, loose, Silty SAND.	Topsoil: 5 in.
S-1	0.0	16	3-3-4	7	166.0		SC		Brown, moist, loose, Clayey SAND.	
S-2	2.5	18	3-3-5	8						
S-3	5.0	18	2-3-3	6		6				▼
S-4	8.5	16	3-4-6	10					Same, Gray	
					158.0				Boring terminated at 10 feet.	
						12				
						18				
						24				
						30				
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-7

Sheet 1 of 1

LOG OF BORING NO. GTA-8

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft):	10.0	5.2	
DATE:	3/8/2021	3/9/2021	
CAVED (ft):	10.3	5.7	

DATE STARTED: **3/8/2021**
DATE COMPLETED: **3/8/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **8.5**
GROUND SURFACE ELEVATION: **166**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
						0				
S-1	0.0	12	1-1-2	3	166.0		SM		Brown, moist, very loose, Silty SAND.	Topsoil: 5 in.
									Same, loose	
S-2	2.5	16	3-4-4	8						
					162.0		SP		Light Brown, moist, loose, Poorly Graded SAND, trace Silt.	
S-3	5.0	14	2-3-4	7		6				
					159.0		SM		Light Brown to Brown, moist, loose, Silty SAND.	
S-4	8.5	18	3-3-3	6						
						12				
S-5	13.5	14	4-5-7	12					Same, Dark Gray, medium dense	
					151.0				Boring terminated at 15 feet.	
						18				
						24				
						30				
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-8

Sheet 1 of 1

LOG OF BORING NO. GTA-9

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft):	Dry	2.4	
DATE:	3/8/2021	3/9/2021	
CAVED (ft):	6.0	3.6	

DATE STARTED: **3/8/2021**
DATE COMPLETED: **3/8/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **Dry**
GROUND SURFACE ELEVATION: **161**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
						0				
S-1	0.0	16	3-3-3	6	161.0		CL		Light Brown, moist, medium stiff, Lean CLAY with Sand.	Topsoil: 4 in.
					159.0		SC		Reddish Brown, moist, loose, Clayey SAND.	▼
S-2	2.5	16	4-4-6	10	157.0		SP		Gray to Brown, moist, medium dense, Poorly Graded SAND, trace Silt.	
S-3	5.0	14	3-4-9	13		6				
					154.0		SM		Brown to Gray, moist, loose, Silty SAND.	
S-4	8.5	16	3-4-5	9	151.0				Boring terminated at 10 feet.	
						12				
						18				
						24				
						30				
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-9

Sheet 1 of 1

LOG OF BORING NO. GTA-10

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft):	Dry	8.9	
DATE:	3/8/2021	3/9/2021	
CAVED (ft):	Pipe	Pipe	

DATE STARTED: **3/8/2021**
DATE COMPLETED: **3/8/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **Dry**
GROUND SURFACE ELEVATION: **158**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					158.0	0	ML		Light Brown, moist, medium stiff, Sandy SILT.	Topsoil: 4 in.
S-1	0.0	14	WOH-3-3	6	156.0		SM		Tan, moist, loose, Silty SAND, trace Gravel.	
S-2	2.5	16	2-3-5	8	154.0		SP		Tan, moist, medium dense, Poorly Graded SAND, trace Silt.	
S-3	5.0	16	5-6-7	13		6				
					151.0		SM		Light Brown, moist, loose, Silty SAND.	▼
S-4	8.5	16	2-3-4	7						
						12				
S-5	13.5	18	3-3-4	7					Same, Dark Gray	
					143.0				Boring terminated at 15 feet.	
						18				
						24				
						30				
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-10

Sheet 1 of 1

LOG OF BORING NO. GTA-11

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): **13.0** | **n/a*** |
DATE: **3/5/2021** |
CAVED (ft): **Pipe** |

DATE STARTED: **3/5/2021**
DATE COMPLETED: **3/5/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **Dry**
GROUND SURFACE ELEVATION: **145**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	10	WOH/12"-5	5	145.0	0	SM		Light Brown, moist, loose, Silty SAND.	Topsoil: 6 in.
					143.0		SC		Light Brown, moist, loose, Clayey SAND, trace Gravel.	
S-2	2.5	16	3-5-5	10						
S-3	5.0	14	2-3-4	7		6				
									Same, Dark Gray	
S-4	8.5	14	2-2-4	6						
					133.0	12	SM		Dark Gray, moist, loose, Silty SAND.	▼
S-5	13.5	18	2-3-4	7	130.0				Boring terminated at 15 feet.	
						18				
						24				
						30				
						36				

NOTES: ***Final water reading was impacted by surface water runoff into the borehole and is not reported.**

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-11

LOG OF BORING NO. GTA-12

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): **4.0** | **n/a*** |
DATE: **3/5/2021** |
CAVED (ft): **8.3** |

DATE STARTED: **3/5/2021**
DATE COMPLETED: **3/5/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **8.5**
GROUND SURFACE ELEVATION: **149**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					149.0	0	SM		Brown, moist, loose, Silty SAND.	Topsoil: 5 in.
S-1	0.0	8	1-1-4	5						
									Same, Brown to Gray	
S-2	2.5	14	3-3-3	6						
						6			Same, very loose, trace Gravel	
S-3	5.0	10	3-2-1	3						
									Same, Dark Gray, loose, no Gravel	
S-4	8.5	14	3-3-4	7	139.0				Boring terminated at 10 feet.	
						12				
						18				
						24				
						30				
						36				

NOTES: ***Final water reading was impacted by surface water runoff into the borehole and is not reported.**

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-12

LOG OF BORING NO. GTA-13

PROJECT: **9911 Brightseat Road**
PROJECT NO.: **31210301**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): **14.8** | **6.2**
DATE: **3/4/2021** | **3/5/2021**
CAVED (ft): **Pipe** | **Pipe**

DATE STARTED: **3/4/2021**
DATE COMPLETED: **3/4/2021**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **K. Kozak**
DRILLING METHOD: **3.25 in. HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft): **Dry**
GROUND SURFACE ELEVATION: **166**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **WPM**
CHECKED BY: **VKP**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
					166.0	0	CL		Brown, moist, medium stiff, Sandy CLAY.	Topsoil: 4 in.
S-1	0.0	14	1-2-3	5	164.0		SM		Brown, moist, loose, Silty SAND.	
S-2	2.5	18	3-3-4	7	162.0		SC		Brown to Gray, moist, loose, Clayey SAND.	
S-3	5.0	16	2-3-3	6		6				▼
S-4	8.5	18	2-2-3	5					Same, Dark Gray	
S-5	13.5	16	2-3-4	7		12				▼
					151.0				Boring terminated at 15 feet.	
						18				
						24				
						30				
						36				

NOTES:

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. GTA-13

Sheet 1 of 1

APPENDIX C
LABORATORY DATA

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary

9911 Brightseat Road
March 16, 2021
31210301

Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
GTA-3	S-1	0.0-1.5	21.4
	S-2	2.5-4.0	13.6
	S-3	5.0-6.5	18.9
	S-4	8.5-10.0	24.5
	S-5	13.5-15.0	40.9
	S-6	18.5-20.0	29.0
	S-7	23.5-25.0	26.7
GTA-4	S-1	0.0-1.5	19.4
	S-2	2.5-4.0	20.4
	S-3	5.0-6.5	21.3
	S-4	8.5-10.0	27.0
	S-5	13.5-15.0	21.2
GTA-5	S-1	0.0-1.5	27.5
	S-2	2.5-4.0	27.8
	S-3	5.0-6.5	27.9
	S-4	8.5-10.0	27.5
	S-5	13.5-15.0	26.8
GTA-6	S-1	0.0-1.5	16.5
	S-2	2.5-4.0	16.9
	S-3	5.0-6.5	21.5
	S-4	8.5-10.0	16.8
GTA-9	S-1	0.0-1.5	26.8
	S-2	2.5-4.0	24.9
	S-3	5.0-6.5	18.6
	S-4	8.5-10.0	28.3

Checked By: JCA

GEO-TECHNOLOGY ASSOCIATES, INC.
Natural Moisture Content Summary

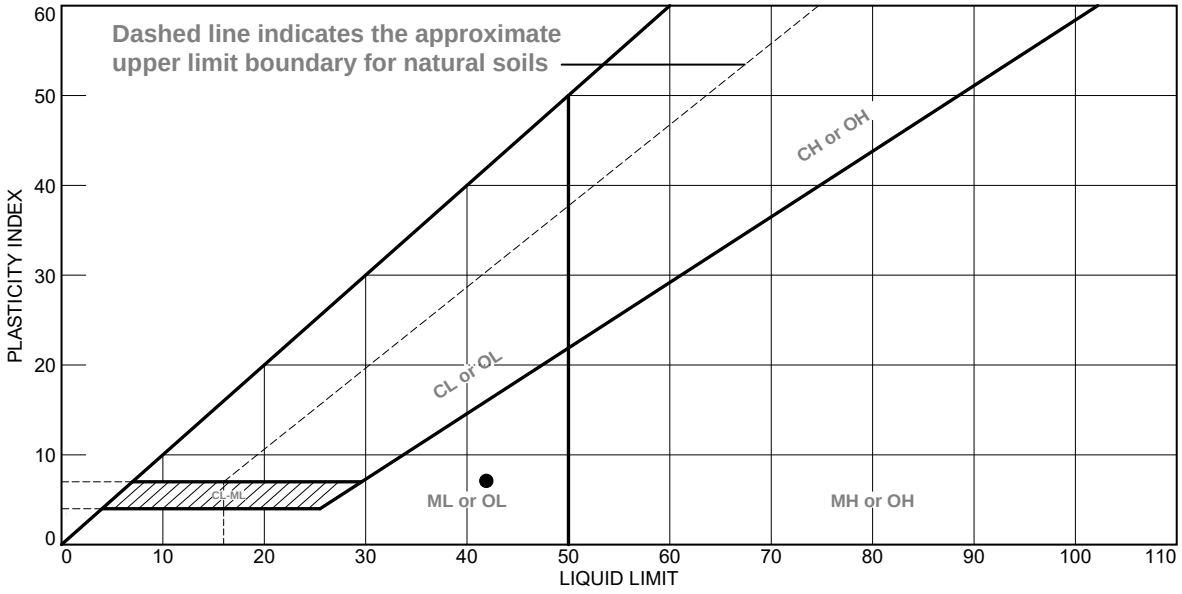
9911 Brightseat Road
March 16, 2021
31210301

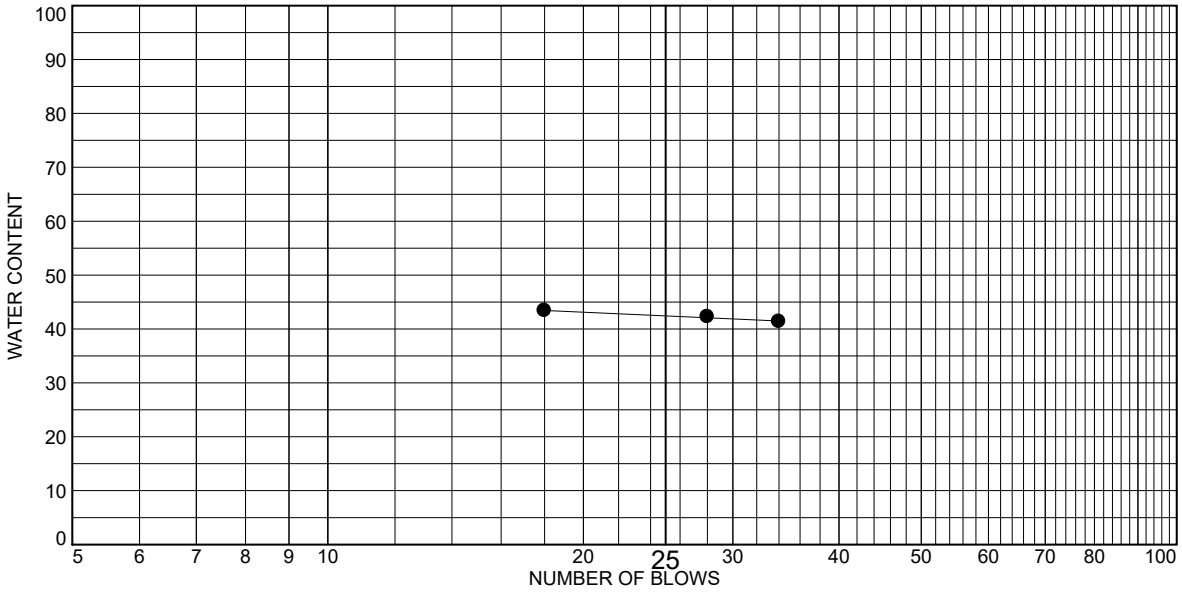
Test Method: ASTM D 2216

BORING No.	SAMPLE No.	DEPTH (FT)	NATURAL MOISTURE CONTENT %
GTA-11	S-1	0.0-1.5	14.2
	S-2	2.5-4.0	18.3
	S-3	5.0-6.5	24.9
	S-4	8.5-10.0	19.6
	S-5	13.5-15.0	26.9
GTA-12	S-1	0.0-1.5	19.9
	S-2	2.5-4.0	19.1
	S-3	5.0-6.5	17.8
	S-4	8.5-10.0	23.4

Checked By: JCA

LIQUID AND PLASTIC LIMITS TEST REPORT - ASTM D4318





	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	Gray to Light Brown, Silty SAND	42	35	7	97.1	34.3	SM

Project No. 31210301 **Client:** Brightseat Land Developer GP, LLC

Project: 9911 Brightseat Road

Location: GTA-3
Sample Number: S-5 **Depth:** 13.5-15.0

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

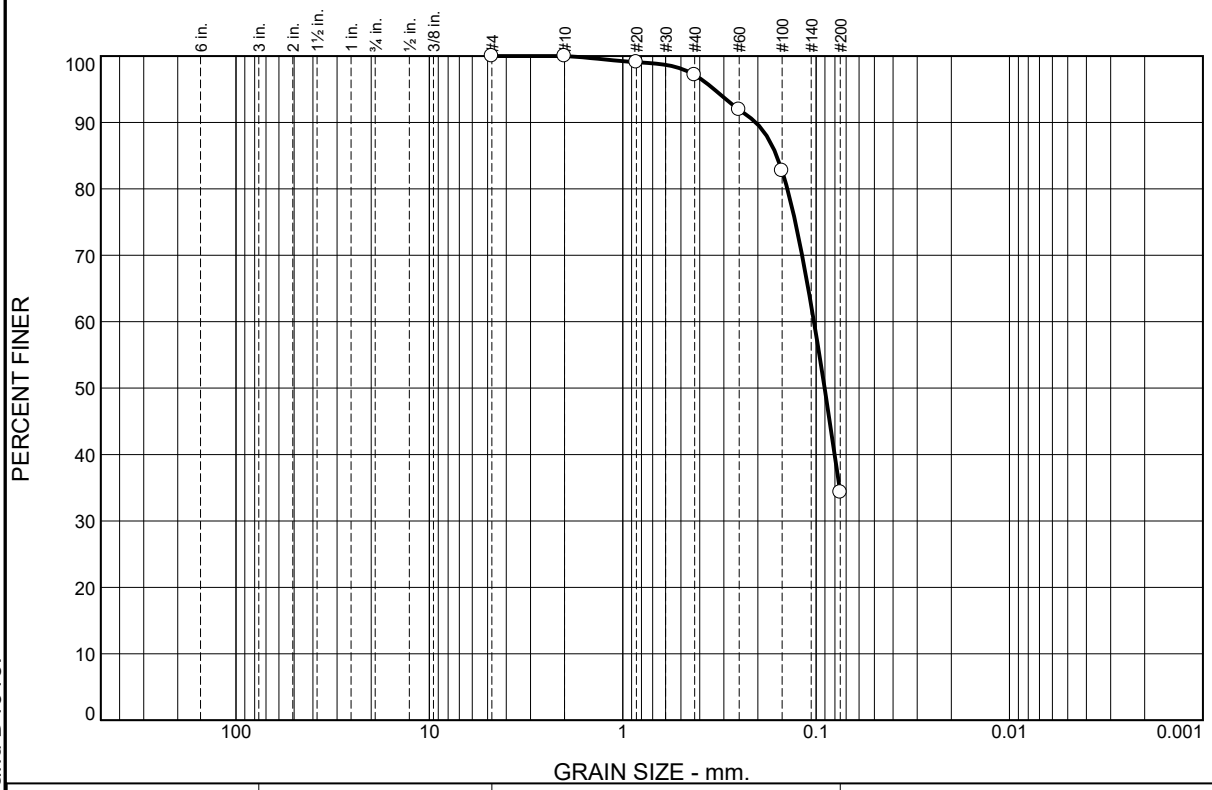
Remarks:

Figure

ASTM Specifications performed may include: D421, D422, D2216, D2217, and D4318.

Tested By: JCA **Checked By:** SJT

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.0	0.0	2.9	62.8	34.3	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
#4	100.0		
#10	100.0		
#20	99.1		
#40	97.1		
#60	91.9		
#100	82.7		
#200	34.3		

* (no specification provided)

Soil Description

Gray to Light Brown, Silty SAND

Atterberg Limits

PL= 35 LL= 42 PI= 7 NM= 40.9

Coefficients

D_{90}= 0.2051 D_{85}= 0.1601 D_{60}= 0.1026
D_{50}= 0.0904 D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= SM AASHTO= A-2-5(0)

Remarks

Location: GTA-3
Sample Number: S-5 **Depth:** 13.5-15.0 **Date:** 3/16/21

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

Client: Brightseat Land Developer GP, LLC
Project: 9911 Brightseat Road
Project No: 31210301 **Figure**

ASTM Specifications performed may include: D421, D422, D2216, D2217, and D4318.

Tested By: JCA **Checked By:** SJT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
Historic Preservation Section

301-952-3680

January 3, 2023

MEMORANDUM

TO: Tierre Butler, Urban Design Section, Development Review Division

VIA: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division ***JAS***

FROM: Tyler Smith, Historic Preservation Section, Countywide Planning Division ***TAS***
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division ***AGC***

SUBJECT: **CSP-22003 Brightseat Industrial**

The subject property comprises 12.04 acres and is located on the east side of Brightseat Road, approximately 460 feet north of its intersection with Medical Center Drive. The subject property is zoned IE (Industrial, Employment) and located within the 2010 *Approved Subregion 4 Master Plan* area. The subject application proposes the development of a 168,209 square-foot warehouse/ distribution building.

The subject property is within the 2010 *Approved Subregion 4 Master Plan* area. The master plan contains goals and policies related to Historic Preservation (pages 287-296). However, these are not specific to the subject site or applicable to the proposed development.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. The Historic Preservation Section staff recommends approval of CSP-22003 Brightseat Industrial, without conditions.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department
Community Planning Division
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org
301-952-3972

January 30, 2023

MEMORANDUM

TO: Andrew Shelly, Planner II, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long Range Planning Section, Community Planning Division

FROM: Anusree Nair, Planner II, Neighborhood Revitalization Section, Community Planning Division AN

SUBJECT: CSP-22003 Brightseat Industrial

FINDINGS

Pursuant to Subtitle 27, Part 3, Division 9, Subdivision 2 of the Prior Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Conceptual Site Plan outside of an overlay zone.

Location: 9911 Brightseat Road, Hyattsville, MD 20785

Size: 12.0402 acres

Existing Uses: Vacant

Proposal: The applicant proposes to construct a warehouse/distribution facility of 152,080 square feet.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located within the Established Communities Growth Policy Area. *Plan Prince George's 2035 Approved General Plan (Plan 2035)* describes Established Communities as areas most appropriate for context-sensitive infill and low- to -medium density development. Plan 2035 recommends maintaining and enhancing existing public services, facilities, and infrastructure in these areas to ensure that the needs of existing residents are met. (p. 20. Also refer to Map 1. Prince George's County Growth Policy Map, p. 18.)

Master Plan: The *2010 Approved Subregion 4 Master Plan and Sectional Map Amendment* designates the future land use for the subject property as Industrial. The Subject Property is in the Landover Metro Center industrial area (P 121). The Plan identifies that the accessibility and proximity of the area to the highway system provides an ideal location for office, flex (lightly zoned industrial or office space where the building provides its occupants the

flexibility of utilizing the location for office or showroom space in combination with manufacturing, laboratory, warehouse, etc.), and industrial uses to occur (p.78).

In addition, in *Chapter 5, Living Areas and Industrial Centers, Industrial Center, Proposed Industrial Use Development Pattern, Policy 1* (p.123) the plan recommends to preserve and enhance existing industrial uses wherever possible along the northern and eastern perimeter of the subregion. The plan also recommends improving the relationship between viable industrial and non-industrial areas by enhancing buffers (*Policy 2*, p.124).

Planning Area: PA 72

Community: Landover & Vicinity

Aviation/MIOZ: This property is not located in an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: *The 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment* retained the I-3 (Planned Industrial/Employment Park) zone on the subject property. On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from I-3 (Planned Industrial/Employment Park) to IE (Industrial, Employment), effective April 1, 2022.

MASTER PLAN CONFORMANCE ISSUES:

There are no master plan conformance issues.

cc: Long-range Agenda Notebook
Frederick Stachura, J.D., Supervisor, Neighborhood Revitalization Section, Community Planning Division

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
Transportation Planning Section

301-952-3680

January 26, 2023

MEMORANDUM

TO: Andrew Shelly, Zoning Review Section, Development Review Division

FROM: BHP Benjamin Patrick, Transportation Planning Section, Countywide Planning Division

VIA: William Capers III, PTP, Transportation Planning Section, Countywide Planning Division

SUBJECT: CSP-22003 – Brightseat Industrial

Proposal:
The subject Conceptual Site Plan (CSP) application proposes the construction of 152,080 square feet of warehouse use on approximately 12.04 acres of land. The site is located on the east side of Brightseat Road approximately 460 feet north of its intersection with Medical Center Drive. The Transportation Planning Section's review of the CSP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval:
There are no prior conditions of approval on the subject property.

Master Plan Compliance

Master Plan Roads
The subject property fronts Brightseat Road along the western boundaries of the site. The *2009 Countywide Master Plan of Transportation* (MPOT) and the *2010 Approved Subregion 4 Master Plan* recommends the portion of Brightseat Road along the property's frontage as a 4-lane facility within 80 feet of right-of-way.

Comment: The latest CSP submission shows the extent of the ultimate right-of-way along the property's frontage, consistent with the master plan's recommendation. Staff finds the CSP acceptable but recommends as a condition of approval that 40 feet of right-of-way dedication from the centerline be shown on the subsequent preliminary plan of the subdivision application.

Master Plan Pedestrian and Bike Facilities
The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends a planned bike lane on Brightseat Road along the property's frontage.

The MPOT also provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.
>
> Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.
>
> Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.
>
> Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

This portion of Brightseat Road that fronts the subject property also falls within the *2010 Approved Subregion 4 Master Plan* which makes similar recommendations.

Comment: The applicant has indicated their intent to install shared lane (sharrows) markings along Brightseat Road instead of the recommended dedicated bike lane unless otherwise modified by the Department of Permitting, Inspections, and Enforcement. Staff does not support the modification to install sharrows as this will change the functionality of the recommended master plan facility as a separate continuous/uninterpreted bike lane which was not considered and adopted by the County Council. Furthermore, the staff is concerned about the safety implications of a shared roadway along this section of Brightseat Road which will have an ultimate configuration of a four-lane collector roadway that will support a high volume of vehicular traffic. A dedicated bike lane would provide the necessary separation for vehicles and bicyclists and will facilitate safe mobility for nonmotorized travel as designated in the 2009 MPOT. The installation of the bike lane will also be consistent with pending and approved developments near the site. For these reasons, staff recommends that a bicycle lane be installed along the subject property's frontage of Brightseat Road and be shown on the subsequent detailed site plan.

Additionally, to facilitate the master plan policies for pedestrian connectivity, staff recommends that a minimum of 6-foot-wide sidewalks is provided along the perimeter of all buildings and that crosswalks are provided to facilitate pedestrian connections with the parking area and proposed buildings.

Transportation Planning Review

Zoning Ordinance Compliance

Sections 27-274 discuss transportation and circulation requirements for a Conceptual Site Plan (CSP). The section references the following design guidelines described in Section 27-274(a):

> (2) Parking, loading, and circulation

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

(ii) Parking spaces should be located as near as possible to the uses they serve;
(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;
(ix) Pedestrian and vehicular routes should generally be separate and marked.

Comment: The latest CSP submission shows conceptual routes for vehicular and pedestrian circulation along the property's Brightseat road frontage and within the site. The CSP shows that access will be provided via two proposed vehicle access connections along Brightseat Road which will allow for full turning movements to/from the site. The plans show surface parking is separated where employees' parking is provided on the northern side of the building while the southern surface parking area will be utilized for the loading operation. The separated parking will help to eliminate the conflicts between trucks and pedestrians and staff finds this acceptable. A sidewalk is provided along the western side of the building that will allow for pedestrian movements around the building in addition to a sidewalk connection that will provide a pedestrian connection from Brightseat Road. Staff finds that the vehicular access and circulation are sufficient and meet the required findings per section 27-274 of the Zoning Ordinance.

Conclusion:

Overall, from the standpoint of The Transportation Planning Section it is determined that this plan is acceptable if the following condition is met:

1. The applicant, and the applicant's heirs, successors, and/or assigns shall show on the Preliminary Plan of Subdivision a minimum of 40 feet right-of-way dedication from the centerline along the property's frontage of Brightseat Road.
2. Prior to the acceptance of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall:
    a. Submit a bicycle and pedestrian plan which displays the details, location, and extent of the following facilities:
    b. A marked bicycle lane along the subject property's frontage of Brightseat Road unless modified by the operating agency with written correspondence.
    c. A minimum of a 6-foot sidewalk along the perimeter of all buildings
    d. Crosswalks and striping that provide pedestrian connections from the parking area to the building (s) onsite.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

January 30, 2022

MEMORANDUM

TO: Andrew Shelly, Planner II, Urban Design Section

VIA: Mridula Gupta, Planner III, Subdivision Section MG

FROM: Mahsa Vatandoost, Planner II, Subdivision Section MV

SUBJECT: CSP-22003; Brightseat Industrial

The subject property is located in Tax Map 60, Grids C-4, D-4 and Tax Map 67, Grids C-1 and D-1. The property consists of 12.4 acres, and is located within the Industrial Employment (IE) Zone. However, this conceptual site plan (CSP) application was submitted for review under the prior Zoning Ordinance. Therefore, the property is reviewed pursuant to the prior Planned Industrial/ Employment Park (I-3) zoning of the property, and prior Subdivision Regulations.

The applicant proposes industrial development, specifically, a 152,080 square-foot distribution warehouse on the subject property. There are no prior preliminary plans of subdivision (PPS) approved for the subject property. The proposed development will require a PPS and a certificate of adequacy in accordance with Section 24-107 of the prior Subdivision Regulations. PPS 4-22046 and certificate of adequacy ADQ-2022-032 have been submitted for this site, which are currently in review. The PPS is tentatively scheduled to be heard by the Planning Board on February 3, 2023. This CSP should be approved prior to the approval of the PPS. Staff note that PPS 4-22046 will be reviewed pursuant to Section 24-1900 of the Subdivision Regulations, and not Section 24-1703 of the Subdivision Regulations, since this CSP was accepted for review after April 1, 2022.

The property is known as Parcel 4 which is a deed parcel described in the Prince George's County Land Records in Liber 37146 at folio 216. There are no prior final plats of subdivision recorded for this property. Final plats of subdivision will be required subsequent to approval of this CSP amendment and following the approval of the PPS and DSP before any building permits may be approved for the development of this site.

Plan Comments

1. The CSP proposes one parcel with two access points to Brightseat Road. No public or private streets are proposed for the development. The location of access points and any required public right-of-way dedication will be reviewed further with the PPS application. Also, the location of public utility easements required along all public streets will be determined with the PPS.

Recommended Conditions

None.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. A preliminary plan of subdivision and final plat will be required for the proposed development. There are no other subdivision issues at this time.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

9

Countywide Planning Division
Environmental Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3650

January 30, 2023

MEMORANDUM

TO: Andrew Shelly, Planner II, Zoning Section, DRD

VIA: Maria Martin, Acting Supervisor, Environmental Planning Section, CWPD *MM*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MAR*

SUBJECT: **Brightseat Industrial; CSP-22003 and TCP1-021-2022**

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP-22003) and a Type 1 Tree Conservation Plan (TCP1-021-2022), received on December 8, 2022. Verbal and written comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on December 23, 2022. Revised information was received on January 23, 2023. The EPS recommends approval of CSP-22003 and TCP1-021-2022, based on the conditions listed at the end of this memorandum.

BACKGROUND
The EPS previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-068-2022	N/A	Staff	Approved	5/26/2022	N/A
CSP-22003	TCP1-021-2022	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The applicant is requesting approval of CSP-22003 and TCP1-021-2022 for the construction of a 152,080 square feet warehouse and associated infrastructure. The current zoning for the site is Industrial Employment (IE); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Planned Industrial/Employment Park (I-3) Zone.

GRANDFATHERING
The project is subject to the environmental regulations contained in prior Subtitles 24, 27, and Subtitle 25 that came into effect on September 1, 2010, because the application will require a new preliminary plan of subdivision (PPS).

SITE DESCRIPTION
The subject application area is 12.04 acres and is located on the east side of Brightseat Road and is west of the Capital Beltway. A review of the available information indicates that no regulated environmental features (REF), such as streams, and wetlands with associated buffers, are present on-site.

According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), and used on PGAtlas, there are no rare, threatened, or endangered (RTE) species found to occur on or near this property. During the NRI review process, a March 2, 2022 letter was submitted from the Maryland Department of Natural Resources (DNR) Wildlife and Heritage Service. This DNR letter states that there are no known RTE species found to occur on or near this property. This site is **located** in the Southwest Branch sub-watershed that flows into the Western Branch watershed, located within the Patuxent River basin. The site has frontage on Brightseat Road, which is identified as a Collector Roadway, and the Capital Beltway to the west, which is identified as a Freeway. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's* 2035 *Approved General Plan*. According to the *Countywide Green Infrastructure Plan* and the *Approved Prince George's County Resource Conservation Plan* (May 2017), two-thirds of the entire project area, except for the center of the site, is identified as being in an Evaluation Area.

ENVIRONMENTAL REVIEW

Natural Resource Inventory

A Natural Resource Inventory (NRI-068-2022) plan was approved on May 26, 2022, and is provided with this application. This site is not associated with any REFs, such as streams, wetlands, or associated buffers. No specimen or historic trees are associated with this site. The TCP1 and the CSP show all the required information correctly in conformance with the NRI. No additional information is required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A TCP1-021-2022 was submitted with the CSP application.

Based on the TCP1 submitted with this application, the site is 12.04 acres, contains 6.24 acres of woodland in the net tract, and has a woodland conservation threshold of 1.81 acres (15 percent). The Woodland Conservation Worksheet proposes the removal of 5.92 acres of woodland, for a woodland conservation requirement of 5.89 acres. According to the TCP1 worksheet, the requirement is proposed to be met with 0.64 acres of afforestation/reforestation on-site, and 5.25 acres of off-site woodland conservation credits. The Environmental Letter of Justification provided with the application indicates that the landscape buffer required along the southern boundary to buffer the incompatible use between the properties will be used to count as landscape credits towards meeting the woodland conservation credits instead of reforestation as shown on the TCP1. The TCP1 shall be corrected prior to certification to reflect this correction.

Regulated Environmental Features

No REFs were found on the subject property.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey, are Collington-Wist complex, and Collington-Wist-Urban land complex. Marlboro clay and Christiana complexes are not found on or near this property. A geotechnical analysis is not required at this time but will be required with the detailed site plan (DSP) application.

Stormwater Management (SWM)

An approved SWM concept letter and plan (#22460-2022) were submitted with the subject application. Proposed SWM features include five micro-bioretention facilities, two submerged gravel wetlands, and underground storage pipes. No further information is required regarding SWM with this application.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS recommends approval of CSP-22003 and TCP1-021-2022, subject to the following conditions:

Recommended Findings:

1. The application area does not contain any specimen trees.

2. No Regulated Environmental Features (REFs) are located on the subject property.

3. Based on the level of design information shown on the CSP and a Letter of Justification for not meeting the woodland requirement on-site, landscape credits will be used to meet a portion of the woodland conservation requirement.

Recommended Conditions:

1. Prior to signature approval of the CSP, the TCP1 shall be revised as follows:

    a. The stormwater facility within the landscape buffer along the southern boundary shall be relocated for the landscape credits to count towards meeting the woodland conservation requirement on-site.

    b. Revise the plan to show the layout of the area were landscape credits will be used along the southern property line.

    c. Update the worksheet to show landscape credits being used.

    d. Correct Note # 10 of the Standard Type 1 Conservation Plan Notes, the correct section number is 25-119 (g).

    e. Have the plans signed and dated by the qualified professional who prepared them.

2. Prior to acceptance of the detailed site plan, a geotechnical analysis shall be included in the application package.

MEMORANDUM

December 21, 2022

TO: Tierre Butler, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE

Re: CSP-22003, Brightseat Industrial

CR: Brightseat Rd.(County)
CR: Jericho City Dr., (County)

This memorandum is in response to Conceptual Site Plan CSP 22003 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed development is located on the east side of Brightseat Road approximately 460 feet, north of its intersection with Medical Center Drive.

- The applicant proposes development of a 168,209 sqft warehouse/distribution building

- CSP 22003 is consistent with the Site Development Concept Plan 22460-2022.

  <u>DPIE Site Road Traffic Comments:</u>

  - In permitting stage, applicant to provide frontage improvements for Brightseat Road, including but not limited to street lighting, signing and pavement marking, street trees, MOT and dedication of right of way.
  - In permitting stage, ramps shall be adjusted so flares are not outside the ROW lines.
  - In permitting stage, applicant to provide bike lane along Brightseat Road.

- DPIE has no objection to CSP 22003.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, at (301) 883-5710.

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Applicant: Brightseat Property, LLC, 5850 Waterloo Road, Suite 210, Columbia, MD 21045
Agent: Thomas H Haller, 1300 Caraway Ct #102, Largo, MD 20774

s:\dpie\siteroadplanreviewdivision\northdistrict\mncppc referral\2022\csp-22003. brightseat industrial .doc

Additional Back-up

For

CSP-22003
Brightseat Industrial

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
BRIGHTSEAT ROAD INDUSTRIAL
CONCEPTUAL SITE PLAN CSP-22003

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-22003 and Type 1 Tree Conservation Plan TCP1-021-2022 for Brightseat Industrial, subject to the following conditions:

1. Prior to certification of approval of the conceptual site plan (CSP), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

   ~~a. The stormwater facility within the landscape buffer, along the southern boundary, shall be relocated for the landscape credits to count toward meeting the woodland conservation requirement on-site.~~

   ~~b. Revise the plan to show the layout of the area where landscape credits will be used, along the southern property line .~~

   ~~c~~a. Revise the worksheet to show landscape credits being used.

   ~~d~~b. Correct Note 10 of the standard Type 1 conservation plan notes, the correct section number is 25-119.

   ~~e~~c. Have the plans signed and dated by the qualified professional who prepared them.

2. At the time of preliminary plan of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall show a minimum of a 40-foot right-of-way dedication from the centerline, along the property's frontage of Brightseat Road.

3. Prior to acceptance of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

   a. A geotechnical analysis

   b. A bicycle and pedestrian plan, which displays the details, location, and extent of the following facilities:

      (1) A marked bicycle lane along the subject property's frontage of Brightseat Road, unless modified by the operating agency with written correspondence.

      (2) A minimum of a 6-foot-wide sidewalk along the perimeter of all buildings.

      (3) Crosswalks and striping that provide pedestrian connections from the parking area to the building(s) on-site.

4. Prior to issuance of permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

a. Frontage improvements for Brightseat Road including, but not limited to, street lighting, signing and pavement marking, street trees, and dedication of right-of-way.

b. Adjustments to the ramps, so flares are not outside the right-of-way lines.