James J. Rowley Training Center Master Plan Environmental Assessment Laurel, Maryland

Prepared for:
United States Secret Service,
Department of Homeland Security

By:
AECOM

Project Number:
GS-11P-12-MK-C-0012

August 2012

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JAMES J. ROWLEY TRAINING CENTER MASTER PLAN

ENVIRONMENTAL ASSESSMENT

Responsible Agency:
U.S. Secret Service

Abstract:
The U.S. Secret Service (USSS) has prepared this Environmental Assessment (EA) for the James J. Rowley Training Center (RTC) Master Plan 2012 Update, located in Prince George's County, Maryland. The project includes the construction of new facilities, the renovation of existing facilities, the consolidation of facilities into precincts, infrastructure expansion, and security upgrades. This EA considers the environmental effects of implementing a No Action (No Build) Alternative and an Action Alternative.

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1.0 PURPOSE AND NEED

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1.1 Introduction

The James J. Rowley Training Center (RTC), located in Prince George's County, Maryland, is owned and operated by the U.S. Secret Service (USSS). The mission of the RTC is to develop, administer, and coordinate all training programs related to the protective, investigative, and administrative activities of the agency. The USSS proposes to update its Master Plan dating from 1996 for the RTC to allow for gradual expansion and program improvements over the next 10 to 15 years. The goal of the *James J. Rowley Training Center Master Plan, 2012 Update* (2012 RTC Master Plan) is the creation of a world-class campus that efficiently utilizes the extensive land holdings of the RTC. The objectives are to provide tactical training facilities, classroom and conference instruction space, recreational facilities, and inter-campus transportation facilities, while updating the roadway and utility infrastructure, and security measures for the entire campus.

The USSS is preparing this Environmental Assessment (EA) to determine the potential impacts that the implementation of the Master Plan would have on the natural and man-made environment. This EA has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, the Council on Environmental Quality (CEQ) regulations implementing NEPA [40 CFR 1500-1508 (1986)], and the Department of Homeland Security's (DHS) Directive 023-01, Environmental Planning Program.

This EA evaluates the potential environmental impacts of the implementation of the 2012 RTC Master Plan, as well as the impacts of a No Action Alternative. Potential environmental impacts are described for each of the alternatives, including short-term construction related impacts, long-term operational impacts, and cumulative impacts resulting from the implementation of the proposed action together with current or planned projects. The general study area includes the RTC property and the properties immediately surrounding the RTC, including the Beltsville Agricultural Research Center (BARC), the Patuxent Wildlife Research Center, the Baltimore-Washington Parkway (B-W Parkway), and the residential areas to the north of the property. This general study area is intended to serve as an area of emphasis within which the environmental impacts of the alternatives are analyzed. The study area may expand or contract for a specific resource depending upon the potential for impacts to a given geographic area.

1.2 Project Location

The RTC is located on approximately 439 acres of federally-owned land in the eastern portion of Prince George's County, Maryland. The site is approximately 2.5 miles north of the Capital Beltway, at the northeast corner of the intersection of the Baltimore-Washington Parkway (State Highway 295) and Powder Mill Road. The main access point for the RTC is located off of Powder Mill Road, which connects with Maryland Route 197 (Laurel Bowie Road) near the eastern edge of the RTC. The RTC is adjacent to the northern boundary of the BARC, operated by the U.S. Department of Agriculture (USDA). A portion of the Patuxent National Wildlife Research Center operated by the U.S. Geological Survey (USGS) is located northeast of the RTC. The regional location of the RTC is illustrated in Figure 1-1.

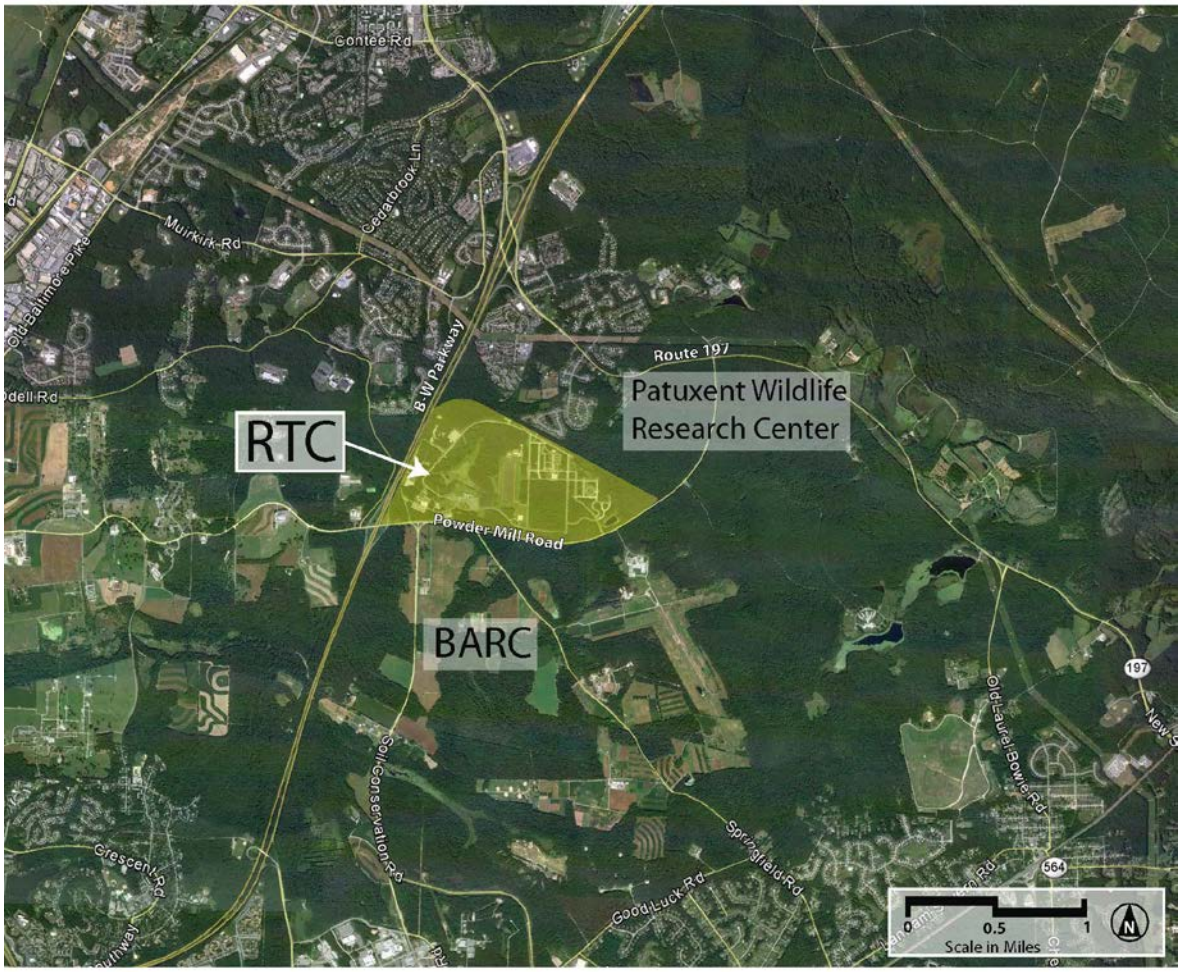

Figure 1-1: Project Location
Source: AECOM

1.3 Purpose and Need for the Proposed Action

The purpose of the 2012 RTC Master Plan is to document the physical requirements and propose engineering and architectural direction for the development of a world-class campus for training USSS and Security Enforcement personnel. The Master Plan will guide the USSS as phased development progresses. Identified planning objectives include the following:

- Use the campus more efficiently
- Provide needed space for specialized programs, classroom, and conference use
- Provide recreational and physical fitness facilities
- Accommodate inter-campus transportation
- Differentiate secured areas from non-secured public areas to promote flexible use
- Establish architectural design guidelines to achieve coherent architectural and environmental development campus-wide
- Identify the initial projects to be developed under the Master Plan and plan for incremental development of the campus
- Develop probable costs for phased development
- Coordinate with regional review agencies including the National Capital Planning Commission (NCPC) and Maryland-National Capital Parks and Planning Commission (M-NCPPC)

An updated Master Plan is necessary to support the different and evolving training programs associated with the agency's role in DHS. There are currently approximately 333 employees, in-service instructors, and students at the RTC. With the implementation of the 2012 RTC Master Plan, this is projected to increase to approximately 660 people.

The 2012 RTC Master Plan includes the anticipated buildings and improvements that would be required to meet the current and future demands of the USSS. The proposed improvements would provide an opportunity to reorganize and consolidate facilities in order to better facilitate the educational programs and improve operational efficiencies. Program features would be combined into shared facilities to promote greater campus unity.

1.4 Project Background

1.4.1 History of the RTC

The RTC was developed in 1969 as part of the consolidated Federal Law Enforcement Training Center (FLETC). NCPC approved the preliminary site and building plans for the primary administration structure of the RTC in 1972. In 1978, consolidated federal law enforcement functions were transferred to Glynco, Georgia, and the USSS obtained exclusive use of the Beltsville site.

NCPC initially approved a Master Plan for the development of the RTC on April 1, 1982. This document was subsequently revised in 1984 to provide guidance for development at the RTC through the 1980s and 1990s. The 1984 Master Plan recommended five phases of development that have since been implemented at the RTC.

In 1996, a new Master Plan was prepared to guide development necessary to accommodate consolidation of the USSS division in charge of protective, investigative, and employee development training with uniformed USSS personnel training at the RTC. The 1996 Master Plan called for the addition of two training categories within the RTC and the building program included 13 new buildings. At full build-out, the 1996 Master Plan would have accommodated 988 staff and students. Thus, the current population has not exceeded that projected in the 1996 Master Plan. By 2003, much of the proposed build-out had been completed, notably the Bowron Administration Building, the Merletti Classroom Building, and the Magaw Tactical Training Facility. Several smaller buildings were never constructed. Two projects proposed in 1996 are currently in design: an addition to the Merletti Building and a building on the site west of Merletti designated as a multi-purpose building.

In 2003, an update of the Master Plan was initiated; however, work was suspended in order to coordinate expected changes to the facility's mission. In June 2004, the USSS determined that an update of the previous master plan was needed in order to reflect current conditions at the RTC, to study current and projected program space requirements, and to guide development of appropriate facilities to meet the training needs of the USSS, now and in the future.

In 2006, an updated Master Plan was undertaken, and an EA was initiated, however work was suspended due to funding constraints. Work was again undertaken on the EA in 2009 but suspended due to funding. With the 2012 RTC Master Plan and EA, the USSS seeks to complete the work begun in 2006. The Master Plan proposes the consolidation of functions into new facilities and the improvement of existing facilities to accommodate the continuing and expanding requirements of the program at this world-class campus. Further details of the proposed improvements are provided in Section 2.2, Proposed Action Alternative.

1.4.2 Existing Facilities

The existing development on the campus includes low-density buildings ranging from one to several stories. Facilities are not currently organized by function, but are randomly dispersed throughout the RTC. The RTC's training functions are divided into six distinct branches: the Training Management Branch, the Use of Force Branch, the Mission Training Branch, the Campus Services Branch, the Academic Process Branch, and the Physical Skills Branch. The current organization of the campus does not reflect the organization of principal training functions or their respective support facilities at the RTC.

1.5 Public and Agency Involvement

In March 2007, letters were sent to agencies, organizations, and public officials requesting comments or concerns on the proposed project. In November 2009, scoping letters were again sent to these organizations and individuals updating them on the process and requesting comments on the Master Plan. The scope of the project has not changed since the 2007 and 2009 scoping efforts. The thirty-day scoping period began on November 25, 2009 with letters being sent out to the following organizations:

- NCPC
- National Park Service (NPS)
- DHS
- National Aeronautics and Space Administration (NASA)/Goddard Space Flight Center
- U.S. Army Corps of Engineers (USACE)
- USDA
- Maryland Department of Planning (MDP)
- Maryland Department of Natural Resources (MDNR)
- Maryland Historical Trust (MHT)
- M-NCPPC
- Prince George's County Police
- Prince George's County Fire/EMS
- Prince George's County Department of Public Works and Transportation
- Prince George's County Department of Environmental Resources
- Snowden Pond at Montpelier Homeowners Association
- Local, State, and Federal Government Officials

The USSS considered all comments received during the scoping process in the preparation of this EA. Comments received during the scoping period in 2009 are included in Appendix E: Scoping Letters.

1.6 Issues and Impact Topics

This EA has been prepared to evaluate the potential impacts that the implementation of the proposed Master Plan would have on a range of natural and man-made resources. These include:

- Land Use and Planning Policies
- Roadways and Traffic Patterns
- Parking
- Topography, Drainage, and Soils
- Water Resources
- Vegetation
- Wildlife
- Noise
- Utilities
- Stormwater Management
- Sustainability
- Hazardous Materials
- Coastal Zone Management

Several issues were initially considered for evaluation in this EA, but were eliminated from detailed analysis because impacts would be negligible. These issues, and the rationale for their elimination, are as follows:

Community Facilities: It is unlikely that the implementation of the Master Plan would result in demographic changes in the area, and thus it would not impact area schools, police, and fire and rescue services.

Economics, Demographics, and Housing: The proposed improvements would not change the demographic composition of the site or surrounding area and would not change the availability of permanent residential housing in the area. Therefore, a study of demographics and housing was eliminated from this EA.

Environmental Justice: According to Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, federal agencies are required to: 1) identify any disproportionately high and adverse effects on human health or human environment of minority and/or low-income populations resulting from federal programs, policies, and activities, and 2) identify alternatives that may mitigate these impacts. The RTC is not located near minority or low-income populations or communities as defined in the Environmental Protection Agency's Environmental Justice Guidance (1998). Therefore, a detailed analysis of environmental justice issues was eliminated from this EA.

Air Quality: Construction and operation activities would generate short-term negligible air emissions from the construction of proposed facilities and a slight increase in vehicular trips to the site. The Washington, DC Metropolitan area is currently designated as a moderate non-attainment area for the federal eight-hour ozone standard and non-attainment area for the fine particulate (PM2.5) standard. Federal agencies are required to determine if their actions are in conformity with the area's air quality compliance plan. Due to the intermittent, short duration of construction activities over the next ten years, and only a slight increase in peak hour trips that would not materially impact area intersections, project emission levels are estimated to be sufficiently below the *de minimis* thresholds for emissions of 25 tons per year each for ozone

precursors of Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x). This allows for an exemption from determining conformity with the Washington, DC area air quality attainment plan. Therefore, air quality issues were eliminated from detailed study in this EA.

Floodplains: The 1996 FEMA Flood Insurance Rate Map (FIRM) indicates that the RTC does not lie within either the 100- or 500-year floodplains. In addition, the 2010 preliminary update to the FIRM does not show floodplains within the RTC. Individual projects would be subject to additional floodplain review in accordance with Executive Order 11988. Thus, this resource area was dismissed from detailed analysis.

Historic and Archaeological Resources: There are no historic buildings or structures on the RTC site. The Baltimore-Washington Parkway, which has been designated a National Historic Landmark (NHL), lies to the west of the RTC. Due to the Baltimore-Washington Parkway's designation as an NHL, the USSS has coordinated with the NPS during previous Master Plan updates and agreed to develop an official re-vegetation plan to address visibility issues from the Parkway. This interagency coordination effort continues in perpetuity. No known prehistoric resources exist within or adjacent to the RTC site, and the adopted Historic Sites and Districts Plan for Prince George's County does not indicate any recognized or potential archaeological sites within the RTC or Planning District 64 in which the site is located. Furthermore, in 2009, MHT concluded that there would be no historic properties affected by the undertaking. Thus, this resource area was dismissed from detailed analysis.

Public Transportation: There are no bus stops or other modes of public transportation within walking distance from the RTC. Thus, this topic was dismissed from detailed analysis.

Bicycle and Pedestrian Access: No bicycle or pedestrian routes exist on approaches to the RTC, and no individuals in the RTC population are known to bicycle or walk to work. Bicycling to work is not a feasible transportation option for RTC employees because of safety and security concerns. Thus, this topic was dismissed from detailed analysis.

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2.0 DESCRIPTION OF ALTERNATIVES

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2.1 Introduction

This EA addresses two alternatives: the Proposed Action Alternative (a build alternative), and the No Action Alternative (a no-build alternative).

2.2 Proposed Action Alternative

The USSS proposes to update its 1996 Master Plan to accommodate the requirements of the expanded program at the RTC. The 2012 RTC Master Plan proposes to construct new facilities as well as to consolidate facilities into precincts over the next 10 to 15 years. The Plan would allow for improvement of programs through the expansion of facilities and infrastructure and security upgrades. The number of employees, in-service instructors, and students at the RTC would increase from 333 to 660 people.

Under the Proposed Action Alternative, projects would be sited based on use, type of facility, and optimal adjacencies, while avoiding environmentally sensitive areas on the site. In an effort to promote efficient use of the facilities, opportunities for consolidation of space between groups were identified based on the following considerations:

- *Reuse of existing facilities*: An inventory of the existing structures on the campus was taken and opportunities for reuse or reassignment were considered.
- *Adjacency*: The USSS is divided into operational sections based on their role in the Agency. Where individual sections expressed the requirement for immediate or proximate adjacency to other sections, opportunities to share similar spaces were explored.
- *Utilization*: Within sections as well as across sections, utilization rates of similar required spaces were discussed and, where possible, shared space was provided.
- *Tactical and Functional Synergies*: Spaces were identified that could meet functional requirements and, with minor changes, serve as tactical training locations as well.

The proposed development plan consists of several precincts of development, each formally grouped as on a traditional campus, that correspond to the functional needs of several Branches. The proposed development plan for the RTC is based upon the following design assumptions:

- Relocation of the main entrance to a more central location on Powder Mill Road to provide a better interface with local traffic and provide space for improved security;
- Enhancement of pedestrian amenities through dedicated sidewalks and dedicated pedestrian paths that will connect all buildings and areas of the site;
- Potential sharing of public/inter-agency use in some areas;
- Location of relatively active functions toward the interior of the campus; and
- Use of previously implemented architectural forms and materials (such as at the Merletti Building) to achieve coherent architectural and environmental development campus-wide.

New facilities would be grouped into six precincts based on similarity of functions or critical relationships. As shown in Figure 2-1, the six areas include the Administrative Precinct, the Shared Campus Facilities Precinct, the Firearms Training Precinct, the Protective Operations Driver Course Precinct, the Tactical Training Precinct, and the Existing Facilities Precinct. Each Precinct includes proposed projects as well as site improvements. Although facilities would be

located throughout the RTC, the overall development density on the site would be limited. The intent of the USSS is to retain a low-density campus environment in the future.

The *Administrative Precinct* contains shared classroom facilities, student resource spaces, the primary visitor facilities, and buildings related to campus administration and operations. Seven proposed projects are located within the Administrative Precinct. These include:

- Gatehouse and Site Access Control
- Multi-Purpose Building and Relocation Operations Center (ROC)
- Specialty Operations Division (SPD) Office Building
- Administration and Classroom Building
- Parking Structure
- Merletti Building Addition and Renovation
- Supply Center

The *Shared Campus Facilities Precinct* contains shared campus services intended to support the operations of the other cores. Five proposed projects are located within the Shared Campus Facilities Precinct. These include:

- Maintenance Yard
- Physical Training Building
- Canine Training Facility
- Emergency Medical Training (EMT)/Office of Protective Research (OPR) Facility
- Helicopter Pad

The *Firearms Training Precinct* contains facilities that support firearms training as well as weapons and ammunition maintenance and distribution. This precinct is located near the Tactical Training buildings for added operational efficiencies. Three proposed projects are located within the Firearms Training Precinct. These include:

- Special Operations Training Section (SOTS) Range Building
- Firearms Training Complex
- Armory

The *Protective Operations Driver Course Precinct* contains training and operational facilities related to driver training programs. Four proposed projects are located within the Protective Operations Driver Course (PODC) Precinct. These include:

- Moran Building Addition
- Static Display
- PODC Pad Expansion
- PODC Skid Pad

The *Tactical Training Precinct* includes specialized facilities and simulated buildings for scenario exercises. Thirteen proposed projects are located within the Tactical Training Precinct. These include:

- Airport Building & Apron
- Simpson Building Addition

- Non-Tactical Village & Mock Field Office
- Knight Building Hangar Renovation
- East Tactical Village
- Residential Scenarios - Single-Family Housing
- Residential Scenarios – Townhouses
- Beltsville Judgmental Range
- Confidence/Obstacle Course
- Cover Course
- Flexible Shoot House
- Tactical Obstacle Course
- White House Lawn Mockup

The *Existing Facilities Precinct* includes selected existing facilities that would be retained for reuse. As facilities are developed elsewhere on campus, providing new spaces for the basic programs, the existing facilities located in the western portion of the site would become the primary in-service training facilities. These facilities include:

- Wilkie Firearms Building
- Ammunition Storage Depot
- Wilson PT Building
- Baughman Outdoor Firing Range
- Beltsville Judgmental Range
- Magaw Tactical Training Facility
- Existing Maintenance Yard

All major renovation and new construction at the RTC would be designed to meet Leadership in Energy and Environmental Design (LEED) silver standards, or higher. Sustainable strategies that may be employed in the development of the new facilities include: the use of light-colored and reflective hardscape and roofing to lessen the heat island effect; implementing technologies to retain or treat stormwater on site; landscape and irrigation strategies to reduce potable water use; designing HVAC and lighting to reduce energy use; the use of recycled materials where feasible; and implementing best management practices (BMPs) to reduce pollution due to construction activities.

In addition to new buildings and reorganization of the campus into precincts, roadway and infrastructure improvements, as well as enhanced security measures, are proposed. The roadway improvements include the realignment of some existing roads in the southwestern portion of the site and the completion of the loop road (see Figure 2-2). It also includes the development of a parking structure. Realignment of the roadways within the proposed Administrative Precinct would improve circulation patterns, as well as reinforce the new formality of that area. Currently, the perimeter road does not reach the easternmost portion of the RTC. Completion of the loop road is proposed to enable complete perimeter circulation while reducing chances of conflicts and/or delays caused by exercises that occur on the roadway. The proposed parking structure would serve as a training function, but would also provide an additional 350 parking spaces to supplement the approximately 688 existing at-grade parking spaces. Of the 1,038 total spaces proposed under the 2012 RTC Master Plan, 441 spaces would be dedicated to fleet/training vehicles, 440 spaces would be dedicated to employees, and 157 spaces would be dedicated to visitors. The high proportion of visitor parking spaces is due to the RTC's function as a training facility.

Implementation of the proposed 2012 RTC Master Plan would require upgrades to the existing infrastructure. Utility infrastructure upgrades are proposed for the water supply system, electrical distribution network, sewage collection and treatment system, natural gas service, and stormwater management. Upgrades would include: three extensions to the existing natural gas system; extensions to water lines, replacement of the primary booster pumps, and a new above-grade pump building for the water supply system; new sanitary sewer pump stations and an upgrade to the sanitary force main for the sewage collection and treatment system; and a new loop underground electrical system. Stormwater management may be achieved through rain gardens, dry wells, micro-bioretention, landscape infiltration, rainwater harvesting, and permeable pavement. These upgrades would be necessary to ensure adequate utilities are available for proposed and future development of the campus.

Security improvements proposed for the campus include replacement of the existing perimeter fence with a double fence. The design and placement of the fence is being addressed in the architectural guidelines prepared as part of the 2012 RTC Master Plan.

2.3 No Action Alternative

Under the No Action Alternative, the USSS would not update the Master Plan for the RTC and would continue training and administrative functions at the RTC as it is currently configured. This alternative would not support the USSS mission and its expanded security role.

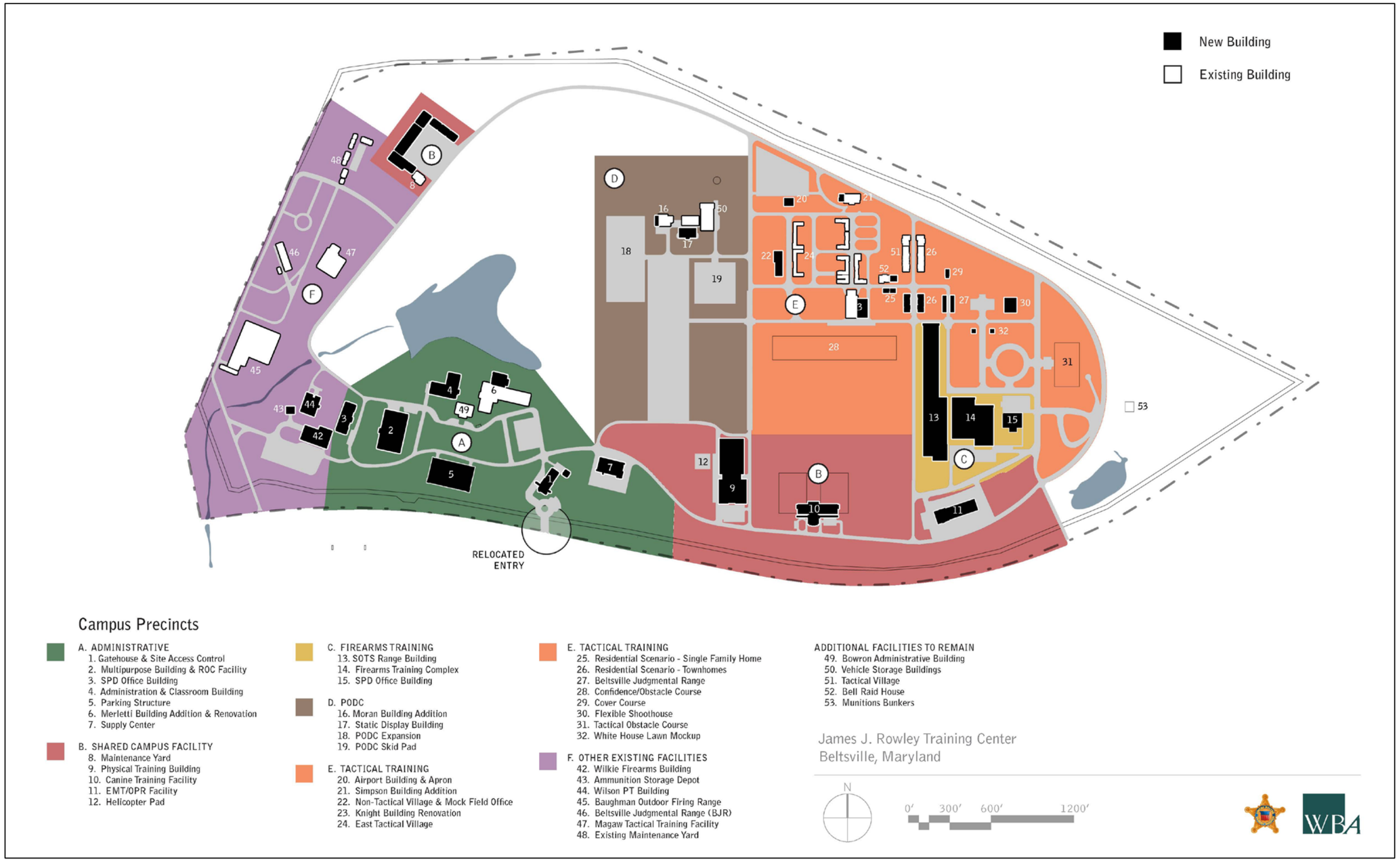

Figure 2-1: Proposed Master Plan Precincts
Source: WBA 2012

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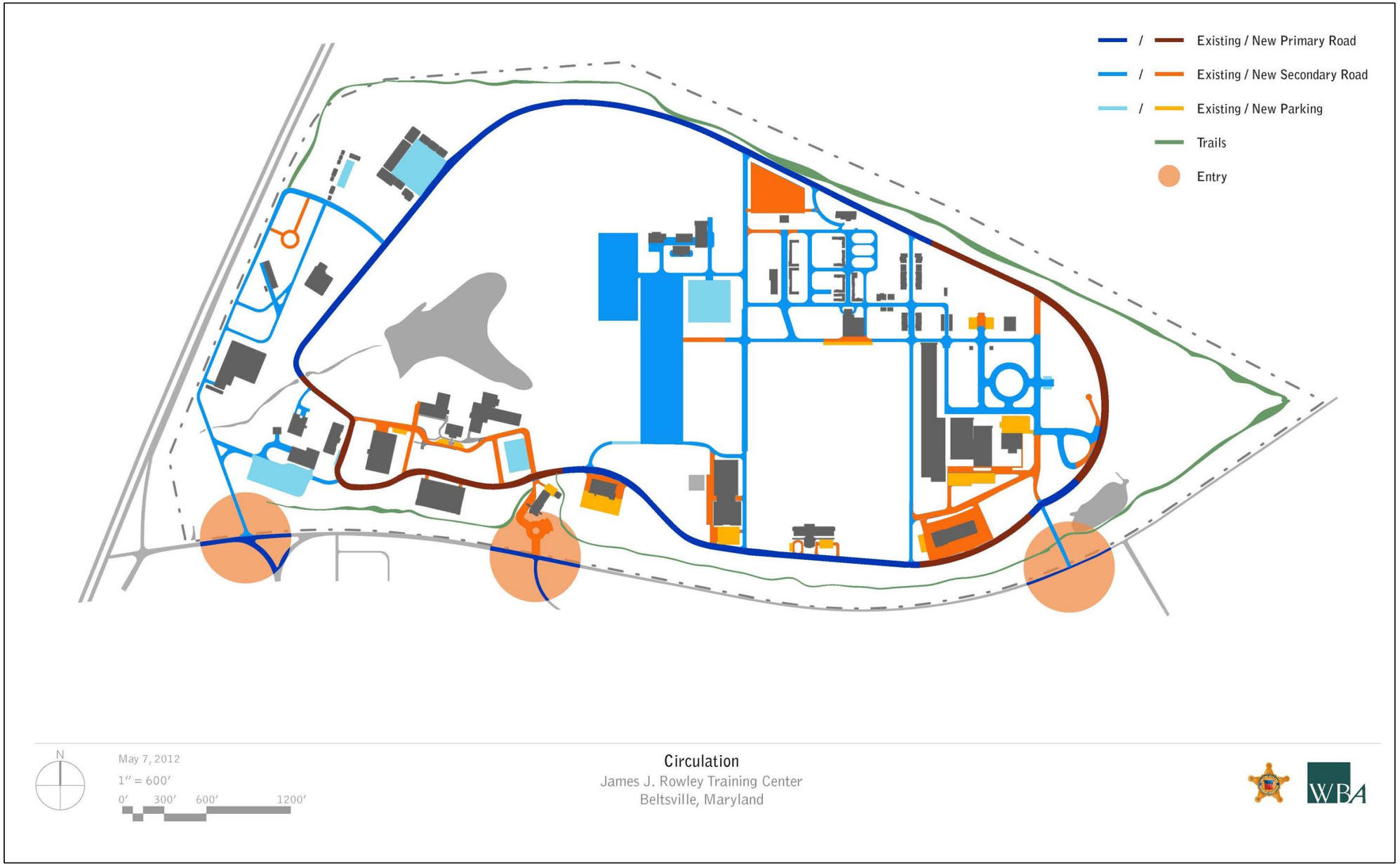

Figure 2-2: Circulation
Source: WBA 2012

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3.0 AFFECTED ENVIRONMENT

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3.1 Introduction

The following discussion describes the existing conditions of the affected environmental resources that may be impacted by the proposed alternatives, either adversely or beneficially. As documented in Chapter 1, resources that are not likely to be impacted by the alternatives have been dismissed from detailed analysis.

3.2 Land Use and Planning Policies

Land Use

The RTC is a federal facility located in Beltsville, Maryland in the western portion of Prince George's County. The RTC is a low-density campus used for specialized training by the USSS. Facilities are spread out across the campus and are not laid out according to a particular development pattern. Campus facilities include space for administrative support, classroom training, physical training, firearms training, canine training, driver training, scenario based exercises, and other specialized training functions. The campus is classified as Reserved Open Space in Prince George's County Sub-Region I Master Plan (2010); however, as a federal property, the RTC is not subject to local zoning regulations.

The areas in the vicinity of the RTC include federal lands used for research purposes, transportation corridors, and residential uses. Nearby federal facilities include the Beltsville Agricultural Research Center, which surrounds the RTC to the south and east; the Patuxent Wildlife Research Center which borders the RTC to the southeast; and the NASA Goddard Space Flight Center located south of the BARC. The area to the north of the RTC includes a residential development, the Snowden Pond at Montpelier neighborhood. The Baltimore-Washington Parkway borders the western side of the campus.

The Sub-Region I Master Plan designates the land use within the boundaries of the BARC as Institutional. BARC is part of the main research agency of the USDA and the majority of the BARC property in the vicinity of the RTC is either cultivated or undeveloped. NASA's Goddard Space Flight Center is located to the south of the USDA land. The Goddard property is a low-density campus with scattered facilities and surface parking throughout the western portion and primarily undeveloped land in the east. The Goddard Center is a federal research organization dedicated to scientific investigations related to the space systems and technologies.

The southern portion of the Patuxent Wildlife Research Center is located east of the RTC across Powder Mill Road. The Patuxent Wildlife Research Center is a federal research complex of the US Geological Survey and is administered by the US Fish and Wildlife Service. The Center predominantly includes natural open space areas dedicated to the observation and study of biological resources. It offers observation and interpretive areas, offices, biological research and study sites, a national wildlife visitor center, and walking trails. Only the visitor center and the North Tract, which offers hunting, fishing, wildlife observation, trails, and many interpretive programs, are open for visitor activities.

Residential developments, accessed from Maryland Route 197, are located to the north of the RTC. A single-family housing subdivision, Snowden Pond, approximately 200 acres in size, is located immediately northeast of the RTC, and a 60-acre multi-family residential development is located near the B-W Parkway to the northwest of the RTC. The area is zoned as Rural

Residential, with some small areas zoned for Multifamily Residential, General Commercial or Planned Industrial Park.

Incorporated cities located in the vicinity of the RTC include Laurel, Beltsville, Greenbelt, and Bowie. The Sub-Region I Master Plan does not propose changes in land use for the area near the RTC.

Comprehensive Plan for the National Capital

The National Capital Planning Commission oversees the development of federal lands and the federal interest in the National Capital region, which includes the District of Columbia; Montgomery and Prince George's County in Maryland; and Arlington, Loudoun and Prince William Counties in Virginia. The *Comprehensive Plan for the National Capital, Federal Elements* (1977-1984, updated 2004) is the principal planning document adopted by NCPC for the planning of federal facilities. The Plan contains goals, objectives, and policies to direct and manage growth throughout the metropolitan area. Of particular relevance to the proposed project are policies outlined within the Federal Workplace Element, the Transportation Element, the Parks and Open Space Element, and the Federal Environment Element.

The goal of the Federal Workplace Element is to "locate the federal workforce to enhance the efficiency, productivity, and public image of the federal government; to strengthen the economic well-being and expand employment opportunities of the region and the localities therein; and to give emphasis to the District of Columbia as the seat of the national government." Policies specifically relevant to the proposed 2012 RTC Master Plan include:

- Utilize available federally owned land or space before purchasing or leasing additional land or building space. Agencies should continuously monitor utilization rates of land and building space to ensure their efficient use; and
- Establish the level of employment that can be accommodated on installations where more than one principal building, structure, or activity is located or proposed through the master planning process as established by the Commission. Agencies should continually monitor the employment levels at installations and revise installation master plans as necessary to reflect changed conditions and provide an up-to-date plan for the development of the installation.

The Parks and Open Space Element establishes policies to uphold the symbolic, recreational, social, and ecological values of national capital parks, waterfronts, and other open spaces. Policies specifically relevant to the proposed project include:

- Maintain and conserve trees and other vegetation in the landscaped buffer areas on federal installations in a natural condition. Perimeter roads and cleared areas on these sites should be kept to a minimum, carefully landscaped, and managed in a manner that addresses security, aesthetics, and natural character; and
- Maintain parkways as scenic landscape corridors, and protect their historic aspects.

The Transportation Element states that "it is the goal of the federal government to develop and maintain a multi-modal regional transportation system that meets the travel needs of residents, workers, and visitors, while improving regional mobility and expanded transportation alternatives

and transit-oriented development." Several policies are particularly relevant to the 2012 RTC Master Plan. Policies regarding parking include:

- Provide parking for official vehicles and visitors in accordance with Federal Property Management Regulations;
- Place parking in structures, preferably below ground, in the interest of efficient land use and good urban design;
- Position parking facilities so as not to obstruct pedestrian and bicycle access to buildings;
- Provide parking for disabled persons in accordance with federal law; and
- Give priority for carpool and vanpool parking over that for single-occupant vehicles.

Additionally, the Transportation Element identifies parking ratios for federal facilities located beyond 2,000 feet of a Metrorail station. For these facilities, the goal is to provide one parking space for every 1.5 employees (1:1.5 ratio).

According to the Transportation Element, federal agencies should use a Transportation Management Plan (TMP) to document an employer's active program to foster more efficient employee commuting patterns. The plan should include specific strategies to encourage change in employee travel modes, trip timing, frequency and length, and travel routes so as to reduce traffic congestion and improve air quality. Specifically, federal agencies should:

- Prepare Transportation Management Plans to encourage employee commuting by modes other than the single-occupant vehicle; and
- Submit their most recent TMP with all master plans and with all projects that increase employment on site by 100 or more.

Additional applicable policies within the Transportation Element include:

- Provide sidewalks among buildings on federal campuses as well as between federal buildings and transit stations;
- Encourage ridesharing, biking, walking, and other non-single-occupant vehicle modes of transportation for federal commuters; and
- Maximize telecommuting strategies for employees in accordance with federal law; employ compressed and variable work schedules for employees, consistent with agency mission.

According to the Federal Environment Element, it is the federal government's goal to "conduct its activities and manage its property in a manner that promotes the National Capital Region as a leader in environmental stewardship and preserves, protects, and enhances the quality of the region's natural resources, providing a setting that benefits the local community, provides a model for the country, and is worthy of the nation's capital." The policies outlined below are directly applicable to the 2012 RTC Master Plan.

The Federal Environment Element states that, in an effort to reduce mobile and stationary sources of air pollutants, federal agencies should:

- Minimize power generation requirements, such as by utilizing best available “green” building systems and technologies; and
- Promote indoor air quality by using environmentally friendly (“green”) building materials, construction methods, and building designs.

With respect to water quality, federal actions in the region should conform to the following policies:

- Avoid thermal pollution of waterways, and provide and maintain adequate vegetated buffers adjacent to bodies of water, to protect fish and other aquatic life and to reduce sedimentation and pollutants;
- Minimize tree cutting and other vegetation removal to reduce soil disturbance and erosion, particularly in the vicinity of waterways. When tree removal is necessary, trees should be replaced to prevent a net tree loss;
- Use pervious surfaces and retention ponds to reduce stormwater runoff and impacts on off-site water quality; and
- Encourage the use of innovative and environmentally friendly “Best Management Practices” in site and building design and construction practice to reduce erosion and avoid pollution of surface waters.

In order to maintain an adequate water supply throughout the region, federal actions in the region should conform to the following policies:

- Encourage the natural recharge of groundwater and aquifers by limiting the creation of impervious surfaces, avoiding disturbance to wetlands and floodplains, and designing stormwater swales and collection basins on federal installations.

In an effort to preserve land resources, federal actions in the region should conform to the following policies:

- Avoid destruction of or damage to wetlands;
- Encourage only compatible land uses adjacent to wetlands;
- Coordinate wetland activities with federal, state, and local government programs and regulations, and with special programs such as the Chesapeake Bay 2000 Agreement;
- Utilize the best engineering practices available to minimize adverse impacts when project construction in a wetland is deemed to be the only practical alternative;
- Discourage development in areas of identified high erosion potential, on slopes with a gradient of 15 percent and above, and on severely eroded soils. Excessive slopes (25 percent and above) should remain undeveloped;
- Maintain and preserve woodlands and vegetated areas on steep slopes and adjacent to waterways, especially to aid in the control of erosion and sediment;
- Discourage locating intensive land uses within or adjacent to designated and important wildlife habitats;
- Employ “Best Management Practices” to reduce the potential for soil erosion; and
- Preserve existing vegetation, especially large stands of trees.

With regard to human activities, the federal government should:

- Avoid locating activities that produce excessive noise near sensitive natural resources, and sensitive human uses such as residential areas, hospitals, and schools;
- Ensure that noise-generating activities at federal facilities, such as loading dock operations, festivals, and concerts, are sited and scheduled with sensitivity to the surrounding environment and the community; and
- Evaluate the possibilities for joint-use of antennas and collocating antennas to reduce aesthetic impacts and limit the area of radiofrequency (RF) exposure. Federal agencies should also evaluate the cumulative effect of multiple transmitters at one location to ensure that the combined radiofrequency emissions continue to meet Federal Communications Commission guidelines.

Maryland Plans and Policies

The economic development, resource management, and planning policies of the State of Maryland are articulated through the Maryland Economic Growth, Resource Protection, and Planning Act of 1992 (S 3.06(b) Article 66B), Annotated Code of Maryland. The policy is organized around seven statutory vision statements which must be pursued in county and municipal comprehensive plans, where priorities for land use, economic growth, and resource protection are established. The seven vision statements address:

- Concentrating growth in suitable areas;
- Protecting sensitive areas;
- Directing growth in rural areas to existing population centers;
- Promoting stewardship of the Chesapeake Bay as a universal ethic;
- Practicing resource conservation and reduced resource consumption;
- Encouraging economic growth and streamlining of regulatory mechanisms; and
- Providing funding mechanisms to achieve these visions.

The visions must also be followed by the State in undertaking its various programs. The Act also established an Economic Growth, Resource Protection, and Planning Commission to oversee, study, and report on progress towards implementation of the visions.

Prince George’s County Land Use Planning and Zoning

The Maryland-National Capital Park and Planning Commission was created by the Maryland General Assembly in 1927 to develop and operate public park systems and provide land use planning for the physical development of the majority of Montgomery and Prince George's Counties, and to operate the public recreation program in Prince George's County. The M-NCPPC is responsible for instituting land use planning and zoning for Prince George’s County. The Sub-Region I Master Plan (2010) governs land use planning and zoning areas in the vicinity of the RTC. Sub-Region I is generally bounded by the Montgomery County Line to the west, the Capital Beltway and Powder Mill Road to the south, the Baltimore-Washington Parkway and the Anne Arundel County line to the east, and the Howard County line to the north.

The Prince George’s County 2002 General Plan uses a system of designated Centers, Corridors, and growth Tiers to guide future land use and development in Prince George’s

County. There are three development tiers in the County: the Developed, Developing, and Rural Tiers. The RTC is located within the Developing Tier. The Developing Tier includes approximately 237 square miles within the middle portion of Prince George's County. The area is generally an evolving pattern of farms, residential subdivisions, employment parks, and automobile-oriented commercial centers. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable.

3.3 Roadways and Traffic Patterns

Current traffic conditions in the vicinity of the RTC were documented by Wells + Associates in the RTC Traffic Impact Study and Transportation Management Guidelines (TIS/TMG), begun in 2009 and completed in June 2012. As a part of this study, traffic counts were undertaken at area intersections. The following discussion of roadways and traffic patterns, as well as the impacts associated with the implementation of the 2012 RTC Master Plan addressed in Section 4.3, are based on the TIS/TMG. The TIS/TMG was conducted in accordance with the M-NCPPC and Maryland State Highway Administration guidelines for traffic impact studies.

Study Area

As defined in the TIS/TMG, the study area for the subject analysis includes the following intersections:

- Baltimore-Washington Parkway (B-W Parkway) Southbound Ramps/Powder Mill Road
- B-W Parkway Northbound Ramps/Powder Mill Road
- Powder Mill Road/Soil Conservation Road
- Powder Mill Road/Site Access
- Powder Mill Road/Springfield Road
- Powder Mill Road/Laurel-Bowie Road (MD 197), (this is not a critical intersection since less than 20 percent of the site traffic will affect this intersection).

Public Road Network

As it passes the RTC, the Baltimore-Washington Parkway is a four-lane, limited access, divided roadway with a posted speed limit of 55 miles per hour. The B-W Parkway intersects with Powder Mill Road approximately 1,775 feet west of the main RTC entrance on Powder Mill Road. The Parkway is a north-south roadway that extends northward from Washington, DC to the City of Baltimore, and abuts the western border of the RTC. The roadway in the vicinity of the RTC is maintained by NPS.

Powder Mill Road borders the RTC to the south. It is a two-lane undivided federal roadway with a posted speed limit of 40 miles per hour as it passes the RTC. Powder Mill Road runs east-west from MD Route 650 (New Hampshire Avenue in Montgomery County) to MD Route 197 (Laurel Bowie Road in Prince George's County). It provides direct access to the site from an entrance between Soil Conservation and Springfield Roads. There are service road entrances at two other points on Powder Mill Road but these access points are currently closed.

Laurel Bowie Road (MD 197) is a two-lane northwest-southeast roadway that extends southeast from MD 198 in Laurel to US-301 in Bowie. The posted speed limit is 45 mph and the intersection with Powder Mill Road is controlled by a traffic signal. The roadway is owned and maintained by the state.

Soil Conservation Road connects with Powder Mill Road approximately 850 feet west of the RTC entrance. Soil Conservation Road is a north-south roadway extending from MD Route 193 to MD Route 212 and has a posted speed limit of 40 mph. In the site vicinity, it is a two-lane, undivided roadway. The Soil Conservation Road/Powder Mill Road intersection is controlled by a traffic signal. The roadway is owned by the federal government.

Springfield Road is a northwest-southeast two-lane local roadway that extends from Powder Mill Road southeast to MD 564 (Lanham-Severn Road). Springfield Road has a posted speed limit of 30 mph and is stop sign controlled at Powder Mill Road. Springfield Road intersects with Powder Mill Road approximately 1000 feet east of the RTC entrance. This roadway is a connector road from MD Route 564 to the south and is owned by the county.

Existing Levels of Service

The specific criterion typically used to assess a roadway system is Level of Service (LOS). LOS, a traditional traffic circulation and roadway engineering measure, is a qualitative letter-grade (on a scale of A to F) given to street systems. For intersections, LOS is based on the average delay each driver experiences while passing through the intersection (compared to the situation if the intersection did not exist). The M-NCPPC level of service standard in this area is LOS D for signalized intersections and a delay of 50 seconds or less (LOS E) for unsignalized intersections.

Existing peak hour LOS were calculated for key intersections based on the existing lane usage and traffic controls, the existing traffic volumes, the Highway Capacity Manual (HCM) method for unsignalized intersections, and the Critical Lane methodology for signalized intersections in accordance with M-NCPPC guidelines. Peak traffic counts were recorded by Wells + Associates for AM and PM vehicular traffic on a typical weekday from 6:30 to 9:30 AM and from 3:00 to 7:00 PM. A 12-hour traffic count was conducted from 6:00 am to 7:00 pm at the intersection of Powder Mill Road and the site access point.

As indicated in Table 3-1, under Existing Conditions, there are five study intersections operating below LOS standard. The unsignalized intersection of Powder Mill Road/Southbound Baltimore-Washington Parkway off-ramp is currently operating at LOS F during both the AM and PM peak hours when travelling southbound. The unsignalized intersection of Powder Mill Road/Northbound Baltimore-Washington Parkway on-ramp is also operating at LOS F during the AM and PM peak hours when travelling northbound. The signalized Powder Mill Road/Laurel Bowie Road intersection overall operates at an LOS F during the AM peak hour.

Table 3-1: LOS at Intersections in RTC Vicinity (Existing Conditions)

Intersection	Operating Condition	Approach	Existing LOS (AM)	Existing LOS (PM)
B-W Parkway SB Off-ramp/ Powder Mill Road	Unsignalized	SB WBL	**F** A	**F** A
B-W Parkway NB On-ramp/ Powder Mill Road	Unsignalized	NB EBL	**F** B	**F** D
Soil Conservation Road/ Powder Mill Road	Signalized	Overall	A	D
RTC Driveway/ Powder Mill Road	Unsignalized	SB EBL	B B	B A
Springfield Road/ Powder Mill Road	Unsignalized	NB WBL	C A	B A
Powder Mill Road/ Laurel-Bowie Road	Signalized	Overall	**F**	D

NOTE: Minimum adequacy provided by LOS D for signalized intersections and LOS E (no greater than 50 seconds of delay) for unsignalized intersections; intersections operating below this standard are highlighted in bold above.
Source: Wells + Associates 2012

Internal Roadways

An internal roadway network serves traffic inside the RTC boundaries. The internal network serves three purposes: it provides an internal vehicular circulation route; it serves as a physical training venue for biking, running, and other physical training; and it serves as a tactical training venue for trainings such as protective driver training and public bikeway simulations. A perimeter road encircles the entire campus with the exception of the easternmost portion of the site.

Three entrance driveways are located along Powder Mill Road. Of the three driveways, the middle driveway, located between Soil Conservation Road and Springfield Road, serves as the main entrance and is the only one open and available for use by employees, visitors, and delivery vehicles to the RTC.

3.4 Parking

The RTC is currently served by approximately 688 on-site parking spaces. Parking is provided within several at-grade parking lots near existing buildings. Of the 688 spaces, approximately 394 are designated for employees and visitors, while 294 are designated for fleet/training vehicles.

3.5 Topography, Drainage, and Soils

The 439-acre RTC campus is located within the Anacostia and Potomac River watersheds and Beaverdam Creek subwatershed. Two tributaries traverse the property from Beaver Dam Creek forming the two primary drainage systems: western and eastern. The western system drains approximately 75% of the RTC and forms the approximately 12-acre pond on the western portion of the property. The eastern tributary system drains the remaining 25% of the site via several first order stream segments before draining into the main stem of Beaverdam Creek. It is dammed with an earthen berm creating an approximately four-acre pond in the southeastern portion of the RTC. First, second and third order stream segments are present within the RTC.

Elevations on the RTC range from approximately 111 feet above mean sea level (amsl) at the water surface of the ponds to 197 feet amsl at the northwest corner of the property. With the exclusion of one steeper slope (15-25%) in the northern portion of the RTC property, the topography is gentle to moderate, ranging from 0-8% with a general drainage gradient to the south.

Soil mapping units on the RTC property were identified by using the USDA Web Soil Survey. Figure 3-1 identifies soil types on the site as well as associated slopes. The Evesboro-Downer complex, Galestown-Urban Land complex, Christiana series, and Russett-Christiana complex are widespread across the RTC. In some areas of Prince George's County, the Christiana series soils are associated with development restrictions for building foundations due to instability and high shrink-swell potential. Russett soils are rated somewhat to very limited for building site development due to high plasticity and a shallow depth to the saturated zone. Soils in the Elkton series, located along the western edge of the larger pond, are generally poorly drained, while soils in the Zekiah series, which border other wetland areas, are prone to flooding. Both of these soil types also present development restrictions. Both the Christiana and Zekiah series soils are rated high for potential erosion. Several other minor soils are listed as having limiting factors for development or high potential for erosion, but in total make up less than five percent of the total site.

Soil sampling was completed around the Merletti Building in April of 2009. Three of 24 samples indicated lead levels exceeding EPA standards. This contamination is likely due to the prior use of the site as a skeet shooting range.

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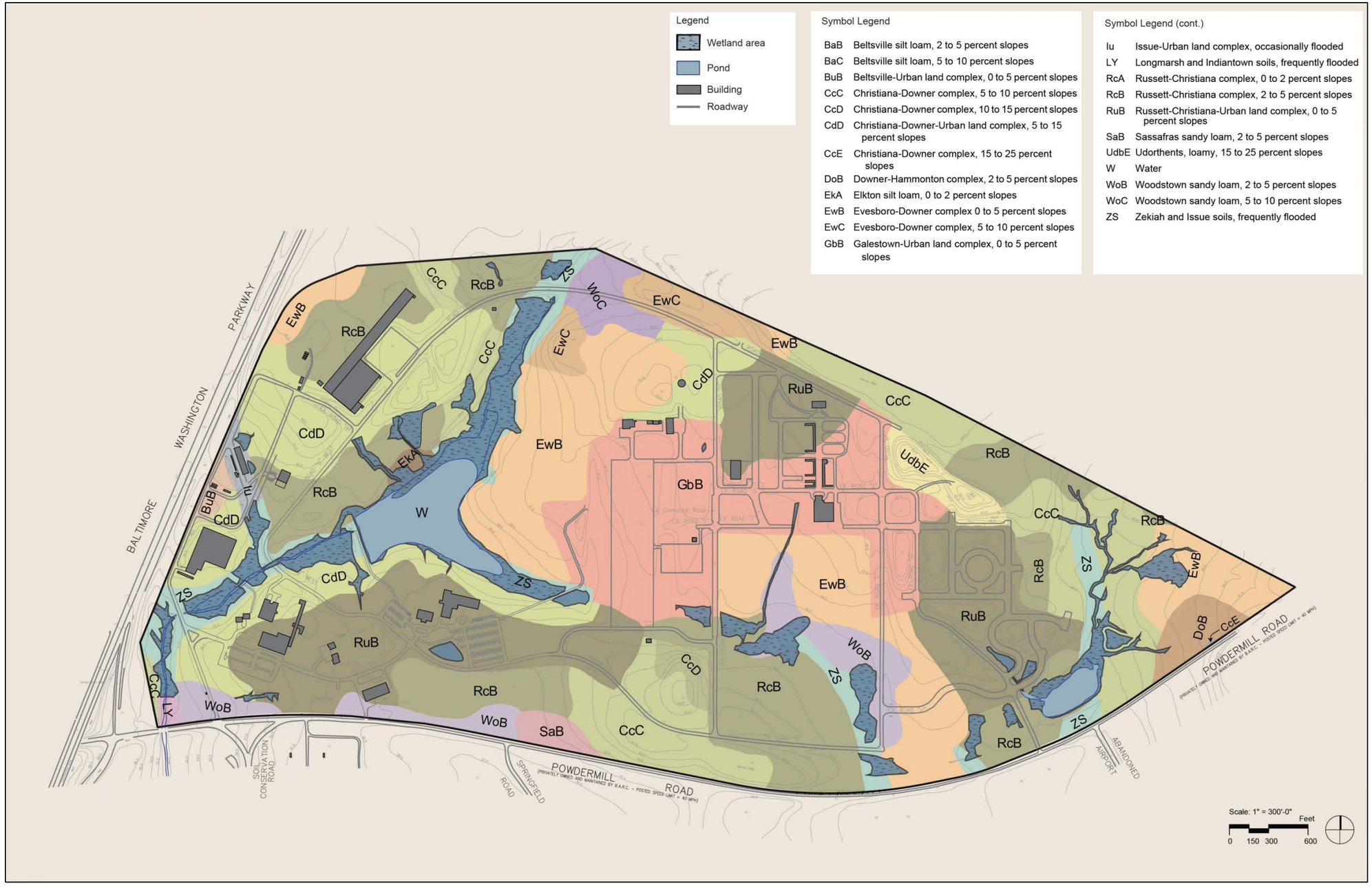

Figure 3-1: RTC Soil Types, Locations and Existing Development
Source: AECOM 2012

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3.6 Water Resources

Water Quality

Pollution affecting water quality generally comes from two sources: point source and nonpoint source pollution. Point source pollution refers to pollution from a specific point of discharge such as a pipe or a ditch. Examples of point source pollution generated by the RTC include discharges from stormwater management structures and the sanitary sewer system. Nonpoint source pollution is caused by stormwater runoff (rainfall or snowmelt) over a diffuse area without a specific outfall. Examples of nonpoint source pollution generated by the RTC include runoff from parking lots and roads that are not treated by the stormwater management infrastructure and discharge directly into natural water bodies. Pollutants include soil particles, petroleum products, heavy metals, antifreeze, road salt, fertilizer, pesticides, and herbicides.

None of the streams that receive water discharges from the RTC are listed as impaired by the Maryland Department of the Environment through their CWA Section 303(d) reporting requirements to the Environmental Protection Agency. Additionally, no impaired streams have been listed immediately downstream of the RTC within the Beaverdam Creek watershed. However, water quality within Beaverdam Creek and the Anacostia River are impaired and Tier II waters, waters of very high quality, are present in the area surrounding the project. The Beaverdam Creek watershed, a subsection of the larger Anacostia River watershed, receives discharges from other facilities such as the Patuxent Research Refuge, the NASA Goodard Space Flight Center, the Beltsville Agricultural Research Center, and a stretch of the Baltimore Washington Parkway.

Surface Water

Two ponds are located on site with the larger located in the west-central portion of the site and the smaller in the southeast portion of the site. The large pond is approximately 12 acres, while the smaller pond which is approximately four acres. Using historic aerial photography it was determined the larger pond was created by a dam, erected between 1965 and 1977. The site drains to Beaverdam Creek via several first order streams. A further discussion of site drainage can be found under the Wetlands heading below.

Groundwater

Groundwater levels are generally affected by environmental conditions (such as rainfall, temperature, season, and evaporation rates) and surface drainage. Once groundwater percolates through the soil to the point of saturation it will move towards a point of discharge such as a creek, pond or wetland. Based on the topography of the RTC, groundwater generally flows to the south. Previous modifications and construction of man-made features such as buildings influence the direction of groundwater flow.

There are no available studies documenting groundwater and pollution levels.

Wetlands

According to the 1987 *Corps of Engineers Wetlands Delineation Manual*, an area is identified as a wetland if it displays hydric soils, hydrophytic vegetation, and wetlands hydrology. If one of the parameters has been disturbed, the delineation must be made based on the other two parameters. In August 2009, a non-tidal wetland delineation was conducted to identify and delineate the limits of jurisdictional wetlands and streams at the RTC. A jurisdictional

determination (JD) was prepared and submitted to USACE in January 2010. Supplemental survey of a limited area was undertaken in the spring of 2010 following review by USACE and a revised JD was submitted. The JD was approved on July 12, 2012. The wetlands delineation and study provides the foundation for the following discussion.

The 2009 delineation identified several wetland areas and types within the RTC as illustrated in Figure 3-2. Additionally, non-vegetated “Waters of the United States” were identified in the form of streams and man-made ponds. The wetlands and streams identified throughout the property are characteristic of those found within the Atlantic Coastal Plain physiographic province.

There are two primary drainage systems on the site, one on the east side and one on the west. The western drainage system includes all wetlands and waters that drain west and south towards the intersection of Powder Mill Road and Route 295. The eastern drainage system drains to the south and east across the site. In general, palustrine forested wetlands exist along the channels, as well as in the headwater seeps on certain drainages. There are two ponds on the campus, one four-acre pond in the eastern portion of RTC and a 12-acre pond in the western portion of the RTC. Palustrine emergent wetlands are found at the shoreline fringe areas of the two ponds. Several small, isolated wetland areas were also identified throughout the property, mainly in the eastern half of the RTC.

Transitions between wetland and upland areas are evident at the RTC due to characteristic vegetative, soil, or topographic conditions. Upland indicator species on the property include American beech (*Fagus grandifolia*), American holly (*Ilex opaca*), southern red oak (*Quercus falcata*), and Virginia pine (*Pinus virginia*). The canopy species of the forested wetlands include sweetgum (*Liquidambar styraciflua*), red maple (*Acer rubrum*), blackgum (*Nyssa sylvatica*), and pin oak (*Quercus palustris*). Understory species within the wetlands include southern arrow-wood (*Viburnum daentatum*), pepper-bush (*Clethra alnifolia*), marsh dewflower (*Murdannia keisak*), St. Johnswort (*Hypericum mutilum*), St. Andrews Cross (*Hypericum stragulum*), seedbox (*Ludwigia alternifolia*), and common greenbriar (*Smilax rotundifolia*). Many wetland areas are bisected by roadways.

Both USACE and the Maryland Department of the Environment (MDE) have jurisdiction over wetlands and waters in Maryland. In addition, MDE regulates a 25-foot upland buffer around wetlands and a 100-foot buffer around areas designated as “Wetlands of Special State Concern” (WSSC). All wetlands located within the RTC have been designated as WSSC by the Maryland Department of Natural Resources (DNR) due to the presence of high quality, complex wetland resources. Existing buildings, roadways and parking lie within the 100-foot buffer.

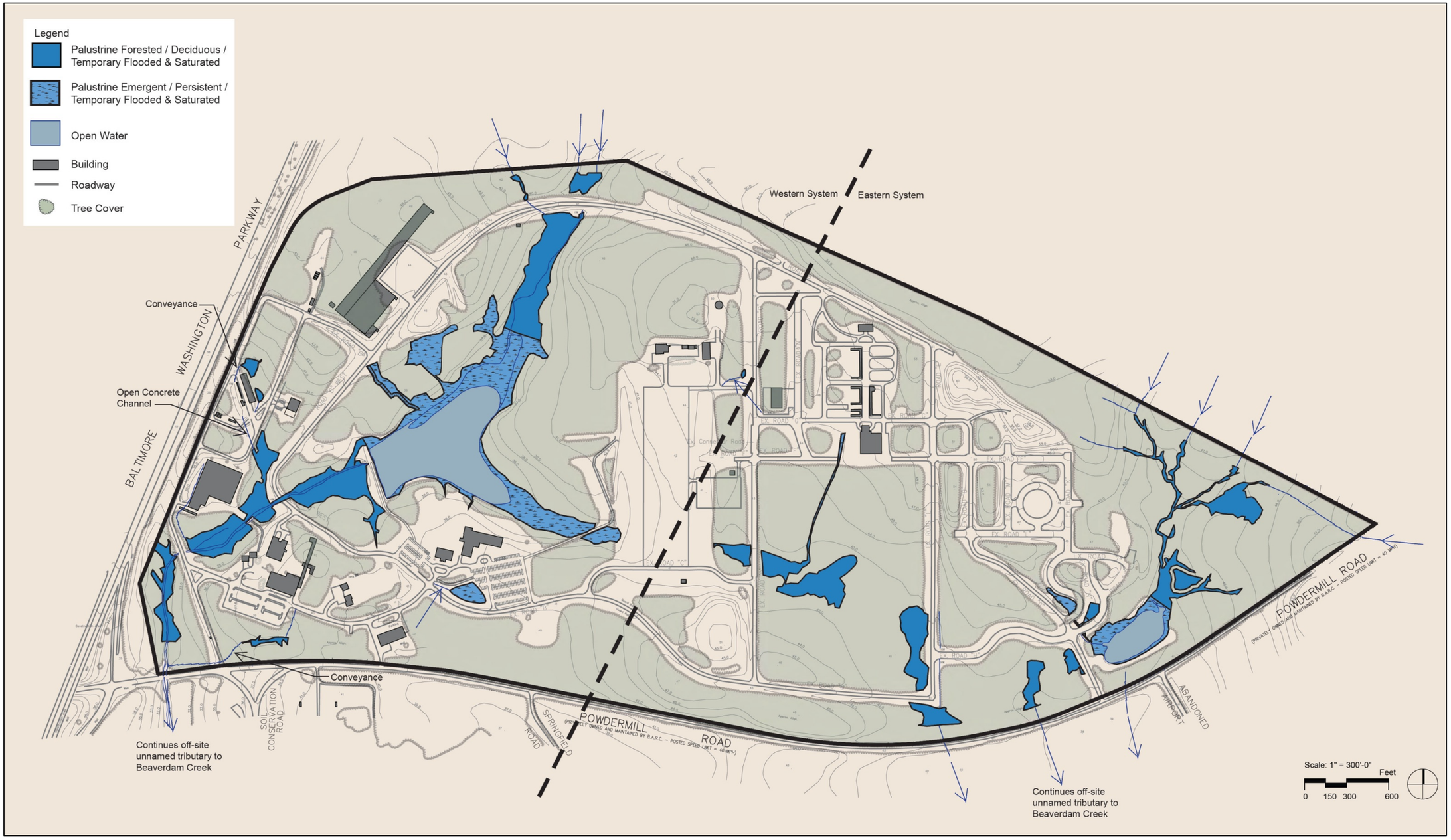

Figure 3-2: Wetlands within the RTC and Existing Development
Source: AECOM 2012

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3.7 Vegetation

In an effort to preserve the remaining forested areas throughout the State, Maryland has adopted the Maryland Forest Conservation Act (as amended in 1994) which requires private or local projects to consider the identification of existing forest stands, protection of the most significant forest stands, and establishment of areas for planting new forests. The regulations require state and local projects to submit a forest stand delineation (FSD) and a forest conservation plan (FCP) for any proposed development, grading, or sediment control project affecting over 40,000 square feet (45 square meters; 0.92 acres). The FSD and FCP are to be approved by the applicable local government, or the Maryland DNR, before the project can proceed. The FSD provides a preliminary evaluation of a project site in order to determine the most suitable areas for forest conservation.

Although the Maryland Forest Conservation Act does not apply to federal projects, the USSS realizes the importance of forest resources and strives to honor the commitment in Maryland, through the Maryland Forest Conservation Act, to preserve the remaining forested area. A Forest Stand Delineation (FSD) for the 439-acre RTC was conducted by Environmental Systems Analysis, Inc. in August 2009 to characterize the existing forest cover. Forest stands were delineated in accordance with the requirements set forth in the *State Forest Conservation Technical Manual* (Maryland DNR, 1997). The following discussion is based on the findings of the FSD.

General Vegetative Conditions

According to the 2009 FSD, the RTC property is within two forest associations: the riparian River Birch-Sycamore association and the upland Chestnut Oak-Post Oak-Blackjack Oak association. The River Birch-Sycamore association is found along the Anacostia River and its tributaries, including Beaverdam Creek. The Chestnut Oak-Post Oak-Blackjack Oak association is generally found on dry sites in the Coastal Plain province.

The forested area within the RTC is estimated to be about 60% of the total site or slightly less than 275 acres. The remainder of the RTC property is composed of landscaped areas, grassy fields, building structures, parking areas and roadways. The existing perimeter fence generally runs through forested areas, although there is a narrow clear area just inside the fence that serves as a security trail. Figure 3-3 illustrates the forested areas of the site and types of stands.

According to the 2009 FSD, the only trees 30 inches in diameter or greater were located along stream banks and are protected by the stream valley buffers. Additionally, there are no historic correlations known to exist between particular trees and buildings on the RTC campus.

Hardwood Stand

As documented in the 2009 FSD, the hardwood forest stand comprises nearly 168 acres of forest scattered throughout the site. Some parts of the stand contain wetlands. The stand contains trees with a median diameter of 12 inches and a typical density of 383 trees per acre. The canopy trees generally measured 14-21 inches in diameter at the time of the FSD. White oak *(Quercus alba)* is the dominant species with a density of approximately 56 white oaks per acre and red maple (*Acer rubrum)* is a co-dominant species. Virginia pine *(Pinus virginiana)*, black gum *(Nyssa sylvatica)*, pin oak *(Quercus palustris)*, willow oak *(Quercus phellos)*, northern red oak *(Quercus Rubra)*, sweet gum *(Liquidambar styraciflua)*, and pitch pine *(Pinus rigida)* are associated species. Common shrubs include American holly *(Ilex opaca)*, flowering dogwood

(Cornus Florida), and high and lowbush blueberry (*Vaccinium corymbosium* and *Vaccinium angustifolium)*.

A high concentration of confined deer has had some negative impacts on the local herbaceous community associated with the hardwood stand. This is evident in the lack of tree and shrub seedlings present in the stand. Common herbaceous species include deertongue (*Carphephorus odoratissimus*), greenbriar (*Smilax laurifolia L*.), mile-a-minute (*Persicaria perforliata*), microstegium (*Microstegium vimineum*), Japanese honeysuckle (*Loniceria japonica*), partridgeberry (*Rubia tinctorum*), wood reedgrass (*Cinna latifolia*) and ground cedar (*Diphasiastrum complanatum*). Some portions of the stand are dominated by the invasive grass microstegium, as it can tolerate low light conditions. Other ground cover includes approximately 5-10% course woody debris and around five standing dead snags per ¼-acre plot.

Pine Stand

Approximately 104 acres of pine stand is distributed throughout the RTC property. At the time of the FSD, the average diameter of the trees was seven inches while the overstory trees were 12-20 inches in diameter. This stand has a typical density of 308 trees per acre. Virginia pine *(virginiana)* is the dominant overstory species with approximately 204 pines per acre. Other species in the overstory include loblolly pine *(Pinus taeda)*, pitch pine *(Pinus rigida)*, white pine *(Pinus strobus)*, red maple, sweet gum, and northern red oak. The understory contains several tree species such as the black gum, American beech (*Fagus grandifolia*), red maple, sweetgum, northern red oak, southern red oak (*Quercus falcate*), and white oak. American holly dominates the shrub layer. Other species in the shrub layer include greenbrier and high and lowbush blueberry. The herbaceous layer contains greenbrier, cinnamon fern, wood reedgrass and ground cedar and was generally sparse. Unlike the hardwood stand, invasive species do not appear to be a problem. Other ground cover includes approximately 5-10% course woody debris and around five standing dead snags per ¼-acre plot. Several plots within this stand have numerous standing dead trees less than three inches in diameter.

Disturbed Forest

There is also a small 3.5-acre disturbed forest stand that is comprised of scrub hardwood forest and numerous man-made hummocks of dirt, about six feet tall. It is likely that the area was altered 35 to 50 years ago. Trees have grown since then, now measuring 12-14 inches. The dominant species include sycamore *(Platanus occidentalis)* and black cherry *(Prunus serotina)*. Associated species include red maple, tulip poplar, bigtooth aspen *(Populus grandidentata)*, and sweetgum. The understory includes American beech, red maple, and American holly. Groundcover includes wood reedgrass, Japanese honeysuckle, mosses, deer tongue, and ground cedar.

Figure 3-3: Forest Stands at RTC Campus and Existing Development
Source: AECOM 2012

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3.8 Wildlife

The undeveloped tracts of land throughout the RTC property provide abundant habitat utilized by many birds and mammals. The upland forest stands provide protection for squirrels and other mammals, as well as nesting and rearing sites for birds, including chickadees, cardinals, mockingbirds, and blue jays. Cavity nesting sites for squirrels and birds such as woodpeckers can be found in the numerous dead standing trees. The RTC property also contains potential Forest Interior Dwelling (FID) bird habitat. FID bird habitat is defined as forest tracts that are greater than 300 feet in interior depth. Due to the RTC's adjacency to USGS Patuxent Wildlife Research Center, the forested areas at RTC offer valuable unfragmented habitat.

Large numbers of deer utilize the RTC property for browsing and rearing. The deer population has greatly expanded in recent years due in part to favorable vegetative conditions and lack of predation, although no population count has been conducted. This condition is also exacerbated by the fact that these animals are confined by fences in some locations.

Rare, Threatened, and Endangered Species

USSS received online certification on October 13, 2011 that no federally proposed or listed threatened or endangered species are known to exist on the site. Thus, no biological assessment or ongoing Section 7 consultation is required. Four State rare, threatened, or endangered (RTE) species have been documented in the Beaverdam Creek watershed near the RTC: the Cicadellid Leafhopper (*Chlorotetix* sp.), Eastern Sedge Barrens Planthopper (*Limotettix* sp.), Sable Clubtail (*Gomphus rogersi)*, and Canada Burnet (*Sanguisorba canadensis)*. Potential habitat for these species occurs in sunny herbaceous wetlands in the pond margins. Potentially suitable habitat is present at the RTC along the two ponds and their upstream marshes.

3.9 Noise

In 2009, an Operational Noise Survey was completed for the RTC by the Department of the Army, Public Health Command. The purpose of the study was to conduct detailed noise measurements of activities at the RTC and to develop mitigation measures. The following analysis is based on the results of the 2009 study.

Noise can generally be defined as unwanted or unwelcome sound. Noise levels are usually measured in decibels (dB), on a logarithmic scale, that are weighted to sounds perceivable by the human ear (A-weighted sound levels (dBA)). A-weighted decibels account for the fact that the human ear is not equally sensitive to all frequencies. Noise levels are typically expressed as an average over a period of time (Leq) since noise sources may produce varying degrees of sound throughout a given period. The maximum allowable noise levels are designed to protect human activities or land uses that may be infringed upon by ambient noise. Certain land uses are considered to be noise sensitive receptors, including residential dwellings, hotels, hospitals, nursing homes, and educational facilities. The residential properties that directly border the RTC to the north may be classified as noise sensitive receptors.

The Environmental Protection Agency (EPA) originally coordinated federal noise control activities. Noise was regulated by the Noise Control Act of 1972, which states that it is the policy of the United States to “promote an environment for all Americans free from noise that jeopardizes their health or welfare.” However, in the early 1980s EPA concluded that noise issues were best addressed at the state or local level. Maryland state regulations limit dBA to 65 during daytime hours (between 7:00 a.m. and 10:00 p.m.) and 55 dBA at night. Periodic events should not exceed 60 dBA during the daytime and 50 dBA during nighttime hours. Both the federal and Prince George’s County noise regulations may exempt the activities at the RTC: the Federal Noise Control Act exempts “any military weapons or equipment which are designed for combat use”, while the county ordinance exempts “an event or activity which takes place on property owned by the United States…”

Noise monitoring was conducted at three locations along the northern boundary of the RTC in the summer of 2009. These measurements were intended to capture varied activities including: rush hour traffic on Maryland Route 197; mid-morning noise levels without campus activity; evening noise levels without campus activity; gunfire activity at the outdoor ranges during a normal training day; gunfire activity at the outdoor firing ranges during the evening; gunfire activity at the Tactical Village during a normal training day; gunfire activity in the woodlands adjacent to the residential area; protective driving exercises on the PODC during a normal training day; and protective driving exercises on the PODC in the evening.

The 24-hour average day-night sound level was found to be 55 dBA, thereby meeting the Maryland state regulations. However, at the Tactical Village, the small arms blank firing exceeded the Maryland maximum daily limit for periodic events, with measurements ranging from 53 to 92 dBA. Small arms blank firing along the North Perimeter Road and in the woodlands adjacent to residential properties also exceeded the maximum daily limit for periodic events, at between 66 and 96 dBA. Small arms live fire training at the outdoor rifle range and outdoor pistol range averaged approximately the 60 dBA limit for periodic events. The simulator weapons, in particular the flash bang simulators and bird bangers, also exceeded the periodic limit when employed at the Magaw Shoothouse (between 60 and 67 dBA), Tactical Village (between 64 and 88 dBA), and along the North Perimeter Road and in the woodlands (between 70 and 97 dBA). In addition, PODC exercises consisting of “bird banger” simulated rounds also exceeded the 60 dBA limit, being measured at between 60 and 87 dBA. Noise generated from the PODC course was within the average limit, but occasionally exceeded the periodic

maximum. Peak sound levels were found to be below the threshold for structural damage from airborne vibration.

The noise study suggests that the construction of a sound barrier or earth berm 15 to 30 feet high would provide a reduction of 8-14 dB for small arms and other RTC training exercises that occur within 100 feet of the barrier. The study acknowledges that the construction of an earth berm of this size would be difficult and thus a man-made barrier may be more practical. However, even with the construction of an earth berm or thin walled barrier, the study notes that noise from the small arms activity on the North Perimeter Road and Tactical Village area may still exceed periodic maximums, thereby impacting the adjacent residential properties. Thus, the study recommends that flash bangs and bird bangers (both simulated weapons) not be utilized within 500 meters of the residential community under average weather conditions or 800 meters under adverse weather conditions.

3.10 Utilities

Water Supply

The BARC provides water service to the RTC. The existing eight-inch underground water service line enters at the southwest corner of the RTC campus. From that point, six-and eight-inch lines distribute water throughout most of RTC. Some of the RTC facilities are not provided with water service, including various storage buildings, the Judgmental Classroom, the observation platform and range to the west, the central outdoor training area, and the protective driver training and practical exercise areas in the central and eastern part of RTC. An eight-inch water main leaves the RTC site at the central southern boundary and follows Powder Mill Road east until it turns south to provide the Animal and Plant Health Inspection Service (APHIS) campus with water service.

Because the existing water pressure is not strong enough to overcome the long distances the water must travel after entering the campus, a water booster pumping system was previously installed. Due to flooding of the underground structure housing these pumps, they have been out of service and are in need of replacement, and the existing water pressure is inadequate for serving the campus. USSS plans to install a new domestic water pump station in the summer of 2012. Upon exiting the booster pumps, the water supply splits into two eight-inch lines, one serving the west end of the campus, and one serving the remainder of the campus in addition to supplying water to the existing 300,000 gallon water tower. This elevated tank also provides reserve water for fire suppression purposes when needed. Fire hydrants are located along most of the RTC roadway system and in the vicinity of buildings, in accordance with Prince George's County fire code.

Electrical Service

Existing electrical transmission service to the site is provided by Baltimore Gas and Electric Company (BG&E) through the Montpelier substation. A pole mounted transformer is located on Powder Mill Road near the RTC. Most buildings are individually metered and electrical service extends to the outlying training sites. In its current state, the electric distribution system is weakened by its lack of a substation. When an electrical problem occurs in one location, the power throughout the entire system goes out.

Sewage Collection and Treatment

Wastewater currently generated at the RTC is collected by means of a combination gravity and force main sewer pipe system that ultimately connects to a central wastewater pumping station located in the southwest quadrant of the campus. Two small grinder pump stations in the north and northeast portion of the RTC, and a lift station northwest of the central pumping station, ensure that all the sewage is effectively conveyed to the central pumping station. The same facilities and buildings that are served by the RTC water system are served by the on-site sewer collection system.

The central sewer pump station has the capacity to deliver 118 gallons per minute (gpm) and currently handles a peak flow of approximately 55 gpm. The pump station discharges to a four-inch force main which extends along Powder Mill Road to an existing manhole located west of the intersection of Springfield Road and Powder Mill Road. From the manhole, a six-inch gravity sewer line conveys wastewater to the USDA's Advanced Waste Treatment Plant.

Natural Gas Distribution

Washington Gas supplies natural gas to the RTC campus via a six-inch underground service pipe at 50 pounds per square inch gauge. Gas service enters the RTC on the west end of the campus, adjacent to the existing Baughman Outdoor Firing Range. The six-inch underground gas pipe travels east following the southern half of the campus perimeter road and leaves along the southeastern side of the campus where it continues on to serve the BARC.

3.11 Stormwater Management

USSS has undertaken a Stormwater Management Plan in conjunction with the 2012 RTC Master Plan. The Stormwater Management Plan provides the background information for the following discussion, as well as the documentation for the analysis of impacts to stormwater management described in Section 4.11.

In the developed areas, stormwater is conveyed through closed conduits, road side ditches, and natural channels. Water drains off buildings and paved areas following the site's topography, generally flowing to the south. The total impervious area on the site is approximately 2,303,476 square feet (52.88 acres), or 11 percent of the total site. Much of the balance of the site is wooded. Two ponds exist on the RTC; one approximately 12 acres in area lies on the west side of the campus, while another roughly four acres in size lies along the property's southeast edge. Both are illustrated in Figure 3-3 above. Based on coordination with USSS staff, it is unclear whether these ponds were intended to serve a stormwater management function.

Portions of the site currently exhibit poor drainage and signs of standing water, in particular an area south of the Merletti parking lot across the southern perimeter road. In addition, there are four stretches of roadway that have roadside ditches that are in poor condition and thus collect water. These include an area south of the maintenance yard, an area north of the Wilson PT Building, an area north of the vehicle storage buildings on the northern perimeter road, and an area east of the Merletti parking lot along the southern perimeter road.

3.12 Sustainability

Executive Order 13514, *Federal Leadership in Environmental, Energy, and Economic Performance,* directs federal agencies to strengthen their sustainable practices and to reduce greenhouse gas emissions, water and energy consumption, and diversion of materials. Executive Order 13514 expands on the energy reduction and environmental performance requirements for Federal agencies identified in Executive Order 13423, *Strengthening Federal Environmental, Energy and Transportation Management*.

Executive Order 13514 lays out the following numerical targets for Federal agencies:

- Reduce petroleum consumption by 2% per year through fiscal year 2020 (applies to agencies with fleets of more than 20 vehicles) (assumes a baseline fiscal year 2005).
- Reduce by 2% annually:
    - Potable water intensity by fiscal year 2020 (26% total reduction) (assumes a baseline fiscal year 2007).
    - Industrial, landscaping, and agricultural water intensity by fiscal year 2020 (20% total reduction) (assumes a baseline fiscal year 2010).
- Achieve 50% or higher diversion rate:
    - Non-hazardous solid waste by fiscal year 2015.
    - Construction and demolition materials and debris by fiscal year 2015.
- Ensure at least 15% of existing buildings and leases (>5,000 gross square feet) meet the Guiding Principles by fiscal year 2015, with continued progress towards 100%.

Executive Order 13514 also sets non-numerical targets that Federal agencies must reach, including:

- Increase renewable energy and renewable energy generation on agency property.
- Reduce building energy intensity.
- Ensure all new Federal buildings that enter the planning process in 2020 and thereafter are designed to achieve zero-net-energy standards by 2030.
- Use low Greenhouse Gas (GHG) emitting vehicles, including alternative fueled vehicles, and optimize the number of vehicles in agency fleets.
- Implement water management strategies including water-efficient and low-flow fixtures.
- Implement source reduction to minimize waste and pollutant generation.
- Decrease use of chemicals directly associated with GHG emissions.
- Participate in transportation planning and recognize existing infrastructure in regions/communities.

In addition to these targets, Executive Order 13514 calls for specific management strategies to improve sustainability including:

- Manage existing buildings to reduce energy, water, and materials consumption.
- Implement and achieve objectives in EPA's Stormwater Management Guidance (§14).
- Reduce paper use and acquire paper containing at least 30% postconsumer fiber.
- Minimize the acquisition, use, and disposal of toxic and hazardous materials.

- Employ environmentally sound practices for the disposition of all agency excess or surplus electronic products.
- Procure Energy Star and Federal Energy Management Program (FEMP)-designated electronic equipment.
- Continue implementation of existing Environmental Management System (EMS) programs.

The RTC campus was constructed prior to the federal government's focus on sustainability. Since that time, the RTC has implemented a shuttle to transport trainees to the site, thereby reducing single-occupancy vehicle trips. In addition, substances (such as lead and copper bullets) are recycled, and all hazardous wastes are disposed of by a State-licensed hazardous waste firm.

3.13 Hazardous Materials

The RTC uses a small number of hazardous materials that are inherent with the operations and mission. Hazardous materials used in training activities include: ammunition for weapons qualification, various cleaning solvents and oils for weapons, paints, cleaning fluids, motor fuels and other petroleum products, refrigerant for air conditioning, small amounts of explosives and pyrotechnic training devices.

The facility has an EPA ID number and is currently considered a Large Quantity Generator, but recent actions on the site to reduce hazardous waste may allow it to achieve a Small Quantity Generator level in the near future. The EPA ID number was issued by the MDE.

There are underground storage tanks located on the property containing fuel oil, and above ground tanks containing automotive fuel and diesel fuel. In addition, there are backup power generators and traditional boilers for building heat and hot water. All permits, tank-tightness testing, inspections or record keeping requirements for these items, in accordance with EPA or MDE, are maintained.

There is an automotive maintenance facility that maintains a small number of vehicles for minor maintenance (oil changes, tire replacement, etc.). All wastes generated from that site are handled following the universal waste requirements and recycle requirements. Permits that are required, training that is required, and documentation of waste streams are in accordance with EPA or MDE.

The weapons training activities generate waste streams, some of which are recycled. Specifically, the bullet (projectile), which is lead that is copper encased, is recycled as is the used cartridge casing. The weapons cleaning materials are handled as hazardous waste. A State-licensed Hazardous Waste firm is used to ensure the proper handling, packaging, shipping, and disposal of all hazardous waste.

The pyrotechnics (sound and flash producing devices) are used during multiple training scenarios. Explosives on site are used for training of canines and are not detonated or used in any way other than as “scents” for the dogs.

EPA, Department of Transportation (DOT), MDE, and OSHA training has been accomplished for individuals on the site. Reports required by EPA or MDE are accomplished and filed with the appropriate agency.

3.14 Coastal Zone Management

The Federal Coastal Zone Management Act (CZMA) of 1972 (16 USC § 1451, et seq., as amended) requires that "federal actions which are reasonably likely to affect any land or water use, or natural resource of a state's coastal zone be conducted in a manner that is consistent with a state's federally approved Coastal Zone Management Program (CZMP)" (Ghigiarelli, 2004). Through the CZMP, specific goals, objectives, and policies were established for the management of uses and activities which have a direct, and potentially significant, effect on coastal resources. On March 18, 2011, the National Oceanic and Atmospheric Administration (NOAA) announced its approval of a Routine Program Change (RPC) to Maryland's Enforceable Coastal Policies. The RPC was submitted to NOAA on November 19, 2010. Federal consistency applies to the updated policies as of April 8, 2011.

Maryland's Coastal Zone is made up of sixteen counties and the City of Baltimore. This includes Prince George's County, the site of the RTC. The RTC is more than ten miles from the Chesapeake Bay. It is not located in close proximity to any beaches, estuaries, barrier islands, or coral reefs. In addition, the campus lies outside the 100-year floodplain. There are two ponds and wetlands on a portion of the site. The extent of the wetlands is discussed above in Section 3.6 and potential impacts to wetlands are detailed in Section 4.6.

4.0 ENVIRONMENTAL CONSEQUENCES

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4.1 Methodology

In the following analysis, impacts are characterized by several factors including intensity, type, and duration. Definitions of these terms and related assumptions are provided below:

Intensity – The intensity of an impact describes the magnitude of change that the impact generates. For the majority of the resource areas, the intensity thresholds are as follows:

- **Negligible**: There would be no impact, or the impact would not result in a noticeable change in the resource;
- **Minor:** The impact would be slight, but detectable, resulting in a small but measurable change in the resource;
- **Moderate**: The impact would be readily apparent and/or easily detectable;
- **Major**: The impact would be widespread and would substantially alter the resource. A major adverse impact would be considered significant under NEPA.

Type – The impact type refers to whether it is adverse (negative) or beneficial (positive). Adverse impacts would potentially harm resources, while beneficial impacts would improve resource conditions. Within the analysis, impacts are assumed to be adverse unless identified as beneficial.

Duration – The duration of an impact identifies whether it occurs over a restricted period of time (short-term), or persists over a longer period (long-term). For the purposes of this analysis, it is assumed that short-term impacts would occur during the construction of the improvements, while long-term impacts would persist once the construction is complete. Impacts are assumed to be long-term unless identified otherwise.

In addition to the factors detailed above, impacts may be characterized as direct, indirect, or cumulative. A direct impact is caused by the action and occurs at the same time and place. An indirect impact is caused by the action, but occurs later in time, or farther removed in distance. A cumulative impact occurs when the proposed action is considered together with other past, ongoing, or planned actions.

4.2 Land Use and Planning Policies Impacts

Proposed Action Alternative

Land Use

The proposed action would maintain the institutional use of the site. Potential environmental impacts would be minimized by the clustering of functional areas into compact cores. New facilities are proposed as infill development, without an expansion of the campus boundaries. Infill development and reorganization of the facilities would result in a more coherent pattern of functional relationships between the activities of the RTC. The proposed action would not result in impacts to the zoning of adjacent or nearby areas. The operation of the new proposed facilities would not result in land use changes to nearby properties.

Overall, the reorganization and redefinition of the campus into functional cores would result in a long-term beneficial impact to uses within the RTC. Impacts to uses outside of the RTC would be negligible.

Planning Policies

The proposed action would be consistent with several applicable objectives identified within the *Comprehensive Plan for the National Capital*. Consistent with the Federal Workplace Element, the 2012 RTC Master Plan would provide an up-to-date plan for the development of the installation.

The proposed action would also be consistent with applicable policies within the Parks and Open Space Element, as it would maintain and conserve large portions of the RTC in their natural condition. In addition, viewsheds along the B-W Parkway would not be impacted by the implementation of the 2012 RTC Master Plan.

Consistent with the objectives stated in the Transportation Element, the proposed parking structure would provide parking spaces within a centrally located structure. A central parking structure would be a more efficient use of land than at-grade parking lots. The parking facility could help eliminate the need to park alongside roadways, which currently obstructs pedestrian and bicycle training activities. In accordance with the Transportation Element, the ratio of employee designated parking spaces to employees would be 1:1.5. The 2012 RTC Transportation Management Guidelines (TMG), developed as part of the 2012 RTC Master Plan, will be submitted to NCPC together with the Master Plan. The parking structure would not only serve as a parking venue but it would also serve an important training function.

The implementation of the 2012 RTC Master Plan would be consistent with additional policies within the Transportation Element. The plan would provide parking for official vehicles and visitors in accordance with Federal Property Management Regulations. In addition, it would provide parking for disabled persons in accordance with federal law, and would give priority in parking to carpools and vanpools over single-occupant vehicles. Finally, it would provide sidewalks between adjacent buildings.

Consistent with the policies stated in the Federal Environment Element, reorganization of and improvements to the RTC would include efforts to reduce air and water quality impacts and preserve land resources. Buildings would be designed to meet LEED Silver at a minimum, thereby minimizing power generation requirements and potentially promoting indoor air quality.

Furthermore, the plan would maintain vegetated buffers adjacent to bodies of water, minimize tree cutting, use pervious surfaces where viable, and employ Best Management Practices. With regards to wetlands, USSS would minimize direct and indirect impacts and would coordinate wetlands activities with federal, state and local programs. Finally, if applicable in the future, USSS would explore opportunities to collocate antennas.

The 2012 RTC Master Plan would not be entirely consistent with the policies related to noise, as the training facilities would be expanded in proximity to the residential uses to the north of the site. During the design of potentially noise-producing training venues proposed under the Plan, the impact of noise generated by the new development and potential mitigation measures would be studied.

The 2012 RTC Master Plan would generally be consistent with State and local policies. In accordance with Maryland Plans and Policies, the 2012 RTC Master Plan would concentrate growth in a suitable area, would protect sensitive areas, and would practice resource conservation. In addition, the 2012 RTC Master Plan would maintain the low to moderate-density character of the area in compliance with the Prince George's County 2002 General Plan.

Implementation of the proposed 2012 RTC Master Plan would generally be consistent with applicable federal, State and local plans, policies, and regulations. Overall, impacts to planning policies would be negligible.

No Action Alternative

Under the No Action Alternative, the 2012 RTC Master Plan would not be implemented. The land use of the site or nearby properties would not change and improvements in support of applicable plans and policies would not be implemented. The USSS would still have a need for an updated Master Plan according to NCPC policies.

4.3 Roadway and Traffic Pattern Impacts

This section evaluates the transportation impacts that would likely result from the implementation of the proposed 2012 RTC Master Plan. Transportation impacts are based on the Transportation Impact Study and Transportation Management Guidelines completed by Wells + Associates in 2012. The projected traffic volumes are forecasted based on future background traffic volumes, proposed parking conditions, future site-generated trips, and future land use and traffic controls.

No Action Alternative (Future No-Build Conditions)

Internal Roadway Network

Under the No Action Alternative, no changes would be made to the internal roadway network.

Area Intersections

The future conditions without the RTC expansion (representing the No Action Alternative) were determined by including the traffic that would be generated by other approved projects in the area that have not yet been built and traffic volume increases from regional population and business growth. This future no-build condition is intended to serve as a baseline comparison for understanding the traffic impacts of no-build versus build conditions in the future.

Based on the data provided by M-NCPPC, there are four approved developments that are projected to add 112 AM peak hour vehicle trips and 134 PM peak hour vehicle trips to the area road system. These include two residential developments southeast of the RTC near the intersection of Springfield and Beaver Dam Roads, and a church and business park north of RTC along Laurel Bowie Road. A regional growth rate of 2.0% has been applied to all movements of the study intersections with the exception of the RTC entrance driveway through the build out year of 2021.

Total future intersection LOS were calculated at the study intersections based on future lane use and traffic controls, total future peak hour vehicular traffic forecasts, the M-NCPPC critical lane analysis procedures for signalized intersections, and the HCM method for unsignalized intersections. Based on traffic projections without the implementation of the proposed action, it was found that several roadways would operate at a lower level of service than under existing conditions.

As indicated in Table 4-1, the intersections of B-W Parkway Southbound Off-Ramp/Powder Mill Road, B-W Parkway Northbound On-Ramp /Powder Mill Road, and Powder Mill Road/Laurel Bowie Road operate below the M-NCPPC LOS standards during both the AM and PM peak hours under the No Action Alternative. The intersection of Powder Mill Road/Soil Conservation Road will also operate below LOS standard during the PM peak hour. The intersections of the RTC Driveway/Powder Mill Road and Springfield Road/Powder Mill Road will meet M-NCPPC standards during both the AM and PM peak hours.

Table 4-1: LOS at Intersections in RTC Vicinity under Existing Conditions, No Action Alternative (Future No-Build), and Proposed Action Alternative

Intersection	Operating Condition	Approach	Existing Conditions (LOS AM/PM)	No Action Alternative (Future No-Build) LOS (AM/PM)	Proposed Action Alternative (LOS AM/PM)
B-W Parkway SB Off-ramp/ Powder Mill Road	Unsignalized	SB WBL	**F/F** A/A	**F/F** A/B	**F/F** A/B
B-W Parkway NB On-ramp/ Powder Mill Road	Unsignalized	NB EBL	**F/F** B/D	**F/F** B/**F**	**F/F** B/**F**
Soil Conservation Road/ Powder Mill Road	Signalized	Overall	A/D	B/**F**	B/**F**
RTC Driveway/ Powder Mill Road	Unsignalized	SB EBL	B/B B/A	C/B B/A	
Springfield Road/ Powder Mill Road	Unsignalized	NB WBL EB SB	C/B A/A	E/C A/A	**F**/E A/A B/A C/B
Powder Mill Road/ Laurel-Bowie Road	Signalized	Overall	**F/**D	**F/F**	**F/F**

NOTE: Minimum adequacy provided by LOS D for signalized intersections and LOS E (greater than 50 second delay) for unsignalized intersections; intersections operating below this standard are highlighted in bold above.
Source: Wells + Associates 2012.

Overall, long-term adverse impacts of the No Action Alternative are anticipated to be minor.

Proposed Action Alternative

Internal Roadway Network

Internal roadway improvements proposed as part of the 2012 RTC Master Plan include completion of the campus loop road in the eastern portion of the site, and realignment of the roadways and parking area at the entry and proposed Administrative Core. The proposed roadway additions total 1.55 miles throughout the RTC including approximately .6 miles for the loop road addition, .6 miles of new roads around the administration area, and .31 miles of new miscellaneous internal roads.

The loop road currently does not reach the eastern most area of the site, and does not provide a continuous loop around the campus. Currently, vehicle circulation patterns are often interrupted by road closures due to frequent tactical training exercises held on or near the interior campus road system. The main functions of the loop road include interior circulation, exercise circuit for biking, running, and other physical activities. The current dead-end condition of the loop road in the eastern portion of the site causes conflicts and delays between functions. Completing the loop would provide greater circulation flexibility when the exercises are underway. The proposed action would provide safer alternate circulation paths to keep vehicular traffic out of temporarily designated training areas. The internal roadway improvements of the loop road would make a more effective exercise circuit once completed. The completion of the loop would enable access

to the undeveloped eastern portion of the site and provide greater circulation around the campus while reducing chances of conflicts and/or delays caused training exercises.

Realignment of the roadways within the proposed Administrative Core would also improve circulation patterns, as well as reinforce the land use pattern within the Core. Overall, circulation patterns within the RTC would be improved by the completion of the loop road and the realignment of existing roadways.

Area Intersections

The implementation of the 2012 RTC Master Plan is expected to result in a doubling of the student and staff populations, from approximately 333 to 660. In addition, the Proposed Action Alternative would relocate the main entrance to the RTC on Powder Mill Road to align directly across Springfield Road. Based on the existing peak traffic volumes, it is projected that the increase in daily population at the RTC would generate 194 new AM peak hour trips and 148 new PM peak hour trips.

The key intersections that were analyzed to determine existing traffic conditions in the vicinity of the RTC were also analyzed for potential traffic impacts due to implementation of the 2012 RTC Master Plan. Future peak hour LOS for each of the intersections was calculated for conditions with the Proposed Action Alternative (see Table 4-1). Calculations were made assuming existing lane usage and traffic control and based on background traffic forecasts for the year 2021.

As indicated in Table 4-1, the intersections of B-W Parkway Southbound Off-Ramp/Powder Mill Road, B-W Parkway Northbound On-Ramp /Powder Mill Road, and Powder Mill Road/Laurel-Bowie Road would exceed the M-NCPPC standard in the AM and PM peak hours under the Proposed Action Alternative. This is consistent with conditions under the No Action Alternative. In addition, the intersection of Soil Conservation Road/Powder Mill Road would not meet M-NCPPC standards during the PM peak hour, as under the No Action Alternative. Under the Proposed Action Alternative, the existing site access on Powder Mill Road would be closed and re-aligned with Springfield Road. The southbound site access would be widened to provide two outbound lanes and one inbound lane. The outbound lanes would include a shared thru-left and an exclusive right turn lane. With the relocated entrance, the intersection of Powder Mill Road/Springfield Road/Site Access would operate with a delay that would exceed M-NCPPC Standards during both the AM and PM peak hours.

Overall, long-term adverse impacts to roadways and traffic patterns are anticipated to be minor. Beneficial impacts would occur to the internal roadway network due to the completion of the loop road.

The RTC Transportation Management Guidelines consists of a number of strategies that could reduce peak hour single occupancy vehicle (SOV) trips and increase carpools and transit trips, to support community and national efforts to reduce traffic congestion and emissions.

Mitigation:

- The intersection of Powder Mill Road/Springfield Road/Site access would likely require signalization to meet the M-NCPPC Prince George's County standards. When funding becomes available for the design and construction of the new entrance, USSS would update the traffic study, as needed, and coordinate the signalization with the appropriate government agencies. At a minimum, a Signal Warrant Analysis would be required during the planning and design of the site access relocation.
- Measures outlined in the TMG would be implemented to the greatest extent possible to encourage ride sharing and reduce the number of vehicle trips and thus to minimize transportation related impacts.
- The RTC Master Plan will be implemented in phases over a 10-15 year period. The Transportation Study and TMG would be updated at key phases.

4.4 Parking Impacts

Proposed Action Alternative

Under the Proposed Action Alternative, a new two-level 350 space parking structure is proposed in the Administrative Core. As a result, there would be a total of 1,038 parking spaces on the campus. Of this total, 441 spaces would be dedicated to fleet/training vehicles, 440 spaces would be dedicated to employees, and 157 spaces would be dedicated to visitors. The high proportion of visitor parking spaces is due to the RTC's function as a training facility. The ratio of employee parking spaces to employees would be 1:1.5, thereby meeting the NCPC goal.

The location of the parking garage within the Administrative Core would best serve the primary administrative and classroom facilities on campus. The proposed parking structure would efficiently meet the increased parking demand that accompanies the expansion of campus programs and population, while minimizing the amount of land needed to accommodate parking. In addition, the parking structure would serve an important training function on the campus, and at times spaces might not be available to employees and visitors. Overall, long-term impacts to the parking supply are anticipated to be negligible.

No Action Alternative

Under the No Action Alternative, the 2012 RTC Master Plan would not be implemented, and thus there would be no changes to parking supply or demand at the RTC. Impacts would thus be negligible.

4.5 Topography, Drainage, and Soil Impacts

Proposed Action Alternative

Implementation of the Proposed Action Alternative would alter the site topography, drainage, and soils on a project-by-project basis. Generally, the RTC on the whole would retain its gentle to moderately sloping topography and maintain its drainage patterns. Overall, there would be minor changes to the topographic profile of the RTC to accommodate development of facilities proposed as part of the 2012 RTC Master Plan.

Development constraints resulting from soil types were considered in the placement of proposed new buildings associated with the 2012 RTC Master Plan. New buildings are not proposed where soils were found to be unsuitable for development. As a result, only a moderate amount of site work would be necessary to regrade and retain soils during the construction phase of projects. It is expected that excavated soil would be an appropriate source of material for re-use as fill on the project site; however, soil in the vicinity of the Merletti Building would require sampling to assess potential lead levels. Overall, long-term impacts to topography, drainage and soils would be negligible.

Construction activities such as grading, excavation and paving would result in the potential for soil compaction and erosion. Soil compaction generally eliminates the natural permeability of the soil thereby altering both groundwater recharge potential and surface/sheet flow. Vegetative cover would most likely be removed from soils during construction; however, soils that are exposed would be immediately re-vegetated upon completion of construction activities. Overall, short-term adverse impacts to soils would be minor.

Mitigation

- Appropriate Best Management Practices (BMPs) would be implemented during clearing, grading, excavation, and construction activities to minimize potential erosion and sedimentation. A contamination monitoring and mitigation program would be implemented during the soil excavation and transport process.
- An erosion and sediment control plan would be implemented for each project according to MDE regulations.
- To the degree practicable, areas subjected to cut or fill during development of the proposed facilities would be returned to pre-construction grades.
- During construction, heavy equipment would be confined to areas of proposed development.
- Ground permeability would be improved and exposed soils would be re-vegetated in order to reduce surface/sheet flow of stormwater and thus minimize soil erosion.
- As part of the construction of the Merletti addition and adjacent Administration Building, soils would be tested to assess potential lead levels. Any contaminated soils would be removed by a State-licensed hazardous waste contractor.

No Action Alternative

Under the No Action Alternative, the RTC would remain in its current state and the 2012 RTC Master Plan would not be implemented. Thus, impacts to topography, drainage, and soils would be negligible.

4.6 Water Resources Impacts

Proposed Action Alternative

Water Quality

Under the Proposed Action Alternative, erosion and sediment control measures would be implemented to minimize potential impacts during construction. In accordance with Section 438 of the Energy Independence and Security Act of 2007 (EISA), federal agencies have new requirements to reduce stormwater runoff from federal development and redevelopment projects to protect water resources. Federal agencies can comply using a variety of stormwater management practices often referred to as "green infrastructure" or "low impact development." As discussed in Section 4.11 below, USSS would implement such measures to address stormwater on the site, thereby limiting operational impacts to the Beaverdam Creek Watershed. Overall, short-and long-term impacts are anticipated to be negligible.

Surface Water

There would be no direct impacts, as construction would not occur within stream buffers. The infrastructure and buildings would be designed to minimize indirect impacts to surface water bodies at the RTC. In addition, stormwater management and erosion and sediment control measures would be implemented to minimize possible indirect impacts from erosion, sedimentation, or contamination during construction and operation of the proposed facilities. Short- and long-term impacts to surface water would thus be negligible.

Groundwater

It is possible that on-site groundwater may be encountered during construction of a given proposed facility or infrastructure. However, potential impacts would be localized and appropriate best management practices would be implemented. Overall, implementation of the 2012 RTC Master Plan would have negligible impacts on the topographical gradient of the RTC, would not alter the existing fluctuating groundwater levels, would not divert the southern flow of groundwater, and would not increase the intensity of the surface water flow through the campus. Impacts to groundwater would thus be negligible.

Wetlands

The non-tidal wetland delineation for the RTC conducted in 2009 identified jurisdictional wetlands and streams as depicted in Figure 3-2. Generally, indirect impacts to wetlands are assessed based on potential changes to water quality, quantity, and/or flow rates. Indirect impacts may occur as a result of a change to impervious surface area and consequently, increased stormwater and pollutant runoff. Development constraints due to the presence of wetlands were considered in the placement of buildings under the 2012 RTC Master Plan. Stormwater management and erosion and sediment control measures would be implemented to minimize possible impacts to wetlands from erosion, sedimentation, or contamination during construction and operation of the proposed facilities.

Although the 2012 RTC Master Plan does not include site specific plans, it appears that a small portion of the loop road at the southeast side of the site may directly impact wetlands (see Figure 4-1). In addition, the perimeter fence may cross wetland areas, depending on its final

alignment. Additional roadways may lie within or encroach upon the 100-foot wetlands protection buffer. Impacts to wetlands would be subject to Section 404 of the Clean Water Act.

During site design and engineering, site surveys would be conducted to confirm the 100-foot buffer for Wetlands of Special State Concern throughout the property. New construction within wetlands or the 100-foot wetland buffer would each be evaluated based on detailed site plans in order to minimize potential indirect and direct impacts to wetlands. Design and engineering modifications to roadways and buildings would be undertaken, recognizing these boundaries as necessary, in coordination with federal and State review agencies. Modifications could include constructing a raised roadway or using culverts and drains to assist water movement.

Overall, long-term adverse impacts to wetlands as a result of the implementation of the 2012 RTC Master Plan are anticipated to be minor, as impacts are anticipated to be limited to small sections of isolated wetlands.

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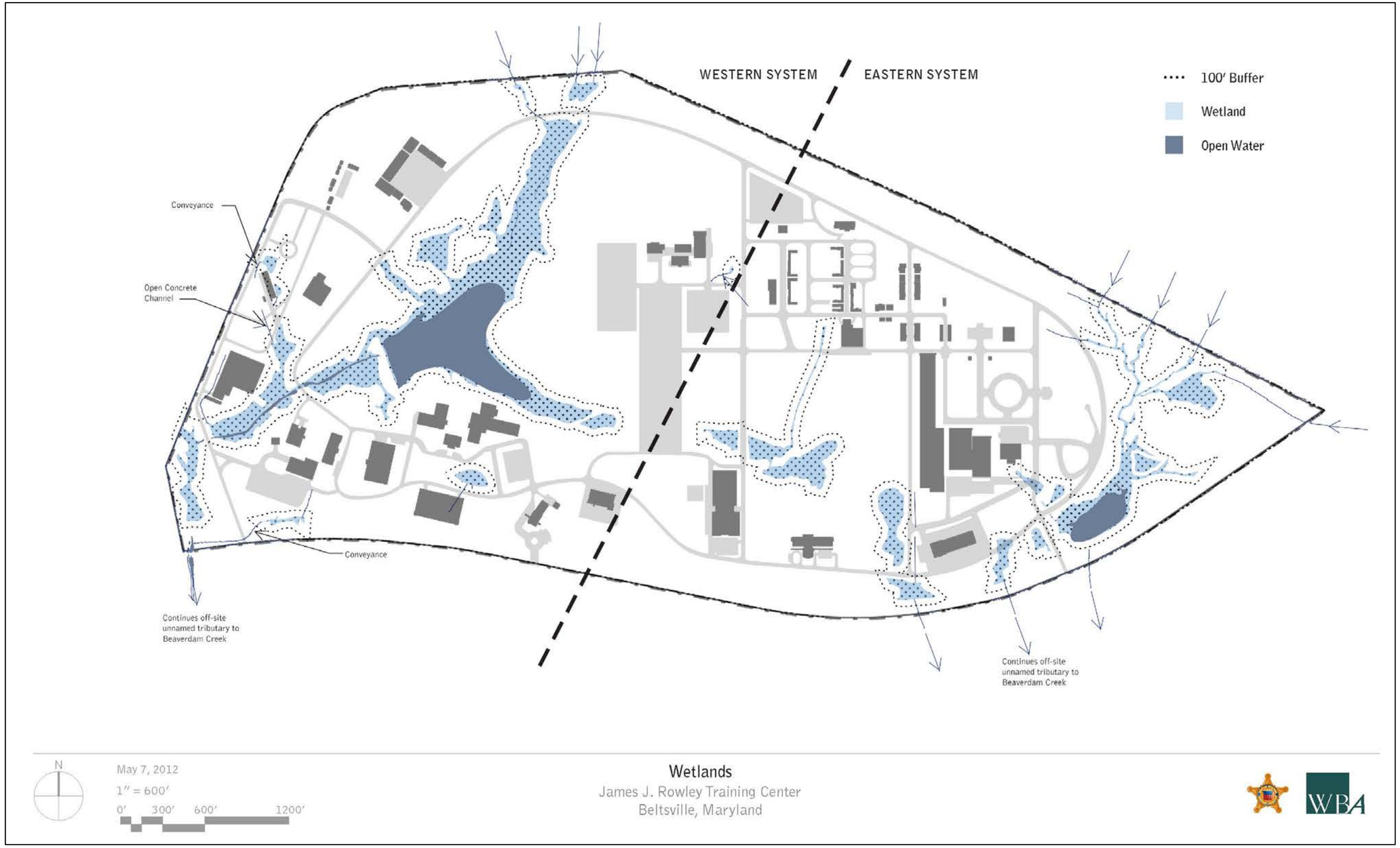

Figure 4-1: Wetlands Impacts
Source: WBA 2012

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Mitigation

- In the design of the individual projects, USSS would seek ways to reduce pollutant loads by identifying potential restoration or retrofit opportunities that could be done in conjunction with new development. This would minimize impacts of the projects and decrease the current pollutant loads within the watershed.
- During the design phase, consult with MDE on individual projects to ensure that Tier II waters in the area are not degraded.
- If localized perched groundwater is encountered during excavation, appropriate dewatering techniques would be implemented consistent with USACE regulations for erosion, sediment control, and stormwater management.
- Appropriate erosion and sediment control measures and stormwater management would be implemented throughout the course of construction and operation of the proposed facilities, consistent with applicable federal, Maryland, and Prince George's County regulations.
- Regulated substances would be stored on an impervious area and away from surface water and storm drains.
- Potential impacts to wetlands or the associated 100-foot buffer would be subject to federal and state review and approval, as per Section 404 of the Clean Water Act and the Coastal Zone Management Act. USSS would work with appropriate federal and state agencies to obtain proper permits and authorizations for any alterations.
- To the greatest extent possible, the roadways and parking areas would be routed to minimize their footprint on wetlands, while maintaining vehicular access to the eastern sector of the site for patrol purposes. If road construction through the wetland is unavoidable, mitigation measures would be implemented to minimize adverse impacts. Adequate drainage of the natural surface and groundwater below the roadway would be maintained by either constructing a raised roadway or using culverts and drains to assist water movement. The roadway would also be constructed in such a way that stormwater is able to drain away from wetlands, thereby minimizing an influx of additional water and pollutants. To the extent possible, disturbance to vegetation would be minimized during construction of the roadway and disturbed areas would be re-vegetated with native vegetation of similar composition and structure as the surrounding vegetation.
- Heavy equipment would be confined to proposed development areas during construction.

No Action Alternative

Under the No Action Alternative, the 2012 RTC Master Plan would not be implemented. Impacts to water resources would be negligible.

4.7 Vegetation Impacts

Proposed Action Alternative

The facilities and infrastructure improvements proposed under the 2012 RTC Master Plan would require removal of a limited area of vegetation. Based on proposed building footprints and construction access areas, it is estimated that approximately 35 acres of forest would potentially be removed to allow for development associated with the proposed 2012 RTC Master Plan. With the exception of three areas on the eastern side of the site, the forested areas removed would be small. In addition, the trees removed would be at the edges of forested areas, and not within the centers, in order to minimize impacts (see Figure 4-2). The Master Plan would be phased over 10 to15 years and thus the reduction in forested area would occur gradually and reforestation could be implemented where feasible. It is estimated that construction of the new roadways throughout the campus would cover less than six acres of land. Minor site work and clearing would be necessary for the placement of the new perimeter fence. It is estimated that less than six acres of land would be affected by the perimeter fence buffer. Where possible, the buffer would continue to maintain its natural vegetation and tree cover. By maintaining as much of the existing native tree cover as possible, impacts to vegetation and wildlife habitat would be minimized. The forested area in the southwestern corner of the tract that surrounds the tributary to Beaverdam Creek, as well as forested wetlands and their buffers, are considered high priority retention areas due to their water-related function and thus would be avoided to the extent possible. Overall, long-term adverse impacts to vegetation are anticipated to be minor.

Mitigation

- Where feasible, concentrate development in unforested areas or at the perimeter of the forest.
- Limit forest removal to the footprint of buildings and necessary driveways, roads, and parking lots.
- Do not remove or disturb forest habitat during April-August, the breeding season for most FIDS.
- Afforestation and reforestation measures would be implemented to the greatest extent possible in compliance with the Maryland Forest Conservation Act (1991; as amended 1993 and 1994).
- Afforestation efforts to offset impacts to removal of forests associated with the development under the master plan would target riparian or streamside areas that lack woody vegetative buffers, forested riparian areas less than 300 feet wide, and gaps or peninsulas of non-forested habitat.
- Native trees and landscaping would be planted to supplement existing vegetation throughout the site. New vegetation would be introduced for each acre removed from the campus. Tree vegetation to be retained on-site would require protection measures (i.e. tree protective fencing) during construction.
- To the extent practicable, the forested wetlands and their buffers throughout the property would be protected, as they are identified as high-priority retention areas performing valuable water quality functions.

No Action Alternative

The No Action Alternative would not result in changes to the RTC property. There would be no loss of vegetation, as there would be no new development. Impacts would thus be negligible.

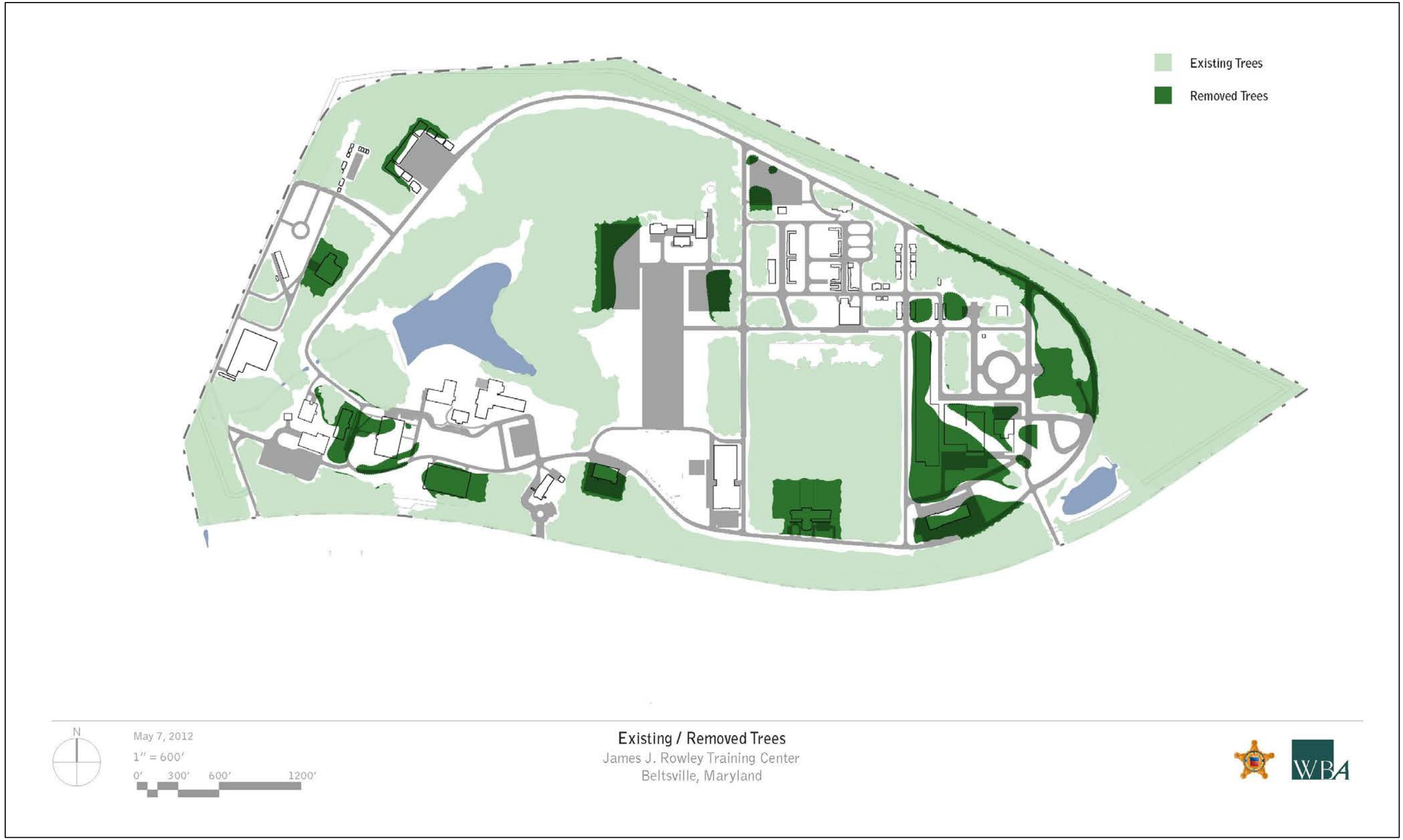

Figure 4-2: Existing/Removed Trees
Source: WBA 2012

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4.8 Wildlife Impacts

Proposed Action Alternative

Approximately 35 acres of forest would likely be disturbed under the proposed action. The forested areas within the site contain FID habitat, defined as forest tracts greater than 300 feet in interior depth. However, extensive amounts of similar habitat would remain on the RTC property and at the adjacent USGS Patuxent Wildlife Research Center. In addition, there would be an increase in edge habitat.

USSS received online certification on October 13, 2011 that no federal RTE species have been documented on the RTC property (see Appendix F). However, several state RTE species have been identified within the Beaverdam Creek watershed. Potential habitat for these species does occur on the RTC property in the herbaceous wetlands along the pond margins. However, development is not proposed within the wetlands along the pond margins. Overall, long-term impacts to wildlife are anticipated to be minor.

Mitigation

- Limit forest removal to the “footprint” of buildings and only what is necessary for placement of roads and driveways.
- Implement a planting program to reduce potential loss of wildlife habitat.
- Afforestation efforts would target streamside areas lacking woody vegetation to help minimize effects of habitat loss to FID bird species.

No Action Alternative

The No Action Alternative would not result in changes to the RTC campus. Thus, impacts to wildlife would be negligible.

4.9 Noise Impacts

Proposed Action Alternative

Construction activities on the site, as well as the movement of heavy trucks, have the potential to increase ambient noise levels over the short term. However, the Master Plan would be phased over 10 to 15 years such that at any given time, construction would likely be limited in scope. Thus, short-term adverse impacts are anticipated to be minor.

With the implementation of the Proposed Action Alternative, both the number of students and the variety of training opportunities at the RTC would increase. In order to minimize noise impacts to adjacent properties, the new Firearms Training Precinct would be located near the center of the campus. In addition, the new rifle range and firearms training complex within the precinct would be enclosed, thereby limiting noise emissions. The PODC pad would be expanded to allow for additional driver and bicycle training; however, it would be located at the center of the campus. Given that PODC training generally does not exceed the Maryland noise standards, it is unlikely that the expansion of activities would have a noticeable impact on ambient noise levels. Periodic noise would likely increase within the Tactical Training Precinct due to expanded training activities. This precinct is located on the northern side of the campus proximate to the residential uses. As a result, there is the potential for long-term, but intermittent, moderate adverse impacts to noise.

Mitigation

- During the design of potentially noise-producing training venues, the impact of noise generated by the new development would be studied and potential mitigation measures identified.
- To the extent feasible, training activities along the northern perimeter road and within the northern woods would be limited to daytime hours.
- A double perimeter security fence is proposed under the RTC 2012 Master Plan; during the design of the fence, the incorporation of a noise barrier wall as part of the inside perimeter should be studied.
- USSS would continue to coordinate with adjacent property owners to address ongoing noise issues.

No Action Alternative

Under the No Action Alternative, the 2012 RTC Master Plan would not be implemented and no new facilities would be constructed. Long-term impacts of the No Action Alternative would be minor to moderate due to the fact that noise levels generated by small arms simulators periodically exceed Maryland standards.

4.10 Utilities Impacts

Proposed Action Alternative

Water Supply

Proposed development associated with the 2012 RTC Master Plan would result in an increase in water demand; however, the demands generated would be limited and are not anticipated to impact supply to the local area. The existing water pressure is not strong enough to adequately distribute water throughout the campus, and the campus facilities expansions would require replacement of the water boosting system infrastructure. In addition to the replacement of the primary booster pumps, a secondary water booster pumping system would be implemented to better utilize the existing water tower. In the interest of safety and the ability to become self-contained in the event of emergency, shut-off valves would be added to the existing eight-inch water lines entering and leaving the campus. Water could then be distributed through the campus from the stored supply alleviating the need for an outside source of water. Both capacity and pressure increases are proposed to allow for more efficient operation of the system as well as for the expansion of the campus. USSS would coordinate with the Prince George's County Fire/Emergency Medical Service Department as the detailed design of projects progresses to ensure access is maintained to the fire hydrants. Overall, long-term impacts would be beneficial.

Electrical Service

A loop underground distribution system is proposed for the RTC. Primary power would be purchased from BG&E, and two 13.2 kiloVolt (kV) feeders would come into the facility at the government owned 15 kV switchgear and be distributed in a loop around the facility. The new system would make provisions to extend the existing system from the nearest switch transformer to the new location desired. Adding buildings to the site with a primary loop system would not require BG&E to reconfigure their direct buried distribution system.

The underground feeders would run in an underground ductbank with manholes for access. Pad mounted sectionalizing switches would be installed in the loop to serve pad mounted transformers serving the buildings, to allow maintenance on the system without shutting down the complete site. Should a power outage occur somewhere on the RTC campus, the affected portion of the system could be isolated without interruption to electrical service to the remainder of the campus. The proposed distribution system would reduce the vulnerability and greatly increase reliability of the RTC's electrical service, resulting in an overall beneficial impact on electrical service at the RTC.

Sewage Collection and Treatment

Although the existing sanitary system is sufficient to handle current requirements, growth associated with implementation of the proposed 2012 RTC Master Plan would require extensive upgrades of the existing sanitary system infrastructure. Due to geographical characteristics and overall size of the campus, a system of sanitary sewer pumping stations and sanitary force mains would be utilized. Several new sanitary force mains have been proposed as part of the campus improvements. An increase in pumping capacity of the Main Sanitary Pump Station would handle the expected increase in capacity needs that would result from the campus improvements. Overall, long-term impacts to the sewage collection system would be negligible.

Natural Gas Distribution

The existing gas piping system has sufficient capacity to serve both the current needs of the RTC campus and the projected needs resulting from the proposed facilities expansion. The distribution system infrastructure would be extended to serve the proposed facilities. Overall, long-term impacts would be negligible.

No Action Alternative

Under the No Action Alternative, no improvements would be undertaken to the utility systems on site. Impacts would thus be negligible.

4.11 Stormwater Management Impacts

As a federal property in the state of Maryland, the local governing authority is MDE; the *Maryland Stormwater Management Guidelines for State and Federal Projects* (April 2010) outlines the review and approval process for projects such as those proposed in the 2012 RTC Master Plan. All projects undertaken after May 2010 are required to utilize Environmental Site Design (ESD) to the maximum extent practicable. ESD is defined as "a comprehensive design strategy for maintaining predevelopment runoff characteristics and protecting natural resources."

In addition, as a federal facility, development at the RTC must meet the requirements of Section 438 of the Energy Independence and Security Act of 2007 (EISA). These requirements are that "the sponsor of any development or redevelopment project involving a federal facility with a footprint that exceeds 5,000 square feet shall use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to temperature, rate, duration and flow."

Proposed Action Alternative

Under the Proposed Action Alternative, there could be short-term construction-related impacts to stormwater due to increased sediment flows; however this would be minimized by implementing best management practices.

Over the long term, impervious surface area on the site would increase from approximately 2,303,476 square feet (11 percent of the total site area) to 3,996,708 square feet (19 percent of the total site area). This would include roads, sidewalks, other paved areas, and buildings.

In order to meet the requirements for achieving ESD, a concept plan for stormwater controls was developed together with the 2012 RTC Master Plan. As outlined in the plan, specific methods for reducing runoff and improving stormwater quality include the following:

- *Permeable pavements* – proposed for newly paved areas; best suited for areas where soil type will allow infiltration and where the water table is not too high.
- *Disconnection of rooftop runoff* – best suited for areas which are currently vegetated and would remain vegetated under the 2012 RTC Master Plan.
- *Disconnection of non-rooftop runoff* – best suited for areas of mild slopes and adjacent to areas of existing vegetation that would remain under the 2012 RTC Master Plan.
- *Rainwater harvesting* – best suited for areas where there is a significant need for non-potable water.
- *Landscape infiltration* – best suited for areas where sufficient space is available to provide pretreatment to the facility, as well as necessary facility footprint size for proper infiltration of stormwater being treated.
- *Rain gardens* – could be added where feasible.
- *Micro-bioretention* – due to adaptability, this could be used at all of the proposed development sites in the 2012 RTC Master Plan.
- *Swales* – best suited alongside new roadways that would connect sub-areas.
- *Enhanced filters* – could be added where feasible to provide for a greater degree of infiltration.

An analysis of this preliminary concept undertaken as part of the 2012 RTC Stormwater Management Master Plan indicates that sufficient controls can be implemented to comply with the requirements of ESD. Under the Proposed Action Alternative, the deteriorated roadside ditches would be improved through conversion to bio-swales or the installation of turf reinforcing mats. Overall, long-term impacts to stormwater are anticipated to be beneficial.

Mitigation

- BMPs would be implemented during construction in order to minimize sediment loads in stormwater runoff.
- USSS would coordinate with MDE through the detailed design of individual projects to facilitate the implementation of ESD to the maximum extent practicable and to ensure stormwater management controls meet established requirements and that post-development runoff characteristics mimic pre-development characteristics.
- As detailed design progresses for individual elements of the 2012 RTC Master Plan, USSS would consider additional soil testing as necessary to determine suitability of underlying soils for specific stormwater management elements.

No Action Alternative

Under the No Action Alternative, no new development would be undertaken at the site. The existing deficiencies, including standing water and deteriorated roadside ditches, would remain. Impacts to stormwater would be minor.

4.12 Sustainability Impacts

Proposed Action Alternative

In the short term**,** construction of new buildings and associated infrastructure would have a minor adverse impact on site sustainability due to the use of equipment and vehicles that burn fossil fuels. In addition, construction materials such as concrete, wood and steel require the use of fossil fuels for preparation and transportation. However, these impacts would not persist beyond the construction phase.

Over the long term, although there would be substantially more development on the site, and greater impervious area, Low Impact Development measures would be implemented to reduce runoff and improve water quality. The construction of additional buildings on the site would increase the total square footage of buildings at the RTC; however, all major renovation and new construction projects would be designed to meet at least LEED Silver standards which could decrease building energy use and increase energy efficiency. In addition, the upgraded utilities have the potential to improve energy efficiency, resulting in beneficial impacts. Overall, short- and long-term adverse impacts are anticipated to be minor, with beneficial impacts resulting from improvements in energy efficiency.

No Action Alternative

Under the No Action Alternative, the Master Plan would not be implemented. Thus, impacts to sustainability would be negligible.

4.13 Hazardous Materials

Proposed Action Alternative

Weapons training activities and weapons cleaning currently produce hazardous wastes at the RTC. Under the Proposed Action Alternative, the scope of training activities would increase at the RTC, subsequently increasing the hazardous waste stream. However, a portion of the waste, including lead bullets, would continue to be recycled. All hazardous waste would be monitored by a State-licensed hazardous waste firm to ensure its proper handling, packaging, shipping and disposal.

Soil sampling has indicated elevated levels of lead in the vicinity of the Merletti Building. Construction in this area has the potential to disturb these contaminated soils, thereby resulting in short-term adverse impacts. However, construction activities in this area would offer the opportunity to remediate the hazardous materials currently present in the soils.

Overall, short-and long-term adverse impacts are anticipated to be minor. There is the opportunity for beneficial impacts as a result of the proposed action as the contaminated soils around the Merletti Building could be remediated.

Mitigation

- Soils excavated in the vicinity of the Merletti Addition and new Administration and Classroom Building would be tested prior to reuse elsewhere on the site and any contaminated soils would be disposed of by a State-licensed hazardous waste firm.
- The USSS would consult with the MDE regarding hazardous wastes to ensure activities are being conducted in compliance with applicable State and federal laws and regulations.

No Action Alternative

Under the No Action Alternative, there would be no new hazardous materials introduced at the RTC. Soil contamination in the vicinity of the Merletti Building would persist. Impacts would be negligible.

4.14 Coastal Zone Management Impacts

Proposed Action Alternative

The Maryland Department of the Environment is the state's lead agency for the state's CZMP. The federal consistency requirements are carried out by the Coastal Zone Consistency Division in the Wetlands and Waterways Program of the Water Management Administration (WMA). The WMA coordinates the consistency review with appropriate state agencies and issues a public notice for the project, if necessary. If any state agency or public comments are received, WMA transmits the state's response to the federal agency, including action on the federal agency's consistency determination (Ghigiarelli, 2004).

Since the RTC lies within Maryland's Coastal Zone, the individual master plan projects would be subject to Federal Consistency Review in accordance with CZMA. Table 4-2 below indicates which policies may be applicable to the individual master plan projects.

The 2012 RTC Master Plan was designed to avoid natural resources to the greatest extent possible. The USSS has developed a stormwater management plan in conjunction with the RTC Master Plan to ensure that the proposed master plan projects comply with Section 438 of the Energy Independence and Security Act of 2007 (EISA). Stormwater management is discussed in detail in Section 4.11. The USSS would also submit erosion and sediment control plans to MDE for master plan projects as they are undertaken. In addition, the USSS would implement LID measures and all facilities would be designed to meet LEED Silver standards, or higher.

No Action

Under the No Action Alternative, the master plan projects would not be undertaken. Thus, compliance with CZMA would not be required.

Table 4-2
Coastal Zone Management Policies

Policy	Potential Applicability to Master Plan Projects
General Policies	
Core Policies	Applicable
Water Quality	Applicable
Flood Hazard	Not Applicable – no floodplains on site
Coastal Resources	
Chesapeake and Atlantic Coastal Bays Critical Area	Not applicable – not within Critical Area
Tidal wetlands	Not applicable – no tidal wetlands on site
Non-tidal wetlands	Applicable
Forests	Applicable
Historical and archaeological sites	Not applicable – no historic properties on site
Living aquatic resources	Applicable
Coastal Uses	
Mineral extraction	Not Applicable – no mineral extraction
Electrical generation and transmission	Not Applicable – no electrical generation or transmission
Tidal shore erosion control	Not applicable – not on shoreline
Oil and natural gas facilities	Not applicable – no oil and gas facilities
Dredging and disposal of dredged material	Not applicable – no dredging or disposal of dredged material
Navigation	Not applicable – no navigational access
Transportation	Not applicable – no transportation facilities
Agriculture	Not applicable – no agricultural uses
Development	Applicable
Sewage Treatment	Not applicable – no sewage treatment

4.15 Cumulative Impacts

Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. They are considered within this analysis so that the environmental impacts of the proposed action are not viewed in isolation, but are understood within the context of other ongoing or planned changes.

Recently completed, ongoing, and planned projects in the vicinity of the RTC have the potential to result in cumulative impacts when considered together with the impacts of the implementation of the proposed 2012 RTC Master Plan. As identified within the 2012 Transportation Impact Study, planned projects include the following:

- *Rosso Property*: located near the intersection of Beaver Dam Road and Springfield Road south of the RTC, this project is comprised of 31 single-family residences.

- *Glendale North*: located near the intersection of Beaver Dam Road and Springfield Road south of the RTC, this project is comprised of 31 single-family residences.

- *Sylla Business Park*: located on Laurel Bowie Road north of the RTC, the park includes 16,000 square feet of office space and a 72-room hotel.

- *Emmanuel Baptist Church*: located on Laurel Bowie Road north of the RTC, the Emmanuel Baptist Church will comprise 18,600 square feet.

Land Use and Planning Policies - Since there would be no changes to land uses on the site, cumulative impacts to land use would be negligible. Cumulative impacts to planning policies would also be negligible.

Roadway and Traffic Patterns – The impact of the Proposed Action Alternative, when considered together with planned projects in the area, would result in a minor long-term cumulative impact to roadways and traffic patterns. For additional detail, see Section 4.3 above.

Parking – the Proposed Action Alternative, when considered together with the other planned projects in the area, would result in negligible cumulative impacts to parking supply and demand.

Topography, Drainage and Soils – Due to the distance between the RTC and the other proposed projects in the area, short- and long-term cumulative impacts to topography, drainage and soils would be negligible.

Water Resources – Since short- and long-term impacts to surface water, ground water and water quality as a result of the Proposed Action Alternative are anticipated to be negligible, cumulative impacts are also anticipated to be negligible. The Proposed Action Alternative would have a long-term minor impact on wetlands on the RTC site. If the four cumulative projects in the area also impact wetlands, the 2012 RTC Master Plan could contribute to a minor to moderate cumulative impact to wetlands in the area.

Vegetation – The Proposed Action Alternative would result in minor long-term adverse impacts to vegetation due to the removal of approximately 35 acres of forested area. If the proposed projects in the surrounding area also require the disturbance of forest, the 2012 RTC Master Plan could contribute to a minor cumulative impact to vegetation.

Wildlife – Under the Proposed Action Alternative, there would be minor adverse impacts to wildlife due to the loss of FID habitat. If the other projects also remove FID habitat, this could result in a minor adverse cumulative impact to wildlife.

Noise – The Proposed Action Alternative would result in short-term minor adverse impacts to noise levels during construction. If the construction of projects under the 2012 RTC Master Plan occur at the same time as the Sylla Business Park and the Emmanuel Baptist Church, both in the closest proximity to the RTC, this could result in a minor to moderate short-term cumulative impact to noise in the area.

Utilities – Overall, impacts to utility service on the RTC site as a result of the Proposed Action Alternative are anticipated to be negligible to beneficial. The proposed projects in the area, when considered together with the implementation of the 2012 RTC Master Plan should not adversely impact supply. Thus, cumulative impacts are anticipated to be negligible.

Stormwater – Impacts to stormwater as a result of the implementation of the 2012 RTC Master Plan are anticipated to be beneficial, as stormwater controls would be implemented with each of the projects and existing deficiencies would be improved. It is assumed that the other projects in the surrounding area would also employ stormwater controls and thus would not result in adverse impacts to stormwater management over the long-term. If the cumulative projects improve stormwater management conditions on their respective sites, this could result in a beneficial cumulative impact to stormwater.

Sustainability – The Proposed Action Alternative would result in minor adverse impacts to sustainability due to increased vehicle trips to the site. If the other projects in the area also result in an increase in vehicle trips, this could result in a minor cumulative impact to sustainability in the area.

Hazardous Materials – Short- and long-term cumulative impacts to hazardous materials as a result of the Proposed Action Alternative are anticipated to be minor. If the proposed projects result in the short- or long-term generation of hazardous materials, the 2012 RTC Master Plan could contribute to a minor adverse impact to hazardous materials in the area.

Coastal Zone Management – Compliance with Coastal Zone Management policies would be accomplished as individual projects are undertaken. An assessment of other relevant projects within the surrounding area would be undertaken at that time.

5.0 APPENDIX

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APPENDIX B: REFERENCES

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B.A., Hampshire College, 1996

APPENDIX D: LIST OF ACRONYMS AND ABBREVIATIONS

APHIS	Animal and Plant Health Inspection Service
BARC	Beltsville Agricultural Research Center
BG&E	Baltimore Gas & Electric
BMP	Best Management Practices
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
DHS	Department of Homeland Security
DOT	Department of Transportation
EA	Environmental Assessment
EISA	Environmental Independence and Security Act
EMT	Emergency Medical Training
EPA	Environmental Protection Agency
ESD	Environmental Site Design
FCP	Forest Conservation Plan
FID	Forest Interior Dwelling
FLETC	Federal Law Enforcement Training Center
FSD	Forest Stand Delineation
gpm	gallons per minute
HCM	Highway Capacity Manual
JD	Jurisdictional Determination
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LOS	Level of Service
MDE	Maryland Department of Environment
MDNR	Maryland Department of Natural Resources

MDP	Maryland Department of Planning
MHT	Maryland Historical Trust
M-NCPPC	Maryland-National Capital Park and Planning Commission
NASA	National Aeronautics and Space Administration
NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NOx	Nitrogen Oxides
NPS	National Park Service
OPR	Office of Protective Research
PODC	Protective Operations Driver Course
RPC	Routine Program Change
RTE	Rare, Threatened, and Endangered Species
SOTS	Special Operations Training Section
SPD	Special Operations Division
TMP	Transportation Management Plan
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USSS	U.S. Secret Service
VOC	Volatile Organic Compound
WSSC	Wetlands of Special State Concern

APPENDIX E: SCOPING LETTERS

From: B Rosenbush
To: Dyer-Carroll, Stephanie;
cc: E Elliott; L Janey;
Subject: ATTN: Stephanie Dyer-Carroll
Date: Thursday, December 03, 2009 2:06:23 PM

EDAW/AECOM, Inc.: Thank you for your letter to Linda Janey dated 11/25/09. I am a planner for the State Clearinghouse/ I work for Ms. Janey. Please send us a map to accompany the Scoping letter. Is it correct that this document deals with the Secret Service's Rowley Training Center? May we hear from you by December 4, 2009? Thank you.

Mr. Bob Rosenbush
Planner
Maryland Department of Planning
Room 1104
301 West Preston Street
Baltimore, MD 21201-2305
Telephone: 410-767-4487
Fax: 410-767-4480 and via e-mail at
brosenbush@mdp.state.md.us
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MDP

Maryland Department of Planning

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Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

RECEIVED
DEC 14 2009

December 10, 2009

Ms. Stephanie Dyer-Carroll, AICP
Associate
EDAW/AECOM, Inc
601 Prince Street
Alexandria, VA 22314

STATE CLEARINGHOUSE REVIEW PROCESS

State Application Identifier: MD20091203-1535
Reviewer Comments Due By: December 24, 2009
Project Description: Scoping prior to Environmental Assessment: revision of Rowley Training Center Master Plan
Project Address: northeast corner Baltimore Washington Parkway, Powder Mill Road
Project Location: County of Prince George's
Clearinghouse Contact: Bob Rosenbush

Dear Ms. Dyer-Carroll:

Thank you for submitting your project for intergovernmental review. Participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps ensure project consistency with plans, programs, and objectives of State agencies and local governments. MIRC enhances opportunities for approval and/or funding and minimizes delays by resolving issues before project implementation.

The following agencies and/or jurisdictions have been forwarded a copy of your project for their review: the Maryland Department(s) of the Environment, Transportation, Natural Resources; the Governor's Office of Homeland Security; the County of Prince George's; the Maryland-National Capital Park and Planning Commission in Prince George's County; and the Maryland Department of Planning; including the Maryland Historical Trust. They have been requested to contact your agency directly by **December 24, 2009** with any comments or concerns and to provide a copy of those comments to the State Clearinghouse for Intergovernmental Assistance. Please be assured that after **December 24, 2009** all MIRC requirements will have been met in accordance with Code of Maryland Regulations (COMAR 34.02.01.04- .06). The project has been assigned a unique State Application Identifier that should be used on all documents and correspondence.

A "Project Survey" form is enclosed with this letter. Please complete and return it within 14 days of the date of this letter. If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR
Enclosure(s)
cc: Beth Cole – MHT*
Joane Mueller – MDE*
Cindy Johnson – MDOT*
Roland Limpert – DNR*
Andrew Lauland – GOHS*
Beverly Warfield – PGEO*
Kate Fritz – M-NCPPCP*
Mike Paone – MDPL*

09-1535_NDC.NEW.doc

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

Maryland Department of Planning

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

PROJECT SURVEY

Would you please take a few moments and tell us the source of information used by your agency to apply to the **U.S. Department of Homeland Security (DHS)** for this grant and/or service. Please complete this form and return it to the State Clearinghouse within 14 days of **December 10, 2009,** to the address or fax number noted below.

TO: **Maryland State Clearinghouse**
Maryland Department of Planning
301 West Preston Street
Room 1104
Baltimore, MD 21201-2305

DATE: _____
(Date form completed)

FROM: _____
(Name of person completing this form.)

PHONE: _____-_____-_____
(Area Code & Phone number)

RE: State Application Identifier: MD20091203-1535
Project Description: Scoping prior to Environmental Assessment: revision of Rowley Training Center Master Plan

☐ Chronicle of Philanthropy	☐ GrantsNet	☐ Nonprofit Organization Website
☐ Commerce Business Daily	☐ Health Grants and Contracts Weekly	☐ Previous Grantee
☐ Community Health Funding Report	☐ LISTSERV	☐ Red Book (Catalog of State Assistance)
☐ E-Mail Automatic Notification	☐ Local/State Funding Report and Grant Alert	☐ Seminar or Workshop Attended
☐ Federal Agency Website	☐ Maryland Department of Planning Website	☐ State Agency Website
☐ Federal Assistance Monitor	☐ Maryland Grants (MD Grants)	☐ The Catalog of Federal Domestic Assistance (CFDA)
☐ Federal Grants and Contracts Weekly	☐ Maryland Register	☐ The Foundation Center
☐ Federal Register	☐ NIH Guide for Grants and Contracts	☐ Grants.Gov
☐ Please Identify Other Source(s) Not Listed Above:		

Thank you.

MDPCH-1K

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard • Baltimore, Maryland 21230
410-537-3000 • 1-800-633-6101 • http://www.mde.state.md.us

Martin O'Malley
Governor

Anthony G. Brown
Lieutenant Governor

Shari T. Wilson
Secretary

Robert M. Summers, Ph.D.
Deputy Secretary

January 14, 2010

Ms. Stephanie Dyer-Carroll
EDA W/AECOM, Inc.
601 Prince Street
Alexandria, VA 22314

RE: MDE Application Identifier: MD20091203-1535
Project: Rowley Training Center Master Plan

Dear Ms. Dyer-Carroll

Thank you for the opportunity to review the above referenced project. The document was circulated throughout the Maryland Department of the Environment (MDE) for review, and the following comments are offered for your consideration.

1. Any above ground or underground petroleum storage tanks that may be utilized must be installed and maintained in accordance with applicable State and federal laws and regulations. Contact the Oil Control Program at (410) 537-3442 for additional information.

2. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3318 for additional information.

3. The Hazardous Waste Program should be contacted directly at (410) 537-3343 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations.

4. Any contract specifying "lead paint abatement" must comply with Code of Maryland Regulations (COMAR) 26.16.01 – Accreditation and Training for Lead Paint Abatement Services. If a property was built before 1950 and will be used as rental housing, then compliance with COMAR 26.16.02 – Reduction of Lead Risk in Housing; and Environment Article Title 6, Subtitle 8, is required. Additional guidance regarding projects where lead paint may be encountered can be obtained by contacting the Environmental Lead Division at (410) 537-3825.

Ms. Stephanie Dyer-Carroll
January 14, 2010
Page Two

In addition, the enclosed document offers comments generally consistent with our plans, programs and objectives *contingent* upon certain actions being taken as noted.

Again, thank you for giving MDE the opportunity to review this project. If you have any questions or need additional information, please feel free to call me at (410) 537-4120.

Sincerely,

Joane D. Mueller
MDE Clearinghouse Coordinator
Office of Communications

Enclosure
cc: Bob Rosenbush, State Clearinghouse

Rowling Training Center Master Plan; Scoping prior to EA

Maryland Department of the Environment - Science Services Administration

REVIEW FINDING: R2 Contingent Upon Certain Actions (MD2009 1203-1535)

The following additional comments are intended to alert interested parties to issues regarding water quality standards. The comments address:

A. Water Quality Impairments: Section 303(d) of the federal Clean Water Act requires the State to identify impaired waters and establish Total Maximum Daily Loads (TMDLs) for the substances causing the impairments. A TMDL is the maximum amount of a substance that can be assimilated by a waterbody such that it still meets water quality standards.

Planners should be aware of existing water quality impairments identified on Maryland's 303(d) list. The Project is situated in the Anacostia River watershed, identified by the 8-digit code 02140205 which is currently impaired by several substances and subject to regulations regarding the Clean Water Act.

Planners may find a list of nearby impaired waters by entering the 8-digit basin code into an on-line database linked to the following URL: http://www.mde.state.md.us/Programs/WaterPrograms/TMDL/Maryland%20303%20dlist/2008_303d_search/index.asp

This list is updated every even calendar year. Planners should review this list periodically to help ensure that local decisions consider water quality protection and restoration needs. **Briefly, the current impairments that are relevant to the Project include the following:**

Anacostia River (02140205)

Bacteria:	**Non-tidal. A TMDL has been written and approved by EPA.**
Nutrients:	**Non-tidal. A TMDL has been written and approved by EPA.**
Sediment:	**Non-tidal. A TMDL has been written and approved by EPA.**
Trash:	**Non-tidal. A TMDL is pending development.**
Toxics:	**Non-tidal. A TMDL for Heptachlor Epoxide is pending development.**
Toxics:	**Non-tidal. A TMDL for PCBs is pending development.**
Biological:	**Non-tidal. A TMDL is pending development.**

B. TMDLs: Development and implementation of the Comprehensive Plan should take into account consistency with TMDLs developed for the impaired

Rowling Training Center MD2009 1203-1535 Page 1

waterbodies referenced above. Government decisions made prior to the development of a TMDL should strive to ensure no net increase of impairing substances. TMDLs are made available on an updated basis at the following web site:
www.mde.state.md.us/Programs/WaterPrograms/TMDL/Sumittals/index.asp

Special protections for high-quality waters in the local vicinity, which are identified pursuant to Maryland's anti-degradation policy;

C. Anti-degradation of Water Quality: Maryland requires special protections for waters of very high quality (Tier II waters). The policies and procedures that govern these special waters are commonly called "anti-degradation policies." This policy states that "proposed amendments to county plans or discharge permits for discharge to Tier II waters that will result in a new, or an increased, permitted annual discharge of pollutants and a potential impact to water quality, shall evaluate alternatives to eliminate or reduce discharges or impacts." These permitted annual discharges are not just traditional Point Sources, it can include all discharges such as Stormwater.

Tier II waters are present in the area surrounding the project. Beaver Dam Creek 1 and Beaver Dam Creek 2 are within the vicinity, and the Project is within the catchment (watershed) of the Project. (See attached map) Additional Comments contains the information regarding High Quality Waters Procedures.

Planners should be aware of legal obligations related to Tier II waters described in the Code of Maryland Regulations (COMAR) 26.08.02.04 with respect to current and future land use plans. Information on Tier II waters can be obtained online at:
http://www.dsd.state.md.us/comar/26/26.08.02.04%2D1.htm

Planners should also note that since the Code of Maryland Regulations is subject to periodic updates. A list of Tier II waters pending Departmental listing in COMAR can be found, with a discussion and maps for each county, at the following website:
http://www.mde.state.md.us/ResearchCenter/Data/waterQualityStandards/Antidegradation/index.asp

ADDITIONAL COMMENTS

Stormwater

The project should consider all Maryland Stormwater Management Controls. Site Designs should consider all Environmental Site Design to the Maximum Extent

Practicable and "Green Building" Alternatives. Designs that reduce impervious surface and BMPs that increase runoff infiltration are highly encouraged.

Further Information:
http://www.mde.state.md.us/Programs/WaterPrograms/SedimentandStormwater/swm2007.asp

Environmental Site Design (Chapter 5):
http://www.mde.state.md.us/assets/document/Design%20Manual%20Chapter%205%2003%2024%202009.pdf

High Quality Waters (Tier II) Basic Requirements

Table 1: General Comments regarding Current Antidegradation Implementation Procedures.

For all development projects that do not implement a no-discharge alternative and therefore may adversely impact Tier II waters, MDE will require:	
1.	MDE approval of all design elements and practices required by mandatory implementation of Environmental Site Design (ESD) to the maximum extent practicable and applicable innovative development practices as currently required by COMAR 26.08.02.04-1(K)(2) and the 2007 Stormwater manual (see, http://www.mde.state.md.us/Programs/WaterPrograms/SedimentandStormwater/swm2007.asp). MDE is also recommending ESD be employed for projects that are individually of minimal impact to Tier II resources, to account for the total cumulative effects of each project. Current precedents for this requirement/recommendation can be found in Appendix 1 to these comments).
2.	Mandatory Riparian buffers determined in consideration of slope and soil type, with a minimum of 100 ft in all areas. Buffer requirements are based on similar requirements in the Critical Areas Program and the Chesapeake Bay Riparian Buffer/Reforestation Goals and other water quality objectives). Additional buffers beyond the minimum 100' will be required on sites with slopes greater than 5% and/or with poorly infiltrating soils. See Appendix 2 for guidance.
3.	Biological and chemical monitoring in the Tier II watershed by the applicant to determine remaining AC and any cumulative impacts of current and future developments for larger projects and/or in watersheds with little remaining forest buffering/AC. Maryland non-tidal wetlands regulations also provide statutory authority to consider cumulative impacts [26.23.02.05B(3)(k)]. In the case of the CCC, DNR will only be monitoring in 2009. If necessary, the County would be required to continue this monitoring in 2010 and beyond to determine remaining assimilative capacity and any cumulative effects in the watershed.
Where 1 and 2 above cannot be fully implemented:	Detailed hydrologic analysis to demonstrate assimilative capacity will be maintained. This may include maintenance of watershed-wide forest cover (generally, >=25%), a percentage based on Chesapeake Bay Forest Cover and Land Conservation Goals and the Forest Conservation Act, and analysis of current Tier II watershed data. If it is determined by MDE assimilative capacity still will not be maintained after the above analysis, an SEJ will be required.

Appendix 1

Antidegradation

MARYLAND DEPARTMENT OF THE ENVIRONMENT
MDE 1800 Washington Boulevard • Baltimore MD 21230
410-537-3000 • 1-800-633-6101

Martin O'Malley
Governor

Anthony G. Brown
Lieutenant Governor

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Secretary

Robert M. Summers, Ph.D.
Deputy Secretary

JUN - 8 2009

The Honorable Julia W. Gouge, President
Board of County Commissioners
Carroll County, Maryland
County Office Building
Room 300
225 North Center Street
Westminster MD 21157

Dear Commissioner Gouge:

The Maryland Department of the Environment (MDE) has completed a final review of the **Fall 2008 Amendment Cycle** (Cycle) to the 2007 Carroll County Water and Sewerage Plan. The Cycle consists of five amendments. Three amendments involve Hampstead: annexations Nos. 30 [Summit Street/Taylor Street] and No. 32 [Crockett Property]; and, the Hampstead Industrial Exchange, Solo Cup Lot 2, & IDA Property. For the other two amendments, one is for the Liberty Road Crossing Multi-Use water and wastewater systems – for a proposed business center near Taylorsville; and, the final amendment is for the New Windsor Agriculture Easement Properties.

During MDE's review of the Cycle, the Maryland Department of Planning (MDP) advised MDE that the Cycle is consistent with the Carroll County Comprehensive Plan (enclosed comments). You may recall that MDE had expressed water resource concerns for the three Hampstead amendments and for the Liberty Road Crossing amendment, and needed more time to complete a review of these four amendments. The review period, set to expire on March 10, 2009, was extended until June 8, 2009. The amendment for the New Windsor Agriculture Easement Properties was approved by MDE in my enclosed March 3, 2009 letter to you.

For the three Hampstead amendments, MDE's Water Supply Program (WSP) is concerned that proposed growth may exceed the Town's water supply capacity (enclosed comments). In an effort to assist Hampstead to strengthen its water supply, a new water appropriation permit has been issued by MDE. While this important action may be considered to be a short term benefit, concerns remain as to the viability of the water supply for future growth.

The Department requests that Hampstead prepare a water capacity management plan and forward it to the WSP for review by December 31, 2009. By copy of this letter, representatives of Hampstead are advised to contact the WSP by calling 410-537-3702. The Hampstead amendments are approved with the condition that water resource issues remain which may impact future growth.

Recycled Paper www.mde.state.md.us TTY Users 1-800-735-2258 Via Maryland Relay Service

Rowling Training Center MD2009 1203-1535 Page 4

The Honorable Julia W. Gouge
Page Two

For the Liberty Road Crossing amendment, MDE's Science Services Administration (SSA) has performed a screening analysis for potential impacts to the Tier II watershed above the Gillis Falls I Tier II segment. The SSA advises that their analysis indicates no probable impacts due to the size, location, and nature of the development relative to both the Tier II segment and the watershed's assimilative capacity. The SSA has determined that this project will not require further anti-degradation review.

The Department requests that the County implement environmental site design (ESD) to the maximum extent practicable for Liberty Road Crossing to minimize any potential water quality impacts associated with storm water runoff generated from impervious or other hard surfaces. Since the development is more than 150 meters from the closest stream channel, the Department has no current cause for concern regarding project impacts to riparian buffers. Implementing ESD now will help protect the watershed from any cumulative impacts associated with this and future development activities.

By copy of this letter, representatives of 2515 Liberty, LLC and the County may contact the SSA by calling 410-537-3572 to discuss the analysis, and, for specific questions regarding MDE's Sediment, Stormwater, and Dam Safety program (SSDS) and ESD, please call 410-537-3561. The Liberty Road Crossing amendment is approved.

This action completes MDE's review of the Cycle, as required by Section 9-507 of the Environment Article of the Annotated Code of Maryland. If you need further assistance on these matters, please contact Virginia F. Kearney, Deputy Director at 410-537-3512, toll-free at 800-633-6101 or by e-mail at vkearney@mde.state.md.us.

Sincerely,

Virginia F. Kearney for

Jay Sakai, Director
Water Management Administration

Enclosures

Also, ESD is now being required for Program Open Space and School Construction projects. See http://www.bpw.state.md.us/static_files/advisories/2009-1.pdf

Rowling Training Center MD2009 1203-1535 Page 5

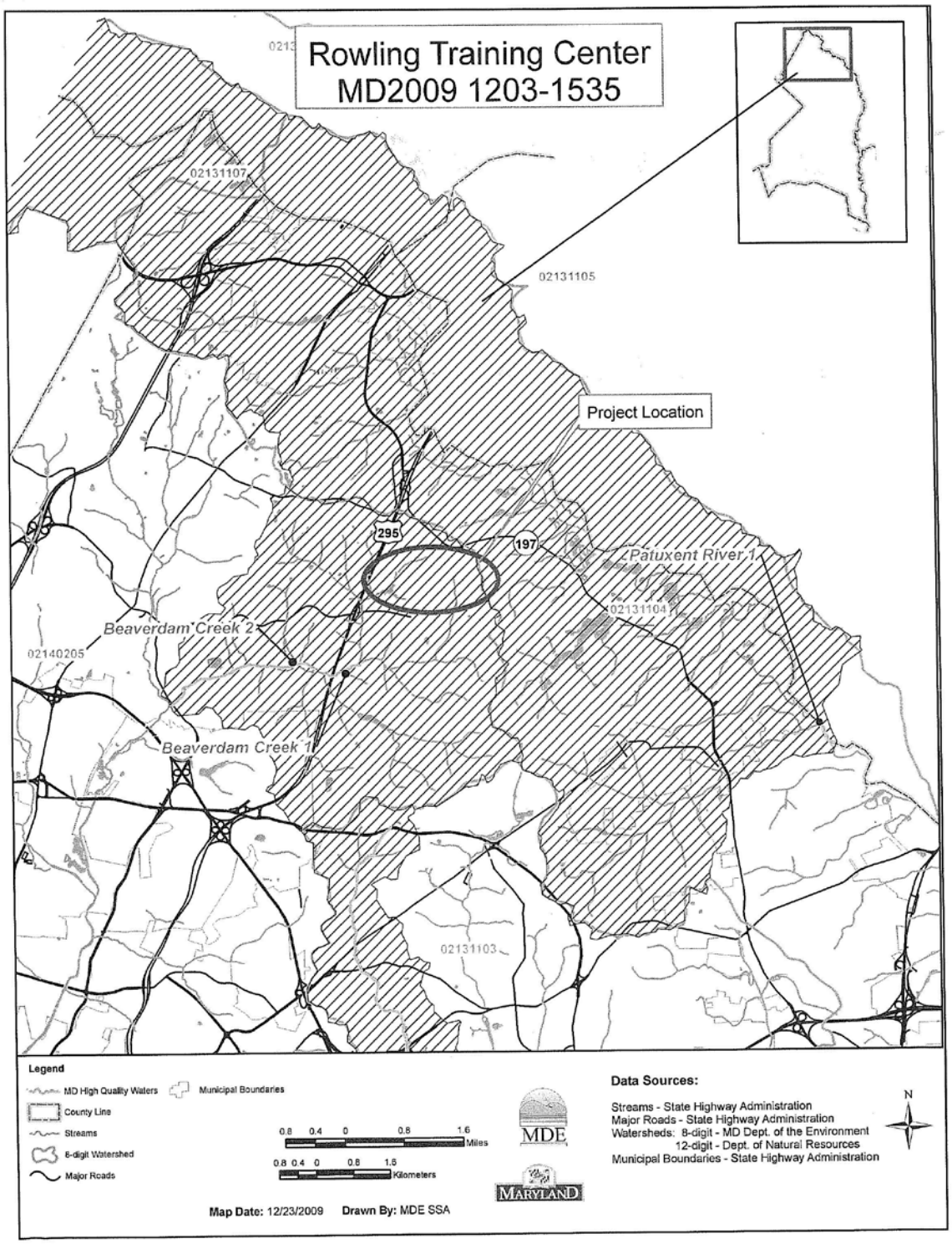
Appendix 2

Table 1: Maryland riparian buffering requirements in Tier II watersheds developed from modified USDA Forest Service recommendations*.

Adjusted Average Optimal Buffer Width Key for HQ Waters (minimum width 100 feet)				
	Slopes			
Soils	0-5%	5-15%	15-25%	>25%
ab	100	130	160	190
c	120	150	180	210
d	140	170	200	230

*Johnson, C. W. and Buffler, S. 2008. Riparian buffer design guidelines for water quality and wildlife habitat functions on agricultural landscapes in the Intermountain West, Gen. Tech. Rep. RMRS-GTR-203. Fort Collins, CO: U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station. Also Available at http://www.fs.fed.us/rm/pubs/rmrs_gtr203.pdf .

Rowling Training Center MD2009 1203-1535 Page 6


Rowling Training Center
MD2009 1203-1535
02131107
02131105
Project Location
295
197
Patuxent River 1
02131104
Beaverdam Creek 2
02140205
Beaverdam Creek 1
02131103
Legend
MD High Quality Waters
Municipal Boundaries
County Line
Streams
8-digit Watershed
Major Roads
0.8 0.4 0 0.8 1.6 Miles
0.8 0.4 0 0.8 1.6 Kilometers
MDE
MARYLAND
Data Sources:
Streams - State Highway Administration
Major Roads - State Highway Administration
Watersheds: 8-digit - MD Dept. of the Environment
12-digit - Dept. of Natural Resources
Municipal Boundaries - State Highway Administration
N
Map Date: 12/23/2009 Drawn By: MDE SSA

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F
DHS
EJC / AKI

EDAW /AECOM Inc.
601 Prince Street, Alexandria, Virginia 22314
T 703.836.1414 F 703.549.5869

RECEIVED
NOV 30 2009
By

200904532

November 25, 2009

Mr. J. Rodney Little
Director
Maryland Historical Trust
Division of Historical and Cultural Programs
100 Community Place
Crownsville, MD 21032

Subject: Rowley Training Center Master Plan Environmental Assessment

Dear Mr. Little,

PR Co.

EDAW/AECOM, on behalf of a Federal agency under the Department of Homeland Security (DHS), is preparing an Environmental Assessment (EA) to analyze the potential impacts associated with updating the Master Plan for its Training Center. An EA and master plan were originally initiated in March 2003; however, both documents were postponed in July 2003 to allow the Federal agency to further coordinate with the DHS on expected changes to the training facility's mission. In March 2007, letters were sent out requesting any comments or concerns on the proposed project. As the Federal agency moves forward to complete the EA, they are again seeking comments from interested agencies and individuals. The Federal agency anticipates releasing the EA for public review in the winter of 2010.

The Training Center is located in Beltsville, Maryland in the eastern portion of Prince George's County, Maryland. The site is approximately 2.5 miles north of the Capital Beltway at the northeast corner of the Baltimore-Washington Parkway and Powder Mill Road intersection. The main access point for the Training Center is located off of Powder Mill Road, which connects with Maryland Route 197 (Laurel-Bowie Road) near the eastern edge of the Center. The Training Center is adjacent to the northern boundary of the Beltsville Agricultural Research Center (BARC), operated by the US Department of Agriculture. A portion of the Patuxent National Wildlife Research Center operated by the US Fish and Wildlife Service (FWS) abuts the east side of the Center on the north side of Powder Mill Road. The Training Center consists of approximately 493 acres of federally-owned land.

The Federal agency proposes to revise its Training Center Master Plan to allow for the gradual expansion and program improvement of the Center. The goal of the master plan update is the creation of a world-class training campus that efficiently utilizes the extensive land holdings of the agency. The Federal agency has identified a need to revise the existing master plan to support the different and evolving training programs associated with the agency's role in DHS.

See also 200904971 (SC)
master plan for 1969 facility
#1B BC 2/12/2010

The Maryland Historical Trust has determined that there are no historic properties affected by this undertaking.
Beth Cole 2/12/2010
Date

In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), a scoping process is being conducted to aid in determining the scope of issues to be addressed within the EA, and to identify the significant issues related to the master plan revision. If you have concerns or issues you would like to see addressed within the study, please submit your comments by December 28, 2009 to:

EDAW/AECOM
Attn: Rowley Training Center Master Plan EA Comments
601 Prince Street
Alexandria, VA 22314
Email: Rowley.ea.comments@aecom.com

Yours sincerely,

Stephanie Dyer-Carroll, AICP
Associate
EDAW/AECOM
601 Prince Street
Alexandria, VA 22314

EDAW | AECOM

National Capital Planning Commission
401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. MP63

December 28, 2009

Ms. Stephanie Dyer-Carroll
Associate
EDAW/AECOM
601 Prince Street
Alexandria, Virginia 22314

Re: Rowley Training Center Master Plan Update Environmental Assessment Scoping Comments

Dear Ms. Dyer-Carroll:

Thank you for the opportunity to submit scoping comments for the Rowley Training Center Master Plan Environmental Assessment (EA). Considering the training center's location outside of the District of Columbia, the National Capital Planning Commission's (NCPC) primary interest will be the master plan's consistency with the Federal Elements of the Comprehensive Plan for the National Capital. Since NCPC will rely upon the EA to conduct its review of the master plan, it is important that the EA demonstrate how the master plan will adhere to the Comprehensive Plan policies.

Transportation Element

The Comprehensive Plan's "Transportation" Element establishes policies to promote a multi-modal regional transportation system and transit-oriented development to improve mobility and air quality throughout the region. As such, the master plan update should adhere to, and the EA should demonstrate consistency with, the following parking policies:

Parking

- Provide parking only for those federal employees who are unable to use other travel modes;
- Give priority to carpool and vanpool parking over that for single-occupant vehicles;
- Provide parking for disabled persons in accordance with federal law;
- Provide parking for official vehicles and visitors in accordance with Federal Property Management Regulations;
- Place parking in structures, preferably below ground, in the interest of efficient land use and good urban design;
- Position parking facilities so as not to obstruct pedestrian and bicycle access to buildings;
- Consider nearby commercial parking space availability in calculating parking requirements, assuming that employees who choose to drive can purchase parking in nearby private facilities at market rates.

Ms. Dyer-Carroll
Page_2

Based on the Rowley Training Center's suburban location and our Comprehensive Plan's proscribed parking ratios, the training center should adhere to a 1:1.5 – 1:2 space-to-employee ratio. If the existing campus ratio is not within that range, the United States Secret Service (USSS) should strive to satisfy the ratio through a phased approach linked to planned improvements over time.

The master plan update should be accompanied by a revised Transportation Management Plan (TMP) which should be reflected in the EA. The following Transportation Element policies apply to federal agency TMP development and goals:

Transportation Management Plans

- Prepare TMPs to encourage employee commuting by modes other than the single-occupant vehicle;
- Develop TMPs that explore methods and strategies to meet prescribed parking ratios, and include a thorough rationale and technical analysis in support of all TMP findings;
- Analyze scenarios that incorporate data on employee home zip codes, nearby bus routes, Metrorail, MARC, and VRE lines and their schedules, and that identify existing and planned HOV lanes;
- Include, within TMPs, implementation plans with timetables outlining each agency's commitment to reaching TMP goals;
- Reflect, within TMPs, planned regional transportation infrastructure or service improvements within five miles of the federal facilities;
- Submit the most recent TMP with all master plans and with all projects that increase employment on site by 100 or more;
- Update TMPs at least every two years to reflect the most current employee information.

Transportation Demand Management

- Encourage ridesharing, biking, walking, and other non-single-occupant vehicle modes of transportation for federal commuters;
- Maximize telecommuting strategies for employees in accordance with federal law;
- Employ compressed and variable work schedules for employees, consistent with agency missions;
- Support pedestrian and transit commuting through Live-Near-Work programs;
- Steadily increase transit subsidy rates, and consider applying subsidies and incentives to other modes, such as biking, walking, carpooling, and vanpooling.

All federal government campuses with multiple buildings are encouraged to operate intra-campus circulators with the following operating characteristics and associated infrastructure:

- Maximum of 15-minute headways or on-call service;
- Service to areas of federal campuses adjacent to or near Metrorail stations;
- Waiting facilities (shelters, benches);
- Signage to identify shuttle stops and maps of service area.

Ms. Dyer-Carroll
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On-campus circulator systems should be connected to shuttle services between campuses and their closest Metrorail stations. As part of the master plan update, the EA should address the feasibility of implementing a circulator/shuttle system at the Rowley Training Center campus.

The following Transportation Element policies relate to bicycle transportation and should be considered during the development of the new master plan, and addressed in the EA:

- Provide bicycle travel lanes, paths, or trails between campus entrance points and all buildings on the campus. Where bike lanes, paths, or trails exist outside of the campus, bicycle travel ways on campus should connect to those outside of the campus;
- Provide secure and sheltered bicycle parking spaces or bicycle lockers in close proximity to entrances at federal buildings and on federal campuses. The number of spaces provided should be in accordance with the requirements of the local jurisdiction in which the federal facility resides, if such requirements exist. In the absence of such requirements, federal facilities should provide an abundant supply of bicycle lockers or parking spaces to meet current employee needs and to promote bicycle commuting;
- Provide employee clothes lockers and showers at federal buildings and on federal campuses to support bicycle commuters. Space should be reserved in new facilities to allow for the provision of showers and lockers to support the bicycle commuting population. Specific goals for bicycle parking should be outlined in the TMP, keeping in mind that visitors may also arrive by bicycle;
- Provide a safe and convenient means of entry and egress to vehicle garages for bicycle commuters.

Parks and Open Space

The "Parks and Open Space" Element establishes policies to uphold the symbolic, recreational, social, and ecological value of national capital parks, waterfronts, and other open spaces. As such, the master plan update should adhere to, and the EA should demonstrate how well the new campus plan supports the following policies:

- Conserve and maintain the essential open space character of areas in the region with significant park, open space, cultural, or natural qualities that contribute to the setting of the National Capital Region. Such areas include the National Arboretum, Beltsville Agricultural Research Center, and McMillan and Dalecarlia Reservoirs;
- Maintain and conserve trees and other vegetation in the landscaped buffer areas on federal installations in a natural condition. Perimeter roads and cleared areas on these sites should be kept to a minimum, carefully landscaped, and managed in a manner that addresses security, aesthetics, and natural character;
- Protect and enhance the green landscape and park-like character provided by trees, grass, and other native plant materials in the National Capital Region by removing invasive species and replanting with native species;
- Conserve portions of federal installations that contribute to greenway and greenbelt areas;

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- Retain natural wooded buffer areas in the vicinity of federal installations throughout the region;
- Where large paved areas are required, preference should be given to using pervious surfaces. Existing large parking areas should be removed as soon as feasible and restored to a landscaped condition with active or passive recreational uses;
- Maintain parkways as scenic landscape corridors, and protect their historic aspects.

In particular, we note that the Rowley Training Center campus is located directly adjacent to the Baltimore-Washington Parkway (I-295), a federal facility controlled by the National Park Service. The master plan update should respect the landscape character of this facility and minimize the potential for visual or acoustic intrusions. The master plan update should also respect the open space character of the adjacent Beltsville Agricultural Research Center, and the EA should demonstrate how planned campus development will not impact this large open space preserve.

Federal Environment

The "Federal Environment" Element establishes policies for conducting federal activities and managing properties to preserve, protect, and enhance the quality of the region's natural resources. As such, the master plan update should adhere to, and the EA should demonstrate how well the master plan update supports the following policies:

Air Quality

- Encouraging further usage of alternative "clean" fuels (e.g., hybrid, fuel cell, compressed natural gas, and "clean" diesel fuels);
- Minimizing power generation requirements, such as by utilizing best available "green" building systems and technologies;
- Utilizing non-polluting sources of energy (e.g., solar energy);
- Encouraging the development and use of alternative energy sources to reduce reliance on fossil fuels;
- Indoor air quality should be promoted by using environmentally friendly ("green") building materials, construction methods, and building designs;
- In response to Ozone Action Days, federal agencies should take measures to temporarily reduce the generation of emissions that contribute to ozone formation.

Water Quality

- Upgrade water supply and sewage treatment systems, and separate storm and sanitary sewers, to avoid the discharge of pollutants into waterways;
- Avoid thermal pollution of waterways, and provide and maintain adequate vegetated buffers adjacent to bodies of water, to protect fish and other aquatic life and to reduce sedimentation and pollutants;

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- Minimize tree cutting and other vegetation removal to reduce soil disturbance and erosion, particularly in the vicinity of waterways. When tree removal is necessary, trees should be replaced to prevent a net tree loss;
- Use pervious surfaces and retention ponds to reduce storm-water runoff and impacts on off-site water quality;
- Encourage the use of innovative and environmentally friendly "Best Management Practices" in site and building design and construction practice, such as green roofs, rain gardens, and permeable surface walkways, to reduce erosion and avoid pollution of surface waters;
- Require wastewater reduction through conservation and reuse in all new federal buildings and major federal renovation projects;
- Encourage the natural recharge of groundwater and aquifers by limiting the creation of impervious surfaces, avoiding disturbance to wetlands and floodplains, and designing storm-water swales and collection basins on federal installations;
- Encourage the implementation of water reclamation programs at federal facilities for landscape irrigation purposes and other appropriate uses.

Land Resources

- Avoid destruction of or damage to wetlands;
- Encourage only compatible land uses adjacent to wetlands;
- Coordinate wetland activities with federal, state, and local government programs and regulations, and with special programs such as the Chesapeake Bay 2000 Agreement;
- Utilize the best engineering practices available to minimize adverse impacts when project construction in a wetland is deemed to be the only practical alternative;
- Discourage development in areas of identified high erosion potential, on slopes with a gradient of 15 percent and above, and on severely eroded soils. Excessive slopes (25 percent and above) should remain undeveloped;
- Employ "Best Management Practices" to reduce the potential for soil erosion;
- Limit uses on highly unstable soils to passive recreation and open space;
- Locate and design buildings to be sensitive to the natural groundwater flows. Avoid development in areas where useful mineral resources, such as diabase clay and shale, are located;
- Preserve existing vegetation, especially large stands of trees;
- Incorporate new trees and vegetation to moderate temperatures, minimize energy consumption, and mitigate storm-water runoff;
- Maintain and preserve woodlands and vegetated areas on steep slopes and adjacent to waterways, especially to aid in the control of erosion and sediment;
- Encourage the use of native plant species, where appropriate;
- Discourage locating intensive land uses within or adjacent to designated and important wildlife habitats;
- Encourage facility design and landscaping practices that provide cover and food for native wildlife;
- Discourage development or significant alteration of areas used by migratory wildlife;

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- Encourage the restoration of degraded water and land habitats, in coordination with federal and local agencies;
- Consider the impacts, including cumulative impacts, of environmental changes on wildlife habitats and the biodiversity of an ecosystem. Consideration should extend to non-protected areas, as well as areas protected by designations such as parks and wetlands.

Human Activities

- Avoid locating activities that produce excessive noise near sensitive natural resources, and sensitive human uses such as residential areas, hospitals, and schools;
- Locate, design, and construct improvements to roads, driveways, loading docks, and parking lots for federal facilities in a manner that is sensitive to existing adjacent land uses;
- Ensure that noise-generating activities at federal facilities, such as loading dock operations, festivals, and concerts, are sited and scheduled with sensitivity to the surrounding environment and community;
- Evaluate the possibilities for joint-use of antennas and collocating antennas to reduce aesthetic impacts and limit the area of radiofrequency (RF) exposure. Federal agencies should also evaluate the cumulative effect of multiple transmitters at one location to ensure that the combined radiofrequency emissions continue to meet Federal Communications Commission guidelines;
- Follow a practice of "prudent avoidance" of RF exposure. Federal agencies should reduce the exposure of workers and the public to RF fields where they may be prevalent, including those from power lines, antennas, equipment, and other recognized sources of RF and Electromagnetic Field emissions;
- Require adequate communication of potential risks where occupational/controlled exposure may be present;
- Utilize advances in technology, such as fiber optics, cooperative antenna technologies, and teleports; and monitor changes in standards and guidelines for the installation of antennas.

If you have any questions about these comments, please contact Michael Weil at (202) 482-7253 or michael.weil@ncpc.gov, or please consult the NCPC website (www.ncpc.gov) for further information on the Comprehensive Plan and our submission guidelines. We look forward to working with you in the future.

Sincerely,

David W. Levy, RA, AICP
Director, Urban Design and Plan Review Division

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cc: Peter May, Associate Regional Director for Lands, Resources and Planning, National Park Service - National Capital Region

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Environmental Resources

Charles W. Wilson
Director

December 22, 2009

Stephanie Dyer-Carroll, AICP
Associate
EDAW/AECOM
601 Prince Street
Alexandria, Virginia 22314

Dear Ms. Dyer-Carroll:

Thank you for giving Prince George's County Department of Environmental Resources the opportunity to present the concerns and issues that we would like addressed in the Environmental Assessment for the Rowley Training Center Master Plan update. The site drains to an unnamed tributary that flows to Beaverdam Creek. Beaverdam Creek is a tributary to the Anacostia River which joins the Potomac River and flows into the Chesapeake Bay. The site is located in DNR12 digit watershed 021402050823.

The water quality in Beaverdam Creek and the Anacostia River are impaired. The State of Maryland, in conjunction with the Environmental Protection Agency, has established Total Maximum Daily Loads (TMDL) for nutrients, biological oxygen demand, fecal coliform and sediments for the Anacostia River. In addition, a Chesapeake Bay TMDL is being established that will require nutrient reductions across the Bay region. In order to meet the TMDLs established for the Anacostia River, it will be necessary to not only prevent further water quality degradation, but to actually decrease the current pollutant loadings.

Prince George's County would like the impact of the expansion of the Rowley Training Center on water quality to be evaluated relative to the pollutant reductions required by the TMDLs. It is recommended that under the proposed actions and alternatives option the following be considered:

9400 Peppercorn Place – Largo, Maryland 20774
TDD: (301) 985-3894

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- Prevent further water quality degradation due to the generation of additional stormwater runoff, not just minimize the impact; and

- Reduce loads by identifying potential restoration or retrofit opportunities that could be done in conjunction with new development/redevelopment.

Should you have any questions or need additional information, please feel free to contact me at (301) 883-5812, or Samuel B. Moki, Associate Director, Environmental Services Group, at (301) 883-5834.

Sincerely,

Charles W. Wilson
Director

cc: Beverly G. Warfield, PGEO Clearinghouse Coordinator
Environmental Services Group, DER

APPENDIX F: USFWS ONLINE CERTIFICATION

United States Department of the Interior
U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573 4575

Online Certification Letter

Today's date: 10/13/2011

Project: Master Plan revision for the James J Rowley Training Center.

Dear Applicant for online certification:

Thank you for choosing to use the U.S. Fish and Wildlife Service Chesapeake Bay Field Office online list request certification resource. This letter confirms that you have reviewed the conditions in which this online service can be used. On our website (www.fws.gov/chesapeakebay) are the USGS topographic map areas where **no** federally proposed or listed endangered or threatened species are known to occur in Maryland, Washington D.C. and Delaware.

You have indicated that your project is located on the following USGS topographic map
Laurel

Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), we certify that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8540. For information in Delaware you should contact the Delaware Natural Heritage and Endangered Species Program, at (302) 653-2880. For information in the District of Columbia, you should contact the National Park Service at (202) 535-1739.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website (www.fws.gov/chesapeakebay).

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further

assistance, please contact Chesapeake Bay Field Office Threatened and Endangered Species program at (410) 573-4531.

Sincerely,

Leopoldo Miranda
Field Supervisor

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