Executive Director's Recommendation

Commission Meeting: December 6, 2012

PROJECT
James J. Rowley Training Center Master Plan
James J Rowley Training Center
9200 Powder Mill Road
Laurel, MD

SUBMITTED BY
United States Department of Homeland Security
United States Secret Service

REVIEW AUTHORITY
Advisory
per 40 U.S.C. § 8722(b)(1)

NCPC FILE NUMBER
MP63

NCPC MAP FILE NUMBER
3214.50(05.00)43651

APPLICANT'S REQUEST
Approval of final master plan

PROPOSED ACTION
Approve as requested

ACTION ITEM TYPE
Open Calendar

PROJECT SUMMARY

The United States Secret Service (USSS) has submitted the 2012 James J. Rowley Training Center (JJRTC) Master Plan for review. The JJRTC is a 439-acre federally owned property in northern Prince Georges County, Maryland approximately 2.5 miles north of the Capital Beltway. The JJRTC serves as the primary training facility for USSS personnel. The USSS expresses the intent in the 2012 JJRTC Master Plan to create a world class campus and expand course offerings at the JJRTC campus to local law enforcement, private security contractors, the academic community, and enhance the training experience for all students.

The 2012 JJRTC Master Plan will update the existing 1996 JJRTC Master Plan (approved by the Commission September, 1996), with a maximum potential of 36 projects (4 projects have been identified for high-priority implementation) over the next 10 to 15 years, to support the proposed increase in population from 333 employees, instructors, and students to 660. Proposed projects include administrative space, classroom and training space, 350 new parking spaces, utility upgrades, stormwater management, and wetland mitigation. The 2012 JJRTC Master Plan establishes a reorganization of the site into six precincts to promote consolidation and efficient use of existing and proposed facilities.

KEY INFORMATION

- The JJRTC functions primarily as a training facility for existing, in-service USSS employees as well as new recruits, and the 2012 Master Plan establishes a planning framework for new development over the next 10 to 15 years.
- Of the 36 proposed projects, 32 are new facility construction, existing facility renovation, and outdoor training ground projects, and 4 are site improvement projects.

- The projected trainee/employee population for JJRTC will be 660; approximately double the current population of 333.
- The Master Plan contains insufficient data to determine the current ratio of parking spaces to trainees and employees. The proposed parking ratio is consistent with the Comprehensive Plan recommendation of 1:1.5.
- The submission includes Transportation Management Guidelines but no Transportation Management Plan (TMP). NCPC Submission Guidelines for Master Plans require a Transportation Management Program for any installation for installations with 100 or more employees. However, the Guidelines allow for a subsequent submission of a TMP in instances where future site occupancy is substantially unknown at the time of the initial preparation of the master plan.
- The Stormwater Management Plan includes a thorough quantitative analysis demonstrating compliance with state and federal stormwater management regulations, including Section 438 of the Energy Independence and Security Act of 2007 (EISA).

RECOMMENDATION

Approves the Master Plan for the James J. Rowley Training Center, Prince George's County, Maryland, for use by the Commission as a guide for future reviews of individual site and building projects at the installation.

Requires the applicant to submit a Transportation Management Plan prior to any future project submission that would:

- Permanently increase the population or number of parking spaces; and/or
- Increase the total number of trips to the facility

Notes that the Transportation Management Plan must include all information required under Section 3(A)(1)(n) of NCPC's Master Plan Submission Guidelines, as well as the following:

- A set of quantifiable goals intended to reduce single-occupancy vehicle (SOV) commuting and definite strategies for attaining these goals, and
- A regular process for measuring the effectiveness of TMP strategies and goals

Requests that USSS include a detailed landscape plan with all future site and building plan project submissions that details reforestation measures intended to mitigate any loss of existing tree canopy resulting from implementation of the JJRTC master plan

Requests that USSS include a detailed Stormwater Management Plan demonstrating compliance with all applicable stormwater regulations including Section 438 of the Energy Independence and Security Act of 2007 (EISA) with all future site and building plan project submissions

Requests that prior to submitting any future site and building plan projects located on land that has not been previously graded or developed, the USSS coordinate with the Maryland Historic Trust to survey for archeological resources

PROJECT REVIEW TIMELINE

Previous actions	**September, 1996** – Approval of 1996 James J. Rowley Training Center Master Plan.
Remaining actions (anticipated)	**None**

Prepared by Dereth Bush
11/28/2012

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I. PROJECT DESCRIPTION

Site

The JJRTC is a 439-acre federally owned campus located in Prince Georges County, MD approximately 2.5 miles north of the Capital Beltway. The campus is bound by the Baltimore- Washington Parkway to the west, Powder Mill Road to the south, and the Beltsville Agricultural Research Center (BARC), operated by the US Department of Agriculture, is adjacent to the southern edge of the JJRTC campus. To the northeast there is the Patuxent Wildlife Research Center operated by the US Geological Survey to the northeast and a 200 acre single family subdivision named Snowden Pond. [See Figure 2]

Figure 1: Regional Vicinity Map

The primary entryway to JJRTC is off of Powder Mill Road in between Soil Conservation Road to the west and Springfield Road to the east and is controlled by a manned gatehouse. There are two additional entry driveways along Powder Mill Road that are closed for security reasons and only open for specific functions. The campus road network provides internal circulation and also serves as a tactical training space. [See Figure 3]

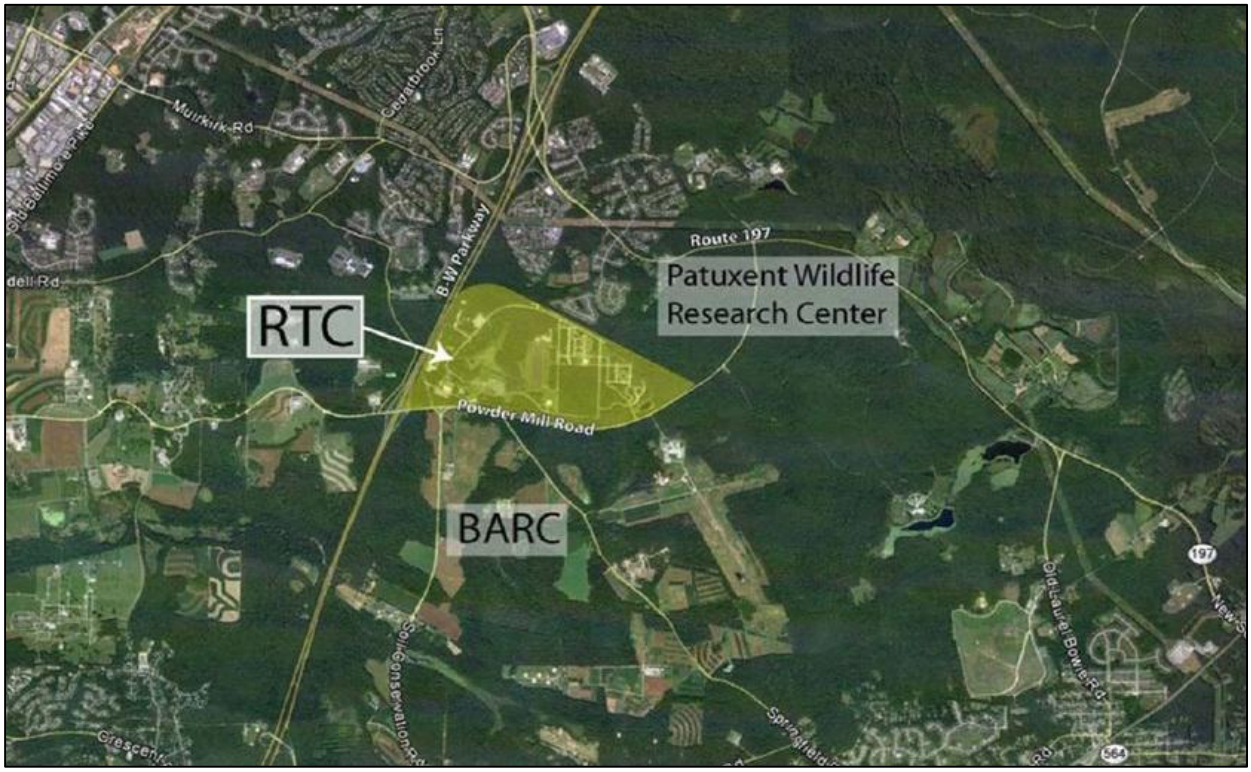


Figure 2: Local Vicinity Map

The JJRTC is organized into six branches that reflect the various training functions exercised on campus, which include: 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 JJRTC is a low-density campus with facilities spread throughout the site, and the current physical layout does not reflect the aforementioned organizational branches. Existing facilities house the following specific functions: administrative support, classroom training, physical training, firearms training, canine training, driver training, scenario based exercises, and other specialized training. [See Figure 3] There are 688 on-site parking spaces located in several surface parking lots around the campus near existing buildings. There are a limited number of sidewalks throughout the campus. Due to the spread-out nature of the campus employees tend to drive between facilities within the campus and park along the roadside.

Figure 3: Existing JJRTC Campus

Over half of the JJRTC campus is forested, with the tree cover consisting mostly of hardwood and pine stand. Additionally, there are two ponds (one on the west side and one of the east side of campus) and delineated wetlands throughout the campus.

A few areas of the site currently exhibit poor drainage and standing water mainly in ditches along the existing perimeter and south of the Merletti Building parking lot. Two ponds exist on site, but are not intended to function as a means of stormwater mitigation.

The existing gas and water infrastructure are sufficient for current conditions as well as proposed facility expansion, with the exception of the water boosting pumping system that is anticipated to be replaced in 2012. Existing sanitary infrastructure on site will require significant upgrades to properly serve the proposed facility expansions in the Master Plan.

Proposal

The 2012 JJRTC Master Plan establishes a framework for development over the next 10 to 15 years. The JJRTC campus is the primary location for the USSS Office of Training. There are six branches of training that operate at JJRTC, which include: the Training Management Branch, the Use of Force Branch, the Mission Training Branch, the Campus Services Branch, the Academic Process Branch, and the Physical Skill Branch. The 2012 Master Plan vision for the JJRTC is to provide a world class training campus providing both initial training and continuing education for USSS personnel. Additionally, the Master Plan envisions the expansion of training center audience to include local, state and private law enforcement professionals. The Master Plan framework is generally organized under the following objectives:

- Reinforce JJRTC campus identity;
- Update campus access, security, and circulation;
- Enhance infrastructure; and
- Promote stewardship of resources

Reinforce JJRTC campus identity

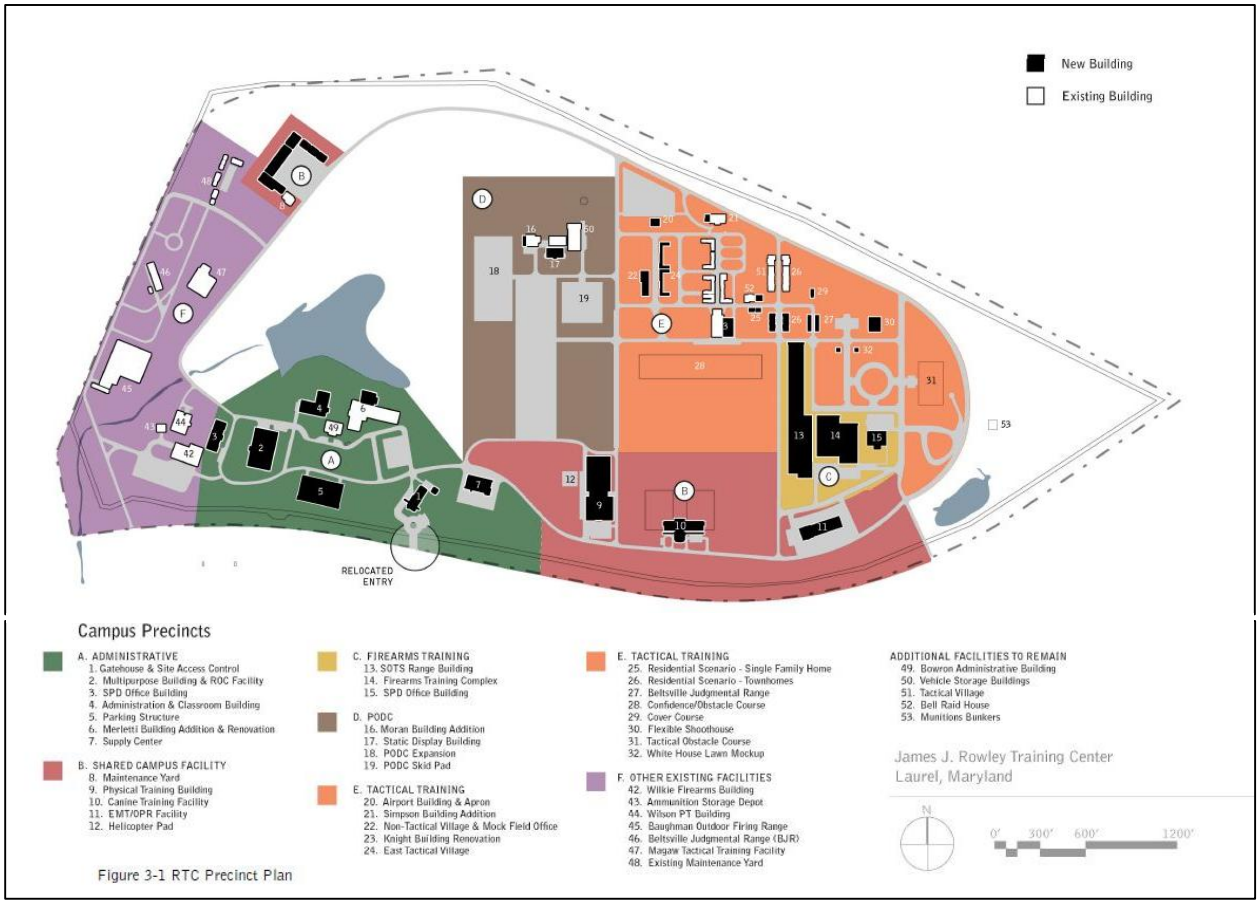


Figure 4: Proposed JJRTC Campus Precincts

Precinct Organization. The 2012 JJRTC Master Plan proposes a reorganization of campus uses to better compliment the functional needs of the USSS. The JJRTC is the primary campus for the USSS Office of Training where personnel receive training in protective, investigative, specialized tactical and executive/managerial training. The proposed reorganization establishes six precincts on campus that correspond to the functional needs of the JJRTC. The figure above illustrates the location of the precincts and what facilities are within each precinct. [See Figure 4]

Architecture Design Guidelines. The design guidelines include a palette of materials and design elements for future development on campus to foster a cohesive design aesthetic and reinforce the identity of the JJRTC. Design elements in the guidelines include a masonry exterior, pitched-metal roofs with deep overhands, clerestory lighting tucked under the roofs to maximize daylighting, and the use of copper and bronze for exterior architectural details. The Merletti Building and Bowron Building serve as precedents for future buildings of similar use at the JJRTC. [See Figure 5]

Figure 5: Merletti Building; architectural aesthetic precedent

Figure 6: Landscape Plan

Landscape. The JJRTC campus is a heavily wooded, low-density development. The existing character will largely be maintained as the 2012 Master Plan is developed. Approximately 35 acres of the existing tree cover will be removed for new buildings. [See Figure 6]

Update campus access, security, and circulation

Campus Access. The Master Plan proposes to relocate the main entrance of the JJRTC to align with Springfield Road, which sits across Powder Mill Road from the campus. In addition, to the entrance realignment the design of the entrance will provide adequate queuing space for traffic and a traffic circle will be introduced to calm traffic. [See Figure 7]

Security. A new gatehouse is also proposed at the main entrance, which will be compliant with DHS security standards. Perimeter security would be upgraded to include a double fence and pavement and bridges over wetlands would be replaced as necessary along the perimeter trail. [See Figure 7]

Figure 7: Existing and Proposed Campus Entrance

Internal Circulation. At present the internal loop road does not allow for circulation around the entirety of the campus. Internal roads are closed off frequently for training purposes, making it difficult to easily access all parts of campus. Completion of the loop road would alleviate this problem. There are several roadway realignment projects proposed mainly in the Administrative Precinct. Additionally, sidewalks and dedicated pedestrian paths will be constructed to better connect the campus for pedestrians. [See Figure 8]

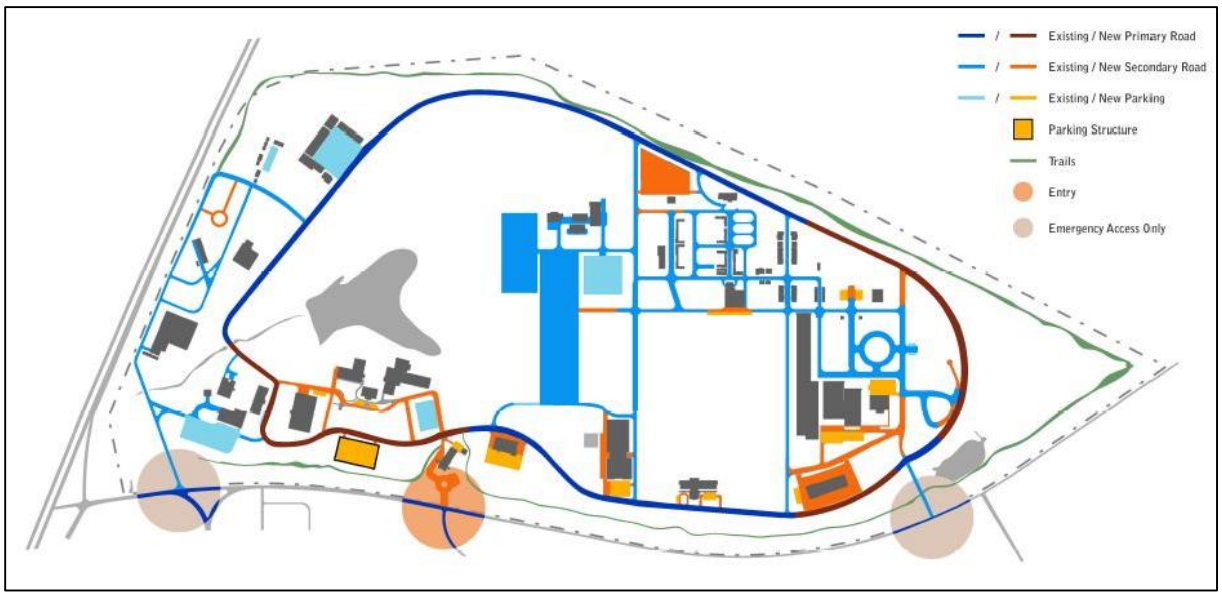
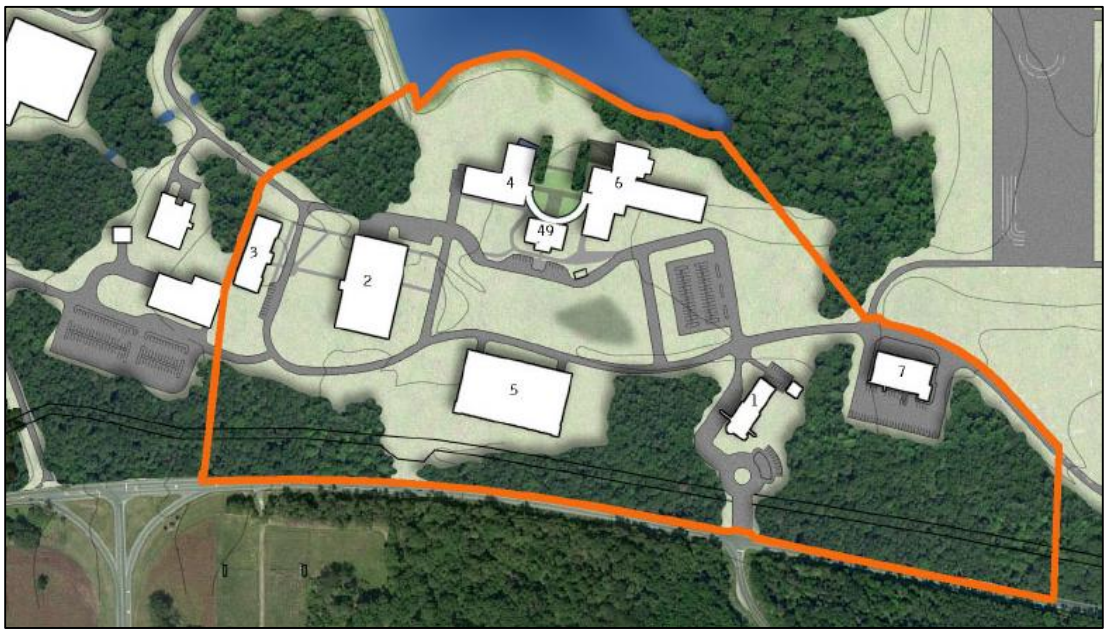


Figure 8: Circulation Diagram

Parking. Currently there are 688 parking spaces on the JJRTC campus that serve employees, visitors and fleet vehicles. A 350 space parking structure is proposed to meet the demand of a growing population with the expansion of training facilities and programs. The proposed garage will be located in the Administrative Precinct and will mainly serve functions in that precinct. It will also be used for training functions. [See Figure 9]



Bldg 1	Gatehouse & Site Access Control
Bldg 2	Multipurpose Building and ROC Facility
Bldg 3	SPD Office Building
Bldg 4	Administration & Classroom Building
Bldg 5	Parking Structure
Bldg 6	Merletti Building Addition & Renovation
Bldg 7	Supply Center
Bldg 49	Bowron Administrative Building

Figure 9: Administrative Precinct; Building 5 Parking Structure

Enhance Infrastructure

Utility Improvements. In general gas, water and electrical infrastructure have sufficient capacity to serve JJRTC and all proposed expansion and service lines must be extended to new facilities. There are current projects underway to upgrade water and electric systems. The sanitary system will require significant upgrades to meet the needs of proposed development.

Promote stewardship of resources

Wetland and Stormwater Mitigation. There is a significant portion of wetland area throughout the campus. Impacts to these sensitive areas are expected to be minor with the implementation

of the Master Plan. The figure below illustrates how proposed buildings and roadways are largely outside of wetland and wetland buffer areas. [See Figure 10] At least two design options for the layout of proposed development were studied to find the optimal design that limited impacts to wetland areas. The Master Plan includes a Stormwater Management Plan (SMP) that details a thorough plan to mitigate stormwater runoff for new construction. The SMP is discussed at length in the analysis section of this report.

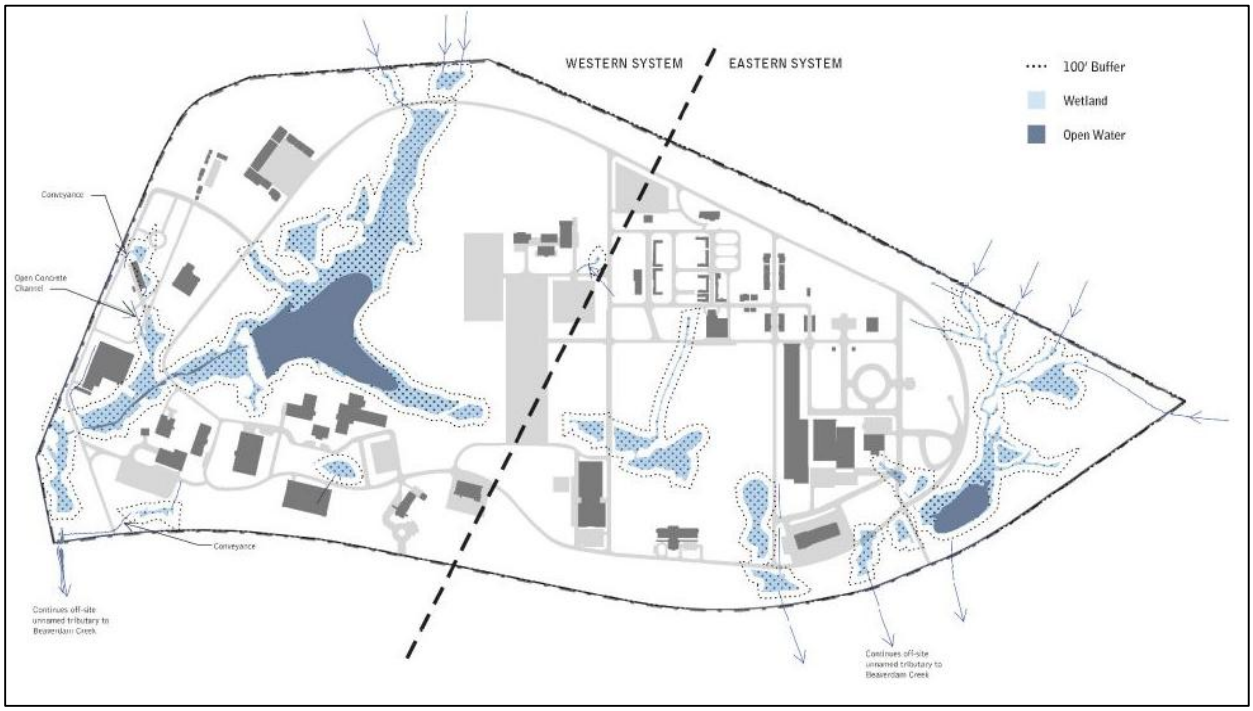


Figure 10: Wetlands

Sustainability Initiatives. New building construction and existing building renovations will be consistent with sustainable design requirements specified in Executive Order 13514 and DHS's internal Sustainability Plan. A combination of design and construction measures therefore has been incorporated into the Master Plan to improve environmental quality and energy efficiency for the JJRTC campus. A certification of Silver, under the USGBC Leadership in Energy and Environmental Design (LEED) Green Building Rating System, will be considered the minimum standard. A certification of Gold or better is preferred and will be the goal.

Human Noise Activity. Several noise mitigation measures are included in the Environmental Assessment (EA) for the 2012 JJRTC Master Plan. Gunfire is the main activity at JJRTC that generates an excessive amount of noise. Noise mitigation measures considered in the EA include scheduling gunfire activity during the daytime hours, only allowing certain gunfire activity outside of a minimum distance to the surrounding environment and residential areas, and the consideration of using noise cancelling materials in the construction of the proposed perimeter fence.

Implementation

Implementation of the Master Plan will be phased over the next 10 to 15 years. In total there are 32 projects proposed within the 2012 Master Plan, including new facilities, existing facility renovations, outdoor training grounds, and 4 site improvement projects. The "Executive Summary Master Plan (Update 2012)" is included in the **Appendix A** of this report, which briefly summarizes each proposed project. Four projects have been identified as high priority to be implemented early on, the projects include:

- Realignment of the roadway in the Administrative precinct and completion of the loop road;
- Upgrades to the campus perimeter trail and security fencing;
- Elements of the Stormwater Management Plan that serve existing roadways and development; and
- Relocation of the main Gatehouse and Site Access Control

II. PROJECT ANALYSIS/CONFORMANCE

Executive Summary

The planning objectives included in the Master Plan, and reviewed in this report; provide a thorough analysis of land use, design, circulation onsite, infrastructure, and sustainability. The Stormwater Management Plan (SMP) includes implementation of proposed stormwater mitigation for future development in great detail. The plan satisfies both federal and local government stormwater management requirements. The Master Plan also expresses the intent to maintain the existing heavily-wooded character of the campus. However, the transportation information included in the Master Plan is currently not compliant with what NCPC requires for Transportation Management Plan (TMP) submissions.

Analysis

NCPC staff has reviewed the 2012 JJRTC Master Plan and recommends that the Commission:

Approve the Master Plan for the James J. Rowley Training Center, Prince George's County, Maryland, for use by the Commission as a guide for future reviews of individual site and building projects at the installation.

Transportation

At present, public transportation does not serve the JJRTC directly, nor is there a station within 2000 feet. The following transit stops are in closest proximity to the JJRTC:

Greenbelt Metro Station (WMATA)	Approx. 3.9 miles from JJRTC
New Carrollton Station (WMATA)	Approx. 6 miles from JJRTC
Muirkirk Station (MARC)	Approx. 3.2 miles from JJRTC

Bowie State Station (MARC)	Approx. 4.5 miles from JJRTC

Table 1: Metrorail stations in proximity

There are also 3 bus lines with individual routes that serve the surrounding area. However, they neither service the campus directly nor do they have designated stops within walking distance.

Trainees who are housed in hotels during their time at JJRTC are transported to and from campus in 15-passenger vans provided by the USSS. The Transportation Management Guidelines submitted with the Master Plan recommend expanding the shuttle service to nearby Metrorail and/or MARC stations.

Given the lack of proximate transit facilities, staff has determined that the appropriate parking ratio for this facility, according to recommendations in the Comprehensive Plan, is 1 space to every 1.5 trainees and employees.

The population mix at JJRTC includes employees, instructors and students. While the individuals and their commuting patterns change, the overall number of personnel reporting to the facility is generally a fixed number. For this reason, staff has determined that it is appropriate to include both employees and students when determining the parking ratio. The tables below provide the current and proposed populations as well as parking data for JJRTC. [See Table 1, Table 2]

		Current Population	Projected Population (Full Build-out of Proposed MP)
RTC Population	Average Daily Employee Population	285	460
	Average Daily Trainee Population	48	200
	Total	333	660

		Existing	Proposed
RTC Parking	Number of Parking Spaces**	688	1,038
	Less Number of Fleet/Training Vehicles	-294	-441
	Number of Non-Fleet Parking Spaces	394	597
	Number of Employee Parking Spaces		440
	Number of Visitor Parking Spaces		157
	Ratio of Employee Parking Spaces to RTC Employees		1:1.5

**Assumptions

1. Future Parking assumes that loss of spaces in the Bowron lot would be offset by new parking adjacent to new buildings.
2. Growth in Fleet/Training Vehicles would not directly correspond to population growth. A factor 1.5 has been used.

Table 2: Parking and population projections

This table does not include a breakdown of employee and visitor parking spaces within the current total of 394 non-fleet parking spaces, and it is therefore not possible to determine the existing parking ratio. However, the information provided for full build-out is consistent with the parking ratio recommended in the Comprehensive Plan at 1:1.5.

Transportation Management

While NCPC Submission Guidelines for Master Plans require a Transportation Management Program for any installation for installations with 100 or more employees, the Guidelines allow for a subsequent submission of a TMP in instances where future site occupancy is substantially unknown at the time of the initial preparation of the master plan.

The 2012 JJRTC Master Plan submission does not include a TMP. However, it does include Transportation Management Guidelines that were developed in consultation with local planning authorities. The recommended actions included in the Guidelines are summarized as follows:

- Continue to provide shuttle service from the local hotels to the site and consider the expansion of the shuttle to include stops at the closest Metrorail and/or MARC stations;
- Encourage parking management in order to promote transit use and discourage auto use;
- Encourage those who use automobiles to carpool;
- Encourage the implementation of alternative work schedules, such as flextime, compressed workweek, and/or staggered work hours; and
- Continue the use of Telecommuting as an option for those employees who qualify.

A report by the Transportation Planning Section of the M-NCPPC prepared during its review of the draft Master Plan notes that a traffic study included in the Plan indicated a decrease in regional traffic of 0.6 percent over the past seven years. Subsequent correspondence to NCPC staff from the TPS suggested that a TMP that relied on current data could be outmoded by the time any new development was constructed, and therefore recommended that development of the TMP be postponed until funding becomes available for any project that will permanently increase trip generation rates to and from the campus, or that relocates the main entrance to the campus. [See attached letter dated November 27, 2012 in Appendix A]

Staff concurs with this recommendation, given that NCPC Master Plan submission guidelines allow for subsequent submission of TMP materials with due cause. Staff therefore recommends that the commission:

Require the applicant to submit a Transportation Management Plan prior to any future project submission that would:

- **Permanently increase the population or number of parking spaces; and/or**
- **Increase the total number of trips to the facility**

and:

Note that the Transportation Management Plan must include all information required under Section 3(A)(1)(n) of NCPC's Master Plan Submission Guidelines, as well as the following:

- **A set of quantifiable goals intended to reduce single-occupancy vehicle (SOV) commuting and definite strategies for attaining these goals, and**
- **A regular process for measuring the effectiveness of TMP strategies and goals**

Forest Conservation

The JJRTC campus has significant tree cover. Proposed development in the 2012 Master Plan will require the removal of approximately 35 acres of tree cover, which is approximately 8% of the total 439-acre site. The Master Plan notes the applicant's intent to phase tree removal and implement reforestation where feasible. Additionally, several of the stormwater management mitigation tools included in the Plan will introduce new vegetation which may include trees. The Plan, however, includes no specific commitments for mitigating loss of tree canopy.

The Comprehensive Plan for the National Capital states that federal actions should preserve existing vegetation, especially large stands of trees, and incorporate new trees and vegetation to moderate temperatures, minimize energy consumption, and mitigate stormwater runoff. In addition, the 1991 Maryland Forest Conservation Act requires that "any activity requiring an application for a subdivision, grading permit or sediment control permit on areas 40,000 square feet (approximately 1 acre) or greater will require a Forest Conservation Plan prepared by a licensed forester, licensed landscape architect, or other qualified professional." 40 USC § 3312(c)(2) requires that federal agencies comply, to the extent possible, with state and local laws related to landscaping and other similar laws. To ensure that appropriate mitigation is being included in future projects resulting in tree loss, staff recommends that the Commission:

Request that USSS include a detailed landscape plan with all future site and building plan project submissions that details reforestation measures intended to mitigate any loss of existing tree canopy resulting from implementation of the JJRTC master plan.

Stormwater Management

The 2012 Master Plan includes a Stormwater Management Plan (SMP) that provides a comprehensive strategy for controlling and treating stormwater run-off across campus for all planned future development. Additionally, the SMP recommends mitigation tools to address areas on site that are currently adversely impacted by stormwater runoff. Since the JJRTC campus is a federal property located in Maryland the SMP must comply with both federal standards under the Energy Independence and Security Act of 2007 (EISA) and those of the local governing authority, which in this case is the Maryland Department of the Environment's (MDE) 2000 Maryland Stormwater Design Manual Volumes I and II (2007, 2009, 2010 as amended).

Significant portions of the JJRTC campus contain wetland areas. [See figure 11] There are two ponds on campus; however, it is unclear whether they were designed to mitigate stormwater. Additionally, structural ponds are considered a "last resort" for stormwater management under the requirements of both EISA and MDE. For this reason the ponds were not incorporated into the SMP plan.

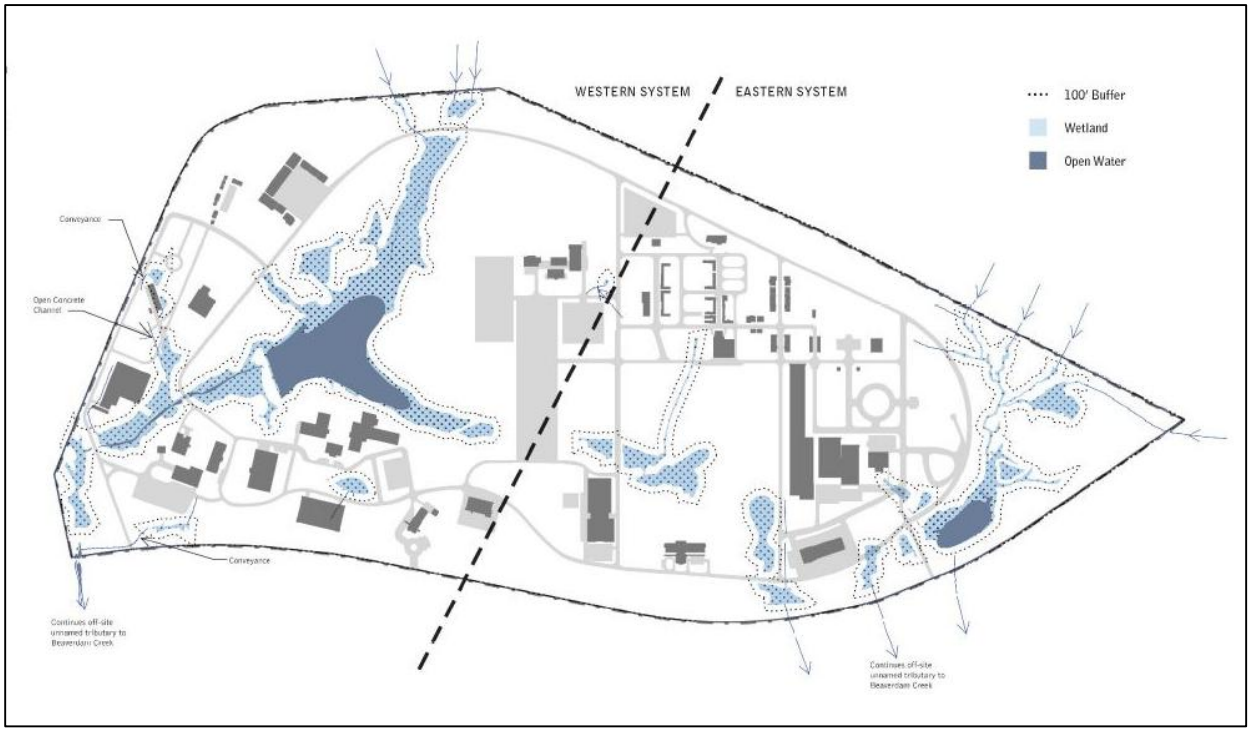


Figure 11: Wetlands

EISA provides two options to meet stormwater management requirements, the JJRTC SMP complies with the following option, "design construct, and maintain stormwater management practices that manage rainfall onsite, and prevent the off-site discharge of the precipitation from all rainfall events less than or equal to the 95th percentile rainfall event to the maximum extent technically feasible." MDE requires both quality and quantity control of stormwater. There should be onsite "storage to capture and treat 90% of the average rainfall" and the site should have the capacity to detain the 1-year, 24 hour storm event for a 24 hour period.

The JJRTC SMP provides a detailed analysis showing compliance with both EISA and MDE requirements. In short, EISA requires a runoff volume of 175,242.70 CF to be "infiltrated, reused, evaporated, or otherwise controlled" on site and MDE requires a runoff volume of 380,802.39 CF to be detained and treated onsite. The SWP proposes to "infiltrate, reuse, evaporate, or otherwise treat (in an ESD/EISA compliant manner) a runoff volume of 381.648.64 CF." Compliance is achieved by using a collection of Environmental Site Design (ESD) tools that are published in MDE's aforementioned Stormwater Design Manual. The tools include alternative surfaces, nonstructural practices, and micro-scale practices. Specific infrastructure to be implemented is illustrated in the diagrammatic SMP below. [See Figure 12]

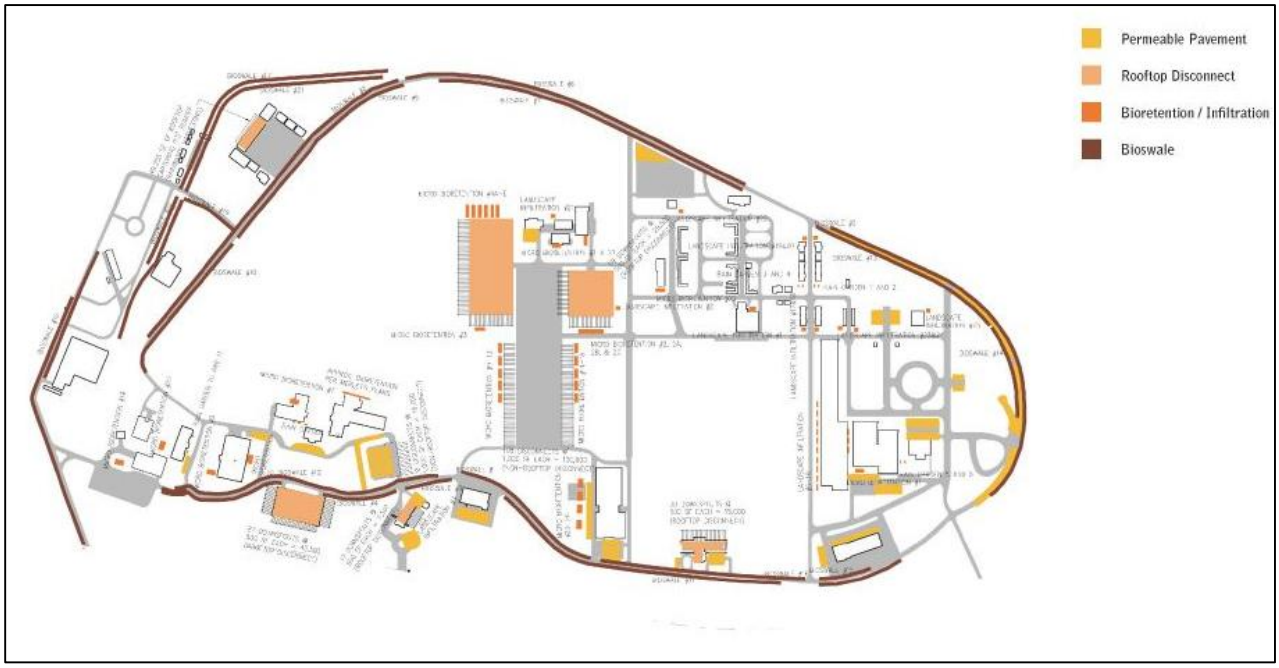


Figure 12: Stormwater Management Diagram

Upon review of the SMP, staff recognizes that many of the stormwater management tools included in the SMP must be incorporated in both site and building designs for many of the proposed projects. To measure compliance with federal stormwater mitigation requirements under EISA, staff recommends that the Commission:

Request that USSS include a detailed Stormwater Management Plan demonstrating compliance with all applicable stormwater regulations including Section 438 of the Energy Independence and Security Act of 2007 (EISA) for all future site and building plan project submissions.

<u>Maryland-National Capital Park and Planning Commission Comments</u>

The Prince George's County Planning Board reviewed a draft of the 2012 update to the JJRTC Master Plan on November 1, 2012 and transmitted the following comments to NCPC:

- All areas within the 439-acre campus that have not been previously graded or developed should be subject to a Phase 1 archeological survey
- Baltimore-Washington Parkway Southbound Ramps/Powder Mill Road: Install traffic signal and add an exclusive right-turn lane on the eastbound Powder Mill Road approach.
- Baltimore-Washington Parkway Northbound Ramps/Powder Mill Road: Add an exclusive right-turn lane on the westbound Powder Mill Road approach.
- Powder Mill Road/Soil Conservation Road: Add second northbound left-turn lane and a second receiving lane on the westbound egress from the intersection. This receiving lane will transition to an exclusive right-turn lane leading to the Baltimore-Washington Parkway northbound ramp.

- Powder Mill Road/Springfield Road: The site access should be design to provide two outbound lanes and one inbound lane. Signalization will be studied and a traffic signal will be provided if warranted.

Staff notes that the recommended transportation improvements are beyond the scope of the current submission, but that the recommended archeological survey is consistent with the agency's obligations under the National Historic Preservation Act. Therefore, staff recommends that the Commission:

Request that prior to submitting any future site and building plan projects located on land that has not been previously graded or developed, the USSS coordinate with the Maryland Historic Trust to survey for archeological resources

Maryland State Clearinghouse Recommendations

The Maryland State Clearinghouse transmitted recommendations to NCPC for review, all recommendations are included in **Appendix D.**

Comprehensive Plan for the National Capital

The 2012 JJRTC Master Plan is generally consistent with many of the following pertinent policies found in the 2004 NCPC Comprehensive Plan, specific policies include:

The Federal Workplace Element:

- 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:

- Maintain and conserve tree cover 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 landscape, and managed in a manner that addresses security, aesthetics, and a natural character.

The Federal Environment Element:

- Encourage the use of innovative and environmentally friendly ("green") building materials, construction methods, and building design.

- Encourage the natural recharge of groundwater and aquifers by limited the creation of impervious surfaces, avoiding disturbances to wetlands and floodplains, and designing stormwater swales and collection basins on federal installations.
  - Ensure noise-generating activities at federal facilities, such as loading dock operations, festival, and concerts, are sited and scheduled with sensitivity to the surrounding environment and the community.
  - Coordinate wetland activities with federal, state and local government programs and regulations, and with special programs, such as the Chesapeake Bay 2000 Agreement.
  - Utilize best engineering practices available to minimize adverse impacts when project construction in a wetland is deemed to be the only practical alternative.
  - Preserve existing vegetation, especially large stands of trees.

The submitted Transportation Management Guidelines are not consistent with the following specific Transportation Management Policies; the 2012 JJRTC Master Plan should be amended to include a thorough Transportation Management Plan.

Relevant Federal Facility Master Plan

The 2012 JJRTC Master Plan will supersede the existing 1996 JJRTC Master Plan, which was approved by the commission in September, 1996, upon the Commission's approval.

National Environmental Policy Act (NEPA)

The United States Secret Service prepared an EA/FONSI for the 2012 Master Plan. NCPC does not have an independent NEPA obligation.

National Historic Preservation Act (NHPA)

The MD SHPO concurred with the scope of the 2012 RTC Master Plan on November 30, 2009. NCPC does not have an independent NHPA obligation.

III. CONSULTATION

Coordination with local agencies

The Maryland-National Capital Park and Planning Commission of Prince Georges County reviewed the 2012 JJRTC Master Plan as part of their Mandatory Referral process, and the Prince George's Planning Board reviewed the Master Plan at their regularly scheduled public hearing on November 1, 2012. M-NCPPC transmitted official comments NCPC, which are included in **Appendix C.**

IV. APPENDIX

Appendix A. Executive Summary Master Plan (Update 2012)

See following fold-out page.

Appendix B. M-NCPPC Transportation Management Plan Letter

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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November 27, 2012

Mr. Shane Dettman
Senior Urban Planner
National Capital Planning Commission
410 9th Street, N.W.
North Lobby, Suite 500
Washington, DC 20004

RE: Concurrence with TMP postponement for James J. Rowley Training Center (MR-12001F)

Dear Mr. Dettman:

It is our understanding that the National Capital Planning Commission (NCPC) raised concerns last week over the contents of the 2012 James J. Rowley Training Center (RTC) Master Plan, specifically with regard to transportation and parking considerations. I am writing at the request of the U.S. Secret Service (USSS) and the U. S. General Services Administration (GSA) to clarify the staff's position in response to NCPC's concerns.

As background, the Prince George's County Planning Department worked directly with the USSS and the GSA in the development of the 2012 RTC Master Plan, which was endorsed with conditions by the Prince George's County Planning Board on November 1, 2012. This review began in June 2012, when the GSA presented a draft version of the 2012 RTC Master Plan transportation element to the Prince George's County Planning Department. In the weeks that followed, I reviewed the transportation analysis and worked with the USSS/GSA and their transportation consultant to augment the transportation element, develop a set of transportation management guidelines, and incorporate pertinent information relevant to the County. During this period, the USSS/GSA and the County came to mutual agreement on the scope and contents of the 2012 RTC Master Plan's transportation element. Among the items agreed upon were two findings that are relevant to NCPC's recent concerns:

1. There is no need for the USSS/GSA to develop a Transportation Management Plan (TMP) for the RTC at this time;
2. RTC-related trip generation has little to no effect on the levels of service documented in the 2012 RTC Master Plan's Traffic Impact Study and does not warrant any changes to employee transportation practices.

The USSS does not have a specified timetable to initiate development that will bring about increased employment numbers at RTC, and the order in which projects will take place is unknown. In fact, significant traffic impacts resulting from the build-out of the site may not take place for another 5, 10, or 15 years (or more). In that time, many transportation-related changes could take place (e.g., turnover or reassignment of RTC employees; changes to nearby traffic patterns and levels of service; local, state, and federal transportation policies; etc.). These and other unknowns led the USSS/GSA and the County to determine that a TMP would be of no value to the federal government and the County, both in the near-and long-term. A TMP that relies on the information available today could leave us with an outmoded TMP by the time funding is secured for any new project.

Appendix B. M-NCPPC Transportation Management Plan Letter (cont.)

Mr. Shane Dettman
November 27, 2012
Page 2

We believe that it makes practical and financial sense for the USSS to postpone development of a TMP until they *(1) intend to move forward with any campus development project that is expected to permanently increase trip generation rates to and from the campus*, or *(2) initiate the entrance relocation project*. Until such projects take place, our staff is confident that no quantifiable changes to existing traffic conditions are expected as a result of continued operation of RTC; this has been true historically, and we have no reason to believe otherwise today. Our position on this matter corresponds with the recommendations outlined in the November 8, 2012 project approval letter from Elizabeth M. Hewlett, Chairman of the Prince George's County Planning Board, addressed to Ms. Christine Saum.

The staff finds that RTC-related trip generation has little to no effect on the levels of service documented in the 2012 RTC Master Plan's Traffic Impact Study. I communicated this to the USSS/GSA at our June 11, 2012 meeting, and my evaluation has not changed. We do not agree that a change in RTC employee transportation practices is warranted.

If you have any questions regarding our decision process on the 2012 RTC Master Plan, please contact me at 301-952-5216 or Tom.Masog@ppd.mncppc.org

Sincerely,

Thomas Masog
Planner Coordinator
Transportation Planning Section

Enclosure: November 8, 2012 Letter

c: Maria Martin, Planning Supervisor, Special Projects Section, Countywide Planning Division
Christine Osei, Project Manager, Special Projects Section, Countywide Planning Division
John M. Knobloch, Special Agent in Charge, Administrative Operations Division, U.S. Secret Service
Cathy Lawson, Project Engineer, James J. Rowley Training Center, U.S. Secret Service
Peter C. Rizzo, Project Manager, General Services Administration

Appendix C. M-NCPPC Recommendations

Ms. Christine Saum, AIA
Director, Urban Design and Plan Review
National Capital Planning Commission
410 9th Street, N.W.
North Lobby, Suite 500
Washington, DC 20004

RE: Prince George's County Planning Board Recommendation- Draft Master Plan for the James J. Rowley Training Center (MR-12001F)

Dear Ms. Saum:

The Prince George's County Planning Board had the opportunity to review the 2012 Master Plan Update for the James J. Rowley Training Center during its regular meeting on November 1, 2012, and a copy of the staff report is enclosed for your information. Recommendations are provided in two areas of project impacts: Archeology and Transportation.

The staff recommendations are as follows:

- All areas within the 439-acre campus that have not been previously graded or developed should be subject to a Phase I archeological survey.

- Baltimore-Washington Parkway Southbound Ramps/Powder Mill Road: Install a traffic signal and add an exclusive right-turn lane on the eastbound Powder Mill Road approach.

- Baltimore-Washington Parkway Northbound Ramps/Powder Mill Road: Add an exclusive right-turn lane on the westbound Powder Mill Road approach.

- Powder Mill Road/Soil Conservation Road: Add a second northbound left-turn lane and a second receiving lane on the westbound egress from the intersection. This receiving lane will transition to an exclusive right-turn lane leading to the Baltimore-Washington Parkway northbound ramp.

- Powder Mill Road/Springfield Road: The site access should be designed to provide two outbound lanes and one inbound lane. Signalization will be studied and a traffic signal will be provided if warranted.

The Board would appreciate a written response from the National Capital Planning Commission (NCPC) regarding the implementation of the above recommendations.

Appendix C. M-NCPPC Recommendations (cont.)

Christine Saum, AIA

Page 2 of 2

If you have any questions regarding our Mandatory Referral (MR) review process, please contact Project Manager, Christine A. Osei, at 301-952-3313 or via email at Christine.Osei@ppd.mncppc.org.

Sincerely,

Elizabeth M. Hewlett
Chairman

c: Derick Berlage, Chief, Countywide Planning Division
Maria Martin, Planning Supervisor, Special Projects Section, Countywide Planning Division
Christine A. Osei, Mandatory Review Project Manager, Countywide Planning Division
Peter Rizzo, Project Manager, General Services Administration
Redis C. Floyd, Clerk of the Council

Enclosure

Appendix D. Maryland State Clearinghouse Comments

MDP Maryland Department of Planning — Sustainable Attainable

November 7, 2012

Ms. Christine Saum, AIA
Director, Urban Design and Plan Review
National Capital Planning Commission
410 9th Street, NW
North Lobby, Suite 500
Washington, DC 20004

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: **MD20120914-0664**
Applicant: National Capital Planning Commission
Project Description: Draft Master Plan - James J. Rowley Training Center
Project Location: Prince George's County
Approving Authority: U.S. Department of Homeland Security (USHS)
Recommendation: **Consistent with Qualifying Comments and Contingent Upon Certain Actions**

Dear Ms. Saum:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter, with attachments, constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Transportation, the Environment, Natural Resources, the Maryland Military Department, Prince George's County, the Maryland-National Capital Park and Planning Commission in Prince George's County, and the Maryland Department of Planning, including the Maryland Historical Trust. As of this date, the Maryland Department of Transportation, and the Maryland Military Department have not submitted comments. **This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.**

The Maryland Departments of Natural Resources, and the Environment stated that their findings of consistency are contingent upon the Applicant taking the actions summarized below.

The Maryland Department of Natural Resources (DNR) stated that this project is located in the Maryland Coastal Zone, and is expected to have foreseeable coastal effects. This project is generally consistent with DNR's plans, programs, and objectives contingent upon the requirement that USHS submit a Federal Consistency Determination to the Maryland Coastal Program[see Section 307 of the CZMA (16 USC § 1456)]. See the description below.

Appendix D. Maryland State Clearinghouse Comments (cont.)

Ms. Christine Saum, AIA
November 7, 2012
Page 2
State Application Identifier: **MD20120914-0664**

§ 930.39 Content of a consistency determination[1].

(a) The consistency determination shall include a brief statement indicating whether the proposed activity will be undertaken in a manner consistent to the maximum extent practicable with the enforceable policies of the management program. The statement must be based upon an evaluation of the relevant enforceable policies of the management program. A description of this evaluation shall be included in the consistency determination, or provided to the State agency simultaneously with the consistency determination if the evaluation is contained in another document. Where a Federal agency is aware, prior to its submission of its consistency determination, that its activity is not fully consistent with a management program's enforceable policies, the Federal agency shall describe in its consistency determination the legal authority that prohibits full consistency as required by § 930.32(a)(2). Where the Federal agency is not aware of any inconsistency until after submission of its consistency determination, the Federal agency shall submit its description of the legal authority that prohibits full consistency to the State agency as soon as possible, or before the end of the 90-day period described in § 930.36(b)(1). The consistency determination shall also include a detailed description of the activity, its associated facilities, and their coastal effects, and comprehensive data and information sufficient to support the Federal agency's consistency statement. The amount of detail in the evaluation of the enforceable policies, activity description and supporting information shall be commensurate with the expected coastal effects of the activity. The Federal agency may submit the necessary information in any manner it chooses so long as the requirements of this subpart are satisfied.

Referring to page 4-27, Section 4.14 Coastal Zone Management Plan (CZMP), it is suggested that revisions be made to the first two sentences to read: "The Maryland Department of Natural Resources is the State's lead for the State's CZMP. As a networked program, the Federal consistency requirements are carried out by the Wetlands and Waterways Program of the Water Management Administration of the Maryland Department of the Environment."

Referring to Table 4-2 on page 4-28, this table appears to have identified applicable enforceable policies pertaining to the project, with one notable exception: transportation policies. It is suggested that the Applicant change the wording to read "Applicable" in the Transportation row of the table. The project will likely have foreseeable coastal effects on the regional transportation system in the vicinity of the project. It is suggested that the Applicant address this and other policies that are deemed relevant to the project, including what measures will be taken to ensure that the project is consistent to the maximum extent possible with Maryland's enforceable policies.

The USHS is to be commended for its commitment to sustainability and LEED certification of its buildings. To the extent possible, green and sustainable choices should be deployed to reduce operation and maintenance costs and enhance livability and comfort of this important training facility. This includes access to affordable energy and local food production. Ground-source heat pumps, energy efficient appliances, doors and windows, solar thermal and PV, and passive solar gain should also be considered in building design in combination with above to provide reliable comfort to residents with minimum ecological impact. Green roofs, permeable pavement, planting of trees and other vegetation proximate to the building (such as rain gardens and community vegetable gardens) could help reduce both "heat island effect" and help with onsite storm-water management. These suggestions also provide opportunities for green jobs and training and improve the livability, sustainability, and value of this project.

The Maryland Department of the Environment addressed issues relating to: petroleum storage tanks; solid and hazardous waste; lead-paint abatement; brownfields; and water-quality standards. See the attached letter, and a map.

[1] http://coastalmanagement.noaa.gov/consistency/media/15CFRPart930_2007.pdf

Appendix D. Maryland State Clearinghouse Comments (cont.)

Ms. Christine Saum, AIA
November 7, 2012
Page 3
State Application Identifier: **MD20120914-0664**

The Maryland-National Capital Park and Planning Commission in Prince George's County (M-NCPPC) found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below. A detailed response will be provided during mandatory referral review. The referral is scheduled for hearing by the Planning Board on November 1, 2012, and M-NCPPC will forward the comments to the Applicant.

Prince George's County; the Maryland Department of Planning, including the Maryland Historical Trust found this project to be consistent with their plans, programs, and objectives.

The Maryland Historical Trust stated that the project will have "no effect" on historic properties.

Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse.

The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

It is requested that this matter be brought before the Board of Public Works at the earliest possible time. The attached Clearinghouse review recommendation paragraph should be included on the projects agenda item brought before the Board.

If you need assistance or have questions, contact the State Clearinghouse staff person 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

Linda C. Janey, J.D., Assistant Secretary

LCJ:BR
Enclosures
cc: Beth Cole - MHT
Melinda Gretsinger - MDOT
Amanda Degen - MDE
Greg Golden - DNR
Lawrence Leone - MILT
Beverly Warfield - PGEO
Jay Mangalvedhe – M-NCPPCP

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Appendix D. Maryland State Clearinghouse Comments (cont.)

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

Robert M. Summers, Ph.D
Secretary

October 18, 2012

Ms. Christine Saum, AIA
Director, Urban Design and Plan Review
National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20004

RE: State Application Identifier: MD20120914-0664
Project: Draft Master Plan - James J. Rowley Training Center

Dear Ms. Saum:

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, which may be utilized, must be installed and maintained in accordance with applicable State and federal laws and regulations. Underground storage tanks must be registered and the installation must be conducted and performed by a contractor certified to install underground storage tanks by the Land Management Administration in accordance with COMAR 26.10. Contact the Oil Control Program at (410) 537-3442 for additional information.

2. If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.

3. 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) 537-3315 for additional information regarding solid waste activities and contact the Waste Diversion and Utilization Program at (410) 537-3314 for additional information regarding recycling activities.

4. The Waste Diversion and Utilization Program should be contacted directly at (410) 537-3314 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. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.

5. 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.

6. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please contact the Land Restoration Program at (410) 537-3437.

Appendix D. Maryland State Clearinghouse Comments (cont.)

MD20120714-0664

Ms. Christine Saum
August 7, 2012
Page Two

7. In addition, information from MDE's Science Services Administration is enclosed.

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,

Amanda R. Degen
MDE Clearinghouse Coordinator
Office of Communications

Enclosure
cc: Linda Janey, State Clearinghouse

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Appendix D. Maryland State Clearinghouse Comments (cont.)

EA: Rowling Training Center Master Plan

Maryland Department of the Environment - Science Services Administration

REVIEW FINDING: R2 Contingent Upon Certain Actions
(MD2012 0914-0664)

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/Water/TMDL/Integrated303dReports/Pages/303d.aspx.

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

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Appendix D. Maryland State Clearinghouse Comments (cont.)

MD2012-0664

B. TMDLs: Development and implementation of the any Plan should take into account consistency with TMDLs developed for the impaired waterbodies referenced above. 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: http://www.mde.state.md.us/programs/Water/TMDL/CurrentStatus/Pages/Programs/WaterPrograms/TMDL/Sumittals/index.aspx

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/comarhtml/26/26.08.02.04.htm and policy implementation procedures are located at http://www.dsd.state.md.us/comar/comarhtml/26/26.08.02.04-1.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/programs/researchcenter/EnvironmentalData/Pages/researchcenter/data/waterqualitystandards/antidegradation/index.aspx

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Appendix D. Maryland State Clearinghouse Comments (cont.)

MD2012 0914-0664

ADDITIONAL COMMENTS

Antidegradation

Table 1: General Comments regarding Current Antidegradation Implementation Procedures.

For all land disturbing 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/Water/StormwaterManagementProgram/Pages/Programs/WaterPrograms/SedimentandStormwater/swm2007.aspx). 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, chemical, and flow 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.
4.	Additional practices to protect the Tier II watershed may also be required, such as enhanced sediment and erosion control practices, depending on the potential for project-specific impacts to water quality
Where 1 and 2 above cannot be fully implemented	Applicant is required to submit a detailed hydrologic study and alternatives analysis to demonstrate assimilative capacity will be maintained. If it is determined by MDE assimilative capacity still will not be maintained after the above analysis, an SEJ will be required.

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Appendix D. Maryland State Clearinghouse Comments (cont.)

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Appendix 1

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

Martin O'Malley
Governor

Anthony G. Brown
Lieutenant Governor

Tom T. Hudson
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 20157

Dear Commissioner Gouge:

The Maryland Department of the Environment (MDE) has completed a final review of the Fall 2008 Amendment Cycle (Cycle) to the 2003 Carroll County Water and Sewerage Plan. The Cycle consists of five amendments. Three amendments involve Hampstead: annexations Nos. 30 (Bennett Street/Taylor Street) and No. 32 (Crockett Property), and, the Hampstead Industrial Exchange, Sole 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, 2008. 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.

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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 programs (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, Jr.

Jay G. Sakai, Director
Water Management Administration

Enclosures

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Appendix D. Maryland State Clearinghouse Comments (cont.)

MD2012 0914-0664

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

Appendix 2

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

Chesapeake Bay TMDL

With the completion of the Chesapeake Bay TMDL, the Chesapeake Bay Program Office (CBPO) will be able to provide loading data at a more refined scale than in the past. MDE will be able to use the CBPO data to estimate pollution allocations at the jurisdictional level (which will include Federal Facilities) to provide allocations to the Facilities. These allocations, both Wasteload (WLA) and Load Allocation (LA) could call for a reduction in both Point Sources and Nonpoint Sources. Facilities should be aware of reductions and associated implementation required by WIPs or FIPs.

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MD2012 0914-0664

MD2012 0914-0664

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/Water/StormwaterManagementProgram/Pages/Programs/WaterPrograms/SedimentandStormwater/swm2007.aspx

Environmental Site Design (Chapter 5):
http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/MarylandStormwaterDesignManual/Documents/www.mde.state.md.us/assets/document/chapter5.pdf

Redevelopment Regulations:
http://www.dsd.state.md.us/comar/comarhtml/26/26.17.02.05.htm

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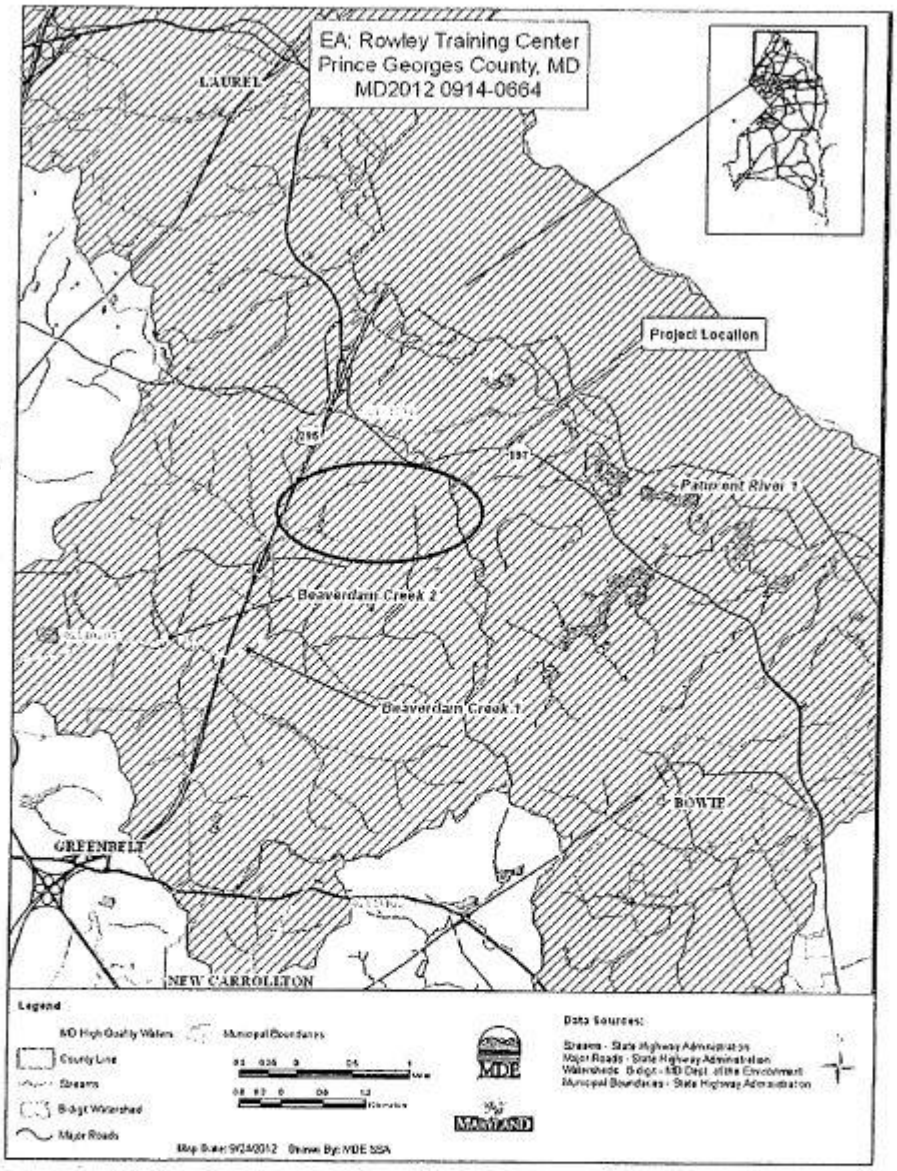
MD2012 0914-0664

Appendix D. Maryland State Clearinghouse Comments (cont.)


EA: Rowley Training Center
Prince Georges County, MD
MD2012 0914-0664
LAUREL
Project Location
Patuxent River 1
Beaverdam Creek 2
Beaverdam Creek 1
BOWIE
GREENBELT
NEW CARROLLTON
Legend
County Line
Streams
Major Roads
Data Sources:
MDE
MARYLAND

9