AGENDA ITEM # 11/1/12
PGCPB MEETING OF 5

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
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3650

October 24, 2012

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: Fern Piret, Planning Director F.P.
Derick Berlage, Chief, Countywide Planning Division DB

FROM: Christine A. Osei, Planner Coordinator, Countywide Planning Division CAO

SUBJECT: MR-12001F Staff Report - 2012 Master Plan Update for the James J. Rowley Training Center

BACKGROUND

The Maryland-National Capital Park and Planning Commission (M-NCPPC) of Prince George's County resumed its Mandatory Referral process for all development on land owned by federal, state, local, private and public utilities on September 1, 2012. The Department's Mandatory Referral Review objectives are to comply with Maryland State Law (Sections 20-305 of the Land Use Article), build consensus with all public agencies (federal, state, and local); engage in consistent dialogue with all agencies overseeing development on publicly owned properties in Prince George's County; and seek to inform and educate adjacent property owners on any impending development impacts.

The attached staff report contains a summary of the 2012 Master Plan Update for the James J. Rowley Training Center and staff findings and recommendations. Individual staff memos are also included in the report's appendix.

RECOMMENDATION

Adoption of staff findings and recommendations as outlined in the attached staff report and transmittal of the report to the National Capital Planning Commission (NCPC).

Attachments

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division

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Mandatory Referral Review Staff Report

2012 Master Plan Update
for
James J. Rowley Training Center

Prince George's County Planning Board Review

November 1, 2012

MR-12001F

INTRODUCTION

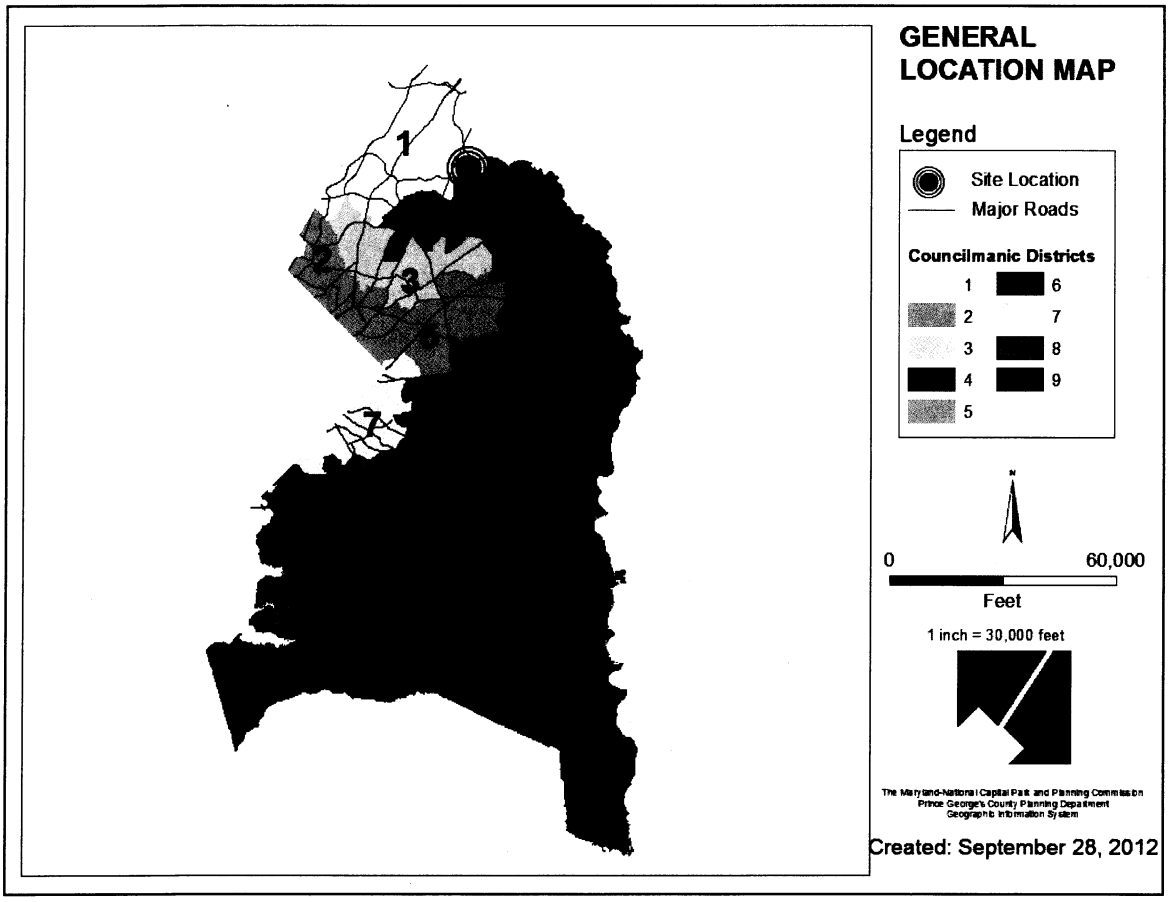
In 1970, the U.S. Department of the Treasury established the Consolidated Federal Law Enforcement Training Center (CFLETC) in Beltsville, Maryland, to satisfy a growing need in the federal law enforcement community for high quality, cost-effective, and standardized training. Several years later, CFLETC transferred operations from Beltsville to its current location in Glynco, Georgia. In 1978, the United States Secret Service (USSS) took ownership of the Beltsville campus, which was later renamed the James J. Rowley Training Center (RTC) in honor of the former director of the USSS. The mission of the USSS is to safeguard the nation's financial infrastructure and payment systems to preserve the integrity of the economy, and to protect national leaders, visiting heads of state and government, designated sites and National Specialty Security Events.

The original RTC Master Plan was approved by the National Capital Planning Commission (NCPC) in 1982, and subsequent updates to the plan were approved in 1985 and again in 1996. In 2006, the USSS began an effort to make much needed updates to the 1996 RTC Master Plan. The update would guide needed campus improvements in light of the post-9/11 national security environment and the USSS's transition from the U.S. Department of the Treasury to the U.S. Department of Homeland Security (DHS). Funding constraints halted this effort in 2009, but work resumed in 2012 upon the restoration of funding. With the 2012 RTC Master Plan and Environmental Assessment (EA), the USSS seeks to complete the work begun in 2006.

PROJECT LOCATION

RTC is located near the intersection of Powder Mill Road and the Baltimore-Washington Parkway. Vehicular access to the site is primarily provided by the Baltimore Washington Parkway (I-295). The property covers approximately 439 acres of federally-owned land in the eastern portion of Prince George's County, Maryland. Approximately 15 miles from the U.S. Capitol, 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 Beltsville Agricultural Research Center (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 RTC site is located within Council District 1 as illustrated by Figure 1.

Figure 1

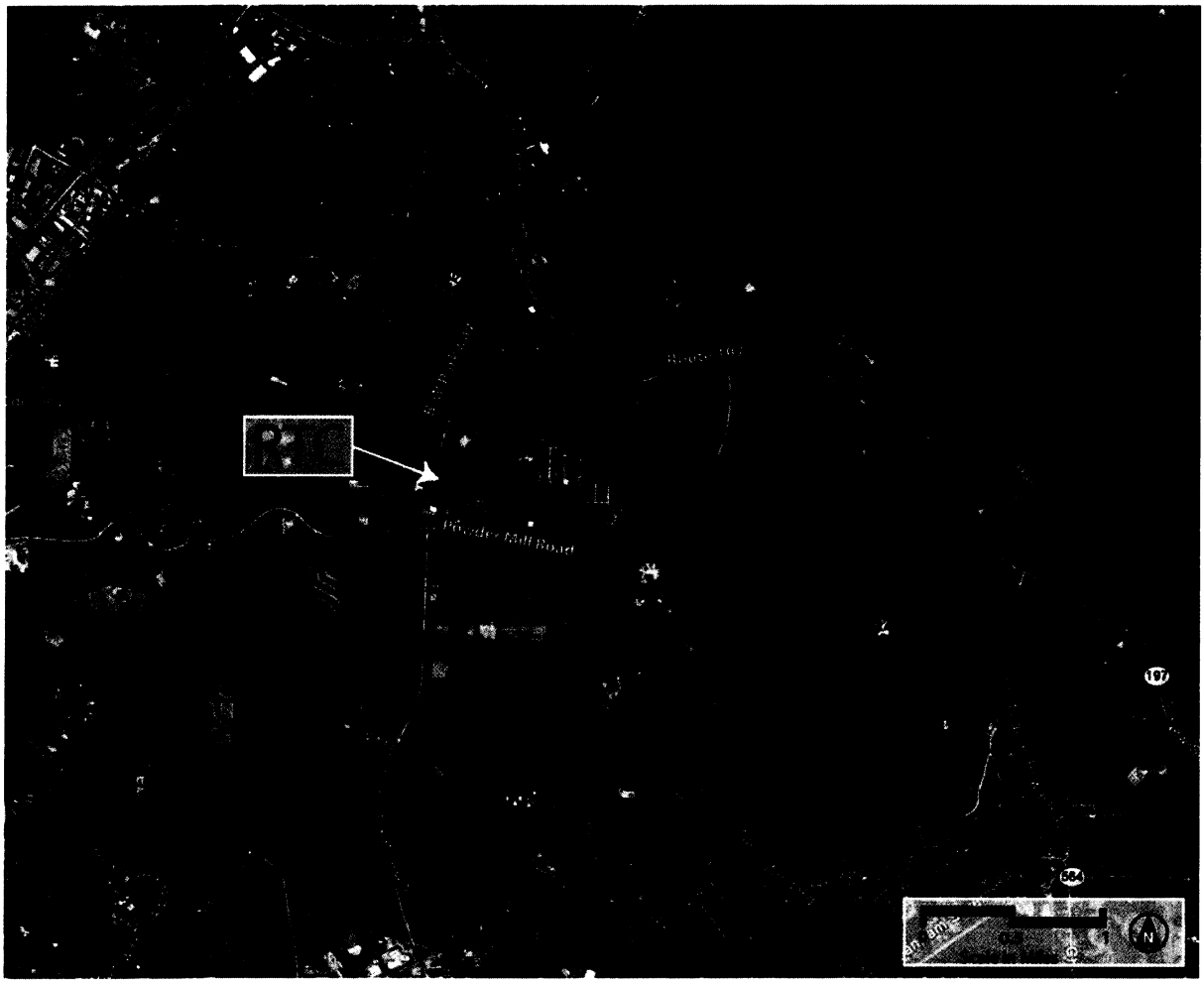


As shown in Figure 2, the general study area includes the RTC property and the properties immediately surrounding the RTC, which are the Beltsville Agricultural Research Center (BARC), the Patuxent Wildlife Research Center, the Baltimore-Washington Parkway (B-W Parkway), and the residential areas to the north of the property. This general study area is intended to serve as an area of emphasis within which the environmental and other 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.

SURROUNDING USES

In addition to these federal lands used for research purposes, other local land uses include transportation corridors and residential development. The Baltimore-Washington Parkway borders the western side of the campus. 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. Incorporated cities located in the vicinity of the RTC include Laurel, Beltsville, Greenbelt, and Bowie. The 2010 *Approved Subregion I Master Plan/SMA* for Prince George's County, prepared by the Prince George's County Planning Department, retained the property in its current land use without any changes. The location of the RTC is illustrated in Figure 2.

Figure 2



PROJECT DESCRIPTION

The purpose of the RTC Master Plan is to document the physical requirements and proposed engineering and architectural direction for the development of a world-class campus (in Prince George's County, Maryland). The mission of the RTC is to develop, administer, and coordinate all training programs related to the protective, investigative, and administrative activities of the USSS. 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. 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 projects and activities included in the Master Plan are as follows: renovation of existing buildings and construction of new buildings; reorganization of the campus into six precincts based on similarity of functions or critical relationships; roadway and parking improvements; security enhancements; and infrastructure improvements to serve both the current needs of the RTC campus and the projected needs resulting from the proposed facilities expansion. The Environmental Assessment (EA) documents the direct, indirect, and cumulative impacts of the Proposed Action Alternative, the implementation of the 2012 RTC Master Plan, and a No Action Alternative. The

USSS has selected the Proposed Action Alternative because it supports the different and evolving training programs associated with the agency's role in DHS.

The RTC will serve as the primary location for USSS In-Service and Basic Training for the foreseeable future. It is anticipated that the number of students served will continue to increase along with the range of courses offered during the next 10 to 15 years. Creation of a world-class training campus, the stated goal of this Master Plan, will foster a sense of institutional pride and shared experience for USSS personnel who pass through the campus during their initial training and then return for continuing education throughout their careers. In addition, the mission of the training center is expanding to attract a broader audience for threat assessment and protection offerings, from local and regional law enforcement professionals to private security contractors and the academic community. Continued development of the RTC campus will support expanded training and reinforce the leadership position of the USSS in these areas.

M-NCPPC Staff Comment Summary

2012 Master Plan Update
for
James J. Rowley Training Center

The Maryland National Capital Park and Planning Commission, Prince George's County Planning Department reviewed the 2012 James J. Rowley Training Center Master Plan and provides the following comments.

Environmental Assessment: The proposed changes to the Rowley Training Center Master Plan include closure of the perimeter loop road, other roadway and parking improvements, a new site entrance opposite Springfield Road, and other site infrastructure and building construction/ renovation.

A majority of the proposed development appears to be located inside the perimeter road within or adjacent to developed areas; however, the report indicates that approximately 35 acres of forest are proposed to be cleared. The clearing will be subject to the Maryland Forest Conservation Act and will require mitigation in the form of afforestation and reforestation, as reviewed and approved by the state. The report indicates that standard techniques will be employed to protect sensitive forest interior dwelling species by not allowing clearing to occur during the breeding season of April to August. The wooded areas located along the site boundary appear to remain undisturbed and should serve as visual and auditory wooded buffers for surrounding properties.

The proposed construction to close the perimeter loop road and the proposed location of the new site entrance appear to impact areas of mapped streams and wetlands. These impacts would be required to receive federal and state wetland permits. Because the site is located within the watershed of a Tier II waterway, the state requirements for Anti-degradation of Water Quality may be required as part of state permitting.

Stormwater management will also be required and should focus on Environmental Site Design to the maximum extent practicable per the current state regulations. Best management practices should be implemented during the construction process to minimize the temporary impacts of construction of stormwater management features. As with any land development, impervious surfaces should be minimized if possible, and the stormwater runoff should be treated to improve its quality. Stormwater quantity should be controlled to the extent possible on a micro-scale as close to the source as possible.

Periodic noise would likely increase due to expanded training activities including gunfire activity and protective driving exercises. Because there is a residential subdivision located to the north, and houses are considered sensitive receptors, a noise study was conducted. The study concluded that the construction of a sound barrier on the northern portion of the property would provide some noise mitigation, but that the noise from certain weapons would still exceed the state standards. The study suggests that in addition to mitigation, certain weapons should not be used within 500 to 800 meters of the residences. The EA report further suggests that training activities along the northern portion of the site be restricted to daytime hours and that the perimeter fence design in this area will include a noise barrier.

Overall, the Master Plan 2012 update appears to have incorporated best management practices to address potential adverse environmental impacts as identified in the Environmental Assessment. A Finding of No Significant Impact was concluded for the 2012 Master Plan update. Maryland Department of the Environment (MDE) has oversight in addressing all environmental, issues as

well as issuing approvals for all storm water management for the construction of the addition to the auditorium (see staff memos – Attachment 3).

Transportation Analysis: Based on findings given in this memorandum, information provided in the master plan document, and roadway improvements that are described in Section 6.4 of the plan document, it is determined that traffic impacts in the neighborhood will either be minimal or will be alleviated by identified roadway improvements. Based on this determination, staff recommends the following roadway improvements to be staged to occur as this master plan is developed:

- 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.

Historic Preservation/Archeology: The 439-acre James J. Rowley Training Facility has not been surveyed for archeological resources. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is moderate to high. Although portions of the subject property have been previously graded and disturbed by the construction of the current training facilities, there is still a high probability that prehistoric and historic archeological resources will be identified. Numerous pre-historic sites have been identified along Beaver Dam Creek and its tributaries. Historical maps indicate as many as four residences may have been located on the subject property in the nineteenth and twentieth centuries, one by an African American family. Earlier historic sites may also be encountered.

Historic Preservation staff recommends that all areas within the 439-acre campus that have not been previously graded or developed be subject to a Phase I archeological survey. A survey of the entire property will provide the Secret Service with an inventory of archeological resources on the campus and aid in the development of future master plans. There are no above-ground historic resources remaining on the campus. However, those resources known to have been located on the property prior to its acquisition by the United States Government may have an intact archeological component (see staff memos – Attachment 3).

Economic Assessment: The James J. Rowley Training facility is poised to have a positive impact on the immediate areas and Prince George's County as a whole. The construction of the auditorium (over 750,000 square feet) will generate new construction opportunities for over 580 construction workers. As development at RTC continues to increase, the center is expected to employ an additional 175 employees in mid-to high-wage jobs. Also, as the number of trainees increase, an additional 152 persons are expected to be added to the total daytime population of 327 persons. Staff estimates that at build-out the RTC could also result in an additional 210 indirect jobs that provide goods and services to new employees and trainees. The overall expectation is that any ongoing development at RTC as outlined in the 2012 Master Plan would have a positive impact on the county's economy.

2002 General Plan for Prince George's County: This 439-acre site is located in the Rural Tier. The vision for the Rural Tier is the protection of large amounts of land for woodland, wildlife habitat, recreation and agriculture pursuits, and preservation of the rural character and vistas that now exist.

2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* (SMA):. The 2012 Master Plan update for the Rowley Training Center conforms to the institutional land use recommendations of the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment.* The 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* retained this property in the R-O-S (Reserved Open Space) Zone.

Existing Public Facilities: Staff review of the existing Fire/EMS services indicates that the project site which is located on Powder Mill Road, is served by Beltsville Fire/EMS Company 31, located at 4911 Prince George's Avenue; and Police District VI, on 431 Sellman Road in Beltsville, Maryland.

In case of an emergency, the Prince George's County Fire and Emergency Services (Fire/EMS) Company 31, located at 4911 Prince George's Avenue, Beltsville, Maryland is located approximately three miles from the RTC. Company 31 is well equipped with two engines, one aerial truck and one ambulance. In addition, Company 31 is included in the County's Capital Improvement Plan for 2012-2017 as a replacement fire station to add a new four-bay Fire/EMS station.

The proposed non-residential developments on the site will have no impact on public schools or any other educational system in the adjoining municipalities or Prince George's County as a whole. The development will benefit Prince George's County law enforcement agencies by providing an additional state of the art world class law enforcement training facility.

The *Adopted 2008 Water and Sewer Plan* placed this property in Water and Sewer Category 6, Individual System. The General Plan recommends that extension of water and sewer services into the Rural Tier be prohibited unless necessary to address existing health problems or if found to be consistent with other county growth policies. Water and sewer line extensions in the Rural Tier should be designated as controlled access only. The subject property is not currently served by public water and sewer connections from the Washington Suburban Sanitary Commission (WSSC). As the property is developed to its full potential as illustrated in the Rowley Training Center Master Plan, public water and sewer connections should be considered.

Community Outreach Effort - Snowden Pond at Montpelier HOA: As part of outreach, Planning Department staff sent a notification letter to the only adjoining private property to the RTC site.

Community Comment: No comments were received.

(M-CPPC Staff Memos Attached – Attachment 3)

GENERAL SERVICES ADMINISTRATION'S

Summary of Project Impact

SUMMARY OF PROJECT IMPACT

A full description of the potential impacts to natural resources and public health and safety resulting from implementation of the Proposed Action Alternative is presented in the Environmental Assessment (EA). To address these impacts, the EA also identifies mitigation measures as well as best management practices (BMPs) for the clearing, grading, excavation, and construction activities that would occur in implementing the projects and activities included in the Master Plan. Several issues were initially considered in the EA, but eliminated from detailed study because short- and long-term impacts would be negligible in intensity.

The following is a summary of impacts identified in the EA:

- **Land Use and Planning Policies:** The reorganization and redefinition of the campus into functional cores would result in a long-term beneficial impact to land use within the RTC. Impacts to uses outside of the RTC would be negligible. Implementation of the proposed 2012 RTC Master Plan would generally be consistent with applicable federal, state and local plans, policies, and regulations and, thus, impacts to planning policies would be negligible.

- **Roadways and Traffic Patterns:** The RTC is located in Beltsville, Maryland in the greater Washington, DC area. Vehicular access to the site is primarily provided by the Baltimore Washington Parkway (I-295). The site is located 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 closest public transportation stop is approximately 2.5 miles away from the campus entry.

  Long-term adverse impacts to roadways and traffic patterns are anticipated to be minor due to the proposed relocated entrance. The intersection of Powder Mill Road/Springfield Road/Site 2 Access would likely require signalization to meet the Transportation Review guidelines. When funding becomes available for the design and construction of the new entrance, USSS will update the traffic study, as needed, and coordinate the signalization with the appropriate government agencies. At a minimum, a Signal Warrant Analysis will be required during the planning and design of the site access relocation. Beneficial impacts would occur to the internal roadway network due to the completion of the loop road.

- **Water Resources:** Short-term and long-term impacts to water quality, surface water, and groundwater are anticipated to be negligible. BMPs will be followed to minimize potential for erosion and control potential for impacts on water quality and habitat from sedimentation and turbidity. A small portion of the loop road at the southeast side of the site may directly impact wetlands, or may lie within the 100-foot buffer required for Wetlands of Special State Concern. In addition, the perimeter fence may cross wetland areas. Overall, long-term adverse impacts to wetlands are anticipated to be minor, as impacts would be limited to small sections of isolated wetlands. RTC will coordinate with the U.S. Army Corps of Engineers and the Maryland Department of the Environment to obtain any necessary approvals for individual projects affecting wetlands. Road projects would be designed and engineered to minimize impacts to wetlands.

- **Vegetation:** Approximately 35 acres of forest would be removed as a result of the 2012 RTC Master Plan. Where feasible, development will be concentrated in unforested areas or at the perimeter of the forest. Forest removal will be limited to the footprint of buildings and necessary driveways, roads, and parking lots. Forest habitat will not be removed or disturbed during April-August, which is the breeding season for most forest interior dwelling species (FIDS). Afforestation and reforestation measures will be implemented to the greatest extent possible in compliance with the Maryland Forest Conservation Act (1991; as amended 1993 and 1994). New vegetation will be introduced for each acre removed from the campus. To the extent practicable, the forested wetlands and their buffers throughout the property will be protected, as they are identified as high-priority retention areas performing valuable water quality functions. As a result of these measures, long-term adverse impacts to vegetation are anticipated to be minor.

- **Wildlife:** Although the forested areas within the site contain FID habitat, extensive amounts of similar habitat would remain on the RTC property and at the adjacent USGS Patuxent Wildlife Research Center. According to the U.S. Fish and Wildlife Service, no federally proposed or listed threatened or endangered species are known to exist on the site. Several state Rare, Threatened or Endangered (RTE) species have been identified within the Beaverdam Creek watershed, but their likely habitat would not be disturbed. Thus, long-term adverse impacts are anticipated to be minor.

- **Noise:** There could be short-term minor adverse noise impacts to sensitive receptors due to construction activities. As a result of the 2012 RTC Master Plan, 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. During the design of potentially noise-producing training venues, the impact of noise generated by the new development will be studied and potential mitigation measures identified. To the extent feasible, training activities along the northern perimeter road and within the northern woods will 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 will be studied.

- **Utilities:** Due to planned improvements, there would be beneficial impacts to the water supply and electrical distribution systems. Long-term impacts to the sewage collection system and natural gas distribution would be negligible.

- **Stormwater Management:** There could be short-term construction-related impacts to stormwater due to increased sediment flows, resulting in a minor adverse impact. Long-term impacts to stormwater are anticipated to be beneficial, as existing deficiencies would be remedied. Pursuant to Section 438 of the Energy Independence and Security Act of 2007, RTC will implement "green infrastructure" or "low impact development" stormwater management strategies.

- **Sustainability:** In the short term, the 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. Over the long term, there would be minor long-term adverse impacts. In addition, utility improvements would result in greater energy efficiency, resulting in beneficial impacts. Pursuant to Executive Order 13514, Federal Leadership in Environmental, Energy, and Economic Performance, RTC will implement management strategies to improve sustainability.

- **Hazardous Materials:** The increased scope of weapons training activities and cleaning may result in an increased volume of hazardous waste, but compliance with hazardous waste management requirements will minimize the potential for adverse impacts. Construction activities in the vicinity of the Merletti Building and the new Administration and Classroom building have the potential to disturb contaminated soils, resulting in minor short-term adverse impacts. Excavated soils will be tested prior to reuse elsewhere on the site and any contaminated soils will be disposed of by a state-licensed hazardous waste contractor, minimizing the potential for adverse impacts.

Attachment 2

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.

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

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
Environmental Planning Section

October 11, 2012

TO: Christine Osei, Planner Coordinator, Special Projects Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section

FROM: Megan Reiser, Planner Coordinator, Environmental Planning Section MKR

SUBJECT: Comments for United States Secret Service
Rowley Training Center
Master Plan 2012 Update

The Environmental Planning Section has reviewed the United States Secret Service, Rowley Training Center Master Plan 2012 update, dated September, 2012. The following commentary is based on a review of the Master Plan and Environmental Assessment (EA) and an interpretation of aerial photographs and maps. A site visit was not conducted. The following comments are provided for your consideration.

Existing Conditions

The land area of the Rowley Training Center is approximately 439 acres and is partially developed. The majority of existing development is located in the central portion of the site, within the portion of the perimeter road that has been built to date. Some development is located beyond the perimeter road, on the western portion of the site along the Baltimore Washington Parkway. The site is bounded on the west by the Baltimore Washington Parkway, Powder Mill Road to the south and wooded properties to the north and east, with the exception of a subdivision to the north. The USGS Patuxent Wildlife Research Center is located to the east. The site itself contains existing woodlands that are currently serving as a buffer along the majority of the property boundary.

The site contains a number of mapped drainage systems, including a large wetland area identified by the National Wetlands Inventory in the northwestern portion of the site. There are several other areas of mapped wetlands located throughout the site. The site drains to an unnamed tributary of Beaverdam Creek, in the Anacostia drainage area, within the Potomac River basin. The on-site waters are the headwaters of a Tier II waterway located to the south of the subject site. The off-site waterways to the south are mapped by the state as Wetlands of Special State Concern and contain the habitat for listed rare, threatened, and endangered species. The site's topography is varying; generally flat in currently developed areas. Steeper areas exist around the drainage systems.

Environmental Review

The proposed changes to the Rowley Training Center Master Plan include closure of the perimeter loop road, other roadway and parking improvements, a new site entrance opposite Springfield Road, and other site infrastructure and building construction/ renovation.

A majority of the proposed development appears to be located inside the perimeter road within or adjacent to developed areas; however, the report indicates that approximately 35 acres of forest is proposed to be cleared. The clearing will be subject to the Maryland Forest Conservation Act and will require mitigation in the form of afforestation and reforestation, as reviewed and approved by the state. The report indicates that standard techniques will be employed to protect sensitive forest interior dwelling species by not allowing clearing to occur during the breading season of April to August. The wooded areas located along the site boundary appear to remain undisturbed and should serve as visual and auditory wooded buffers for surrounding properties.

The proposed construction to close the perimeter loop road and the proposed location of the new site entrance appear to impact areas of mapped streams and wetlands. These impacts would be required to receive federal and state wetland permits. Because the site is located within the watershed of a Tier II waterway, the state requirements for Anti-degradation of Water Quality may be required as part of state permitting.

Stormwater management will also be required and should focus on Environmental Site Design to the maximum extent practicable per the current state regulations. Best management practices should be implemented during the construction process to minimize the temporary impacts of construction of stormwater management features. As with any land development, impervious surfaces should be minimized if possible, and the stormwater runoff should be treated to improve its quality. Stormwater quantity should be controlled to the extent possible on a micro-scale as close to the source as possible.

The report indicates that periodic noise would likely increase due to expanded training activities including gunfire activity and protective driving exercises. Because there is a residential subdivision located to the north, which are considered sensitive receptors, a noise study was conducted. The study concluded that the construction of a sound barrier on the northern portion of the property would provide some noise mitigation, but that the noise from certain weapons would still exceed the state standards. The study suggests that in addition to mitigation, certain weapons should not be used within 500 to 800 meters of the residences. The EA report further suggests that training activities along the northern portion of the site be restricted to daytime hours and that the perimeter fence design in this area will include a noise barrier.

Overall, the Master Plan 2012 update appears to have incorporated best management practices to address potential adverse environmental impacts as identified in the Environmental Assessment. A Finding of No Significant Impact was concluded for the 2012 Master Plan update.

Thank you for the opportunity to comment on the United States Secret Service, Rowley Training Center Master Plan 2012 update. If you have questions regarding these comments, please contact the Environmental Planning Section at 301-952-3650.

MKR:mkr

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

October 17, 2012

MEMORANDUM

TO: Christine Osei, Special Projects Section, Development Review Division

FROM: Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: Mandatory Referral, James J. Rowley Training Center, US Secret Service

The Transportation Planning Section has reviewed the referral noted above. The referral involves an update of the master plan for a federal facility and proposed development within that facility. The overall subject property consists of approximately 439 acres of land. The property is located at the northeast corner of the Baltimore-Washington Parkway (unsigned MD 295) and Powder Mill Road. The site is the subject of a master plan for the training center of the United States Secret Service. The master plan proposes approximately 1,059,250 square feet of space to serve a daily employee population of 460 and a trainee population of 200.

Review Comments

A master plan, which includes a traffic study, has been forwarded for review. Regarding the review of the traffic study for the subject site, the following comments are offered for consideration:

- The traffic study is dated August 2009 and revised during 2012. The study bases the analysis on turning movement counts conducted during April 2009. The study indicates that there have been no new developments approved in the area since 2009, and that Maryland State Highway Administration (SHA) count data indicates a decrease in regional traffic of 0.6 percent over the past seven years. It is agreed that no new developments have been approved in the area since 2009. Also, staff has reviewed state counts on four local roadways immediate to this site, and has noted that average daily traffic counts have declined by 0.5 percent since 2009. For the purpose of conducting a mandatory review, and without the requirement of making a finding of transportation adequacy, the traffic study is deemed to be acceptable for the scope of this review.

- The study is done in general conformance to the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," otherwise termed the Guidelines.

- The scope of the traffic study is consistent with general scoping procedures used by the Prince George's County Planning Department. The study establishes five critical intersections for review, plus a sixth intersection that is reviewed but is not critical:

    1. Baltimore-Washington Parkway Southbound Ramps/Powder Mill Road
    2. Baltimore-Washington Parkway Northbound Ramps/Powder Mill Road
    3. Powder Mill Road/Soil Conservation Road
    4. Powder Mill Road/Site Access
    5. Powder Mill Road/Springfield Road
    6. MD 197/Powder Mill Road (not critical)

- Under existing traffic, the following conditions are noted:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
B-W Parkway SB Ramps/Powder Mill Road	404.0*	337.5*	--	--
B-W Parkway NB Ramps/Powder Mill Road	159.9*	+999*	--	--
Powder Mill Road/Soil Conservation Road	836	1,397	A	D
Powder Mill Road/Site Access	14.2*	11.6*	--	--
Powder Mill Road/Springfield Road	22.0*	14.6*	--	--
MD 197/Powder Mill Road	2,119	1,370	F	D
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

- The traffic study identifies four approved but unbuilt developments in the study area. It also applies a ten-year growth rate of 2.0 percent per year as a means of accounting for through traffic. These assumptions are acceptable. There are no roadway improvements assumed in the study area. This is also acceptable.

- Under background traffic, the following conditions are noted:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
B-W Parkway SB Ramps/Powder Mill Road	+999*	971.6*	--	--
B-W Parkway NB Ramps/Powder Mill Road	705.9*	+999*	--	--
Powder Mill Road/Soil Conservation Road	1,029	1,713	B	F
Powder Mill Road/Site Access	16.8*	12.7*	--	--
Powder Mill Road/Springfield Road	38.8*	18.5*	--	--
MD 197/Powder Mill Road	2,573	1,667	F	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

- Rather than basing trip generation on square footage, the traffic study measures trip generation based on average daily population of the site (employees plus trainees). The existing and projected population of the site is summarized below:

Average Daily Employee Population:	Current: 285	Projected: 460
Average Daily Trainee Population:	Current: 48	Projected: 200
Total:	Current: 333	Projected: 660

The traffic study estimates trip generation based on a single day count, and continues by using the computed rate to estimate future trip generation. Using this methodology, the following trip generation summary is provided:

Trip Generation Summary, James J. Rowley Training Center								
			AM Peak Hour			PM Peak Hour		
Land Use	Use Quantity	Metric	In	Out	Tot	In	Out	Tot
Rowley Training Center – Existing	333	units	**178**	**16**	**194**	**5**	**143**	**148**
Rowley Training Center – Projected	660	units	**356**	**32**	**388**	**10**	**286**	**296**
Net New Trips (projecting less existing)			**178**	**16**	**194**	**5**	**143**	**148**

There is no disagreement with the approach used to project a future trip generation given the uniqueness of this use. However, the use of a single count to suffice for a trip generation study is not statistically valid. As applicable building projects and infrastructure upgrades are brought to bear, future trip generation studies should be supported by multiple counts. The following comments are offered with regard to the single observation:

A. The AM peak hour trip generation is approximately what would be expected given the employee population. The PM peak hour trip generation is slightly lower, with some spreading within the afternoon peak, than is expected without knowing the schedules for employees and trainees.

B. Increasing the number of trainees threefold while increasing the number of employees by 60 percent will result in greater peaking of trips entering and leaving. Trainees tend to begin and end training at fixed times. Two or three more observations of trip generation might have provided sufficient data to establish separate rates per employee and per trainee, thereby improving the overall forecast.

- A trip distribution to and from the site is used in the traffic study. The distribution used is reasonable, and as expected is heavily oriented toward the Baltimore-Washington Parkway (70 percent of site traffic). As noted earlier in this memorandum, ten percent of site traffic is oriented toward the MD 197/Powder Mill Road intersection. Per the Planning Board's Guidelines, this intersection would not be considered critical, as the site's impact does not meet or exceed the 20 percent threshold required for consideration as a critical intersection.

- It is noted that the plan for this site includes the relocation of the entrance to the site to a point that is opposite the Springfield Road approach to Powder Mill Road. With the impact of the site added to the underlying street network under total traffic, and reflecting the change in access, the following conditions are noted:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
B-W Parkway SB Ramps/Powder Mill Road	+999*	+999*	--	--
B-W Parkway NB Ramps/Powder Mill Road	827.7*	+999*	--	--
Powder Mill Road/Soil Conservation Road	1,065	1,724	B	F
Powder Mill Road/Springfield Road	812.4*	35.2*	--	--
MD 197/Powder Mill Road	2,663	1,668	F	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

- Operational issues are noted at all intersections within the study area (MD 197/Powder Mill Road is not critical). With regard to this finding, the following recommendations are provided at each intersection:

  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. While this improvement does not resolve the inadequacy, it is considered that nearby signals east (existing) and west (proposed above) may introduce sufficient gaps in traffic to allow this intersection to remain unsignalized.

  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.

- With the improvements in place as noted above, the following conditions are noted:

TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
B-W Parkway SB Ramps/Powder Mill Road	991	1,399	A	D
B-W Parkway NB Ramps/Powder Mill Road	688.0*	+999*	--	--
Powder Mill Road/Soil Conservation Road	879	1,209	A	C
Powder Mill Road/Springfield Road	1,284	935	C	A
MD 197/Powder Mill Road	2,663	1,668	F	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

- The design guidelines of the master plan include several transportation strategies. These are:

  A. 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 (commuter rail) stations.

  B. Encourage parking management in order to promote transit use and discourage auto use.

  C. Encourage those who use automobiles to carpool.

  D. Encourage the implementation of alternative work schedules, such as flextime, compressed work weeks, and staggered work hours.

  E. Continue the use of telecommuting as an option for those employees that qualify.

  These strategies provide useful actions to reducing the overall traffic impact of this site. In particular, the provision of shuttle service to serve trainees and to provide a connection to the Metrorail system will help to reduce the peaking of traffic as the number of trainees on the site grows.

- The relevant master plans are the *Approved Master Plan and Sectional Map Amendment for Subregion I (Planning Areas 60, 61, 62, and 64)* and the *Approved Countywide Master Plan of Transportation*. The Baltimore-Washington Parkway is a master plan freeway facility. Powder Mill Road is designated as a collector facility in view of its role within the overall circulation system for the area. No expansion of the current right-of-way for the Baltimore-Washington Parkway is proposed by County planning documents. No widening is foreseen along Powder Mill Road, but it could be triggered by changes in land use on federal lands. It is determined that the proposed master plan for the subject site poses no conflict with County transportation plans. This master plan is maintaining an extensive wooded buffer between Powder Mill Road and the dual perimeter fences, and any possible widening could be accomplished with little or no impact on this buffer.

- The non-vehicular element of the master plan includes bike lanes along Powder Mill Road and a side path within the Baltimore-Washington Parkway right-of-way. As noted above, this master plan is maintaining an extensive wooded buffer between Powder Mill Road and the dual perimeter fences, and any possible widening for bike lanes can be accomplished with little or no impact on this buffer.

- The proposed master plan proposes the relocation of the main access to the facility to a point that is opposite the Springfield Road approach to Powder Mill Road. This is acceptable provided that the existing access is closed, as recommended in the master plan, and the other two accesses are maintained as emergency accesses as recommended in the master plan.

Conclusion

The Transportation Planning Section has reviewed the referral, and determines that the proposed master plan for the James J. Rowley Training Center of the United States Secret Service is consistent with the area and functional master plans that govern transportation. Based on findings given in this memorandum, information provided in the master plan document, and roadway improvements that are described in Section 6.4 of the plan document, it is determined that traffic impacts in the neighborhood will either be

minimal or will be alleviated by identified roadway improvements. Based on this determination, it is advised that the Planning Board recommend the following:

1. It is recommended that the following roadway improvements be staged to occur as this master plan is developed:

   A. 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.

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

   C. 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.

   D. 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 MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

October 15, 2012

MEMORANDUM

TO: Christine Osei, Planner Coordinator
Special Projects Section
Countywide Planning Division

VIA: Howard Berger, Supervisor HSB
Historic Preservation Section
Countywide Planning Division

FROM: Jennifer Stabler, Archeology Planner Coordinator JAS
Historic Preservation Section
Countywide Planning Division

SUBJECT: **MR-12001F James J. Rowley Training Center (United States Secret Service)**

Historic Background

Twelve prehistoric archeological sites have been identified in areas surveyed along Beaver Dam Creek and its tributaries in the vicinity of the subject property. These sites include prehistoric lithic scatters, short-term resource procurement sites and camp sites ranging in date from the Early Archaic through the Late Woodland periods (7500 B.C. – 1600 A.D.). A majority of the sites date to the Late Archaic period (4000-2000 B.C.). Two of these prehistoric sites (18PR206 and 18PR209) are located to the west of the subject property on the west side of the Baltimore-Washington Parkway. As a result, there is a high probability that prehistoric archeological resources are located on the subject property.

A map compiled by the United States Land Acquisition Department of the Agricultural Adjustment Administration for the Berwyn Area, dated May 11, 1935, indicates the owners of the parcels that are now part of the James J. Rowley Training Center. These include Haker Parcels 107 and 107A, Berberich Parcel 108, Paul Hense Parcels 148 and 148A, Gross Parcel 149, Perkins Parcel 150 and Snowden Parcel 151.

The subject property includes a documented property, PG:64-003, the John Snowden House, located on Berberich Parcel 108. This building was first recorded by the History Division of M-NCPPC in 1974 and a Maryland Inventory of Historic Properties form completed in 1985. The John Snowden House was a two-story frame gable-roofed farmhouse dating to the late nineteenth or early twentieth century. The house was demolished in 1982 after the land on which it was located was transferred to the United States Secret Service. The John Snowden House (64-003) was listed as an unclassified historic resource in the 1982 *Historic Sites and Districts Plan* for Prince George's County. The resource was removed from the *Historic Sites and Districts Plan* in 1991 due to its demolition and the construction of new buildings on its site. Historical records indicate John and Katie Berberich acquired 164 acres from John and Barbara Prince in 1917. This farm was once part of the larger Harman Haker farm. John and Katie Berberich are found in the 1920 and 1930 Census records and likely built the house recorded as PG:64-003 around 1917

or 1918 or added on to a previously existing tenant house on the property. The area where the Berberich farmstead was located is now the location of a helicopter pad.

The 1894 Hopkins map indicates that Harman Haker resided on the northern portion of the subject property, on Parcel 107A. The Haker farmstead is visible in the 1938 aerial photographs. Harman Haker owned a 331-acre farm, which he acquired in 1870. He possibly built a house on the property in the late 1860s prior to purchasing the land, as he is listed in the 1870 Census in Prince George's County. The Haker farmstead was located to the north of the Protective Operations Driving Course. The house was probably demolished in 1982 when the land was transferred to the Secret Service.

The 1894 Hopkins map indicates that F. Franklin resided in a house to the north of Powder Mill Road in the southeastern area of the Secret Service complex, Gross Parcel 149. Frank Franklin acquired eight acres from Alexander P. Krouse and John T. and Elizabeth A. Hopkins in 1892. Franklin had purchased the land at an earlier date, but the deed had never been executed. A Frank Franklin is listed as a free black in the 1860 Census in the household of another free black, Marlia Coleman. Franklin is not found in the 1870 Census for Prince George's County. Frank Franklin, his wife, Mary and their nine children are listed in the 1880 Census. Frank's occupation was laborer. Frank and Mary Franklin are also found in the 1900 and 1910 Census. Frank and Mary Franklin likely died prior to 1917, when the taxes remained unpaid on their eight acres. The eight-acre Franklin tract was sold for unpaid taxes to Edward T. Gross, a son-in-law of Frank and Mary Franklin, in 1920. The Franklin house was probably rented to tenants until the land was sold to the U.S. Government in 1936.

One other house, shown on the 1878 Hopkins Map as being owned by J. Turner Perkins and William Hall and on the 1894 Hopkins Map by C.D. and J.T. Perkins, may have been located on the northeastern portion of the Secret Service property or proximate to it. The 1938 aerial photograph shows the northeastern area of the subject property as heavily wooded and no houses are visible. However, the darker patches of trees indicate old fields that were allowed to regenerate. An earlier building may have existed on the property and was demolished by the time the 1938 aerial was taken. The eastern area of the Secret Service property was owned by Richard Hyatt from 1844 to 1854 and then by his nephew, Robert U. Hyatt from 1854 to 1864, when the land was sold to James T. Perkins and William W. Hall. The Perkins and Hall families owned large tracts of land in the vicinity and probably rented this farm to tenants.

The subject property is adjacent to the Baltimore-Washington Parkway (PG:69-026), a National Historic Landmark and a Prince George's County Historic Site (designated in May 1991). The August 2012 Environmental Assessment report states that "the United States Secret Service has coordinated with the National Park Service during previous Master Plan updates and has agreed to develop an official re-vegetation plan to address visibility issues from the Parkway" (p. 1-7).

Recommendations

The 439-acres James J. Rowley Training Facility has not been surveyed for archeological resources. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is *moderate* to *high*. Although portions of the subject property have been previously graded and disturbed by the construction of the current training facilities, there is still a high probability that prehistoric and historic archeological resources will be identified. Numerous prehistoric sites have been identified along Beaver Dam Creek and its tributaries. Historical maps indicate as many as four residences may have been located on the subject property in the nineteenth and twentieth centuries, one by an African American family. Earlier historic sites may also be encountered.

Historic Preservation staff recommends that all areas within the 439-acre campus that have not been previously graded or developed be subject to a Phase I archeological survey, to occur concurrent with the building phases. The area around the Merletti Building where the proposed auditorium will be constructed and the area where an administrative and classroom building (No. 4) is proposed are not recommended for archeological survey due to extensive grading and disturbance in those areas. A survey of the entire property will provide the Secret Service with an inventory of archeological resources on the campus and aid in the development of future master plans. There are no above-ground historic resources remaining on the campus. However, those resources known to have been located on the property prior to its acquisition by the United States Government, may have an intact archeological component.

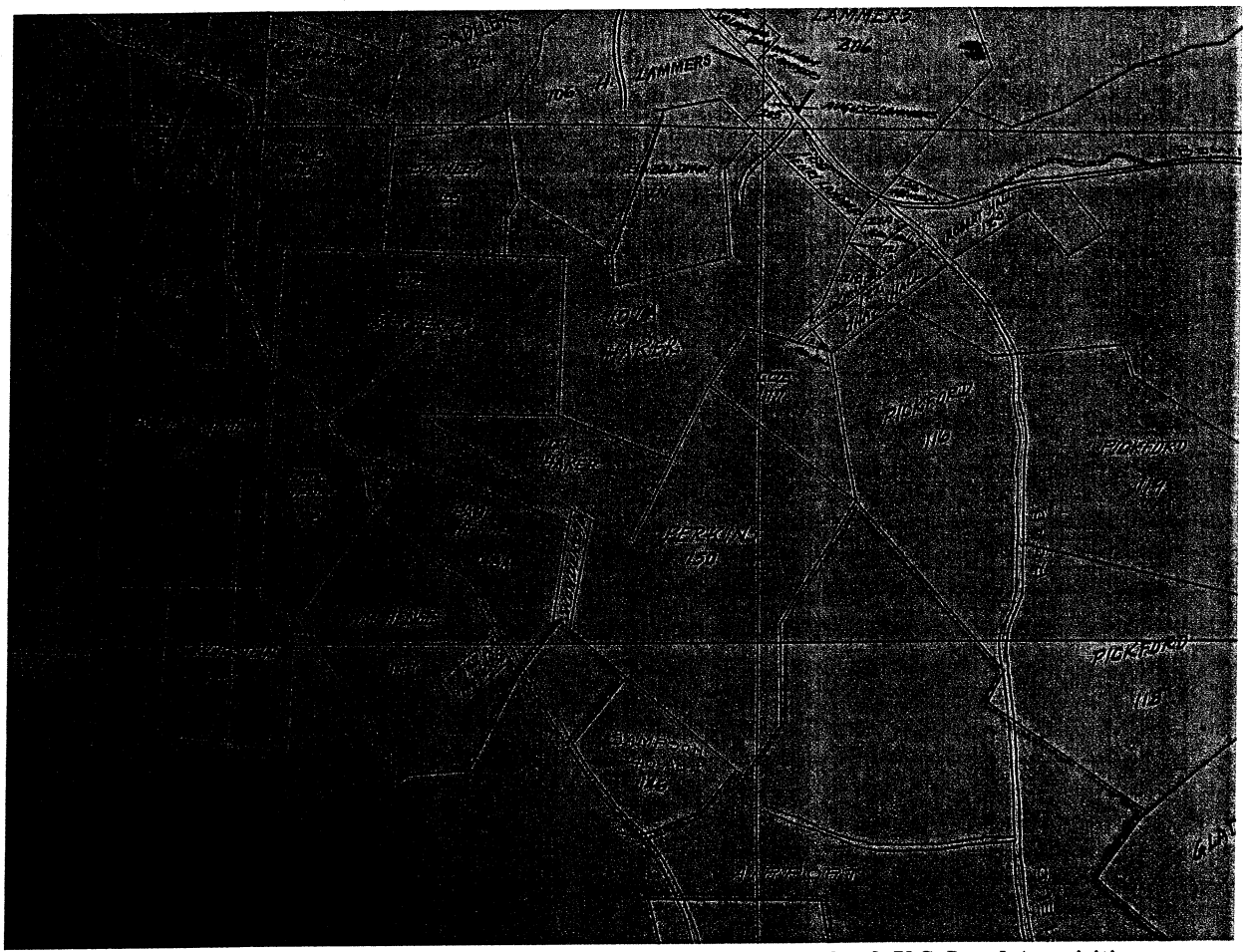

Figure 1: Preliminary Plat , Berwyn Area, Prince George's County, Maryland. U.S. Land Acquisition Department, A.A.A. May 11, 1935. Tugwell Room, Prince George's County Memorial Library, Greenbelt, Maryland.

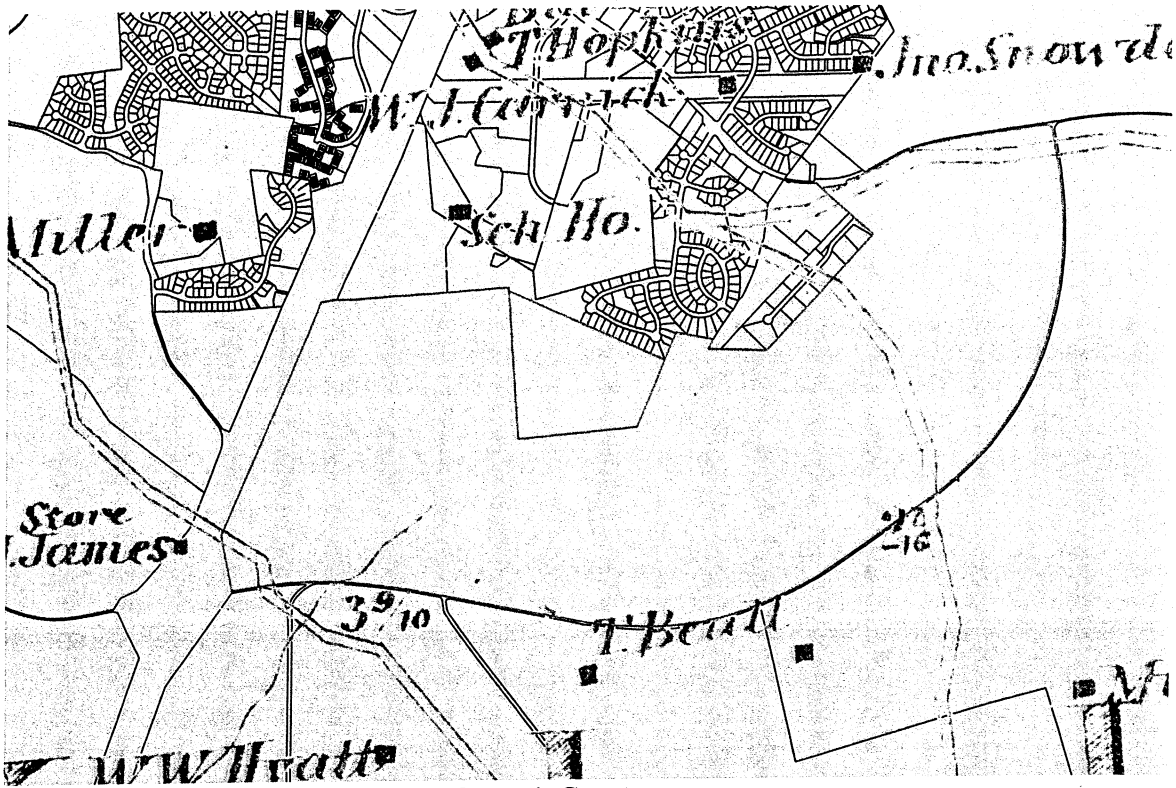

Figure 2: 1861 Martenet Map of Prince George's County.

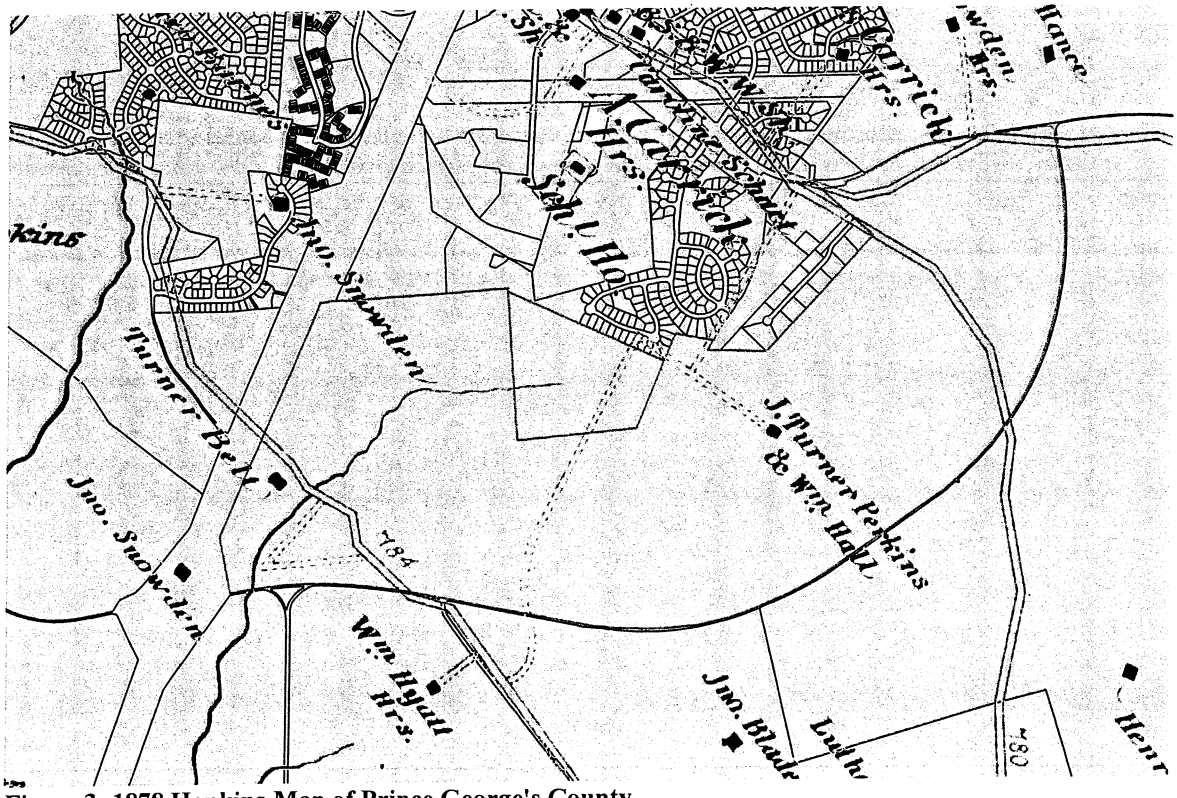

Figure 3: 1878 Hopkins Map of Prince George's County.

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
TTY: (301) 952-3796

October 12, 2012

MEMORANDUM

TO: Christine Osei, Project Manager, Mandatory Referral Process

VIA: Jacqueline Philson, Planning Supervisor, Research Section, Countywide Planning Division

FROM: Theodore W. Kowaluk, Senior Planner

SUBJECT: James J. Rowley Training Center, MR-12001F

Staff has reviewed the James J. Rowley Training Center Master Plan as required under the department's mandatory referral process. The facility is located in Laurel, Maryland and by all indications will have a positive impact with regard to jobs and the county's economy. Over the life of the plan approximately 750,000 square feet of space is expected to be constructed resulting in employment opportunities for over 580 construction workers.

Once completed the facility is expected to employ an additional 175 employees in mid to high wage jobs. The number of trainees is expected to increase by an additional 152 persons per day resulting in a total daytime population increase of 327 people. Staff estimates that this facility at full buildout will also result in an additional 210 indirect jobs to provide goods and services to the additional employees and trainees.

From an economic development stand point the fruition of this master plan will have a positive impact on the county. Staff is available to answer any questions or concerns you may have with regard to this memorandum.

Prince George's County Planning Department
Community Planning North Division

301-952-4225
www.mncppc.org

October 9, 2012

MEMORANDUM

TO: Christine A. Osei, Mandatory Referral Review Project Manager, Special Projects Section, Countywide Planning Division

VIA: Vanessa C. Akins, Chief, Community Planning North Division

FROM: Hyojung Garland, Senior Planner, Community Planning North Division

SUBJECT: James J. Rowley Training Center (RTC) Campus Master Plan Update and Proposed Development

DETERMINATIONS

General Plan: This application is consistent with the 2002 General Plan Development Pattern policies for the Rural Tier and does not violate the General Plan's growth goals for the year 2025, based upon review of Prince George's County's current General Plan Growth Policy Update.

Master Plan: This application conforms to the institutional land use recommendations of the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment.*

BACKGROUND

Location: The property is located at the northeast corner of the intersection of the Baltimore-Washington Parkway and Powder Mill Road (MD 212). The RTC is adjacent to the northern boundary of Beltsville Agricultural Research Center (BARC), and portion of the Patuxent National Wildlife Research Center is located northeast of the RTC.

Size: 439.0 acres

Existing Uses: Specialized training facility for the United States Secret Service.

Proposal: Renovate and expand the training facility and provide adequate training space with phased improvement.

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan: This application is located in the Rural Tier.

The vision for the Rural Tier is the protection of large amounts of land for woodland, wildlife habitat, recreation and agriculture pursuits, and preservation of the rural character and vistas that now exist.

Master Plan:

Planning Area/ Community:	PA 64 /Beltsville, The subject property is not designated in the living areas.
Land Use:	Institutional
Environmental:	Refer to the Environmental Planning Section referral for comments on the environmental element of the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* and the 2005 *Countywide Green Infrastructure Plan*. There is no community sewer system planned.
Historic Resources:	None identified.
Transportation:	The 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* designates Powder Mill Road as a 2-4 lane road with right-of-way of 80-120 feet. A bike lane is planned on Powder Mill Road and a side path is planned near the Baltimore-Washington Parkway.
Public Facilities:	The Beltsville Agricultural Research Center is located immediately south of the RTC and portion of the Patuxent National Wildlife Research Center is located northeast of the RTC.
Parks & Trails:	No recommendation

SMA/Zoning: The 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* retained this property in the R-O-S (Reserved Open Space) Zone.

PLANNING ISSUES

The proposed training use is compatible with the land use recommendation in the 2010 Approved Master Plan for Subregion 1.

The master plan places the subject properties in Rural Tier adjacent to Beltsville Agricultural Research Center and the Patuxent National Wildlife Research Center.

While the Environmental Planning Section reviews development proposals for conformance with the Environmental chapter of the 2010 Approved Master Plan for Subregion *1* and the 2005 *Approved Countywide Green Infrastructure Plan*, the following environmental policies and strategies from the master plan are relevant to this application:

Policy 5: *Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.*

Strategy: Reduce the area of impervious surfaces during redevelopment projects.
- Where development proposals contain extensive areas of impervious surfaces (e.g., parking lots, pavement, buildings), use innovative methods or technologies, such as porous pavement and concrete, turf blocks, water detention facilities, and the placement of stormwater retention facilities, to allow water to infiltrate.
- Use Low-Impact Development (LID) stormwater management techniques such as green roofs, rain gardens, innovative stormwater outfalls, underground stormwater management, bioretention with appropriate soil mixtures, green streets, cisterns, rain barrels, grass swales, and stream restoration to the fullest extent possible during the development review process

c: Vanessa C. Akins, Chief, Community Planning North Division
Tamara Jovovic, Senior Planner, Community Planning North Division
Long-range Agenda Notebook

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department **(301) 952-3650**
Countywide Planning Division **www.mncppc.org**

October 19, 2012

MEMORANDUM

TO: Christine Osei, Planner Coordinator, Countywide Planning Division CAO

VIA: Maria Martin, Supervisor, Countywide Planning Division MAM

FROM: Jay Mangalvedhe, Senior Planner, Countywide Planning Division JVM

SUBJECT: **MR-12001F James J. Rowley Training Center (United States Secret Service)**

Existing Public Facilities:

The U.S. Government property located on Powder Mill Road is served by Beltsville Fire/EMS Company 31, which is three miles from the proposed development at 4911 Prince George's Avenue. The Company 31 is equipped with two Engines, one Aerial Truck and one Ambulance. In addition, the Prince George's County FY 2012-2017 Approved Capital Improvement Program proposes replacing with a new four-bay Fire/EMS station.

The proposed nonresidential facility would have no impact on public school adequacy.

The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Category 6, Individual System. As the subject site is developed to the full potential as illustrated in this Rowley Training Center Master Plan, public water and sewer connections should be considered.