



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Countywide Planning Division

AGENDA ITEM # 9  
PGCPB MEETING OF 10/10/13

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

301-952-3650

## MEMORANDUM

TO: Prince George's County Planning Board

VIA: Fern Piret, Planning Director *J.P.*  
Derick Berlage, Chief, Countywide Planning Division

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

SUBJECT: MR-1317F Staff Report – Mattawoman Energy, LLC in Brandywine

## **BACKGROUND**

The Land Use Article §20-301 through 305 of the Maryland Annotated Code requires the Planning Board to review public construction projects for all federal, state, county and municipal governments, and publicly and privately owned utilities through the Mandatory Referral Review Process.

## **PROJECT SUMMARY**

The development application is for the construction of a natural gas fired electric generating facility on a former sand and gravel site located at 14175 Brandywine Road on a 88.9-acre site (Council District 9) in Prince George's County. In addition, the applicant proposes to construct a 20-inch wastewater line along Accokeek Road that will connect to the existing Piscataway Waste Water Treatment Plant. This wastewater line will be used as the non-potable service water supply for the project. The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* retained this property in the I-2 Zone where an electric generating plant is a permitted use. In addition, this plan reclassified the property from the Rural Tier to the Developing Tier.

## **RECOMMENDATIONS**

Staff requests Planning Board approval to transmit staff recommendations as follows:

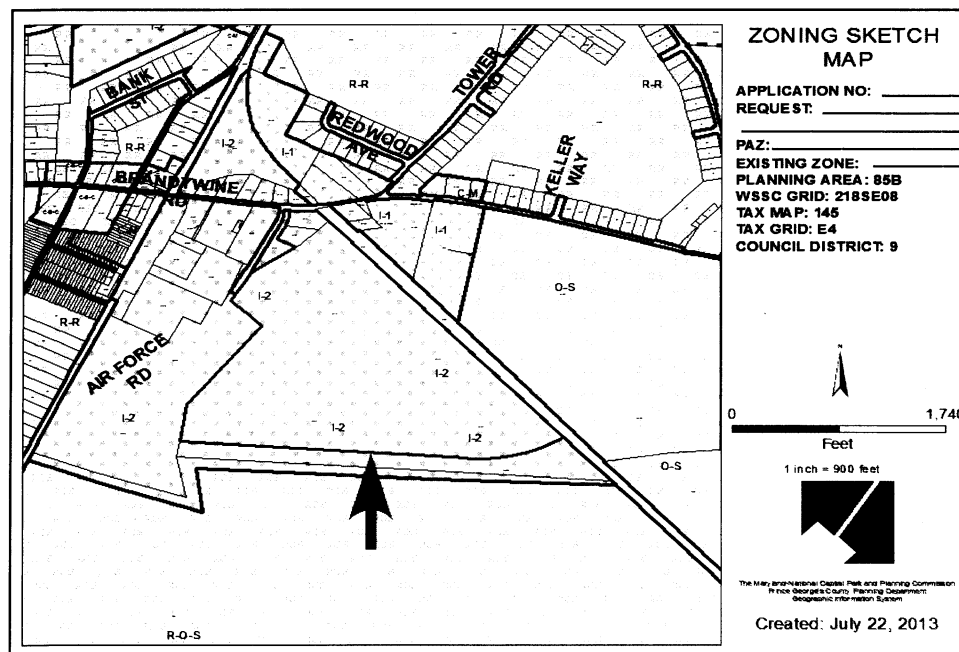
- Applicant should coordinate traffic controls and intersection modifications illustrated in the transportation study (pages 31 and 32) with State Highway Administration.
- The proposed landscape plan should be revised to screen the entire electricity plant from all existing adjacent and planned uses along Brandywine Road and Tower Road.
- Applicant should minimize impacts on Historic Sites and Resources when planning the construction of the proposed 20-inch wastewater line along Accokeek Road: McKendree Methodist Church Site and Cemetery (HR 85-020), and Asbury Methodist Episcopal Church and Cemetery (84-014).
- Applicant should seek Mandatory Referral Review input prior to the construction of the proposed natural gas and wastewater lines.

- Applicant should coordinate proposed construction schedule with Keys Energy Center to minimize construction traffic impacts on existing Brandywine Road and other streets.
- The proposed guard house operation should be moved further into the site to minimize traffic impacts at the project entrance at Brandywine Road (MD 381).
- Applicant should work with WSSC to address on-site pumping and low-pressure sewer issues that are to be addressed prior to water and sewer connections to the site. WSSC stated that “The proposed development will most likely require the relief of segments of downstream sewer as part of the development activities to address water pressure issues. Comments provided by WSSC indicate that further investigation will occur upon submittal of a Phase I Hydraulic Planning Analysis to WSSC for review. Drainage will be to the Mattawoman trunk sewer and wastewater treatment plant, owned and maintained by Charles County. Interceptor Capacity: Deficient.”
- Applicant should provide written documentation from Joint Base Andrews staff that the cooling tower will not pose a hazard to air navigation.

### PROJECT LOCATION

The proposed electricity generating facility site is located at 14175 Brandywine Road (MD 381), west of its intersection with Tower Road. It is bounded on the north by Brandywine Road, on the south by a United States military installation (Globecom Radio Receiving Station), on the east by the CSX rail line, and on the west by a vehicle salvage yard in the I-2 Zone. In 2001 staff reviewed two preliminary applications for this site: 4-00006 and 4-00043 for a Brandywine Recycling Facility, also referred to as Brandywine Sand and Gravel. The documents provided by the applicant indicate that the entire 88.9 acre-site will be used for the proposed electric plant.

**MAP 1: Location of Proposed Mattwoman Energy Site**

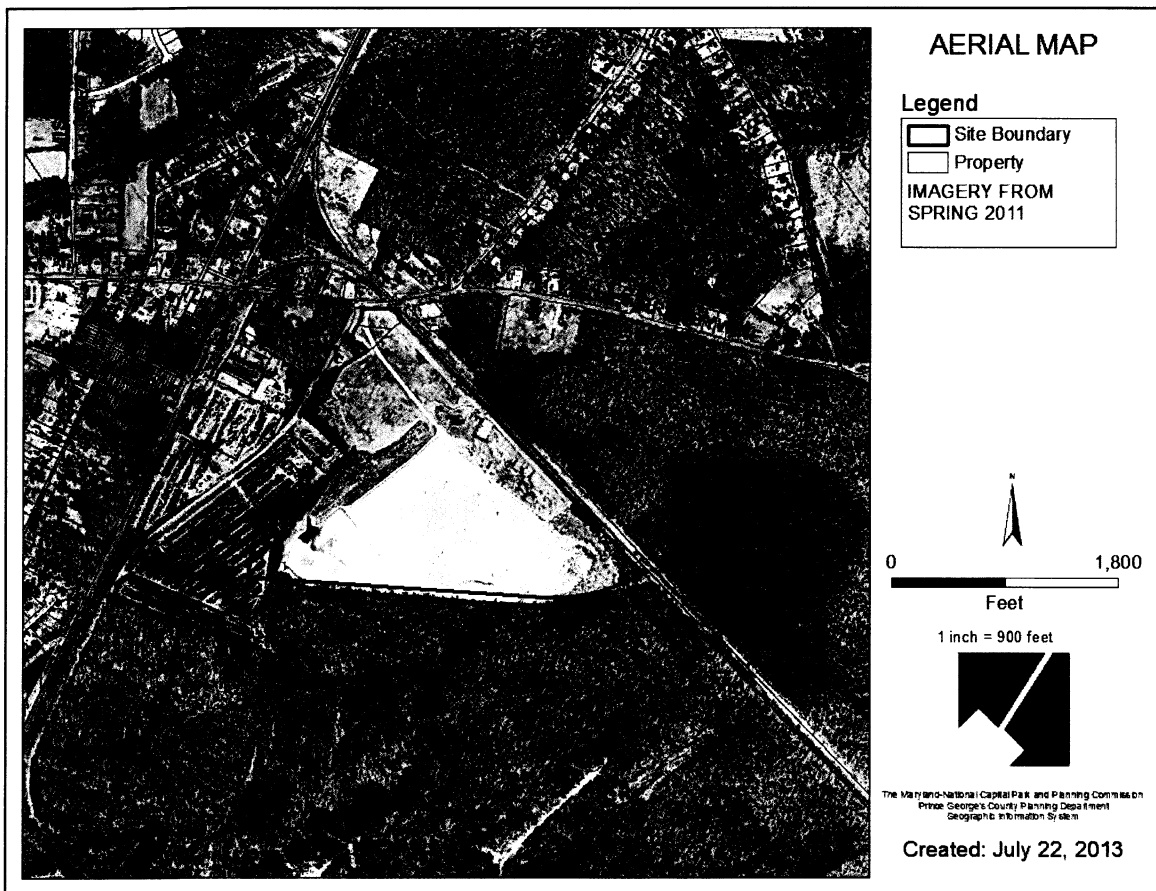


## PROJECT DESCRIPTION

Mattawoman Energy, LLC is proposing to construct and operate a nominal 859-megawatt (MW), natural gas-fired, two-in-one, combined-cycle electric generating facility configured with two combustion turbines, two heat recovery steam generators, with supplemental duct firing, and one steam turbine in a multi-shaft arrangement. It is an outdoor electricity plant with no structural walls enclosing the combustion turbines and generator. The two heat recovery steam generators will include a selective catalytic reduction system and oxidation catalyst system. The proposed facility is planned to use a multi-cell wet cooling tower for heat rejection. (See aerial view of project site below.)

**Linear Utility Connections:** The proposed development will be served by outside gas, electricity and water – potable and non-potable. The facility will be fueled by natural gas originating from Dominion Cove, an existing gas pipeline located approximately 9 miles from the site. In addition, the applicant proposes to construct a 20-inch wastewater line along Accokeek Road that will connect to the existing Piscataway Waste Water Treatment Plant (WWTP) sewer line. The treated effluent will be used as the cooling water for the project. The operation of the proposed facility will not generate any discharge or industrial wastewater to the site, or ground water because of the use of a zero liquid discharge system. The facility will connect to an existing 230-kilovolt (kV) Potomac Electric Power Company (PEPCO) overhead transmission line located approximately one-half mile to the west of the site. The project site is within Water and Sewer Category 6. The applicant will need approval from the WSSC to change the existing water and sewer category prior to connecting to potable public water and sewer system.

**MAP 2: Aerial View of Project Site**



## **PROJECT SCHEDULE, CONSTRUCTION AND STAFFING**

Construction of the power plant from site preparation and grading to commercial operation is expected to take approximately 28 months, with a construction labor force of 175 to 645 employees, depending on the stage of the project. Information provided by the applicant indicates that a large number of workers are expected to be employed at the site, totaling 645 employees during the peak construction phase of the project. The traffic study undertaken by the applicant also indicates that the construction workforce will be high within the first 15 months and then steadily decline over the final nine months. The project is expected to employ on average 175 – 200 construction workers for two years and four months. There will be 66 full-time employees once the plant is operational.



**[The following pages contain  
The Maryland-National Capital Park and Planning Commission  
staff comments on the above project description]**

## ANALYSIS OF PROJECT IMPACT AREAS

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department reviewed the Mattawoman Energy, LLC Electricity Plant proposal and provided the following comments:

### 1. ENVIRONMENTAL ASSESSMENT

The proposed development may have adverse impacts on environmental resources, including but not limited to air quality, noise, geology and soils, water resources, and biological resources. Staff expects these impacts to be reviewed and appropriately managed by the federal and state agencies having regulatory jurisdiction over the project. The following commentary is based on a review of the information provided by the applicant through the Mandatory Referral Review Process:

- Soils/Geology: No long-term impacts on soils are anticipated; however, it is unknown if there will be any oil tanks for back-up generators for operational uses. These oil tanks, if required, should be placed above ground and not buried.
- Ground and Surface Waters: A review of the site layout included in the applicant's submittal package indicates that no wetland fills or stream impacts will be necessary to construct the power plant facility. There will be wooded wetland clearing for a high tower power line access. This clearing is considered an impact because the wetland type will be changed from forested wetlands to a scrub-shrub or emergent wetland system. This impact usually requires mitigation approval from the permitting section of the Maryland Department of the Environment.
- Linear Utility Facilities to the Project Site: Installation of these facilities may impact off-site streams and wetlands, as it will be necessary to connect them to off-site sources, which will result in the crossing of several stream systems. Currently, the alignment for the non-potable water will follow the existing road right-of-way with a section going through an open wooded area.
- Special Roadways: The project site is along Historic Brandywine Road, a County designated Scenic and Historic Road. Scenic and Historic Roads contain natural and cultural resources that should be preserved and protected to the fullest extent possible. Since this area along Brandywine Road is not vegetated, a landscape buffer should be established to meet the required scenic and historic buffer specifications. The Prince George's County's Landscape Manual generally requires a minimum 40-foot-wide buffer when development is proposed on sites that have frontage on special roadways. The buffer is required to contain at least 160 plant units (all native species) per 80-linear feet of frontage. The site in its current condition shows no vegetative buffers along Brandywine Road.
- The applicant should establish a minimum 40-foot-wide wooded buffer along the Historic Brandywine Road.

### 2. TRANSPORTATION ASSESSMENT

The proposed Mattawoman Energy, LLC project is consistent with the area and functional master plans that govern transportation. Based on staff findings, traffic impacts in the existing neighborhoods will be minimal once the project has completed the construction phase. Impacts during construction could be more significant. The applicant is directed to coordinate all intersection modifications to address peak construction traffic issues with State Highway Administration (SHA). The traffic study provided by the applicant does not offer any recommendations or discussions on adjusting work shifts during the construction phase. Several other concepts are outlined at the end of the study. They are noted and discussed below:

**A temporary traffic signal at MD 381 and Missouri Avenue should be considered to alleviate traffic conditions during the construction phase.**

Discussion: Revised analysis procedures in the guidelines indicate that this intersection will operate acceptably during the construction and post-construction phases. Consider discussions with the Maryland State Highway Administration during the access permit process as a means of handling construction phase traffic in the area.

**A temporary traffic signal at MD 381 and the site access, or possibly police staffing should be considered to alleviate traffic conditions during the construction phase.**

Discussion: Revised analysis procedures in the Guidelines actually indicate that this intersection will operate acceptably during the construction and post-construction phases. Consider discussions with the Maryland State Highway Administration during the access permit process as a means of handling construction phase traffic in the area.

**Location of the guard house near the site entrance to control access to the site: Guard house operations should be moved further into the site to prevent potential queuing onto MD 381.**

Discussion: The issue should be addressed in discussions with the Maryland State Highway Administration during the access permit process as a means of handling construction phase traffic in the area.

The relevant master plans are the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* and the 2010 *Approved Countywide Master Plan of Transportation*. MD 381 is a designated rural collector road with an 80-foot future right-of-way. The non-vehicular element of the master plan also includes shared use bike routes along MD 381.

### **3. HISTORIC PRESERVATION/ARCHEOLOGY**

The subject property is located in the vicinity of the Brandywine-Early Family National Register Historic District, which includes the William H. Early Store (85A-032-11), the William B. Early House (85A-032-10), the William W. Early House (85A-009), the Marian Early Bean House (85A-032-28), and the Charles S. Early, Jr. House (85A-029). There are five Prince George's County Historic Sites and one historic resource, located within one mile of the subject property: William B. Early House (85A-032-10), William H. Early Store (85A-032-11), Old Bank of Brandywine (85A- 032-30), Marian Early Bean House (85A-032-28), William W. Early House (85A-032-09), and Chapel of the Incarnation (85A-032-27). The William W. Early House and Chapel of the Incarnation are also listed individually in the National Register of Historic Places. All of these historic resources are located to the northwest of the subject property. There are 17 archeological sites within one mile of the proposed Mattawoman Energy Project. These sites represent the prehistoric occupation of the Brandywine area, as well as its historic occupation from the 1700s to the present. There are no identified archeological resources in any of the proposed areas of construction. This proposal will not impact any known archeological resources.

The Southern Maryland Railroad, recorded as archeological site 18PR606, is adjacent to the subject property on the northeast. The original line was constructed in the 1870s and operated until 1965. The proposed power plant will not impact the rail line. The Maryland Historical Trust (MHT) reviewed the proposed Mattawoman Energy Project in February and April 2013. MHT determined that the proposed project will have no adverse effect on historic properties.

#### 4. ECONOMIC ASSESSMENT

The redevelopment of this site is a change in use from an old sand and gravel mine site. Currently, the 88.9-acre site has an assessed value of \$2,806,400 or \$31,568 an acre, resulting in annual property tax revenue for the County of \$27,560. This project could have a positive impact on the County by providing additional employment opportunities, increasing the supply of reliable energy and generating additional revenues to the county.

The project is expected to employ on average 175 – 200 construction workers per year for two years and four months and an additional 66 full-time employees per year once the plant is operational. The fiscal impact on the County will be significant with over a half million dollars in one time additional income tax revenue from construction workers and \$77,063 on a yearly basis from plant employees and the indirect jobs they generate. The tax revenue generated by the property will increase from roughly \$27,560 per year to over \$2,500,000 per year. The provision of electrical energy in a reliable, efficient, and sustainable manner will support the population and economic growth envisioned for the County's future.

#### 5. CONSISTENCY WITH DEVELOPMENT/REGULATORY STANDARDS

On Site Design: The power plant facility is proposed in the southeastern corner of the 90.53-acre site, as far as possible from Brandywine Road and developed properties. The power plant will be served by a 24-foot wide asphalt driveway, secured by a screened, and gated entrance at Brandywine Road. The Urban Design Section believes that the facility site location and the proposed screening along Brandywine Road is appropriate for the project.

Architecture: The site plan indicates the location of towers, turbines, maintenance and administration buildings, and other structures that serve the proposed use. These structures vary in height, including multiple structures that measure as high as 100-feet tall. Due to the height and type of structures proposed on the site, the Urban Design Section recommends that the site plan provide a minimum 200-foot-setback from all property lines.

Renderings that portray the appearance of the proposed power plant and architectural elevations of the proposed administration building have been provided. The design of these structures is utilitarian and not aesthetically-pleasing. While the adjacent properties to the south and east are currently wooded, this current condition is subject to change over time. The Urban Design Section suggests, therefore, due to the visual impacts of the proposed development, that the project be screened to one-hundred percent opacity from all adjacent properties by the use of a mix of landscaping and berms.

2010 Prince George's County Landscape Manual: The Urban Design Section notes that though the project is technically exempt from the requirements of the 2010 *Prince George's County Landscape Manual*, the applicant has chosen to conform to its Section 4.6 Buffering Development from Special Roadways as Brandywine Road is a designated scenic and historic road. The applicant has provided a 20-foot wide landscape buffer along the subject site's Brandywine Road frontage planted with a minimum of 80-plant units per 100-linear feet of frontage, excluding driveway openings, as required by Section 4.6.

## 6. CONSISTENCY WITH APPROVED PLANS

The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* retained this property in the I-2 Zone where an electric generating plant is a permitted use. The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* reclassified the property from the Rural Tier to the Developing Tier. *2002 Prince George's County Approved General Plan*: The applicant is encouraged to seek opportunities to reduce overall sky glow in conformance with the 2002 General Plan's Policy 5 (page 60) by maximizing the use of lighting that reduces glare. Because the proposed electric generating plant will be in proximity to residential dwellings on Brandywine Road, as well as parts of Cherry Tree Crossing Road and Tower Road, it is strongly recommended that the applicant consider site planning and design strategies (including pole height, design, and location) that minimize spill-over of light into the adjacent community. A system of full cut off optics is encouraged.

The property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area, and is within Imaginary Surface F and C (Horizontal Surface) establishing a height limit of 500-feet above the runway surface. Although public utilities are exempt from the ILUC legislation, it should be verified by JBA staff to confirm that the height of the cooling tower will not pose a hazard to air navigation.

## 7. EXISTING PUBLIC FACILITIES

The proposed project is less than a mile from Brandywine Fire/EMS Station Co. 40 located at 14201 Brandywine Road. The station is equipped with 2 Engines, 1 Ambulance, 1 Breathing Air Unit and 1 Hazmat and is staffed by volunteer/career personnel. The County's Capital Improvement Plan for 2013-2018 proposes the replacement of an existing station with a new four-bay Fire/EMS station. In addition, the project site is served by Police District V, located at 6707 Groveton Drive in Clinton. District V covers the southeastern portion of the county, from Charles County, located on the south, to Calvert County, located on the east, and MD 4, located on the north. The Adopted 2008 *Water and Sewer Plan* places this property in Water and Sewer Category 6, Individual System.

The December 2010 Cycle of Amendment (CR-20-2011) placed the property in Water and Sewer Category 3. WSSC stated: Applicant should work with WSSC to address on-site pumping and low-pressure sewer issues that are to be addressed prior to water and sewer connections to the site. WSSC stated that "The proposed development will most likely require the relief of segments of downstream sewer as part of the development activities to address water pressure issues. Comments provided by WSSC indicate that further investigation will occur upon submittal of a Phase I Hydraulic Planning Analysis to WSSC for review. Drainage will be to the Mattawoman trunk sewer and wastewater treatment plant, owned and maintained by Charles County. Interceptor Capacity: Deficient."

## 8. COMMUNITY OUTREACH

The applicant has conducted extensive outreach to the adjoining area civic associations, as well as private property owners. Staff mailed notification letters to adjoining property owners and civic associations. Staff acknowledges receipt of two telephone inquiries from two adjacent property owners: Joint Base Andrews and the owner of the railroad tract. No written comments were received from civic and homeowners' associations that received notification letters on the project.

## STAFF CONCERNS

- Potential environmental impacts as a result of the proposed linear utility lines:
  - Natural gas line from Dominion Cove (Charles County) to the project site in Prince George's County (9 miles).
  - Wastewater line from existing Piscataway WWTP also 9 miles away from project site.
- Possible impacts on existing Historic Brandywine Road/Bike Route.

- Visual impacts from the proposed electricity plant on existing uses.
- Potential impacts on existing military installation and operations at Joint Base Andrews.
- Possible truck traffic conflicts along Historic Brandywine Road could pose major challenges for commuters during the construction of the two proposed electric plants, if construction schedules are not managed properly.
- Potable water connections to the project site need to be coordinated with WSSC/other approval agencies.
- The proposed guard house is too close to the intersection of Brandywine Road and the main entrance of the project site.

#### **STAFF RECOMMENDATIONS**

- Applicant should coordinate traffic controls and intersection modifications illustrated in the transportation study (pages 31 and 32) with State Highway Administration.
- The proposed landscape plan should be revised to screen the entire electricity plant from all existing adjacent and planned uses along Brandywine Road and Tower Road.
- Applicant should minimize impacts on Historic Sites and Resources when planning the construction of the proposed 20-inch wastewater line along Accokeek Road: McKendree Methodist Church Site and Cemetery (HR 85-020), and Asbury Methodist Episcopal Church and Cemetery (84-014).
- Applicant should seek Mandatory Referral Review input prior to the construction of the proposed natural gas and wastewater lines.
- Applicant should coordinate proposed construction schedule with Keys Energy Center to minimize construction traffic impacts on the existing Brandywine Road and other streets.
- The proposed guard house operations should be moved further into the site to minimize traffic impacts at the project entrance at Brandywine Road (MD 381).
- Applicant should work with WSSC to address on-site pumping and low- pressure sewer issues that are to be addressed prior to water and sewer connections to the site. WSSC stated that “The proposed development will most likely require the relief of segments of downstream sewer as part of the development activities to address water pressure issues. Comments provided by WSSC indicate that further investigation will occur upon submittal of a Phase I Hydraulic Planning Analysis to WSSC for review. Drainage will be to the Mattawoman trunk sewer and wastewater treatment plant, owned and maintained by Charles County. Interceptor Capacity: Deficient.”
- Applicant should provide written documentation from Joint Base Andrews staff that the cooling tower will not pose a hazard to air navigation.

Attachments

## **STAFF COMMENTS**



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Prince George's County Planning Department  
Community Planning Division

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August 14, 2013

## MEMORANDUM

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

VIA: Cynthia Fenton, Acting Supervisor, Community Planning Division

FROM: Michael Zamore, Planner Coordinator, Community Planning Division

SUBJECT: **Mandatory Referral No. 1317F**, Mattawoman Energy, LLC

## DETERMINATIONS

General Plan: The proposal is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier.

Master Plan: This application conforms to the industrial land use recommendations of the 2013 *Approved Subregion 6 Master Plan* and *Sectional Map Amendment*.

## BACKGROUND

Location: The electricity generating facility will be located at 14175 Brandywine Road (MD 381), approximately 600 feet west of its intersection with Tower Road. The property is bounded by Brandywine Road to the north, dense vegetation on the Globecom Radio Receiving Station to the south, a vehicle salvage yard to the west, and a CSX rail line to the east.

Size: 88.9 acres

Existing Uses: Vacant

Proposal: Construct and operate a new nominal 859-megawatt (MW), two-in-one (2x1) combined-cycle, natural gas-fired electric generating facility to increase electrical generating capacity within Maryland.



## GENERAL PLAN, MASTER PLAN AND SMA

<b>2002 General Plan:</b>	Prior to the 2013 Subregion 6 Plan the Mattawoman Energy, LLC property was in the Rural Tier. The 2013 <i>Approved Subregion 6 Master Plan and Sectional Map Amendment</i> reclassified the property from the Rural Tier to the Developing Tier (Pages 43, 44).
<b>Master Plan:</b>	2013 <i>Approved Subregion 6 Master Plan and Sectional Map Amendment</i> .
Planning Area/ Community:	85B/Cedarville and Vicinity
Land Use:	The 2013 <i>Approved Subregion 6 Master Plan and Sectional Map Amendment</i> identifies the area's future land use as Industrial.
Environmental:	Refer to the Environmental Planning Section referral for comments on the environmental elements of the 2013 <i>Approved Subregion 6 Master Plan and Sectional Map Amendment</i> and the 2005 <i>Approved Countywide Green Infrastructure Plan</i> .
Historic Resources:	None identified on the site but the site is in proximity to several historic structures.
Transportation:	The 2013 <i>Approved Subregion 6 Master Plan and Sectional Map Amendment</i> lists Brandywine Road as an existing Historic Road. The master plan also proposes to classify the portion of Brandywine Road from Charles County to the Subregion 5 boundary as a Scenic Road.
Parks & Trails:	No parks or trails are identified on this site.
<b>SMA/Zoning:</b>	The 2013 <i>Approved Subregion 6 Master Plan and Sectional Map Amendment</i> retained this property in the I-2 (Heavy Industrial) Zone. An electric generating plant is a permitted use in that zone.
<b>Aviation Policy:</b>	The property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The property is within Imaginary Surface F and C (Horizontal Surface) establishing a height limit of 500 feet above the runway surface. Although public utilities are exempt from the ILUC legislation, it should be verified by JBA that the height of the cooling tower will not pose a hazard to air navigation.

## PLANNING ISSUES

The proposed electric generating plant will be located on Brandywine Road approximately 600 feet west of its intersection with Tower Road. The 2009 *Historic Sites and Districts Plan* identifies the historic village of Brandywine and recognizes its potential as a National Register historic district. In 2010 the Planning Department staff worked with the Brandywine community to develop the *Brandywine Revitalization and Preservation Study*. That study's future land use concept presents a vision for how the

core of the Village of Brandywine could revitalize to become a more vital, pedestrian friendly community, while responding to historic preservation goals and maintaining rural character. The residents asked for a plan to improve and strengthen the existing commercial area, building on its strong historic character, particularly the numerous historic properties. This site was designated for future employment which was what the master plan recommended based on subdivision plans that were submitted during the master plan process.

Subsequent to the completion of the study, a new proposal was submitted for the site – a recycling facility for building materials. Members of the community voiced opposition to the development of the Brandywine Recycling Facility previously planned for the Mattawoman site because of anticipated heavy truck traffic on local roads, limited employment potential, and because placing a potential recycling facility at the location did not seem to be the best use for the site. A major issue identified during the preparation of the *Brandywine Revitalization and Preservation Study* was the existing truck traffic on MD 381 and safety issues associated with it. The Mattawoman Energy applicant notes a potential issue at the intersection of MD 381 at Missouri Avenue under the peak construction period for the power plant.

Because Brandywine Road is designated a Historic Roadway, the applicant should, to the extent possible, minimize the visual impact of the proposed electricity generating plant on the view from the road by:

- Preserving existing woodland and improving the condition of the buffer along the Mattawoman Creek tributary and associated wetlands in the western portion of the site.

- Planting trees along the railroad spur on the eastern portion of the property up to the existing woods to provide further screening from the view from Brandywine Road and to create a buffer between the power plant and homes along the southern section of Tower Road and Brandywine Road.

#### Joint Base Andrews

The property is split between the ILUC Height Zones C and F both with a maximum height of 500 feet. While it does not appear that the proposed 100-foot high cooling tower will pose a hazard to air navigation, the applicant should continue contact with the JBA Community Planner identified below to verify that the tower or other attributes of the facility will not pose a threat to air navigation:

David K Humphreys, AICP  
Community Planner, 11 CES/CENP  
3710 Fechet Ave, Room 119  
Joint Base Andrews MD 20762-4803  
Phone: 301-981-1168 or 858-1168 (DSN)

#### 2002 General Plan

The applicant is encouraged to seek opportunities to reduce overall sky glow in conformance with the 2002 General Plan's Policy 5 (page 60) by maximizing the use of lighting that reduces glare. Because the proposed electric generating plant will be in proximity to residential dwellings on Brandywine Road, as well as parts of Cherry Tree Crossing Road and Tower Road, it is strongly recommended that the applicant consider site planning and design strategies (including pole height, design, and location) that minimize spill-over of light into the adjacent community. A system of full cut-off optics is encouraged.

MR 1317F  
August 14, 2013  
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c: Ivy A. Lewis, Chief, Community Planning Division  
Wendy Irminger, Planner Coordinator, Community Planning Division  
Long-range Agenda Notebook

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July 26, 2013

**MEMORANDUM**

TO: Christine Osei, Project Manager, Mandatory Referral Process

VIA: Maria Martin, Planning Supervisor, Special Projects, Countywide Planning Division

FROM: Theodore W. Kowaluk, Senior Planner

SUBJECT: Mattawoman Energy, LLC (MR-1317F)

Staff has reviewed the Mattawoman Energy, LLC proposal as required under the department's mandatory referral process. The facility is located on the south side of Brandywine Road; approximately 600 feet of its intersection with Tower Road and by all indications will have a positive impact with regard to jobs, the county's economy, and providing a reliable energy resource for future residents and businesses. The project is also expected to generate significant revenues for the county through sales, income, and property taxes.

A revenue figure for sales tax has not been provided because the state's distribution formula for retail sale taxes makes it difficult to determine a reliable figure. However, it should be noted that a large portion of the products required to build and support the proposed facility will be purchased in Prince George's County. The county has historically had a robust construction sector not only from a labor perspective but also by producing and supplying supplies such as construction equipment (purchase and rental), office trailers, storage units, fencing, concrete, masonry, fill and aggregate, lumber, conduit, cable, and other building supplies. Besides the unquantifiable sales tax benefit additional employees will most likely be hired by the producers and suppliers of such supplies to support the construction of the proposed facility.

Over the life of the construction phase the project is projected to result in an average annual construction workforce of 175 to 200 workers over a period of two years and four months. As mentioned above the construction sector has historically been a significant employer in the county representing our fourth largest sector currently employing approximately 34,000 persons. Unfortunately the employment sector has been adversely affected by the recent recession and the housing bubble so much so that between 2008 and 2013 employment in this sector has declined by 18 percent or approximately 7,500 employees.<sup>1</sup> This project will represent a significant boost for employment in the construction sector through the direct employment of construction workers at the site and the producers and suppliers of construction material needed for the project. Furthermore, once completed the new facility is expected to employ approximately 30 employees in high wage jobs. Staff estimates that this facility will also result in an additional 36 indirect jobs to provide goods and services to the plant and additional employees for a total full time employment impact of 66 new jobs. From 2002 to 2012 the county has actually experienced an overall

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<sup>1</sup> Economic Modeling Specialists Incorporated (EMSI), 2012

decline of jobs in the county of approximately two percent, this project will add additional jobs to the county workforce at a critical time.<sup>2</sup>

In addition to increasing employment these new jobs will also provide additional revenue to the county in the form of income taxes. The table below provides a conservative analysis of the income tax revenue the county is expected to receive from this project.<sup>3</sup> During the two years and four months it takes to construct the plant the county stands to gain over a half million dollars in additional income tax revenue.

Jobs	Employees	Average Wage	Percent Employees County Residents	Total Annual Wages	County Income Tax Revenue	
					One Time (2 yrs. 4 months)	Annual Recurring
Construction	200	\$60,578	70%	\$8,480,920	\$633,242	
Plant Operations	30	\$116,165	40%	\$1,393,980		\$44,607
Indirect	33	\$30,735	100%	\$1,014,255		\$32,456

After the plant is completed the county is expected to realize an additional \$77,063 in income tax revenue on a yearly basis.

The proposed project involves the development of undeveloped property in the I-2 zone, into a significant property tax revenue generator for the county. Currently the approximately 88.9 acre property has a total assessed value of \$2,806,400 or \$31,568 an acre resulting in annual property tax revenue for the county of roughly \$27,560. With the \$425 million proposed improvement the property is expected to be assessed at approximately \$257 million or \$2.9 million per acre resulting in net new property and business property tax revenues greater than \$2,500,000 per year. Section 7-514(c) of the Maryland Tax-Property Article allows utilities to seek a payment in lieu of taxes (PILOT); however, the applicant has stated that they do not intend to request a PILOT.

From an economic development standpoint this proposed project will have a positive impact on the county by providing additional employment opportunities, generating significant additional revenues to the county, and increasing the supply of reliable energy. The project is expected to employ on average 175 – 200 construction workers per year for two years and four months and an additional 66 full time employees per year once the plant is operational. The fiscal impact on the county will be significant with over a half million dollars in one time additional income tax revenue from construction workers and \$77,063 on a yearly basis from plant employees and the indirect jobs they generate. The tax revenue generated by the property will increase exponentially from roughly \$27,560 per year to over \$2,500,000 per year. Finally the provision of electrical energy in a reliable, efficient, and sustainable manner will be necessary to support the population and economic growth envisioned for the county's future.

Staff is available to answer any questions or concerns you may have with regard to this memorandum.

<sup>2</sup> Maryland Department of Labor, Licensing, and Regulation, 2012

<sup>3</sup> EMSI, 2013 Average wage rates for Prince George's County by industry sectors



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's Planning Department  
Countywide Planning Division  
Environmental Planning Section

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August 7, 2013

TO: Christine Osei, Planner Coordinator, Special Projects Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section

FROM: Chuck Schneider, Senior Planner, Environmental Planning Section

SUBJECT: MR-1317F Mattawoman Energy LLC (subsidiary of Panda Power Funds)

The Environmental Planning Section has reviewed of the Application for Mandatory Review dated June 2013 for the Mattawoman Energy Project. The proposed action was evaluated to determine the potential for significant adverse impacts on environmental resources, including but not limited to air quality, noise, geology and soils, water resources, and biological resources. The following commentary is based on a review of the Mandatory Review application package and an interpretation of aerial photographs and maps. A site visit was not conducted. The following comments are provided for your consideration.

## **Proposed Activity or Action**

The project is for construction of a new natural gas energy facility with connections for natural gas and non-potable water pipelines. One pipeline alignment was submitted for the non-potable water line to run from the Mattawoman Energy LLC site to the Piscataway Waste Water Treatment Plan (WWTP). The Piscataway WWTP is located approximately 9 miles from the proposed Mattawoman Energy site. According the Mattawoman Energy Project application package, the natural gas connection is not part of the proposed project and will be constructed by Potomac Electric Power Company (PEPCO) and not part of this mandatory referral process. Information was given on existing conditions (soils, groundwater resources, surface water resources, vegetation, noise and ecology) for the on-site energy facility and not the non-potable water and how the various environmental conditions are impacted during construction and operations.

## **Background**

The subject site was previously reviewed by the Environmental Planning Section beginning in 2001 for a Brandywine Recycling Facility project referred to as Brandywine Sand and Gravel project under the following applications: Preliminary Plans 4-00006 and 4-00034. According to staff's Development Activity Monitoring System (DAMS), the application was withdrawn in both cases. The site has an approved Type I Tree Conservation Plan (TCPI-022-00) and also has a Type II Tree Conservation Plan (TCP2-142-00), that was approved, revised and dated March 02, 2009.

**Existing Conditions – Mattawoman Energy LLC (On-site)**

The following is a description of the existing conditions of the subject site as it relates to the soils, vegetation, water resources, noise, air quality, biological resources and special roadways.

The land area of the proposed natural gas power plant (Mattawoman Energy LLC) was entirely wooded until the land was cleared, grubbed and graded for a proposed sand and gravel pit operation in the late 1970s. A large stormwater pond, small sediment pond, a singular stream crossing using many culverts, an access road, woodlands along the perimeter and large open areas are found on-site. The open areas are fallow with minimal maintenance containing various stabilization grasses with no woody vegetation. The project area is bounded to the south by woodlands owned by the federal government; the west on an auto sales lot, satellite structure site owned by the federal government, and Air Force Drive; the north by Brandywine Road; and the eastern boundary line bordered by CONRAIL railroad tracks.

**Soils/Geology:**

The site is located within the Coastal Plain underlain with the Upland Deposits formation. This area of Prince George's County has several sand and gravel pit operations, due to the vast amount of deposited sand material. Since the site has been heavily graded after the woodland removal, the original topography is no longer present and varies from 230 to 224 above mean high sea level (msl).

The site contains Aquasco silt loam, Aquasco-urban land, Lenni and Quindocqua soils, and Leonardtown silt loam soil types. No hydric soils are listed, but Lenni and Quindocqua soils and Leonardtown silt loam are known to contain hydric soil inclusions. The water table in the project area is listed as being 10 inches below the surface and greater throughout the site.

**Ground and Surface Waters:**

The entire site is within the Potomac River basin in the Lower Potomac sub-watershed, and drains into the on-site Mattawoman Creek. The site contains a large wetland system along with one stream system and their associated buffers. The large open water stormwater management pond, which can be observed from the PGAtlas.com 2011 aerial photos, was created in 2010 for a proposed recycling center that never happened. According to PGAtlas.com, there are no 100 year floodplain areas identified within the project area and Ben Dyer Associates Inc. prepared a floodplain study (#201105) that was approved by DER on April 21, 2011.

The on-site waters of the unnamed tributary to Mattawoman Creek are identified within a Stronghold Watershed and designated as a Tier II Catchment area.

This project proposes to impact non-tidal wetlands and streams. In accordance with the Clean Water Act, these impacts would require Section 404 permits from the U.S. Army Corps of Engineers (COE) and Nontidal Wetland Permit from MDE. The on-site wetlands were initially located in 2008 by McCarty and Associates and the wetlands were reinvestigated and located by Land Design Inc. in November 2011 and March 2013.

**Vegetation:**

Prior to the site being cleared in the late 1970s, the site was 100 percent wooded. The site currently contains 18.06 acres of woodlands within the non-tidal wetlands, a stream and their associated buffer areas within the central area and in the southeast corner of the site. The property contains two large open fallow fields consisting of herbaceous grasses and weeds which have received minimal maintenance. The latest approved Natural Resource Inventory plan and Type 2 Tree Conservation Plan were submitted with the package.

The subject property was required to plant 8.65 acres of afforestation for previous activities. These plantings have taken place and have been certified for meeting the requirement on December 4, 2012.

**Noise:**

The site currently does not have an active use and, as such, does not produce any significant noise levels. The Mandatory Referral application binder included a noise study to determine the existing noise levels in the vicinity of the site. The Code of Maryland Regulations (COMAR) allow a maximum noise level of 65 dBA during the day and 55 dBA during the night for receiving land with residential uses. The proposed use is non-residential; however, the noise results of a study measuring the receiving noise onto the site was performed. According to the noise study provided in the report, the daytime (Leq) noise levels ranged from 37 dBA to 42 dBA. The nighttime (Leq) noise levels ranged from 30 dBA to 35 dBA. The average ambient noise level was 32 dBA. This noise study identified that the existing noise levels surround the site have varying levels in the day and night from train traffic, aircraft flyovers, and busy car and truck traffic on Brandywine Road.

**Air Quality:**

At this time, there are no air quality impacts associated with the subject property. The site currently has no uses/farming with no air emissions.

**Biological Resources:**

The project site was an active sand and gravel operation and now only 20 percent of site is forested with some areas of pioneering vegetation and mature woodlands. The remaining 80 percent is open grassland. The proposed development will occur within the existing open grassed areas. The flora and fauna found on the former sand and gravel pit are typical of those found in the Atlantic Coastal Plain area. Rare, Threatened or Endangered (RTE) species surveys were performed from February through April 2012. No species were identified in this investigation, but there was no survey data from a spring or summer RTE survey. A letter (not included with the package) from Maryland Department of Natural Resources Wildlife and Heritage Division did not identify any RTEs on-site but stated that forest interior dwelling bird habitat maybe present.

**Special Roadways**

The subject site has frontage on Brandywine Road, a county-designated Scenic and Historic Road. Scenic and Historic Roads contain natural and cultural resources that should be preserved and protected to the fullest extent possible. Since this area along Brandywine Road is not vegetated, a landscape buffer should be established to meet the required scenic and historic buffer. The proposed development should give special consideration to these roadways that is consistent with the extensive efforts in enhancing and/or preserving these roadways countywide.

The county's Landscape Manual generally requires a minimum 40-foot-wide buffer when development is proposed on sites that have frontage on Special Roadways. The buffer is required to contain at least 160 plant units (all native species) per 80 linear feet of frontage. The site in its current condition shows no vegetative buffers along Brandywine Road. A minimum 40-foot-wide wooded buffer along the Special Roadways should be established when the site is developed.



**Environmental Consequences - Keys Energy Center Site (On-site)**

**Soils/Geology:**

No long-term impacts on soils are expected. It is unknown if there will be any oil tanks for back-up generators for operational uses. These oil tanks, if required, should be placed above ground and not buried.

**Ground and Surface Waters:**

A review of the site layout included in the applicant's submittal package indicates that no wetland fills or stream impacts will be necessary to construct the power plant facility. There will be wooded wetland clearing for high tower power line access. This clearing is considered an impact because the wetland type will be changed from forested wetlands to a scrub-shrub or emergent wetland system. This impact usually requires mitigation from the permitting section of the Maryland Department of the Environment.

In addition to the facility itself, the project will require two types of linear facilities: a natural gas pipeline and a non-potable wastewater pipeline. Installation of these facilities may impact off-site streams and wetlands, as it will be necessary to connect them to off-site sources, which will result in the crossing of several stream systems. Currently, the alignment for the non-potable water will follow within the existing road rights-of-way with a section that crosses an open and wooded area. PEPCO is installing the natural gas line. The pipeline alignment plans were not provided in the applicant's submittal package.

With regard to the proposed non-potable water pipeline, connection to the Washington Suburban Sanitary Commission's (WSSC) Piscataway Waste Water Treatment Plant (WWTP) is planned. The WWTP is located approximately 9 miles southwest of the subject site and the applicant is showing one alignment to connect to the WWTP. This route is primarily located within existing road rights-of-way with a section crossing an open and wooded area. Additional discussion of the pipeline alignment is provided in a later section of this memorandum.

No information concerning various aquifers and their groundwater depths and flows was listed in the Mattawoman Energy Project application package; however, there are no development plans identified in the report that indicate the use of groundwater for drinking or cooling for the power plant.

Construction will be conducted in accordance with erosion control and stormwater runoff regulations to prevent any adverse effects on water quality. NPDES Permits for Stormwater Associated with Construction Activities would be obtained as well as the approval from the Maryland Department of Environment (MDE) of a Stormwater Management Plan before any construction activity would begin.

Any fill or impacts to non-tidal wetland or waters of the United States must be in accordance with the Clean Water Act. The proposed impacts would require Section 404 permits from the U.S. Army Corps of Engineers (COE) and Nontidal Wetland Permits from MDE. According to the information provided, there are wetlands or streams located in the area of the proposed power plant. This appears to be consistent with the approved Type 2 Tree Conservation Plan that shows the location of the environmental features. The onsite stream system is part of the Mattawoman Creek system, which is classified as Tier II waters by MDE. Any impacts to Tier II waters will require justification statements for the joint agency review process at the time of permit review.

**Vegetation:**

According to the information provided, woodland clearing is proposed in conjunction with the proposed high tower transmission lines access to the power plant. The trees will be removed and the stumps left in places in this clearing area. A review of the remaining site shows that the proposed development will be located in the existing open, grassed areas of the site.

The proposed project is for a public utility that is expected to operate under an a Certificate of Public Convenience and Necessity issued under the Natural Resources Article 5-1603(f), which could exempt the project from the requirements of the Maryland Forest Conservation Act administered by the Department of Natural Resources (DNR). The DNR may require that the project submit a revised tree conservation plan to the local government (Prince George's County) because the site currently has an approved Type II Tree Conservation Plan (TCP II-142-00).

**Noise:**

Short-term increases in noise would result from the use of construction equipment. For construction activities, the State's maximum allowable noise level is 90 dBA for all receiving land uses in the vicinity of the site. The project's expected sound level during the day at all four residential design point locations will range from 44 dBA to 51 dBA. These levels are based on noise measurements from the similar existing natural gas power plant (owned by PANDA Mattawoman LP) to the proposed project. According to the noise report, this facility should produce a "bland hum during the night time and early morning hours, particularly at times when there is a lull in the local traffic or when no other significant noise events are occurring." Noise mitigation of noise walls located around the facilities CT generators and exhaust diffusers are proposed with the development. The initial start-up process for the plant is estimated to have levels ranging from 59 dBA to 67 dBA near the residential design points. These levels are above the plant target limit of 55 dBA and slightly above State standard of 65 dBA level during the day. This start-up process is anticipated during the early mornings if necessary. Proposed night time levels will be below the required State standard of 55 dBA, but these levels may be exceeded during the early morning hours with the intermittent start-up process. The noise report list a series of options to lesser the facility noise during this process to bring the noise levels to the expected steady state of operations.

**Air Quality:**

The Clean Air Act, as amended, gives the Environmental Protection Agency (EPA) responsibility to establish the primary and secondary National Ambient Air Quality Standards (NAAQS) that set acceptable concentration levels for six criteria pollutants; Particulate Matter (measured as particulate matter and fine particulate matter, sulfur dioxide, carbon monoxide, nitrogen oxides, ozone, and lead. While each state has the authority to adopt standards stricter than those established under the federal program, Maryland accepts the federal standards.

Federal regulations designate Air Quality Control Regions (AQCRs) in violation of the NAAQS as nonattainment areas. Federal regulations designate AQCRs with levels below the NAAQS as attainment areas. According to the severity of the pollution problem, ozone nonattainment areas can be categorized as marginal, moderate, serious, severe or extreme.

Prince George's County, and the proposed Mattawoman Energy, LLC facility is within the National Capital Interstate Air Quality Control Region (AQCR 47). AQCR 47 is in the ozone transport region that includes 12 states and the District of Columbia. The Environmental Planning Section (EPS) has designated Prince George's County as follows: Moderate nonattainment for the 1997 8-hour ozone (O<sub>3</sub>); nonattainment for the 1997 fine particulate matter (PM 2.5); and attainment for all other criteria pollutants.

The proposed action could affect air quality through airborne dust and other pollutants generated during construction and demolition. Air quality impacts would be considered minor unless the emissions would contribute to a violation of any federal, state or local air regulations.

**Biological Resources:**

The proposed power plant location was cleared of most of the site's woodlands in the late 1970s. Woodlands are proposed to be cleared as part of this project for the high tower transmission. Woodland conservation may be required to be addressed through the local regulating authority (Prince George's County).

The existing habitat on-site provides a diverse habitat for plants and animals that are common in Prince George's County, but does not support federally or state-listed species.

**Special Roadways**

The proposed project is not subject to the Prince George's County Landscape Manual; however, consideration should be given to the design requirements for these roadways which will preserve and protect the natural and cultural resources within these rights-of way and also maintain the quality of life for the adjacent and nearby residential properties that have frontage on both roads.

The minimum 40-foot-wide buffer was established on the subject site in accordance with the previously approved Special Exception for mining. The project for the power plant does not propose to clear any of the on-site vegetation; therefore, the wooded buffers and the existing view shed on both North Keys Road and Old Indian Head Road will be preserved. Enhancements of the buffers should be provided to provided where necessary to provide additional screening for adjacent and nearby residential lots.

**Existing Conditions - Off-site Water Pipeline Alignment**

This section discusses the impacts on noise, air quality, soils/geology, water and biological resources regarding the proposed previously discussed alignment options to transport non-potable water from Piscataway WWTP to the Mattawoman Energy facility. The alignment route is approximately nine linear miles. This pipeline alignment will travel within the rights-of-way of Brandywine Road, Accokeek Road, Berry Road, and East Livingston Road and woodlands to the WWTP to Mattawoman Energy Center.

**Noise:**

The construction noise will be temporary when the water lines are installed along the alignment locations. The duration of episodic noise will be over a two-week period. Following construction of the pipeline, no additional noise is anticipated from the pipeline during active operations.

**Air Quality:**

The air around the pipeline construction process will contain some pollutants during the short installation process at each location. These temporary airborne pollutants will not last long because the construction equipment will proceed to the next point to complete the installation process.

**Soil/Geology:**

The alignment route crosses various soil lines and elevation changes to go from the Mattawoman Energy Center power plant facility to the Piscataway WWTP. The work is proposed within existing rights-of-way, easements with previously disturbed soil areas, and a wooded undisturbed area.

**Ground and Surface Waters:**

The alignment proposed for the water pipeline project will be within or adjacent to wetlands, streams, floodplain, and possible buffer areas. The wooded alignment area proposes disturbance impacts to wetlands, a floodplain and stream sections and their associated buffers to an unnamed stream system to Piscataway Creek. The work proposed within and existing rights-of-way will traverse several streams, wetlands, buffers and floodplains associated with Burch Branch, Timothy Branch, and unnamed stream systems to Mattawoman Creek, which are located in the Potomac River basin. The Burch Branch and Timothy Branch are not Stronghold Watersheds, but Mattawoman Creek is identified as a Tier II waterway.

Because the alignment is primarily located in existing developed rights-of-way, impacts may be limited because crossings currently exist in the locations where the alignments traverse these waters. This project will require the fill of non-tidal wetland or impacts to other waters of the United States and in accordance with the Clean Water Act, these impacts would require Section 404 permits from the U.S. Army Corps of Engineers (COE) and Nontidal Wetland Permit from MDE.

**Biological Resources:**

The alignment for the water pipeline is located mostly in existing rights-of-way and easement areas that have been maintained and mowed to prevent woody tree growth. The vegetation found in these areas is pioneering and disturbance area species comprised of saplings and herbaceous plants. A small portion of the alignment is located within an existing woodland area. No RTE species surveys have been performed on this alignment, but it is unlikely that RTE species are located on an adjacent roadside. A RTE survey should be completed on the woodland alignment area between South Livingston Road and Indian Head Highway.

**Environmental Consequences - Off-site Water Pipeline Alignment**

**Noise:**

Short-term increases in noise would result from the use of construction equipment. No long-term increases in the overall noise environment would be expected from implementing the proposed action.

**Air Quality:**

The proposed action could affect air quality through airborne dust and other pollutants generated during construction. Air quality impacts would be considered minor unless the emissions would contribute to a violation of any federal, state or local air regulations.

**Earth/Geological Resources:**

Short-term impacts on soils would be expected from construction activities. No long-term effect on soils would be expected.

**Ground and Surface Waters:**

All construction activities for utility lines are required to restore the ground surface as it was originally and re-grade such that no ponded areas are created. Installation work will be conducted in accordance with erosion control and stormwater runoff laws and regulations to prevent any adverse effects on water quality. NPDES Permits for Stormwater Associated with Construction Activities would be obtained as well as the approval from of a Stormwater Management Plan from MDE before any construction activity would begin.

There are wetlands, wetlands buffers, streams and floodplains located on the proposed non-potable water pipeline alignments. This project may fill or impact non-tidal wetlands, buffers or waters of the United States (waters), and in accordance with the Clean Water Act these impacts would require Section 404 permits from the U.S. Army Corps of Engineers (COE) and Nontidal Wetland Permit from MDE. According to the information supplied, there will be wetland, buffers, streams and floodplain impacts

identified for the construction of the water pipeline from the proposed power plant to the wastewater treatment plant. The woodland area alignment between South Livingston Road and Indian Head Highway appears to result in the most amount of impacts to regulated environmental features.

**Biological Resources:**

Most of the alignment is located within existing rights-of way, and minimal or no woodland clearing is expected. There is a small section of the alignment between South Livingston Road and Indian Head Highway where woodland clearing is presumed and all measures to minimize clearing should be proposed.

**Off-site Natural Gas Pipeline Alignment**

According the Mattawoman Energy Project application package, no information was supplied for the off-site natural gas connection to the energy facility. This natural gas pipeline will be constructed by Potomac Electric Power Company (PEPCO) and is not part of this mandatory referral process.

**Conclusion**

Thank you for the opportunity to comment on the Mattawoman Energy Project application package for the construction of the Mattawoman Energy Center natural gas power plant in the Brandywine area of Prince George's County Maryland. If you have questions regarding these comments, please contact the Environmental Planning Section at 301-952-3650.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

**Prince George's County Planning Department  
Historic Preservation Section**

**(301) 952-3680  
www.mncppc.org**

August 12, 2013

**MEMORANDUM**

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

**FROM:** Howard Berger, Supervisor  
Jennifer Stabler, Archeology Planner Coordinator  
Historic Preservation Section  
Countywide Planning Division

**SUBJECT: MR-1317F Mattawoman Energy Project**

**Background**

Mattawoman Energy, LLC proposes the construction of an 859-megawatt, two-in-one, combined-cycle electric generating facility configured with two combustion turbines, two heat recovery steam generators with supplemental duct firing, and one steam turbine in a multi-shaft arrangement. The project area comprises an 88-acre tract bounded on the north by Brandywine Road, on the south by a United States military installation, on the east by the CSX rail line, and on the west by a vehicle salvage yard.

In addition, the applicant proposes to construct a 20-inch water line along Accokeek Road that will connect to the existing Piscataway Waste Water Treatment Plant sewer line for the supply of treated effluent as the service water supply for the project. The new water line will be owned and operated by Mattawoman Energy, LLC.

Historic Preservation staff has reviewed the subject application for impacts to historic and archeological resources.

*Historic Preservation*

The subject property is located in the vicinity of the Brandywine-Early Family National Register Historic District, which includes the William H. Early Store (85A-032-11), the William B. Early House (85A-032-10), the William W. Early House (85A-009), the Marian Early Bean House (85A-032-28), and the Charles S. Early, Jr. House (85A-029). There are five Prince George's County Historic Sites and one Historic Resource located within one mile of the subject property: William B. Early House (85A-032-10), William H. Early Store (85A-032-11), Old Bank of Brandywine (85A-032-30), Marian Early Bean House (85A-032-28), William W. Early House (85A-032-09), and Chapel of the Incarnation (85A-032-27). The William W. Early House and Chapel of the Incarnation are also listed individually in the National Register of Historic Places. All of these historic resources are located to the northwest of the subject property.

The applicant submitted a viewshed study that indicates the proposed power plant will not be visible from the historic sites located in the village of Brandywine. The proposed power plant will not have a visual impact on the village of Brandywine.

The applicant proposes to construct a new 20-inch water line along Accokeek Road to connect into the Piscataway Waste Water Treatment plant. The line is proposed to be placed within the existing road right-of-way. The applicant should be aware of several historic resources that are located along the route of the proposed water line: McKendree Methodist Church Site and Cemetery (85A-020) – the church is gone, but the cemetery remains and is located very close to the road right-of-way, and Asbury Methodist Episcopal Church and Cemetery (84-014). Both of these resources are on the north side of Accokeek Road and should be avoided by the new water pipeline. The road right-of-way at those locations is very narrow and the McKendree Methodist Church Cemetery is site very close to the edge of the road. These areas should be avoided by the applicant's proposed water line along Accokeek Road.

### *Archeology*

There are 17 archeological sites within one mile of the proposed Mattawoman Energy Project. These sites represent the prehistoric occupation of the Brandywine area, as well as its historic occupation from the 1700s to the present. The subject property has been extensively graded and it is unlikely that any intact archeological features will be identified. Phase I archeological survey is not recommended on the subject property. There are no identified archeological resources in any of the proposed areas of construction. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any known archeological resources.

The Southern Maryland Railroad, recorded as archeological site 18PR606, is adjacent to the subject property on the northeast. The original line was constructed in the 1870s and operated until 1965. The proposed power plant will not impact the rail line.

The Maryland Historical Trust (MHT) reviewed the proposed Mattawoman Energy Project in February and April 2013. MHT determined that the proposed project will have no adverse effect on historic properties.

### **Recommendation**

The Historic Preservation Section recommends approval of the Mattawoman Energy Project without conditions. The applicant should take into consideration the McKendree Methodist Church Site and Cemetery and the Asbury Methodist Episcopal Church and Cemetery historic resources when planning for the location of their new water line along Accokeek Road.



**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

August 19, 2013

**MEMORANDUM**

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

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

SUBJECT: Mandatory Referral, Mattawoman Energy

The Transportation Planning Section has reviewed the referral noted above. The referral involves the construction of a gas-fired electric generating facility. The overall subject property consists of approximately 90.54 acres of land in the I-2 Zone. The property is located south of the intersection of MD 381 and Tower Road, and south of the Conrail railroad right-of-way. The plan proposes the generation facility within an area that encompasses about one-half of the site.

***Review Comments***

A justification statement with all needed backup materials, including a site plan and 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 April 2013. The study bases the analysis on turning movement counts conducted during February 2013. 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 2012 "Transportation Review Guidelines, Part 1," otherwise termed the Guidelines. The staff's review of the study finds little issue with the general means of conducting the study.
- The scope of the traffic study is consistent with general scoping procedures used by the Prince George's County Planning Department. The study establishes four critical intersections for review, along with a fifth intersection which is the future site access:
  1. MD 5/Brandywine Road (signalized)
  2. US 301/MD 381 (signalized)
  3. MD 381/Missouri Avenue (unsignalized)
  4. MD 381/Cherry Tree Crossing Road (unsignalized)
  5. MD 381/site access (unsignalized/future)



- Under existing traffic, the following conditions are noted:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5/Brandywine Road	1,463	1,389	E	D
US 301/MD 381	1,320	1,007	D	B
MD 381/Missouri Avenue	11.4*	20.4*	--	--
MD 381/Cherry Tree Crossing Road	13.5*	11.3*	--	--
MD 381/site access	future		--	--
*In analyzing unsignalized intersections, average vehicle delay for each approach is reported in seconds of vehicle delay. It is noted that the Planning Board's standards require the reporting of delay for each movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds in any movement 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 five approved but unbuilt developments in the study area. It also applies a five-year growth rate of 1.0 percent per year as a means of accounting for through traffic. The growth rate is acceptable and can be used, and the approved but unbuilt development in the immediate area has been taken into account.

Notwithstanding the above statements, it is noted that several developments to the south of the study area, but within the Brandywine Road Club area, have been consistently factored into analyses in this area. The inclusion of these developments is not deemed to alter the overall conclusions of the study, and has not been required of this applicant.

- Under background traffic, the following conditions are noted by staff:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5/Brandywine Road	1,835	1,591	F	E
US 301/MD 381	1,804	1,461	F	E
MD 381/Missouri Avenue	11.9*	24.7*	--	--
MD 381/Cherry Tree Crossing Road	13.5*	11.6*	--	--
MD 381/site access	future		--	--
*In analyzing unsignalized intersections, average vehicle delay for each approach is reported in seconds of vehicle delay. It is noted that the Planning Board's standards require the reporting of delay for each movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds in any movement 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 analysis for the site includes an analysis of the impact during peak construction, when a large number of workers are expected to be employed at the site, and during post-construction, when the facility will assume regular operations and a relatively few number of workers will be employed at the site.

- The peak construction scenario is based upon a maximum of 645 workers on the site. The traffic study indicates that the construction workforce will slowly grow over the initial 15 months of construction, operate at a peak for approximately six months, and then steadily decline over the final nine months. Trip generation is based upon industrial trip generation data in *Trip Generation* (Institute of Transportation Engineers), with a number of assumptions regarding peak hour arrivals. Using this methodology, the following trip generation summary for the peak construction scenario is provided:

Trip Generation Summary, Keys Energy, Peak Construction								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trips			338	84	422	84	338	422

The assumptions made in determining these numbers are reasonable. Nonetheless, the trip generation noted above is a peak level for a construction phase that is temporary. We might seek greater reliability in trip generation if such a level of trip generation were planned to be sustained indefinitely.

- The full build (post-construction) scenario is based upon 66 permanent workers on the site on a daily basis plus low intensity truck activity. Because this is a gas-fired plant, an extension of a natural gas pipeline will be used to deliver the primary resources to the plant. Trip generation is based upon data in *Trip Generation* (Institute of Transportation Engineers) for the General Light Industrial use (Land Use Code 110). While an argument could be made for the use of rates for Manufacturing (Land Use Code 140), the numbers used show a slightly higher trip generation and therefore represent a worst-case scenario for the use. Using this methodology, the following trip generation summary for the full build scenario is provided:

Trip Generation Summary, Keys Energy, Permanent Full Build (Post-Construction)								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trips			11	2	13	3	10	13

- A trip distribution to and from the site is used in the traffic study. The distribution used is heavily oriented toward MD 5 (30 percent) and US 301 (20 percent north and 35 percent south). While the distribution is acceptable for the full-build scenario, the peak construction scenario should have used a distribution oriented more heavily toward the Capital Beltway given the temporary nature of the workforce. This change would not, however, have resulted in a change to the overall recommendations.

- With the trip generation and distribution noted above, the following conditions for each scenario are noted:

<b>TOTAL TRAFFIC CONDITIONS, PEAK CONSTRUCTION (TEMPORARY)</b>				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5/Brandywine Road	1,901	1,636	F	F
US 301/MD 381	1,860	1,595	F	E
MD 381/Missouri Avenue				
Maximum Vehicle Delay (in seconds)	14.5*	108.7*	Pass	Fail
Maximum Minor Street Approach Volume	N/A	61*		Pass
MD 381/Cherry Tree Crossing Road				
Maximum Vehicle Delay (in seconds)	16.0*	15.8*	Pass	Pass
MD 381/site access				
Maximum Vehicle Delay (in seconds)	18.4*	82.6*	Pass	Fail
Maximum Minor Street Approach Volume	N/A	338*		Fail
Critical Lane Volume	N/A	1,023*		Pass
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, all three tests must fail in order to require a signal warrant study.				

<b>TOTAL TRAFFIC CONDITIONS, FULL BUILD (PERMANENT)</b>				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5/Brandywine Road	1,807	1,466	F	E
US 301/MD 381	1,836	1,591	F	E
MD 381/Missouri Avenue				
Maximum Vehicle Delay (in seconds)	12.2*	26.1*	Pass	Pass
MD 381/Cherry Tree Crossing Road				
Maximum Vehicle Delay (in seconds)	13.5*	11.6*	Pass	Pass
MD 381/site access				
Maximum Vehicle Delay (in seconds)	9.6*	13.6*	Pass	Pass
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the Guidelines, all three tests must fail in order to require a signal warrant study.				

- Operational issues are noted at both signalized intersections in the study area. With regard to this issue, it is noted that the greatest impacts occur during the peak construction phase, which is a temporary situation. Under the permanent full build scenario, a maximum of 13 trips during the peak hour would affect these intersections, and the Planning Board's Guidelines would not have even required study of these intersections given the size of the impact. The traffic study offers some useful ideas, such as adjusting the beginning and end of shifts and the scheduling of major

truck deliveries, to ease the impact of construction-related traffic. Otherwise, no improvements at the MD 5/Brandywine Road and the US 301/MD 381 intersections should be required of this applicant.

- The traffic study does not, in a formal way, offer recommendations. Aside from the discussion adjusting work shifts during the construction phase, several other concepts are discussed at the end of the study. These are noted below and discussed briefly:

**It is suggested that a temporary traffic signal at MD 381 and Missouri Avenue be considered to alleviate traffic conditions during the construction phase.**

Discussion: Revised analysis procedures in the Guidelines actually indicate that this intersection will operate acceptably during the construction and post-construction phases. Nonetheless, this may be considered in discussions with the Maryland State Highway Administration during the access permit process as a means of handling construction phase traffic in the area.

**It is suggested that a temporary traffic signal at MD 381 and the site access, or possibly police staffing, be considered to alleviate traffic conditions during the construction phase.**

Discussion: Revised analysis procedures in the Guidelines actually indicate that this intersection will operate acceptably during the construction and post-construction phases. Nonetheless, this may be considered in discussions with the Maryland State Highway Administration during the access permit process as a means of handling construction phase traffic in the area.

**Given that the plans include a guard house near the site entrance to control access to the site, guard house operations should be moved further into the site to prevent potential queuing onto MD 381.**

Discussion: This is a very real issue, and should be addressed in discussions with the Maryland State Highway Administration during the access permit process as a means of handling construction phase traffic in the area.

- The relevant master plans are the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* and the 2009 *Approved Countywide Master Plan of Transportation*. MD 381 is a designated rural collector facility within an 80-foot future right-of-way. The submitted plan shows no structures within the current or future rights-of-way, and any future widening could be accomplished with little or no impact on the site.
- The non-vehicular element of the master plan includes a shared use bike route along MD 381. This would be accomplished with signage; therefore, the recommendation would have minimal impact upon the site.

### **Conclusion**

The Transportation Planning Section has reviewed the referral, and determines that the proposal for Mattawoman Energy is consistent with the area and functional master plans that govern transportation. Based on findings given in this memorandum and information provided in the master plan document, it is determined that traffic impacts in the neighborhood will be minimal once the project has completed the construction phase. Impacts during construction will be more significant. More coordination must occur regarding the recommendations in the traffic study, however. In that regard, it is advised that the Planning Board recommend the following:

1. It is recommended that the Maryland State Highway Administration review this proposal, and make recommendations regarding traffic control and intersection modifications, as described on

pages 31 and 32 of the traffic study and summarized herein, to alleviate the impact of construction phase traffic on nearby roadways.

August 20, 2013

**MEMORANDUM**

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

**VIA:** Ruth Grover, Planner Coordinator, Urban Design Section

**FROM:** Meika Fields, Senior Planner, Urban Design Section

**SUBJECT:** Mandatory Referral MR-1317F  
Mattawoman Energy

The Urban Design Section has reviewed materials provided in support of MR-1317F, Mattawoman Energy, which proposes a natural gas-fired combined cycle electric generating facility in Brandywine, Maryland. The subject site is located on the southern side of Brandywine Road (MD 381), approximately 600 feet west of its intersection with Tower Road. The 90.53-acre property is located within the Heavy Industrial (I-2) Zone. It is bounded to the north by Brandywine Road; to the east by a rail line owned by Consolidated Rail Corporation; to the south by the a United States military-owned site in the Reserved Open Space (R-O-S) Zone; and to the west by a vehicle salvage yard in the I-2 Zone.

The subject referral is being provided in accordance with the Mandatory Referral Review Process as detailed in Maryland Annotated Code, Land Use Article, Section 7-112 and Section 27-294 of the Prince George's County Zoning Ordinance. Based on our review of the submitted information, we offer the following comments:

**Site Design**

The power plant facility is proposed in the southeastern corner of the 90.53-acre site, as far as possible from Brandywine Road and developed properties. The power plant will be served by a 24-foot wide asphalt driveway, secured by a screened, gated entrance at Brandywine Road. The Urban Design Section believes that the facility site location and the proposed screening along Brandywine Road are appropriate for the project.

**Architecture**

The site plan indicates the location of towers, turbines, maintenance and administration buildings, and other structures that serve the proposed use. These structures vary in height, including multiple structures that measure as much as 100-feet tall. Due to the height and type of structures proposed on the site, the Urban Design Section recommends, and the site plan appears to provide, a minimum 200-foot-setback from all property lines.

Renderings that portray the appearance of the proposed power plant and architectural elevations of the proposed administration building have been provided. The design of these structures is utilitarian and not aesthetically-pleasing. While the adjacent properties to the south and east are currently wooded, this

current condition is subject to change over time. The Urban Design Section suggests therefore that due to the visual impacts of the proposed development that the project be screened to one-hundred percent opacity from all adjacent properties by the use of a mix of landscaping and berms.

***The 2010 Prince George's County Landscape Manual***

The Urban Design Section notes that though the project is technically exempt from the requirements of the 2010 *Prince George's County Landscape Manual*, the applicant has chosen to confirm to its Section 4.6 Buffering Development from Special Roadways as Brandywine Road is a designated scenic and historic road. More particularly, the applicant has provided a 20-foot wide landscape buffer along the subject site's Brandywine Road frontage planted with a minimum eighty plant units per one hundred linear feet of frontage, excluding driveway openings, as otherwise would be required by Section 4.6.

**Recommendation**

Based on the above analyses, the Urban Design Section suggests that the applicant revise the landscape plan to propose additional screening to one-hundred percent opacity of the power plant structures from all adjacent properties.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

**Prince George's County Planning Department  
Countywide Planning Division**

**(301) 952-3650  
www.mncppc.org**

July 26, 2013

**MEMORANDUM**

TO: Christine Osei, Planner Coordinator, Countywide Planning Division  
VIA: Maria Martin, Supervisor, Countywide Planning Division  
FROM: Jay Mangalvedhe, Senior Planner, Countywide Planning Division  
SUBJECT: **MR-1317F Mattawoman Energy, LLC**

**Project Description**

The proposed project on 88.9-acre parcel, currently undeveloped, is located at 14175 Brandywine Road, Brandywine, MD. Mattawoman Energy, LLC project proposes to construct GE's zero liquid discharge (ZLD) system to eliminate liquid waste streams and produce high purity water for reuse. In addition, system can reduce water consumption up to 90 percent and is more energy efficient than conventional designs. The project will be fueled by natural gas supplied from existing Dominion Cove Point Gas pipeline, located approximately 9 miles from the project site.

The parcel is located in Councilmanic District 9 and is in the area classified as Rural Tier and the site can be accessed from Brandywine Road.

**Evaluation of Existing Public Facilities**

The proposed project is less than a mile from Brandywine Fire/EMS Station Co. 40 located at 14201 Brandywine Road. The station is equipped with 2 engines, 1 ambulance, 1 breathing air unit and 1 hazmat and is staffed by volunteer/career personnel. In addition, the County's Capital Improvement Plan for 2013-2018 proposes the replacement of existing station with a new 4-bay Fire/EMS station.

In addition, the project site is served by Police District V, located at 6707 Groveton Drive in Clinton, Maryland. District V covers the southeastern portion of the county, from Charles County in the south to Calvert County in the east and MD 4 in the north.

The Adopted 2008 Water and Sewer Plan places this property in Water and Sewer Category 6, Individual System. The December 2010 Cycle of Amendment (CR-20-2011) placed the property in Water and Sewer Category 3. WSSC stated: Applicant should work with WSSC to address on-site pumping and low- pressure sewer issues that are to be addressed prior to water and sewer connections to the site. WSSC stated that "The proposed development will most likely require the relief of segments of downstream sewer as part of the development activities to address water pressure issues. Comments provided by WSSC indicate that further investigation will occur upon submittal of a Phase I Hydraulic Planning Analysis to WSSC for review. Drainage will be to the Mattawoman trunk sewer and wastewater treatment plant, owned and maintained by Charles County. Interceptor Capacity: Deficient."



Office of the Chairman  
Prince George's County Planning Board

(301) 952-3561

Mr. Steven Tessem, Vice President  
Mattawoman Energy, LLC  
4100 Spring Valley Road, Suite 1001  
Dallas Texas, 75244

**RE: Prince George's County Planning Board  
Recommendation – Mattawoman Energy  
LLC Proposed Electricity Plant  
(MR-1317F)**

Dear Mr. Tessem:

The Prince George's County Planning Board had the opportunity to review the proposed Mattawoman Energy, LLC Gas Fired Electricity Plant during its regular meeting on October 10, 2013. A copy of the staff report is enclosed for your information. The staff recommendations are as follows:

#### **STAFF RECOMMENDATIONS**

1. Applicant should coordinate traffic controls and intersection modifications illustrated in the transportation study (pages 31 and 32) with State Highway Administration.
2. The proposed landscape plan should be revised to screen the entire electricity plant from all existing adjacent and planned uses along Brandywine Road and Tower Road.
3. Applicant should minimize impacts on Historic Sites and Resources when planning the construction of the proposed 20-inch wastewater line along Accokeek Road: McKendree Methodist Church Site and Cemetery (HR 85-020), and Asbury Methodist Episcopal Church and Cemetery (84-014).
4. Applicant should seek Mandatory Referral Review input prior to the construction of the proposed natural gas and wastewater lines.
5. Applicant should coordinate proposed construction schedule with Keys Energy Center to minimize construction traffic impacts on the existing Brandywine Road and other streets.
6. The proposed guard house operation should be moved further into the site to minimize traffic impacts at the project entrance at Brandywine Road (MD 381).
7. Applicant should work with WSSC to address on-site pumping and low- pressure sewer issues that are to be addressed prior to water and sewer connections to the site. WSSC stated that "The proposed development will most likely require the relief of segments of downstream sewer as part of the development activities to address water pressure issues. Comments provided by WSSC indicate that further investigation will occur upon submittal of a Phase I Hydraulic Planning Analysis to WSSC for review. Drainage will be to the Mattawoman trunk sewer and wastewater treatment plant, owned and maintained by Charles County. Interceptor Capacity: Deficient."
8. Applicant should provide written documentation from Joint Base Andrews staff that the cooling tower will not pose a hazard to air navigation.

Copies of all the exhibits received at the Planning Board hearing on October 10, 2013 are enclosed. Also, staff will forward any other written comments as they are received. The Board would appreciate a written response from the Mattawoman Energy, LLC applicant confirming concurrence with the above recommendations.

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

Sincerely,

Elizabeth M. Hewlett  
Chairman

Enclosures

c: W. Kevin Hughes, Esq. Public Service Commission Chair  
David J. Collins, Executive Secretary, Maryland Public Service Commission  
Brian Young, District Engineer, State Highway Administration  
Redis C. Floyd, Clerk of the Council, Prince George's County Council  
Matthew Tedesco, Esq. McNamee Hosea, Law  
Fern Piret, Planning Director, Office of the Planning Director  
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

**Hutchison, Lorrie**

**From:** PGCPB  
**Sent:** Wednesday, October 09, 2013 4:04 PM  
**To:** Hewlett, Elizabeth; Jones, Jessica; Proctor, Marie; Kratka, Leigh; Piret, Fern; Hirsch, Alan; Harrison, LaTasha; Hutchison, Lorrie  
**Subject:** FW: Mandatory Referral No. MR-1317 Mattawoman Energy LLC  
**Attachments:** CV Letter to Prince Georges County Planning Board re Mattawoman.pdf

**PRINCE GEORGE'S COUNTY PLANNING BOARD**

**OFFICE OF THE CHAIRMAN**

RECEIVED 10/09/13 LOG NO. 213-100902

DISTRIBUTION FMH-FYE

TO: Planning AA

CC: JS

From: Holland, Paul CTR USAF AFDW 11 CES/CEA

Sent: Wednesday, October 09, 2013 4:02:36 PM (UTC-05:00) Eastern Time (US & Canada)

To: PGCPB

Cc: Piret, Fern; Osei, Christine; WATERS, DANIEL L Col USAF AFDW 11 WG/CV; WILLIAMSON, PRESTON L Col MIL USAF AFDW 89 AW/CV; HARTMAN, DEAN H Col USAF AFDW 11 MSG/CC; LICCIARDI, ROBERT E Col USAF AMC 89 ASG/CC; KAY, CHRISTOPHER S Lt Col MIL USAF AFDW 11 MSG/CD; WIELAND, STEVEN T Lt Col USAF AMC 89 CS/CC; SILENAS, RIMA GS14 USAF AFDW 11 WG/JA; KEZAR, PETER S Maj USAF AFDW AFDW/JA; Gillman, Marla J (NONE) USAF AFLOA/JACE AF/JA/AFLOA/JACE; Miskin, Bob CIV USAF AMC 89 CS/SCX; HOWK, PAUL R CIV USAF AMC 89 CS/SCX 89 AW/BLDG 1558, 33A; CASILLO, MICHAEL L GS14 USAF FOA AFLOA/JACE; HUMPHREYS, DAVID K GS12 USAF AFDW 11 CES/CEC; Sumner, David M GS12 USAF AFDW AFDW/A4/7

Subject: Mandatory Referral No. MR-1317 Mattawoman Energy LLC

Dear Chairman Hewlett and Members of the Prince George's County Planning Board,

Please see attached the correspondence from Joint Base Andrews regarding Mandatory Referral No. MR-1317 Mattawoman Energy LLC. This is agenda item #9 on the 10 October Planning Board Hearing Agenda.

Thank you for your consideration.

Best,

Paul Holland

Community Plans and Liaison SME  
11 MSG  
3466 North Carolina Ave  
Joint Base Andrews MD 20762-4803  
Phone: 301-981-2239 or 858-2239 (DSN)  
Cell: 703-992-4601  
Fax: 301-981-7125  
E-Mail: [paul.holland.ctr@afncr.af.mil](mailto:paul.holland.ctr@afncr.af.mil)

Prince George's County Planning Department  
Office of the Director

Rec'd OCT 09 2013 Log No Same  
Distribution FP, AD, Log, MM, CO

Original to DRD





**DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 11TH WING (AFDW)  
JOINT BASE ANDREWS, MARYLAND 20762**

9 October 2013

11 WG/CV  
1500 W. Perimeter Drive, Suite 2340  
JB Andrews, MD 20762

Prince George's County Planning Board  
Maryland National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
ATTN: Ms. Elizabeth Hewlett, Chairman

**SUBJECT: Mandatory Referral No. MR-1317 Mattawoman Energy LLC**

Thank you for the opportunity to comment on the Mandatory Referral No. MR-1317 concerning the Mattawoman Energy LLC project in Brandywine, Maryland (the "Project").

Joint Base Andrews understands that Prince George's County Planning Staff recommended that the Project's applicant contact Joint Base Andrews to discuss the Project. Joint Base Andrews appreciates this referral, as it effectively resulted in a meeting between representatives for the Air Force and Panda Power Funds on September 5, 2013. The September 5, 2013 meeting provided an excellent opportunity to meet, exchange information and learn more about the proposed Project. As a follow-up to that meeting, the Air Force sent a letter to Panda Power Funds dated October 4, 2013 outlining the Air Force's tentative concerns about the Project and explained that the Air Force is still in the process of evaluating all potential impacts of the Project on Air Force missions and operations, including the Project's potential impact on all tenant units at Joint Base Andrews.

The foremost concern identified to date, based on the facts known, are the potential physical, atmospheric, and electromagnetic obstruction of our microwave and high frequency (HF) antennae, the physical location of the plant, as well as heat and steam causing radio frequency (RF) and microwave link interference. According to the Panda Power Funds briefing on September 5, 2013, the proposed Project will be located between the Brandywine Receiver Site's primary and secondary microwave communications links, immediately physically adjacent to the Site. The Brandywine Receiver Site is a Joint Base Andrews asset that uses FCC/NTIA licensed Microwave and high frequency (HF) in its operations supporting national security. The location of the proposed power plant Project could physically obstruct our microwave line-of-sight and shutdown all communication entering and exiting the Brandywine Receiver Site. Aside from the concerns about the physical placement, heat and moisture rising from the plant could attenuate our signal causing link fade, degradation, or failure. One possible solution to the heat and steam issues discussed could be the Project applicant's installation of commercial fiber links that might be used by the Air Force's Brandywine and Davidsonville operating locations.



Ultimately, as proposed, the power plant Project has significant potential to cause at least one of our two licensed links to be in a constant state of failure or degradation, impacting missions that play a vital role in maintaining national security.

Another concern of the proposal is the potential for radio frequency interference (RFI). The Air Force requested that Panda Power Funds provide a noise study in the applicable frequency ranges to provide information on the predicted change to the RF noise floor. This is the same procedure the power plant south of Brandywine Receiver Site performed and the results of the study allowed the electric company in that case to design their equipment to filter and reduce the noise in the operating bands of the Receiver site. The Project also presents the potential for noise spike generating events, such as switching the power load on and off, which could impact Air Force operations. We requested that Panda Power's engineers provide real-world projections (based on facilities of comparable size) of impact to our RF signals and Brandywine's commercial power connection. Ultimately, the Air Force will evaluate and determine whether or not there will be a negative impact on the receive margin required for reliable voice, data, and video communications commensurate with supporting national security.

The Air Force is also concerned about the potential impacts of the Project on the 1st Helicopter Squadron operating out of Joint Base Andrews. The 1st Helicopter Squadron is tasked with providing support to key government officials as well as search and rescue missions. The 1st Helicopter Squadron uses the Brandywine Receiver Site for landing zone training almost daily. The Project presents potential significant mission impacts, including: compromised night vision goggle training due to lighting impacts, frequency interference for both inter-plane and Potomac approach, and altered landing zone approaches due to the seven-mile limits on the Class B airspace.

Joint Base Andrews personnel are still in the process of evaluating all concerns related to the missions and operations that may be impacted by the Project. As such, the above concerns are not an exhaustive list. The Air Force will supplement its concerns as information becomes available and in the event any additional impacts are identified. Given these circumstances, it might be advisable to consider the Project in stages as contemplated in Section IV of the Mandatory Referral Review standards. That would allow the Planning Board, prior to making a final recommendation, to evaluate whether alternatives or mitigation measures have been fully developed and considered.

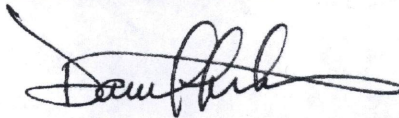
The Air Force is hopeful that Project applicant's continued communication and cooperation will lead to positive resolution to Air Force's concerns about the Project. As of the date of this letter, however, several of the Air Force's identified concerns to date are outstanding. In addition, as noted above, the Air Force may identify additional concerns about the Project as it evaluates all concerns related to missions and operations out of Joint Base Andrews.

Joint Base Andrews and Prince George's County have had a positive relationship for decades. We appreciate that the Planning Staff's enumerated concerns about the Project included "the potential impacts on existing military installations and operations at Joint Base Andrews." To ensure that the Joint Base Andrews' concerns about the Project are adequately addressed, if the Planning Board were to adopt recommendations at this time, Joint Base



Andrews respectfully requests that in addition Staff Recommendations the Board consider and adopt the following recommendation: "The applicant should provide written documentation from Joint Base Andrews that all potential mission and operational impacts due to the Project have been resolved or effectively mitigated."

Thank you for the opportunity to comment on this Mandatory Referral. We look forward to our continued conversations. If you have any questions about this letter, please feel free to contact Lt Col Christopher Kay, the Acting Deputy Commander of the 11th Mission Support Group, [christopher.kay@afncr.af.mil](mailto:christopher.kay@afncr.af.mil), tel.: 240-612-5841; or my legal representative, Mr. Michael L. Casillo, AFLOA/JACE, [michael.casillo@us.af.mil](mailto:michael.casillo@us.af.mil), tel.: 240-612-4687.



DANIEL L. WATERS, Colonel, USAF  
Vice Commander

cc: Ms. Dorothy Bailey, Vice Chairman  
cc: Mr. Manuel Geraldo, Member  
cc: Mr. John Shoaff, Member  
cc: Ms. A. Shaunise Washington, Member  
cc: Dr. Fern Piret, Director of Planning  
cc: Ms. Christine Osei, Mandatory Referral Project Manager



AGENDA ITEM#

9

PGCPB MEETING OF

10-10-13

The Honorable Elizabeth M. Hewlett, Chairwoman  
Prince George's County Planning Board of the  
Maryland-National Capital Park and Planning Commission  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772

RE: Mattawoman Energy  
MR-1317F

PRINCE GEORGE'S COUNTY PLANNING BOARD

OFFICE OF THE CHAIRMAN

RECEIVED 10/09/13 LOG NO. C13-100901

DISTRIBUTION EMH-FYE

TO: Planning AA

cc: JJ

10-09-13P01:39 RCVD

Dear Chairwoman Hewlett:

As a resident of the greater Brandywine area, I am writing in support of the power generation facility being proposed by Mattawoman Energy, LLC. I support this project for many reasons, but primarily, I am in support because the proposed facility is located on property zoned I-2 (heavy industrial); is within the Developing Tier (and not the Rural Tier); is in Water and Sewer Category 3 (public system); is setback from Brandywine Road; and is expected to be sufficiently screened from Brandywine Road to ensure no visual impacts are created. The construction of this facility will also increase the supply of reliable energy and will generate significant additional revenues to the County, as the applicant has advised the community that it will not be seeking any tax increment financing incentives, a payment in lieu of taxes, or other tax credits/rebates. For these reasons, I am in full support of Mattawoman Energy's proposed power generation facility, and respectfully request that the Planning Board recommend approval of the same.

Sincerely,

Name  
Address

Henry A. Meinhardt  
17301 Duley Station Rd  
Upper Marlboro, Md

Henry A. Meinhardt

Prince George's County Planning Department  
Office of the Director

Rec'd OCT 09 2013 Log No. Same  
Distribution FP, AD, MM, CO, Log

Original to DRD



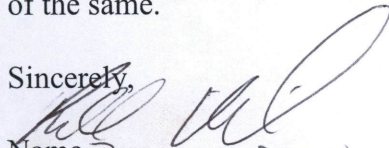
The Honorable Elizabeth M. Hewlett, Chairwoman  
Prince George's County Planning Board of the  
Maryland-National Capital Park and Planning Commission  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772

RE: Mattawoman Energy  
MR-1317F

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Sincerely,

  
Name ROBERT WILSON

Address

16405 RIVER AIRPORT RD.  
BRANDYWINE, MD, 20613



The Honorable Elizabeth M. Hewlett, Chairwoman  
Prince George's County Planning Board of the  
Maryland-National Capital Park and Planning Commission  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772

RE: Mattawoman Energy  
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Sincerely,

Name  
Address

Jennifer Richards  
15510 Baden Naylor Rd  
Brandywine, MD 20613



The Honorable Elizabeth M. Hewlett, Chairwoman  
Prince George's County Planning Board of the  
Maryland-National Capital Park and Planning Commission  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772

RE: Mattawoman Energy  
MR-1317F

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Sincerely,

Name  
Address

*Paul H. Richards*  
17101 Magruder Ferry Rd  
Brandywine MD 20613



The Honorable Elizabeth M. Hewlett, Chairwoman  
Prince George's County Planning Board of the  
Maryland-National Capital Park and Planning Commission  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, MD 20772

RE: Mattawoman Energy  
MR-1317F

Dear Chairwoman Hewlett:

As a resident of the greater Brandywine area, I am writing in support of the power generation facility being proposed by Mattawoman Energy, LLC. I support this project for many reasons, but primarily, I am in support because the proposed facility is located on property zoned I-2 (heavy industrial); is within the Developing Tier (and not the Rural Tier); is in Water and Sewer Category 3 (public system); is setback from Brandywine Road; and is expected to be sufficiently screened from Brandywine Road to ensure no visual impacts are created. The construction of this facility will also increase the supply of reliable energy and will generate significant additional revenues to the County, as the applicant has advised the community that it will not be seeking any tax increment financing incentives, a payment in lieu of taxes, or other tax credits/rebates. For these reasons, I am in full support of Mattawoman Energy's proposed power generation facility, and respectfully request that the Planning Board recommend approval of the same.

Sincerely,

Name

Address

*Kami and Chip Lee*  
*Kami & Chip Lee*  
*17710 Magruder's Ferry Rd.*  
*Brandywine, MD. 20613*



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Sincerely,

*Bruce A. Templeman*

Name **BRUCE A. TEMPLEMAN**

Address **10109 ANGORA DRIVE**

**Cheltenham Md 20623**



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Prince George's County Planning Board of the  
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Sincerely,

Name  
Address

Eugene Paul Antonoli  
EUGENE PAUL ANTONIOLI  
23404 NECK ROAD  
AQUASCO, MD 20608

I ALSO OWN A BUSINESS LOCATED ON BRANDYWINE ROAD  
NEAR THE FIRE HOUSE AND I AM COMPLETELY  
IN FAVOR OF THIS POWER PLANT !!!



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Sincerely,

Name  
Address

Casaj Wilson  
Casaj Wilson  
16405 River Airport Rd  
Brandywine Md 20613



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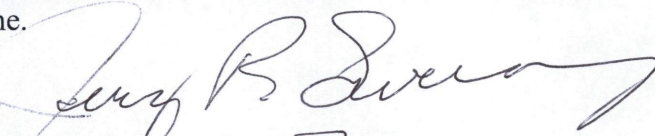
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Sincerely,

Name  
Address

  
Larry R. Sweeney  
15810 Nottingham Rd.  
Upper Marlboro, MD 20772



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Sincerely,

Name

Address

*Gracie Ellis*  
*17300 Magraders Fr Rd*  
*Brandywine MD 20613*



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Sincerely,

Name

Address

*Robert W. Jenkins*  
*17310 Millhouse Landing Rd*  
*Brandywine, MD 20613*



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Sincerely,

*Viola Lee*

Name

*VIOLA G LEE*

Address

*17708 Maguider's Ferry Rd  
Brandywine, Md. 20613*



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Sincerely,

Name

Address

*Phil Hutton*  
*2011 AQUASCO RD*  
*AQUASCO, MD 20608*

*This means jobs for the community, and tax money for the county - it is a "win-win."*



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Sincerely,

Name  
Address

*Ernest H. Dier*  
*15600 Bnden Westwood Rd*  
*B'Winc, Md 20613*



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Sincerely,

Name  
Address

A.W. Riess  
14802 Westwood Rd  
Brandywine MD 20613



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Sincerely,

Name

Address

*Cynthia Brown*  
14145 Brandywine Rd, Brandywine, MD 20613



HENRY A. MEINHARDT  
12301 DULEY STATION RD  
UPPER MARLBORO, MD 20772

GRACE ELLIS  
17300 MAGRUDERS FERRY RD  
BRANDYWINE, MD 20613

ROBERT WILSON  
16405 RIVER AIRPORT RD  
BRANDYWINE, MD 20613

VIOLA G LEE  
17708 MAGRUDERS FERRY RD  
BRANDYWINE, MD 20613

JENNIFER RICHARD  
15510 BADEN NAYLOR RD  
BRANDYWINE, MD 20613

PHIL HUTTON  
20111 AQUASCO RD  
AQUASCO, MD 20608

PAUL H. RICHARTY  
17101 MAGRUDERS FERRY RD,  
BRANDYWINE, MD 20613

A.W. RIESS  
14802 WESTWOOD RD  
BRANDYWINE, MD 20613

KAMI AND CHIP LEE  
17710 MAGRUDERS FERRY RD,  
BRANDYWINE, MD 20613

ERNEST H. RIESS  
15000 BADEN WESTWOOD RD  
BRANDYWINE, MD 20613

BRUCE A. TEMPLEMAN  
10109 ANGORA DRIVE  
CHELTENHAM, MD 20623

CYNTHIA BROWN  
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BRANDYWINE, MD 20613

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BRANDYWINE, MD 20613

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15510 NOTTINGHAM RD  
UPPER MARLBORO, MD 20772

ROBERTA W JENKINS  
17310 MILLTOWN LANDING RD  
BRANDYWINE, MD 20613