

Figure 6-16: Landover Existing Lane Geometry and Traffic Control Type (continued)

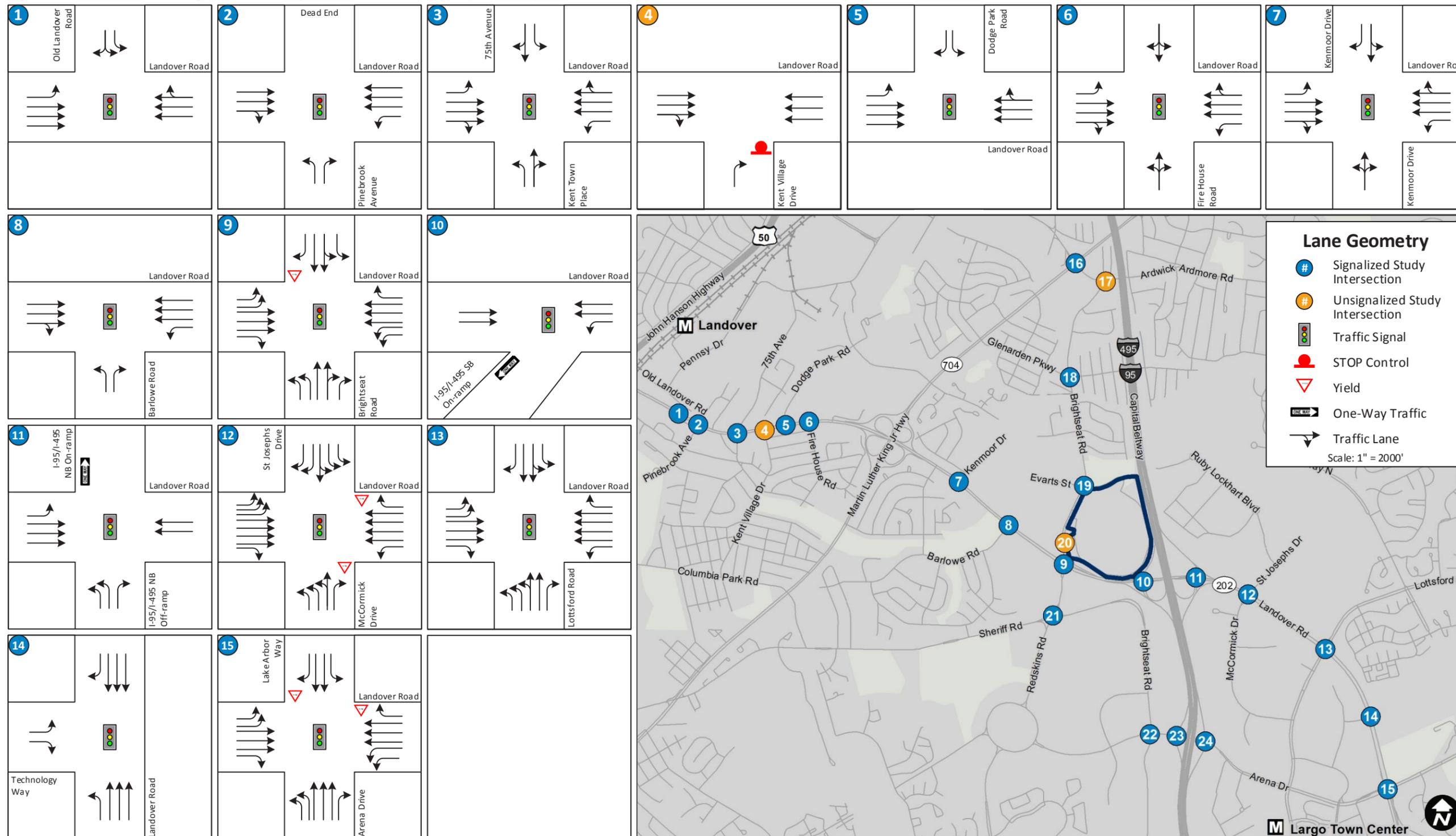


Figure 6-17: Landover Intersection (Arterial) Cumulative AM Volumes

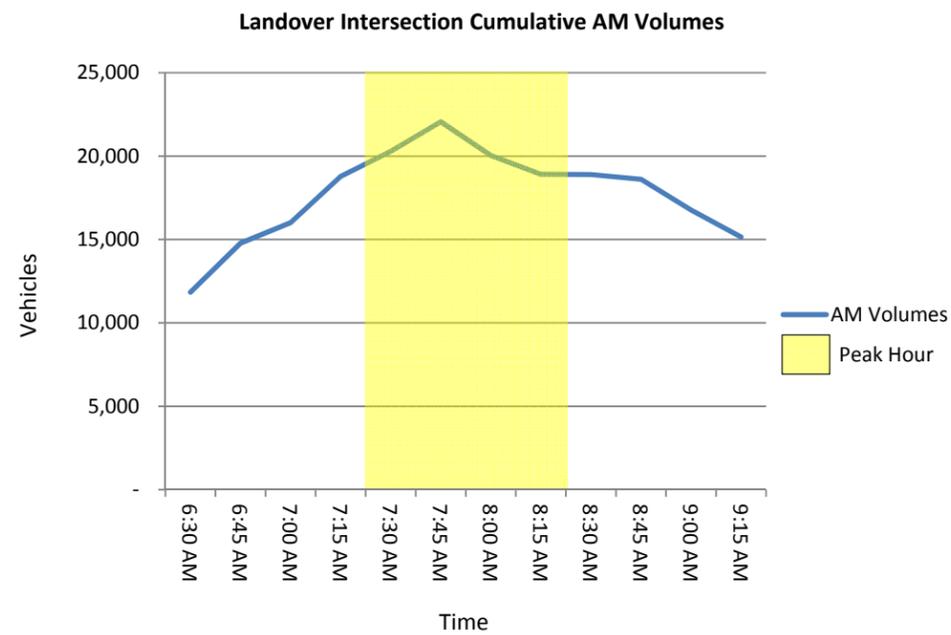
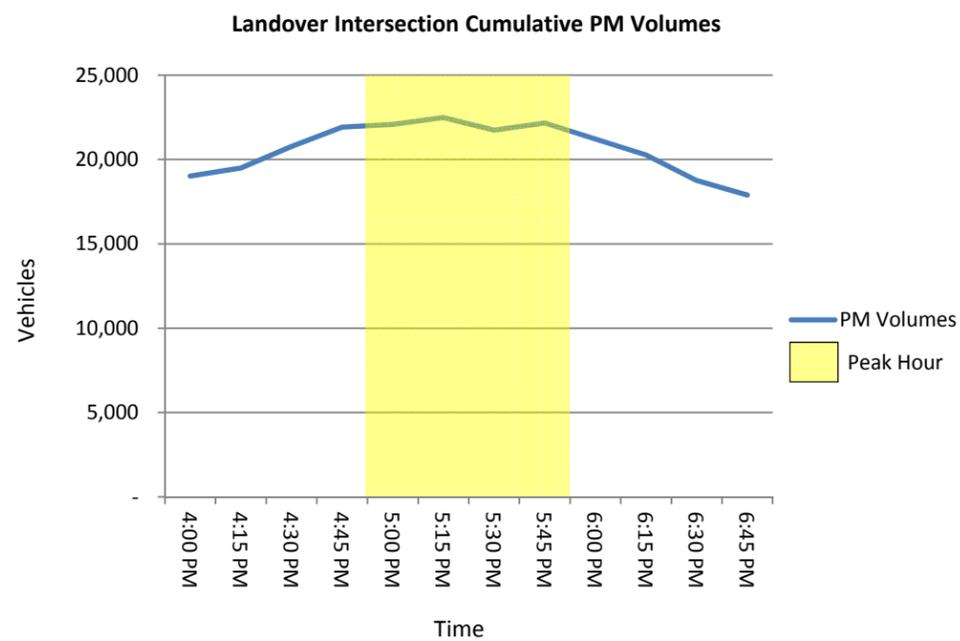


Figure 6-18: Landover Intersection (Arterial) Cumulative PM Volumes



**6.1.9.4 Data Collection**

Section 3.10.4.1 provides an overview of all data collected as part of the study. After examining the count collection data for the study area, the peak AM and PM traffic hours were determined for both the arterial transportation system, using intersection counts, and the interstate system, using Automated Traffic Recorders (ATRs) for the mainlines and a combination of ATR and intersection counts for the ramps. These peak hours are shown in yellow bands on the charts in figures 6-17 through 6-19. These charts show the traffic volumes for all turning movement volumes for all study area intersections summed together. The cumulative turning movement volumes for all study area intersections are shown in a blue line. The determination of a peak hour relied on the arterial system peak hour because the arterial system would be most impacted by the addition of a consolidated FBI HQ facility. In addition, the interstate system morning peak hour is within 15 minutes of the arterial system and afternoon flows remain near the peak through the arterial system peak hour. The overall weekday AM peak hour used for the analysis occurs between 7:30 AM and 8:30 AM, and the weekday PM peak hour occurs between 5:00 PM and 6:00 PM. Figure 6-20 shows the existing AM and PM weekday peak hour turning movement volumes occurring in the study area.

Figure 6-19: Landover Interstate Volumes

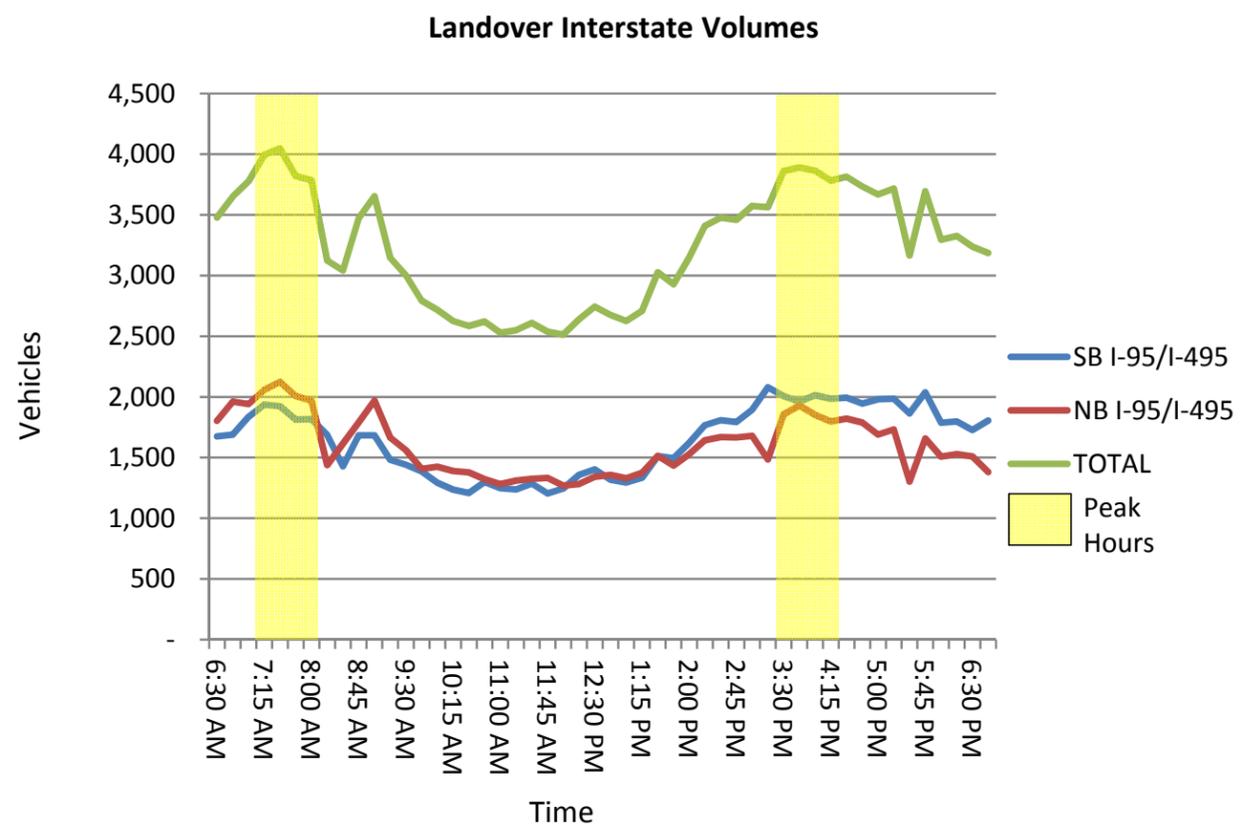
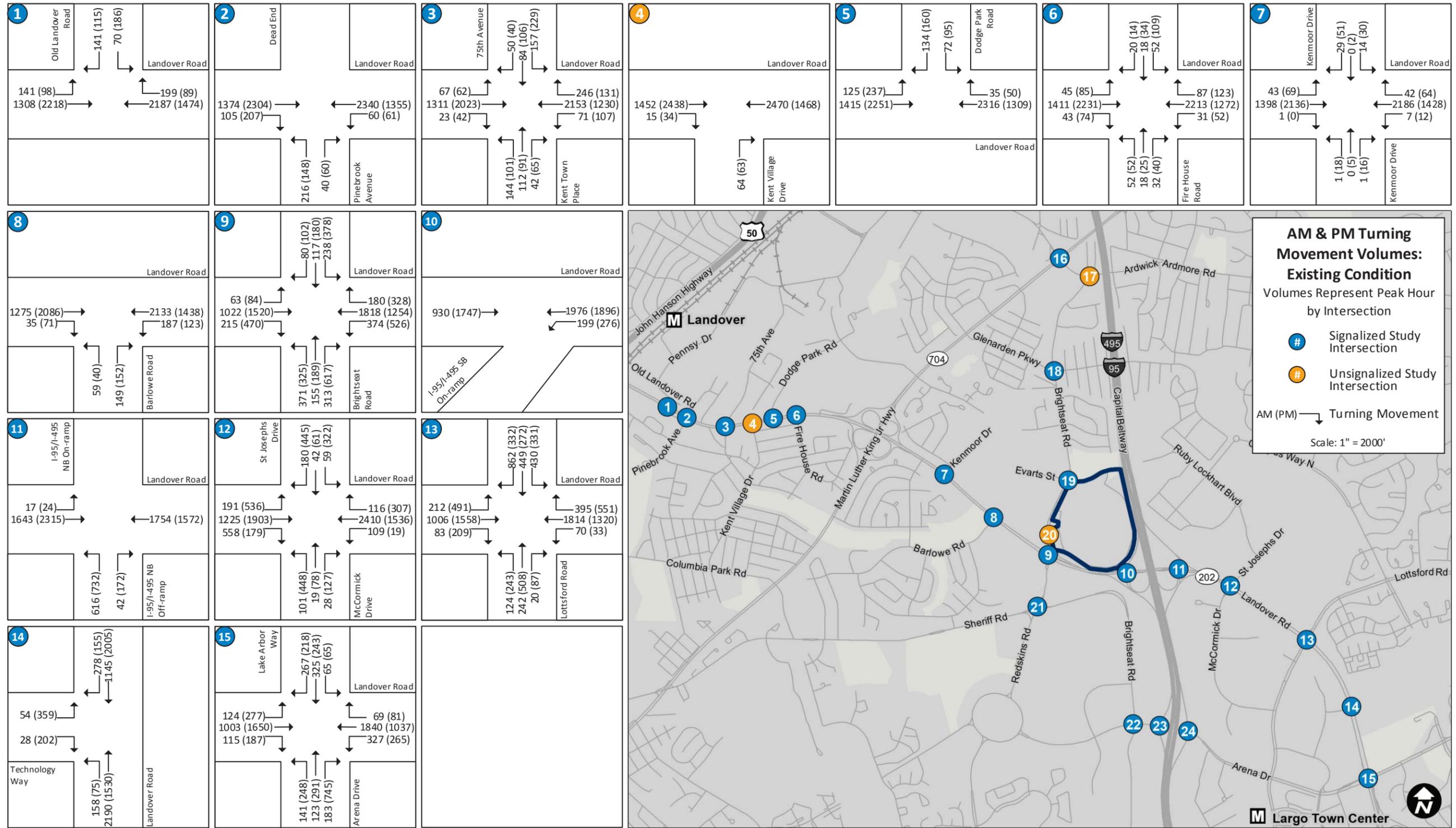


Figure 6-20: Landover Existing Condition AM and PM Peak Hour Turning Movement Volumes

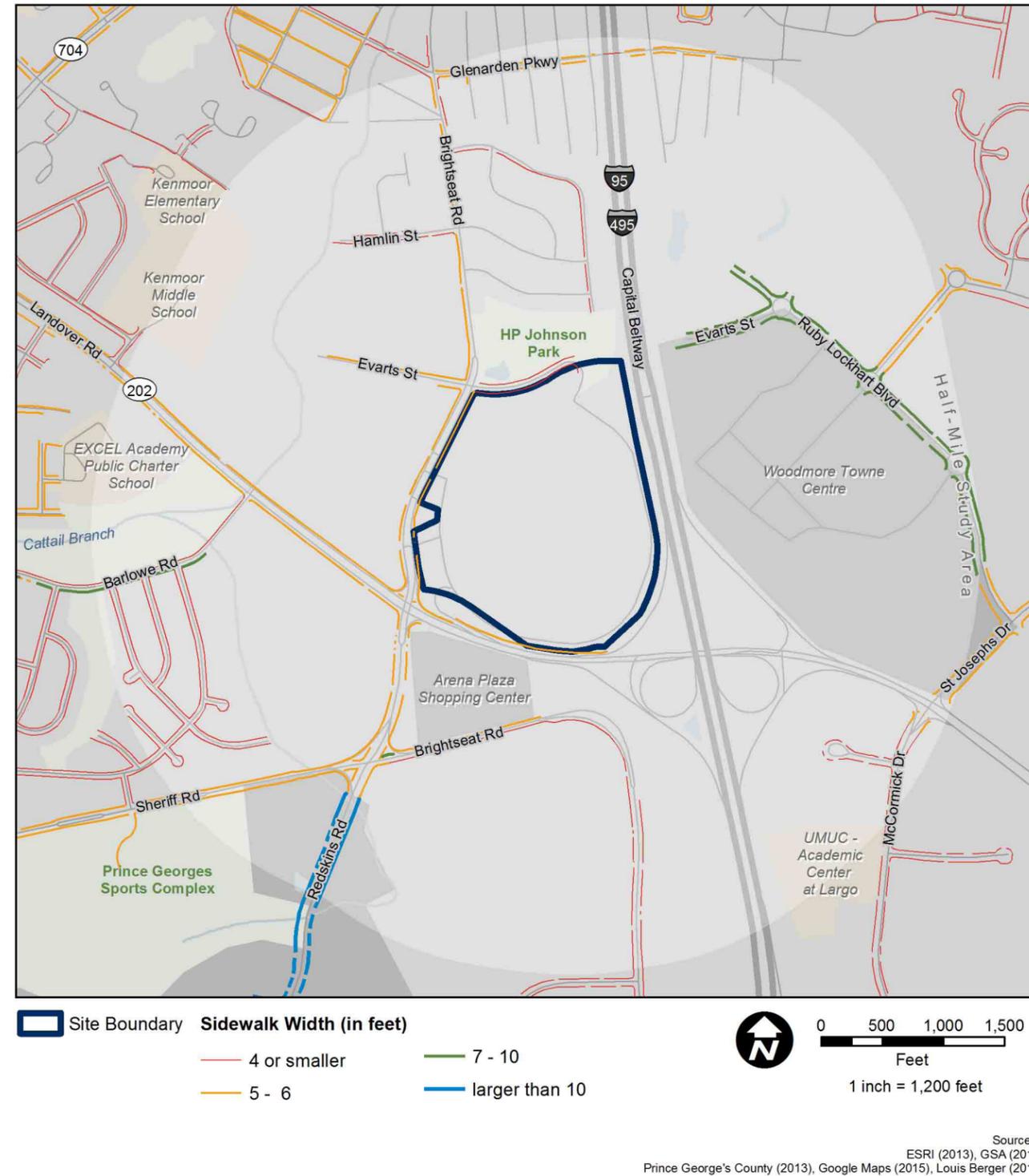




**LANDOVER PEDESTRIAN NETWORK AND ADA COMPLIANCE**

- Sidewalk accommodations are provided on most streets in the 0.5-mile radius of the non-vehicular study area except on Landover Road as it passes over the Capital Beltway. Overall pedestrian network and pedestrian conditions in the study area are fair.
- The origins and destinations of pedestrian trips in the study area are a mix of retail, recreational, and residential.
- More than half of the intersection crosswalks in the study area are ADA compliant; however, some intersections do not have crosswalks, ramps, or pedestrian signs/signals.

Figure 6-21: Landover Existing Pedestrian Network



**6.1.9.5 Pedestrian Network**

Sidewalk accommodations are provided on most streets within the study area, except on Landover Road as it passes over the Capital Beltway. While the overall pedestrian network and conditions are fair, the lack of east-west connections across the Capital Beltway; unsafe pedestrian conditions at the intersection of Landover Road and Brightseat Road; and issues with width, vegetation overgrowth, and/or accessibility compliance at intersections are deficiencies within the system. Figure 6-21 shows the existing pedestrian network.

**Sidewalk Description and Pedestrian Activity**

Sidewalks are provided along a majority of the roads throughout the study area, including Brightseat Road, Evarts Street, and sections of Landover Road west of the Beltway. Towards the edge of the 0.5-mile study area, Glenarden Parkway, Sheriff Road, Redskins Road, Barlowe Road, Ruby Lockhart Boulevard, and McCormick Drive/St. Joseph's Drive also have sidewalks. There are sections of roadway along Landover Road west of the Beltway and Brightseat Road that do not have walkways on both sides of the street, and Landover Road does not have sidewalks on either side of the street on the overpass over the Capital Beltway and west of the Beltway overpass. The majority of intersections in the study area have adequate accommodations—the sidewalks are in good condition (with only little overgrowth or few cracks) and pedestrian facilities such as crosswalks, signs/signals, and ramps are present at intersections.

The origins and destinations of pedestrian trips in the study area are a mix of retail, recreational, and residential. The Landover site is surrounded by residential neighborhoods that can produce dispersed pedestrian traffic along roadways. In the immediate vicinity of the Landover site, there is little foot traffic because of the lack of attractions and designated areas to walk. However, Brightseat Liquor, at the southwest corner of Brightseat Road and Evarts Street, likely receives a reasonable amount of local pedestrian traffic given the pedestrian paths worn through the grass on the property. To the south of the site, many pedestrians use FedExField and the surrounding parking during special events.

Commonly used walkways around the Landover site include paths used to navigate to public transportation and residential locations, as well as Brightseat Liquor, as noted in the Existing Condition pedestrian, bicycle and public transit maps shown in the Landover Transportation Impact Assessment (TIA) (Appendix D). These walkways include Brightseat Road for the A12 and F14 Metrobus routes and nearby residential areas. As described in section 3.4.2 of the Landover TIA, the bus stops with the highest weekday activity within the study area are the A12 and F14 bus stops at Brightseat Road and the Maple Ridge apartment complex adjacent to the site, with average total weekday activity of between 175 and 215 total trips.

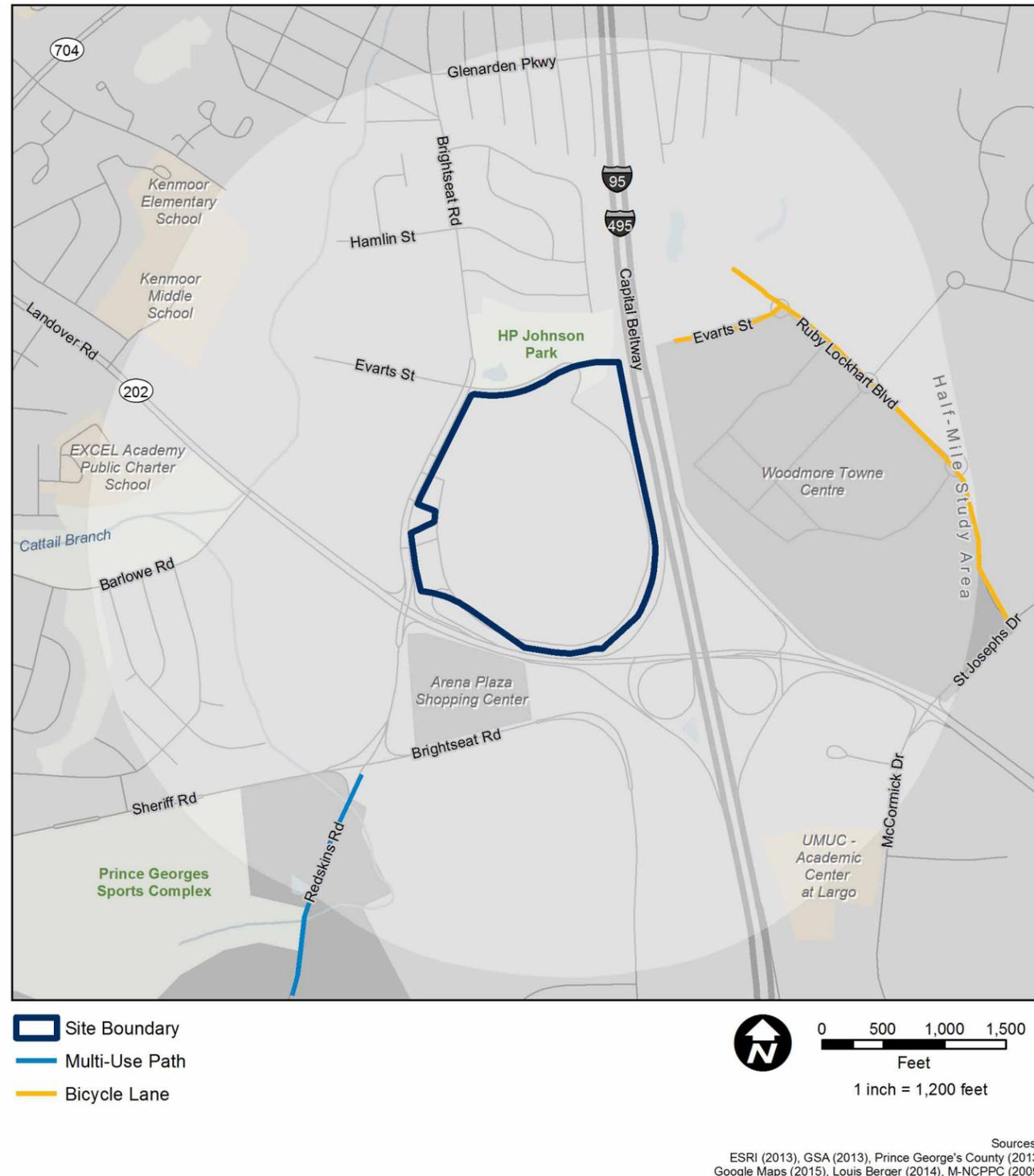
In addition to those places where the sidewalk network is fragmented or without adequate accommodations, there are a few areas of concern within the study area that negatively impact the quality and attractiveness of walking, including narrowed sidewalks due to vegetation overgrowth, uneven pathways, cracked pavement, and sidewalks that are less than 5 feet wide. The intersection of Brightseat Road and Landover Road (Route 202) was specifically identified as an area needing pedestrian safety improvements in the Landover Gateway Sector Plan and Sectional Map Amendment (M-NCPPC 2009). Additionally, the major roads in the study area, such as Landover Road and the Capital Beltway, divide the area and make non-motorized transportation very difficult.

### **ADA Compliance**

Refer to section 3.10.4.3 for the Americans with Disabilities Act (ADA) compliance guidelines. More than half of the intersection crosswalks in the study area are ADA compliant; however, some intersections do not have crosswalks, ramps, or pedestrian signs/signals. The majority of intersection crosswalks and their associated curb ramps in the study area did not meet ADA requirements and they lacked detectable warnings.

The Federal Highway Administration (FHWA) minimum sidewalk width recommendation was not met for several residential community sidewalks including Barlowe Road, Ray Leonard Road, Palmer Park Road, Reicher Street, and Manson Street, where sidewalks are less than 5.0-feet wide. Sidewalks on Brightseat Road, Evarts Street, and McCormick Drive are also less than 5.0-feet wide. Since many of the sidewalks narrower than 5.0-feet wide do not have 5-foot turn-arounds at periodic locations, they are also not ADA compliant.

Figure 6-22: Landover Existing Bicycle Facilities



### 6.1.9.6 Bicycle Network

The Landover non-vehicular study area has three roadways with on-road bicycle accommodations: Ruby Lockhart Boulevard, a short portion of Campus Way North, and Evarts Street, all located east of the Capital Beltway (I-95/I-495) from the site. A mixed-use path, or sidepath, is located along Redskins Road connecting the intersection of Sheriff and Brightseat roads to FedExField. These mixed-use paths continue around FedExField and along portions of Arena Drive south of the study area. There are no bicycle accommodations directly adjacent to the site and there are no bikeshare services in the Landover site study area. Table 6-5 and figure 6-22 summarize bicycle accommodations in the study area.

### 6.1.9.7 Public Transit

This section describes the Existing Condition of Metrorail, rail, local and commuter bus, shuttles, ridesharing (slugging), and carsharing within the Landover study area. There are no main transit hubs within the study area.

#### Largo Town Center Metro Station

The site is located approximately 1.9 miles from the Largo Town Center and Morgan Boulevard Metro stations, both served by the Blue and Silver lines (see figure 6-23). The project site is also located approximately 2.4 miles from the Landover Metro Station, which is served by the Orange line. GSA and the FBI have determined that if the Landover site is selected, an employee shuttle to/from the site would use the Largo Town Center Metro Station. As a result, this analysis evaluates conditions at this Metro station.

Table 6-5: Bicycle Facilities in Landover Study Area

Name	To/From	Type
Ruby Lockhart Boulevard	From northwest terminus (at St. Nicholas Way) to St. Joseph's Drive	Bicycle Lane (no bicycle lanes through roundabouts)
Campus Way North	Ruby Lockhart Boulevard to Campus Way North roundabout	Bicycle Lane
Evarts Street (Section East of the Beltway)	Entire length to Ruby Lockhart Boulevard	Bicycle Lane
Redskins Road	From Sheriff Road/Brightseat Road intersection to FedEx Way (circular road around FedEx Field)	Mixed-Use Path

Source: Largo Town Center Station Site Visit, 12/19/14; Google Maps; M-NCPPC 2009

**Largo Town Center Metro Station Frequency of Service**

During peak periods, a Blue line train is scheduled to serve Largo Town Center every 12 minutes, and a Silver line train every 6 minutes, effectively making the wait time for a train only 4 minutes with 15 trains arriving every hour. During midday and evening hours, trains are scheduled to serve the station every 6 minutes, but after 9:30 PM, trains are scheduled to serve the station every 10 minutes. On weekends, Blue and Silver line trains are scheduled to serve the station with an effective headway of every 6 to 10 minutes. Table 6-6 summarizes scheduled headways and spans of service by line at Largo Town Center Metro Station.

Table 6-6: Metrorail Frequency of Service at Largo Town Center Metro Station

Day	Period	Span of Service	Headway (Minutes)		
			Blue	Silver	Effective Headway
Weekday	Peak	5:00 AM to 9:30 AM/ 3:00 PM to 7:00 PM	12	6	4
	Midday	9:30 AM to 3:00 PM	12	12	6
	Evening	7:00 PM to 9:30 PM	12	12	6
	Late Night	9:30 PM to 12:00 AM <sup>a</sup>	20	20	10
Saturday	Daytime	7:00 AM to 9:30 PM	12	12	6
	Late Night	9:30 PM to 3:00 AM	20	20	10
Sunday	Daytime	7:00 AM to 9:30 PM	15	15	7.5
	Late Night	9:30 PM to 12:00 AM	20	20	10

<sup>a</sup> Service is extended to 3:00 AM on Fridays  
 Note: Effective headways are calculated by dividing an hour (60 minutes) by the total number of trains that are scheduled to serve the station during an hour. For example, 12 minute headway = 5 trains/hour, 6 minute headway = 10 trains/hour, 5+10 = 15 trains/hour and 60 ÷ 15 = 4 minute effective headways.  
 Source: WMATA (2014b)

Figure 6-23: Landover Study Area Metrorail Stations

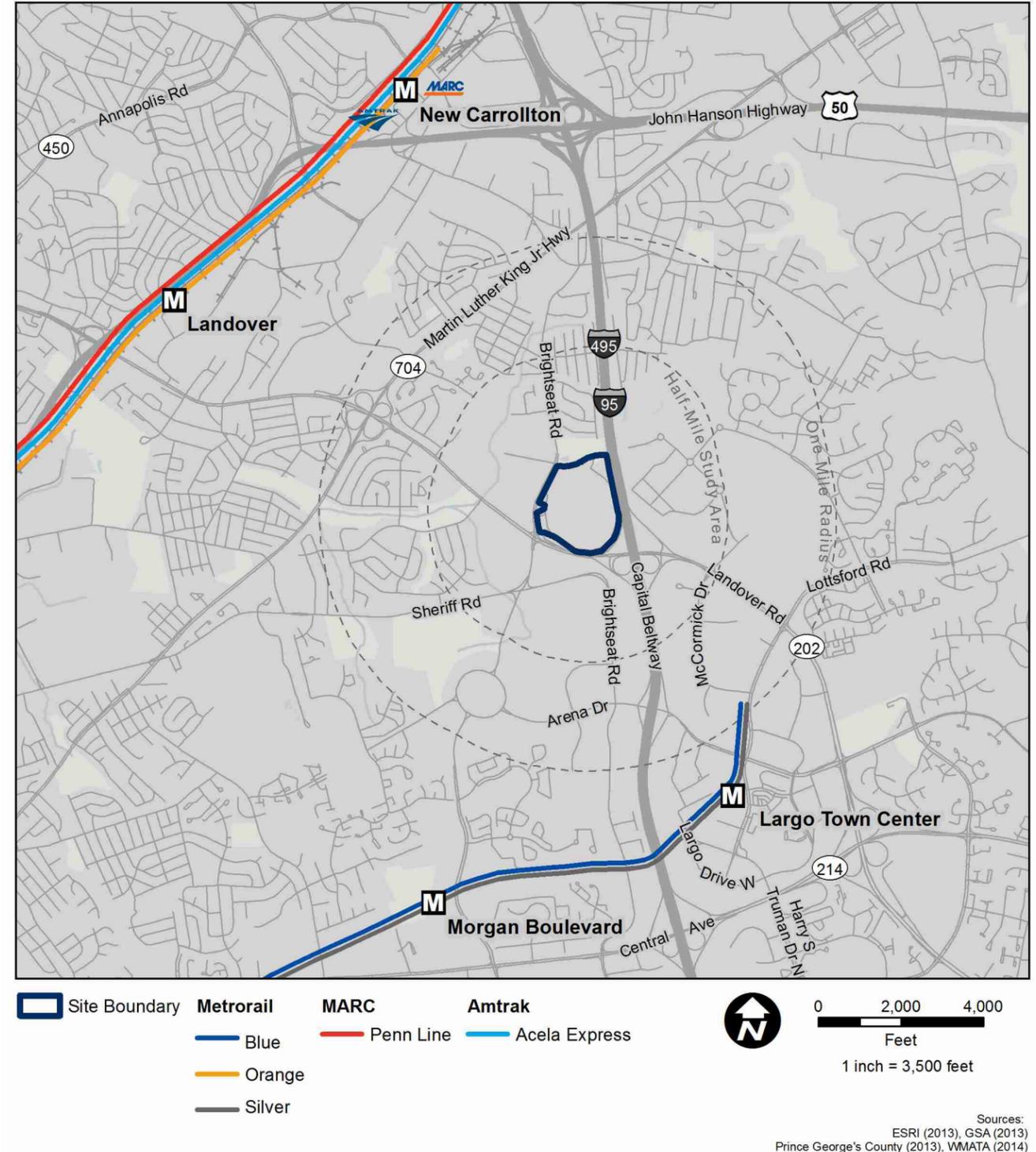
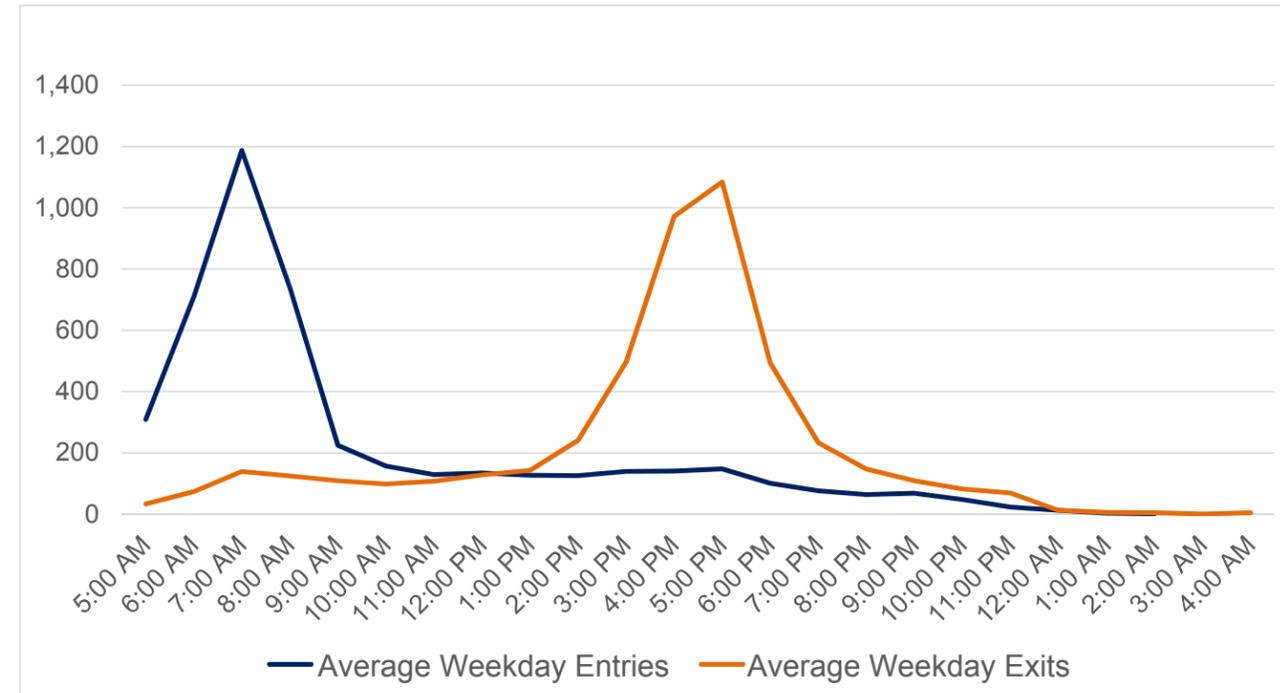


Figure 6-24: Average Weekday Entries and Exits by Hour at Largo Town Center Metro Station



Source: WMATA (2014k)

**AVERAGE WEEKDAY ENTRIES**  
 1,187 Entries during the AM peak hour  
 1,084 Exits during the PM peak hour

**Largo Town Center Metro Station Ridership**

Ridership details for Largo Town Center Metro Station were obtained from WMATA for October 2014. October data are commonly used by transit agencies for analysis because October is considered a stable month that is affected less by tourism, weather, and holidays than other months. Average weekday boardings (entries) at the station during this period totaled 4,740 passengers, and average weekday alightings (exits) totaled 4,911.

The peak entry hours at Largo Town Center Metro Station on weekdays are between 6:00 AM and 9:00 AM. The peak hour, 7:00 AM to 8:00 AM, had 1,187 entries. After 9:00 AM, entries steadily decrease and remain between 100 and 160 until 7:00 PM, when they decrease further. The large number of entries during the AM peak period compared to the PM peak period indicate that station serves suburban residents who commute to D.C. or other jurisdictions to the west.

Exits at Largo Town Center Metro Station peak between 4:00 PM and 6:00 PM. The peak hour, 5:00 PM to 6:00 PM, had 1,084 exits. After 6:00 PM, exits slowly drop through the remainder of the evening. Exits remain below 200 during most of the morning and midday periods. Figure 6-24 summarizes ridership by hour at Largo Town Center Metrorail Station.

At Largo Town Center Metro Station, weekday entries peak between 7 AM and 8 AM. Weekday exits peak between 5 PM and 6 PM.

**Largo Town Center Metro Station Capacity Analysis**

Section 3.10.4.3 describes the methods employed to evaluate Metro Station capacity analysis Largo Town Center Metro Station. The peak 15-minute period of total ridership activity (entries and exits) was between 5:00 PM and 5:15 PM. At Largo Town Center Metro Station, there are two sets of vertical elements, those between the platform and the mezzanine level, and those between the mezzanine level and the Kiss & Ride lot and the Park & Ride garage, which are located at street level. None of the vertical elements, faregates, and fare vending machines are above capacity, defined as a volume-to-capacity (v/c) ratio of 0.7 by WMATA. Additionally, there is sufficient capacity to accommodate the peak number of passengers on the station platform simultaneously at pedestrian level of service (LOS) B. Appendix D contains further details the Largo Town Center Metro Station capacity analysis.

The Landover TIA (Appendix D) contains more information on the Largo Town Center Metro Station infrastructure, mode of access, bus loop, peak 15-minute ridership by station entrance, Metrorail origin-destination data, and emergency evacuation analysis.

**LANDOVER PUBLIC TRANSIT AND PARKING**

- Public transportation facilities in the study area include Metrorail, commuter and local bus services, and limited carsharing services via 3 Enterprise vehicles at the Largo Town Center Metro Station.
- The site is located approximately 1.9 miles from the Largo Town Center and Morgan Boulevard Metro Stations and 2.4 miles from the Landover Metro Station, which serve the Blue and Silver lines and the Orange line, respectively.
- Parking near the Landover site includes restricted surface lots and on-street parking. On-street parking is limited to parallel parking in the study area and includes permit-only parking and non-restricted on-street parking.

Figure 6-25: Bus Routes Serving the Landover Study Area

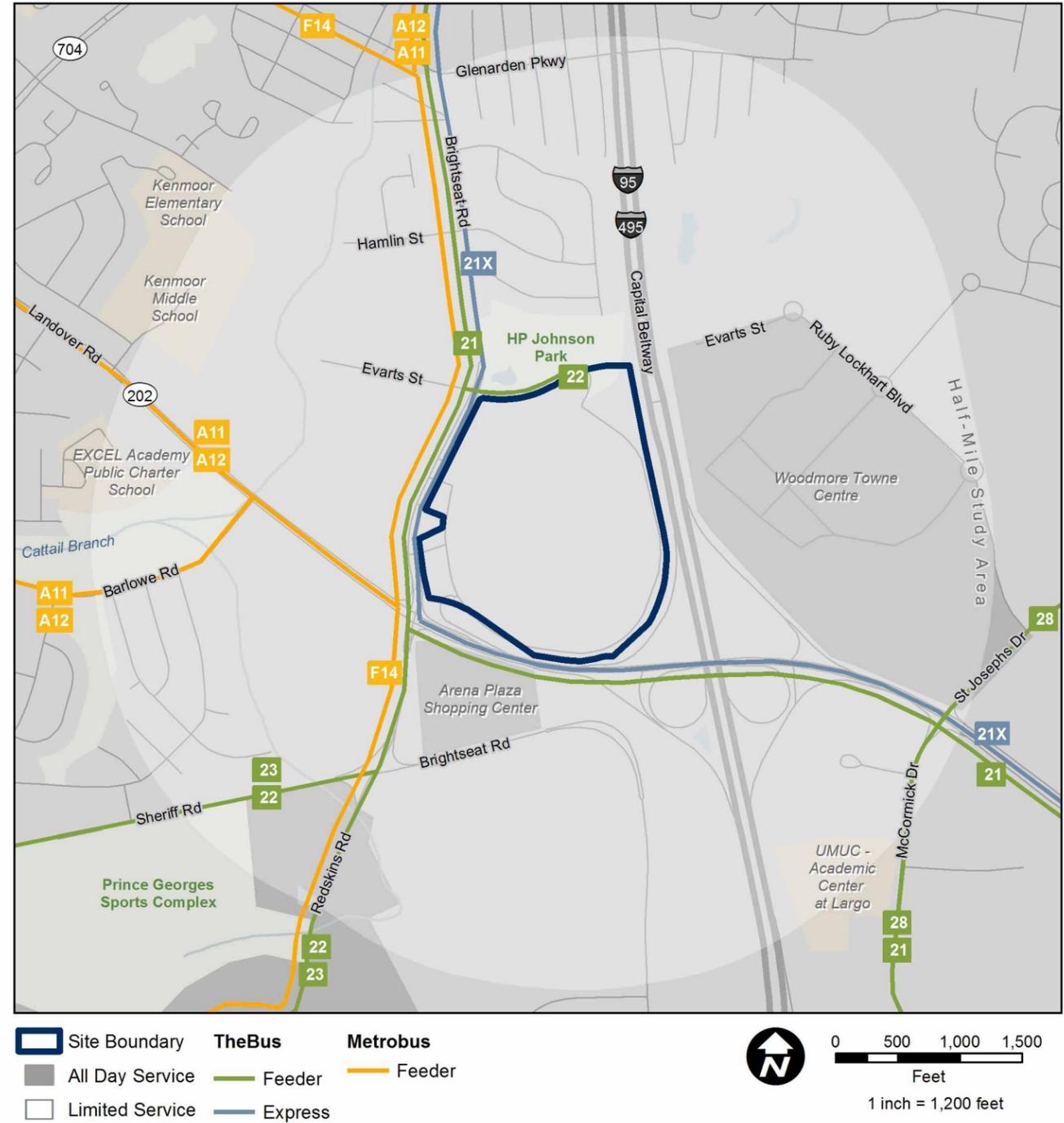


Table 6-7: Major Service Characteristics of Bus Routes Serving the Landover Study Area

Route	Agency	Description	Stop Serving Landover Site	Route Type	Major Destinations
21	TheBus	Upper Marlboro/ New Carrollton	Brightseat Road	Feeder	New Carrollton Metro Station, Largo Town Center Metro Station, Prince George's Community College, Equestrian Center
21X	TheBus	Prince George's Community College/ New Carrollton	Brightseat Road	Express	New Carrollton Metro Station, Prince George's Community College, Motor Vehicle Administration
22	TheBus	Morgan Boulevard/ Brightseat Road	Brightseat Road	Feeder	Morgan Boulevard Metro Station, Centre Point Office Park, Prince George's Sports Complex
23	TheBus	Seat Pleasant	Prince George's Sports Complex	Feeder	Addison Road Metro Station, Prince George's Sports Complex, Cheverly Metro Station, Seat Pleasant
28	TheBus	Inglewood Shuttle	9400 Peppercorn Place	Feeder	Largo Town Center Metro Station, Woodmore Towne Centre, Capital Centre
A11	WMATA	Martin Luther King Jr. Highway	Brightseat Road	Feeder	Capital Plaza, Prince George's Hospital, Seat Pleasant, Addison Road Metro Station
A12	WMATA	Martin Luther King Jr. Highway	Brightseat Road	Feeder	Capital Plaza, Prince George's Hospital, Landover Metro Station, Seat Pleasant, Addison Road Metro Station
F14	WMATA	Sheriff Road-Capitol Heights	Brightseat Road	Feeder	New Carrollton Metro Station, Seat Pleasant, Capitol Heights Metro Station, Addison Road Metro Station, Bradbury Heights, Fairfax Village, Naylor Road Metro Station

Source: WMATA (2014); Prince George's County (2013b)

**Bus: Local**

The Landover non-vehicular site study area is served by three WMATA Metrobus routes and four Prince George's County "TheBus" routes. All of these routes serve Metrorail stations in Prince George's County, including New Carrollton Station (Orange line), Morgan Boulevard Station (Blue and Silver lines), Addison Road Station (Blue and Silver lines), and Largo Town Center Station (Blue and Silver lines). TheBus Routes 21 and 22 both connect the New Carrollton Metro Station and the Largo Town Center Metro Station. Metrobus Routes A11 and A12 connect Prince George's Hospital and Seat Pleasant with the Addison Road Metro Station, while Route F14 connects the New Carrollton Metro Station, Seat Pleasant, the Naylor Road Metro Station, and the Capitol Heights Metro Station. Tables 6-7 and 6-8 and figure 6-25 summarize the major characteristics of the bus routes that serve the study area.

*Bus Frequency of Service*

Weekday headways (wait time between bus arrivals) and span of service (hours of operation) by route and direction are detailed by time period in table 6-9. TheBus routes typically operate between 6:00 AM and 7:00 PM on weekdays only. No weekend service is provided on any TheBus route. Headways on TheBus routes vary from 20 minutes on Route 21X during the midday period (9:00 AM to 3:00 PM) to 51 minutes on Route 21 in the southbound direction during the midday period.

Service on Metrobus routes varies, with certain routes operating on weekdays or weekends only. Route A11 operates on Saturday mornings only, Route A12 operates seven days per week, and Route F14 operates on weekdays (including the late night period) and Saturdays. Weekday headways on Metrobus routes vary from 20 minutes on Route A12 during the PM peak period (3:00 PM to 7:00 PM) to 51 minutes on Route F14 southbound during the midday period. Route A12 has the most service of all the routes serving the study area, with 99 weekday trips and weekend service.

**Ridership by Route**

Weekday ridership by route (see table 6-8) was available for the Metrobus routes that serve the study area. Overall, Route A12 had the highest ridership, with an average of 3,688 passenger boardings per day. Route F12 had slightly less, with slightly more than 3,000 passenger boardings per day. Metrobus route A11 does not provide weekday service, and therefore is not shown. TheBus did not provide ridership data for this report. Ridership by route and direction and stop level ridership can be found in the Landover TIA (Appendix D).

Table 6-8: Average Weekday Ridership by Bus Route Serving the Landover Study Area

Route	Agency	Description	Average Weekday Boardings
A12	WMATA	Martin Luther King Jr. Highway	3,688
F14	WMATA	Sheriff Road-Capitol Heights	3,035
21	TheBus	Upper Marlboro/New Carrollton	NA
21X	TheBus	Prince George's Community College/New Carrollton	NA
22	TheBus	Morgan Boulevard/Brightseat Road	NA
28	TheBus	Largo/Inglewood Shuttle	NA

Note: Ridership data unavailable for TheBus  
Source: WMATA (2014e)

Table 6-9: Frequency of Service on Bus Routes Serving the Landover Study Area

Route & Direction	Agency	Weekday							Saturday		Sunday		
		Headways (minutes)						Number of Trips	Span of Service	Headway (Minutes)	Span of Service	Headway (Minutes)	Span of Service
		4AM to 6AM	6AM to 9AM	9AM to 3PM	3PM to 7PM	7PM to 11PM	11PM to 4AM						
21 North	TheBus	-	26	45	34	-	-	22	6:08 AM to 7:03 PM	-	-	-	-
21 South	TheBus	1 trip	26	51	27	1 trip	-	25	5:55 AM to 8:02 PM	-	-	-	-
21X North	TheBus	-	-	20	24	3 trips	-	-	9:02 AM to 8:20 PM	-	-	-	-
21X South	TheBus	-	23	20	30	2 trips	-	-	6:55 AM to 7:50 PM	-	-	-	-
22 North	TheBus	-	36	40	40	-	-	20	6:00 AM to 7:10 PM	-	-	-	-
22 South	TheBus	-	36	40	40	-	-	20	6:00 AM to 7:09 PM	-	-	-	-
23 North	TheBus	-	30	30	30	2 trips	-	28	6:07 AM to 8:38 PM	-	-	-	-
23 South	TheBus	-	30	30	30	2 trips	-	28	6:00 AM to 7:10 PM	-	-	-	-
28 North	TheBus	-	40	40	40	-	-	20	6:00 AM to 7:10 PM	-	-	-	-
28 South	TheBus	-	40	40	40	-	-	20	6:00 AM to 7:10 PM	-	-	-	-
A11 South	WMATA	-	-	-	-	-	-	-	-	5:50 AM to 6:59 AM	69	-	-
A12 North	WMATA	30	23	28	20	30	75	49	4:55 AM to 1:20 AM	6:00 AM to 12:02 AM	45	7:10 AM to 11:06 PM	60
A12 South	WMATA	30	23	26	20	30	75	50	5:10 AM to 1:19 AM	6:25 AM to 12:03 AM	48	6:05 AM to 11:56 PM	60
F14 North	WMATA	30	30	45	34	60	-	29	4:39 AM to 9:48 PM	10:02 AM to 7:19 PM	51	-	-
F14 South	WMATA	40	30	51	34	3 trips	-	26	5:06 AM to 9:46 PM	9:30 AM to 6:53 PM	51	-	-

Source: WMATA (2014i); Prince George's County (2013b)

### **Bus Commuter**

There are currently no commuter bus routes that serve the study area.

### **Shuttles**

There are currently no shuttle bus routes that serve the study area.

### **Ridesharing (Slugging)**

There are currently no slug lines in the Landover study area.

### **Carsharing**

Previously, Zipcar was the only carshare company servicing the Landover study area, with four Zipcars parked at the Largo Town Center Metro Station (Zipcar 2015). Beginning on June 1, 2015, WMATA began a new partnership with Enterprise CarShare and ended its partnership with Zipcar (WMATA 2015b). Enterprise currently has three vehicles available at the Largo Town Center Metro Station (Enterprise Carshare 2015).

### **6.1.9.8 Parking**

Parking near the Landover site includes restricted surface lots and on-street parking. On-street parking is limited to parallel parking in the study area and includes permit-only parking and non-restricted on-street parking. Information about parking in the study area was gathered using 2012/2014 Google Maps and observations during a May 1, 2015, site visit that were focused on areas within 0.5 mile of the site (figure 6-26).

Within 0.5 mile of the Landover site, there are several restricted surface lots. Arena Plaza Shopping Center is located immediately to the south of the Landover site, east off of Brightseat Road. It has several hundred parking spots; however, the spots are permit parking only. According to signs on the property, if a vehicle is discovered on the premises without a permit, it will be towed. A partially paved field is also located off of Brightseat Road, across the street from the Arena Plaza Shopping Center south of the IAD Auto Dealership. The dealership does not allow parking for off-site visitors; however, the partially paved field is likely used for parking for large events at FedExField, but is otherwise marked as private property. Although a portion of the FedExField parking is also included in the 0.5-mile study area, more than half of the FedExField parking is more than 0.5 mile from the site to the south. This parking is restricted for stadium special event use only, and the parking lots are a combination of partially and fully paved surface lots. An apartment neighborhood located southwest of both the Landover site and the abandoned Arena Plaza Shopping Center also has surface parking along the drive aisles providing access to the apartment buildings. Parking in that location is only valid with a permit; cars without a permit will be towed. Some of the surface parking lots for the commercial buildings southwest of both the Landover site and the Arena Plaza Shopping Center are restricted to users (violators will be towed); however, some of the commercial lots do not have parking restrictions posted.

Although the Woodmore Towne Centre and the office buildings near the intersection of Landover Road and McCormick Drive are within 0.5 mile of the Landover site, the beltway acts as a barrier between the Landover site and these facilities and their parking lots. With no sidewalks along the stretch of Landover Road that crosses the Capital Beltway, it is unlikely people parking at these locations would walk to the Landover site, therefore these lots would not be considered as a possibility for parking.

North of the Landover site, on-street parking in the single family residential neighborhoods north of the Landover site (Girard Street, Hamlin Street, and streets north) does not appear to be restricted to certain users. H.P. Johnson Park, north of the site, has about ten non-handicapped spaces intended for users of the park, and it does not appear to be connected to Evarts Street via sidewalks. Paved parking lots just to the northeast of the site, south of Evarts Street, are fenced off and marked as private property. Palmer Park is another residential neighborhood that is partially located within the study area west of the site and north of FedExField. This neighborhood has available permitted street parking; however, the permit is enforced only on special event days at the football stadium. During the football off-season and days when an event is not occurring, the parking spots in the neighborhood are available. These parking spots were observed on Barlowe Road, Allendale Drive, Barlowe Place, and Ray Leonard Road.

Due west of the Landover site, approximately 40 surface parking spots are available at the Brightseat Liquor. The lot is 0.1-mile away from the Landover site and there are no parking restrictions posted. South of Brightseat Liquor, across Brightseat Road from the site is the Maple Ridge apartment complex. Based on site visits in March and April 2014, there are approximately 400 surface parking spots available in the apartment complex; however, the spots are restricted to use by Maple Ridge apartment complex residents, and cars without an appropriate apartment sticker will be towed. There is minimal on-street parking directly south of the Maple Ridge apartment complex on an unnamed side street that provides access to the apartment complex, across the street from the Old Landover Mall entrance on Brightseat Road. This street may be additional parking for the apartment complex, but there are no restriction signs posted. Also west of the Landover site, the surface parking lot at the New Home Baptist Church north of Landover Road is restricted for church users only.

As previously noted, most of the residential streets typically allow on-street parking without permits as shown in figure 6- 26. Although there are almost no expressly dedicated on-street parking spaces within the study area, some on-street parallel parking does exist along Sheriff Road at the very edge of the study area. Additionally, it appears that on-street parking is available along Evarts Street, just north of the Landover site. East of Brightseat Road, Evarts Street is two-lanes westbound and one extra wide lane eastbound with very little traffic. West of Brightseat Road, it appears vehicles may also park on Evarts Street if they park west of the “no parking” areas close to the intersection of Evarts Street and Brightseat Road, an area previously used for parking by residents of the adjacent apartment buildings that are no longer present.

### 6.1.9.9 Truck Access

The currently vacant Landover site does not receive regular truck traffic. When the site was formerly occupied, truck access to the Landover site was the same as the access for regular vehicles.

### 6.1.9.10 Traffic Analysis

Section 3.10.4.3 explains the analysis methodology, tools, concepts, and definitions for analyzing the traffic operations as well as the process used to analyze the study area intersections. The following section describes the traffic analysis results for the Existing Condition. The analysis for the freeways is performed in the Landover TIA (Appendix D).

The 24 Existing Condition intersections analyzed consisted of 21 signalized intersections and 3 unsignalized intersections.

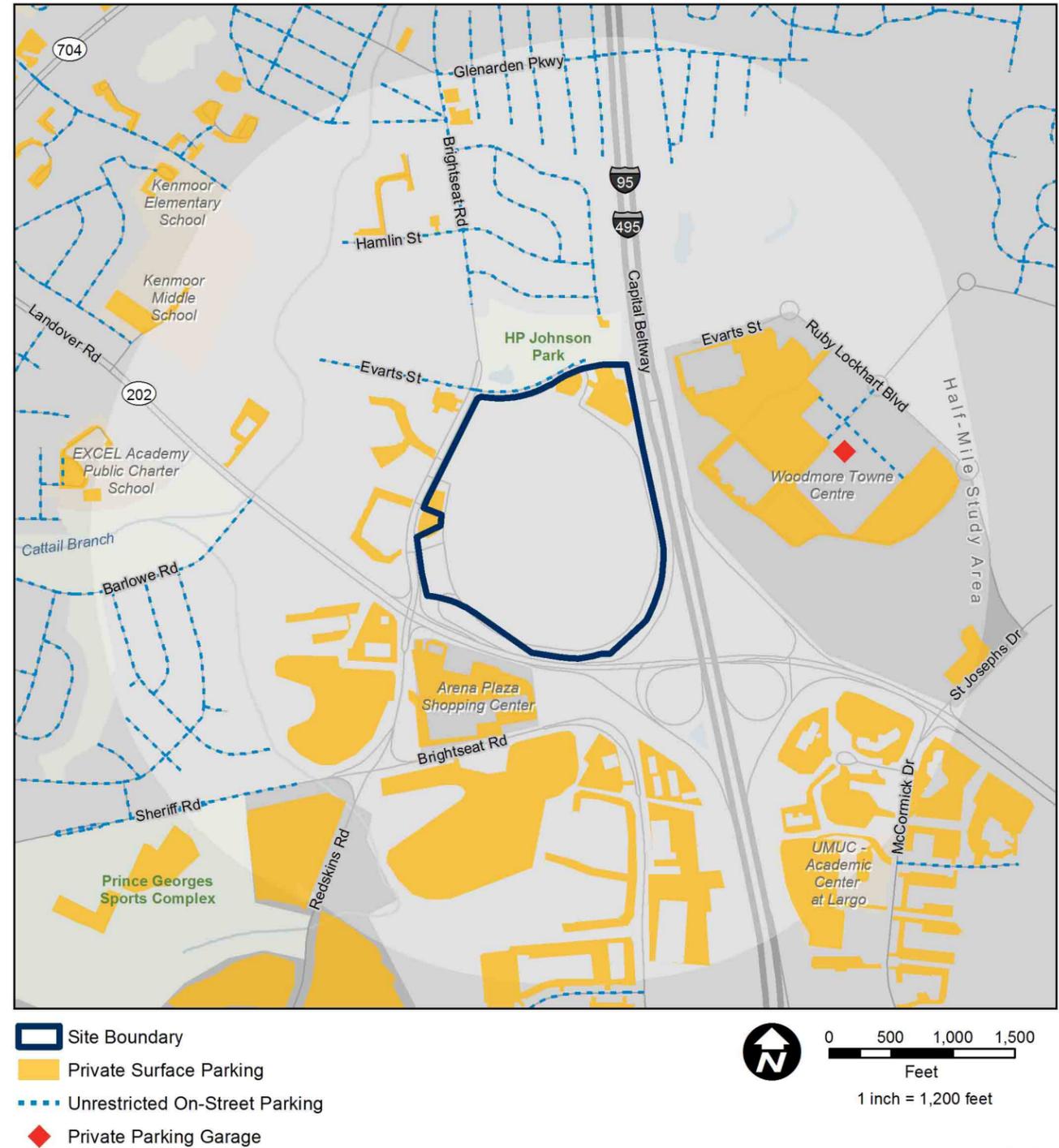
### Intersection Operations Analysis

Section 3.10.4.3 introduces the traffic analysis methods used for each study area intersection and which tools were used to obtain the results. Based on the Synchro™ and critical lane volume (CLV)-based Excel worksheet analysis, the majority of study intersections operate at acceptable overall conditions during the morning and afternoon peak hours. However, the following intersection in the study area operates with overall unacceptable conditions:

- Landover Road and Brightseat Road (Intersection #9) during the PM peak hour.
- Landover Road and Lottsford Road (Intersection #13) during the PM peak hour.
- Martin Luther King Jr. Highway and Ardwick Ardmore Road (Intersection #16) during the AM and PM peak hours.

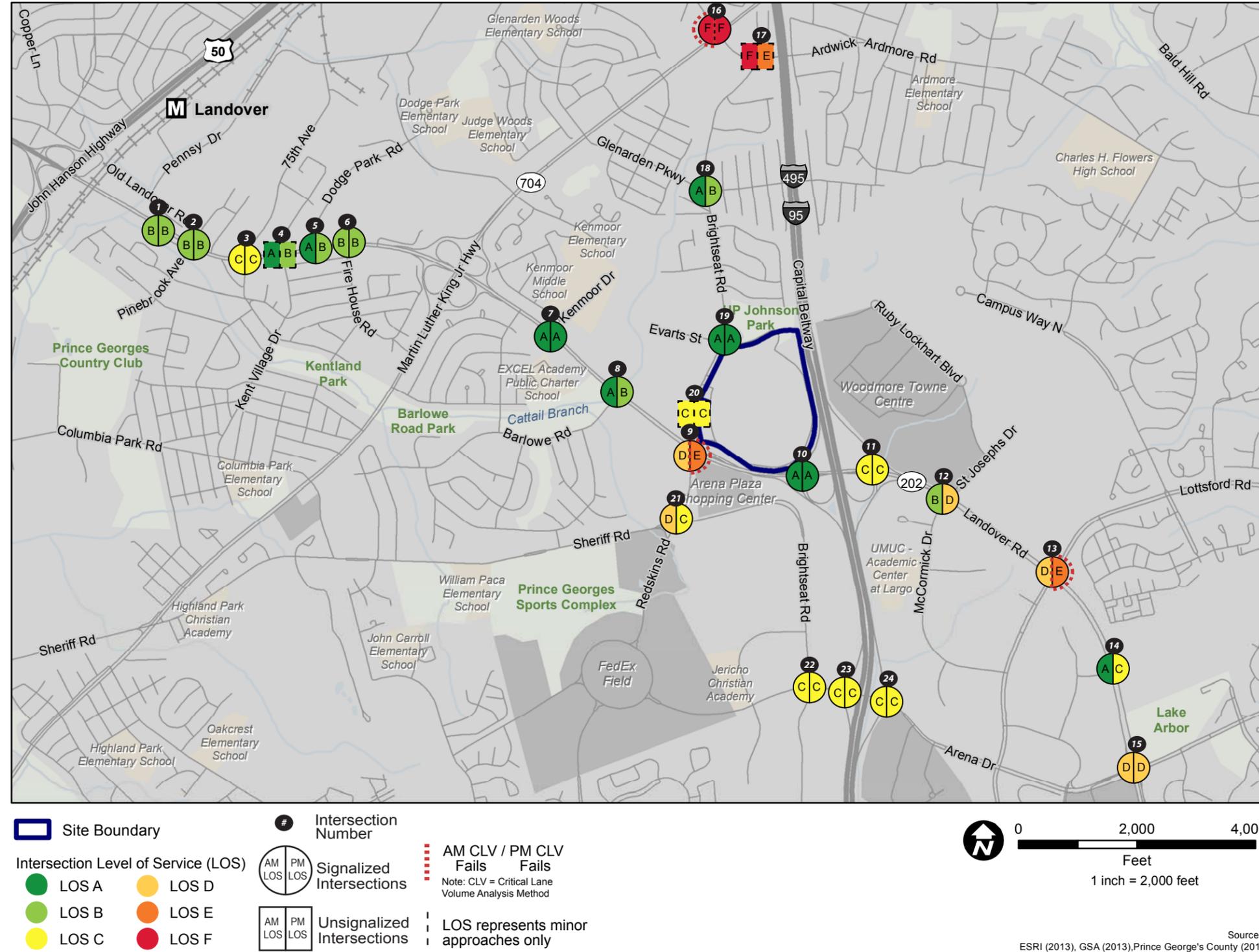
A total of 16 signalized intersections and one unsignalized intersection experience unacceptable conditions for one or more turning movements. The Landover TIA (Appendix D) contains a more detailed Existing Condition traffic operations analysis.

Figure 6-26: Parking in the Landover Study Area



Sources:  
ESRI (2013), GSA (2013)  
Prince George's County (2013), Google Maps (2015), Louis Berger (2015)

Figure 6-27: Landover Existing Condition Intersection LOS for AM and PM Peak Hours



The overall intersection LOS grade are depicted in figure 6-27 for AM and PM peak hours. Table 6-10 shows the results of the LOS capacity analysis and the intersection vehicle delay for the Existing Condition during the AM and PM peak hours.

### Intersection Queuing Analysis

Section 3.10.4.3 introduces the queuing analysis methods used for each study area intersection and which tools were used to obtain the results. Based on the Synchro™ and SimTraffic™ analysis, 11 signalized intersections would experience queuing lengths that would exceed the available storage capacity. The remaining intersections in the study area would provide sufficient storage for the anticipated demand. The Landover TIA (Appendix D) contains a more detailed Existing Condition traffic queuing analysis.

Table 6-10: Landover Existing Condition AM and PM Peak Hour Operations Analysis

#	Intersection	AM Peak Hour					PM Peak Hour				
		HCM 2000		CLV		Check	HCM 2000		CLV		Check
		Delay (sec/veh)	LOS	Critical Lane Volume	LOS		Delay (sec/veh)	LOS	Critical Lane Volume	LOS	
1	Landover Road & Old Landover Road (Signalized)	10.3	B	1,332	D	Pass	13.7	B	1,048	B	Pass
2	Landover Road & Pinebrook Avenue (Signalized)	11.1	B	1,082	B	Pass	18.5	B	1,268	C	Pass
3	Landover Road & Kent Town Place/75th Avenue (Signalized)	20.3	C	1,421	D	Pass	28.9	C	1,283	C	Pass
4	Landover Road & Kent Village Drive (TWSC)	0.2	-	N/A	N/A	Pass	0.2	-	N/A	N/A	Pass
5	Landover Road & Dodge Park Road (Signalized)	8.4	A	1,089	B	Pass	12.5	B	928	A	Pass
6	Landover Road & Fire House Road (Signalized)	14.7	B	1,110	B	Pass	18.6	B	1,182	C	Pass
7	Landover Road & Kenmoor Drive (Signalized)	7.6	A	883	A	Pass	6.1	A	873	A	Pass
8	Landover Road & Barlowe Road (Signalized)	8.0	A	848	A	Pass	10.9	B	961	A	Pass
9	Landover Road & Brightseat Road (Signalized)	43.3	D	1,141	B	Pass	59.2	E	1,489	E	Fail
10	Landover Road & I-95/I-495 Southbound On-Ramp (Signalized)	1.3	A	711	A	Pass	3.8	A	1,237	C	Pass
11	Landover Road & I-95/I-495 Northbound Off-Ramp (Signalized)	31.6	C	1,352	D	Pass	32.1	C	1,328	D	Pass
12	Landover Road & St. Joseph's Drive/McCormick Drive (Signalized)	18.7	B	900	A	Pass	42.6	D	1,106	B	Pass
13	Landover Road & Lottsford Road (Signalized)	46.1	D	1,264	C	Pass	59.0	E	1,244	C	Fail

#	Intersection	AM Peak Hour					PM Peak Hour				
		HCM 2000		CLV		Check	HCM 2000		CLV		Check
		Delay (sec/veh)	LOS	Critical Lane Volume	LOS		Delay (sec/veh)	LOS	Critical Lane Volume	LOS	
14	Landover Road & Technology Way (Signalized)	3.8	A	1,022	B	Pass	33.3	C	1,176	C	Pass
15	Landover Road & Arena Drive/Lake Arbor Way (Signalized)	39.3	D	1,033	B	Pass	35.2	D	1,053	B	Pass
16	Martin Luther King Jr Highway & Ardwick-Ardmore Road (Signalized)	115.1	F	1855.0	F	Fail	80.7	F	1,453	E	Fail
17	Brightseat Road & Ardwick-Ardmore Road (TWSC)	209.8	-	N/A	N/A	Fail	12.5	-	N/A	N/A	Pass
18	Brightseat Road & Glenarden Parkway (Signalized)	9.8	A	492	A	Pass	10.6	B	527	A	Pass
19	Brightseat Road & Evarts Street (Signalized)	1.7	A	261	A	Pass	2.1	A	308	A	Pass
20	Brightseat Road & Entrance to Old Landover Mall (Ent to OLM)/Maple Ridge Apartments Access Road (MRA Access Rd) (TWSC)	0.9	-	N/A	N/A	Pass	0.8	-	N/A	N/A	Pass
21	Brightseat Road/Redskins Road & Sheriff Road/Brightseat Road (Signalized)	37.1	D	396	A	Pass	33.8	C	580	A	Pass
22	Brightseat Road & Arena Drive (Signalized)	20.7	C	1,066	B	Pass	23.5	C	1,425	D	Pass
23	Arena Drive & I-95/I-495 Southbound Ramps (Signalized)	20.4	C	708	A	Pass	26.6	C	1,089	B	Pass
24	Arena Drive & I-95/I-495 Northbound Ramps (Signalized)	22.0	C	918	A	Pass	23.8	C	1,096	B	Pass

Notes:

LOS = Level of Service

TWSC = Two-way STOP-Controlled unsignalized intersection (TWSC intersections do not have an overall LOS)

Delay is Measured in Seconds Per Vehicle.

Red cells denote intersections operating at unacceptable conditions.

**LANDOVER GREENHOUSE GAS EMISSIONS AND AIR QUALITY**

- Prince George’s County is within the same airshed (AQCR 47) as the JEH parcel.
- An AQI (Air Quality Index) over 300 has not been recorded in the area in the 2010-2014 period.

**LANDOVER NOISE**

- Maximum sound levels are established in the City of Hyattsville Charter and Code, which are applicable for the day and night in specific land uses.
- The Landover site exists within a semi-developed urban area, and the primary noise sources include vehicular traffic along I-495, activities stemming from events at FedExField, and from both the Arena Plaza and Woodmore Towne Centre commercial areas.

**6.1.10 Greenhouse Gas Emissions and Air Quality**

**6.1.10.1 Global Climate Change and Greenhouse Gases**

The affected environment for greenhouse gases (GHG) and climate change for the Landover site is the same as described for the JEH parcel in section 4.1.10.

**6.1.10.2 Air Quality**

Prince George’s County is within the same airshed (Air Quality Control Region [AQCR] 47) as the JEH parcel. All airshed-wide indicators are provided in section 3.11.2. Data specific to Prince George’s County is provided in section 5.1.10. As discussed in section 3.11.2, the Landover site is located in a nonattainment area for the 8-hour ozone (O<sub>3</sub>) standard and a maintenance area for particulate matter (PM<sub>2.5</sub>) and carbon monoxide (CO).

**6.1.11 Noise**

Noise at the Landover site is regulated by the City of Hyattsville Charter and Code Chapter 79 – Noise. The city noise ordinance permits construction noise, including the delivery and operation of machinery, from 8:00 AM to 8:00 PM on weekdays, provided that such activity does not exceed a level of 90 A-weighted decibels (dBA), for properties that hold all applicable and necessary building permits (City of Hyattsville 2014). Maximum sound levels are established in the City of Hyattsville Charter and Code (Chapter 79; Section 792), which are applicable for the day and night in specific land uses, as shown in table 6-11.

The Landover site exists within a semi-developed urban area. The primary noise sources within the area include the vehicular traffic along I-495, activities stemming from events at FedExField, and from both the Arena Plaza and Woodmore Towne Centre commercial areas. The site itself was the former Landover Mall and is currently vacant; all previously existing buildings have been demolished and no noise is currently generated at the site.

Sensitive noise receptors in the study area include H.P. Johnson Park directly adjacent to the site to the north and multi-family and single-family residences directly adjacent to the north and west of the parcel.

**6.1.12 Infrastructure and Utilities**

The following sections describe the affected environment for infrastructure and utilities for the Landover site. Infrastructure and utilities include water, wastewater, electric power, natural gas, telecommunications, and stormwater management.

**6.1.12.1 Water Supply**

Water service for the Landover site is provided by Washington Suburban Sanitary Commission (WSSC). A description of the WSSC system is provided in section 5.1.12.1. The Landover site is currently served by a 12-inch connection to the 8-inch water main along Brightseat Road and a 12-inch connection to the 42-inch water main that runs through the southwestern corner of the site, and has an associated 50 foot easement. There also a 60-inch transmission line with an associated a 50-foot easement along the eastern boundary of the site, and an 84-inch transmission main east of I-495. WSSC indicated site pressures are estimated to be between 45 and 55 psi (WSSC 2015d).

Table 6-11: Hyattsville, Maximum Noise Levels

Land Use	Maximum Noise Level (dBA)	
	Daytime (8:00 AM to 8:00 PM)	Nighttime (8:00 PM to 8:00 AM)
Residential	60	50
Commercial	67	62
Industrial	75	75

Source: City of Hyattsville (2014)

### **6.1.12.2 Wastewater Collection and Treatment**

Wastewater service for the Landover site is also provided by WSSC. A description of the WSSC sanitary service area is provided in section 5.1.12.2. Wastewater from the Landover site is conveyed to the Blue Plains Advanced Wastewater Treatment Plant (AWTP) for treatment. Wastewater from the site is conveyed to a 10-inch gravity sewer along Brightseat Road, then proceeds westward through various sized gravity sewers and discharges into a 48-inch trunk line adjacent to Beaverdam Creek. This trunk line then conveys the flow to the Anacostia No. 2 pump station and storage facility (WSSC 2015d). An existing 6-inch sewer along Brightseat Road and ten-inch sewer along Evarts Street are available for future tie-in, and drain to the same basin.

### **6.1.12.3 Electric Power**

The current electric power service for the Landover site is provided by PEPCO. A description of the PEPCO service area is provided in section 5.1.12.3. The Landover site lies within a 13-kilovolt (kV) distribution network, and there are existing overhead power lines along Brightseat Road and Landover Road (Route 202). The closest substation, the Lanham substation, is part of the 13kV distribution system.

### **6.1.12.4 Natural Gas**

Washington Gas is the sole natural gas purveyor in the region. A description of the history of the service area is provided in section 4.1.12.4. Gas service is currently provided to the site from the west via a 12-inch line with an operating pressure of 50 psi. Based on information obtained from Washington Gas, this line is fed from a 16-inch gas main along Brightseat Road that is supplied by a 24-inch main along Landover Road. Both of these natural gas mains also operate at 50 psi. According to available mapping, there appears to be an existing distribution system on-site ranging from 2 inches to 8 inches in diameter (Washington Gas 2015b).

### **6.1.12.5 Telecommunications**

Verizon, RCN, Cox, and Comcast are the major telecommunications service providers in the Washington metropolitan region. However, it should be noted that more than 100 companies have applied for and received authority to offer service in Maryland. Verizon is currently providing cable service in many areas of the county (Prince George's County 2013c).

Verizon has overhead service on Route 202 and Brightseat Road that could service the site (Brunton 2014). The nearest secure fiber service is along John Hanson Highway (U.S. Route 50) approximately 1.5 miles north of the site.

### **6.1.12.6 Stormwater Management**

Prince George's County regulates stormwater management and maintains infrastructure, as described in section 5.1.12.6. The Landover site is almost completely impervious (90 percent) and has an extensive stormwater collection system that discharges off-site at various locations around the perimeter. The site lies within the area of the Landover Gateway Sector Plan of 2009 that, according to the Expression of Interest dated December 17, 2013, has an approved Storm Drain, Fine Grading and Sediment Control Plan and Natural Resources Inventory Plan (Prince George's County 2013e).

Prince George's County is considered a large MS4 regulated area and has a Phase I National Pollutant Discharge Elimination System (NPDES) permit (11-DP-3314 MD0068284) for stormwater discharges from the MS4. This permit requires the county to reduce stormwater runoff related pollutants through watershed mapping; watershed assessments; management programs for stormwater, erosion and sediment control, illicit discharges; public outreach; restoration projects; and funding (MDE).

### **LANDOVER INFRASTRUCTURE AND UTILITIES**

- Water and wastewater service for the Landover site is provided by WSSC.
- The current electric power service for the Landover site is provided by PEPCO.
- Washington Gas is the sole natural gas purvey in the region.
- Verizon, RCN, Cox, and Comcast are the major telecommunications service providers in the Washington metropolitan region, however, Verizon is currently providing cable service in many areas of the Prince George's County.

## 6.2 Environmental Consequences

### LANDOVER GEOLOGY & TOPOGRAPHY ENVIRONMENTAL CONSEQUENCES SUMMARY

**No-action Alternative:** No measurable impacts.

**Landover Alternative:** Direct, short- and long-term, adverse impacts.

### LANDOVER SOILS ENVIRONMENTAL CONSEQUENCES SUMMARY

**No-action Alternative:** No measurable impacts.

**Landover Alternative:** Direct, short-term, adverse impacts.

The following sections describe the environmental consequences of the Landover Alternative. Both direct and indirect impacts are evaluated under the Landover Alternative for each resource topic. The evaluation of these impacts use the No-action Alternative as a baseline for comparison. Under the No-action Alternative at Landover, the former Landover Mall would remain as a vacant site. While the Prince George's County Office of Economic Development has advocated for redevelopment of the site, there are no other development approvals. This EIS assumes there would be no substantial changes from the existing condition.

To comprehensively understand the impacts of the Proposed Action, the impacts described in this chapter would be paired with the indirect impacts caused by the future redevelopment of the JEH parcel. Descriptions of the No-action Alternative as well as the Landover Alternative and the RFDS's at the JEH parcel can be found in section 2.4.4. The impacts at the JEH parcel are described in section 4.2.

### 6.2.1 Earth Resources

The following sections describe the environmental consequences for earth resources under both the No-action Alternative at Landover and the Landover Alternative.

#### EARTH RESOURCES ASSESSMENT OF SIGNIFICANCE

Impacts to earth resources would not result in significant impacts, as defined in section 3.2.3.

#### Geology and Topography

##### No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to either geology or topography because there are no approved plans for future redevelopment that would disturb geologic features or alter the topography.

##### Landover Alternative

Under the Landover Alternative, there would be no measurable long-term impacts to topography at the Landover site. Re-grading of the site would occur during construction to remove soil and demolition debris and to accommodate the consolidated FBI HQ campus; however, the site's topography would remain relatively unchanged once construction is complete. There would be direct, short-term, adverse impacts during the construction period, as the existing topography would be regraded to accommodate a consolidated FBI HQ campus.

Land disturbance associated with development of a consolidated FBI HQ would directly impact geology. Construction activities would impact geology primarily through excavation, grading, leveling, filling, compaction, the drilling of footers, and the installation of below-grade campus components. The geologic features at the site have been previously disturbed and their natural composition altered by the previous construction of the Landover Mall facilities, and as such, the consolidation of FBI HQ would not affect any features that have not been previously impacted. Given the fact that there would not be a substantial change in site characteristics at the Landover site, there would be direct, long-term adverse impacts to geologic features, however these impacts would be minimal.

#### Transportation Mitigations

There would be no measurable long-term impacts to topography associated with required traffic mitigation measures because the recommended improvements are not expected to noticeably alter existing topography. There would be direct, short-term impacts to topography associated with any regrading and disturbance to slopes along roadways requiring improvements during construction.

Construction along approximately 1,890 linear feet of roadways requiring substantial widening, including along Landover Road, Brightseat Road, and the construction of a new connector road connecting the site south access to Brightseat Road, as shown in figure 6-40, would have the potential to disturb intact geologic features. With the exception of the new connector road, the potential impacts to geology in these areas would be minimal because they would occur within previously disturbed areas adjacent to existing roadways. There would be approximately 400 linear feet of new roadway construction associated with the site south access connector road that would pass through relatively undisturbed land. Given the small area of new disturbance, there would be no impacts to significant geologic features. Therefore, any impacts to geology associated with traffic mitigation measures would be direct, long-term, and adverse.

### 6.2.1.1 Soils

#### No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to soils because there are no approved plans for future redevelopment that would alter soil conditions.

#### Landover Alternative

The soils within the Landover site have been previously altered by commercial development and are classified as Urban soil associations. Furthermore, 90 percent of the site is currently covered by impervious surfaces. Construction activities would temporarily impact soils primarily through excavation, grading, leveling, filling, compaction, the drilling of footers, and the installation of below-grade campus components. The majority of the potential impacts to soil resources are short term, limited in geographic extent, and associated with the construction phase only. Soils at the site have been previously disturbed, their natural composition altered, and all productivity removed by historic construction activities. Therefore, under the Landover Alternative, there would be no impacts to previously undisturbed soils.

During construction, there would be direct, short-term, adverse impacts resulting from soil disturbance that would temporarily expose soils and potentially lead to increased erosion from stormwater runoff. Stormwater runoff carrying sediment could enter the MS4 stormwater system and discharge downslope to Cattail Branch, a tributary of the Anacostia River, leading to impacts to water quality within the watershed. This potential for adverse impacts stemming from erosion would be minimized by compliance with applicable regulations required under local, state, and Federal law, and the implementation of required sediment and erosion control plans, stormwater pollution prevention plans, and best management practices (BMPs), as described in section 3.3. 4.

In addition to the short-term impacts from construction activities, the establishment of landscaped and vegetated areas would reduce the overall amount of impervious surface and erosion potential at the site and could result in improved soil productivity. Based on the conceptual site plans, there would be a 43 percent increase in the amount of pervious surface across the site. This increase in pervious surface cover creates opportunities for improving infiltration and soil productivity. Soils may require improvement and/or stormwater BMPs implemented to increase infiltration.

#### Transportation Mitigations

Construction along approximately 1,890 linear feet of roadways requiring substantial widening, including along Landover Road, Brightseat Road, and the construction of a new connector road connecting the site south access to Brightseat Road, as shown in figure 6-40,, as shown in figure 6-40, would have the potential to disturb soils during construction. With the exception of the new connector road, the potential impacts to soils in these areas would be minimal because they would occur within previously disturbed areas adjacent to existing roadways. There would be approximately 400 linear feet of new roadway construction associated with the site south access connector road that would pass through relatively undisturbed land. This land is classified as Udorthents, highway and further detailed study would be required to understand its erosion potential and engineering properties. Over the long-term, it is expected that the engineering and design of the improvements would minimize any continuing adverse impacts to the extent that they are not measurable.

### 6.2.2 Water Resources

The following sections describe the environmental consequences for water resources under both the No-action Alternative at Landover and the Landover Alternative.

#### WATER RESOURCES ASSESSMENT OF SIGNIFICANCE

Impacts to water resources would not result in significant impacts, as defined in section 3.3.3.

#### 6.2.2.1 Surface Water

##### No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to surface water because there are no surface water features on the site.

##### Landover Alternative

No surface waters occur within the site. Therefore, there would be no measurable long-term impacts to surface water as a result of the Landover Alternative.

However, there could be direct, short-term, adverse impacts to surface water. During construction, soils would be temporarily exposed, which would increase the potential for the transport of sediment into Cattail Creek and other downstream surface waters. Operation of construction equipment would increase the likelihood of accidental leaks or spills of fuel, lubricants, or other materials which could contaminate nearby surface water. Soil disturbance and the use of construction equipment would increase the potential for the transport of sediments or contaminated solids into surrounding surface waters and increase sediment loading.

#### LANDOVER SURFACE WATER ENVIRONMENTAL CONSEQUENCES SUMMARY

**No-action Alternative:** No measurable impacts.

**Landover Alternative:** No measurable impacts.

**LANDOVER HYDROLOGY  
ENVIRONMENTAL CONSEQUENCES  
SUMMARY**

 **No-action Alternative:** No measurable impacts.

 **Landover Alternative:** Direct, short-term, adverse impacts and direct, long-term, beneficial impacts.

Construction activities would be subject to stormwater, sediment and erosion control, and other regulations that would avoid adverse impacts to surface water. Because the extent of land disturbance on-site during construction would be greater than 5,000 SF, sediment and erosion control and stormwater management BMPs, as required under NPDES construction activity permit, including non-structural BMPs and other environmental site design techniques would be required. The Chesapeake Bay Total Maximum Daily Load for Maryland outlines targets which limit allowable sediment loads in order to meet state water quality standards. Sediment targets would be met through a focus on the implementation strategies outlined in Maryland's Chesapeake Bay Watershed Implementation Plan. Compliance with NPDES permits, stormwater and sediment and erosion control plans, and implementation of BMPs would minimize adverse impacts to surface waters to the extent they would not be measurable.

*Transportation Mitigations*

Construction along approximately 1,890 linear feet of roadways requiring substantial widening, including along Landover Road, Brightseat Road, and the construction of a new connector road connecting the site's south access to Brightseat Road, as shown in figure 6-40, would have the potential to adversely impact surface water. Impacts would be minimized because construction activities would conform to existing regulations and BMPs and would occur within previously disturbed areas adjacent to existing roadways, with the exception of approximately 400 feet of new roadway construction associated with the site's south access connector road. Over the long-term, it is expected that the engineering and design of the improvements would minimize any continuing adverse impacts to the extent that they are not measurable. Therefore, there would be no measurable impacts to surface water from the recommended traffic mitigation measures.

**6.2.2.2 Hydrology**

**No-action Alternative**

Under the No-action Alternative at the Landover site, there would be no measurable impacts to hydrology because the existing hydrology would not be altered.

**Landover Alternative**

There would be direct, short-term, adverse impacts to stormwater hydrology as a result of the temporary alteration of the existing stormwater drainage pattern during construction. Construction activities would disturb the site and temporarily alter existing stormwater drainage patterns. The conceptual site plans would increase the amount of pervious surface on the site by 34.3 acres (43 percent of total site acreage) resulting in a total of 42 pervious acres (52.8 percent of total site acreage). Over the long-term, this increase in pervious area would increase the infiltration of stormwater and reduce stormwater runoff volume leaving the Landover site, therefore beneficially impacting hydrology.

*Transportation Mitigations*

Construction along approximately 1,890 linear feet of roadways requiring substantial widening, including along Landover Road, Brightseat Road, and the construction of a new connector road connecting the site's south access to Brightseat Road, as shown in figure 6-40, would have the potential to adversely impact hydrology water during construction as a result of temporary changes and interruptions to existing hydrology. The potential impacts to would be minimized because construction would generally occur within previously disturbed areas adjacent to existing roadways and would be subject to permitting and regulatory requirements that would minimize adverse impacts to water quality. Approximately 400 feet of new roadway construction associated with the site's south access connector road would be constructed in a previously undisturbed area, which would contribute to an incremental increase in stormwater runoff within the watershed. Over the long-term, the implementation of recommended traffic mitigations are not expected to noticeably alter hydrologic processes within the study area.

**6.2.2.3 Groundwater**

**No-action Alternative**

Under the No-action Alternative at the Landover site, there would be no measurable impacts to groundwater because existing groundwater resources would not be altered.

**Landover Alternative**

Under the Landover Alternative, there could be direct, short-term, adverse impacts to groundwater. Construction has the potential to disturb groundwater and introduce contaminants. The presence of shallow groundwater within the site may require dewatering operations to facilitate excavation and grading activities during construction. Potential impacts to local groundwater resources include modification of groundwater levels through drawdown or diversion of flow. Under groundwater quality standards, MDE or local agencies issue permits for activities with the potential to introduce contaminants to groundwater. These include permits for groundwater discharge, hazardous and solid waste management, and stormwater management (MDE 2012). If the construction of a consolidated FBI HQ at the Landover site require discharge of groundwater from dewatering activities, authorization under an NPDES permit and applicable requirements related to water quality concerns would be required. Compliance with the NPDES General Construction Permit, stormwater pollution prevention plan, and stormwater BMPs would prevent or minimize possible pollutant loading to groundwater and protect groundwater quality during construction. Implementation of BMPs and low-impact development (LID) measures would improve groundwater quality and allow for stormwater infiltration and groundwater recharge. There would be direct, long-term, beneficial impacts as a result of improved groundwater recharge and protection of water quality.

### Transportation Mitigations

Construction along approximately 1,890 linear feet of roadways requiring substantial widening, including along Landover Road, Brightseat Road, and the construction of a new connector road connecting the site's south access to Brightseat Road, as shown in figure 6-40, could have the potential to adversely impact shallow groundwater resources. The potential impacts in these areas would be minimized to the extent they are not measurable because construction would generally occur within previously disturbed areas adjacent to existing roadways and would be subject to permitting and regulatory requirements that would minimize adverse impacts to water quality. Approximately 400 feet of new roadway construction associated with the site's south access connector road is currently undisturbed and the existing level of quality of groundwater in this area is unknown. Further study would be required to categorize potential adverse impacts to groundwater associated with this construction. Over the long-term, the implementation of recommended traffic mitigations are not expected to alter groundwater within the study area.

### 6.2.2.4 Wetlands

#### No-action Alternative

Under the No-action Alternative at the Landover site, no measurable impacts to wetlands are anticipated because there are no wetlands present on the Landover site.

#### Landover Alternative

Under the Landover Alternative, there would be no measurable impacts to wetlands at the Landover site, because no wetlands are present on the site or in the vicinity of any recommended transportation mitigations.

### 6.2.2.5 Floodplains

#### No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to floodplains because there would continue to be no floodplains present on the Landover site.

#### Landover Alternative

Under the Landover Alternative, there would be no measurable direct impacts to floodplains at the Landover site, because no floodplains are present on the site or in the vicinity of any recommended transportation mitigations.

### 6.2.3 Biological Resources

The following sections describe the environmental consequences for biological resources under both the No-action Alternative at Landover and the Landover Alternative.

#### BIOLOGICAL RESOURCES ASSESSMENT OF SIGNIFICANCE

Impacts to biological resources would not result in significant impacts, as defined in section 3.4.3.

#### 6.2.3.1 Vegetation

##### No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to vegetation because there would be no changes to existing vegetation.

##### Landover Alternative

Under the Landover Alternative, there would be no measurable short-term impacts to vegetation. The small amount of existing vegetation on the site would be removed prior to the construction of a consolidated FBI HQ. Over the long-term, vegetation, including trees, shrubs, and grasses, would be reintroduced to portions of the previously disturbed and currently impervious portion of the site. This would result in direct, long-term, beneficial impacts to vegetation at the Landover site as a result of the improvement in the quality and quantity of vegetation.

#### LANDOVER WETLANDS ENVIRONMENTAL CONSEQUENCES SUMMARY

 **No-action Alternative:** No measurable impacts.

 **Landover Alternative:** No measurable impacts.

#### LANDOVER FLOODPLAINS ENVIRONMENTAL CONSEQUENCES SUMMARY

 **No-action Alternative:** No measurable impacts.

 **Landover Alternative:** No measurable impacts.

#### LANDOVER VEGETATION ENVIRONMENTAL CONSEQUENCES SUMMARY

 **No-action Alternative:** No measurable impacts.

 **Landover Alternative:** Direct, long-term, beneficial impacts; direct, long-term, adverse impacts.

**LANDOVER AQUATIC SPECIES ENVIRONMENTAL CONSEQUENCES SUMMARY**

 **No-action Alternative:** No measurable impacts.

 **Landover Alternative:** No measurable impacts.

**LANDOVER TERRESTRIAL SPECIES ENVIRONMENTAL CONSEQUENCES SUMMARY**

 **No-action Alternative:** No measurable impacts.

 **Landover Alternative:** Direct, short-term, adverse impacts; direct, long-term, beneficial and adverse impacts.

*Transportation Mitigations*

Construction along approximately 1,890 linear feet of roadways requiring substantial widening, including along Landover Road, Brightseat Road, and the construction of a new connector road connecting the site south access to Brightseat Road, as shown in figure 6-40, would require the permanent removal of vegetation along the side(s) of the affected roadway to accommodate the recommended road improvements. The majority of the affected vegetation would consist of grasses; however, the construction of the new connector road would convert an approximately 400 linear feet of forested area to roadway. Therefore, impacts to vegetation associated with traffic mitigation measures would be direct, long-term, and adverse.

**6.2.3.2 Aquatic Species**

**No-action Alternative**

Under the No-action Alternative at the Landover site, there would be no measurable impacts to aquatic species because there are no approved plans for future redevelopment that would impact water quality and therefore the health of aquatic habitat.

**Landover Alternative**

Under the Landover Alternative, there would be no measurable impacts to aquatic species because there are no surface water bodies or aquatic species present in proximity of the site. While warmwater fish occurrences in the watershed (Golden 2015) could be impacted by a decline in water quality from increased sediment and pollution loading during the construction period, the absence of these habitats in proximity to the site and the recommended transportation mitigations would indicate that any contaminated stormwater would infiltrate nearby soils or be captured in stormwater infrastructure before the impact to aquatic species would occur.

**6.2.3.3 Terrestrial Species**

**No-action Alternative**

Under the No-action Alternative at the Landover site, there would be no measurable impacts to terrestrial species because there are no approved plans for future redevelopment that would impact terrestrial habitat.

**Landover Alternative**

Under the Landover Alternative, there would be a range of direct impacts to terrestrial wildlife at the Landover site as a result of the increase of usable habitat, but also increased noise, human activity, and light sources.

The site currently has little existing vegetation or usable habitat. During construction, there would be direct, short-term, adverse impacts caused by construction vehicles noise and equipment which may cause wildlife to temporarily vacate the small amount of existing habitat on-site, and move to adjacent areas to forage. Once construction is complete, wildlife would likely return to the area. Landscaping and the increased quantity and quality of vegetation associated with the FBI HQ campus would increase the amount of usable habitat, including food sources and cover, resulting in a direct, long-term, beneficial impact to terrestrial species. However, several factors would limit the extent to which terrestrial species would repopulate the site, including increased human activity and noise, site lighting, and the perimeter fence, which would present a barrier to surrounding habitat and water sources, resulting in direct, long-term, adverse impacts.

*Transportation Mitigations*

Construction along approximately 1,890 linear feet of roadways requiring substantial widening, including along Landover Road, Brightseat Road, and the construction of a new connector road connecting the site south access to Brightseat Road, as shown in figure 6-40, would require minimal removal of habitat, and habitat that would be disturbed is generally of low quality due its proximity to existing roadways. Construction activities would temporarily disturb terrestrial species due to noise and increased human activity, resulting in direct, short-term, adverse impacts. There would also be direct, long-term, adverse impacts to terrestrial species from the conversion of forest habitat to roadway for the approximately 400 linear feet of roadway construction required to connect the southern exit of the site to Brightseat Road.