

Based on the Synchro™ analysis, five signalized intersections would continue to experience LOS degradation for turning movements or overall operations as compared to the No-build Condition during the morning or afternoon peak hours. Each of these intersections would result in one or more turning movements operating under a similar condition to the No-build Condition. The Landover TIA (Appendix D) contains a more detailed Build with Mitigation Condition traffic operations analysis.

The overall intersection LOS grades for the Build with Mitigation Condition are depicted in figure 6-41 for the AM and PM peak hours. Table 6-40 shows the results of the LOS capacity analysis and the intersection projected delay under the Build with Mitigation Conditions during the AM and PM peak hours.

Build with Mitigation Condition Queuing Analysis

Based on the Synchro™ and SimTraffic analysis, there would be one signalized intersection that would experience failing queue lengths in excess of 150 feet of the No-build Condition length. This intersection is as follows:

- Eastbound Landover Road approach to the I-95/I-495 Northbound Off-ramp (Intersection #11)
 - ***Note that this queue would occur on the Landover Road mainline and there is ample storage space between this facility and next upstream intersection***

The results of the Build with Mitigation Condition queuing analysis for both signalized and unsignalized intersections are contained in the Landover TIA (Appendix D).

Table 6-40: Landover Build with Mitigation Condition Intersection AM and PM Peak Hour Operations Analysis

#	Intersection	No-build Condition										Build with Mitigation Condition									
		AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour				
		HCM 2000	CLV	Check	HCM 2000	CLV	Check	HCM 2000	CLV	Check	HCM 2000	CLV	Check	HCM 2000	CLV	Check					
Delay (sec/veh)	LOS	Critical Lane Vol	LOS	Check	Delay (sec/veh)	LOS	Critical Lane Vol	LOS	Check	Delay (sec/veh)	LOS	Critical Lane Vol	LOS	Check	Delay (sec/veh)	LOS	Critical Lane Vol	LOS	Check		
1	Landover Road & Old Landover Road (Signalized)	8.3	A	1438	D	Pass	9.4	A	1179	C	Pass	8.0	A	1,447	D	Pass	9.4	A	1234	C	Pass
2	Landover Road & Pinebrook Avenue (Signalized)	9.5	A	1189	C	Pass	10.8	B	1401	D	Pass	10.5	B	1198	C	Pass	10.3	B	1407	D	Pass
3	Landover Road & Kent Town Place/75th Avenue (Signalized)	25.3	C	1608	F	Fail	28.0	C	1416	D	Pass	25.9	C	1617	F	Fail	29.9	C	1488	E	Pass
4	Landover Road & Kent Village Drive (TWSC)	0.1	-	N/A	N/A	Pass	0.2	-	N/A	N/A	Pass	0.1	-	N/A	N/A	Pass	0.1	-	N/A	N/A	Pass
5	Landover Road & Dodge Park Road (Signalized)	6.9	A	1167	C	Pass	11.2	B	1040	B	Pass	6.6	A	1176	C	Pass	11.4	B	1149	B	Pass
6	Landover Road & Fire House Road (Signalized)	8.2	A	1186	C	Pass	15.3	B	1295	C	Pass	7.9	A	1196	C	Pass	17.4	B	1301	D	Pass
7	Landover Road & Kenmoor Drive (Signalized)	8.5	A	956	A	Pass	5.1	A	977	A	Pass	9.4	A	966	A	Pass	5.6	A	983	A	Pass
8	Landover Road & Barlowe Road (Signalized)	7.1	A	931	A	Pass	10.1	B	1072	B	Pass	7.3	A	1004	B	Pass	9.8	A	1079	B	Pass
9	Landover Road & Brightseat Road (Signalized)	38.2	D	1,220	C	Pass	55.1	E	1,686	F	Fail	44.4	D	1426	D	Pass	54.3	D	1533	E	Pass
10	Landover Road & I-95/I-495 Southbound On-Ramp (Signalized)	6.5	A	1181	C	Pass	27.7	C	1832	F	Fail	3.5	A	965	A	Pass	19.2	B	1666	F	Fail
11	Landover Road & I-95/I-495 Northbound Off-Ramp (Signalized)	45.6	D	1666	F	Fail	72.4	E	1863	F	Fail	27.9	C	1462	E	Pass	21.1	C	1350	D	Pass
12	Landover Road & St. Joseph's Drive/McCormick Drive (Signalized)	52.3	D	1,546	E	Pass	89.9	F	1,921	F	Fail	53.7	D	1,559	E	Pass	81.2	F	1,900	F	Fail
13	Landover Road & Lottsford Road (Signalized)	42.2	D	1507	E	Pass	63.5	E	1531	E	Fail	36.8	D	1348	D	Pass	52.1	D	1407	D	Pass
14	Landover Road & Technology Way (Signalized)	2.8	A	1154	C	Pass	17.0	B	1291	C	Pass	6.2	A	1245	C	Pass	19.5	B	1377	D	Pass

Table 6-40: Build with Mitigation Condition Intersection AM and PM Peak Hour Operations Analysis (continued)

#	Intersection	No-build Condition										Build with Mitigation Condition									
		AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour				
		HCM 2000	CLV		Check	HCM 2000	CLV		Check	HCM 2000	CLV		Check	HCM 2000	CLV		Check				
Delay (sec/veh)	LOS	Critical Lane Vol	LOS	Delay (sec/veh)		LOS	Critical Lane Vol	LOS		Delay (sec/veh)	LOS	Critical Lane Vol		LOS	Delay (sec/veh)	LOS		Critical Lane Vol	LOS		
15	Landover Road & Arena Drive/Lake Arbor Way (Signalized)	34.2	C	1161	C	Pass	33.3	C	1166	C	Pass	33.9	C	1252	C	Pass	32.3	C	1252	C	Pass
16	Martin Luther King Jr Highway & Ardwick-Ardmore Road (Signalized)	95.8	F	1,906	F	Fail	68.9	E	1,541	E	Fail	90.2	F	1,881	F	Fail	67.0	E	1,505	E	Fail
17	Brightseat Road & Ardwick-Ardmore Road ^a	176.1	-	N/A	N/A	Fail	32.9	-	N/A	N/A	Pass	18.3	B	902	A	Pass	19.6	B	921	A	Pass
18	Brightseat Road & Glenarden Parkway (Signalized)	10.0	A	563	A	Pass	10.3	B	597	A	Pass	8.5	A	534	A	Pass	8.8	A	646	A	Pass
19	Brightseat Road & Evarts Street (Signalized)	1.7	A	281	A	Pass	2.1	A	322	A	Pass	3.9	A	432	A	Pass	7.5	A	677	A	Pass
20	Brightseat Road & Entrance to Old Landover Mall (Ent to OLM)/Maple Ridge Apartments Access Road (MRA Access Rd) ^a	0.8	-	N/A	N/A	Pass	0.7	-	N/A	N/A	Pass	2.7	A	300	A	Pass	5.6	A	386	A	Pass
21	Brightseat Road/Redskins Road & Sheriff Road/Brightseat Road (Signalized)	36.4	D	413	A	Pass	33.0	C	596	A	Pass	34.1	C	477	A	Pass	25.4	C	663	A	Pass
22	Brightseat Road & Arena Drive (Signalized)	21.3	C	1,272	C	Pass	24.2	C	1,589	E	Pass	21.6	C	868	A	Pass	27.8	C	1,522	E	Pass
23	Arena Drive & I-95/I-495 Southbound Ramps ^b	22.7	C	880	A	Pass	29.8	C	1,344	D	Pass	8.1	A	N/A	N/A	Pass	12.9	B	N/A	N/A	Pass
24	Arena Drive & I-95/I-495 Northbound Ramps ^b	23.9	C	1,203	C	Pass	28.8	C	1,405	D	Pass	12.0	B	N/A	N/A	Pass	20.9	C	N/A	N/A	Pass
25	Brightseat Road & Driveway/FBI Exit (Signalized)	-	-	-	-	-	-	-	-	-	-	10.6	B	239	A	Pass	15.6	B	441	A	Pass
26	Evarts Street & FBI Driveway (TWSC)	-	-	-	-	-	-	-	-	-	-	5.8	-	N/A	N/A	Pass	6.5	-	N/A	N/A	Pass
27	Brightseat Road & FBI Exit only PM (Signalized)	-	-	-	-	-	-	-	-	-	-	0.0	A	-	-	Pass	15.5	B	940	A	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.

^a Intersection would operate as a TWSC intersection under the No-build Condition and signalized under the Build with Mitigation Condition.

^b Intersection would operate as signalized under the No-build Condition and a roundabout under the Build with Mitigation Condition.

**LANDOVER TRAFFIC
ENVIRONMENTAL CONSEQUENCES
SUMMARY**



Build with Mitigation Condition: Direct, long-term, beneficial corridor-level impacts; direct, long-term, beneficial intersection impacts; direct long-term, major adverse impacts to area-wide traffic; and direct, short-term, major adverse impacts during the construction period.

Summary of Traffic Analysis: Build with Mitigation Condition

Overall, corridor-based improvements would occur, specifically along Landover Road (MD 202) between the I-95/I-495 northbound off-ramp intersection and Brightseat Road. These improvements would result in changing the corridor-level impacts from direct, long-term, major adverse impacts to direct, long-term, beneficial impacts. There would also be isolated intersection improvements that result in changing the intersection impacts from direct, long-term, adverse impacts to direct, long-term, beneficial impacts.

In addition to these impacts, there would be two failing interstate facilities: one would be caused by the volume of vehicles added to the I-95/I-495 northbound off-ramp to Landover Road during the AM peak hour, and the second would be caused by the volume of vehicles added to the I-95/I-495 southbound on-ramp from Arena Drive during the PM peak hour. The two failing Interstate facilities would result in direct, long-term, major adverse area-wide impacts due to the regional nature of the interstate system (see Freeway Analysis Summary in this section).

The construction impacts would not change, remaining at direct, short-term, major adverse impacts under the Build with Mitigation Condition. This impact level continues to reflect the short-term impacts from adding construction related trips caused by trucks, employees, and equipment as well as intermittent lane or road closures at the Landover Road and Arena Drive intersections with the ramps serving I-95/I-495, a regional facility.

Recommended Traffic Mitigation

Table 6-41 contains the traffic results for all study area intersections covering each condition from No-build through Build with Mitigation. The results include a pass or fail rating for the traffic operations and queue length. Based on the worsening condition from the added vehicle trips from the Build Condition, the recommended mitigation is listed. Recommended traffic mitigation measures were developed to address the substantial traffic impacts caused by the addition of the Consolidated FBI HQ in Landover. These included traffic signal optimization, road widening, lane geometry improvements at intersections, installing new traffic signals, replacing signalized intersections with roundabouts, and constructing new bridges. If implemented, the recommended traffic mitigation measures would maintain acceptable traffic flow conditions based on the Landover Site Transportation Agreement.

Freeway Analysis Summary

Section 3.10.4.3 defines the interstate system and the software utilized to analyze interstate operations.

Based on the proposed FBI trip distribution, more than 62 percent of inbound forecasted FBI vehicle trips and 57 percent of outbound forecasted FBI vehicle trips would use I-95/I-495 to access the proposed site. Because the interstate system is vital to serving the Landover site, I-95/I-495 (Capital Beltway) was evaluated to determine whether or not the added vehicle trips would cause any failing interstate facilities. Based on the agreed Landover Site Transportation Agreement (Appendix A), the evaluated interstate facilities focused on the peak direction only and at the primary off-ramps serving the inbound forecasted FBI vehicle trips during the AM peak hour and the on-ramps serving the outbound forecasted FBI vehicle trips during the PM peak hour.

The analysis concluded that two interstate facilities would fail based on the forecasted volumes. This included I-95/I-495 Northbound between Arena Drive and Landover Road during the AM peak hour and I-95/I-495 Southbound between Arena Drive and Central Avenue during the PM peak hour. These facilities were not mitigated but will need to be studied to determine the best option to address the failures. The Landover TIA provides the detailed freeway analysis (Appendix D).

Entry Control Facility Summary

The ECF analysis was performed once the complete set of external roadway mitigations was established. All mitigation measures were coded into TransModeler™ and the several scenarios were tested to determine the minimum number of lanes capable of handling the AM peak hour forecasted FBI vehicle trips. It was determined that nine lanes were required to handle the forecasted demand.

The Landover TIA provides the detailed ECF analysis (Appendix D).

TRANSPORTATION EVALUATION SUMMARY AND CONCLUSIONS

A total of 3,296 AM peak hour and 3,047 PM peak hour person trips are projected to be added to all modes of transportation. Total Metro transit trips are projected at 715 AM peak hour and 661 PM peak hour trips. Total vehicle trips are projected at 2,195 AM peak hour and 2,030 PM peak hour trips. The remaining trips would be commuter bus, bicycle, or walking trips.

The pedestrian network would expand with the inclusion of the mitigation to construct the Everts Street Bridge providing a new connection across the Capital Beltway. The pedestrian network along Brightseat Road would allow for the same connections as the Existing Condition and would be expected to be reconstructed following the construction of the Landover site. It is assumed that all sidewalk curb ramps located adjacent to the site would be brought up to ADA compliance during the sidewalk reconstruction.

The bicycle network would expand with the inclusion of the mitigation to construct new bicycle lanes along Brightseat Road connecting Sheriff Road to Everts Street. The addition of the Everts Street Bridge would also add to the bicycle network. These new connections would provide for an interconnected bicycle network linking all proposed bicycle facilities in the study area and would encourage bicycle users to access the Landover site.

The transit network (Metrorail and Metrobus) would not be affected by the Landover Site. The Largo Town Center Metro Station and all bus bays would operate below capacity with the addition of the forecasted background growth and transit trips from the Landover site (including the addition of the shuttle buses operating between the Landover site and Metro station). Through the course of background growth along the bus network, the Metrobus Route F14 would operate at capacity. It is assumed that WMATA would implement increased capacity improvements for the Route F14 and follow their long-term plan to address growth-related capacity issues for both bus and rail operations.

Parking availability would remain the same because the Landover site would accommodate all parking needs on-site and implement a robust TMP to

discourage employees from seeking alternative parking options in the nearby neighborhoods.

Truck access would be designed to accommodate the Landover site from Everts Street during a majority of the day and from Brightseat Road during all other times. This plan is not the official plan, but a plan to evaluate as part of the EIS. The Everts Street access would have ample capacity to handle truck access based on the ECF analysis, although it is assumed that all truck deliveries would be scheduled during the off-peak hours.

The traffic operations at four intersections currently operate at an unacceptable levels of service under the Existing Condition. Once the background growth and planned developments are added (No-build Condition), eight intersections would degrade from a passing LOS to a failing LOS. There were no planned roadway improvements within the Landover site study area to compensate for the substantial number of vehicle trips added from the addition of the planned developments.

The addition of the Landover site to the traffic network would result in four intersections operating at an unacceptable LOS. These four failing intersections would experience equal or better operations than the No-build Condition as a result of recommended mitigation that include new turning lanes, extended turning lane lengths, new travel lanes, new traffic signals, and replacing signalized intersections with roundabouts. Overall, the roadway non-interstate network would operate much better and experience shorter queues with the addition of the recommended mitigation when compared to the No-build Condition.

There are forecasted to be two failing interstate facilities that directly serve access between the Capital Beltway and the Landover site. The Maryland SHA and GSA are working to determine the best course of action to address these issues. It is assumed, at a minimum, there would be a need to require changes to the interstate ramps along the Capital Beltway between the Landover Road and Central Avenue Interchanges.

Table 6-41: Landover Overall Traffic Impacts

#	Intersection	No-build Condition						Build Condition						Build with Mitigation Condition						Recommended Mitigation
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	
1	Landover Road & Old Landover Road (Signalized)	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Fail	None Required
2	Landover Road & Pinebrook Avenue (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	None Required
3	Landover Road & Kent Town Place/75th Avenue (Signalized)	Pass	Fail	Pass	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Pass	Fail	None Required
4	Landover Road & Kent Village Drive (TWSC)	Pass	N/A	Pass	Pass	N/A	Pass	Pass	N/A	Pass	Pass	N/A	Pass	Pass	N/A	Pass	Pass	N/A	Pass	None Required
5	Landover Road & Dodge Park Road (Signalized)	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Fail	None Required
6	Landover Road & Fire House Road (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	None Required
7	Landover Road & Kenmoor Drive (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	None Required
8	Landover Road & Barlowe Road (Signalized)	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	None Required
9	Landover Road & Brightseat Road (Signalized)	Pass	Pass	Pass	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Add turning lanes along the westbound, northbound, and southbound approaches; change traffic signal operation; and add a new eastbound through lane along Landover Road
10	Landover Road & I-95/I-495 Southbound On-Ramp (Signalized)	Pass	Pass	Pass	Pass	Fail	Fail	Pass	Pass	Pass	Fail	Fail	Fail	Pass	Pass	Pass	Pass	Fail	Pass	Add a new eastbound and westbound through lane along Landover Road and optimize traffic signal
11	Landover Road & I-95/I-495 Northbound Off-Ramp (Signalized)	Pass	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Add an eastbound and westbound through lane along Landover Road and an additional left-turning lane along I-95/I-495 off-ramp approach and optimize traffic signal
12	Landover Road & St Josephs Drive/McCormick Drive (Signalized)	Pass	Pass	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Pass	Pass	Fail	Fail	Fail	Fail	Optimize traffic signal

Table 6-41: Landover Overall Traffic Impacts (continued)

#	Intersection	No-build Condition						Build Condition						Build with Mitigation Condition						Recommended Mitigation
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	
13	Landover Road & Lottsford Road (Signalized)	Pass	Pass	Fail	Fail	Pass	Fail	Pass	Pass	Fail	Fail	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Pass	Add additional left-turn lane along Lottsford Road southbound approach and optimize traffic signal
14	Landover Road & Technology Way (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	None Required
15	Landover Road & Arena Drive/Lake Arbor Way (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	None Required
16	Martin Luther King Jr Highway (MLK Jr Hwy) & Ardwick-Ardmore Road (Signalized)	Fail	Fail	Fail	Fail	Pass	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Fail	Pass	Fail	Optimize traffic signal and revise lane geometry along both Ardwick-Ardmore Road approaches
17	Brightseat Road & Ardwick-Ardmore Road (TWSC)	Fail	N/A	Fail	Pass	Pass	Fail	Fail	N/A	Fail	Fail	N/A	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Install new traffic signal
18	Brightseat Road & Glenarden Parkway (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	None Required
19	Brightseat Road & Everts Street (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	None Required
20	Brightseat Road & Entrance to Old Landover Mall (Ent to OLM)/Maple Ridge Apartments Access Road (MRA Access Rd) ^a	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Activate existing traffic signal
21	Brightseat Road/Redskins Road & Sheriff Road/Brightseat Road (Signalized)	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Pass	Pass	Fail	Revise pavement striping to remove the merge along Brightseat Road north of the intersection from the channelized right from Brightseat Road westbound approach (additional mitigation required from adding south exit from Landover site)
22	Brightseat Road & Arena Drive (Signalized)	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Fail	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Lengthen existing Brightseat Road southbound approach left-turn lane and optimize traffic signal
23	Arena Drive & I-95/I-495 Southbound Ramps (Signalized)	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Replace the signalized intersection with a two-lane roundabout (additional mitigation required from adding south exit from Landover site to address queueing along Arena Drive from the east)

Table 6-41: Landover Overall Traffic Impacts (continued)

#	Intersection	No-build Condition						Build Condition						Build with Mitigation Condition						Recommended Mitigation
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			
		HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	HCM 2000	Critical Lane Volume	Queue	
24	Arena Drive & I-95/I-495 Northbound Ramps (Signalized)	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Replace the signalized intersection with a two-lane roundabout (additional mitigation required from adding south exit from Landover site to address queueing along Arena Drive from the east)
25	Brightseat Road & Driveway/Site Exit (Signalized) ^b	N/A	N/A	N/A	N/A	N/A	N/A	Pass	Pass	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Install new traffic signal

Notes:

EB = Eastbound, WB = Westbound, NB= Northbound, SB = Southbound

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

Orange cells denote intersections operating at unacceptable HCM 2000 and/or Critical Lane Volume level of service; however, the operations is marginally worse than the No-build Condition.

Red cells denote intersections operating at unacceptable HCM 2000 and/or Critical Lane Volume level of service, or queueing exceeds lane storage.

Yellow cells denote intersections operating at unacceptable HCM 2000 and/or Critical Lane Volume level of service; however, the operations is equal to or better than the No-build Condition (or less than 150 feet greater in queue length than the No-build Condition).

^a Intersection would operate as a TWSC under the No-build Condition and signalized under the Build Condition.

^b Intersection would be added as part of the Build Condition.

6.2.10 Greenhouse Gas Emissions and Air Quality

This section provides a summary of the analysis results for air quality and GHG emissions. Additional technical supporting data and tables for this section are provided in Appendix F.

GREENHOUSE GAS EMISSIONS AND AIR QUALITY ASSESSMENT OF SIGNIFICANCE

Impacts to air quality would result in significant short-term impacts during the construction period, as defined in section 3.11.3. Other resources considered under this section would not result in significant impacts.

6.2.10.1 Global Climate Change and Greenhouse Gases

No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to global climate change and GHG because there are no approved plans for future redevelopment that would alter the current level of GHG in the atmosphere or otherwise contribute to climate change.

Landover Alternative

Stationary source and building-related GHG emissions would be the same as those described for the Greenbelt Alternative in section 5.10.1, resulting in direct, long-term, adverse impacts.

Table 6-42 summarizes the development of mobile source vehicle miles traveled (VMT) estimates for employee and contractor commutes to the Landover site. The average one-way travel distance is based on existing FBI employee zip codes. If the Landover site is selected, it is expected that over time, new employees would locate in proximity to the Landover site, reducing the average distance traveled. However, data based on existing zip codes provide a realistic upper bound impact scenario.

Overall, driving would increase relative to the existing conditions based on the mode share assumptions developed for the transportation analyses and the increase in the average distance traveled relative to existing employee zip codes. The lack of transit accessibility at the Landover site results in a large increase in the number of employees driving alone, from 13.5 percent for the JEH parcel to 63.3 percent for the Landover site. These factors combined result in an estimated 170 percent increase in mobile source GHG emissions relative to the No-action Alternative.

6.2.10.2 Air Quality

No-action Alternative

Under the No-action Alternative at the Landover site, there are no approved plans for future redevelopment that would alter existing levels of air pollution.

Landover Alternative

Stationary Source Impacts

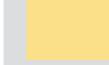
Annual stationary source emissions from the natural gas boilers would be the same as described for the Greenbelt site. The boiler emissions of criteria pollutants would be well below (less than 25 percent) the applicable General Conformity de minimis criteria, and therefore would be considered adverse, but would be less than significant based on the impact criteria presented in section 3.11.3.

Table 6-42: Landover Alternative Employee Vehicle Miles Traveled and Greenhouse Gas Emissions (2025)

	Landover
Annual VMT (250 days)	108,068,158
Annual CO ₂ e- Metric Tons	27,491.8
Change in VMT from FBI HQ Remaining at JEH/off-site locations	+68,007,345
Change in CO ₂ e from No-action FBI HQ Remaining at JEH/off-site locations (metric tons)	+17,300.6
Percent Change	169.76%

LANDOVER GLOBAL CLIMATE CHANGE & GREENHOUSE GASES ENVIRONMENTAL CONSEQUENCES SUMMARY

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

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

LANDOVER AIR QUALITY ENVIRONMENTAL CONSEQUENCES SUMMARY

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

 **Landover Alternative:** Direct, long-term, adverse impacts, and direct, short-term, major adverse impacts during the construction period.

Figure 6-42: Landover 1-hr NO₂ Project Increment Results

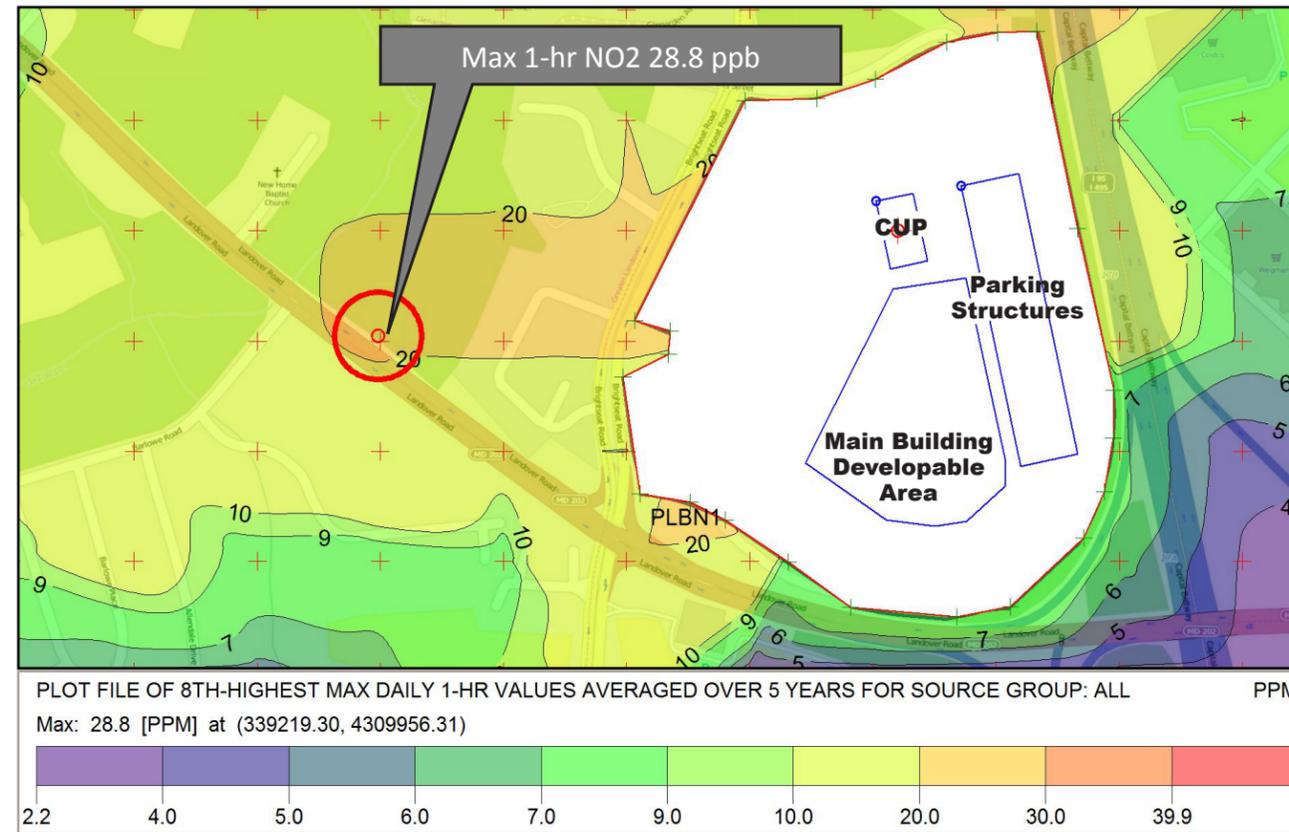


Table 6-43: Landover Preliminary NO₂ Analysis Results

NO ₂ 1-hr (PPB)				NO ₂ Annual Average (PPB)			
Background	Max Project Increment	Total	NAAQS	Background	Max Project Increment	Total	NAAQS
39.2	28.8	68.0	100	8.2	1.3	9.5	53

ppb = parts per billion

Table 6-43 summarizes the NO₂ dispersion modeling analysis results, including the background concentration, project impact at the receptor with the highest concentration, and the total concentration. Annual average and 1-hour average NO₂ concentrations would be below the NAAQS. The highest 1-hour NO₂ concentration at the Landover site would occur along Landover Road, as shown in figure 6-42. Impacts would be lower at other locations in the surrounding communities and well below the NAAQS.

Table 6-44 and figure 6-43 summarize the PM_{2.5} analysis results, including the background concentration, project impact at the receptor with the highest concentration, and the total concentration. Annual average and 24-hr average PM_{2.5} concentrations would be below the NAAQS. The maximum concentration occurs just north of the Landover site. As a result, there would be direct, long-term, adverse impacts to air quality from stationary sources as a result of the Greenbelt Alternative.

Mobile Source Impacts

Two intersections would be at LOS F in the Landover transportation study area with incorporation of traffic mitigation: Intersection #16, Martin Luther King Jr. Highway and Ardwick-Ardmore Road in the AM peak hour and Intersection #12, Landover Road and St. Joseph's Drive/McCormick Drive in the PM peak hour. These intersections would also be at LOS F under the No-action Alternative.

Based on consideration of approach volumes and background concentrations (described in Appendix F), no exceedance of the CO NAAQS is anticipated for these two congested intersections under the Landover Alternative, however, there would still be direct, long-term, adverse impacts to air quality from mobile source emissions.

Temporary Construction Impacts

Table 6-45 summarizes the construction equipment and fugitive dust emissions for the Landover site. The fugitive dust analysis was based on a construction site area of approximately 80 acres. Annual construction emissions would be below the General Conformity de minimis thresholds for all criteria pollutants, except for PM₁₀ for which emissions could be 118 tons/year (assuming the larger site area leads to greater land disturbance and soil exposure compared to the smaller Greenbelt and Springfield sites). Note that the Landover site is not located in a nonattainment or maintenance area for PM₁₀, therefore General Conformity requirements do not apply to emissions of PM₁₀ in this area. Overall direct, short-term, major adverse impacts would occur during the construction period. This conclusion is based on PM₁₀ emissions exceeding 100 tons per year, incorporation of aggressive dust control mitigation could potentially reduce this impact to less than significant.

Construction at the Landover site would incorporate the same construction air quality mitigation measures and BMPs discussed in section 3.11.3.2.

Figure 6-43: Landover 24-hr PM_{2.5} Project Increment Results

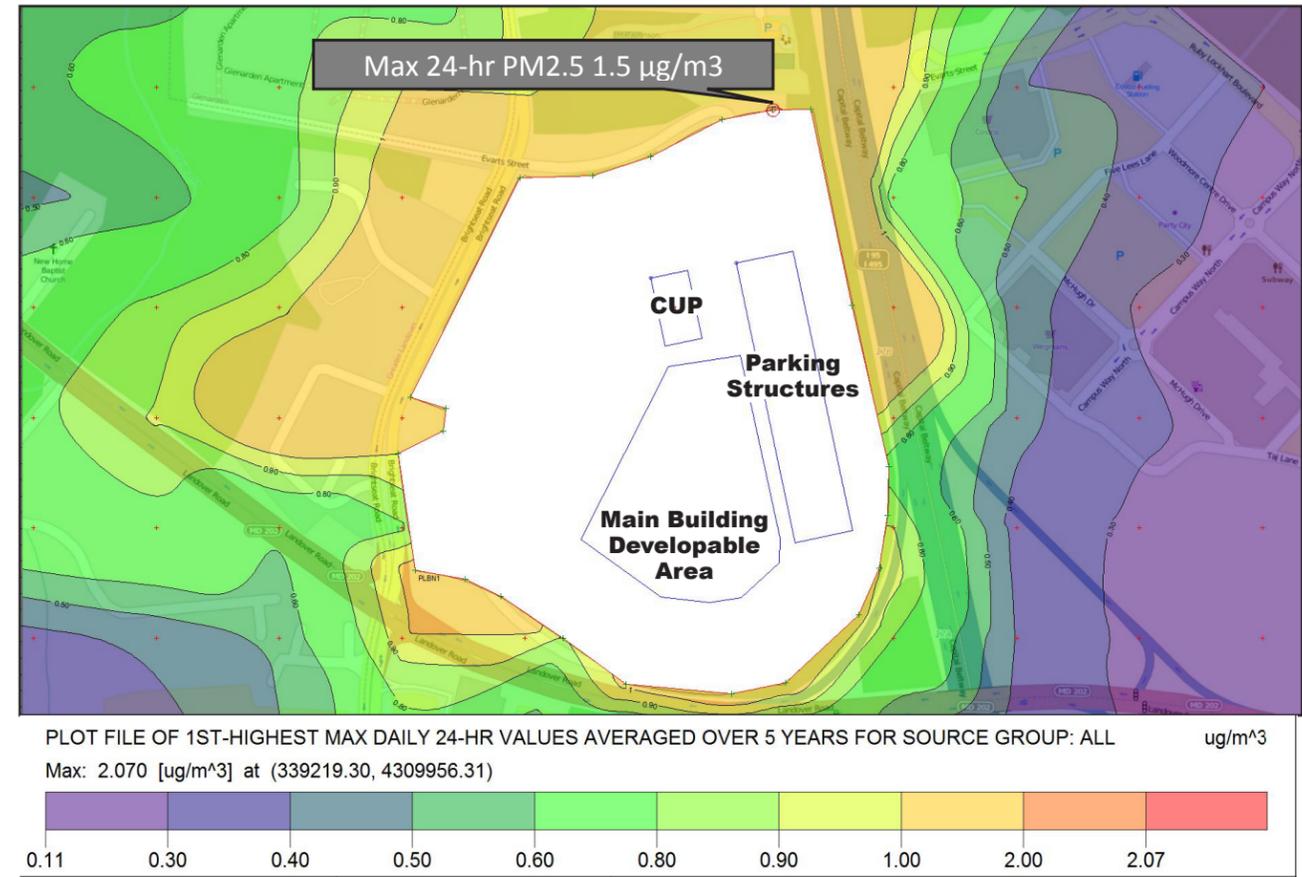


Table 6-44: Landover Preliminary PM_{2.5} Analysis Results

PM _{2.5} 24-hr (µg/m ³)				PM _{2.5} Annual Average (µg/m ³)			
Background	Max Project Increment	Total	NAAQS	Background	Max Project Increment	Total	NAAQS
23.0	1.5	24.5	35	10.2	0.4	10.6	12

µg/m³ = micrograms per cubic meter

Table 6-45: Landover Construction Emissions

	VOC (tons)	CO (tons)	NO _x (tons)	SO ₂ (tons)	PM ₁₀ (tons)	PM _{2.5} (tons)
Total Construction Emissions per year	4.0	65.2	53.4	1.2	118.1	14.3
General Conformity de minimis threshold (per year)	50	100	100	100	100	100

**LANDOVER NOISE
ENVIRONMENTAL CONSEQUENCES
SUMMARY**

No-action Alternative: No measurable impacts.

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

6.2.11 Noise

6.2.11.1 No-action Alternative

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

**NOISE
ASSESSMENT OF SIGNIFICANCE**

Impacts to noise would not result in significant impacts, as defined in section 3.12.3.

6.2.11.2 Landover Alternative

The Landover Alternative would result in similar construction-related equipment noise levels as well as operational noise levels as described for the Greenbelt site. Construction activities would create intermittent and temporary noise only when such activities are occurring. Construction-related noise impacts would be caused by the operation of construction equipment, including materials delivery and staff vehicle transportation, as well as site preparation, construction equipment operation on-site and the presence of construction workers.

The majority of the surrounding area has been previously developed. Primary noise generating sources in the area include the Capital Beltway, commercial and office complexes, and FedExField, all of which contribute to a considerable ambient noise level. Sensitive noise receptors adjacent to the site include residences to the west and north and H.P. Johnson Park to the north. Based on the extensive existing noise sources in the area, impacts are not anticipated to dominate the landscape, but would result in a noticeable alteration to the noise environment. All construction activities would adhere to noise control regulations as established in the City of Hyattsville ordinances, therefore noise impacts associated with construction at the Landover site would be direct, short-term, and adverse.

Noise impacts as a result of the Landover Alternative would be similar to those described for the Greenbelt site. These impacts would stem primarily from automobile traffic and parking related noise as well as from building operation and maintenance. There would also be generalized noise stemming from employee activities that would be expected to be similar to a large scale office complex. The expected noise level resulting from the operation of the Landover Alternative would be consistent with existing noise sources near the site, such as traffic on local roadways, the operation of commercial facilities, and events at FedExField. Therefore, although sensitive noise receptors are in proximity to the Landover site, impacts to noise at the Landover site would not be measurable, as noise levels would be consistent with the existing soundscape.

Transportation Mitigation

Construction of the recommended transportation mitigations, as shown in figure 6-40, would result in direct, short-term, adverse impacts to noise from the operation of construction equipment within the transportation study area.

6.2.12 Infrastructure and Utilities

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

**INFRASTRUCTURE AND UTILITIES
ASSESSMENT OF SIGNIFICANCE**

Impacts to infrastructure and utilities would not result in significant impacts, as defined in section 3.13.3.

6.2.12.1 Water Supply

No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to water supply or service because there are no approved plans for future redevelopment that would alter the current demand or capacity for water service.

Landover Alternative

The Landover Alternative would result in an increased water demand for the site. WSSC confirmed that combined domestic and fire water service is available to the site, and that separate feeds would not be required for development of the site (WSSC 2015). WSSC also indicated that water pressure to the site is estimated to be between 45 and 55 pounds per square inch (psi). Given that there are currently two 12-inch water supply lines to the site, and a number of high capacity existing water mains adjacent to the site, it is not anticipated that off-site improvements would be required; however, final determination of potential off-site improvements (i.e., length, location) would be determined through the Hydraulic Planning Analysis process. Under this process, WSSC would review the demands associated with the project and model the system performance under the new hydraulic load to determine potential impacts to the existing water supply and storage systems.

6.2.12.2 Wastewater Collection and Treatment

No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to wastewater collection and treatment because there are no approved plans for future redevelopment that would alter the current demand or capacity for wastewater collection and treatment.

Landover Alternative

The Landover Alternative would result in direct impacts to wastewater collection and treatment resulting from an increased wastewater flow from the site. WSSC reports that off-site improvements would likely be required to support consolidation of the FBI HQ at this site and avoid downstream overflows. The extent of the required off-site improvements, including length of new sewer lines and the location of upgrades would be determined through the Hydraulic Planning Analysis process where WSSC reviews the demands associated with the project and models the system performance under the new hydraulic load to determine potential impacts to the existing wastewater collection and conveyance systems. Although the extent of the capacity shortcomings could not be identified by WSSC at the time of this report, direct, short-term, adverse impacts to downstream facilities and users are anticipated in association with the Landover Alternative due to existing capacity limitations. However, once any required off-site improvements are implemented, any adverse impacts to the wastewater collection and conveyance systems would be reduced to the extent they are not measurable.

6.2.12.3 Electric Power

No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to electric power because there are no approved plans for future redevelopment that would alter the current demand or capacity for electricity.

Landover Alternative

The Landover Alternative would result in direct impacts to electric power service. The anticipated load requirement for the consolidated FBI HQ campus is between 20 and 35 megavolt-amperes; PEPCO would make 13.2kV or 69kV available to meet the anticipated load and redundancy requirements. There are several possible configurations to provide adequate electric service to the site: multiple 13.2kV lines from different substations; two 69kV lines from different buses within the same substation; or two 69kV lines from different substations. Based on the desire for true redundancy and in consideration of the potential load associated with the consolidated FBI HQ and the ability for future expansion, it is likely that the consolidated FBI HQ would require that 69kV service be provided for the greatest flexibility.

Provision of a 69kV service would require construction of an on-site substation to step down voltage for distribution within the site. Additionally, the construction of several miles of new distribution lines would be necessary. Largo and Central Avenue are the two closest 69kV substations. The Largo Substation is approximately 2.5 miles from the Landover site and the Central Avenue Substation is approximately 4 miles away. PEPCO reports that the next closest 69kV substation is the Takoma Substation, located approximately 10 to 12 miles northwest of the site (PEPCO 2015c).

Although most of the work would likely occur within existing rights-of-way and/or easements, there would be direct, short-term, adverse impacts associated with the construction of several miles of transmission lines necessary to feed 69kV power to the site. However, no measurable long-term impacts would occur at the Landover site.

LANDOVER WATER SUPPLY ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: No measurable impacts.

Landover Alternative: No measurable impacts.

LANDOVER WASTEWATER COLLECTION & TREATMENT ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: No measurable impacts.

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

LANDOVER ELECTRIC POWER ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: No measurable impacts.

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

LANDOVER NATURAL GAS ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: No measurable impacts.

Landover Alternative: No measurable impacts.

LANDOVER TELECOMMUNICATIONS ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: No measurable impacts.

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

LANDOVER STORMWATER MANAGEMENT ENVIRONMENTAL CONSEQUENCES SUMMARY

No-action Alternative: No measurable impacts.

Landover Alternative: Direct, long-term, beneficial impacts.

6.2.12.4 Natural Gas

No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to natural gas because there are no approved plans for future redevelopment that would alter the current demand or capacity for natural gas service.

Landover Alternative

Washington Gas representatives stated that it would be necessary to provide natural gas service to the site directly from a transmission pressure line to support the anticipated load associated with the consolidated FBI HQ (Washington Gas 2015c). There is a transmission pressure line located adjacent to the site along Brightseat Road with a branch that extends to the property line. Because transmission pressure gas service is currently available to the site, there would be no measurable impacts associated with natural gas at the Landover site.

6.2.12.5 Telecommunications

No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to telecommunications because there are no approved plans for future redevelopment that would alter the current demand or capacity for telecommunications.

Landover Alternative

The provision of telecommunications service to the Landover site would not adversely impact current or future customers of the region. However, it would be necessary to extend secure fiber service approximately 1.5 miles to the site. Although it may be possible to extend service to the site within the right-of-way of I-95 to minimize the impacts associated with construction, adverse impacts are anticipated due to the length of the extension. Coordinating the telecommunications needs of the consolidated FBI HQ with the appropriate providers would be required.

Therefore, under the Landover Alternative, there would be direct, short-term, adverse impacts associated with disruptions of surrounding uses during construction of the secure fiber extension. Over the long-term, there would be no measurable impacts.

6.2.12.6 Stormwater Management

No-action Alternative

Under the No-action Alternative at the Landover site, there would be no measurable impacts to stormwater because there are no approved plans for future redevelopment that would alter the current demand or capacity for stormwater management.

Landover Alternative

Development of the site would require compliance with the Prince George's County Department of the Environment's Clean Water Program and the Water Quality Resources and Grading Code, as well as the State of Maryland's Stormwater Management program. Permitting and design requirements associated with stormwater management can be found in the County's Stormwater Management Design Manual (September 2014). The majority of the site is covered with impervious surfaces (i.e., parking lots and roadways). Low-impact development measures and on-site stormwater BMPs would be incorporated into the design. This would curtail, and potentially reduce, stormwater runoff from the site so as to not adversely affect downstream properties or facilities. Therefore, direct, long-term, beneficial impacts are expected under the Landover Alternative as a result of the incorporation of on-site stormwater BMPs.

6.2.13 Summary of Impacts

Table 6-46 presents a summary of the impacts associated with the Landover Alternative to the resource topics analyzed in this EIS, including the No-action Alternative at Landover.

Table 6-46: Landover Summary of Impacts

Resource Area	Impact Description	
Earth Resources		
Geology and Topography	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, short- and long-term, adverse impacts.
Soils	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.
Water Resources		
Surface Water	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Hydrology	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.
Groundwater	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.
Wetlands and Floodplains	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Biological Resources		
Vegetation	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.
Aquatic Species	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.

N	No Measurable Impact	ADV	Adverse Impact	ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact
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Table 6-46: Landover Alternative Summary of Impacts (continued)

Resource Area	Impact Description	
Terrestrial Species	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.
	ADV	Under the Landover Alternative, there would be direct, short- and long-term, adverse impacts.
Special Status Species	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Regional Land Use, Planning Studies, and Zoning		
Regional Land Use, Planning Studies, and Zoning	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts to zoning.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts to land use.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts to land use.
Visual Resources		
Visual Resources	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.
Cultural Resources		
Archaeological	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Historic Resources	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Socioeconomics		
Population and Housing	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts to population in Prince George's County or the Washington, D.C., MSA. There is insufficient information to assess impacts to housing in Prince George's County.

N	No Measurable Impact	ADV	Adverse Impact	ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact
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Resource Area	Impact Description	
Employment and Income	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under the Landover Alternative, there would be indirect, short- and long-term, beneficial impacts.
Taxes	N	Under the No-action Alternative, there would be measurable impacts.
	BEN	Under the Landover Alternative, there would be indirect, short- and long-term, beneficial impacts to sales and income tax revenues.
	ADV	Under the Landover Alternative, there would be indirect, long-term, adverse impacts to property tax revenues.
School and Community Services	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there is insufficient information available to determine impacts to community services. No measurable short-term impacts to schools. Insufficient information available to determine long-term impacts to schools.
Recreation and Other Community Facilities	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there is insufficient information available to determine impacts.
Environmental Justice	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no short- or long-term adverse impacts to minority or low-income communities.
Protection of Children	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, no mitigation of disproportionate and adverse impacts to children is required under EO 13045.
Public Health and Safety/Hazardous Materials		
Public Health and Safety	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.
Hazardous Materials	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Transportation		

Table 6-46: Landover Alternative Summary of Impacts (continued)

Resource Area	Impact Description	
Pedestrian Network	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.
Bicycle Network	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.
Public Transit	ADV	Under the No-action Alternative, there would be direct, long-term, adverse impacts to public transit capacity.
	MAJ ADV	Under the No-action Alternative, there would be direct, long-term, major adverse impacts to bus operations.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts to public transit capacity and direct, short-term, adverse impacts to bus operations.
	MAJ ADV	Under the Landover Alternative, there would be direct, long-term, major adverse impacts to bus operations.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts for FBI employees due to shuttles.
Parking	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Truck Access	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Traffic Analysis	MAJ ADV	Under the No-action Alternative, there would be direct, long-term, major adverse impacts to corridors.
	ADV	Under the No-action Alternative, there would be direct, long-term, adverse impacts to intersections.
	MAJ ADV	Under the Landover Alternative, there would be direct, short-term, major adverse impacts, and direct, long-term, major adverse impacts to corridors.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts to intersections.
Greenhouse Gas Emissions and Air Quality		

Resource Area	Impact Description	
Global Climate Change/ Greenhouse Gases	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.
Air Quality	N	Under the No-action Alternative, there would be no measurable impacts.
	MAJ ADV	Under the Landover Alternative, there would be direct, short-term, major adverse impacts.
	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.
Noise		
Noise	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.
Infrastructure and Utilities		
Water Supply	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Wastewater Collection and Treatment	N	Under the No-action Alternative, there would be no measurable impacts.
Electric Power	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Natural Gas	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the Landover Alternative, there would be no measurable impacts.
Telecommunications	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.
Stormwater Management	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.

N	No Measurable Impact	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact
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