Twinbrook Metrorail Station
Reconfigure West Side Transit Facilities

Washington Metropolitan Area Transit Authority (WMATA)
Environmental Evaluation

August 2025

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1.0 INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA or Metro) proposes changes to transit facilities on the west side of the Twinbrook Metrorail Station ("Metro Station") to enable joint development and increase ridership. This action involves several modifications to Metro Station facilities and station access ("Project"). The Project Site is an approximately 3.3-acre, Metro-owned property on the west side of the Metro Station, located within the City of Rockville in Montgomery County, Maryland. Figure 1 shows the Project's location.

The site includes a three-bay bus loop (two additional bus stops are on the street), a 14-space Kiss & Ride lot, and a 164-space surface Park & Ride lot. There is also a 418-space Park & Ride garage on the west side, which will not be modified. The existing surface parking, bus bays, and Kiss & Ride on the east side will also not be modified as part of this project.

The Project includes the following modifications, consistent with the July 2024 Metro Board authorization of a Compact Public Hearing:

- Relocation of the bus loop and three (3) bus bays;
- Relocation of Kiss & Ride facilities; and
- Removal of surface Park & Ride lot.

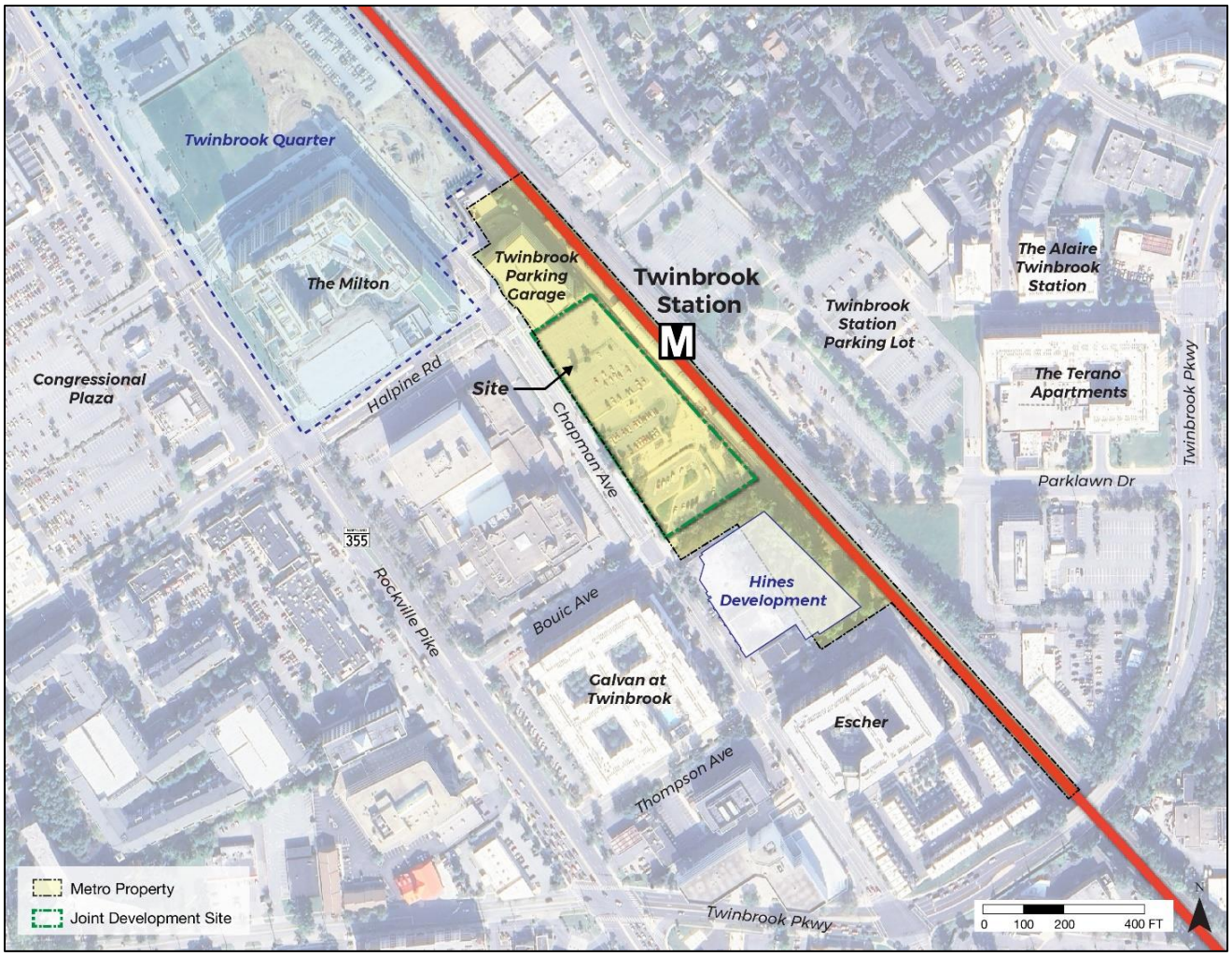
Metro's vision for the Project Site, which includes a transit plaza and potential for development, is compatible with the City's Zoning Ordinance and Rockville 2040 Comprehensive Plan that promote higher density and mix of uses near transit stations. Between 2003 to 2016, infill and redevelopment has added approximately 1,500 dwelling units within a half-mile of the Metro Station[1], in addition to other recently completed projects such as Twinbrook Quarter. Metro anticipates this area will continue to grow with more mixed-use developments underway.

In accordance with the WMATA Compact, specifically Section 14(c)(1), the Project's modifications require an assessment of the potential effects on the human and natural environment in terms of transportation, social, economic, and environmental factors. This Environmental Evaluation (EE) has been prepared to assess the potential effects of these transit modifications.

Metro has not yet issued a Request for Proposals (RFP) or selected a developer, and a site plan has not been proposed. Therefore, any future development on the west side of Twinbrook Metro Station is not considered in this EE. Future development will be reviewed by the public through the City of Rockville's development review process.

[1] Rockville 2040 Comprehensive Plan (2021), p.32.

Figure 1. Project Site



Source: Google Earth, 2022

2.0 EXISTING SITE DESCRIPTION

The Twinbrook Metro Station is on the western leg of Metro's Red Line between the Rockville and North Bethesda Stations. It is an at-grade station with customer access from either the western or eastern sides of the tracks.

The west side's bus-only loop is accessed via a driveway from Chapman Avenue, opposite Bouic Avenue. The bus loop is lined with three (3) bus bays and shelters. The Kiss & Ride lot is nested within the bus loop. Both facilities share a one-way entrance but have separate one-way exits onto Chapman Avenue north of the entrance. The surface Park & Ride has a separate gated entrance/exit further to the north off Chapman Avenue.

2.1 Pedestrian and Bike Access

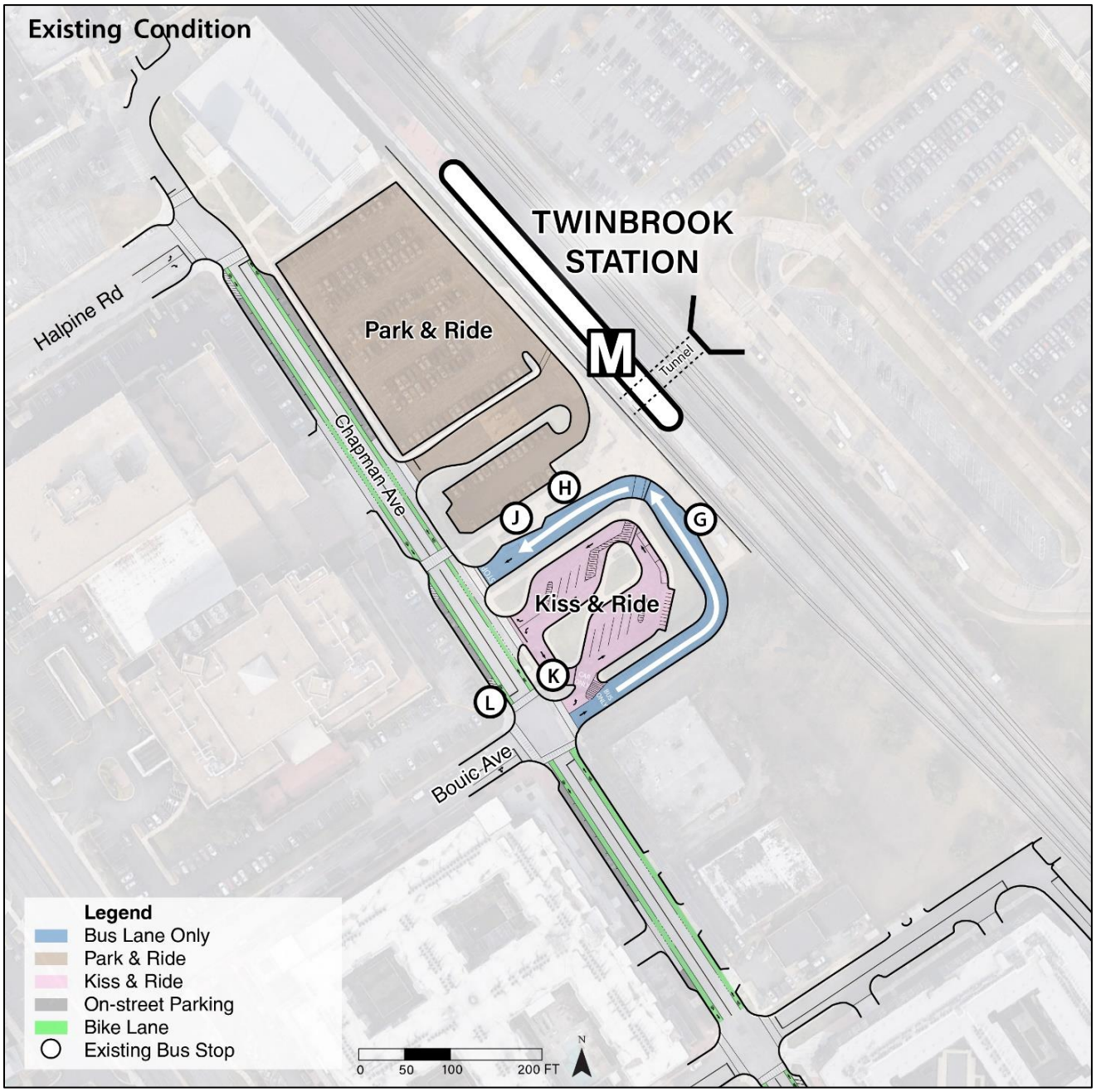
Customers entering the Metro Station on the west side may use either stairs or an accessible ramp to descend approximately 1 story. The pedestrian tunnel entrance on the east side is at-grade with the surrounding bus loop and Kiss & Ride lot. Once inside the station and through the fare gates, customers can access the platform by a staircase, escalator, or elevator. The tunnel through the station connecting the east and west sides is not currently open to the public 24-hours per day. However, Metro and the City are evaluating options to make this connection permanent as part of a separate project.

The western entrance is a short walk from Chapman Avenue through a small plaza between the Park & Ride, Kiss & Ride, and bus loop facilities. The plaza contains 15 uncovered bike racks (30 spaces), five (5) bicycle lockers (10 spaces), and a Capital Bikeshare station with 14 docks. Chapman Avenue has sidewalks and striped bike lanes on both sides with connecting pedestrian paths across Metro property to the western Metro Station entrance.

An overview of the existing transportation facilities (

Figure 2) is in the following subsections.

Figure 2. Existing Transit Facilities



2.2 Metrobus and Other Local Bus Providers

Montgomery County Ride On provide service on the west side of the Twinbrook Metro Station. The bus loop has three (3) sawtooth bus bays and two (2) bus stops on Chapman Avenue near the intersection with Bouic Avenue, one on each side. There is also a bus loop on the east side of the station, but that will not be impacted by the reconfiguration proposed with this Project. Table 1 provides a summary of the local bus service on the western side of Twinbrook Station.

Table 1. Local Bus Summary (West Side Only)

Operator	Route	Bay Assignment	Termini	Approx. Weekday Headway (minutes)	Span of Service
Ride On	46	G	Medical Center Metro Station + Montgomery College	15-40	Monday through Sunday
Ride On	5	H	Paul S. Sarbanes Transit Center (Silver Spring Metro Station)	20-40	Monday through Sunday
FDA and Metro Shuttles	-	J	-	-	-
Ride On	26	K	Glenmont Metro Station	20-45	Monday through Sunday
Ride On	26	L	Montgomery Mall Transit Center	20-45	Monday through Sunday

Source: WMATA Bus Planning Team

2.3 Park & Ride

The western side of Twinbrook Metro Station currently has an aboveground parking garage with 418 spaces and a Park & Ride surface lot with 164 spaces, for a total of 582 Park & Ride spaces. The surface lot is accessed through a pay gate from Chapman Avenue, and the garage is accessed from a separate pay gate farther north on Chapman Avenue. There is no vehicular access between the surface lot and the garage.

- Park & Ride aboveground parking garage – 418 spaces
- Park & Ride surface parking lot – 164 spaces

474 additional parking spaces are located in the lot on the eastern side of the station that will not be impacted by the Project's proposed modifications contained to only the western side.

2.4 Kiss & Ride

The western Kiss & Ride facility is off-street and has 11 existing angled short-term parking spaces, three (3) parallel short-term spaces, and 12 motorcycle spaces. The Kiss & Ride Lot does not have meters but there is signage restricted parking to 15 minutes. The motorcycle spaces were observed to be empty during site visits in June 2024, May 2025, and July 2025.

The facility shares a one-way entrance with the bus loop off Chapman Avenue and has a one-way, car-only, exit onto Chapman Avenue that is approximately 70 feet north of the entrance. Figure 2 shows the Kiss & Ride facility.

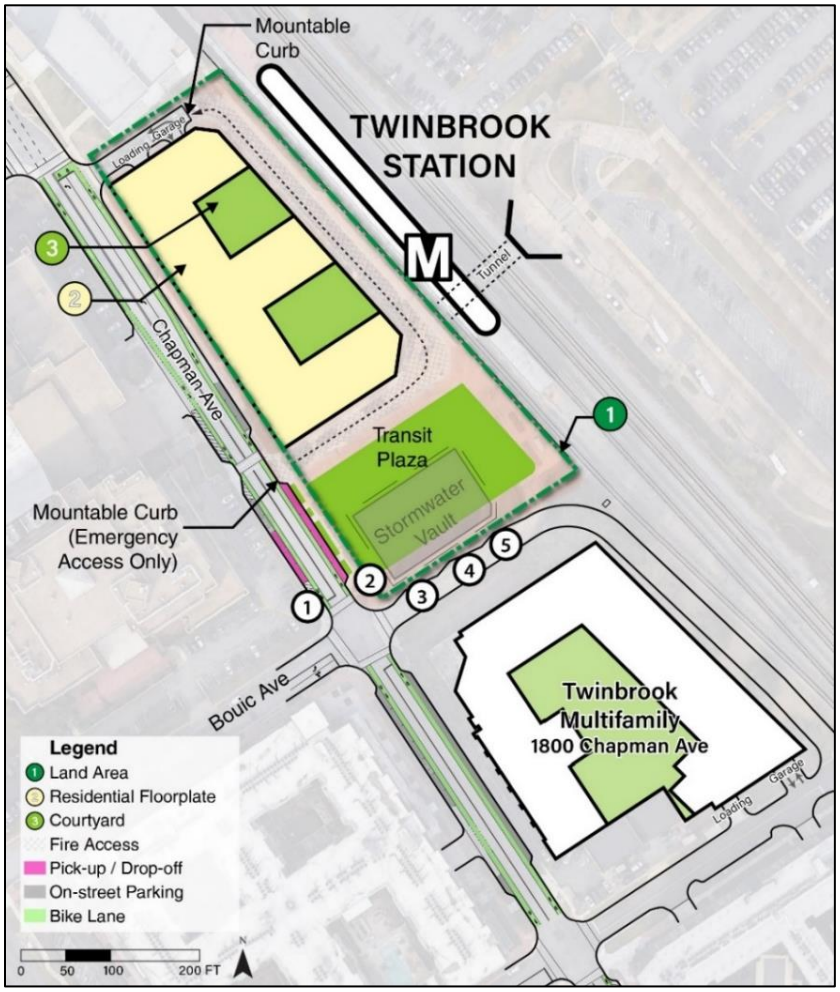
3.0 PROJECT DESCRIPTION

To accommodate a new transit plaza and enable future joint development, Metro proposes to relocate the existing bus loop and bus bays, shift pick-up/drop-off activities from an off-street Kiss & Ride lot to the newly created parking lane on Chapman Avenue, and remove the Park & Ride surface lot.

This reconfiguration will create space for residential/commercial development, better integrate the Metro Station into the fabric of the surrounding community, offer an improved customer experience at the station entrance, and create open space amenities. Figure 3 shows a potential layout.

The developer of the 1800 Chapman Avenue project along with Metro's future joint developer, to be selected through a future solicitation, will construct the changes to the transit facilities. Metro expects to own and maintain the stormwater vault, transit plaza, and new busway. The curbside lanes for pick-up/drop-off and short-term parking are located within City of Rockville's Chapman Avenue right-of-way and will be maintained as any other parking lane by the City.

Figure 3. Potential Twinbrook Metro Station Layout



*Conceptual test fit for joint development; a more detailed design will be prepared by the future developer.

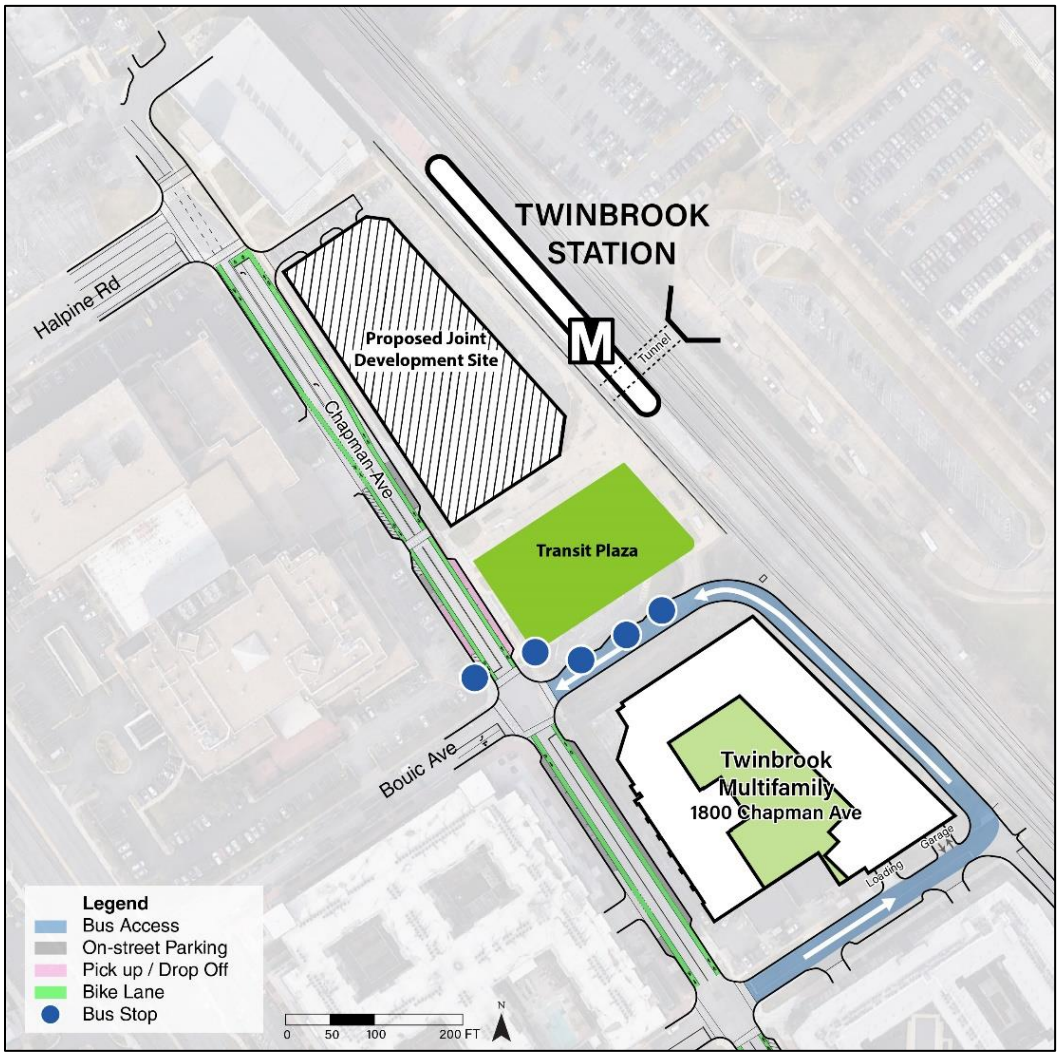
3.1 Modifications to Bicycle and Pedestrian Access

There will be no functional modifications to pedestrian and bicycle access; however, the existing entrance will be aesthetically improved with an integrated and pedestrian-oriented transit plaza that will maintain or improve sight lines to the entrance. The Project does not recommend an increase or decrease in the quantity of the bicycle racks, bicycle lockers, or Capital Bikeshare docks, but they may be upgraded and/or relocated in the vicinity of the transit plaza as the project goes under design.

3.2 Modifications to Bus Loop

The reconfigured bus loop will encircle the 1800 Chapman Avenue development. The current entrance opposite Bouic Avenue will be converted into a bus-only exit, with a new entrance from Chapman Avenue to the south at the intersection with Thompson Avenue. Three (3) bus bays will be integrated into the bus loop near the exit. The two (2) existing stops on the east and west sides of Chapman Avenue, just north of Bouic Avenue, will remain (see Figure 4).

Figure 4. Bus Loop Modifications



3.3 Modifications to Kiss & Ride

The existing off-street Kiss & Ride lot will be closed and relocated to the on-street parking lane along Chapman Avenue, consistent with how pick-up/drop-off activity occurs at most urban Metro Stations throughout the region. Eliminating the Kiss & Ride lot will make way for the new transit plaza. Motorcycle spaces will not be replaced and may pay to park in the garage.

Metro proposes designated pick-up and drop-off areas along both the northbound and southbound sides of Chapman Avenue for the block north of the intersection with Bouic Avenue. The northbound parking lane does not currently exist but will be created by the leftover space reclaimed from the closure of the driveways to the existing Kiss & Ride and bus loop. It will be designed to match the curb line for the remainder of the block.

The total number of pick-up/drop-off spaces will be reduced from 14 to approximately 5-10 to accommodate current and projected future demand. Metro and the future developer will continue to coordinate with the City of Rockville throughout the development process to determine the exact number of pick-up/drop-off spaces within that range and specific parking restrictions (e.g., 15-minute parking).

There will be no modifications to the 42-space Kiss & Ride on the east side of the Metro Station.

3.4 Modifications to Park & Ride

The 164-space Park & Ride surface lot, as well as its driveway entrance and accompanying gates and equipment, will be removed to accommodate future development. Reducing driveway cuts along Chapman Avenue will improve safety for all users. There will be no modifications to the adjacent 418-space aboveground garage facility to the north or the parking facilities on the eastern side.

3.5 Modifications to Roadway Access

Roadway access from Chapman Avenue to the Metro Station will be altered to reflect modifications to the existing bus loop, Kiss & Ride, and Park & Ride facilities. The original entrance to the surface Park & Ride facility and the exits from the bus loop and Kiss & Ride facility will be removed from the Chapman Avenue curb line, which will be restored to create a new parking lane. There may be a mountable curb or similar feature installed on Chapman Avenue for emergency access to the future development and station entrance. The original bus loop entrance off Chapman Avenue will be converted into the new bus loop exit, and a new bus loop entrance will connect to Thompson Avenue to the south.

3.6 Stormwater Management and Drainage Improvements

Stormwater Best Management Practices (BMP) will be installed on site to meet the City of Rockville's stormwater management requirements. To facilitate development of 1800 Chapman Avenue, which is south of the Metro Station, a stormwater vault will be installed under the future transit plaza. The plaza will replace the existing Kiss & Ride surface lot/bus loop and will

be designed such that no permanent structures or obstructions will be constructed above the stormwater vault to ensure easy access for maintenance.

The future joint development project north of the transit plaza will include its own stormwater management plan, which will be independently reviewed and approved by the City of Rockville. Metro will expect the developer to prioritize green infrastructure and nature-based solutions within BMP options. These solutions can relieve stress on the stormwater vault, as well as provide extreme heat relief in the summer.

4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the Project elements specific to Metro's interests as described in Section 3. Because a joint development project has not yet been solicited by Metro, any specific impacts of the development cannot be evaluated in this EE. However, once a developer is selected and has proposed a project, the development impacts will be reviewed by the public through the City of Rockville's development review process.

4.1 Land Acquisitions, Displacements, and Dispositions

The future developer is anticipated to establish a ground lease with Metro for up to 99 years, which will require relocation/modification of the Metro facilities as described in Section 3. It will not be necessary for Metro to acquire any privately owned land. However, there may be disposition of Metro property at the time of development to widen the sidewalk and streetscape on Chapman Avenue.

4.2 Transportation

4.2.1 Pedestrian and Bicycle Access

While the existing bike lanes and sidewalks along Chapman Avenue will remain and the route of access for pedestrians and cyclists will be unchanged, the reduction in driveway entrances along Chapman Avenue combined with the expanded transit plaza will improve safety and benefit the overall pedestrian and bicycle experience. Sight lines to the station entrance will be maintained or improved.

Because there may be disruptions to bicycle and pedestrian access during construction, interim operations plans will maintain access to the Twinbrook Metro Station. Ultimately, bicycle racks, lockers, and bikeshare docks will be upgraded and/or relocated in the vicinity. To improve customer experience and encourage more use, Metro will explore covering the short-term bicycle racks. No additional racks, lockers, or bikeshare docks are recommended at this time given the low levels of current usage and projected population growth.

4.2.2 Metrorail

The Project's modifications will not affect station access or rail service, and is not anticipated to directly impact rail ridership counts at Twinbrook. However, the future joint development will likely result in an increase in ridership at Twinbrook Station. The station has sufficient capacity to accommodate projected increases in ridership resulting from future development enabled by these modifications. For an order of magnitude, a hypothetical 300-unit residential building with 8,000 SF retail would generate approximately 125 daily riders and 37,000 annual trips.

4.2.3 Local Bus Routes

Relocating bus bays to the new busway location will not change local bus service. All of the Ride On routes will remain on the west side and be assigned a new bay. Changes to the location of

the bus loop within the Project Site will have minimal impact on bus travel times and operations. During construction, there may be some disruptions to bus operations and pedestrian access to the bus bays. Therefore, interim operations plans will be developed to maintain access to the buses and the Metro Station during construction.

4.2.4 Kiss & Ride

Eliminating off-street Kiss & Ride and creating on-street curbside pick-up/drop-off spaces will provide customers with a convenient space for this activity. The newly designated locations along both sides of Chapman Avenue would not require crossing a bus loop but would be adjacent to striped bicycle lanes and some customers would need to cross Chapman Avenue. During design review, Metro and the developer will coordinate with City of Rockville staff on the designs of the bicycle lane and new parking lane to minimize conflicts. The northbound curb does currently serve as an informal Kiss & Ride location for some riders.

The current 14-space Kiss & Ride facility on the west side is oversized based on pick-up/drop-off demand patterns. The Project's modifications anticipate approximately 5-10 pick-up/drop-off spaces split between both sides of Chapman Avenue to capture vehicles traveling in both directions and minimize U-turns in the intersection. This quantity of spaces was determined based on observations during weekday morning and evening peak hours in June 2024 and May 2025, and taking into account 2040 rail ridership projections. Metro has coordinated with the City of Rockville and the City has provided support for installing signage along the transit plaza to enable pick-up/drop-off. The final number of spaces will be impacted by a number of factors such as available length of curb in the new parking lane and balancing with other curbside needs in the area.

It is also noted that the existing 42-space Kiss & Ride on the east side of the station will not be impacted and will continue to operate as normal once the east side renovation project is completed in Fall 2025. Observations in July 2025 showed that the east side Kiss & Ride was rarely more than one-third occupied and did not exceed one-half occupancy during the busiest weekday evening pick-up/drop-off period.

4.2.5 Park & Ride

The existing 164-space surface lot is proposed to be permanently closed while the 418-space garage on the west side remains open. Metro reviewed five (5) months of parking data collected between February and June 2025. The data revealed that the west lot was typically 2/3 full and occasionally 100% occupied during mid-week weekdays. Additionally, the busiest day for the west garage over the five (5) month period saw a maximum of only 74 occupied spaces (18% full) with 344 empty spaces. This is more than enough capacity to absorb the demand from closing a fully occupied 164-space lot and limit the shifting of parking demand between west side parking facilities only. However, if there is a need for additional parking in the future, there is typically more than 200 spaces available at any given time in the east side parking lot.

4.2.6 Traffic

Metro does not anticipate the reconfiguration of transit facilities to cause significant impacts to traffic. The existing conditions indicate negligible traffic congestion on the roadways adjacent to the Twinbrook Metro Station, even after accounting for several new mixed-use and multifamily building in the area delivering in the next several years. Roadway mitigation measures for new developments, such as traffic signals and striped turn lanes, have recently been implemented in the vicinity to account for traffic generated by new development.

Reducing the number of driveway curb cuts may improve traffic flow on Chapman Avenue. The biggest proposed changed from a traffic standpoint is the addition of the busway exit as a fourth leg to the intersection of Bouic Avenue and Chapman Avenue. The number of buses using this new leg is expected to be low over the course of an hour, so minimal impacts to traffic flow through the intersection are expected.

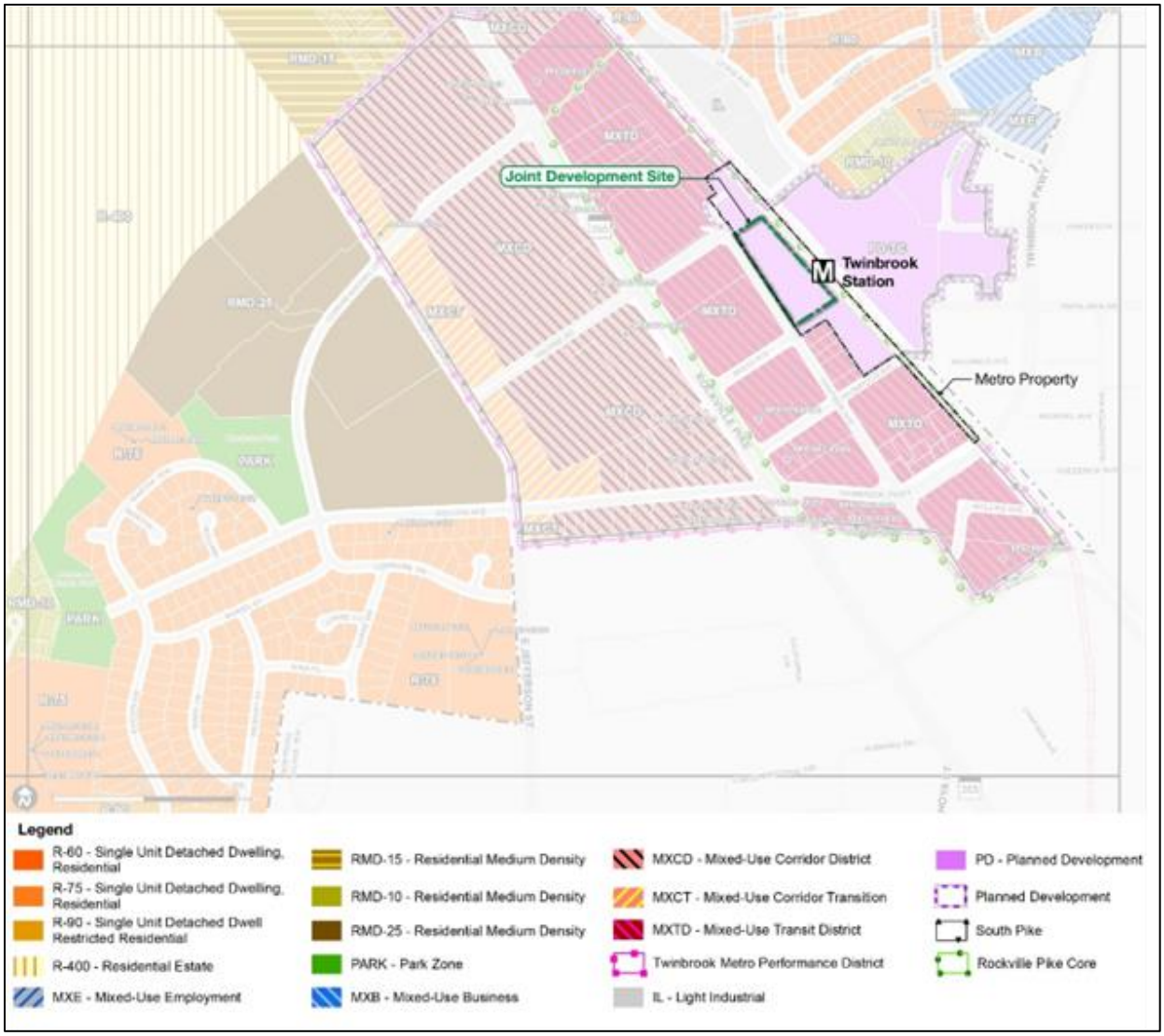
As a future joint development project progresses, more detailed multimodal transportation analysis will be conducted through the City of Rockville's development review process. This analysis will inform changes to signage and traffic control at this intersection. During construction, there may be disruptions to vehicular traffic along these blocks. Therefore, maintenance-of-traffic plans will be developed to maintain station access during construction.

4.3 Zoning and Land Use

As shown in

Figure 5, the current zoning for the Metro parcel is Twinbrook Commons (PD-TC). According to the City of Rockville's zoning regulations, the designated equivalent zone for PD-TC is Mixed-Use Transit District Zone (MXTD), which is intended to promote high-density mixed-use development in areas near Metro Stations.

Figure 5. Existing Zoning Map

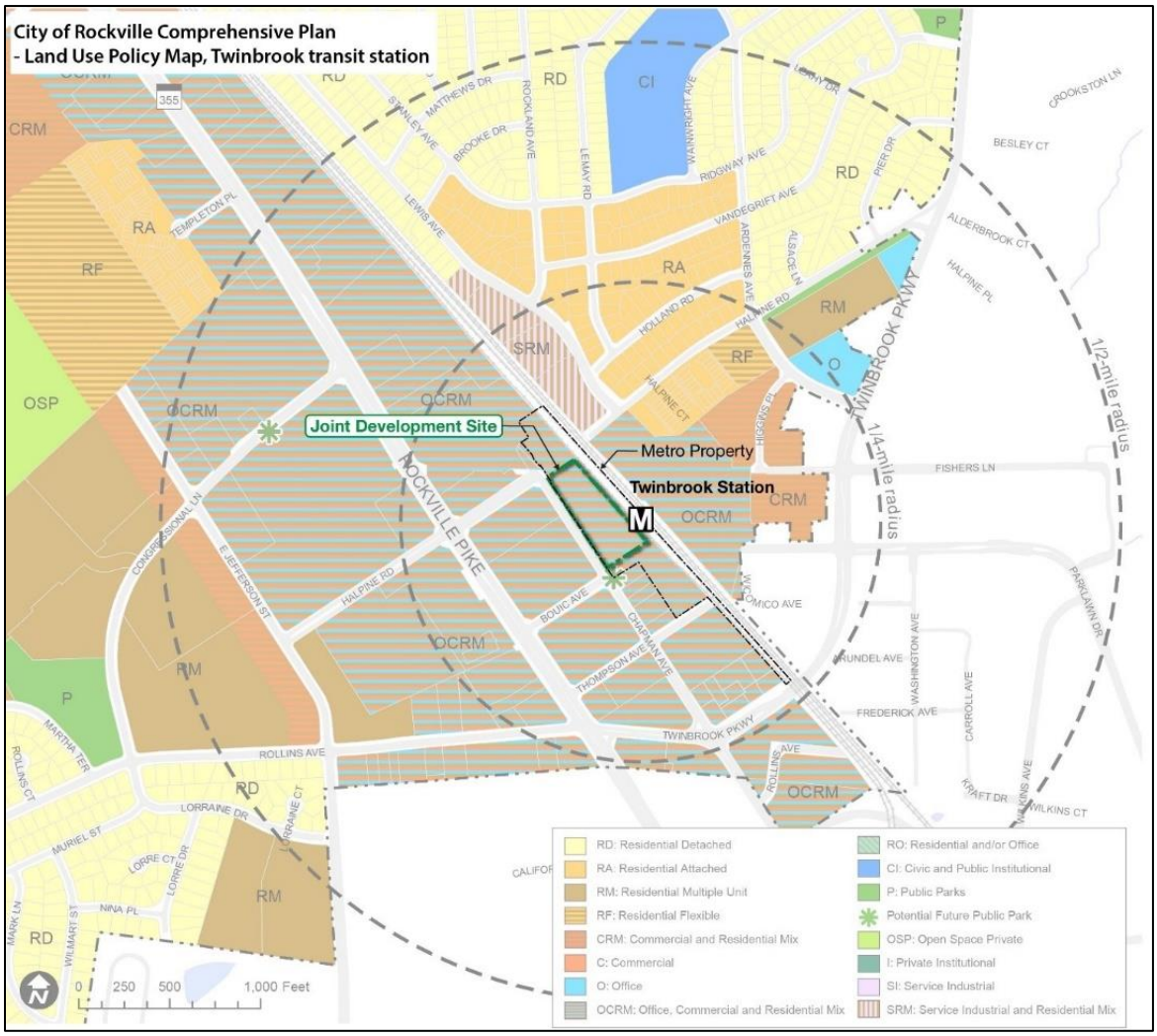


Source: City of Rockville Zoning

The Project Site lies within the *South Pike Area* identified in the 2016 Rockville Pike Neighborhood Plan, which was adopted as part of the Rockville 2040 Comprehensive Plan. The Land Use Policy Map (as shown in

Figure 6**Error! Reference source not found.**) was developed as part of this plan to guide future development and growth in the City of Rockville. The Twinbrook Metro Station area has an Office, Commercial and Residential Mix (OCRM) designation. This designation allows a mix of high-intensity uses and provides flexibility to support continued growth near the station in the South Pike area. The designated development mix and density for the Project Site is aligned with Metro's vision.

Figure 6. Future Land Use Map



Source: Rockville 2040 Comprehensive Plan

4.4 Planning Consistency

Table 2 identifies applicable local plans and evaluates the Project's consistency with these plans.

Table 2. Planning Consistency

Plan	Description	Author	Date	Inconsistencies
Twinbrook Sector Plan, an Amendment to the North Bethesda/ Garrett Park Master Plan	Aims to transform the area into a distinct, mixed-use community within Montgomery County's I-270 Technology Corridor. It envisions a blend of residential, commercial, and technology-oriented developments, leveraging proximity to the Twinbrook Metro Station. The plan divides the area into three districts: the Metro Core Area for mixed-use redevelopment, the Technology Employment Area for tech-focused growth, and the Light Industrial Area for existing businesses.	The Maryland-National Capital Park and Planning Commission & the Montgomery County Planning Department	2009	None
Montgomery County's Pedestrian Plan	Outlines a plan to create safer, more comfortable, and accessible walking environments for all pedestrians. It emphasizes improving pedestrian connectivity and safety around the station by enhancing sidewalks, crossings, and trails. It also aligns with the county's Vision Zero initiative to eliminate traffic fatalities and serious injuries by 2030.	The Maryland-National Capital Park and Planning Commission & the Montgomery County Planning Department	2023	None
Montgomery County Bicycle Master Plan	Outlines the approach to implement a comprehensive network of low-stress bicycle facilities that connects people to critical locations like Metrorail stations in order to create a more equitable system of sustainable transportation facilities.	Montgomery County Office of Planning and Development	2018	None
Thrive Montgomery 2050 – General Plan Update	Promotes Transit-Oriented Development and encourages the concept of "15-Minute Living," a nuanced approach to mixed-use development that includes area-specific investment into uses that maximize local access to essential programming. The plan also outlines the need for transit, bicycle, and pedestrian infrastructure around	Montgomery County Office of Planning and Development	2021	None

Plan	Description	Author	Date	Inconsistencies
	Metrorail stations to reduce the county's dependence on automobiles.			
2050 Maryland Statewide Bicycle & Pedestrian Master Plan	Aims to update and strengthen policies, practices, and tools for biking, walking, and micromobility. It highlights the need to address gaps in the pedestrian and bicycle infrastructure around the station, particularly along Veirs Mill Road/MD 586.	Maryland Department of Transportation	2024	None
Rockville 2040 Comprehensive Plan	Establishes policies to guide the city's growth, development, and quality of life over the next twenty years, including in the areas of land use, transportation, housing, recreation and parks, the environment, and historic preservation, among other topics.	City of Rockville Comprehensive Planning Department	2021	None
Rockville Neighborhood Plan	Focuses on creating a vibrant and comfortable mixed-use environment supported by high-quality public amenities and facilities, and complemented by a transportation network that will better support pedestrians, bicyclists, drivers, and transit riders.	City of Rockville Comprehensive Planning Department	2016	None

4.5 Neighborhood and Community Facilities

The Project Site is near the southern boundary of the City of Rockville, Maryland, just north of the North Bethesda neighborhood of unincorporated Montgomery County. Twinbrook Metro Station is part of an important transit and transportation corridor, just a block off Rockville Pike (MD 355), a major commercial corridor.

There is significant residential development west and northeast of the station. Within a half-mile radius of the Project site, there are several places of worship, a martial arts academy, a grocery store, one primary school, and several locally and regionally significant healthcare institutions.

Figure 7 and

Table 3 show community facilities within a half-mile boundary around the joint development study area for the Brookland Metro Station.

Figure 7. Neighborhood and Community Map

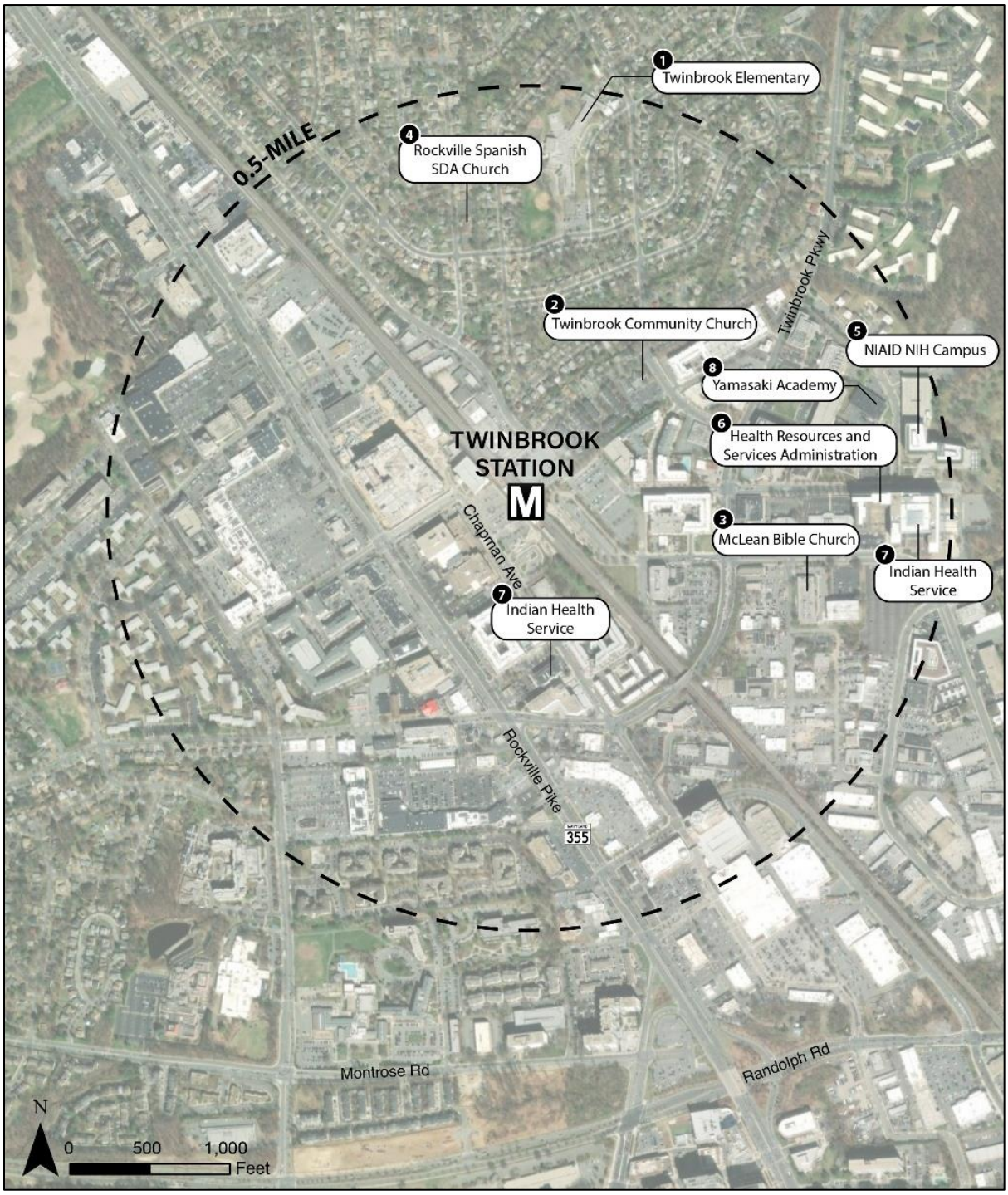


Table 3. Community Facilities within Half-Mile of Joint Development Project Site

Map ID	Facility Name	Type of Community Facility	Address
1	Twinbrook Elementary	Primary School	5911 Ridgway Ave, Rockville, MD 20851
2	Twinbrook Community Church	Place of Worship	5906 Halpine Rd, Rockville, MD 20851
3	McLean Bible Church	Place of Worship	12440 Parklawn Dr, Rockville, MD 20852
4	Rockville Spanish SDA Church	Place of Worship	2208 Rockland Ave, Rockville, MD 20851
5	NIAID NIH Campus	Healthcare/Research	5601 Fishers Ln, Rockville, MD 20852
6	Health Resources and Services Administration	Healthcare	5600 Fishers Ln, Rockville, MD 20852
7	Indian Health Service (2 locations)	Healthcare	801 Thompson Ave #400, Rockville, MD 20852; 5600 Fishers Ln, Rockville, MD 20857
8	Yamasaki Academy	Martial Arts	12712 Rock Creek Mill Rd, Rockville, MD 20853

4.6 Cultural Resources

No significant cultural resources are located within a half-mile of the Project Site.

4.7 Public Parklands

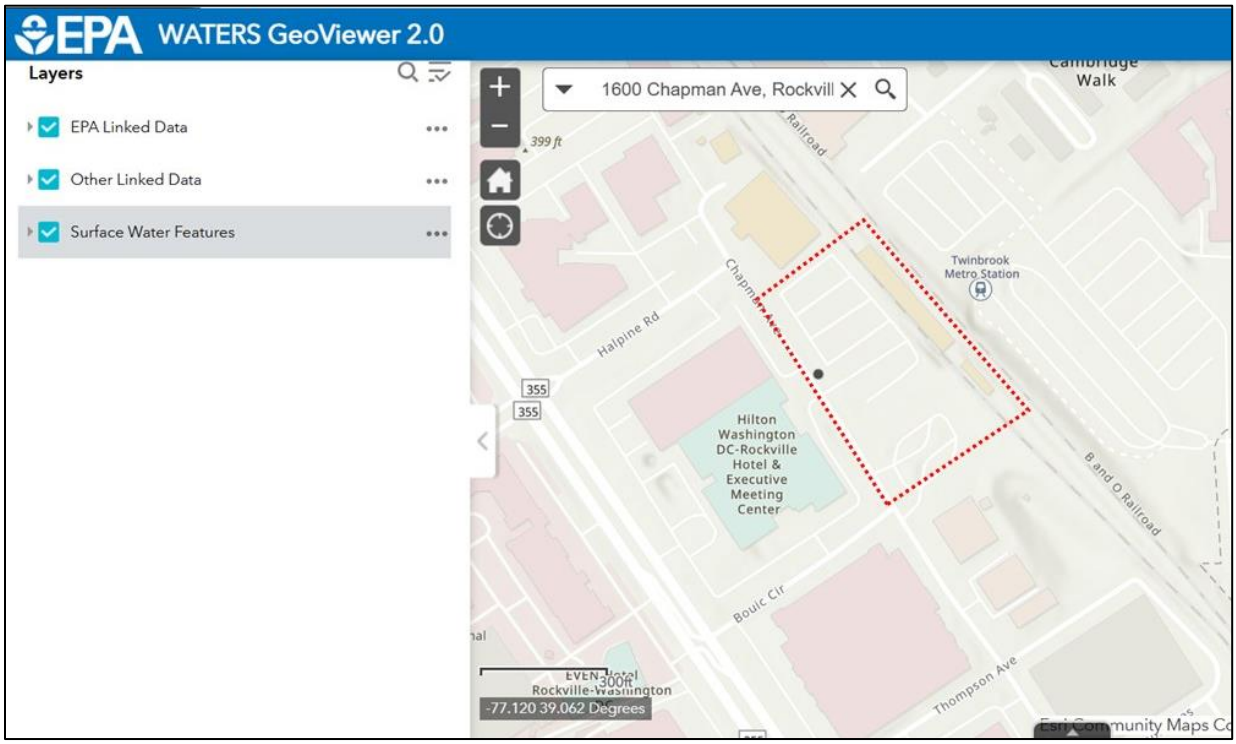
No public parklands are located within a half-mile of the Project Site.

4.8 Wetlands and Waters of the U.S.

According to the U.S. Environmental Protection Agency (EPA) and the U.S. Fish and Wildlife Service there are no identified Wetlands or Waters of the U.S. within 0.5 miles of the Project Area (Figure 8 and

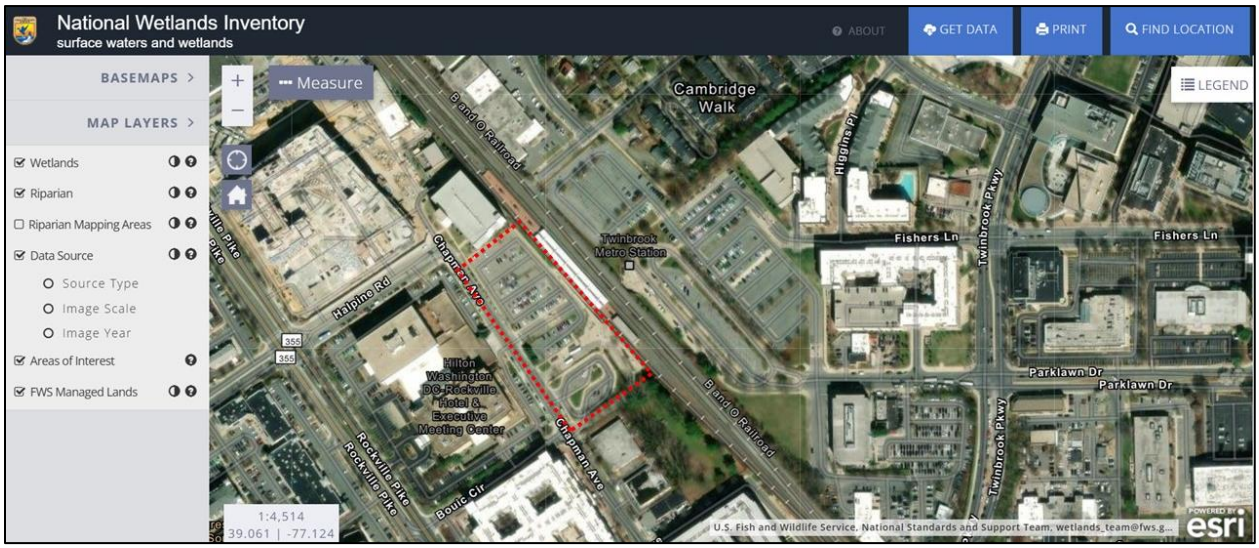
Figure 9). Since there is no body of water at or adjacent to the Project Site, Metro does not anticipate any impacts to the property.

Figure 8. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 9. National Wetlands Inventory Map



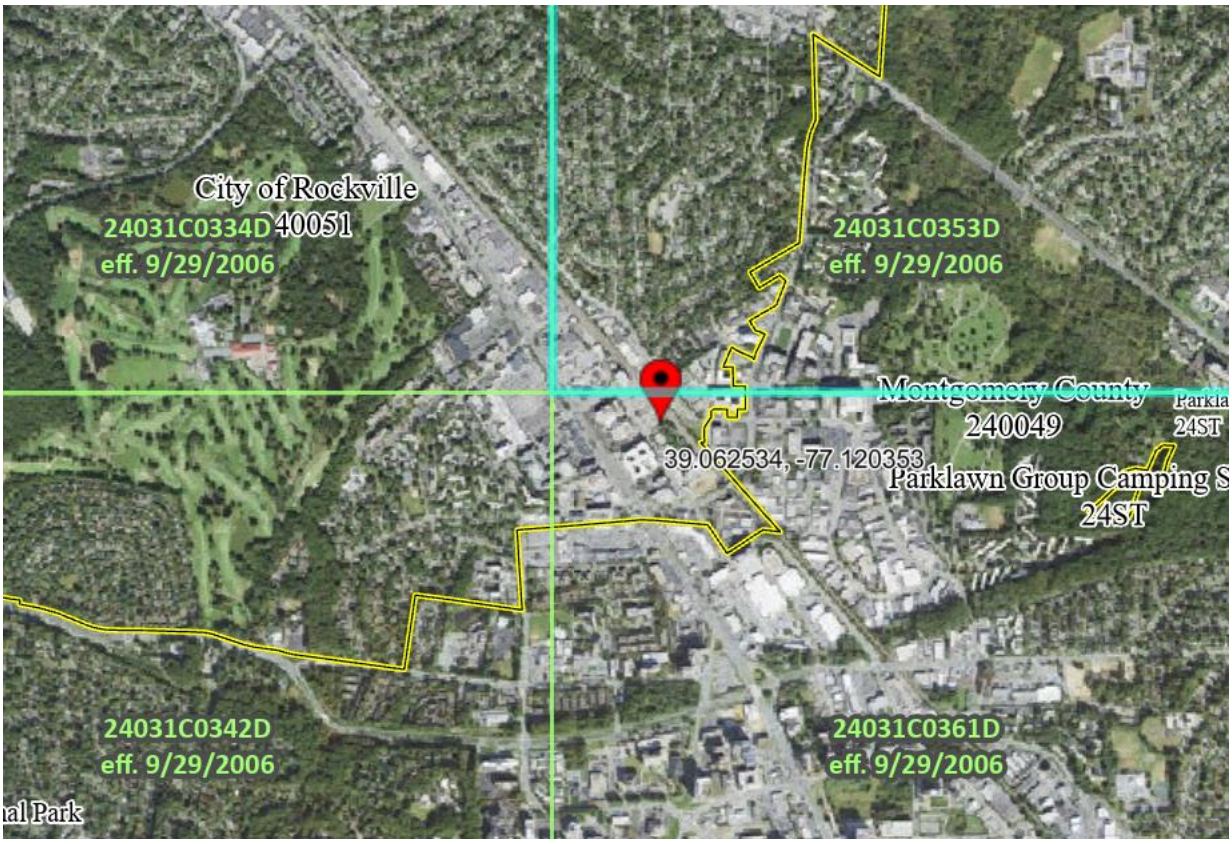
Source: U.S. Fish and Wildlife Wetlands Inventory

4.9 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps 24031C0361D, 24031C0353D, 24031C0342D, and 24031C0334D, effective September 29, 2006, show that existing facilities at the Twinbrook Metro Station do not occupy the current 100-year or 500-year floodplain (Figure 10).

Note that FEMA floodplains are only one indicator of flood risk. The future developer of the site north of the transit plaza will be required to analyze interior stormwater flood risk per the guidance in Metro's *Manual of Design Criteria, Chapter 4 Resilience*.

Figure 10. FEMA Floodplain Mapping



4.10 Water Quality

Metro does not anticipate the proposed changes to transit facilities will affect water quality. The Project Site is a paved parking lot with an impervious surface. If there is subsequent development, storm water management facilities will be constructed in accordance with local, county, and state regulations. The future developer would be solely responsible for obtaining all required permits and will request extensions of approved permits, as necessary.

To facilitate development of 1800 Chapman Avenue, which is south of the Twinbrook Metro Station, a stormwater vault will be installed under the future transit plaza. The plaza will replace the Kiss & Ride lot and the bus loop.

No negative permanent impacts to water quality are anticipated resulting from the changes to the transit facilities because the total number of impervious areas will be reduced. During construction, there may be minor construction-related sediment or erosion risk. To minimize the impact, the project team will employ construction-operations controls.

4.11 Air Quality

The Project Site is in the City of Rockville in Montgomery County, Maryland, which is part of the EPA-defined Metropolitan Washington Air Quality Designation Area.

The area is currently designated as a moderate nonattainment area for 8-hour ozone (O_3) and is in attainment with all other EPA National Ambient Air Quality Standards, including carbon monoxide (CO), particulate matter less than 2.5 microns ($PM_{2.5}$) and 10 microns (PM_{10}), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb).

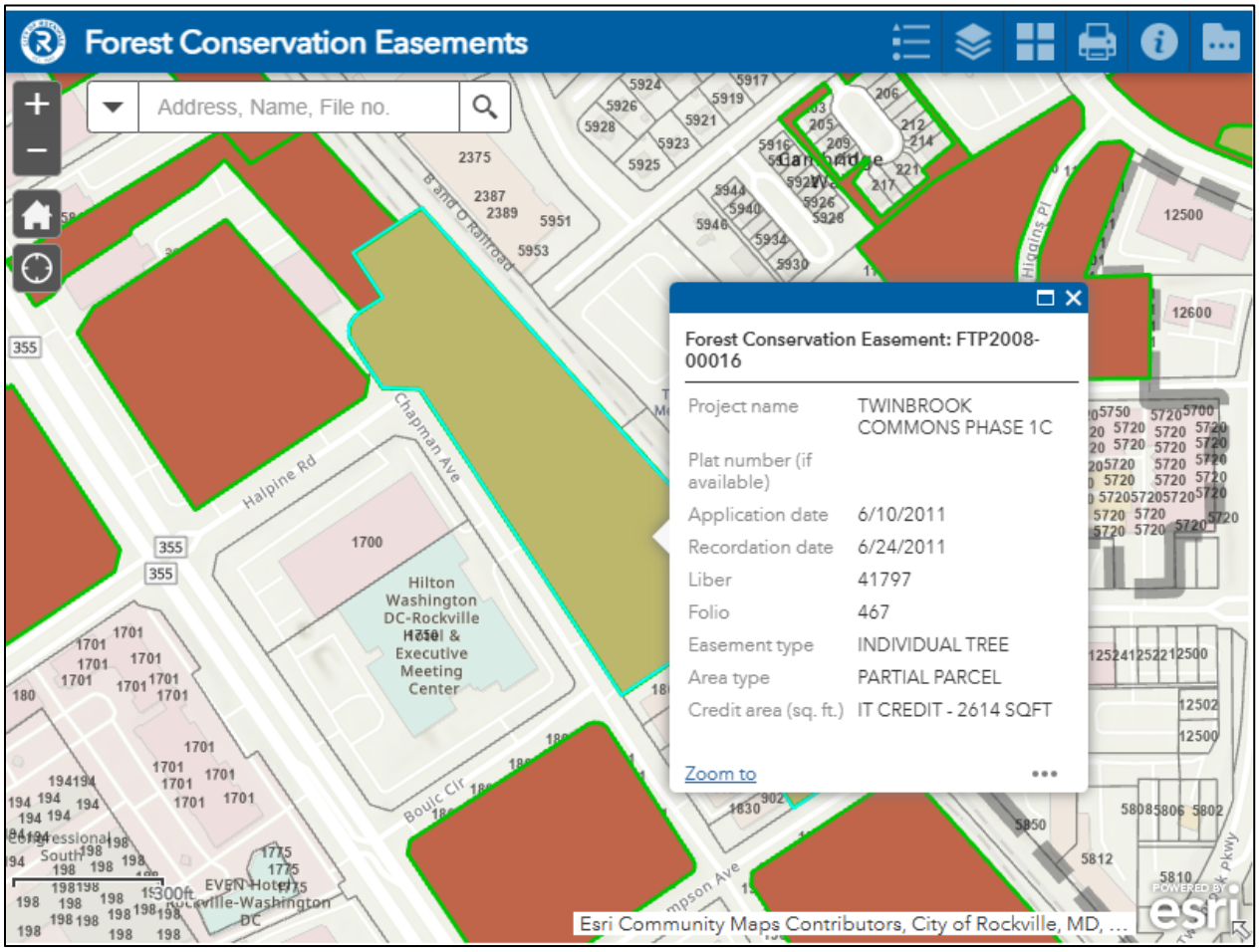
The Project is not anticipated to have any impacts on air quality. The Project will abide with Metro's clean air framework by following the goal of reducing its transportation-related carbon footprint at the Project Site. During the construction phase, air monitoring stations will be set up around the perimeter of the site to take measurements of the air, with the intent of limiting debris and dust from leaving the Project Site. To minimize such impacts, the project team will employ dust-mitigation measures including wetting soils and cleaning equipment.

4.12 Forest Stands

Metro does not anticipate that the Project will affect any forest stands. Development in Rockville is subject to the city's Forest and Tree Preservation Ordinance, which is managed by the city's Community Planning and Development Services Department. The City of Rockville is further obligated under the Maryland Roadside Tree Law, as administered by the Maryland Department of Natural Resources, to maintain the street trees within the public right-of-way.

The Project's modifications at Twinbrook Metro Station will not affect any trees in the public right-of-way. The station has an "individual tree" easement and no individual "trees of significance" are located on the Project Site. The Project will be designed in a way to preserve and install as many trees as possible, and a final tree plan will be developed as the designs of both transit improvements and future development progress.

Figure 11. Forest Conservation Easements



4.13 Threatened and Endangered Species

Metro does not anticipate any impacts to federally protected species or habitat as a result of the Project. An official species list of potential threatened and endangered species from the U.S. Fish and Wildlife Service IPaC online application was reviewed for the Project Site**.** The Northern Long-eared Bat (Endangered Status), Tricolored Bat (Proposed Threatened), and the Monarch Butterfly (Proposed Threatened) are the only species identified in the official species list for the Project Site. No critical habitats were identified.

4.14 Utilities

Metro does not anticipate the Project to permanently affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services. Any temporary impacts to utilities will be coordinated in the design and permitting phases of the Project.

4.15 Safety and Security

Metro will be responsible for providing a police/security presence at Metro-operated facilities during operating hours. Because the agency is currently responsible for providing safety and security services at the Metro Station, no significant impact on Metro-operated facilities or operations are anticipated. The new transit plaza and busway will include additional new lighting and security cameras.

4.16 Hazardous and Contaminated Materials

In December 2024, WSP prepared a Phase I Environmental Site Assessment (ESA) for the Project consistent with the requirements of the American Society of Testing and Materials (ASTM) E1527-13, Standard Practice for Environmental Site Assessments: Phase I ESA Process and EPA Standards and Practices for All Appropriate Inquiries contained in CFR Part 312.

The Phase I ESA did not identify any Recognized Environmental Conditions (RECs), controlled RECs, or historical RECs. De minimis staining was observed throughout the parking lot. The staining appeared to be associated with minor leaks (less than 1 gallon) from vehicles/equipment that routinely use the area for parking. No other stains or corrosion were observed during the site reconnaissance.

The future developer will be solely responsible for any required permits or other documentation related to hazardous and contaminated materials. The Project will follow proper testing, remediation, and permitting processes.

4.17 Noise and Vibration

Metro does not anticipate any impacts on existing noise-sensitive receptors. The existing local bus and rail transit operations will continue to operate as they currently do, with no increase or decrease in service anticipated. The Metrorail tracks would continue to function as they do

now, and the existing bus routes would continue to serve the Metro Station—but from a relocated busway.

The future developer will be responsible for quantifying and mitigating noise and vibration impacts from the private development project. The future developer will also be responsible for constructing the joint development in a manner that mitigates potential noise and vibration impacts from rail, mass transit, and Station-related sources on the new residences and commercial uses.

There will be no permanent impacts resulting from the changes to the transit facilities. The Project will generate noise levels typical of construction-related processes and will abide by City of Rockville noise ordinances. Mitigation activities could include minimizing nighttime work and utilizing noise control measures. Metro does not anticipate any unusual noise to be generated by the Project or future development.

4.18 Secondary and Cumulative Impacts

4.18.1 Secondary Impacts

Metro does not anticipate any adverse secondary impacts as a result of the Project. However, the increase in permanent residents and workers at the Project Site from future development would result in secondary impacts. The joint development's housing and retail uses would increase the overall employee and residential population of the area and would contribute to a marginal increase in economic activity in the project vicinity, including foot traffic and the demand for goods, services, and housing. The neighborhood and its street network can accommodate the increased development and traffic.

4.18.2 Cumulative Impacts

Metro does not anticipate any adverse cumulative impacts as a result of the changes to transit facilities, and it would contribute minimal incremental effects to natural resources, socioeconomics, and transit conditions.

4.19 Construction Impacts

Construction of the Project will not close the Metro Station to passengers at any time. During construction, all modes of access would be maintained or accommodated to ensure a high-quality customer experience. The developer will prepare and submit a maintenance of traffic plan to Metro and the City of Rockville for approval. The Project will be phased to minimize the impact on Metro operations.

Construction dust and noise may be a concern to surrounding neighborhoods. The future developer and contractor will be responsible for ensuring that all construction activities adhere to air quality and noise control regulations as established in the City of Rockville's noise ordinance and Metro design criteria.

5.0 PUBLIC INVOLVEMENT

Metro will keep the public informed about the Project's modifications through public outreach. In accordance with the WMATA Compact, a public hearing will be held on October XXXX, 2025 at XXXX p.m. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the Washington Post, as required by the WMATA Compact, and through other means. The Project's webpage will include general information, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The public hearing will address the following topics:

- Relocation of the bus loop and three (3) bus bays;
- Relocation of Kiss & Ride facilities; and
- Removal of surface Park & Ride lot.

Metro staff will develop a report that summarizes comments received at the public hearing as well as staff responses. This report will be made available for public review and comment online, in hard copy at Metro headquarters, and in libraries in the Project's vicinity.

Metro will collect comments from the public via the following:

- Online at wmata.com/initiatives/plans
- Written comments mailed to: Office of the Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390
- A public hearing that allows for participation in-person or virtually via telephone or videoconference

All comments must be received by 5 p.m. on XXXX to be included in the public record.

6.0 REFERENCES

IPaC information for Planning and Consultation
https://ipac.ecosphere.fws.gov/location/ANYWN5J7JBGC3N5SG6E7J2AD2E/resources#endangered-species

EPA WATERS GeoViewer Results
https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=074cfede236341b6a1e03779c2bd0692

FEMA Flood Map Service Center
https://msc.fema.gov/portal/search

Phase I Environmental Site Assessment, Final, Twinbrook Station, Rockville, Maryland; December 9, 2024; WSP, Herndon, VA.

Rockville 2040 Comprehensive Plan (2021). Retrieved from:
https://www.rockvillemd.gov/DocumentCenter/View/57651/City-of-Rockville-Comprehensive-Plan---single-page-SQUARE---TCMP-Watermark

Rockville Neighborhood Plan (2009). Retrieved from:
www.rockvillemd.gov/DocumentCenter/View/971/Twinbrook-Neighborhood-Plan?bidId=

U.S. Census Bureau (2020). *Hispanic or Latino, and Not Hispanic or Latino by Race 2020 Decennial Census*. Retrieved from census.gov.

U.S. Census Bureau (2020). *Household Income in the past 12 Months (in 2020 Inflation-Adjusted Dollars) 2016-2020 American Community Survey 5-Year Estimates*. Retrieved from census.gov.

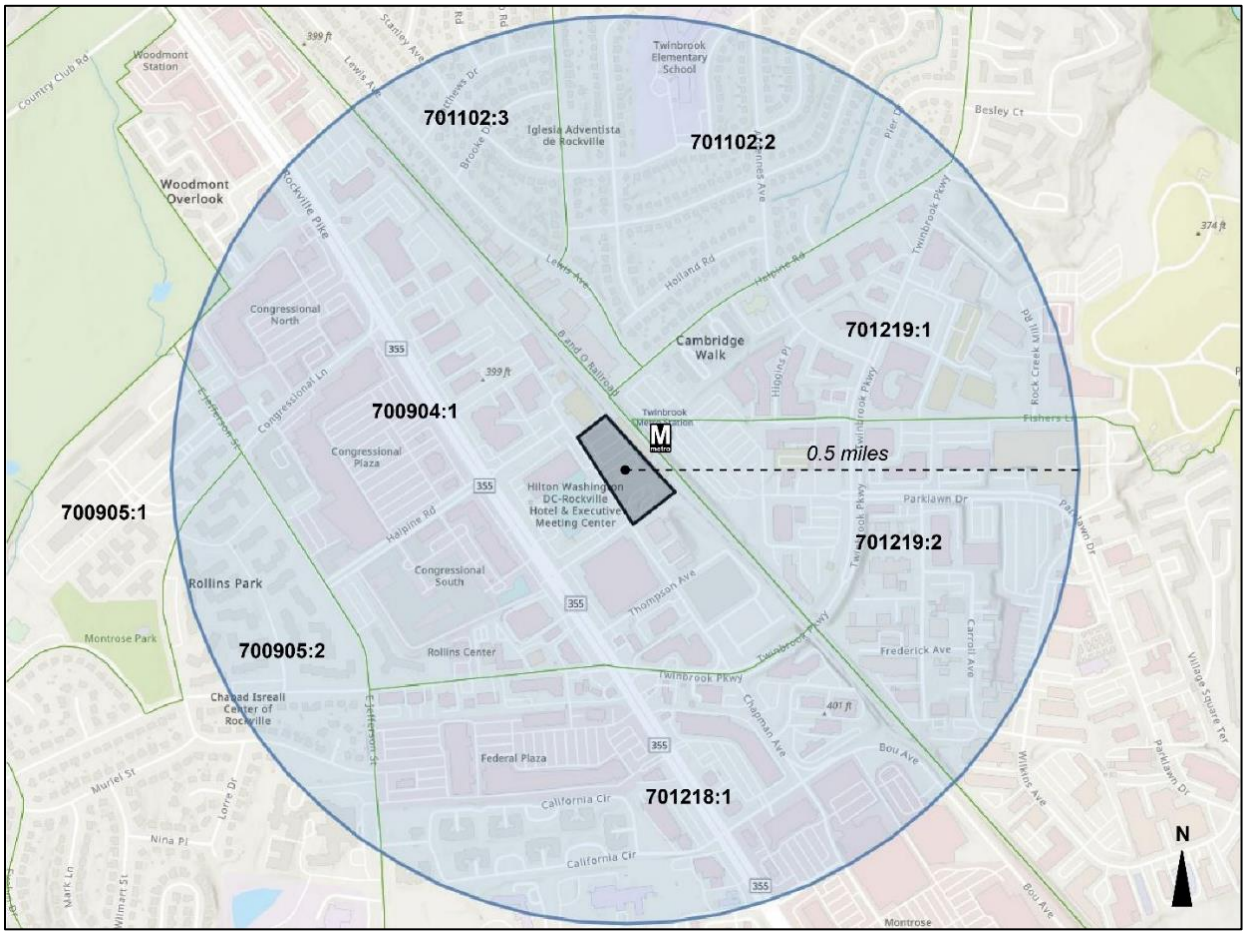
U.S. Census Bureau (2020). *Median Household Income in the past 12 Months (in 2020 Inflation-Adjusted Dollars) 2016-2020 American Community Survey 5-Year Estimates*. Retrieved from census.gov.

7.0 APPENDIX

7.1 - Census Project Study Area Demographics

To better understand the community's demographics, this document looks at the half-mile radius around the Project Site (Census Project Study Area). All U.S. Census block groups—and any portions of block groups—that fall within the Census Project Study Area were included. The figure below shows the study area and applicable block groups.

Census Project Study Area with Block Groups



The tables below show a breakdown of the Census Project Study Area by age and sex, and racial demographics.

Census Project Study Area Male Population by Age

Census Tract (Block Group)	Male							
	Under 18	18-24	25-34	35-44	45-54	55-64	65+	Total
7009.04(1)	149	200	507	244	36	30	152	1,318
7009.05(1)	475	19	208	229	43	38	38	1,050
7009.05(2)	348	123	88	232	192	38	125	1,146
7011.02(2)	47	17	86	90	163	245	100	748
7011.02(3)	0	54	102	14	45	0	80	295
7012.18(1)	163	15	269	144	151	44	340	1,126
7012.19(1)	495	70	473	325	165	106	59	1,693
7012.19(2)	51	69	269	130	74	0	17	610
Census Study Area (%)	**1,728 (22%)**	**567 (7%)**	**2,002 (25%)**	**1,408 (18%)**	**869 (11%)**	**501 (6%)**	**911 (11%)**	**7,986 (100%)**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2023)

Census Project Study Area Female Population by Age

Census Tract (Block Group)	Female							
	Under 18	18-24	25-34	25-44	45-54	55-64	65+	Total
7009.04(1)	192	198	239	233	99	37	275	1,273
7009.05(1)	215	42	225	178	80	38	40	818
7009.05(2)	321	212	157	113	234	75	233	1,345
7011.02(2)	132	201	74	78	264	80	228	1,057
7011.02(3)	0	111	41	60	0	87	49	348
7012.18(1)	129	122	297	216	164	107	571	1,606
7012.19(1)	343	178	311	285	320	105	45	1,587
7012.19(2)	135	104	161	131	29	23	44	627
Census Study Area (%)	**1,467 (17%)**	**1,168 (14%)**	**1,505 (17%)**	**1,294 (15%)**	**1,190 (14%)**	**552 (6%)**	**1,485 (17%)**	**8,661 (100%)**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimate (2023).

Minority Population by Group

Minority Group	Project Study Area		Rockville, Maryland	
	Number	Percentage of Total Population	Number	Percentage of Total Population
Black/African American	2,092	12.3%	7,119	10.6%
American Indian/ Alaska Native	55	0.3%	104	0.15%
Asian	4,252	25.0%	14,381	21.43%
Native Hawaiian or Other Pacific Islander	4	0.0%	35	0.05%
Two or More Races	719	4.2%	3,370	5.02%
Other	136	0.8%	547	0.8%
Minority Populations (Race) Total	**7,258**	**42.7%**	***25,556***	***45.7%***
Hispanic or Latino	3,590	21.1%	11,334	16.9%
White Alone	13,405	48.9%	30,227	45.0%

Source: U.S. Census Bureau, Decennial Census (2020).

Minority and Low-Income Population by Block Group

Census Tract (Block Group)	Minority Population			Low-Income Population		
	Total Population	Minority Population	Percent	Total Households	Low-Income Households**	Percent
7009.04(1)	2,766	1,705	61.6%	1,321	*570*	43.1%
7009.05(1)	1,936	1,335	69.0%	658	*179*	27.2%
7009.05(2)	2,213	1,132	51.2%	831	344	41.5%
7011.02(2)	1,918	1,254	65.4%	644	225	34.9%
7011.02(3)	1,233	890	72.2%	241	--*	--*
7012.18(1)	3,050	1,605	52.6%	1,458	510	35.0%
7012.19(1)	2,487	1,905	76.6%	1,340	601	44.9%
7012.19(2)	1,392	1,022	73.4%	562	147	26.1%
Census Project Study Area	**16,995**	**10,848**	**63.8%**	**6,814***	**2,576***	**37.8%***
Rockville, MD	67,117	25,556	45.7%	23,686	1,872	7.9%

Sources: U.S. Census Bureau, Decennial Census (2020) & American Community Survey 5-Year Estimates (2023)

**Some income data was not available at the block group level in some of the Census Project Study Area. The total number of households in the Census Project Study Area does not include the households in the block group with no income data.*