



Grosvenor-Strathmore Joint Development Environmental Evaluation

Prepared by:



Washington Metropolitan Area Transit Authority

February 2020

This page is intentionally left blank.

Table of Contents

1.	INTRODUCTION	3
2.	EXISTING SITE DESCRIPTION.....	12
2.1	Metrorail	12
2.2	Metrobus / Ride-On Bus	12
2.3	Park & Ride	13
2.4	Kiss & Ride.....	13
2.5	Pedestrian and Bicycle Access	13
3.	PROJECT DESCRIPTION	14
3.1	Park & Ride Structure	14
3.2	Kiss & Ride Area	15
3.3	Pedestrian and Bicycle Access	15
3.4	Bus Loop	16
3.5	Joint Development.....	18
4.	PROJECT IMPACTS	20
4.1	Land Acquisitions and Displacements.....	20
4.2	Transportation	20
4.3	MD 355 BRT	21
4.4	MCDOT Dockless Vehicle Programs	22
4.5	Metro Operations and Facilities	22
4.6	Land Use and Zoning	24
4.7	Planning Consistency	27
4.8	Neighborhoods and Community Facilities	28
4.9	Environmental Justice Populations	30
4.10	Cultural Resources	31
4.11	Public Parklands and Recreation Areas	31
4.12	Wetlands and Waters of the U.S.	32
4.13	Floodplains.....	34
4.14	Water Quality.....	35
4.15	Air Quality.....	35
4.16	Forest.....	35
4.17	Threatened and Endangered Species	36
4.18	Utilities	36
4.19	Safety and Security	37
4.20	Hazardous and Contaminated Materials	37
4.21	Noise and Vibration	37
4.22	Secondary and Cumulative Impacts.....	37
4.23	Construction Impacts.....	38
5.	PUBLIC INVOLVEMENT	39
6.	REFERENCES.....	39

List of Figures

Figure 1: Project Location	5
Figure 2: Existing Site and Transportation Facilities	7
Figure 3: Proposed Modified Reconfiguration of Existing Park & Ride Garage.....	8
Figure 4: Site Plan Showing the Proposed Modified Garage Expansion Project	18
Figure 5: Joint Development Concept	19
Figure 6: General Concept Plan Showing Division of Site Between Transit and Development Area	20
Figure 7: Bicycle and Pedestrian Circulation Plan	24
Figure 8: Existing Land Use	25
Figure 9: Existing Zoning	25
Figure 10: Neighborhoods and Community Facilities.....	29
Figure 11: Wetlands and Waters of the U.S.	33
Figure 12: Floodplains	34

1. INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA) entered into a Joint Development Agreement with Fivesquares JDA at Grosvenor Metro, LLC (Fivesquares) on March 8, 2018, as amended on June 6, 2018, for the redevelopment of the 14.7-acre Grosvenor-Strathmore Metro Station property (see **Figure 1** for project location). The redevelopment proposes to include residential, retail, educational/performance, parking, open space and placemaking elements, along with potential office or hotel uses. WMATA and Fivesquares have commenced construction of an addition to the existing WMATA garage and a related re-configuration of existing WMATA operations in order to facilitate the future transit-oriented development. (As discussed below and elsewhere in this report, other transit services on the site, such as Metrorail and the Kiss & Ride, will continue to be provided.)

This report is an evaluation of a proposed modification to the current plan for the WMATA-approved facilities, mostly related to commuter parking, on the site (the Garage Expansion Project). That modification, it is was to be approved, would be a change to WMATA's "mass transit plan" (which is discussed below). The Garage Expansion Project as previously adopted by WMATA and therefore part of WMATA's "mass transit plan" includes the redevelopment of existing WMATA facilities – the removal of the Park & Ride surface parking lot, the expansion of the existing Park & Ride garage to replace all of the surface parking, building enhanced pedestrian and bicyclist facilities, reconfiguring the Kiss & Ride, constructing a new secure Bike & Ride station, and related improvements. The modification now under consideration would be now replace just over half, but not all, of the surface parking spaces (while retaining the capability of replacing those surface parking spaces in the future); the remainder of the Garage Expansion Project would not be affected by the proposed modification.

For purposes of this Environmental Evaluation, the Garage Expansion Project does not include the private sector development proposed for portions of the overall site not being used for transit operations; that private development is outside the scope of WMATA's "mass transit plan" and therefore not relevant to the change to WMATA's "mass transit plan" addressed in this Environmental Evaluation.

The Joint Development Solicitation for the joint development project that gave rise to the Garage Expansion Project was completed in 2013. It proposed to replace the existing 408 space Park & Ride surface lot with an equivalent Park & Ride garage expansion replacing all 408 spaces. The change now being considered is whether to instead construct an expansion of the existing parking garage large enough to accommodate *all or just over half* – 219 -- of the 408¹ surface parking spaces that will be removed. (Note: if a decision is now made to not replace all of the surface parking spaces at this time, that does not mean WMATA can't later build the spaces now not being replaced. The area in which those spaces would be located will remain available for a further expansion of the garage.)

Deciding to replace only 219 of the 408 spaces in the surface parking lot would reduce parking capacity at the Grosvenor-Strathmore Metro Station by 189 spaces, even if it would be possible to add the remaining spaces later. A material reduction in parking capacity is a change in WMATA's "mass transit plan." For purposes of this report, WMATA's "mass transit plan" is the master plan outlining the transit facilities WMATA provides. Under the terms of the WMATA Compact -- the interstate agreement between the Commonwealth of Virginia, the District of Columbia and the State of Maryland that created and governs WMATA -- a proposed change in WMATA's "mass transit plan" requires that the matter be studied before the WMATA Board of Directors can adopt such a change.

¹ The number of parking spaces stated in this Environmental Evaluation are approximate. This is particularly true of the number of spaces proposed for the expansion wings to be added to the existing Park & Ride garage. The actual parking space count in the current surface Park & Ride lot has been variously stated as 408, now believed to be the correct count, and 412. The projected number of 219 parking spaces to be added in the southern expansion – already under construction - of the Park & Ride garage or the 194 parking spaces in the proposed western expansion of the Park & Ride garage – for a total of 413 replacement spaces (compared to the 408 surface parking spaces currently on the site) -- are based on construction plans but the actual number may vary depending on the circumstances of the expansion(s) as built.

The focus of this document is, therefore, to evaluate the potential environmental effects of the reduction of the Park & Ride garage expansion within the context of the larger development project. To support WMATA Compact requirements, specifically WMATA Compact Section 14(c)(1), this Environmental Evaluation describes the Garage Expansion Project and documents the potential effects of the reduced Park & Ride garage expansion on the human and natural environment in terms of transportation, social, economic, and environmental factors.

To provide the opportunity for public comment on the Garage Expansion Project, a public hearing will be held. Based on the conclusions of this evaluation, coordination with state and local agencies, and comments from the public, the WMATA Board of Directors will decide the number of parking spaces to be constructed in the Garage Expansion Project.

GROSVENOR-STRAITHMORE JOINT DEVELOPMENT ENVIRONMENTAL EVALUATION

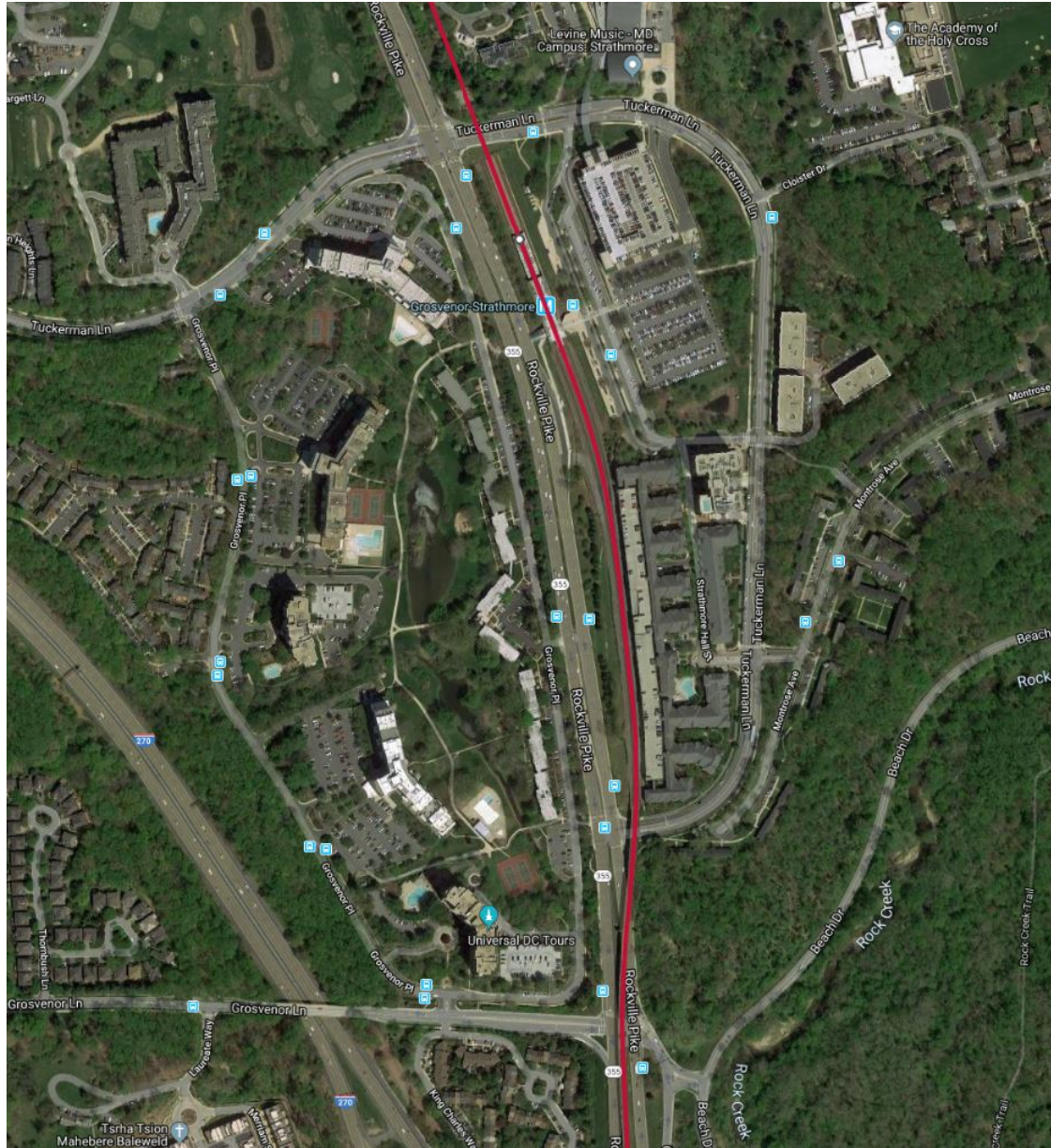


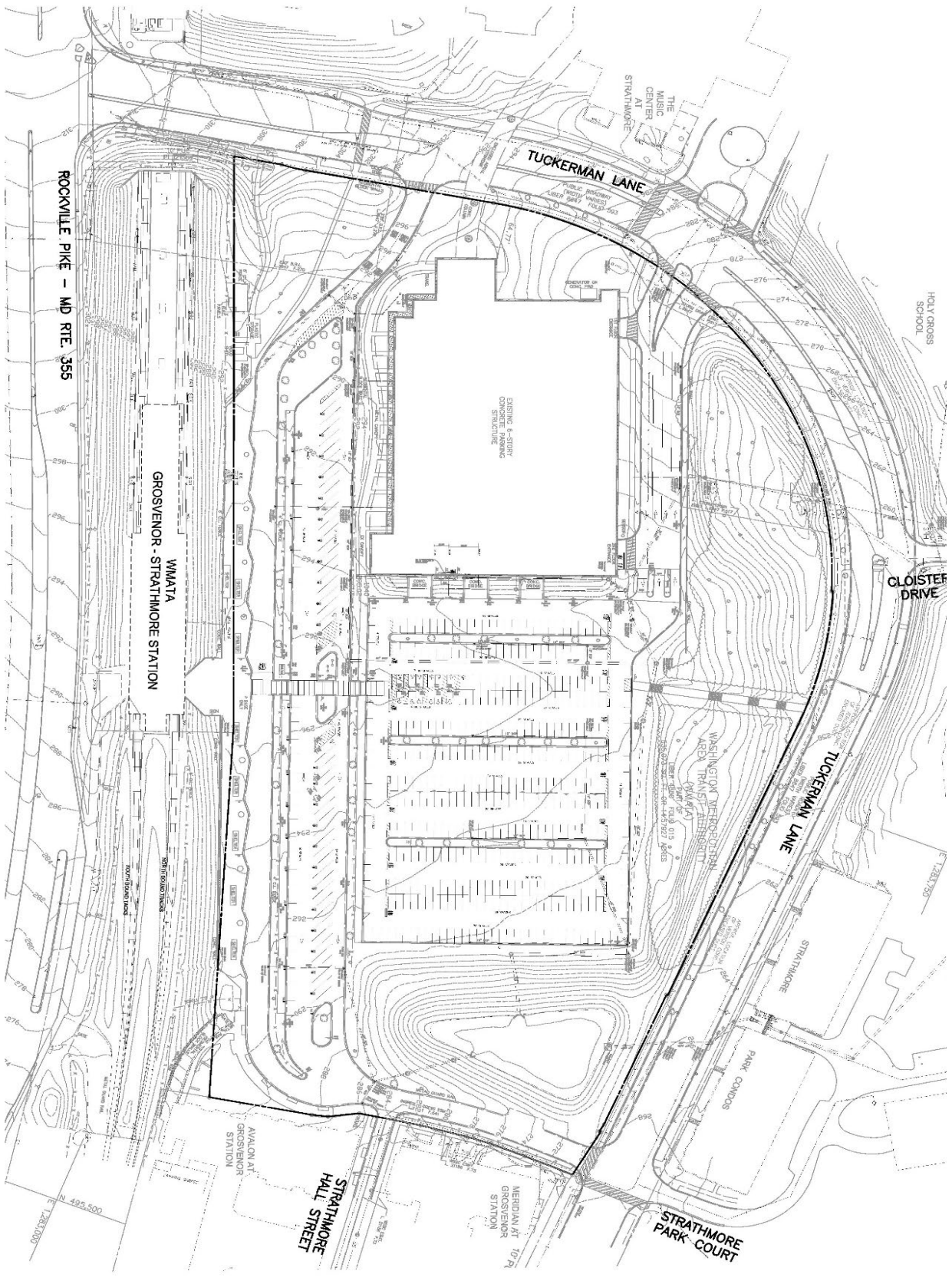
Figure 1: Project Location



- No Smoking
- No Eating or Drinking
- No Animals (except service animals)
- No Audio (without earphones)
- No Littering or Spitting
- No Dangerous or Flammable Items

Figure 2: Existing Site and Transportation Facilities



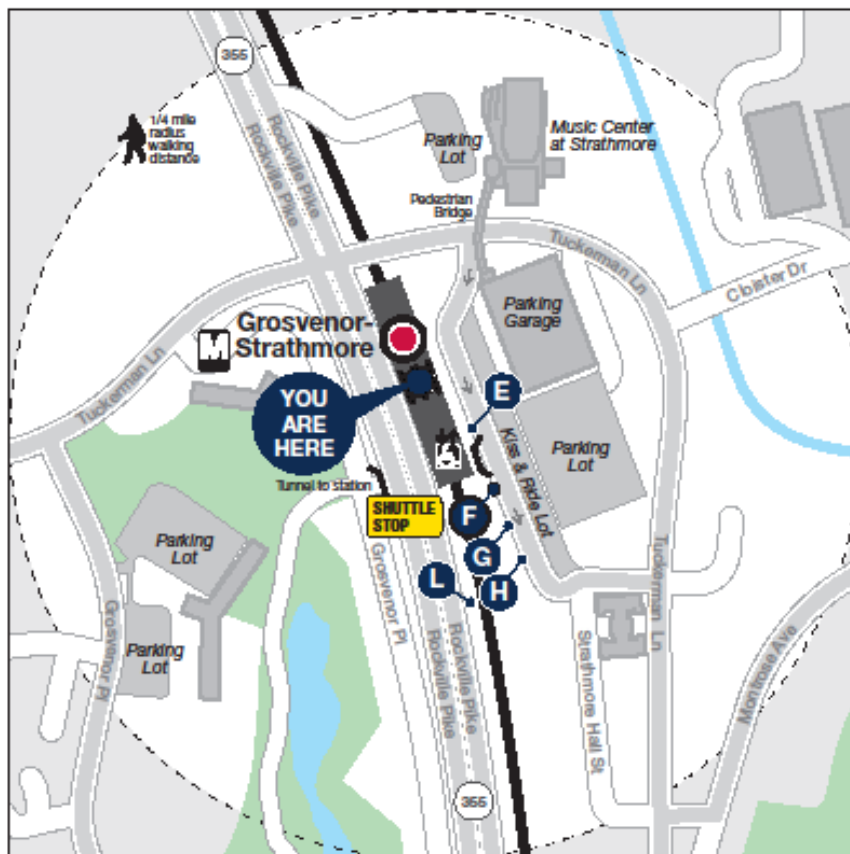








Station Vicinity Map Grosvenor-Strathmore



LEGEND

- A Bus Stop (on street)
- A Bus Bay
- Elevator
- Escalator
- Bus Served Road
- Metrorail Station and line

Note:
 The lettered discs on this map will help you locate the bus stop or bay near this station. Be advised they are not displayed at the on street bus stops.

F In the event of an emergency, this bus stop will also be served by shuttle buses

02.04.FW-C-003



2. EXISTING SITE DESCRIPTION

WMATA operates the Grosvenor-Strathmore Metrorail Station in the North Bethesda area of Montgomery County, Maryland, for the Metrorail Red Line service.

In addition to Metrorail service, WMATA currently operates a Park & Ride 6-level parking garage with 1,484 spaces, a surface-level Park & Ride lot with 408 parking spaces, a surface-level Kiss & Ride lot with a total of 106 parking spaces, and a bus loop with 10 bus bays serving Montgomery County Ride-On bus lines and the Rock Spring Shuttle. Also, there are 75 reserved spaces in the Park & Ride parking garage serving the Strathmore Music Center, and taxi curbside spaces for approximately 3 vehicles. An overview of the existing transportation facilities and site conditions are shown in preceding **Figure 2** (above). The Grosvenor-Strathmore Metrorail station garage is located at 5300 Tuckerman Lane, Bethesda, Maryland 20852 in the Grosvenor Metro Station Policy Area.

As described in more detail in future sections of this report, there are a Montgomery County pilot dockless vehicle program, forthcoming bicycle facilities, infrastructure improvements, and future transit services planned to connect WMATA passengers with bus rapid transit. The bus rapid transit projects are sponsored by either Montgomery County or the State of Maryland, not by WMATA. At various times there have been proposals for bus rapid transit on Route 355 (Rockville Pike) running from Bethesda north to Clarksburg, and for the North Bethesda Transitway running from Westfield Montgomery Mall to Tuckerman Lane and Route 355 (Rockville Pike). Those bus rapid transit projects are independent of WMATA and WMATA's own operations. They are not part of the study addressed in this Environmental Evaluation.

2.1 Metrorail

The Metrorail Red Line operates between the Shady Grove Metrorail Station north of Grosvenor-Strathmore on the eastern spur of the Red Line and the Glenmont Metrorail Station on the eastern spur of the Red Line. Both of those termini stations are, like the Grosvenor-Strathmore Metrorail Station, located in Montgomery County, and the Red Line route between them runs through the District of Columbia.

In recent years, average daily Metrorail boardings at Grosvenor-Strathmore have varied from a low of 5,181 per weekday in 2016 to a high of 5,948 per weekday in 2009. Boardings for the first 10 months of 2019 averaged 5,352 per weekday. These ridership numbers place the Grosvenor-Strathmore Metrorail Station in the middle of the station-by-station ridership information compiled by WMATA for each Metrorail Station. Entries to the Grosvenor-Strathmore Metrorail Station are predominantly in the morning rush hours, and exits are predominantly in the evening rush hours.

2.2 Metrobus / Ride-On Bus

Four Montgomery County Ride-On bus lines serve the Grosvenor-Strathmore Metro Station site. Those bus lines operate under contract with the County's Department of Transportation. There is currently no Metrobus service at the Grosvenor-Strathmore Metrorail Station.

ROUTE	DESTINATION	MONDAY TO FRIDAY				SATURDAY		SUNDAY	
		AM RUSH	MIDDAY	PM RUSH	EVENING	DAY	EVENING	DAY	EVENING
RIDE ON—MONTGOMERY COUNTY									
6	Parkside	30	30	30	30	--	--	--	--
6	Montgomery Mall Transit Center	30	30	30	30	--	--	--	--
37	Wheaton	--	--	30-35	--	--	--	--	--
37	Potomac Community Center	30	--	30	--	--	--	--	--
46	Montgomery College, Shady Grove	15-20	15	15-20	20-40	20-25	20-45	20-30	20-45
46	Medical Center	20-25	15	20-25	25-35	20-25	25-30	20-50	30

96	Montgomery Mall Transit Center	10-15	30	10	30	--	--	--	--
	Rock Spring Park Express	10	--	10	--	--	--	--	--

Source: WMATA and County Ride-On Bus and North Bethesda Transportation Center service schedules

2.3 Park & Ride

The existing Park & Ride garage and surface lot shown in preceding **Figure 2** provide 1,484 and 408 parking spaces respectively, for a total of 1,892 Park & Ride spaces at Grosvenor-Strathmore. These spaces include all-day parking spaces (51 of which are accessible spaces), a designated motorcycle parking area, and 75 spaces that are Strathmore Music Center “Reserved” spaces.

The current Park & Ride surface parking lot provides 408 of those parking spaces; eventually all those spaces will be completely removed, although some of them may remain in operation for some time, depending on the pace of development that displaces them. The WMATA Park & Ride southern garage expansion, now under construction, will add 219 spaces. See **Figure 3** below. The western Park & Ride garage expansion would add another 194 spaces, if constructed. The southern and western garage expansions combined would create 413 parking spaces, thus replacing all the surface parking lot’s spaces and possibly adding five more parking spaces.

The Park & Ride facilities at Grosvenor-Strathmore are popular and among the more heavily utilized parking facilities operated by WMATA. Utilization rates are generally around 90%. Daily parking data collected by WMATA for March thru June 2019 demonstrates there were nine of those 40 weekdays at over 95% utilization. With only a few exceptions, the maximum utilization occurs between 10:30 am - 2:45pm, after the typical commuter peak period. In the three-month period referenced in above, only April 2, 3, 4, 9 and 10 had an expanded utilization time period between 9:00am - 4:15pm.

2.4 Kiss & Ride

The existing Kiss & Ride area is a long, linear lot located between the bus loop to the west and the parking facilities to the east. The Kiss & Ride area is currently split in the center by the Metro Station entrance for pedestrians entering from the Park & Ride facilities as shown in preceding **Figure 2**. The Kiss & Ride lots include 74 short-term metered spaces, 3 driver attended ‘A’ spaces, and 4 accessible spaces. Additional amenities include a covered seating shelter, trash receptacles, and lighting for riders waiting for private vehicles.

2.5 Pedestrian and Bicycle Access

Bicycle riders and pedestrians access the Metrorail Station via streets, sidewalks, and the tunnel under Route 355 (Rockville Pike). The Route 355 pedestrian tunnel allows access from the adjacent Grosvenor Park community and other communities to the west as shown in **Figure 3**. Tuckerman Lane has five-foot-wide striped bike lanes on both sides of the street from the southern Tuckerman / Route 355 intersection to the WMATA Park & Ride entrance. From the Tuckerman / Route 355 South intersection, bicyclists can access the Rock Creek Park trail via the sidewalk connection adjacent to Route 355.

Bike amenities at the station currently include 60 bike racks and 52 secure bike lockers. Ten of those racks are located across Rockville Pike at the western entrance to the Route 355 tunnel. Most of the bike racks and all the lockers are located at or near the main Metro Station entrance. As part of the Garage Expansion Project, WMATA expects to add a secure indoor Bike & Ride facility accommodating approximately 100 bicycles; this Bike & Ride is currently expected to be located adjacent to the bus loop opposite the parking garage.

One of the current Montgomery County non-auto transit programs offers both docked and dockless bikeshare. It is anticipated that a Capital Bikeshare station will be added to the overall site as part of the private development project (not by WMATA). Montgomery County is a member of the regional Capital

Bikeshare system. County bikeshare stations connect riders to thousands of bikes throughout Montgomery, Arlington and Fairfax Counties, the City of Alexandria and Washington, D.C.

On June 1, 2019, the Montgomery County Department of Transportation expanded the dockless e-bike program while also testing the introduction of dockless e-scooters to areas east and west of the original pilot area, which includes the Grosvenor-Strathmore Metrorail Station site. The County is conducting a demonstration project with up to four selected companies to deploy dockless bikes and e-scooters at no cost to the County. The demonstration project will run for six months with an option for extension.

3. PROJECT DESCRIPTION

The purpose of the proposed modification of the Garage Expansion Project is to re-evaluate a particular aspect of the Joint Development Agreement between WMATA and Fivesquares. More specifically, the issue is whether the 219-space Park & Ride southern garage expansion currently underway will alone meet WMATA's immediate needs for parking consolidation based on current conditions and trends, or whether the additional 194 spaces that could be built in a western expansion of the existing garage are also needed. This Environmental Evaluation is a summary of current conditions and trends evaluated for WMATA to make that decision.

The current project consists of the following actions:

- Construction of Park & Ride southern garage expansion of 219 spaces
- Reconfiguration of the Kiss & Ride lot
- Construction of a 100-space Bike & Ride station
- Security upgrades to the existing garage

The estimated cost of the foregoing work is approximately \$24-25 million.

The portion of the Garage Expansion Project that is the subject of this evaluation includes the following actions:

- Construction of a Park & Ride western garage expansion of 194 spaces
- Further reconfiguration of the Kiss & Ride lot
- Reconstruction of the existing Arts Walk improvements

The estimated cost of the foregoing additional work is a minimum of \$12 million (and likely higher).

As previously mentioned, the results of any decision to not build the western garage expansion can be monitored and, if it is determined at a later date that the construction of the Park & Ride western garage expansion and its 194 spaces parking capacity is needed, that garage expansion can be built later; the area proposed for the western garage expansion remains available to WMATA. There are also alternative cost-effective solutions that can be implemented by WMATA. For instance, there are other stations farther north on the Red Line that are potential locations for any commuter parkers who cannot find parking at Grosvenor-Strathmore. The most likely alternative option is at White Flint. White Flint, the next Metrorail Station to the north, is approximately 1.3 miles away on Maryland Route 355 (Rockville Pike), the same road on which Grosvenor-Strathmore is located, and at present usually has hundreds of available parking spaces. Twinbrook, the next Metrorail Station north of White Flint, is located one block off Maryland Route 355 (Rockville Pike) and usually has substantial parking vacancy.

3.1 Park & Ride Structure

The existing Park & Ride parking structure is now being expanded to add 219 parking spaces. There is no change to how and where vehicles will enter the Park & Ride structure from Tuckerman Lane to the north. The current exit lanes, also leading to Tuckerman Lane to the north, are being retained, but an additional exit lane is being added. That additional exit lane will initially also exit to Tuckerman Lane to the north but, if the private development is built, it will then exit to the south along an internal road toward Strathmore Hall Court.

3.1.1 Transportation Demand Management (TDM)

The Grosvenor-Strathmore Metrorail Station is in the North Bethesda Transportation Management District, which promotes strategies to increase the Non-Automotive Driver Mode Share (NADMS). The NADMS is the percentage of commuters who travel to their worksite by means other than single-occupant vehicle.

The area's current NADMS (41 percent) is comparable to downtown Bethesda (42 percent) and is higher than White Flint (31 percent). The Maryland-National Capital Park and Planning Commission's Approved and Adopted Grosvenor-Strathmore Minor Master Plan set a higher NADMS goal for this area because of this area's proximity to Metrorail and the planned bus rapid transit route. In addition, mixed-use redevelopment at the Metro station will provide more opportunities for walking, biking, and riding transit. The NADMS goal will be achieved through a combination of land use and zoning requirements, transit improvements, and supportive transportation demand management programs, such as shuttles and bike sharing. The Approved and Adopted Grosvenor Strathmore Minor Master Plan also recommends reducing the number of parking spaces to encourage a reduction in single-occupancy vehicle travel. The goal is to achieve a blended 50 percent NADMS by 2040 for this Master Plan area.

The proposed private development project at Grosvenor-Strathmore supports the foregoing recommendations of the Approved and Adopted Grosvenor Strathmore Minor Master Plan for the Grosvenor-Strathmore Metrorail Station site. By making the development project possible, the Garage Expansion Project supports the foregoing recommendations as well, but the Park & Ride garage itself is not affected by the foregoing recommendations.

3.2 Kiss & Ride Area

The existing Kiss & Ride area is currently larger than its usage requires. It would be reconfigured to consolidate parking and provide additional area for the future private development. The Kiss & Ride area will include:

- Spaces for 3 taxis, four shuttles, and nine standard vehicles; and
- Parking spaces for 48 standard vehicles, 20 motorcycles, and 11 accessible spaces.

3.3 Pedestrian and Bicycle Access

As noted in **Section 3.1.1** above, this area of Montgomery County is located within the North Bethesda Transportation Management District, which has established goals for reducing auto-dependency and increasing NADMS commuter trips. The Montgomery County Bicycle Master Plan recommends both long-term and short-term bicycle parking for the Grosvenor-Strathmore Metrorail Station in addition to what is typically provided via the proposed individual residential buildings (Montgomery County Zoning Ordinance Section 59.6.2.4.C). Those recommendations are outlined in the Table below and will be implemented concurrently with the Garage Expansion Project and the anticipated private development project.

In addition to the bicycle parking spaces that will be provided by the private developer for the proposed individual private buildings on the site (ranging between approximately 590-648 bicycle parking spaces), the Bicycle Master Plan proposes 350 long-term ("long term" meaning full day) and 100 short-term spaces related to the Grosvenor-Strathmore Metrorail Station.

The Bicycle Master Plan bases the projected bicycle parking on an assumed "catchment area" for the Grosvenor-Strathmore Metrorail Station that ranges between 0.5 and 2.0 miles based on the existing road network. The 0.5-mile catchment area represents the comfortable walking distance to a transit station and the 2.5-mile catchment area reflects a 10-15-minute commuting trip for most people. The number of parking spaces is based on a 6.5% goal of AM peak trips arriving by bicycle, based on guidelines from the Association of Pedestrian and Bicycle Professionals (APBP). APBP recommends providing long-term parking spaces for 5% of AM peak hour boardings and providing short-term parking spaces for 1.5% peak hour boardings.

Description ⁽¹⁾	Bike Parking	Long-term ⁽²⁾	Short-term	Cumulative Total
Existing WMATA Bike Parking	88	38	50	88
Phase I (w/WMATA garage expansion) Bike & Ride station	100	100		188
Phase II WMATA Bike & Ride station ⁽³⁾	100	100		288
Capital Bike Share Station ⁽⁵⁾			19	
Remaining Bike Facilities ⁽⁴⁾	143	112	31	1046
Bike Parking Spaces	Totals	936	110	1046

- (1) Note: Building bike parking requirements for the private development is determined at the time of Site Plan approval. These numbers are estimates based on current density estimates for each proposed building and using one of the optional configurations for proposed Buildings 4 and 6.
- (2) For the proposed buildings, the quantities are based on Zoning Ordinance Section 59.6.2.4.C requirements for long-term parking.
- (3) Expansion of Bike & Ride station to 200 spaces. WMATA currently plans to build the first Bike & Ride capacity of 100 bicycle parking spaces but has not committed to building this second phase.
- (4) Remaining bike parking quantities are based on Bicycle Master Plan recommendations. Per the Bicycle Master Plan, long-term biking can be provided via bicycle stations, bicycle rooms, bicycle lockers, or bicycle racks.
- (5) Capital Bikeshare station is not included in bicycle parking totals.

The Strathmore Square Preliminary Plan shows three potential locations for future long-term bicycle facilities: a location next to the initial Bike & Ride; a location within the WMATA garage; or a location close to the Metrorail Station entrance. The final location will be determined in coordination with WMATA at the time of site plan approval.

The timing of installation of the bicycle facilities will be determined in coordination with the Transportation Management District through the Transportation Management Agreement and will be based on demand.

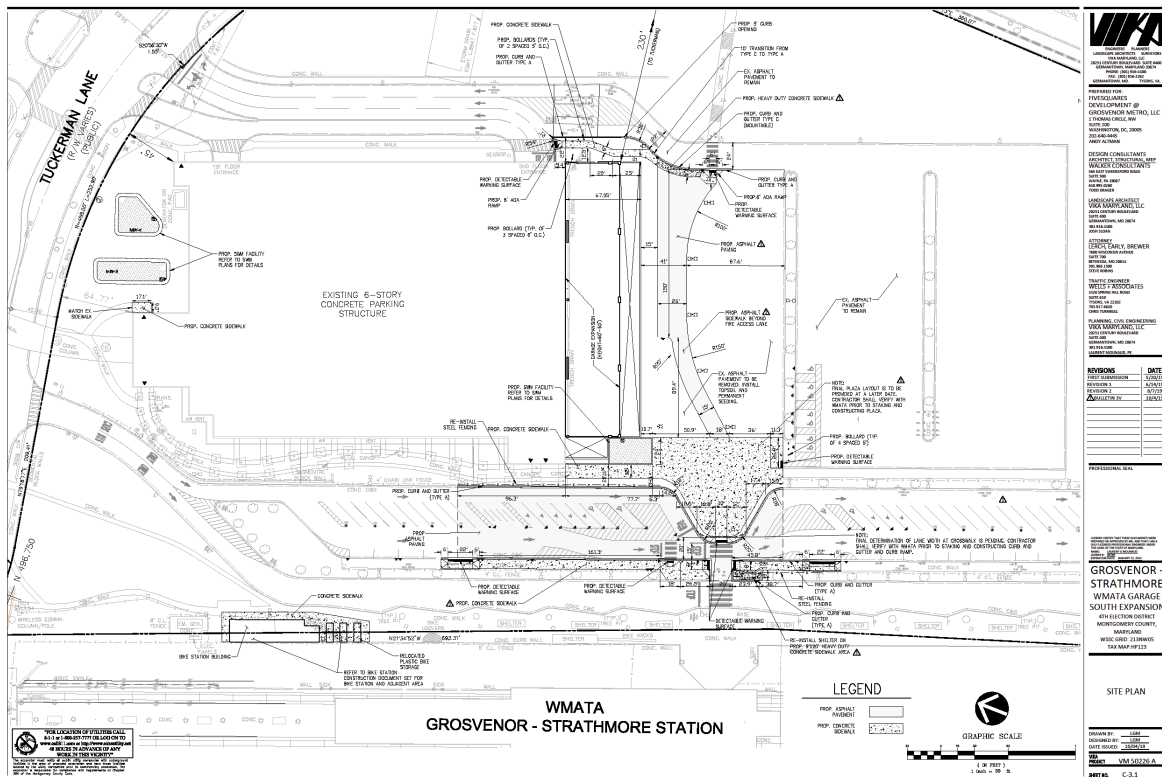
3.4 Bus Loop

Neither the Garage Expansion Project nor the anticipated private development project will impact the bus loop, beyond temporary impacts during construction.

Figure 3: Proposed Modified Reconfiguration of Existing Park & Ride Garage



Figure 4: Site Plan Showing the Proposed Modified Garage Expansion Project



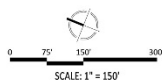
3.5 Joint Development

“Joint development” is a term used by the Federal Transit Administration to refer to private development on transit agency property that has a synergistic effect with the transit facilities. In this case, the proposed joint development would construct a new mixed-use development which the County-approved Preliminary Plan refers to as “Strathmore Square.” **Figure 5** below illustrates both the proposed joint development and replacement transit facilities (if only the southern expansion of the Park & Ride garage is constructed). Strathmore Square will include up to 1,905,219 square feet of development, with up to 317,537 square feet of commercial uses and up to 1,746,451 square feet of residential uses. The Grosvenor-Strathmore Metrorail Station property will be subdivided in a manner that emphasizes walkability, sustainability, and efficient circulation, with commercial space, residences and green space. Current and replacement transit facilities will remain in place along a linear alignment adjacent to the Metrorail Station.

Figure 5: Joint Development Concept



Strathmore Square



3.5.1 Background – Grosvenor-Strathmore Metrorail Station Redevelopment

The Grosvenor Strathmore Metrorail Station is located on the Red Line, two stops north of Bethesda, and one stop south of White Flint and the Pike & Rose community. The 14.7-acre station property is bounded by Rockville Pike (Maryland Route 355) to the west, Tuckerman Lane to the north and east, and Meridian at Grosvenor Station to the south. WMATA has entered into a Joint Development Agreement with Fivesquares with the goal of creating a mixed-use transit-oriented development to be known as Strathmore Square on a portion of the Metrorail Station property. The property is surrounded by multi-family residential uses, the Music Center at Strathmore, and a significant amount of off-site tree and forest coverage, including Rock Creek Park. Despite the high-quality development located to the south and east of the site (better known as Grosvenor Village and Strathmore Park), which were approved as part of the first

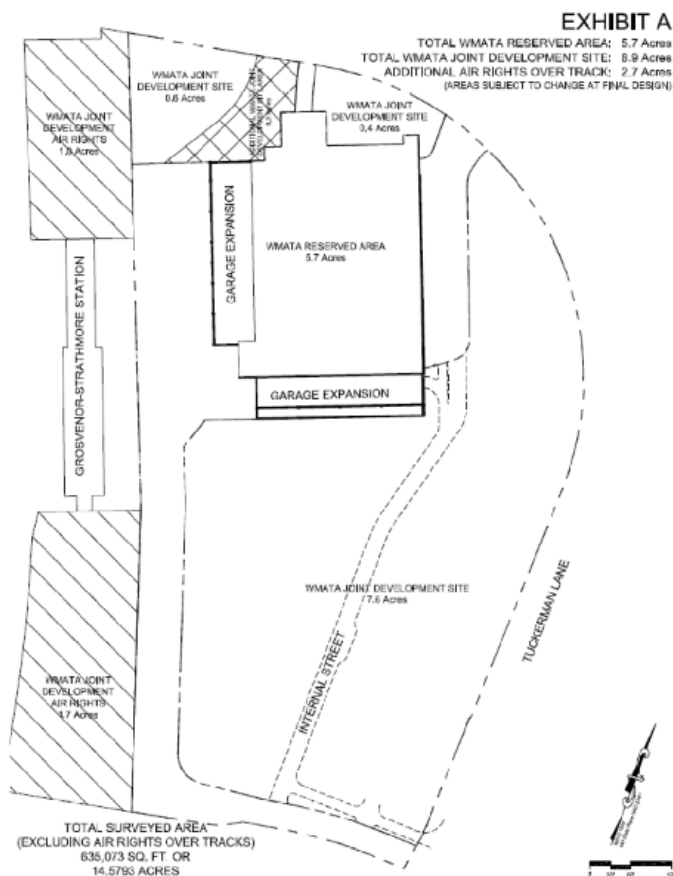
phase of joint development at this Metrorail Station, the area lacks a true sense of place. To fill that gap, the proposed redevelopment of the Metrorail Station property will have a mixed-use, predominately residential center consistent with the recommendations of the Approved and Adopted Grosvenor Strathmore Minor Master Plan.

3.5.2 Joint Development Agreement

The Joint Development Agreement commits the developer to the construction of the Garage Expansion Project transit facilities described in the previous section and enables the developer to construct a mixed-use, transit-oriented development on the Grosvenor-Strathmore Metrorail Station property. The general concept showing areas reserved for WMATA's continuing operations and future mixed-use development is identified in **Figure 6** below.

The Joint Development Agreement also states that the developer is responsible for compliance with all applicable federal and Maryland environmental laws, rules, regulations, ordinances, judicial or administrative decrees, orders, decisions, authorizations and permits.

Figure 6: General Concept Showing Division of Site Between Transit and Development Area



4. PROJECT IMPACTS

This Chapter evaluates the potential environmental effects of the Garage Expansion Project, which consists of the replacement (or non-replacement) of WMATA facilities described in Chapter 3. The potential environmental effects of the proposed future private mixed-use development are not included in this Environmental Evaluation, except as those impacts relate to the cumulative impacts of the Garage Expansion Project and separate adjacent development projects on transportation analyzed in **Section 4.22**. The environmental and other impacts of the private development project are mostly beyond the scope of this Environmental Evaluation, which is concerned with WMATA facilities, and are for the most part overseen by Montgomery County and the State of Maryland.

4.1 Land Acquisitions and Displacements

This joint development is a collaboration between WMATA and Fivesquares. WMATA will retain ownership and control of its own facilities and operations to include Metrorail, a bus loop, an expanded Park & Ride structure, and a Kiss & Ride lot. WMATA will also retain ownership of the remainder of the land (with certain possible exceptions). Fivesquares will be allowed to redevelop the parts of the site on which WMATA will not be operating, consistent with **Figure 6** above, to achieve this mixed-use, transit-oriented development.

No additional land acquisition is required as part of the Garage Expansion Project. Except for some reduction of the Kiss & Ride area, no WMATA facilities would be permanently displaced. The existing Kiss & Ride facilities would be redeveloped as part of the joint development. Other WMATA facilities may be temporarily re-routed and/or relocated in minor ways during construction of the joint development.

4.2 Transportation

4.2.1 Parking

As part of the Garage Expansion Project, the developer is expanding the existing Park & Ride garage to the south, reconfiguring the Kiss & Ride lot, and removing the Park & Ride surface lot. The WMATA Park & Ride capacity will ultimately total approximately 1,703 spaces if only the southern garage expansion is constructed, a decrease of approximately 189 parking spaces from the current 1,892 parking spaces in the current garage and surface parking lot. If the western garage expansion is built, the total WMATA Park & Ride capacity would increase by approximately five parking spaces compared to the current capacity of 1,892 parking spaces.

If the western garage expansion isn't also built, there will be an overall net loss of 189 Park & Ride spaces compared to current capacity of the existing garage and surface parking lot. This loss of 189 Park & Ride spaces will leave the Park & Ride capacity at almost exactly 90% of its current capacity of 1,892 spaces. A review of parking utilization data from March – August 2019 indicates that the Grosvenor Park & Ride facility typically does not reach 90% utilization of its current 1,892 spaces until after 10:00 AM. Thus, even if the western expansion of the garage is not constructed and the overall capacity of the site is reduced by 189 parking spaces, the Park & Ride facility will adequately accommodate current demand during the peak commuter period of 7:30-9:30 AM.

The adjacent Strathmore Music Center has an agreement with WMATA to utilize the Park & Ride facilities for event parking. The main concert hall at the Strathmore Music Center has a 1,976 maximum seating capacity. Strathmore Music Center has its own onsite parking totaling approximately 102 spaces. Given that many Music Center patrons and employees arrive by Metrorail, by bus or in groups of two or four persons sharing a vehicle, it is not anticipated that there will be a shortage of parking for Strathmore Music Center if the Park & Ride capacity is reduced to approximately 1,703 parking spaces.

4.2.2 Traffic

A Preliminary Plan for Strathmore Square was approved by the Montgomery County Planning Board on June 27, 2019. That Preliminary Plan allows for the joint development of up to 317,537 square feet of non-residential space and up to 2,218 residential dwelling units. This private development is anticipated to generate approximately 727 vehicle trips and a total of 1,418 person trips during the AM peak hour. During the PM peak hour, the development is anticipated to generate 905 vehicle trips and a total of 1,767 person trips.

In the course of building Strathmore Square, Fivesquares will construct an internal private street that will connect the existing driveway from Tuckerman Lane to the north providing access to the WMATA Park & Ride garage to a point aligning with Strathmore Hall Street. This new internal roadway will provide an additional access and egress route to and from the Park & Ride garage.

Other transportation programs/initiatives by Montgomery County Department of Transportation (MCDOT) and the Maryland-National Capital Park and Planning Commission (M-NCPPC) include:

- Bus Rapid Transit (BRT) along Maryland Route 355 (Rockville Pike).
- The expansion of the dockless bikes and e-scooters pilot program to include the Grosvenor-Strathmore Metrorail Station area.
- A safe and connected bicycle network.
- North Bethesda Transportation Management District (TMD) that provides services to employers, employees, residents and visitors in Grosvenor, White Flint, Twinbrook, Executive Boulevard and Rock Spring Park to assist with achieving the congestion reduction objectives for the area.

These programs/initiatives are part of the County's commitment to increase the NADMS within the Grosvenor-Strathmore Metro Area Minor Master Plan to support the approved mixed-use high-density development at the Metrorail Station through the provision of more opportunities for walking, biking, carpooling/car sharing, bike and scooter sharing, and telework/alternative work schedules.

Traffic analyses conducted in association with the approval of Strathmore Square indicate that the proposed roadway network will adequately accommodate traffic volumes anticipated with the full build-out of the proposed mixed use development and that the area roadway network would operate within the Montgomery County congestion standard for the Grosvenor Metro Station Policy Area. Because no increase to the overall trip generation of the combined Strathmore Square/Grosvenor-Strathmore Metrorail Station property is anticipated due to the proposed reduction in size of the Park & Ride garage expansion, no negative impact to the area roadway network is anticipated and the roadway network would continue to operate within the Montgomery County congestion standard for the Grosvenor Metro Station Policy Area.

4.3 MD 355 BRT

The Montgomery County Department of Transportation (MCDOT) is studying options for a new bus rapid transit (BRT) service along Maryland Route 355 (Rockville Pike) called FLASH. MCDOT held open houses on June 26 and 27, 2019 for the public to learn more about [FLASH on MD 355](#), and see the results of the extensive evaluation and preliminary engineering of the alternatives, including ridership, benefits, impacts, and estimated costs.

At this point, the preliminary engineering phase is complete and MCDOT is starting the first stage of engineering plans for the BRT (i.e. 30% plan design). There is no timeframe for commencing construction and it is anticipated to be a minimum of 5 years.

Bus rapid transit along the Maryland Route 355 (Wisconsin Avenue/Rockville Pike/Frederick Road) corridor would provide upgraded, frequent, and reliable service between downtown Bethesda and Clarksburg. It is anticipated that the distance between stops on the bus rapid transit system would be considerably shorter than the 1-2-mile distances between Metrorail Stations in the Bethesda-Shady Grove corridor. This bus rapid transit service would thus provide an additional option, both separate from Metrorail and also possibly feeding Metrorail, for people traveling the Maryland Route 355 corridor.

4.4 MCDOT Dockless Vehicle Programs

As noted earlier, Montgomery County offers both docked and dockless bikeshare. As a member of the regional Capital Bikeshare system, the County anticipates adding a Capital Bikeshare station with the first phase of residential development, <https://nbtc.org/bicycling-walking/dockless-vehicles/>.

4.5 Metro Operations and Facilities

Transit-oriented joint development at the Grosvenor-Strathmore Metrorail Station is expected to increase overall ridership at the Grosvenor-Strathmore Metrorail Station, and on the overall Red Line. WMATA's algorithm for predicting ridership from any given development project near a Metrorail station predicts an increase in Red Line ridership of 4,233 boardings per weekday if and when the private development project achieves full build-out (which is itself predicted to require more than 10 years).

Any increase in ridership at Grosvenor-Strathmore Metrorail Station due to new employment, retail, or residential opportunities is not expected to be large enough to cause any significant impact on either Grosvenor-Strathmore Metrorail Station or general Metrorail operations or crowding. As previously noted, the Grosvenor-Strathmore Metrorail Station is currently only in the middle-of-the-pack among station ridership, indicating significant available capacity. WMATA's internal evaluations of train car passenger loads, station escalator and stair capacity, platform pedestrian level of service, and station evacuation times indicate that this Metrorail Station would continue to operate within acceptable levels of service.

An increase in ridership would make better use of existing Metrorail capacity because of the ability of residents, employees and retail patrons to utilize Metrorail without requiring a parking space. If the private sector development project increases "reverse commuting" during rush hours (i.e. commuting against the general flow of inbound commuters in the morning and outbound commuters in the evening), the gain in Metrorail ridership would be even more beneficial because those "reverse commuters" would be riding trains that are significantly emptier and would not increase passenger loads (crowding) in the main direction of commuter travel.

4.5.1 Bus Routes

Neither the Garage Expansion Project nor the private development project has any impact on bus facilities or operations, other than temporary impacts on some bus bays during construction.

4.5.2 Pedestrian and Bicycle Access & Facilities

The Montgomery County Bicycle Master Plan (approved on November 27, 2018 by the Montgomery County Council and adopted by the Maryland-National Capital Park and Planning Commission on December 19, 2018) has the goal of providing a safe and connected bicycle network intended to make bicycling a viable transportation option.

The joint development plans for Strathmore Square include improved pedestrian and bicycle access to the Grosvenor-Strathmore Metrorail Station and enhanced facilities within the site, including a 100-space secure WMATA Bike & Ride station, additional bike racks, and Capital Bikeshare stations located near the Metrorail Station entrance.

Figure 7: Bicycle and Pedestrian Circulation Plan



4.6 Land Use and Zoning

The site was rezoned CR 3.0, C-0.5, R-2.75, H-300' and CR-0.5, C-0.25, R-0.5, H-300' in connection with Sectional Map Amendment (SMA) H-127, in accordance with the Approved and Adopted Grosvenor Strathmore Metro Area Minor Master Plan. Section 59-3.1.6 of the Montgomery County Zoning Ordinance indicates that Multi-Unit Living, Townhouse Living, Hotel, Retail/Service Establishment (up to 50,000 square feet), Restaurant, Office and associated surface/structured parking are permitted uses in the CR zone.

The overall site is subject to, and is in substantial conformance with, the goals and recommendations of the Approved and Adopted Grosvenor Strathmore Minor Master Plan. See **Figure 8** below for the existing land use pattern and zoning maps.

Bordering the overall site to the north is the Music Center at Strathmore, zoned R-60. Directly abutting the development site to the west is the Grosvenor-Strathmore Metrorail Station, zoned CR-0.5, C-0.25, R-0.5, H-300'. Beyond the Metrorail Station is Maryland Route 355 (Rockville Pike). Abutting the site to the south are various multi-family residential developments, zoned CR 7.25, C-0.25, R-7.25, H-180' and CR-0.5, C-0.25, R-0.5, H-40'. And, opposite the development site on the east is Tuckerman Lane, with single-family homes (zoned TMD) buffered from the site by a stream valley and a large forested area, condominium residential units (known as the Strathmore Park Condominium), and a private school known as the Academy of Holy Cross, all zoned R-20.

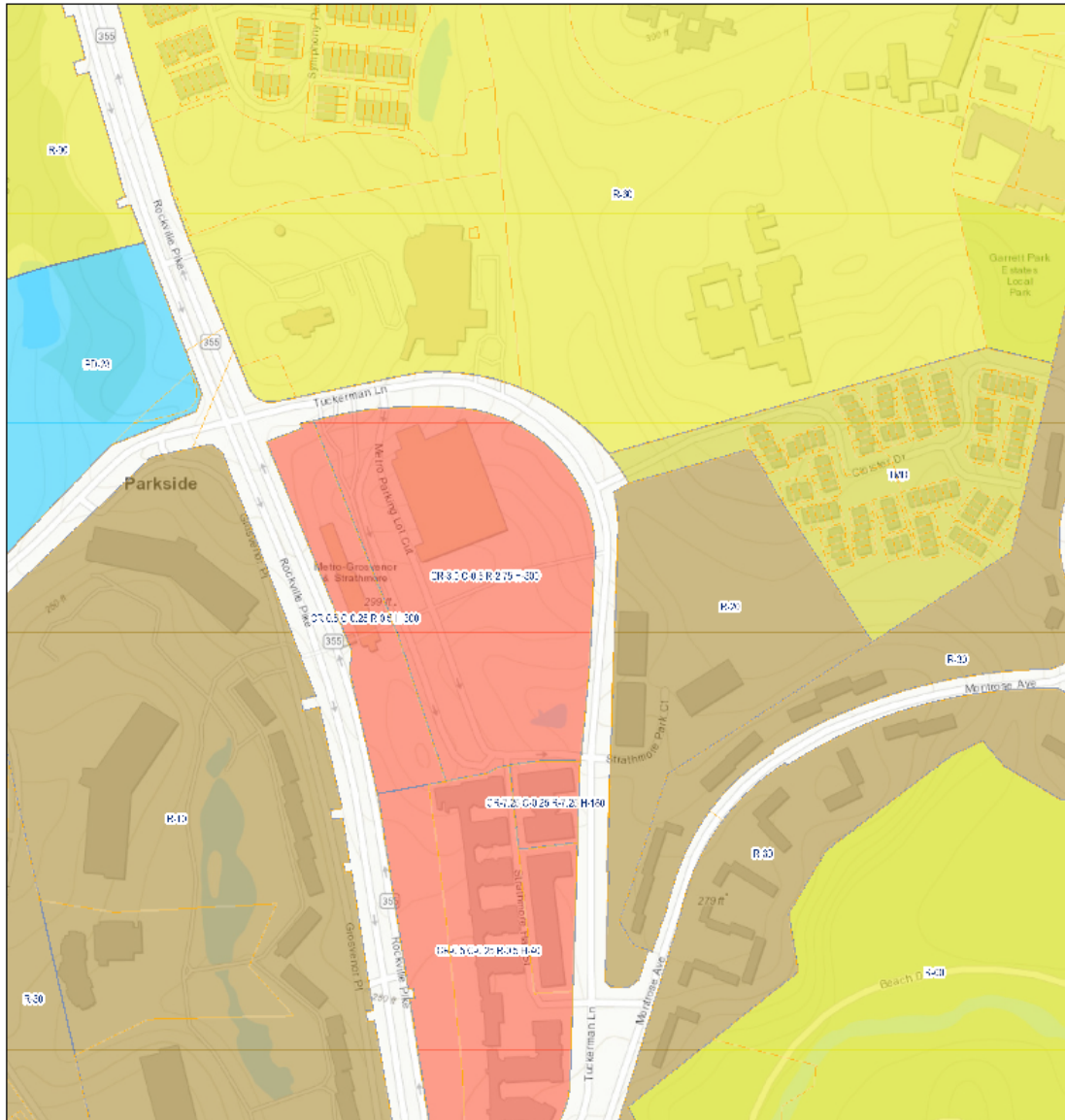
Figure 8: Existing Land Use

Source: MERLIN-MD State GIS mapping



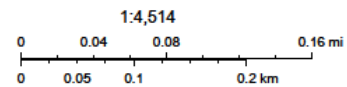
Figure 9: Existing Zoning

mcatlas_exportmap



October 16, 2019

- | | |
|--------------------------|-------------------------------------|
| County Boundary | Commercial Residential Neighborhood |
| Zoning blocks | Commercial Residential Town |
| Agricultural | Commercial Residential |
| Rural | Office |
| Residential Estate | Life Sciences |
| Residential (R-200) | Industrial Light |
| Residential (R-40/60/90) | Industrial Medium |
| Townhouse | Industrial Heavy |
| Multi-Family | Planned Development |
| Neighborhood Retail | Overlay Zones |
| General Retail | Overlay TDR |



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community.

CGM
 County of Fairfax, MNCPPC, VITA, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA | The University of Vermont Spatial Analysis Laboratory created this map with funding from the Maryland-National Capital

4.7 Planning Consistency

There are multiple applicable local plans that the currently proposed joint development project must comply with, including:

M-NCPPC Approved Grosvenor-Strathmore Metro Area Minor Master Plan, January 2018.

As previously noted, the proposed private joint development project substantially complies with the goals and recommendations of the Approved and Adopted Grosvenor Strathmore Minor Master Plan. The Approved and Adopted Grosvenor Strathmore Minor Master Plan recognizes that the area is largely residential in character and seeks to protect the adjacent residential neighborhoods from any negative impacts of future development.

Enhanced pedestrian and bicycle connectivity are also a major goal of the Approved and Adopted Grosvenor Strathmore Minor Master Plan. The private development project will implement a series of transportation infrastructure improvements – such as better pedestrian connections across the site, better bicycle access around the site and Capital Bikeshare stations on the site, and the private internal road that will improve north-south vehicular connectivity from the WMATA parking garage's entry road to the southern end of the site -- that will improve access both on-site and connectivity to the surrounding neighborhoods. The private development project also will help achieve the Approved and Adopted Grosvenor Strathmore Minor Master Plan's goal of decreasing reliance on single-occupant vehicle trips by providing a substantial amount of additional residential development directly adjacent to the Grosvenor-Strathmore Metrorail Station and in close proximity to nearby institutional uses (including the National Institutes of Health, Walter Reed National Medical Center, Suburban Hospital and the Uniformed Services Universities of the Health Sciences). The private development project also will employ various Transportation Demand Management strategies and WMATA's own construction program will provide a large Bike & Ride station near the entrance to the Metrorail Station to help achieve this vision. A draft Transportation Management Agreement between Fivesquares and Montgomery County was included as part of the Preliminary Plan submission.

The Approved and Adopted Grosvenor Strathmore Minor Master Plan also recommends the expansion of the existing parking garage by 412 spaces in replacement of the existing surface parking spaces that will be eliminated over time with the construction of future phases of the private development project. It is that recommendation – the replacement of 412 parking spaces – that WMATA is now considering not following by replacing only 219 of those parking spaces.

The Approved and Adopted Grosvenor Strathmore Minor Master Plan also seeks to increase the amount of green space and the sustainability of the Plan area. The proposed private development project proposes to accomplish that goal by adding green space on the joint development site, utilizing modern stormwater management techniques and reducing single-occupancy vehicle usage by residents of the site. That is more fully addressed in the Preliminary Plan previously approved by the M-NCPPC.

MCDOT Grosvenor-Strathmore Bicycle and Pedestrian Priority Areas Final Report (BIPPA), June 2015.

The Grosvenor-Strathmore BIPPA report recommended safety and infrastructure improvements in this area, some of which have been completed by Montgomery County, some of which are in planning, and some of which have been incorporated into the Bicycle Master Plan and/ or the Grosvenor-Strathmore Master Plan. The private development project complies with the goals and recommendations of the BIPPA Report.

M-NCPPC Approved Bicycle Master Plan, November 2018.

The joint development complies with the referenced Bicycle Master Plan, which is the most recent bicycle plan for the area enacted by M-NCPPC.

M-NCPPC Approved Countywide Transit Corridors Functional Master Plan, November 2013.

The joint development is not directly impacted by the Countywide Transit Corridors master plan but accounts for the proposed future North Bethesda transitway that terminates at the intersection of Route 355 and Tuckerman Lane.

4.8 Neighborhoods and Community Facilities

The site is in North Bethesda, in Montgomery County, Maryland. Immediately to the west of the site, across the Metrorail tracks, is Maryland Route 355 (Rockville Pike). South of the site is the interchange with I-495 (the Beltway) and the I-270 northbound spur. The site is in the vicinity of several neighborhoods and community facilities, as shown in **Figure 10**.

The residential area east of the site includes the neighborhoods of Parkside, Strathmore Park Condominiums, Stoneybrook and the Towns of Garrett Park and Kensington. The residential area west of the joint development site is known as Grosvenor Park. Immediately north of the site is Strathmore Music Center and Symphony Park. To the immediate south are the Meridian at Grosvenor and Avalon residential developments.

The following Montgomery County public schools serve this site:

- Walter Johnson High School
- Tilden Middle School
- Garrett Park Elementary School

Within a half-mile of the site, the following schools and recreation facilities are present:

- The Academy of Holy Cross
- Georgetown Preparatory School
- Garrett Park Elementary School
- Rock Creek Park & Trail
- Fleming Local Park
- The Bethesda Trolley Trail

The proposed joint development project would not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility. If anything, the joint development project will improve connectivity within the affected area, including connectivity to the Grosvenor-Strathmore Metrorail Station.



Traffic volumes are expected to increase as a result of the proposed private development project, but all intersections would continue to operate within the County's congestion standard in the Grosvenor Metro Station Policy Area (see **Section 4.2.2**).

The Garage Expansion Project itself, whether as currently in effect or as proposed to be modified, will not have any effect on school capacity, will not have any effect traffic volumes in the area (unless less than all of the current surface parking spaces are replaced, in which case traffic volumes may decrease by an incremental amount), and will not create a physical barrier within a neighborhood, isolate a portion of a neighborhood, or have a direct impact on a community facility or access to a community facility.

Figure 10: Neighborhoods and Community Facilities



LEGEND

-  Metro Rail Station
-  Parkland

4.9 Environmental Justice Populations

The following section identifies minority and low-income populations (collectively Environmental Justice Populations) in the project area and assesses any potential disproportionately high and adverse impacts to those identified populations.

4.9.1 Identification of Environmental Justice Populations

A half-mile radius around the Grosvenor-Strathmore Metrorail Station site was used as the study area boundary to analyze the presence of Environmental Justice Populations; all U.S. Census block groups that fell within the half-mile boundary were included, except for two block groups that were eliminated from analysis because no residences were located within them. Montgomery County as a whole was selected as a comparison area for the Environmental Justice analysis. Minority and low-income statistics were then analyzed at the Census block group level using population and income data from the U.S. Census Bureau's American Community Survey 5-Year Estimates (2009-2013).

Table 1 lists the percentages of minority and low-income residents in the half-mile project study area in comparison to Montgomery County overall. Approximately 18.6 percent of the study area population belongs to a minority group, which is lower than Montgomery County (34.1 percent). Additionally, just over 5 percent of the study area is low-income, which is lower than Montgomery County (6.7 percent). The study area thus has lower minority and low-income percentages than Montgomery County overall.

Table 1: Minority and Low-Income Population by Block Group

Census Tract	Minority			Low-Income		
	Total Population	Minority Population	Percent	Total Population	Low-Income Population	Percent
Montgomery County	989,474	337,672	34.1%	98,1082	66,004	6.7%
Half-Mile Radius Study Area	15,128	2,812	18.6%	14,760	749	5.1%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2009-2013).

Table 2 provides a breakdown of the minority groups present within the study area. The largest minority groups within the study area are Hispanic/Latinos (11.3 percent), Asians (9.4 percent), and Black/African Americans (5.8%). The aggregate percentage of these three groups plus American Indian and "Other" minorities (29.9 percent) within the study area is lower than in Montgomery County overall (51.6 percent).

Table 2: Minority Population by Block Group

Minority Group	Project Study Area		Montgomery County	
	# of residents	% of Total population	# of residents	% of Total Population
Minority Total	4,517	29.9%	510,807	51.6%
Black or African American	881	5.8%	166,210	16.8%
American Indian	12	0.1%	1,655	0.2%
Asian	1,417	9.4%	138,468	14.0%
Other	502	3.3%	31,339	3.2%
Hispanic or Latino	1,705	11.3%	173,135	17.5%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2009-2013).

4.9.2 Assessment of Disproportionately High and Adverse Impacts

There is no anticipated human environmental impact, including health, economic, and social impacts, of either the Garage Expansion Project (whether as it currently exists or as it is proposed to be modified) or the overall joint development project on the identified minority and low-income populations within the study area. No adverse impacts to neighborhoods, community facilities, air quality, noise, vibration or traffic are anticipated as a result of either the Garage Expansion Project or the joint development project. Taking these factors into account, the Garage Expansion Project and the joint development project would not have “disproportionately high and adverse effects” on identified Environmental Justice Populations.

To the contrary, the proposed joint development project would improve access to transit for the surrounding neighborhoods, including Environmental Justice Populations. The planned pedestrian and bicycle improvements would have a beneficial impact by creating spaces specifically designed for pedestrians and bicyclists and to improve safety. The proposed improvements would also increase the overall connectivity of the pedestrian and bicycle network in the area around the site.

Also of note, the Approved and Adopted Grosvenor Strathmore Minor Master Plan requires residential development to provide a minimum of 15% of the residential units in the community as Moderately-Priced Dwelling units (MPDUs), as the highest priority public benefit (unless the site is required to dedicate land for a school site, which is not the case here). The Strathmore Square private development project is anticipated to provide a minimum of 15% MPDU units. The Garage Expansion Project itself is not affected by the MPDU requirement, nor does the Garage Expansion Project affect the MPDU requirement.

4.10 Cultural Resources

M-NCPPC does not identify any historic architectural resources within the overall project site listed in the National Register of Historic Places or State of Maryland. Across Tuckerman Lane to the north there is a Montgomery County designated historic site, the Strathmore Corby Estate Mansion; it will not be affected by either the Garage Expansion Project or the joint development project.

4.11 Public Parklands and Recreation Areas

Rock Creek Park and Fleming Local Park, shown in **Figure 10** above, are the only parklands or recreation centers located within a mile of the Grosvenor-Strathmore Metrorail Station. No parks or recreation areas would be impacted by either the Garage Expansion Project or the joint development project.

4.12 Wetlands and Waters of the U.S.

Rock Creek Park and unnamed stream tributaries are located across Tuckerman Lane, to the east of the overall project site (see **Figure 11** below). These streams are considered Waters of the U.S. under the Clean Water Act and implementing regulations (40 CFR 230.3). These nearby streams recently underwent stream restoration work performed by the Montgomery County Department of the Environment. These streams are tributaries to Rock Creek. Maryland Department of Natural Resources mapping data do not indicate any wetlands on the overall project site.

No wetlands are directly impacted by the Garage Expansion Project or the joint development project.

Figure 11: Wetlands and Waters of the U.S.

ArcGIS Web Map



10/16/2019, 2:59:14 PM

Wetlands - National Wetlands Inventory

- Estuarine
- Lacustrine
- Marine
- Palustrine
- Riverine

- Wetlands - Linear - Special State Concern
- Wetlands - Polygon - Special State Concern

Wetlands - Polygon - Department of Natural Resources

- Estuarine
- Lacustrine

- Marine
- Palustrine
- Riverine

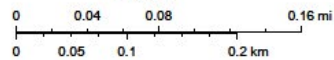
Wetlands - Linear - Department of Natural Resources

- Estuarine
- Palustrine
- Riverine

High Resolution Imagery 2016-2017

- Red: Band_1
- Green: Band_2
- Blue: Band_3

1:4,514



MD iMAP, DNR, USFW, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User

Web AppBuilder for ArcGIS

County of Fairfax, MNCPPC, VITA, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA | MD iMAP | MD iMAP, DoIT | MD iMAP, USDA | MD iMAP, USGS | MD iMAP, COMMERCE, DHCD, MDP, MHT, MDOT,

4.13 Floodplains

Neither the Garage Expansion Project nor the joint development project is located in the current 100-year floodplain, as indicated in **Figure 12** below.

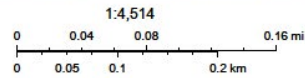
Figure 12: Floodplains

ArcGIS Web Map



10/16/2019, 2:35:26 PM

- | | |
|-----------------------------------|-----------------------------------|
| Preliminary FEMA Floodplain | 500 Year Floodplain (0.2% Chance) |
| 100 Year Floodplain (1% Chance) | Floodway (1% Chance) |
| 500 Year Floodplain (0.2% Chance) | Upland (Zone X) |
| Floodway (1% Chance) | High Resolution Imagery 2016-2017 |
| Upland (Zone X) | Red: Band_1 |
| Effective FEMA Floodplain | Green: Band_2 |
| 100 Year Floodplain (1% Chance) | Blue: Band_3 |



MD iMAP, MDP, SDAT, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User

Web AppBuilder for ArcGIS
 County of Fairfax, MNCPPC, VITA, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA | MD iMAP | MD iMAP, DoIT | MD iMAP, USDA | MD iMAP, USGS | MD iMAP, COMMERCE, DHCD, MDP, MHT, MDOT.

4.14 Water Quality

The Garage Expansion Project is not anticipated to affect the water quality of the adjacent streams and wetlands.

The Garage Expansion Project and the overall joint development project will satisfy all requirements of Chapter 19 of the Montgomery County Code. The Garage Expansion Project itself and the overall joint development project will result in significant improvements to the treatment of stormwater management on-site.

The proposed development is subject to the Maryland Stormwater Management Act of 2007 and Montgomery County Bill No. 40-10 which requires managing stormwater runoff by using "Environmental Site Design" (ESD) to the "Maximum Extent Practicable". ESD utilizes small scale stormwater management practices, non-structural techniques, and better site planning to mimic natural hydrologic runoff characteristics and minimize the impact of development on water resources.

Currently, the site is over 40% existing impervious and therefore meets the Maryland Department of the Environment criteria for redevelopment. There is an existing stormwater management pond on-site and stormwater is currently conveyed via a closed system (storm drainpipe) to the pond, which ultimately discharges to Rock Creek. The concept stormwater management plan for the site incorporates the State's / County's Environmental Site Design to the Maximum Extent Practicable according to the latest revision to Chapter 5 of the Maryland Department of the Environment Stormwater Management Design Manual. In the ultimate condition, the proposed stormwater management plan will allow for the removal and replacement of the less-efficient existing stormwater pond with planter-box style micro-bioretenion facilities and green roof(s). These ESD techniques have been deemed to be applicable and most suitable to the joint development project due to existing and proposed site constraints.

Mandatory Referral No. MR-2018026 for the Garage Expansion Project included stormwater management via two (2) micro-bio retentions (planter-type) located adjacent to the parking garage, two (2) micro-bio retentions (at-grade facilities) located along Tuckerman Lane, and two (2) underground stormwater management storage and treatment systems located beneath the Kiss & Ride area. As part of the private development project, ESD devices such as bio planters will be provided along the proposed location for the future internal street to treat runoff from that street. Additional stormwater management facilities will be provided, on a phased basis, in connection with the proposed redevelopment.

The site is not in a Special Protection Area, so no separate water quality monitoring plan is required. Sediment and Erosion Control Plans are required to be approved prior to commencement of land disturbance activities onsite and will be prepared and approved for the Garage Expansion Project and for the joint development.

4.15 Air Quality

The Grosvenor-Strathmore Metrorail Station is in Montgomery County, Maryland, which is part of the U.S. Environmental Protection Agency-defined Metropolitan Washington Air Quality Designation Area.

The Greater Metropolitan Washington area is currently designated as a nonattainment area for 8-hour ozone (O₃) and annual average particulate matter less than 2.5 microns (PM_{2.5}). The Metropolitan Washington area is in attainment for all other pollutants including carbon monoxide (CO), particulate matter less than 10 microns (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

4.16 Forest

The site is subject to the requirements of Chapter 22A of the Montgomery County Code. A Natural Resources Inventory/ Forest Stand Delineation No. 4-19990610 was prepared for the site and approved by

M-NCPPC on November 20, 1998. In connection with the previous Mandatory Referral review (No. MR-00201), a new Forest Conservation Plan was approved for the site. The previous Forest Conservation Plan required approximately 1.74 acres of existing forest on the site to be placed in a Forest Conservation Easement and 1.40 acres of reforestation was to occur offsite; Montgomery County has assumed responsibility for fulfilling the off-site reforestation requirement. The modifications proposed by the new Mandatory Referral application (MR-2018026) did not trigger any additional forest conservation requirements.

Given the low quality of the forest on the site and the County's goals and objectives as expressed through the Approved and Adopted Grosvenor Strathmore Minor Master Plan, all afforestation and reforestation requirements are proposed to be satisfied through either payment of a fee-in-lieu or an off-site forest bank. Based on the overall Forest Conservation Worksheet, 4.94 acres of reforestation/afforestation will be required. Mitigation for any specimen trees not within the forest will be provided on-site in connection with the phase of the private development project that relates to their removal.

Fivesquares, not WMATA, will be responsible for implementing the approved forest conservation plan for any impact to forest stands resulting from the private development project.

4.17 Threatened and Endangered Species

The approved Natural Resource Inventory plan (4-99061) on 11/20/1998 has a statement by Michael E. Slattery of the Maryland Department of Natural Resources, Wildlife and Heritage Division that "there are six endangered or threatened species known which have occurred in the vicinity of the site if the conditions are appropriate."

These are the 6 potential species that are listed on the approved Natural Resource Inventory plan.

SCIENTIFIC NAME (COMMON NAME)

Diacyclops palustris (A Cyclopoid Copepod)

Agalinis fasciculata (Fascicled Gerardia)

Calystegia spithamea (Low Bindweed)

Gentiana villosa (Striped Gentian)

Pyrola virens (Greenish flowered Pyrola)

Antennaria solitaria (Single-headed Pussytoes)

While the search returned six species, it is not expected that their habitat will be affected as construction will not occur within the protected forest area. The Garage Expansion Project does not disturb any onsite forest areas.

4.18 Utilities

The Garage Expansion Project is not anticipated to significantly impact existing utilities which serve the project site and adjacent neighborhoods, including water, sewer, storm drain, electric and natural gas services. The private development project will require new utility connections to serve the site that will be evaluated in detail and installed with future residential buildings. Below is a summary of existing and proposed utility services within and adjacent to the overall site:

- **Sewer** – Existing sanitary sewer lines are located under Tuckerman Lane and Strathmore Park Court. There is existing capacity to serve the site based on the approved hydraulic analysis from WSSC. New connections will be installed to serve the future residential buildings.
- **Water** -- An existing 10-inch water line runs under Tuckerman Lane with a current connection and fire hydrant that serve the Park & Ride garage structure. There is existing capacity to serve the site based on the approved hydraulic analysis from WSSC. New connections will be installed to serve the future residential buildings.

- **Electric** – The Grosvenor-Strathmore Metrorail Station is already served by Potomac Electric Power Company (PEPCO). PEPCO will also provide power to the joint development project. The main feed for electric power will be extended from the facilities located along Maryland Route 355 (Rockville Pike). Working with PEPCO, Fivesquares has confirmed the availability of service for the Garage Expansion Project as well as the future residential development.
- **Natural Gas** – Washington Gas will provide service from the existing gas main located along Tuckerman Lane to the joint development project.

4.19 Safety and Security

In addition to the transportation facilities and operations described in **Section 4.2**, WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities. As WMATA is already currently responsible for existing facilities and operations at the Grosvenor-Strathmore Metrorail Station, no significant impact on facilities or operations is expected. WMATA is not responsible for, and is not, providing police and/or security services to the private development project.

The first phase of the development has been reviewed and approved by the Montgomery County Fire Marshal and meets the local regulatory requirements for fire access. There are two local Bethesda Fire Department stations, located at 6700 Democracy Boulevard and 9041 Old Georgetown Road.

4.20 Hazardous and Contaminated Materials

Hazardous and contaminated materials include oil and other hazardous substances that present an imminent and substantial danger to the public health and the environment.

The Phase I Environmental Site Assessment that was completed by Hillis-Carnes in November 2016 included a review of databases which monitor compliance with the federal and state laws. No records for the overall project site were identified through the database search. Based on this Phase I Environmental Site Assessment search, the overall project is not expected to encounter any hazardous or contaminated materials.

4.21 Noise and Vibration

Existing noise sources within and adjacent to the overall project site are dominated by motor vehicle traffic along Maryland Route 355 (Rockville Pike), Metrorail and bus traffic. No increased impact on existing noise sensitive receptors is anticipated as a result of the Garage Expansion Project. Noise impacts and required sound attenuation for the future residential buildings will be evaluated when those buildings are designed. Metrorail operations will not be affected at all and, aside from some temporary effects during construction and the planned reduction in size of the Kiss & Ride area, the existing bus routes and Kiss & Ride circulation through the site will continue in the same manner.

Fivesquares, not WMATA, is solely responsible for quantifying and mitigating noise and vibration impacts from the private development project, including those to the future residences and uses constructed as part of the joint development. This includes following the relevant Montgomery County Guidelines for Noise Impacts in Land Use Planning & Development (M-NCPPC June 1983) and Code of Maryland regulations (COMAR 26.02.03.02) which establish residential noise standards.

4.22 Secondary and Cumulative Impacts

4.22.1 Secondary Impacts

No adverse secondary impacts are anticipated as a result of the Garage Expansion Project or the private development project. Secondary impacts of the private development project will result from the increase in permanent residents and workers at the private development site. The joint development's housing, commercial, and office uses will increase the overall resident and employee population of the North

Bethesda area and contribute to a marginal increase in economic activity in the site's vicinity, including demand for goods, services, and housing. Metrorail is expected to see an increase in ridership from the joint development project.

4.22.2 Cumulative Impacts

Cumulative impacts associated with other reasonably foreseeable activities within the vicinity of the Garage Expansion Project would primarily be associated with the transportation impacts from other nearby development projects. The significant projects are already included in the analysis for the Strathmore Square Preliminary Plan approval. The cumulative transportation impacts will consist of the incremental impacts of the joint development project added to the impacts of these separate projects.

4.22.2.1 Traffic

The long-term adverse cumulative traffic impacts that are anticipated due to the joint development project were considered and approved with the Strathmore Square Preliminary Plan. The necessary mitigation measures proposed for the joint development project are outlined in that approval and will be completed concurrently with the future development phases.

The joint development project is expected to contribute to short-term adverse construction impacts caused by construction vehicles blocking lanes and intermittent road closures, and those impacts will be reviewed and approved with detailed construction design and maintenance of traffic plans.

None of the foregoing affects, or is affected by, the Garage Expansion Project itself. If the same number of commuter parking spaces are maintained at the Metro Station, commuter traffic generated by the Park & Ride garage is expected to remain the same as currently. If there is a reduction in commuter parking at the Metro Station as a result of adopting the proposed modification of the Garage Expansion Project, there may be an incremental reduction in Park & Ride-generated commuter traffic

4.22.2.2 Transit

No long-term adverse cumulative impacts to transit services or facilities are anticipated from the private development project. The joint development project would contribute to an increase in Metrorail ridership at the Grosvenor-Strathmore Metrorail Station (see **Section 4.5**) and an increase in bus ridership on routes serving the station. Train car passenger loads, station escalator and stair capacity, platform pedestrian level of service, and station evacuation times were assessed. The analysis found that all aspects of Metrorail service would continue to operate within acceptable levels of service.

Parking for the private development project will be provided by the developer separately from the WMATA Park & Ride garage.

None of the foregoing affects, or is affected by, the Garage Expansion Project.

4.23 Construction Impacts

Construction of the Garage Expansion Project and the private development project will not close the Grosvenor-Strathmore Metrorail Station to passengers at any time. During construction, all modes of access will be maintained. Phased construction will allow WMATA to retain operations within the bus loop, Park & Ride, and Kiss & Ride facilities via temporary arrangements on the portions of the site not under construction.

Construction noise may be a concern to surrounding neighborhoods. The presence of green areas – specifically the on-site forested area, the Rock Creek stream valley land between the site and the neighborhoods of Parkside and Stonybrook -- will serve as a buffer to mitigate the effect of noise to those

residences. All construction activities must adhere to noise control regulations as established in the Montgomery County Code of Ordinances, Maryland noise standards, and WMATA design criteria.

5. PUBLIC INVOLVEMENT

WMATA will keep the public informed about the Garage Expansion Project through public outreach. A public hearing in accordance with the WMATA Compact will be scheduled for March or April 2020. The subject of this hearing will be the proposed reduction of, or deferral in providing, the 194 parking spaces that would be constructed in the western expansion of the existing WMATA parking garage. (The private development project is not the subject of this particular hearing.) This 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. A public hearing staff report summarizing comments received at the hearing with staff responses will be released for public review and comment.

WMATA will collect comments from the public through the following ways:

- Online at wmata.com
- The public hearing.

In addition to the WMATA Compact public hearing to be conducted by WMATA, Fivesquares and WMATA have had a highly coordinated effort and made significant public outreach efforts in support of the joint development entitlement approvals. Below is a list of the significant outreach and milestone accomplishments:

- WMATA Joint Development Solicitation (to solicit development interest from developers) in 2012
- Fivesquares was selected as joint development partner with the approval of the WMATA Board of Directors in 2013
- M-NCPPC Minor Master Plan Amendment public kick-off meeting July 7, 2016
- Studied community input and develop initial concept²
- Fivesquares has sponsored numerous public workshops and meetings, and has met with multiple groups of neighbors, and has over 1,000 followers on its social media site
- M-NCPPC approved Minor Master Plan Amendment July 2017
- Retail pop-up pilot integral to Fivesquares' vision, Spring & Fall 2017
- County Council approved Minor Master Plan Amendment December 2017
- Sectional Map Amendment approved by County Council April 2018
- Mandatory Referral Plan submitted by WMATA to M-NCPPC May 2018
- Mandatory Referral M-NCPPC Hearing July 19, 2018
- Sketch Plan community meeting led by Fivesquares July 2018
- Sketch Plan M-NCPPC hearing November 8, 2018
- Preliminary Plan submission by Fivesquares to M-NCPPC in January 2019
- Preliminary Plan approval by M-NCPPC in June 2019

6. REFERENCES

M-NCPPC. Approved Bicycle Master Plan, November 2018.

M-NCPPC. Approved Countywide Transit Corridors Functional Master Plan, November 2013.

M-NCPPC. Approved Grosvenor-Strathmore Metro Area Minor Master Plan, January 2018.

MCDOT Grosvenor-Strathmore Bicycle and Pedestrian Priority Areas Final Report (BIPPA), June 2015.

WMATA Amended Joint Development Agreement, June 6, 2018.

ESA Phase I study dated November 2016 prepared by Hillis-Carnes Engineering Associates, Inc.

U.S. Census Bureau. American Community Survey 5-Year Estimates (2009-2013).