North Bethesda Metro Station
New North Entrance & Parking Garage Reduction

Washington Metropolitan Area Transit Authority (WMATA)
Environmental Evaluation

September 2026

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1.0 INTRODUCTION

The Washington Metropolitan Area Transit Authority (WMATA or Metro) proposes changes to the Mass Transit Plan at the North Bethesda Metro Station ("Project") to enable joint development and increase ridership.

The Project includes the following modifications, consistent with the November 2025 Metro Board authorization of a Compact Public Hearing:

- Construction of a new North Entrance to the Metro Station; and
- Reduction of up to 550 dedicated Metro parking spaces at the Park & Ride garage.

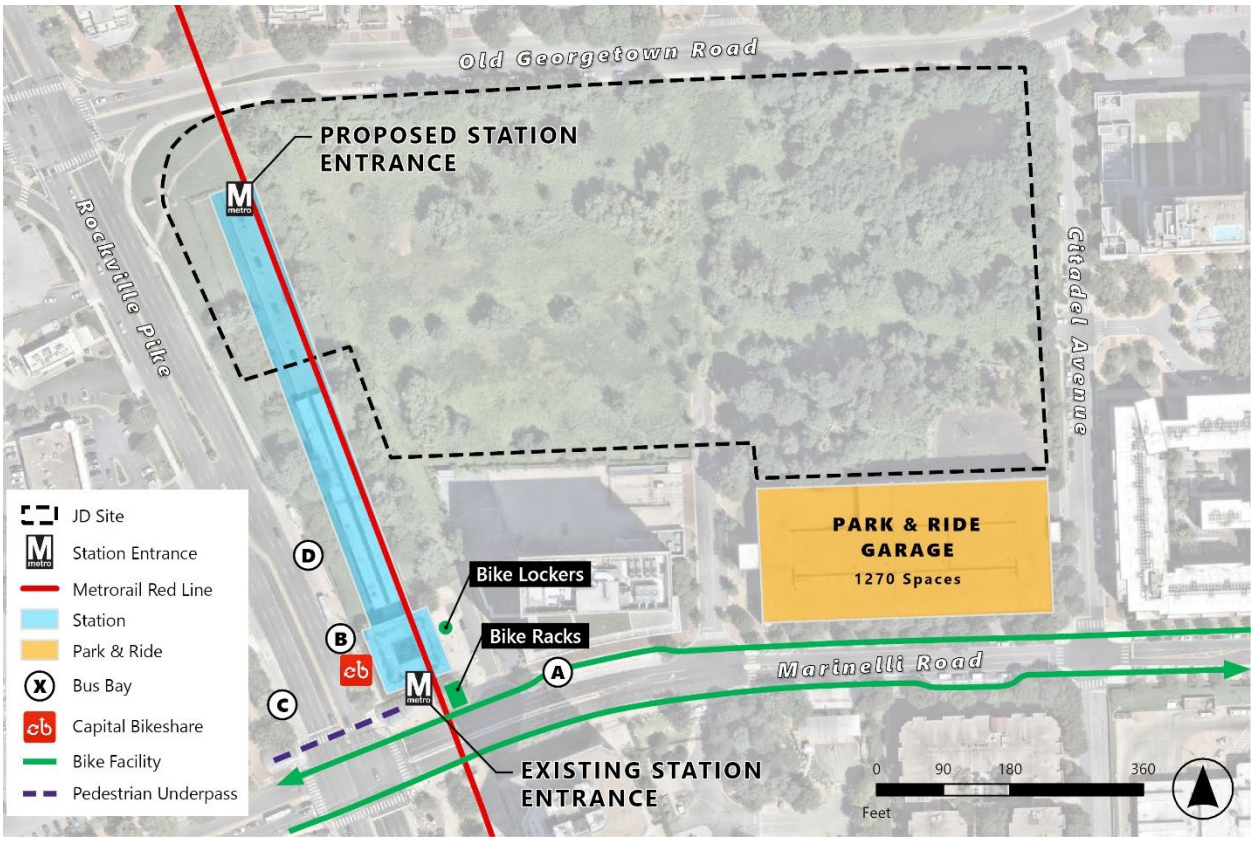
In accordance with the WMATA Compact, specifically Section 14(c)(1), the proposed transit modifications require an assessment of their potential impacts on the human and natural environment, including transportation, social, economic, and environmental factors. This Environmental Evaluation (EE) has been prepared to evaluate those potential impacts.

The impacts of future development on Metro property is not the subject of this EE. The development team will submit plans for review through Montgomery County's development review process. Improvements associated with Montgomery County's Project Connect are also not the subject of this EE or Compact Public Hearing, with the exception of the new North Entrance to the Metro Station. Montgomery County has conducted a NEPA review of the North Entrance and has received a categorical exclusion determination from the Federal Transit Administration (FTA). These projects are occasionally referred to throughout this document for background information.

2.0 EXISTING SITE DESCRIPTION

The North Bethesda Metro Station is on Metro's Red Line between the Twinbrook and Grosvenor-Strathmore Metro Stations in unincorporated Montgomery County, Maryland. The Station provides Metro Rail service, Metro Bus service, Montgomery County RideOn bus service, a 1,270-space Metro Park & Ride facility, and bike parking/Capital Bikeshare. Adjacent to the Station is approximately 13.9 acres of undeveloped land identified for Joint Development (JD). Figure 1 shows the site and existing transportation facilities.

Figure 1. North Bethesda Site and Existing Transportation Facilities



Source: NearMap, 2025

2.1 Station Access

The existing North Bethesda Metro Station entrance plaza is located at the northeast corner of the intersection of Rockville Pike (MD 355) at Marinelli Road. A pedestrian tunnel on the north leg of the intersection – which includes a stairway, escalator, and canopy at either end – provides customers with a grade-separated subterranean crossing of Rockville Pike. There is also a marked crosswalk across the north leg of the intersection. Once through the fare gates, customers can access the train platform by an escalator or elevator. The platform is open-air and below-grade, with a canopy providing partial coverage.

The plaza contains 16 uncovered bike racks located on the east side of the entrance plaza, with capacity for 32 bikes, in a partially fenced-off area. A Capital Bikeshare station with 25 docks is located on Rockville Pike, just west of the existing Metro Station entrance. Eleven new bike lockers will be installed by the existing entrance as part of Metro's bike locker upgrade project.

Marinelli Road, on the south side of the Metro Station, has continuous sidewalk on both sides of the street and separated bike lanes in both directions between Rockville Pike and Nebel Street. There are marked crosswalks on all four legs of the intersection of Rockville Pike and Marinelli Road. There are other pedestrian and bicycle safety enhancements between the Park

& Ride and the Metro Station entrance, such as the westbound bicycle lane buffered by a floating bus stop and pedestrian refuge island to cross Marinelli Road.

2.2 Metrobus and Other Local Bus Providers

The Metro Station does not have a dedicated bus loop. Bus service is accommodated on Rockville pike with four (4) bus bays that serve nine (9) local bus routes. Montgomery County Ride On operates six (6) routes serving three (3) bus bays around the station. Metrobus operates two (2) routes serving one (1) bay.

Bay A, on the westbound (north) side of Marinelli Road, consists of a floating bus island with three (3) stops. Bays B and D are tangent bays on the northbound (east) side of Rockville Pike, with two (2) shelters, featuring tapered turn-outs on northbound Rockville Pike to allow buses to pull out of traffic. Bay C is a curbside stop, with two (2) shelters on the southbound (west) side of Rockville Pike, adjacent to the pedestrian tunnel on the north leg of the intersection at Marinelli Road. Table 1 provides a summary of the local bus service at North Bethesda Metro Station.

Table 1. Local Bus Summary

Operator	Route	Bay	Termini	Approx. Weekday Headway (minutes)	Span of Service
Ride On	38	A	Wheaton	30-35	Wkdy, Sat, Sun
WMATA	M42		College Park	30	Wkdy, Sat, Sun
	M44		Hyattsville Crossing	30	Wkdy, Sat, Sun
Ride On	5	B	Twinbrook	20-30	Wkdy, Sat, Sun
	26		Glenmont	20-30	Wkdy, Sat, Sun
	46		Montgomery College	15-20	Wkdy, Sat, Sun
	101		Lakeforest Transit Center	12-15	Wkdy-Peak only
Ride On	5	C	Silver Spring	20-30	Wkdy, Sat, Sun
	26		Montgomery Mall	20-30	Wkdy, Sat, Sun
	46		Medical Center	15-20	Wkdy, Sat, Sun
	101		Medical Center	12-15	Wkdy-Peak only
Ride On	42	D	Montgomery Mall	40	Wkdy, Sat
	81		Rockville	35	Wkdy-Peak only

Source: WMATA Station Vicinity Map for North Bethesda, Ride On Schedules, Metrobus Schedules

2.3 Park & Ride

The Metro Station has a six-level above-ground parking garage with a capacity of 1,270 spaces. The garage is located one block east (approximately 520 ft) of the existing Metro Station entrance on Marinelli Road with vehicular access from Citadel Avenue. A garage utilization assessment determined that, on average, there were 697 unused spaces during the midweek peak period in 2025. There are three (3) dedicated Metro employee parking spaces along the Landsdown Street stub on the east side of the station.

2.4 Pick-Up / Drop-Off

The North Bethesda Metro Station does not have a dedicated off-street Kiss & Ride facility for pick-up and drop-off (PUDO) activity or short-term parking. There is currently 15-minute parking available for PUDO activity in front of the Metro Park & Ride garage on Marinelli Road, however, most observed activity currently occurs curbside near the station entrance in the same areas as the bus bays.

3.0 PROJECT DESCRIPTION

To improve Metro access for existing riders and facilitate future development north of the Metro Station, a new North Entrance is proposed with an adjacent pedestrian plaza. This entrance will substantially increase transit rider ingress and egress capacity at the Metro Station and reduce the walking distance for pedestrians arriving north of the site. The new North Entrance has not yet been designed by the County, but Metro anticipates it will have an integrated design with the neighboring development.

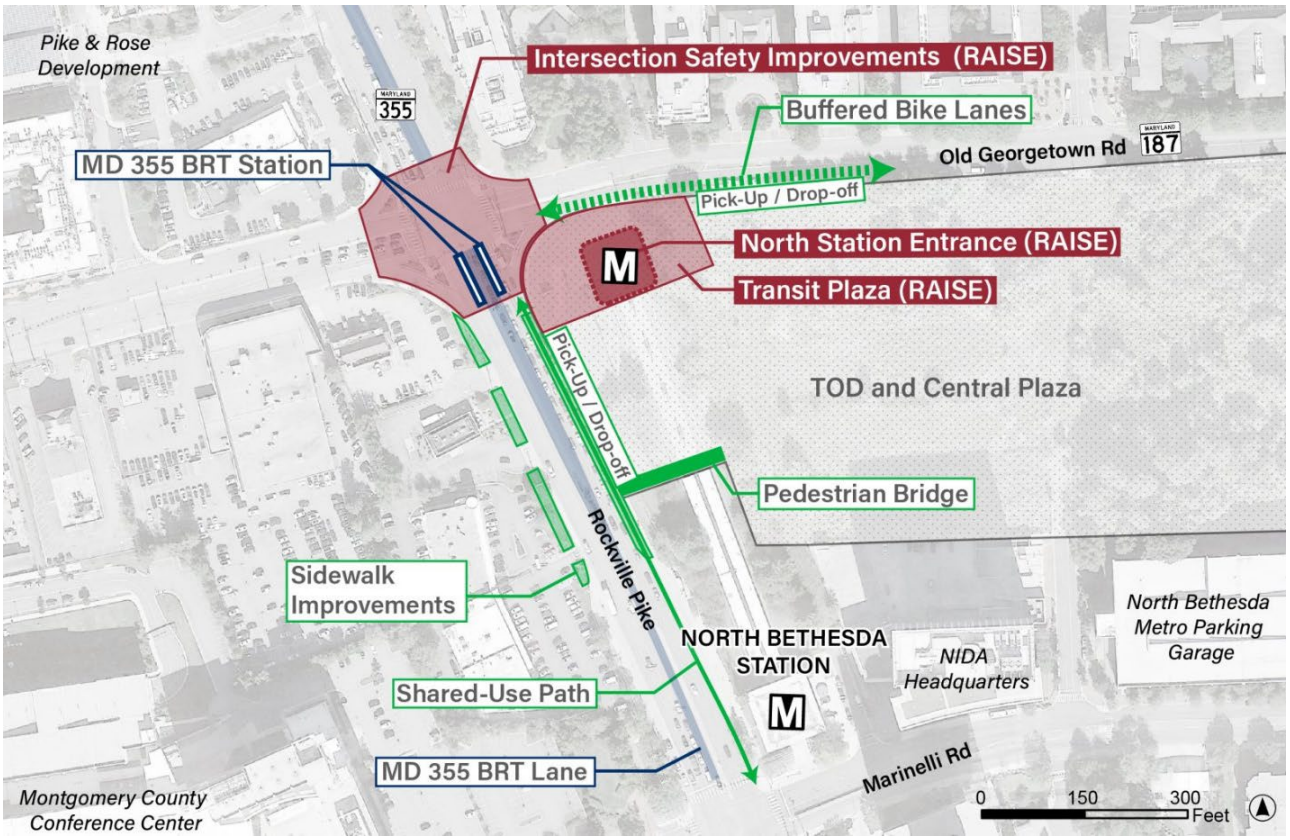
To support joint development on the 13.9 acres of undeveloped Metro-owned property at this Metro Station, an amendment to the Mass Transit Plan is also requested to reduce dedicated Metro parking by 550 spaces.

The new North Entrance will be delivered by Montgomery County as part of Project Connect, a broader construction initiative that also includes intersection safety enhancements at Rockville Pike and Old Georgetown Road. Funding for Project Connect is coming from a combination of sources including Montgomery County, the State of Maryland, and a Federal Better Utilizing Investments to Leverage Development (BUILD) grant (formerly RAISE).

Figure 2 below depicts the projects funded by the BUILD grant (shown in red). The MD 355 Bus Rapid Transit (BRT) project, shown in blue, and other future improvements, shown in green, are not part of the BUILD grant project and are not currently funded for construction.

Additional street infrastructure investments, including the expansion of Chapman Ave and McGrath Blvd, located on Metro's joint development site, will be constructed by the joint development team with funding from the State of Maryland and Montgomery County. These improvements and the Project Connect improvements outside of the station entrance are not subject to this EE document and compact public hearing.

Figure 2. Montgomery County Project Connect



Source: MCDOT

3.1 Modifications to Station Access

Access to the North Bethesda Metro Station will be modified with a new North Entrance located at the corner of Rockville Pike and Old Georgetown Rd. The at-grade entrance will have faregates, a stairway to the platform below, two elevators, service and support areas, an over-platform mezzanine, and an enclosure that provides weather protection and the ability to secure the station. The new entrance will be accompanied with an at-grade pedestrian plaza with enhancements to access including wider sidewalks, bicycle parking, landscape, and hardscape elements. The design and location of these pedestrian, bicycle, and streetscape amenities will be determined as the project goes through design and engineering and will be coordinated with the adjacent development.

3.2 Modifications to Park & Ride

Metro proposes reducing the number of dedicated spaces in the existing Park & Ride facility by up to 550 spaces through a potential long-term lease to the development team. This would result in the amount of spaces available to Metro customers declining from the existing capacity of 1270 to 720 spaces and support parking needs associated with the future joint development project. Metro proposes this reduction based on analysis that scaled current average midweek peak occupancy by ridership forecasts to estimate 2040 average midweek

peak demand. An estimated 2040 average midweek peak demand of 713 leaves approximately 550 spaces unused.

Reducing the dedicated Metro parking supply and repurposing up to 550 unused spaces for other user groups may require physical modifications to the existing garage driveway on Citadel Avenue, the addition of a new entrance on Chapman Avenue, and/or to internal garage circulation and parking configuration. Such modifications would be identified as the joint development project goes through design.

4.0 PROJECT IMPACTS

This section evaluates the potential environmental effects of the proposed transit facility changes described in Section 3.

The private mixed-use development and accompanying street network on Metro property are outside the scope of this EE and Metro's public hearing process. Once Metro and the development team formalize a joint development agreement, confirm a development program, and conduct preliminary engineering, impacts will be reviewed by the public through Montgomery County's development review process.

4.1 Land Acquisitions, Displacements, and Dispositions

It will not be necessary for Metro to acquire any privately owned land for the proposed transit changes that are the subject of this EE. Future dispositions of Metro property may occur at the time of the joint development to create streets, widen sidewalks, and enhance streetscapes on Rockville Pike, Old Georgetown Road, Marinelli Road, Landsdown Street, or Citadel Avenue.

4.2 Transportation

4.2.1 Pedestrian and Bicycle Access

The North Entrance will substantially improve Metro access for pedestrians and bicyclists, particularly those coming from or going to the numerous residential and retail uses north of the station – most notably the 3.4 million square foot Pike & Rose mixed-use development. The new entrance will reduce the walking distance to the Metro Station from that major activity center by up to one-eighth mile.

Project Connect investments in street infrastructure will provide additional enhancements to safety and improve walkability in the station area. Investments include safety improvements at the intersection of Rockville Pike and Old Georgetown Road such as removing channelized turn lanes on the corners of the intersection and streetscape improvements such as widened sidewalks. Additional bicycle lanes and sidewalk improvements are planned in the future.

4.2.2 Metro Rail

As noted above, the new North Entrance is expected to improve pedestrian and bicycle access, generating new additional ridership and redistributing some entries and exits from the existing

entrance. Based on Metro's 2019 North Entrance Feasibility Study, the new entrance is projected to generate an average of approximately 500 additional daily Metro Rail boardings at North Bethesda. The North Entrance has not yet been designed but Metro anticipates it will expand station ingress and egress capacity, which will accommodate additional residents, workers, and visitors.

Future joint development at the North Bethesda Metro Station will also increase ridership and usage of the new entrance. The proposed development range of 2.0 million to 2.5 million SF of mixed-use development is estimated to generate approximately 900 to 970 new daily and 262,000 to 315,000 new annual rail trips. This estimate will be refined once a specific development proposal is submitted through the County's development review process.

4.2.3 Local Bus Routes

This project will not impact current bus facilities at North Bethesda Metro Station. However, the new North Entrance and intersection improvements will facilitate efficient transfers between Metro Rail and the future Montgomery County MD 355 Bus Rapid Transit (BRT) station at Rockville Pike and Old Georgetown Road.

4.2.4 Pick-Up / Drop-Off

It is anticipated that the new North Entrance will result in an increased desire for curbside pick-up and drop-off (PUDO) on Old Georgetown Road and Rockville Pike. The new station entrance and parking garage changes do not directly modify PUDO operations at the North Bethesda Metro Station. However, future Montgomery County streetscape improvements, which are currently unfunded, may include designated curbside PUDO locations on northbound Rockville Pike and eastbound Old Georgetown Road adjacent to the North Entrance, as shown earlier on Figure 2.

There may also be an opportunity for additional PUDO on the future street grid on the joint development site. The locations, dimensions, signage, and operations of any new curbside PUDO facilities will be determined in coordination between Metro, Montgomery County, and Maryland State Highway Administration (SHA).

4.2.5 Park & Ride

Although the overall parking garage capacity is expected to remain at 1,270 spaces, Metro proposes to modify the allocation of spaces within the garage. A reduction of up to 550 dedicated commuter spaces may require physical adjustments to garage access, internal circulation, and operations, which will be evaluated as part of the joint development project and could result in temporary disruptions to existing garage operations during construction.

4.2.6 Traffic

Metro does not anticipate the new North Entrance to negatively impact traffic volumes and circulation at intersections around the Station. However, additional pick-up and drop-off

activity is anticipated along the curbs near the new North Entrance. During construction, intermittent lane closures on Rockville Pike and/or Old Georgetown Road are expected. As the design of the North Entrance advances, Metro will coordinate closely with the Maryland State Highway Administration (SHA) and the Montgomery County Department of Transportation (MCDOT) to minimize impacts on traffic operations to the maximum extent possible. Maintenance-of-traffic (MOT) plans will be developed to maintain station access during construction.

Metro does anticipate additional traffic in and around the parking garage because currently unused parking spaces will potentially be leased to the joint development project and put to permanent use.

As a future joint development project progresses, more detailed multimodal transportation analysis of the private development will be conducted through Montgomery County's development review process. That analysis will inform any changes to signage, pavement markings, signal timings, and traffic control on roadways in the vicinity.

4.3 Zoning and Land Use

As shown in Figure 3, the current zoning for the proposed new entrance location is CR-4.0, C-3.5, R-3.5, H-300 and the existing parking garage is zoned CR-4.0, C-2.0, R-3.5, H-250.

The parking garage and Metro Station differ in the intensity of commercial development and building height but remain in the same basic zone type. The key difference is that the existing garage is zoned C-2.0, H-250, limiting nonresidential (commercial) floor area to 2.0 FAR and building height to 250 feet, while the proposed new entrance area is zoned C-3.5, H-300, allowing significantly more nonresidential floor area (up to 3.5 FAR) and a building height of up to 300 feet.

Any future development above or around the garage and new station entrance must comply with applicable zoning regulations and will be reviewed by the public and county staff during the entitlements process.

Figure 3. Montgomery County Zoning - Existing Zoning Map



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
White Flint Sector Plan	This plan updates the 1992 North Bethesda/Garrett Park Master Plan and related countywide plans to guide land use, density, and mobility for 430 acres surrounding the North Bethesda (formerly White Flint) Metro Station. It recommended the construction of a new northern entrance to the Metro station and enhancements to zoning, urban design, transportation systems—including transit, streets, and bikeways—and public facilities to	Montgomery Planning	2010	None

Plan	Description	Author	Date	Inconsistencies
	support coordinated, transit-oriented development.			
Montgomery County's Pedestrian Master 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 Metro 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.	Montgomery Planning	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 Metro Stations in order to create a more equitable system of sustainable transportation facilities.	Montgomery Planning	2018	None
Thrive Montgomery 2050	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 Metro Stations to reduce the county's dependence on automobiles.	Montgomery Planning	2022	None
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 Metro Station and identifies the North Bethesda station area as demonstrating very high potential for active transportation trips.	Maryland Department of Transportation	2024	None

4.5 Neighborhood and Community Facilities

The Project site is located in the North Bethesda, formerly White Flint, neighborhood of unincorporated Montgomery County, Maryland. The North Bethesda Metro Station is part of an important transit and transportation corridor, just off Rockville Pike (MD 355), a major commercial and transit corridor.

There is significant mixed-use development northwest of the Metro Station at the Pike and Rose development. Within a half-mile radius of the Project site, there are several places of worship, grocery stores, shopping malls / mixed-use developments, a preschool, and healthcare institutions. Table 3 highlights some of these community facilities within a half-mile boundary of the joint development study area, for the North Bethesda Metro Station.

Table 3. Community Facilities within Half Mile of Project Site

Facility Name	Type of Community Facility	Address
U.S. Nuclear Regulatory Commission	Government	11555 Rockville Pike, Rockville, MD 20852
St. Coletta of Greater Washington	Place of Worship	5301 Marinelli Road, North Bethesda, MD 20852
Pike & Rose Shopping Mall	Recreational	11580 Old Georgetown Road, North Bethesda, MD 20852
American Red Cross Blood Donation Center	Healthcare/Research	11820 Parklawn Drive, Rockville, MD 20852
One Medical Primary Care – Pike & Rose	Healthcare	911 Meeting St, North Bethesda, MD 20852
Georgetown Hill Early School	Education	11545 Rockville Pike, North Bethesda, MD 20852

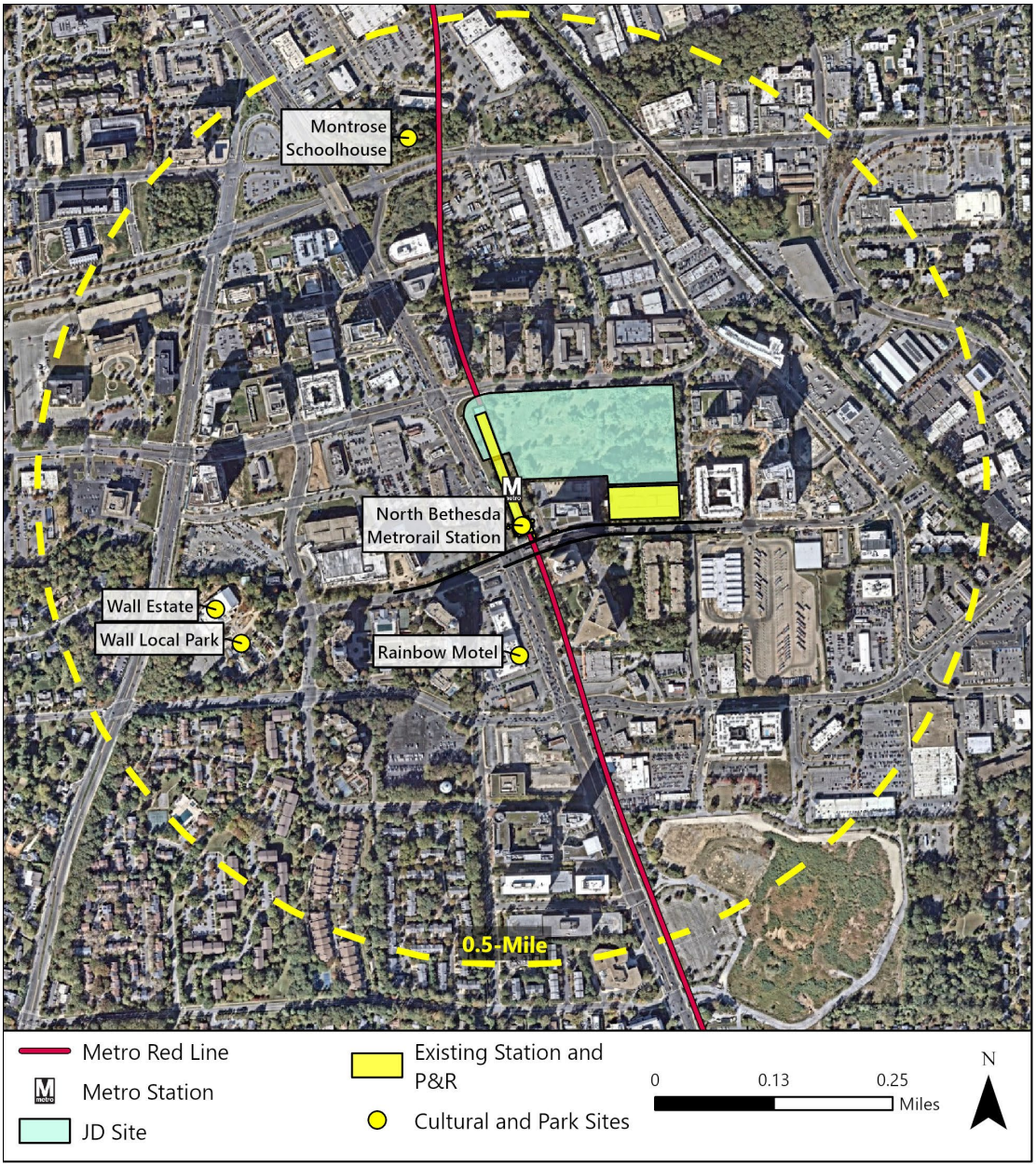
4.6 Cultural Resources

There are limited cultural resources located within a half mile of the Project Site. The following facilities (Table 4) are either listed on the Maryland Inventory of Historic Properties or the National Register of Historic Properties. Cultural Resources are additionally shown in Figure 4.

Table 4. Cultural Resources with Half Mile of Project Site

Facility Name	Resources Designation	Address
Wall Estate	Maryland Inventory of Historic Properties	5900 Executive Boulevard, North Bethesda, MD 20852
North Bethesda Metro Station	Maryland Inventory of Historic Properties	5500 Marinelli Road, North Bethesda, MD 20852
Montrose Schoolhouse	National Register of Historic Places	5721 Randolph Road, Rockville, MD 20852
Rainbow Motel	Maryland Inventory of Historic Properties	11520 Rockville Pike, Rockville MD 20852

Figure 4. Cultural Resource & Public Parklands Map



4.7 Public Parklands

There is a public parkland located within a half mile of the Project Site, which includes Wall Local Park (see Table 5 and Figure 4). The proposed transit facility changes will not affect this parkland.

Table 5. Public Parklands within Half Mile of Project Site

Facility Name	Type of Community Facility	Address
Wall Local Park	Local Park	4901 Nicholson Lane Rockville, MD 20852

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 is a freshwater pond (PUBHh) located within the larger joint development site boundary at the northeastern corner of McGarth Boulevard and Old Georgetown Road. This wetland is not located within the Project site and there are no other identified Wetlands or Waters of the U.S. within a half-mile of the Project Area (Figure 5 and Figure 6). However, disturbing the pond may affect hydrology and soil settlement, necessitating monitoring of WMATA subsurface structures at the project area. A formal wetland delineation study and Approved Jurisdictional Determination (AJD) are recommended to confirm and locate the presence and extent of wetlands during the review process of the joint development project.

Figure 5. EPA WATERS GeoViewer Result

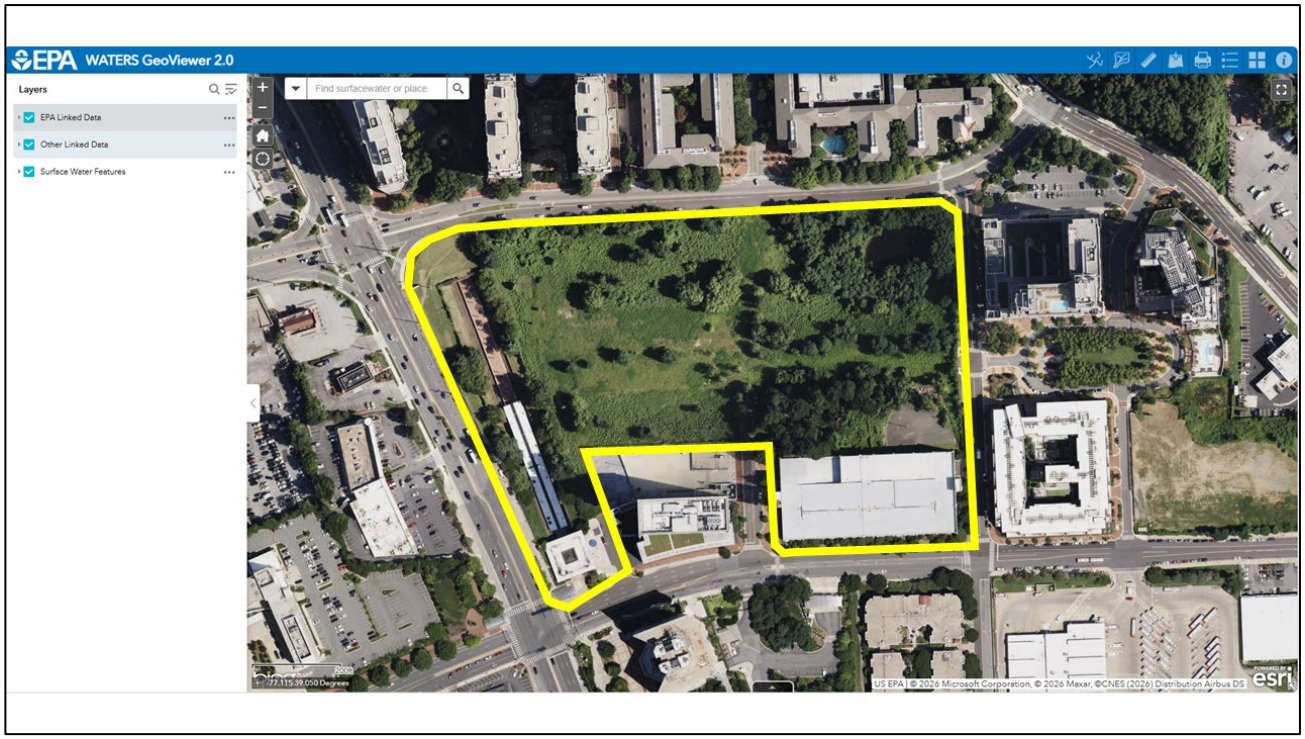


Figure 6. National Wetlands Inventory Map

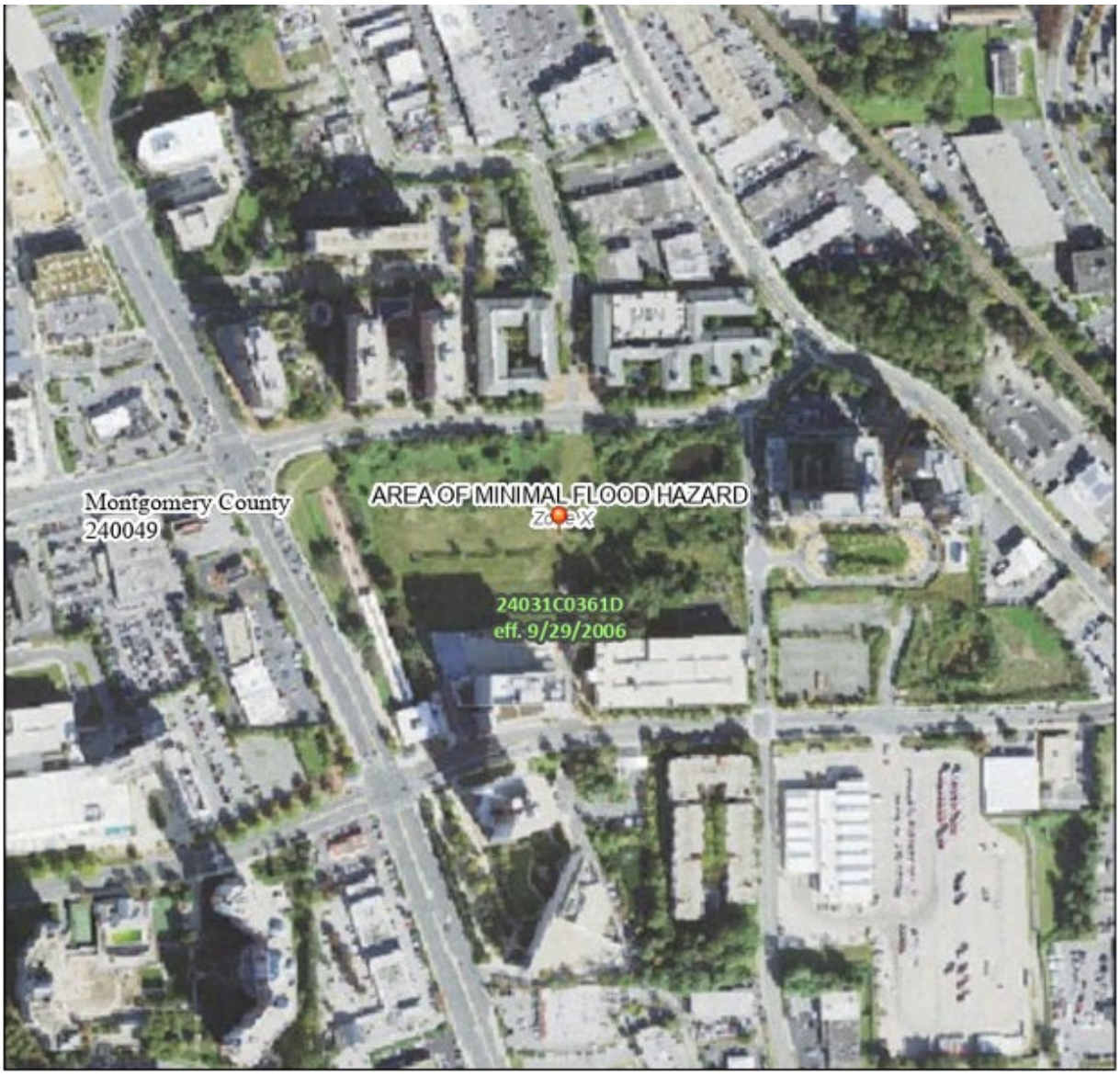


4.9 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 24031C0361D effective September 29, 2006, shows that existing facilities at the North Bethesda Metro Station do not occupy the current 100-year or 500-year floodplain (See Figure 7: FEMA Floodplain Map). The Metro Station is located within Zone X, an area of minimal flood hazard.

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

Figure 7. FEMA Floodplain Map



4.10 Water Quality

Metro does not anticipate the proposed transit facility changes will affect water quality. With the subsequent joint development, storm water management facilities will be constructed in accordance with Metro, local, state, and federal regulations. Proper planning and proactive measures will be carried out to minimize the construction impacts on the surrounding environment and community. The developer will be responsible for obtaining all required permits and will request extensions of approved permits, as necessary.

During construction of the new North Entrance, there may be minor construction-related sediment or erosion risk. To minimize the impact, the Project team will employ construction-

operations controls. These control measures will comply with all Metro inspection requirements with prior approval from authorities and will be removed after construction is completed.

4.11 Air Quality

The Metro Station is located within 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 transit facility changes are not anticipated to have any impacts on air quality. The Project will abide with WMATA'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 station area. 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 transit facility changes will affect any forest stands. Based on the information provided below in Figure 8, there are no Forest Conservation easements within Metro property. There are also no "trees of significance" located on the property. Development in North Bethesda is subject to Montgomery County's Forest and Tree Preservation Ordinance, which is managed by the Planning Department. North Bethesda 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 will incorporate required tree preservation details for maintaining existing street trees within the public right-of-way. Additionally, any trees to be removed will be identified and documented as part of an overall plan for review with the Maryland Department of Natural Resources. The County may relocate or plant more trees as part of the intersection improvements project.

Figure 8. Forest Conservation Easements



Source: Montgomery Planning: https://mcatlas.org/FCE/

4.13 Threatened and Endangered Species

Metro does not anticipate any impacts to federally protected species or habitat as a result of the proposed transit facility changes. An official species list of potential threatened and endangered species from the U.S. Fish and Wildlife Service IPaC online application was reviewed, and none were identified within the project site boundary.

4.14 Utilities

Metro does not anticipate the transit changes to negatively affect utilities that serve the Metro Station and adjacent neighborhoods, including water, sewer, electric, and natural gas services. Any temporary or permanent impacts on utilities will be coordinated in the design and permitting phases of the new Metro Station entrance.

4.15 Safety and Security

Metro is currently and will continue to be responsible for providing a police/security presence at Metro-operated facilities during operating hours. Safety and security will be improved as a result of the new North Entrance, with the secondary exit point bringing the station into compliance with NFPA 130. Bollards, planters, or other barriers may be required at the new North Entrance to enhance security.

4.16 Hazardous and Contaminated Materials

In September 2021, WSP prepared a The Phase I Environmental Site Assessment (ESA) in accordance with EPA Standards and Practices for All Appropriate Inquiries as required under

Section 101(35)(B) of the Comprehensive Environmental Response, Compensation, and Liability Act and referenced in Title 40 Code of Federal Regulations, Part 312; the ASTM International Standard E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E 1527-13).

The ESA did not identify any Recognized Environmental Conditions (RECs) (including controlled or historical) in connection with the subject property. De minimis conditions were identified regarding miscellaneous trash and debris observed along the property perimeter at the base of the chain-link fence surrounding the vacant portion of the subject property and minor staining from parked vehicles was observed throughout the paved parking area throughout the paved parking garage. If additional contamination is identified, a management plan will be developed for the containment, removal, and disposal of hazardous materials.

4.17 Noise and Vibration

Metro does not anticipate any impact on existing noise-sensitive receptors. The existing local bus and rail transit operations will continue to operate as they currently do, with no change in service anticipated. Sources of noise and vibration during construction would include activities related to excavation, construction equipment operation, construction vehicles traveling in and out of the station area. Construction would be primarily conducted during daytime hours. Certain activities, however, such as modifying the tunnel structure, would need to be done at night when trains are not operating.

In accordance with Metro design criteria, construction noise and vibration monitoring would be conducted to ensure compliance with Metro limits. Noise and vibration control measures would be implemented, if and as needed, to comply with applicable daytime and nighttime noise limits.

4.18 Secondary and Cumulative Impacts

4.18.1 Secondary Impacts

Metro does not anticipate any adverse secondary impacts as a result of the changes to transit facilities.

4.18.2 Cumulative Impacts

Metro does not anticipate any adverse cumulative impacts as a result of the changes to transit facilities.

4.19 Construction Impacts

Construction of the new North Entrance has the potential to affect rail and bus operations, however, Metro will seek to limit customer impacts as much as possible. These impacts could include Revenue Service Adjustments (RSAs) including shutdowns, weekend early outs, and/or single tracking. Adjustments to the Metro parking garage may impact access to customer parking but will not impact rail or bus operations. Impacts to bicycle, pedestrian, and ADA

access and circulation could occur during sidewalk regrading and widening, necessitating detours. During construction, Metro will ensure a high-quality customer experience through an approved maintenance-of-traffic (MOT) plan complemented with online and print customer communications.

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

5.0 PUBLIC INVOLVEMENT

Metro will keep the public informed about the Project through public outreach. In accordance with the WMATA Compact, a public hearing will be held to provide the public with the opportunity to comment. A Notice of 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:

- Construction of a new North Entrance to the Metro Station; and
- Reduction of up to 550 dedicated Metro parking spaces at the Park & Ride garage.

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-and-projects
- 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 the date and time stated in the Notice of Public Hearing to be included in the public record.

6.0 REFERENCES

Phase I Environmental Site Assessment, White Flint East – North Bethesda (2021). Retrieved from: https://montgomerycountymd.gov/dot-dte/Resources/Files/ProjectConnect/North%20Bethesda_DRAFT_White%20Flint%20Metro%20Station_Phase%20I%20ESA%20Report_Sept2021_v1.pdf

IPaC information for Planning and Consultation
IPaC: Getting Started - Draw on Map

Montgomery County Atlas Forest Conservation Easements
Forest Conservation Easements

USFW Wetlands Mapper
Wetlands Mapper | U.S. Fish & Wildlife Service

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

Maryland's Cultural Resource Information System
https://apps.mht.maryland.gov/medusa/

Thrive Montgomery 2050 (2022). Retrieved from: THRIVE-Approved-Adopted-Final.pdf
Montgomery County Bicycle Master Plan (2018). Retrieved from: Montgomery County Bicycle Master Plan

Montgomery County's Pedestrian Master Plan (2023). Retrieved from: Pedestrian-Master-Plan-WEB-MASTER-9-11-24.pdf

White Flint Sector Plan (2010). Retrieved from: White Flint Sector Plan Approved and Adopted

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2050 Maryland Statewide Bicycle & Pedestrian Master Plan (2023). Retrieved from: https://www.mdot.maryland.gov/OPCP/2050_MDOT_BPMP_MBPAC_4_28_2023.pdf