

Washington Metropolitan Area Transit Authority (WMATA)

Compact Public Hearing Staff Report

Twinbrook Metrorail Station Reconfigure West Side Transit Facilities

Staff Analysis of the Public Hearing and Staff Recommendations

Hearing No. 670
Docket No. R25-02

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1.0 Introduction

1.1 The Project

Metro proposes changes to the transit facilities at the Twinbrook Metro Station (“Metro Station” or “Twinbrook Station”) to enable joint development and increase ridership. The Project involves a modification of Metro Station facilities and facility access (“Changes” or “Modifications”). The proposed joint development concept is shown in Figure 1 below and in Appendix G of this report.

Metro obtained public input on the following proposed Amendments to the Mass Transit Plan on the west side of the Twinbrook Metrorail Station during the September 13, 2025 through October 27, 2025 public comment period:

- Relocating the bus loop and three (3) bus bays;
- Eliminating the Kiss & Ride lot and replacing with curbside pick-up/drop-off; and
- Eliminating the 164-space surface Park & Ride lot.

Figure 1. Proposed Metro Facility Modifications



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Of specific interest to Metro customers are the changes to the transit facilities, station access, and circulation in the vicinity of the Twinbrook Station, which were presented at a public hearing on October 16, 2025. The Notice of Public Hearing, Environmental Evaluation, and the General Plan were available online at www.wmata.com/plansandprojects beginning September 13, 2025 and are included in Appendices A, F, and G, respectively, of this document.

These documents were also available for inspection during normal business hours at the following location:

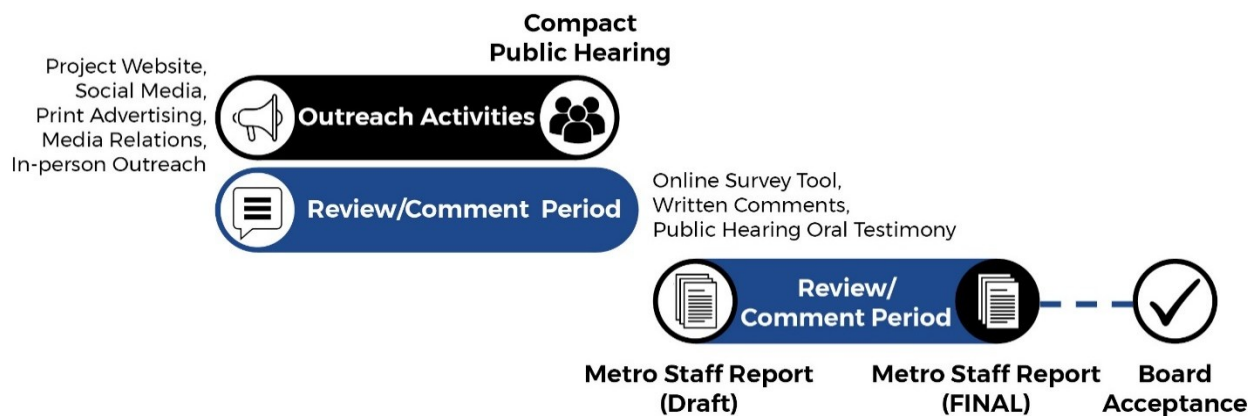
Washington Metropolitan Area Transit Authority
300 7th Street SW, Washington, DC 20024

1.2 Public Hearing Staff Report

As required by the WMATA Compact, Metro’s organizational document, the public was provided with the opportunity to comment on the Project. Following the guidelines established by WMATA’s Board-approved Public Participation Plan, this Public Hearing Staff Report provides a summary of Metro’s public outreach efforts, the Project’s public hearing, comments that were received, and Metro’s response to questions and issues raised by the public about the Project.

The following is a summary of the current public participation process. This draft report is shared with the public on the [project webpage](#) for review and comment for ten (10) days. Following that review, the report will be finalized and presented by staff to Metro’s Board of Directors, where the Board will make a determination on whether the proposed Modifications will be accepted as an amendment to Metro’s Mass Transit Plan. The activities and actions Metro takes to prepare and finalize the Public Hearing Staff Report are shown in Figure 2.

Figure 2. Staff Report Process



2.0 Communications and Outreach to the Public

2.1 Overview

Communications and outreach were guided by the requirements for WMATA Compact Public Hearings and Metro’s federally mandated, Board-approved Public Participation Plan (PPP).

Beyond meeting basic requirements for a Compact Public Hearing, Metro followed PPP guidelines to create a targeted communications plan. The plan was designed to collect feedback inclusively and collaboratively with a focus on engaging minority, low-income and Limited English Proficient (LEP) populations.

Outreach efforts outlined in this report occurred during the official public comment period timeframe (September 13, 2025 through October 27, 2025).

The final communications and outreach plan included the following efforts:

- Stakeholder communication
- Targeted marketing and media
- In-person outreach
- In-person and virtual Compact Public Hearing

Feedback was collected from the following sources during the public comment period:

- Written comments received online and through the online survey tool
- Oral testimony received at the In-Person and Virtual Compact Public Hearing
- Letters submitted by email

The comments received can be found in Appendix E of this report.

2.2 Stakeholder Communication

Metro distributed 400 project handouts in English and Spanish to customers entering and existing Twinbrook Station. The project handouts provided the date and location of the public open house and hearing, the link and QR code to WMATA’s Plans and Projects website, and a general overview of the proposed changes (Figure 3).

Additionally, Metro sent targeted emails on September 16, October 8, and October 16, 2025, to 266 stakeholders from 195 community partner representatives working with nearby stakeholders. Recipients included representatives from government facilities/agencies, places of worship, apartment and condominium communities, schools, and a shopping center. Recipients were invited to provide feedback and attend the public hearing. The email included a link to an online survey. A summary of the survey findings can be found in Appendix E of this report. The list of stakeholders who received the targeted email can be found in Appendix B.

Twinbrook Metrorail Station – Reconfigure West Side Transit Facility Changes Compact Public Hearing Staff Report

Figure 3. Project Handout (English and Spanish)

We want your feedback on proposed changes at Twinbrook Metrorail Station

What we're proposing

Metro proposes changes to Twinbrook Station's transit facilities, which include:

- Removal of the 164-space surface Park & Ride lot
- Relocation of the bus loop, three bus bays and Kiss and Ride facilities on the west side of the station property
- Creation of space for a transit plaza
- Potential residential/commercial development possibilities

For more information, visit wmata.com/twinbrookhearing



We want to hear from you

Share your feedback at wmata.com/twinbrookhearing by 5 p.m. on Monday, October 27, 2025

Participate in a public hearing on Thursday, Oct. 16, 2025, at 6:30 p.m.

Join us in-person

Hilton Washington DC/Rockville Hotel & Executive Meeting Center | Washington Conference Room
1750 Rockville Pike | Rockville, MD 20852

To provide oral testimony by phone, call **206-899-2028** and enter Meeting ID 500 506 228# while the hearing is taking place.

To provide oral testimony via video, preregister by emailing speak@wmata.com by 5 p.m. on Wednesday, Oct. 15, 2025.

Watch or listen live

Watch the Public Hearing at YouTube.com/MetroForward or listen by phone by calling **206-899-2028** and entering Meeting ID: 500 506 228#.

We'll provide public feedback to Metro's Board of Directors as part of the decision-making process.



Queremos conocer su opinión sobre los cambios propuestos en la estación de Metrorail Twinbrook.

Lo que estamos proponiendo

Metro propone cambios en las instalaciones de tránsito de la estación Twinbrook, que incluyen:

- Eliminación del estacionamiento de superficie Park & Ride de 164 espacios
- Reubicación del circuito de autobuses, tres bahías para autobuses y las zonas de Kiss and Ride en el lado oeste de la propiedad de la estación
- Creación de un espacio para una plaza de tránsito
- Posibles desarrollos residenciales/comerciales

Para más información, visite wmata.com/twinbrookhearing



Queremos saber su opinión

Envíe sus comentarios en wmata.com/twinbrookhearing a más tardar a las 5:00 p.m. del lunes 27 de octubre de 2025

Participe en una audiencia pública el jueves 16 de octubre de 2025 a las 6:30 p.m.

Participe en persona

Hilton Washington DC/Rockville Hotel & Executive Meeting Center | Sala de conferencias Washington
1750 Rockville Pike | Rockville, MD 20852

Para ofrecer testimonio oral por teléfono, llame al **206-899-2028** e ingrese el ID de reunión 500 506 228# mientras se lleva a cabo la audiencia.

Para ofrecer testimonio oral por video, regístrese enviando un correo electrónico a speak@wmata.com a más tardar a las 5:00 p.m. del miércoles 15 de octubre de 2025.

Mire o escuche en vivo

Vea la audiencia pública en YouTube.com/MetroForward o escúchela por teléfono llamando al **206-899-2028** e ingresando el ID de reunión: 500 506 228#.

Presentaremos comentarios públicos a la Junta Directiva de Metro como parte del proceso de toma de decisiones.



2.3 Targeted Marketing and Media

To obtain wide reach, Metro used targeted marketing, in-person outreach, and media campaigns to increase awareness and encourage public feedback.

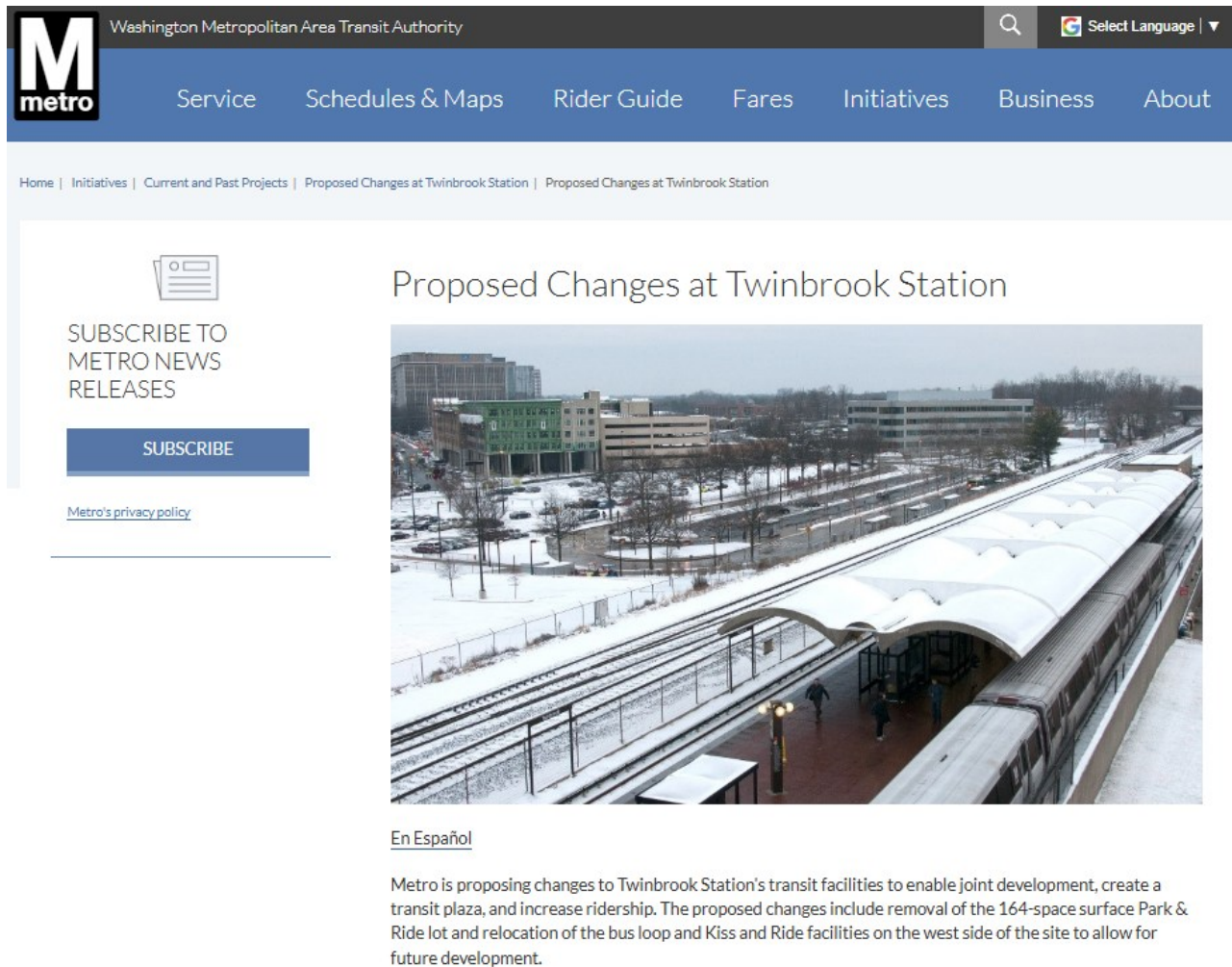
2.3.1 Project Webpage

The [project webpage](#) on Metro's website served as the Project information hub and the primary channel for collecting public feedback (Figure 4). Information was presented in English and Spanish. A variety of content was available for the public to review, including the environmental evaluation and design plans of the proposed changes. Metro's public hearing was also streamed live on the project webpage and on [YouTube](#).

During the public comment period, the project webpage received 1,140 unique views in English and 49 unique views in Spanish. This webpage will remain online for the duration of the Project to serve as a resource for the public.

Twinbrook Metrorail Station – Reconfigure West Side Transit Facility Changes Compact Public Hearing Staff Report

Figure 4. Project Website



2.3.2 Social Media

Metro leveraged its social media following to inform the public about the Project across a variety of channels. In total, Metro's social media posts resulted in nearly 78,500 views and more than 378 engagements across all platforms (Table 1). Examples of social media content are shown on the following page.

Twinbrook Metrorail Station – Reconfigure West Side Transit Facility Changes

Compact Public Hearing Staff Report

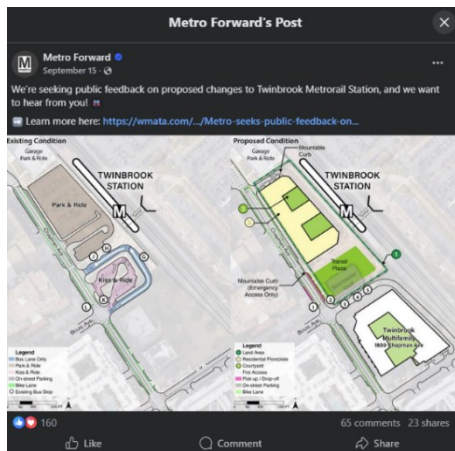
Table 1. Social Media Engagement Summary

Media	Date	Details
Facebook	9/15/2025	62,670 impressions 248 total engagements (160 likes, 65 comments, 23 shares)
X	9/15/2025	10,000 views 64 engagements (including 15 reposts, 48 likes, and 1 comment)
LinkedIn	9/15/2025	5420 views 74 engagements (including 63 reactions and 11 reposts)
Bluesky	9/15/2025	N/A Views 29 engagements (including 4 reposts, 1 quote, and 24 likes)

Note: Reach = the total number of people who saw the content (measure is estimated). Impressions = the number of times the content was displayed on a user's screen, no matter if it was seen, clicked, or engaged with or not. Engagements = Likes, comments, and shares.

Social Media Examples

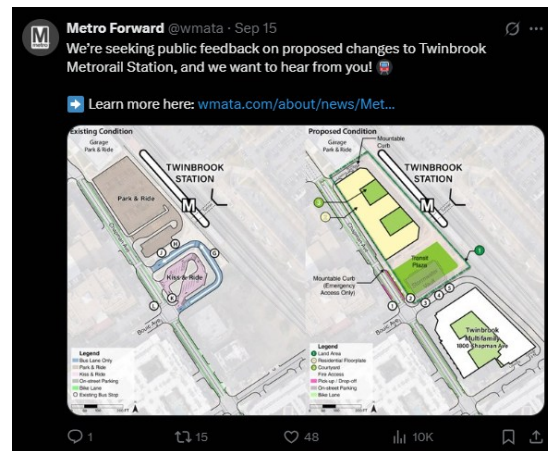
Facebook



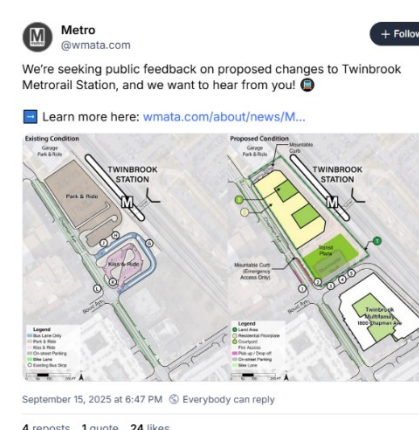
LinkedIn



X



Bluesky



2.3.3 Print Advertising

A legal notice was placed in *The Washington Post* prior to the public hearing. Table 2 lists the run dates. A copy of the public notice can be found in Appendix A of this report.

Table 2. Summary of Print Advertisements

Publication	Language	Run Date(s)	Total Est. Impressions
The Washington Post	English	9/13/25	87,576
The Washington Post	English	9/20/25	87,576

2.3.4 Signage and Flyers

Information was posted in English and Spanish in and around the Twinbrook Station to reach rail, bus, and parking customers.

- Signs (Figure 5) were posted at each bus shelter at Twinbrook Station, each platform shelters, inside the elevator, and at entrances to the station.
- Two A-frame signs were placed inside the station.
- Project handouts (Figure 3) were distributed to the station manager and throughout the station on October 9, 11, 14, and 16.
- Directional, wayfinding, and shuttle bus signs were posted at and around the station and at Hilton Hotel Washington Conference Room 1750 Rockville Pike Rockville, MD 20852 on October 16, 2025.
- Display boards were exhibited at the October 16, 2025 public hearing.

Figure 5. Station Signage (English and Spanish)



2.3.5 Media Relations

Metro issued press releases on September 15, 2025, to generate earned media coverage and encourage public feedback on the project (Table 3, Table 4, Figure 6).

Table 3. Press Release Summary

Date	Title	Details
9/15/25	Metro seeks public feedback on proposed changes to Twinbrook Metrorail Station WMATA	Metro seeks public feedback on proposed changes to Twinbrook Metrorail Station



Rockville News

WMATA proposing residential, commercial development at Twinbrook Metro station

Plans also call for relocation of bus loop, bus bays, Kiss & Ride facilities

By Elia Griffin
September 17, 2025 9:43 a.m. | Updated: September 18, 2025 7:02 a.m.



2.3.6 In-Person Outreach

Metro Ambassadors and Return to Work staff worked together at Twinbrook to actively engage customers on the mezzanine and distributed 400 project handouts. Staff were positioned at Twinbrook Station mezzanine, bus loop, and Kiss & Ride lot to inform customers and residents about the proposed changes and public hearing. Members from the outreach team encouraged customers to provide comments via the online survey and at the public hearing. In-person outreach at Twinbrook Station took place on the following days and times:

- Thursday, October 9, 2025, 1:00 p.m. – 6:00 p.m.
- Saturday, October 11, 2025, 7:00 a.m. – 3:00 p.m.
- Tuesday, October 14, 2025, 5:00 a.m. – 9:00 a.m.
- Thursday, October 16, 2025, 3:00 p.m. – 7:00 p.m.

The days and times for the outreach at Twinbrook Station were selected at times of high ridership to reach the maximum number of customers and to coincide with the public hearing to help get customers from the station to the public hearing location.

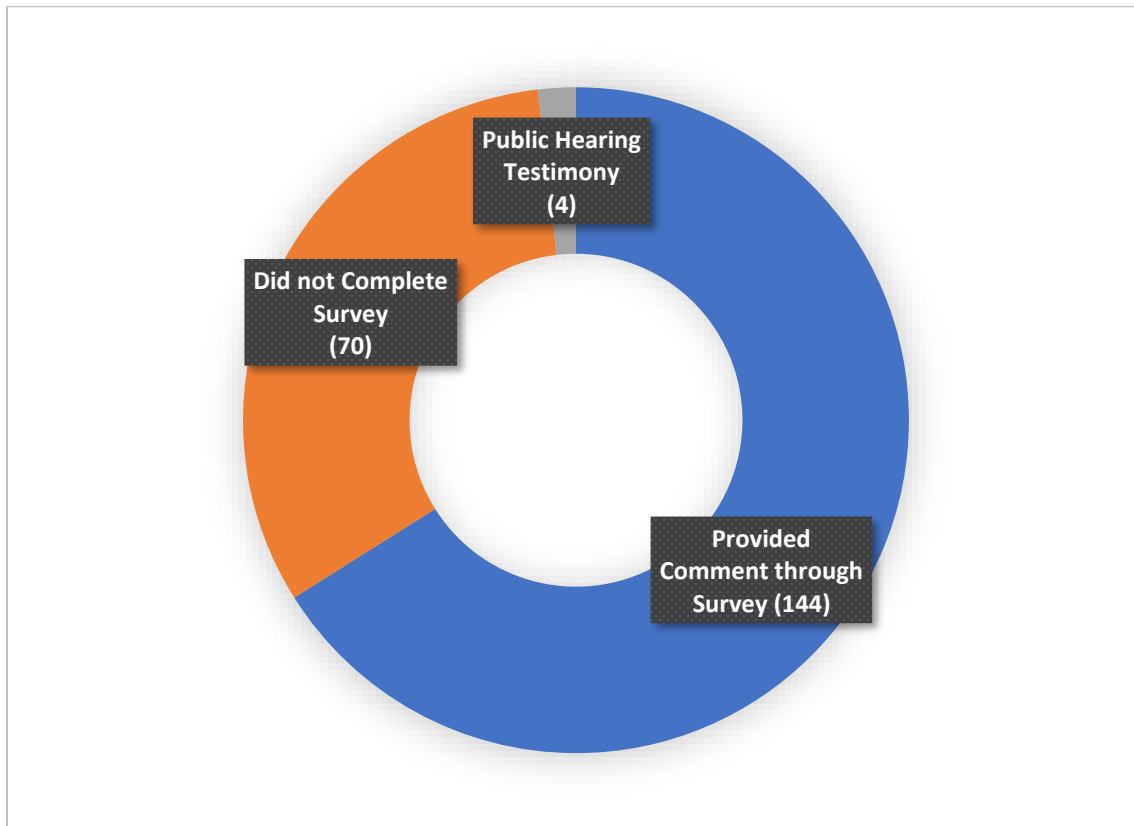
2.4 Public Input Results

Metro collected public input during the public comment period through an online survey tool and at an In-Person and Virtual Compact Public Hearing.

The online survey was available on Metro’s webpage. During in-person outreach events the outreach team had iPads available that people could use to fill out the survey on the spot and also had a QR code that people could scan to take the survey on their phones.

The online survey was started by 213 people, of whom 143 completed it. A total of 146 survey respondents provided written comments. Of these 146 comments, one was identified as a duplicate and another as non-substantive. The public could submit comments either by typing directly into the survey (139 comments) or by uploading a document (5 comments). Four oral testimonies were presented during the public hearing. Figure 7 summarizes how people provided feedback. The public comment period was open from 9:00 a.m. September 13, 2025 through 5:00 p.m. October 27, 2025. phones.

Figure 7. Public Input Methods



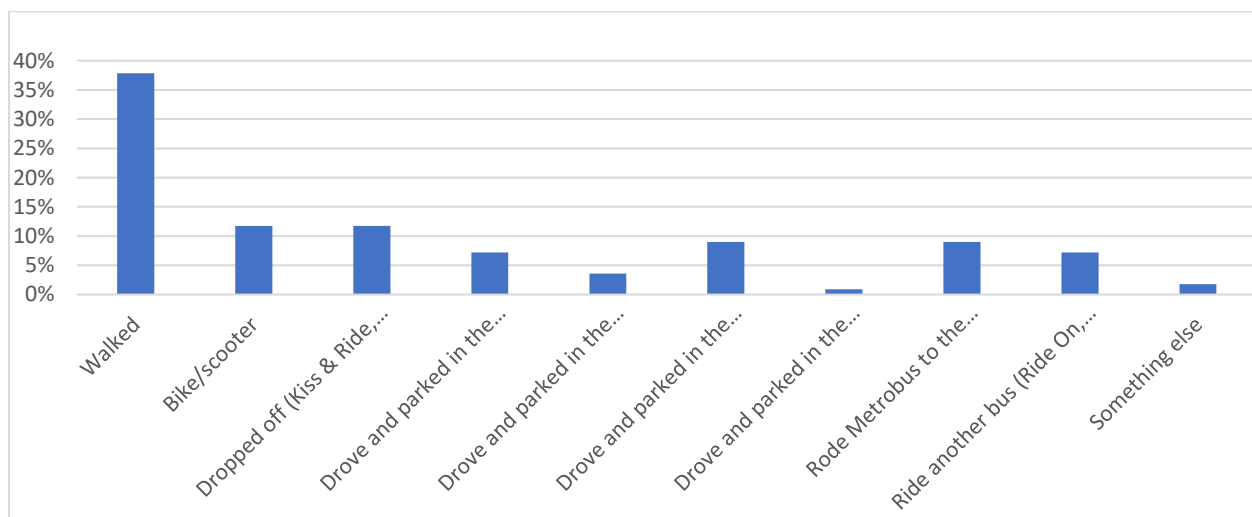
2.4.1 Facilities Used at Twinbrook Station

The survey asked respondents which facilities they typically used at Twinbrook Station in the past 30 days (Table 5 and Figure 8). It is important to note that 7 percent of the online survey respondents indicated that they used the Park & Ride facility within the past 30 days.

Table 5. Facility Usage at Twinbrook Station

Facilities Used at Twinbrook Station	In the past 30 days n=145
Walked	38%
Bike/scooter	12%
Dropped off (Kiss & Ride, taxi, or rideshare)	12%
Drove and parked in the west-side surface lot	7%
Drove and parked in the west-side garage	4%
Drove and parked in the east-side surface lot	9%
Drove and parked in the east-side garage (privately operated)	1%
Rode Metrobus to the station	9%
Ride another bus (Ride On, etc.)	7%
Something else	2%

Figure 8. Facility Usage at Twinbrook Station



2.4.2 Survey Demographics

Table 6 shows the percentage breakdown of survey demographics. Eighty percent of survey respondents (80%) were aged 44 or younger. Eight percent (8%) of survey respondents were aged 55 or older. The majority of respondents identified as White (77%), followed by Asian (13%). Four percent (4%) identified as African American or Black, and one percent (1%) identified as American Indian or Alaska Native.

Table 6. Survey Demographics

Age (n=129)	35 and younger	58%
	36-44	22%
	45-54	12%
	55 and older	8%
Gender (n=138)	Male	70%
	Female	25%
	Other	5%
Hispanic or Latino (n=137)	Yes	7%
	No	93%
Race (n=141)	African American or Black	4%
	American Indian or Alaska Native	1%
	Asian	13%
	Native Hawaiian or other Pacific Islander	0%
	White	77%
	Other, please specify:	4%

3.0 Summary of the Public Hearing

In-Person and Virtual Compact Public Hearing

The Compact Public Hearing was held on Thursday, October 16, 2025 at 6:30 p.m. Mr. Michael Goldman, the Alternate Director of the Metro Board of Directors chaired the hearing. He was joined by Ms. Jennifer Ellison, Metro's Chief Board Affairs Officer, and Mr. Aaron Zimmerman, Manager of Transit Oriented Development (TOD) and Station Area Planning in the WMATA Office of Real Estate and Development. The hearing was a hybrid meeting where staff hosted 22 attendees in-person at Hilton Hotel, Washington Conference Room, 1750 Rockville Pike, Rockville, MD (Figure 9 and Figure 10). Others had the opportunity to participate via Teams or by phone or watch a simultaneous live-stream of the hearing on Metro's website and YouTube page [Metro Forward](#) (Figure 11). The hearing was viewed on YouTube 142 times, and the recording remains available for reference on Metro Forward.

In keeping with Metro's policy to ensure that a hearing is accessible to as many parties as possible, participants were also able to dial-in by phone and the hearing included live American Sign Language interpretation. The hearing's recording on YouTube provides captions. The contracted professional bilingual outreach staff were also tasked to install signs from the station to the public hearing and assist Metro staff with various tasks and with any customer language needs at the public hearing.

Following an opening statement by Mr. Goldman, Mr. Zimmerman described the proposed facility changes. Four people provided oral testimony at the hearing in-person. The staff presentation and script of the public hearing can be found in Appendices C and D of this report.

Figure 9. Twinbrook In-Person Public Hearing



Twinbrook Metrorail Station – Reconfigure West Side Transit Facility Changes Compact Public Hearing Staff Report

Figure 10. Twinbrook Public Open House Prior to Public Hearing



Figure 11. Screenshot of Twinbrook Virtual Public Hearing

Shared content | Public Hearing: Proposed Changes to Twinbrook Metrorail Station

Proposed Changes

- Bus**
 - Relocate the bus loop to encircle the 1800 Chapman Avenue development
 - 3 bus bays #3, #4, #5 will be integrated into new loop
 - 2 bus bays #1 and #2 on Chapman Avenue will remain
- Kiss & Ride**
 - 5-10 on-street Kiss & Ride spaces (reduction from 14)
 - Aligns with pick-up/drop-off patterns
- Park & Ride**
 - Removal of surface lot to make land available for Joint Development
 - Parking garage remains open and has available capacity
- Pedestrian Plaza / Stormwater Vault**
 - Stormwater pond will be relocated under future transit plaza as a vault

Future Conditions

The Future Joint Development building footprints are conceptual for illustrative purposes only

Proposed Changes to Twinbrook Metrorail Station Oct 16, 2025 06:38:15 PM

4.0 Comments Received for the Record

Comments to be considered for the record as part of this process were received through the online survey tool and oral testimony at the public hearing. The public comment period ran from 9:00 a.m. September 13, 2025 through 5:00 p.m. October 27, 2025.

A total of 148 people responded to Metro’s request for comment. Of those, 139 people provided comment through the online survey, five uploaded written testimony, and four individuals provided oral testimony at the public hearing. Table 7 and Figure 12 show the respondents’ primary opinions on the project.

Table 8 provides a breakdown of the comments by topic. Because some comments contained multiple topics, the sum numbers shown are greater than the total number of actual comments received. Comments made for the public record are provided in Appendix E.

Table 7. Summary of Respondent Opinions

	Number	Percentage
Support	119	80%
Neither	8	6%
Oppose	21	14%
TOTAL	148	100%

Figure 12. Respondent Opinions

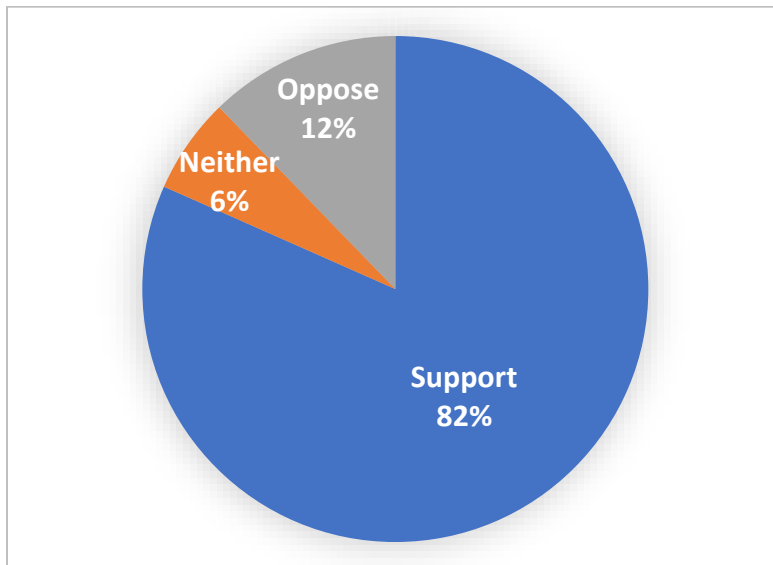


Table 8. Summary of Comments by Topic

Topic	Frequency	Overview
General Support for the Project	120	Comments expressed support of the project.
General Opposition to the Project	21	Comments expressed opposition to the project.
Maximize Housing Density and Mixed-Use Development	90	Comments expressed support for greater height, density, and affordability
Pedestrian and Bicycle Infrastructure Improvements	38	Comments requested improved pedestrian and bicycle connectivity and safety
Safety	4	Comments concerned with safety improvements at station.
Station Access and Design Improvements	24	Comments requesting 24/7 tunnel access, improved entrances, better wayfinding, direct garage connections, enhanced aesthetics, and more inviting stations.
Traffic Issues, Conflicts, Safety, and Construction Impacts	19	Comments expressed concerns about traffic congestion, pedestrian/cyclist safety, crime, and construction disruptions/access.
Other Comments	18	These comments were associated with general concerns, and other topics not related to the above-described categories.

5.0 Comments and Responses to Comments Received

The 148 total comments received through the online survey (139 comments), uploaded documents (5 documents), and oral testimonies (4 testimonies) were categorized into broader, recurring themes. WMATA staff provided responses to the overall concerns and themes expressed below. Additional information is provided in the following sections to include representative comments (see Appendix E for full comment details).

5.1 General Support for the Project

About 80 percent of all respondents (119 comments) expressed support for the Modifications at the Twinbrook Metro Station. Of those, 85 respondents supported the project explicitly and 34 generally supported the Modifications and the potential for development at the site.

Representative Comments

- *Build this.*
- *Yes, please do this!*
- *I support the proposed changes at Twinbrook Station to enable joint development. Building more housing and commercial development in close proximity to transit is essential to keeping housing in our region affordable, increasing transit ridership by giving people the ability to live in car-optional areas, and better connect the station to the community with amenities that activate the station area as a community hub.*
- *As a daily Red Line commuter, I am in full support of the proposed changes to Twinbrook Station, and encourage WMATA to do more in the future with other surrounding parcels. The more surface parking lots that are converted into housing and community-centered commerce, the better Metrorail will become and the more livable the DMV will be, especially for an area as attractive as Rockville*
- *As a teacher in the area, this development would provide my students and their families with affordable places to live, work and play without needing a car. With the new Wegmans a block away, this also enables lots of people to walk to their grocery store, as well as retail across Rockville Pike. This is a much better use of the space directly adjacent to the station than parking lots and body shops. This is the kind of transit-oriented development we need to support, and I would live somewhere like this!*
- *I strongly support the proposed plan to remove the westside Metro parking lot and replace it with housing and commercial. The current situation feels like a wasteland to pedestrians who have to walk around/across a massive parking lot in the heat to get anywhere worth going, such as the Wegmans.*
- *MDP supports WMATA's proposed changes to Twinbrook Station's transit facilities to enable joint development, also known as transit-oriented development, near the Metro station.*
- *The Coalition for Smarter Growth supports the proposed changes at the Twinbrook station that are the subject of docket number 25-02. Repurposing underutilized parking and especially surface parking for housing and supportive commercial uses is a win-win for Metro and for Montgomery County and the city of Rockville.*

- *I do support the project. I do park in that west lot. Honestly, it's very convenient. I like it. However, we do need to have more housing in Rockville and Montgomery County. We need housing that's close to transit.*
- *I am an Architect and Planner, as well as a resident of Aspen Hill who commutes from Twinbrook for work. I strongly support the redevelopment of the park and ride site. The sea of surface parking on both sides of the tracks is far from the highest and best use of that real estate.*
- *As a community member who lives in the Twinbrook neighborhood and utilizes the Twinbrook metro I am in full support of this proposal. Integrating the metro into our broader community would be beneficial to our neighborhood. I would be pleased to see more housing and retail integrated and even more pleased to have the excessive amount of parking removed.*

5.2 General Opposition to the Project

Of the 148 total responses received, approximately 14 percent of respondents (21 comments) expressed opposition or conditional support to the modifications to Twinbrook Metro Station. Of those, 16 commenters opposed the project generally, 3 opposed both the transit modifications and the potential for development at the site, and 2 opposed the transit modifications but were supportive of future development at the site.

Representative Comments

- *I realize the Twinbrook lot is rarely full, but all it takes is one problem or station closure over on the other end of the line and people who would normally park at Glenmont are coming over to Twinbrook. Sending all the surface lot cars over the rail bridge to go to the Chapman parking garage is going to make the traffic worse than it already is. Figure out a way to keep some parking on the east side of the station.*
- *Please do not do this...Twinbrook still largely serves a suburban community that relies on cars to commute to the station, and eliminating the west surface lot will force many of those cars to the east lot, increasing congestion.*
- *I don't agree with this change. It does not benefit commuters. Just feels like a money grab. Parking is already limited on the one side. If anything, they should increase it for the people actually using the metro.*
- *I park in the "park and go lot" every-day, I used to park in the garage but stopped doing that because it was rather cumbersome. This change will be of inconvenience and add additional time to my commute.*
- *I feel that any redevelopment of this site that does not replace the nearly 200 public parking spaces with a like number of spaces is not appropriate. Continued forced urbanization of Montgomery County is destroying the county as an attractive place to live and work.*
- *We don't need to convert public spaces to commercial use, there is enough congestion in the Metro Station area already.*
- *While we understand that the popularity of the Rockville Pike–Twinbrook area continues to grow, we believe it would be worth to consider other options before proceeding with changes to the station.*

Metro Response: The West Garage has sufficient capacity to absorb all demand from the surface lot closure. The garage currently has 344 available spaces during peak times (74 used of 418 total), far exceeding the 164 spaces being displaced. Even with projected growth through 2050, peak demand will reach only 318 spaces, maintaining a 100-space surplus. The East Side Park & Ride facilities remain unchanged.

The Modifications at Twinbrook Metro Station present an opportunity to increase ridership in support of Metro's [Transit Oriented Development](#) and [Joint Development](#) policy objectives. It also helps achieve City of Rockville's and Montgomery County's goals as well. The Rockville [2040 Comprehensive Plan](#) and County's [Thrive Montgomery 2050](#) plan envision concentrating development along major corridors and transit stations to maximize the efficiency of infrastructure, preserve land, and focus investment Montgomery Planning.

5.3 Maximize Housing Density and Mixed-Use Development

Ninety comments strongly supported maximizing housing density and mixed-use development at Twinbrook Station, with overwhelming consensus to replace the west-side surface parking lot with high-density residential buildings and neighborhood-serving retail, citing regional housing shortages, transit-oriented development principles, and environmental benefits of concentrating growth near Metro. A smaller subset raised conditional concerns about design quality, emphasizing the need for inviting public spaces, safe pedestrian routes, adequate green space, strong station visibility, and avoiding past mistakes of inactive ground floors, while also noting worries about construction impacts, station access during redevelopment, and the importance of including affordable rather than exclusively luxury housing.

- *This is already a high-rise area. There is no good reason to leave land adjacent to a Metro station in a high-rise area fallow as parking lots. Put the tallest possible buildings here. Make the plaza nice. It will improve ridership, improve the urban environment, improve the pedestrian experience...*
- *More housing and recreational spaces.*
- *Please allow the changes for further TOD around the station. The existing area outside the station is an eyesore and new development/a transit plaza could help increase the vitality of the area.*
- *Consolidating the transit plaza and removing the open-air parking lot will make it easier for passengers to alight and access the Hilton hotel across the street and numerous retail locations on Rockville Pike. A multifamily development will further alleviate the DMV's growing housing crisis by providing modern, Metro accessible homes next to the station.*
- *Would love to see the entire set of parking converted to housing. A good start though.*
- *Transit oriented development is good close to the station as it provides a safe walking alternative from station to place.*
- *I am concerned by the scale of joint development I have seen elsewhere on sold WMATA property. Specifically the development scale is not generally big enough. The development should be as large as possible. Many many stories. As many units as possible. It should be the largest building in the area in general. The location is as good as it gets and once redeveloped it*

will remain for decades if not 50+ years. It is therefore critical that we build as large as possible on these sites with ideal transit access. A mixed use building would be better than pure residential on the site and at least 15 stories probably 20 would be correct. There is a huge demand for housing in the region. The site is walk-able enough to core services like groceries, but the general area needs large improvements to make it more pedestrian centered.

- We should be promoting more smart and efficient land use around metro stations that benefits public transit users more than car owners.*
- I strongly support building as much housing as possible on land parcels well served by rapid high-capacity transit like this project imagines. Building more housing here will help increase housing supply and drive prices down while also boosting ridership on Metrorail. This type of TOD is also critical for achieving climate, sustainability, and equity goals.*
- I support the redevelopment plan to add housing at the Twinbrook station and maintain and improve pedestrian access. This transit-oriented development is overdue at this site and will provide additional needed housing supply and improve walkability.*

Metro Response: The comments reflect broad recognition that transit-oriented development near Metro stations addresses regional housing needs, reduces environmental impacts, and strengthens ridership. The modifications at Twinbrook Metro Station support Metro's [Transit Oriented Development](#) and [Joint Development](#) policy objectives while advancing City of Rockville's and Montgomery County's goals. The Rockville [2040 Comprehensive Plan](#) and County's [Thrive Montgomery 2050](#) envision concentrating development along major corridors and transit stations to maximize infrastructure efficiency, preserve land, and focus investment.

5.4 Pedestrian and Bicycle Infrastructure Improvements

Thirty-eight comments expressed concerns and suggestions for pedestrian and bicycle infrastructure at Twinbrook Station, with the most frequent concern focusing on bicycle safety at the proposed on-street kiss-and-ride area. Commenters advocated for protected, physically separated bike lanes instead of painted lanes to prevent conflicts with vehicles. Additional priorities included improving bicycle access through the station tunnel, providing a defined route to the station from surrounding streets, and expanding secure bike parking. For pedestrians, key suggestions were to relocate the accessibility ramp for more direct bus access, avoid increasing walking distances from bus bays to the station, and ensure 24/7 pedestrian access through the station tunnel for residents east of the tracks. There were also requests for weather-protected covered walkways, a more direct and inviting station entrance, the elimination of circuitous pedestrian paths, improved wayfinding signage, and the creation of pedestrian-oriented plazas and walkways to better connect the station to the community.

- The station its self should be reconfigured in a way that pedestrians can use the mezzanine as a crossing under the Red Line/Metropolitan Subdivision corridor, even when the station is closed (this means moving the lockable gates within the station) - Both directions of bike lanes should be moved together to one side of Chapman Avenue, with a physical barrier between the car lanes and bike lanes.*

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- *I live on the east side of the station and there have been several times where I've been out late and had to double back because the tunnel was closed.*
- *One recommendation I have for Chapman Ave is to consider raising the bike lane and placing it closer to the sidewalk than the parking/drop off lane.*
- *The increase in vehicles pulling in/out will increase safety risks to people using the painted bike lane adjacent to it. If the site is being redeveloped anyway, create a protected bike lane on the sidewalk side of the PUDO area to eliminate the conflict. Also, there needs to be a defined bike access route from the street/bike lane to the station and bike parking.*
- *For over two decades our neighborhood has been asking that a portion of the tunnel at the Twinbrook Metro Station be accessible to pedestrians even when the Station itself is closed. When the Station is closed late at night or in weather emergencies, the residents east of the train tracks do not have pedestrian access to the amenities of Rockville Pike for a 2 mile stretch... A simple reconfiguration of the tunnel could provide 24/7 access, while fencing off the Station itself. There is also strong support in the Twinbrook community for two additional design upgrades: 1 - a covered walkway between the garage on Chapman and the west entrance of the Station. Commuters hesitate to use the garage because of the long hike in inclement weather. 2 - Currently the west entrance to the Station is below grade and blocked by an ugly cement retaining wall.*
- *The proposal could be improved by finding a way to locate the bus bays closer to the Metro station entrance. As-is, it appears the proposal would actually move the bus bays further away from the station entrance. I know the distance increase may not seem like much, but if you are carrying groceries or pushing a stroller, or it is raining, the additional distance can become quite a chore.*
- *Pedestrians on the path from the garage to the entrance have a longer walk than from the surface parking lot, and they are exposed to rain, snow and other weather. As mentioned at the public hearing, it would be helpful to provide shelter from the elements along that path...It would be useful to build a bridge from the garage to the platform of the Twinbrook station at the northern end. This could improve the accessibility of the garage to the station and save time for people using it.*
- *A covered walkway from the parking garage to the west entrance would provide a safer and more comfortable connection for Metro riders, particularly during inclement weather. 24/7 pedestrian passage: Maintaining continuous pedestrian access through the station, even when it is closed, is essential. This feature would allow residents to always move safely and conveniently between the east and west sides of the tracks.*

Additionally, the Montgomery County Department of Transportation (MCDOT), the provider of Ride On bus service, submitted technical comments regarding bus circulation around 1800 Chapman Avenue, pedestrian circulation through the transit plaza, and bicycle infrastructure. MCDOT requested additional details on roadway dimensions, traffic operations near the proposed loading dock, and recommended a diagonal pedestrian pathway through the transit plaza connecting the station entrance to the Chapman Avenue/Bouic Avenue intersection.

Metro Response: These are very insightful comments from the public with their on-the-ground observations and the need for improved bicycle/pedestrian connections. Metro shares those

priorities and will ensure the design of the new transit facilities and future development enhances the bicycle and pedestrian experience. Specifically, the project will explore covered walkways between the West Garage and station entrance for weather protection, assess options to minimize walking distances between bus bays and the station, and consider improved wayfinding signage and pedestrian-oriented plazas during the planning and design process to create a more accessible and inviting station experience for all users.

Regarding the request for 24/7 pedestrian access through the station, Metro is already evaluating the feasibility through a separate effort. While not a part of the transit changes covered by the project subject to this Compact Public Hearing staff report, Metro will look for opportunities to coordinate the timing of both infrastructure projects.

Regarding MCDOT's bus, bicycle, and pedestrian comments, Metro concurs and will take them into advisement as the project undergoes design. Metro looks forward to working closely with MCDOT through the design review process to ensure a high-quality experience for bus riders and other users at the station.

5.5 Safety

Respondents provided 4 comments related to personal safety and crime concerns. These comments expressed concerns about safety and security at the station and in the parking facilities. Some commenters stated that they felt safer at the west entrance due to the presence of buses and pedestrians, while others were concerned that the transit plaza development might increase crime or that relocating parking to the garage would be less safe for commuters vulnerable to crime.

Representative Comments

- *I'm worried about the transit plaza as it may increase crime*
- *We do not believe it is in the community's best interest to modify the west side of the station, as that area seems to experience a higher flow of users due to the number of businesses located there. Many residents from the nearby apartments on Rockville Pike walk their dogs or go out for walks in that area. And even though we use the other entrance more, as it is closer to our house, whenever we use the west entrance, we feel safer due to the frequent arrival of buses and the presence of people walking by, even late at night.*
- *Finally, relegating all drivers arriving from the west to the garage is less safe than maintaining the surface spaces, especially for commuters vulnerable to crime*
- *Better and brighter lighting is needed because you know it's not very good right now.*

Metro Response: These are very insightful comments from the public regarding the need for enhanced safety at the Metrorail station. Metro concurs and takes these concerns very seriously. Metro and the future developer will take each suggestion into consideration as the project goes into design.

5.6 Station Access and Design Improvements

Twenty-four comments expressed concerns and suggestions for station access and design improvements at Twinbrook Station, with the most frequent concern focusing on the need for a comprehensive entrance redesign. Commenters advocated for eliminating the long, uninviting concrete wall and creating a welcoming, front-facing entrance with a canopy, escalators, improved lighting, and landscaping to enhance visibility and serve as a community focal point. A major theme was the enhancement of aesthetic amenities, with specific requests for public art installations and landscaping to bring the station's design in line with other Red Line stations and significantly improve the sense of arrival. Recommendations included ensuring it features a diagonal walkway, adequate lighting, and seating. Additional suggestions included reviving the concept of a pedestrian bridge across the tracks designed by a civic architect and improving wayfinding with larger, more prominent signage, potentially on the parking garage exterior.

- In addition, the west entrance to the Twinbrook Metro Station is uninviting and poorly connected to the surrounding area. Riders leaving the station in this direction are greeted with a concrete wall that blocks all visibility of the surrounding area. The wall is tall and uninviting and overshadows the pedestrian ramp to street level....I believe WMATA can maximize pedestrian connectivity by reconfiguring the station entrance as a part of the plan. I propose creating a direct path from the station tunnel to Chapman Avenue, either by reorienting the stairs and ramp by 90 degrees or, if the grading allows, by simply sloping from the Chapman Avenue sidewalk to the station tunnel. This would give pedestrians a clear line of sight through the station and to the surrounding areas on either side, which would better emphasize pedestrian connectivity. Moreover, this configuration would more appropriately emphasize the station entrance to the surrounding areas and establish the station more of a focal point in the community.*
- Metro needs to redesign and refresh the entrance to both sides of Twinbrook station; however since this project deals only with the west side please focus on making the entrance to the station friendly and inviting by ensuring there is direct access from the front rather than the sides as it now exits (stairs on one side and long ramp on the other). It should resemble other station entrances in the system with a canopy and escalators. Please get rid of the long concrete wall.*
- Currently the west entrance to the Station is below grade and blocked by an ugly cement retaining wall. Previous plans had a below grade plaza enhanced with art and landscaping. The plan you are proposing is devoid of any of the art or amenities we see at other stations along the red line. Please address this discrepancy.*
- Enhanced station entrance and amenities: An improved and more attractive station entrance---with landscaping, lighting, and public amenities---would significantly enhance the sense of arrival and better reflect the vitality of the Twinbrook community.*
- Having a transit plaza and encouraging more transit/pedestrian travel to and from the station sounds lovely!*
- I strongly urge WMATA to rethink the concept of a large transit plaza, as similar plazas throughout the region have failed to attract activity and often become desolate, depressing spaces, and given that Twinbrook is near the end of the Metro line and most commuters are rushing to and from work, the existing station already provides adequate shelter; if additional*

seating is needed, it should be located east of the Metro tracks, where there is ample space directly adjacent to what will be the exclusive station park and ride.

- Therefore, I encourage the design team to make this new development a true destination, not just a commuter stop. The project should include pedestrian-oriented spaces within the core of the footprint that connect small businesses and invite community gathering---no more large grocery stores! The land currently proposed for the transit plaza would be better used for mixed-use, multistory development that contributes to an active urban fabric and connects with future development at 1800 Chapman.*
- Also, I'm a bit confused about why space so close to the station entrance is being devoted to the 'transit plaza' and storm water vault. Unless there is some water flow consideration not conveyed in the maps, I would have thought it beneficial to locate traffic-generating land uses (shops, apartments), closer to the Metro station. Is it feasible to use the current existing retention pond area for any improvements to storm water management, and revise the building footprint for 1800 Chapman? Maybe 1800 Chapman can extend northwest a bit, into the proposed transit plaza area, and built out over the existing bus bay arrangement, as alluded to earlier*
- Love the proposal! But I hope the design accommodates adequate green space for area residents to enjoy outdoor activities. I also hope some long sight lines are maintained ---- meaning that the platform height at Twinbrook now allows spectacular views of the Twinbrook area and the sky. When one waits for the train, views on both the east side and west side are visually interesting and allow the rider to connect with nature.*
- I also encourage the city and WMATA to revive the idea of a pedestrian bridge across the tracks, potentially as a condition of development approval, as a well-designed bridge could serve the same purpose as a plaza, offering landscaping, seating, and a safe connection between both sides of the tracks; however, the bridge should be designed by an experienced civic architect or landscape architect and not left solely to the developer.*
- I love this, but what would be especially welcome as part of this development is some kind of bike lane that can pass under the tracks. I currently bike to Twinbrook, walk through the station and up the ramp, and then get back on my bike to keep going. I see station managers try to stop others from riding through. Given the pedestrian bridge over the tracks just lost funding, this is an opportunity to evaluate some kind of bike infrastructure through the tunnel.*

Metro Response: While comprehensive entrance reconfiguration and major aesthetic enhancements may extend beyond the current project scope, Metro is committed to working with development partners and the City of Rockville to explore feasible improvements that enhance the station experience, including better wayfinding, artwork, improved lighting, improved sightlines, and landscaping where possible. The proposed pedestrian plaza will prioritize functional design with pedestrian-oriented amenities along the edge. Metro will continue to coordinate with stakeholders to ensure the station serves the Twinbrook community and supports the area's transit-oriented development goals.

5.7 Traffic Issues, Conflicts, Safety, and Construction Impacts

Approximately 19 comments addressed traffic safety, circulation challenges, and construction-related access impacts at Twinbrook Station. Commenters expressed concerns about increased congestion resulting from shifting vehicles to the east side, potential bottlenecks on Twinbrook Parkway, and conflicts between buses, trucks, and pedestrians—particularly near the proposed loading dock and narrowed roadway segments. Several comments highlighted bicycle and pedestrian safety issues, including dooring risks at the proposed on-street kiss-and-ride, unsafe conditions on the Twinbrook Parkway bridge, and the need for protected bike lanes and clearer, more direct pedestrian routes to Chapman Avenue and Halpine Road. Others emphasized the importance of maintaining safe and continuous access during construction, noting that sidewalk closures and poor detours often create hazardous conditions. Commenters also urged WMATA to ensure uninterrupted Ride On bus operations, improve bus circulation on constrained streets, avoid extending walking distances between buses and Metro, and provide safe, clearly defined paths through construction zones.

- *Please maintain easy bike access across the station during the construction process. I walk my bike through the metro to get from Fisher's lane to Chapman Ave / Halpine Drive. This way I don't have to go across the narrow sidewalks on the Twinbrook Parkway bridge over the metro tracks (which are both tilting toward and right next to traffic!) ...As a driver, I see folks biking it often and it always makes me nervous - I switch to the middle lane in case they fall off the sidewalk. As a bicyclist, I just avoid it at all costs.*
- *Location of the proposed building's service entrance creates a new conflict point along the primary pedestrian pathway to this intersection that needs to be addressed. (Based on current pedestrian patterns, I would expect most pedestrians to choose to walk behind the building and between the building and garage, rather than around the other side and along front of the building on Chapman Avenue).*
- *In order to reach proposed bus bays 2-5, buses would have to use eastbound Thompson Avenue east of Chapman Avenue, turn left onto the future roadway on the east side of 1800 Chapman, and turn left onto the new Bouic extension going westbound. However, the current width of Thompson Avenue east of Chapman appears to be too narrow for buses. Also, the proposal to place a loading dock on that block could result in traffic obstructions from parked trucks, misplaced trash bins, etc*
- *Moving vehicular traffic further from the station reduces congestion in the area and keeps the area more safe for pedestrians while not requiring vehicular traffic to drive as far into the area.*
- *Mountable curbs allow bad actors to park on the sidewalk. Please remove these. Emergency vehicles can handle mounting a regular curb.*
- *With kiss and ride being moved to on road i'm concerned about the increase of pullout/ door collisions with cyclists. An idea to help with this would be to utilize a similar setup to "floating bus stops" ex: the bike lane shifts to the outside of the road with a curb to protect the space from kiss and ride cars/ doors. - I see in the proposal there are no concerns about traffic impacting the area. Twinbrook parkway's bridge over the tracks continues to get more and more busy. How does shifting all the extra busses there not add to the traffic? The turn into the station from*

twinbrook (heading away from 355) continues to have asphalt issues because heavy vehicles stopping.

- Twinbrook still largely serves a suburban community that relies on cars to commute to the station, and eliminating the west surface lot will force many of those cars to the east lot, increasing congestion.*
- Sending all the surface lot cars over the rail bridge to go to the Chapman parking garage is going to make the traffic worse than it already is.*
- We don't need to convert public spaces to commercial use, there is enough congestion in the Metro Station area already.*
- You MUST keep the Twinbrook metro station open and accessible while doing so. For many, this is our only source of transportation to our jobs. If you close the station for any period, you risk killing the area and making the project you want to develop unviable before it even opens.*
- I am concerned about how easy it will be to actually access the metro from the southern side with all this construction happening. Developers tend to give very little regard to sidewalk and pedestrian traffic while years long construction happens. And because the station itself is one of the few places where you can get across to the other side since the tracks are in the way, it would make access to the metro very difficult if it was blocked off.*
- It's really important to not disrupt Ride on bus service at the Twinbrook station while this redevelopment takes place. There are employees who take the Ride on bus to work at federal offices on Fishers Lane and Parklawn Drive.*
- Can something be done about the essential design flaw in the Twinbrook station, that is, the single-stair, single-escalator abomination in the middle of the station? The station should have ingress/egress that can handle more foot traffic comfortably than is currently the case.*

Metro Response: Metro is committed to maintaining safe, continuous station access and Ride On bus operations throughout construction, and will work closely with the future developer, City of Rockville, and contractors to implement appropriate traffic management plans, pedestrian detours, and wayfinding measures to minimize disruptions. Regarding bicycle safety, Metro will coordinate with the City of Rockville on street design elements that prioritize cyclist and pedestrian safety and minimize conflicts with the curbside pick-up/drop-off spaces. Metro remains committed to ensuring that construction activities do not compromise access to the station or surrounding area for transit riders, pedestrians, and cyclists.

5.8 Other Comments

In addition to the issues raised in the sections above, there were 18 comments that did not fall into those categories. They included questions about the project; questions about where to park; the desire to see a parking garage constructed; preference for development to occur elsewhere; suggestions of what elements, design considerations, and amenities to include in a future project; etc.

Representative Comments

- I think this proposal is a great idea. The parking structure can absorb the surface lot and it increases housing stock. In fact I think this proposal doesn't go far enough. The surface lots on*

Twinbrook Metrorail Station – Reconfigure West Side Transit Facility Changes

Compact Public Hearing Staff Report

the other side should also be removed in favor of more development. Bury three levels of parking garage (one level for commuters, one for retail visitors and one for residents) and put mixed use retail and residents on top. Parking lots are an eyesore and a waste of space. Additionally since it's Wmata should use alternative revenue streams to subsidize transit. Develop more! Develop over the tracks!

- *I prefer the existing layout at Twinbrook metro station. The proposed layout would cause overcrowding at the site*
- *Is there a plan to accommodate the additional buses on the East side of the station? Will there be an increase in the number of handicap spots on the East side to replace what's lost on the West side?*

Metro Response: Metro appreciates the public taking the time to submit thoughtful comments. These comments are outside the scope of this Compact Public Hearing, but will be shared with the appropriate Metro departments and City of Rockville agencies for consideration.

6.0 Responses to Comments Received on the Draft Public Hearing Staff Report

[This Section will be filled in after the Draft Public Hearing Staff Report is circulated for public review and comment.]

7.0 Other Information for the Public Record

No other information has been provided.

8.0 Staff Recommendation

Staff recommends approval of the proposed transit facility changes to the Twinbrook Metrorail Station. Staff finds there should be no revisions to the three (3) proposed transit facility changes as a result of the Compact Public Hearing and staff report analysis. The changes include the following modifications to Metro facilities on the west side of the Twinbrook Metrorail Station:

- Relocating the bus loop and three (3) bus bays;
- Eliminating the Kiss & Ride lot and replacing with curbside pick-up/drop-off; and
- Eliminating the 164-space Park & Ride surface lot.

Metro did receive many insightful comments from the public highlighting their priorities and offering suggestions on how to further improve the project design. Metro staff appreciates all the comments and will take them under consideration with the future developer as the project goes into design.

Staff recommends that the Metro Board approve this Compact Public Hearing Staff Report and accept an Amendment to the Mass Transit Plan to implement these facility changes on the west side of the Twinbrook Metro Station.

APPENDIX A: NOTICE OF PUBLIC HEARING

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Washington Metropolitan
Area Transit Authority

300 7th Street, SW
Washington, DC 20024
wmata.com

Notice of Public Hearing

Washington Metropolitan Area Transit Authority Proposed Changes to Twinbrook Metrorail Station Rockville, MD Docket R25-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed changes to the Twinbrook Metro Station, in Rockville, MD as follows:

Open House 6:00 p.m.

Hearing No. 670
6:30 p.m., Thursday, October 16, 2025
Hilton Hotel
Washington Conference Room
1750 Rockville Pike
Rockville, MD 20852

Please note that these dates are subject to each facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on wmata.com.

The locations for all Metro public hearings are wheelchair accessible. Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in these public hearings, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information, please visit wmata.com/twinbrookhearing.



In accordance with Section 15 of the WMATA Compact, Metro will conduct public hearings at the location listed in this notice. Information on this hearing will be provided in nearby Metrorail stations, at nearby libraries and online at wmata.com.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to this docket will be afforded the opportunity to present their views, make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

Individuals can provide testimony at the hearing in one of three ways:

In person: Individuals wishing to provide testimony in person during a hearing are encouraged to pre-register by emailing speak@wmata.com or calling (202) 962-2511 by 12 p.m. the day of the hearing at which you wish to testify. Please submit only one speaker's name per request. Individuals can also sign up at the hearing to provide testimony; advance registration to provide in-person testimony is not required.

By videoconference: Individuals wishing to provide testimony via videoconference are required to furnish, in writing, their name and organizational affiliation, if any, via email to speak@wmata.com by 5 p.m. the day prior to the hearing at which you wish to testify. Please submit only one speaker's name per request.

By telephone: Individuals should call (206) 899-2028 during the hearing and enter Meeting Code 500 506 228#. There is no advance registration available to provide testimony via telephone.

HOW TO SUBMIT TESTIMONY NOT AT A PUBLIC HEARING

Testimony about this proposal may be submitted at wmata.com/twinbrookhearing. This website will open by 9 a.m. on Saturday, September 13, 2025, and will close at 5 p.m. on Monday, October 27, 2025. The website will also provide the opportunity to upload documents and submit freeform comments. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Board Corporate Secretary, SECT 2E, Washington Metropolitan Area Transit Authority, P.O. Box 44390, Washington, DC 20026-4390. All comments



must be received by the Office of the Board Corporate Secretary by 5 p.m. on Monday, October 27, 2025, to be included in the public record. Please reference “Twinbrook Public Hearing” in your correspondence.

The comments received by the Office of the Board Corporate Secretary, along with the survey results and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA’s website, without change, including any personal information provided.

For those who do not have access to computers or internet, note that copies of the docket in its entirety can be requested from Metro’s Office of the Board Corporate Secretary by calling 202-962-2511, and are available for inspection during normal business hours at Metro’s Headquarters at 300 7th Street SW, Washington, DC 20024. Please call 202-962-2511 in advance to schedule an appointment.

WHAT IS PROPOSED

Metro proposes changes (“Modifications”) to the Twinbrook Metro Station (“Metro Station”) transit facilities and access on the west side to enable joint development, create a transit plaza, and increase ridership. The recommended changes are made after evaluation of future demand for the transit, Park & Ride, and Kiss & Ride facilities at the Metro Station.

The Modifications include:

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

The changes to the transit facilities will be constructed in coordination with Metro’s future joint developer, which will be selected through a future solicitation.



In accordance with the WMATA Compact, the Modifications require an Environmental Evaluation (“EE”) to assess the potential effects of this action on the human and natural environment in terms of transportation, social, economic, and environmental factors. Impacts identified in the EE are summarized below in Table 1.

For more information, please refer to the provided Environmental Evaluation.

Table 1. Environmental Impacts of Modifications

Environmental Feature	Permanent Impacts	Construction-Related (Temporary) Impacts	Minimization & Mitigation Efforts
Transportation	<p>Changes to the location of the bus loop will have minimal impact on bus travel times and operations.</p> <p>On-street curbside pick-up/drop-off spaces will eliminate the need to cross a bus loop. Some customers may need to cross Chapman Avenue.</p> <p>West side Park & Ride surface lot will be eliminated. The garage to remain is adjacent to the surface lot to close.</p>	<p>Disruption to pedestrian, bicycle, and vehicular circulation during construction.</p>	<p>Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction.</p> <p>Customers seeking longer-term parking options will be directed to use the Twinbrook west side parking garage or the facilities on the east side of the station.</p>
Stormwater	<p>None-total impervious areas of transit facilities to be reduced.</p>	<p>Minor sediment or erosion risk.</p>	<p>Controls to be applied per Maryland, Montgomery County, and City of Rockville requirements.</p>
Air Quality and Noise	<p>No impacts resulting from changes to transit facilities.</p>	<p>Dust or noise from construction-related equipment and operation.</p>	<p>Cleaning, minimizing night-time work, noise control measures.</p>



REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report, and general plans for the proposed changes to the Twinbrook Metro Station. These documents are available online at wmata.com/twinbrookhearing and may be inspected during normal business hours at the following location:

WMATA, Office of the Secretary
300 7th Street, SW
Washington, DC 20024
202-962-2511
(Please call in advance to coordinate)

You can also request to have these materials mailed to you by calling the Office of the Secretary at 202-962-2511.

WMATA COMPACT REQUIREMENTS

WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes the City of Rockville in Montgomery County and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

APPENDIX B: PUBLIC HEARING STAKEHOLDER LIST

Continued on Next Page

Organization	Category
Cool Breeze Plumbing	BID/Civic Association
East Rockville Civic Association	BID/Civic Association
Hungerford Civic Association	BID/Civic Association
National Alliance on Mental Illness (NAMI) - Montgomery Country	BID/Civic Association
SGAP Leaders	BID/Civic Association
Body & Brain Holistic Yoga	Business
Boxing Gym Rockville	Business
Carmax	Business
Giant-Shady Grove	Business
Gold's Gym	Business
Goodwill Industries International, Inc.	Business
James G Davis Construction Corporation	Business
Montgomery County Chamber of Commerce	Business
Montgomery County Postal FCU	Business
Omega Recording studios	Business
One Church Street	Business
Parts Authority	Business
Pavailler	Business
Pet Dominion	Business
Pinnacle Title and Escrow, Inc	Business
Rockville Chamber of Commerce	Business
Rollins Congressional Club	Business
Studio Fiesta Dance & Fitness	Business
Symmetry Salon Studios Rockville	Business
The Nonprofit Village	Business
Thos. Somerville Co.	Business
Twinbrook Metro Plaza	Business
Wholife Chinese Medicine & Acupuncture Center	Business
Woodmont Country Club	Business
WTOP	Business
Yamasaki Academy	Business
American Association on Health and Disability (AAHD)	Community-Based Organization (CBO)
American Diversity Group	Community-Based Organization (CBO)
American Muslim Senior Society (AMSS)	Community-Based Organization (CBO)
Arthritis Foundation, Mid Atlantic Region	Community-Based Organization (CBO)
Arts for the Aging	Community-Based Organization (CBO)
Bangladesh Association of America, Inc.	Community-Based Organization (CBO)
CASA Rockville Welcome Center	Community-Based Organization (CBO)
Chinese Cultural and Community Service Center	Community-Based Organization (CBO)
Circle of Rights	Community-Based Organization (CBO)
Community Ministries of Rockville	Community-Based Organization (CBO)
Community Reach of Montgomery County	Community-Based Organization (CBO)
Cornerstone Montgomery	Community-Based Organization (CBO)
Department of Health and Human Services Aging and Disability Services	Community-Based Organization (CBO)
Educational Foundation, Inc.	Community-Based Organization (CBO)
Empowering The Ages (ETA)	Community-Based Organization (CBO)
EveryMind	Community-Based Organization (CBO)
Gabriel Project Cluster of Montgomery County	Community-Based Organization (CBO)
Gaithersburg Beloved Community Initiative (GBCI)	Community-Based Organization (CBO)
Gaithersburg HELP	Community-Based Organization (CBO)
Girls on the Run-Montgomery County	Community-Based Organization (CBO)
HarvestShare	Community-Based Organization (CBO)
Hearing Loss Association of America MD	Community-Based Organization (CBO)
Housing Unlimited	Community-Based Organization (CBO)
Integrated Living Opportunities (ILO)	Community-Based Organization (CBO)
Interfaith Works	Community-Based Organization (CBO)
Jewish Council for the Aging (JCA)	Community-Based Organization (CBO)

Organization	Category
Jewish Foundation for Group Homes	Community-Based Organization (CBO)
Jewish Social Service Agency (JSSA)	Community-Based Organization (CBO)
Korean American Association of The State of Maryland	Community-Based Organization (CBO)
Leadership Montgomery	Community-Based Organization (CBO)
Link Generations	Community-Based Organization (CBO)
Madison House Autism Foundation	Community-Based Organization (CBO)
Main Street Connect	Community-Based Organization (CBO)
Manna Food Center	Community-Based Organization (CBO)
Mercy Health Clinic	Community-Based Organization (CBO)
Montgomery Coalition for Adult English Literacy (MCAEL)	Community-Based Organization (CBO)
Montgomery County Coalition for the Homeless	Community-Based Organization (CBO)
Montgomery County Collaboration Council for Children, Youth, and Families	Community-Based Organization (CBO)
Montgomery County Community Engagement Cluster	Community-Based Organization (CBO)
Montgomery County Office of Community Partnerships	Community-Based Organization (CBO)
Neighborhood Opportunity Network	Community-Based Organization (CBO)
Rebuilding Together Montgomery County (RTMC)	Community-Based Organization (CBO)
SciTech2U	Community-Based Organization (CBO)
Small Things Matter (STM)	Community-Based Organization (CBO)
So What Else	Community-Based Organization (CBO)
Voices for Children Montgomery	Community-Based Organization (CBO)
Washington International Japanese Church	Community-Based Organization (CBO)
Washington Metro Oasis	Community-Based Organization (CBO)
Women Palante	Community-Based Organization (CBO)
WorkSource Montgomery	Community-Based Organization (CBO)
F. Scott Fitzgerald Theatre	Event Venue
Jewish Community Center of Greater Washington	Event Venue
The Music Center at Strathmore/Mansion at Strathmore	Event Venue
Beall-Dawson Historical Park	Government Facility/Agency
Casey Community Center	Government Facility/Agency
City of Gaithersburg	Government Facility/Agency
City of Rockville	Government Facility/Agency
County Cable Montgomery	Government Facility/Agency
Department of Health and Human Services-Rockville	Government Facility/Agency
Department of Transportation Motor Vehicle Administration	Government Facility/Agency
Maryland Environmental Service	Government Facility/Agency
MCP Department of Parks	Government Facility/Agency
Montgomery Aquatic Center	Government Facility/Agency
Montgomery County Circuit Court	Government Facility/Agency
Montgomery County Department of Health & Human Services	Government Facility/Agency
Montgomery County Department of Permitting Services	Government Facility/Agency
Montgomery County District Court	Government Facility/Agency
Montgomery County Office of Public Information	Government Facility/Agency
Montgomery County Recycle	Government Facility/Agency
Montgomery Parks	Government Facility/Agency
Motor Vehicle Administration Emissions Testing Station	Government Facility/Agency
National Institute of Health	Government Facility/Agency
National Institute of Standards and Technology	Government Facility/Agency
NIH-National Institute Of Allergy and Infectious Diseases	Government Facility/Agency
Office of Council Member	Government Facility/Agency
Rockville City Police Department	Government Facility/Agency
Rockville Memorial Library	Government Facility/Agency
Rockville Swim and Fitness Center	Government Facility/Agency
Rockville Volunteer Fire Department	Government Facility/Agency
Shady Grove Department of Transportation	Government Facility/Agency
U.S. Department of Health and Human Services Health Resources and Services Administration	Government Facility/Agency
United States Postal Service-Shady Grove	Government Facility/Agency
Best Western Plus Rockville Hotel & Suites	Hotel

Organization	Category
Hilton Garden Inn Shady Grove	Hotel
Hilton Washington DC/Rockville Executive Meeting Center	Hotel
Holiday Inn	Hotel
Homewood Suites Shady Grove	Hotel
Sheraton Shady Grove-Rockville	Hotel
B'nai Israel Congregation	Place of Worship
Faith United Methodist Church	Place of Worship
Jerusalem-Mt. Pleasant United Methodist Church	Place of Worship
Magen David Sephardic Congregation	Place of Worship
Rockville Presbyterian Church	Place of Worship
Rockville United Methodist Church	Place of Worship
Saint Elizabeth Catholic Church	Place of Worship
Saint Mark Presbyterian Church	Place of Worship
Saint Mary's Cathedral Church Rockville	Place of Worship
Twinbrook Community Church & Daycare	Place of Worship
American Real Estate Partners	Residence/Apts
Americana Centre Condominiums	Residence/Apts
Bainbridge Shady Grove Metro Apartments	Residence/Apts
Bethany House	Residence/Apts
Congressional Towers	Residence/Apts
Fallswood Condominium	Residence/Apts
Fenestra Apartments	Residence/Apts
Gables Apartment	Residence/Apts
Georgetown Village	Residence/Apts
Oxford Square	Residence/Apts
Palladian Condominiums	Residence/Apts
PerSei Apartments at Pike & Rose	Residence/Apts
Residences at Congressional Village	Residence/Apts
Rockville Town Center Apartments	Residence/Apts
Rollins Park	Residence/Apts
Rollins Ridge	Residence/Apts
Strathmore Court at White Flint Apartments	Residence/Apts
The Alaire	Residence/Apts
The Apartments at Miramont	Residence/Apts
The Crest at Congressional Plaza	Residence/Apts
The Grand Apartments	Residence/Apts
The Huntington at King Farm	Residence/Apts
The Monterey Apartments	Residence/Apts
The Terano	Residence/Apts
The Victoria Condominiums	Residence/Apts
Twinbrook Citizens Association	Residence/Apts
Village Square West	Residence/Apts
Wentworth House	Residence/Apts
Westchester Rockville Station	Residence/Apts
White Flint Station Condos	Residence/Apts
Beall Elementary School	School
Charles E Smith Jewish Day School	School
Christ Episcopal School	School
College Gardens Elementary School	School
Early Childhood Center	School
Green Acres School	School
Herbert Hoover Middle School	School
Julius West Middle School	School
Luxmanor Elementary School	School
Montgomery College	School
New Day Preschool	School
Redland Middle School	School

Organization	Category
Richard Montgomery High School	School
Rock Terrace School	School
Rockville Community Nursery School	School
Rockville Presbyterian Cooperative Nursery School	School
Saint Mary's School Rockville	School
STEM Afterschool Academy	School
Twinbrook Elementary School	School
1700-1750 Rockville Pike	Shopping
275 North Washington	Shopping
Congressional Plaza	Shopping
Federal Plaza	Shopping
Flagship Center Shopping Center	Shopping
Metro Pike Center Shopping Center	Shopping
Mid Pike Shopping Center/Pike & Rose	Shopping
Montrose Crossing Shopping Center	Shopping
Randolph Hill Shopping Center	Shopping
Rockville Town Square	Shopping
The Arc of Montgomery County	Shopping
Twinbrook Square Shopping Center	Shopping
Wintergreen Plaza Shopping Center	Shopping
ALS Association DC/MD/VA Chapter	Transit
MCDOT Division of Transit Services (Ride On, extRA, Flex, Flash)	Transit
Montgomery County Commuter Services	Transit
Montgomery County Department of Transportation (MCDOT)	Transit

APPENDIX C: PUBLIC HEARING PRESENTATION MATERIALS

Continued on Next Page

Compact Public Hearing

R25-02

Twinbrook Station



Washington Metropolitan Area Transit Authority
October 16, 2025

Agenda

- Purpose of Public Hearing
- Background
- Proposed Changes to Metro Facilities
- Public Comments
- Next Steps

wmata.com/twinbrookhearing

Para recibir información sobre este proyecto, sírvase llamar a la línea de servicio al cliente de Metro al 202-637-1328.

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想要获取该项目的更多信息，请致电地铁客户服务热线 202-637-1328。

想要獲取有關此項目的其他信息，請致電地鐵客戶服務專線 202-637-1328。

Reference Materials

- General Plans
- Environmental Evaluation
- Project website: wmata.com/twinbrookhearing

**Twinbrook Metrorail Station
Reconfigure West Side Transit Facilities**

**Washington Metropolitan Area Transit Authority
(WMATA)
Environmental Evaluation**

August 2025

Providing Testimony at Hearing

How to provide testimony

1. Call (206) 899-2028 and enter code 500 506 228#
2. Press *5 to be added to the speakers' queue

Allotted speaking time

- Public Officials: **5 minutes** each
- Private Citizens: **3 minutes** each

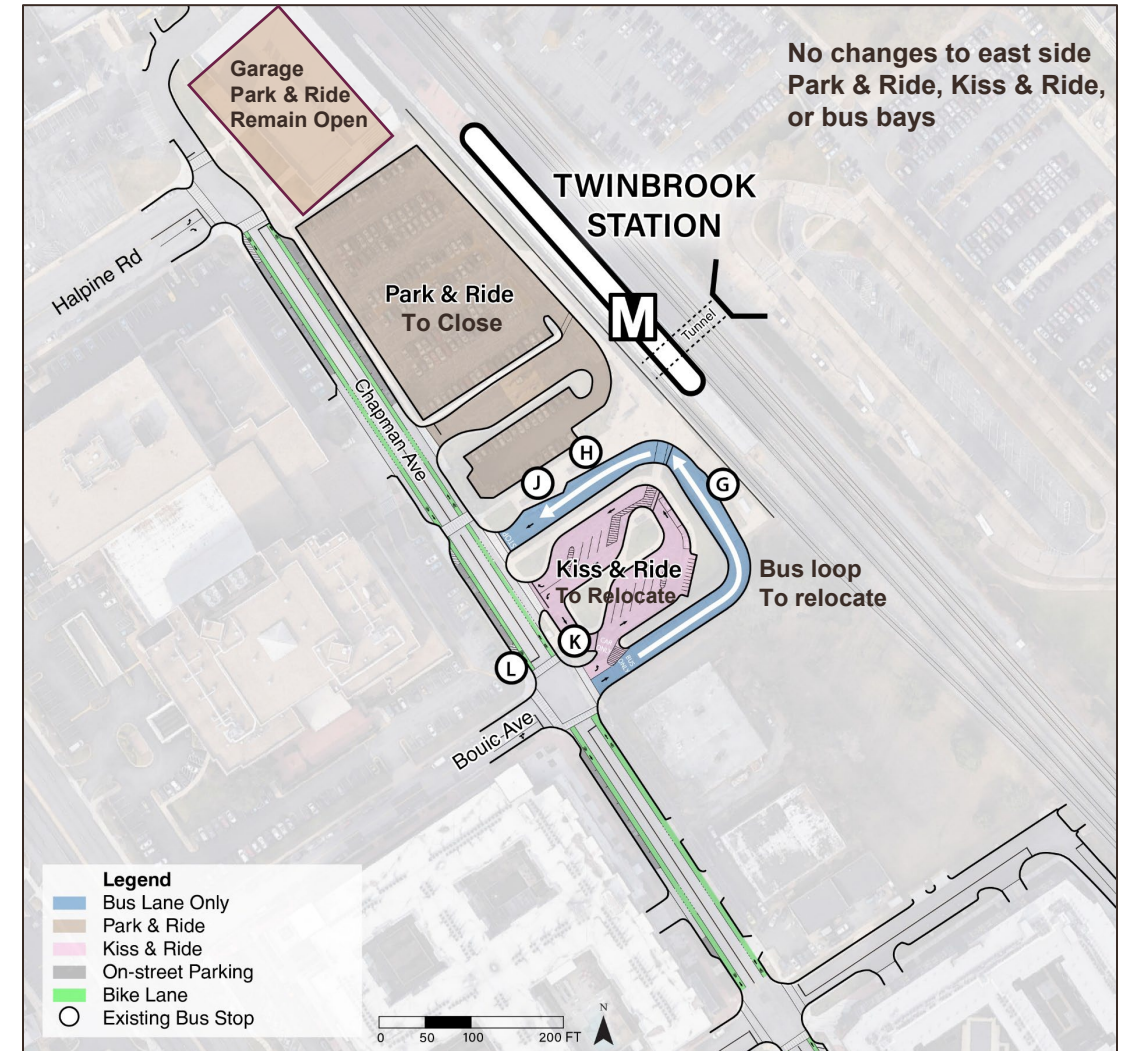
Yielding of time by one speaker to another speaker is not allowed

Purpose of Hearing

To obtain public comments on the changes to transit facilities on the west side of Twinbrook Metro Station that will **enable joint development and grow ridership**:

- Relocation of the bus loop and three (3) bus bays (identified G, H, J)
- Relocation of Kiss & Ride facilities
- Removal of surface Park & Ride lot

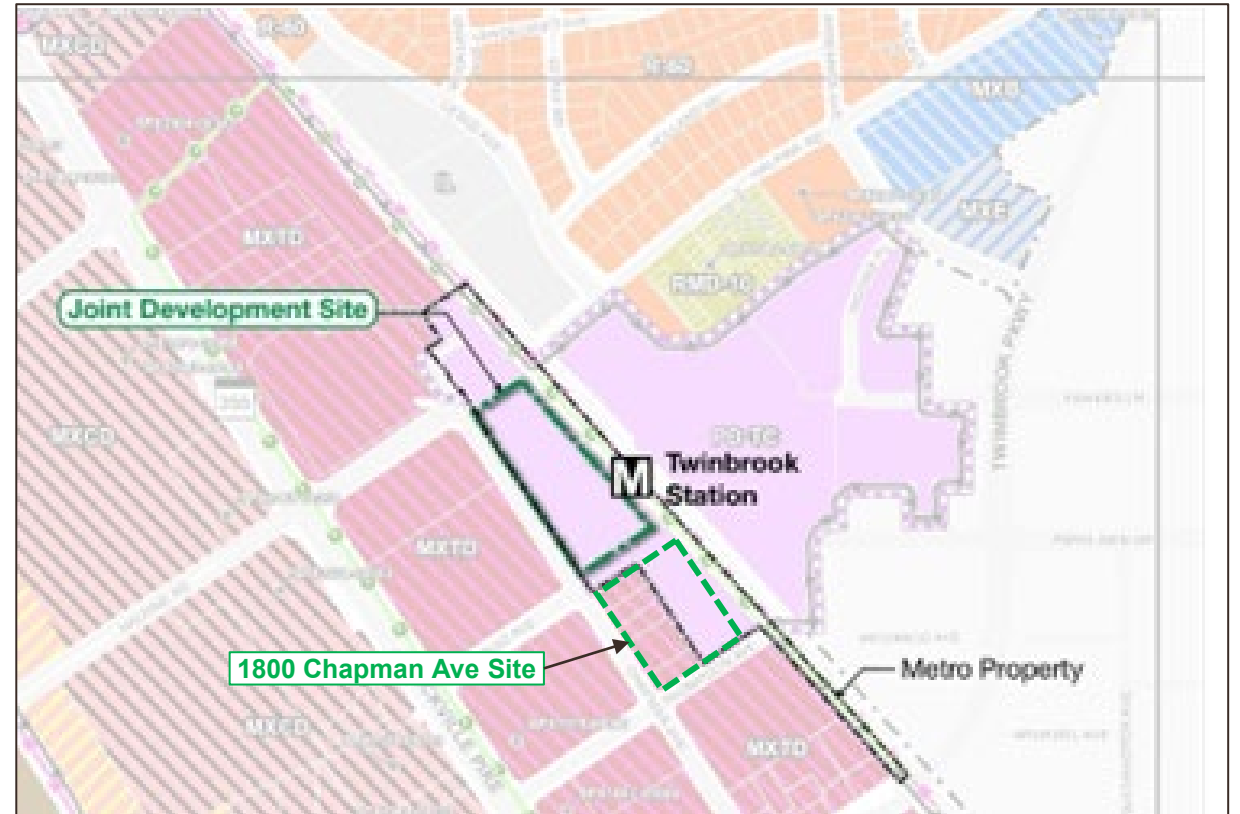
Existing Conditions



Background

- 1984: Station opens
- 2012: Parking garage constructed on west side
- 2021: Hines submits unsolicited proposal for 1800 Chapman Avenue Site
- 2022: Twinbrook West identified as priority site in *10-year Strategic Plan for Joint Development*
- 2024: Metro Board authorizes entering into a joint development agreement with Hines for 1800 Chapman Ave and to hold a Compact Public Hearing for transit changes from both sites

Zoning



Current zoning is Planned Development-Twinbrook Commons (PD-TC). The equivalent zone is Mixed-Use Transit District Zone (MXTD), which is intended to promote high-density mixed-use development in areas near Metro Stations.

Proposed Changes

Bus

- Relocate the bus loop to encircle the 1800 Chapman Avenue development
- 3 bus bays #3, #4, #5 will be integrated into new loop
- 2 bus bays #1 and #2 on Chapman Avenue will remain

Kiss & Ride

- 5-10 on-street Kiss & Ride spaces (reduction from 14)
- Aligns with pick-up/drop-off patterns

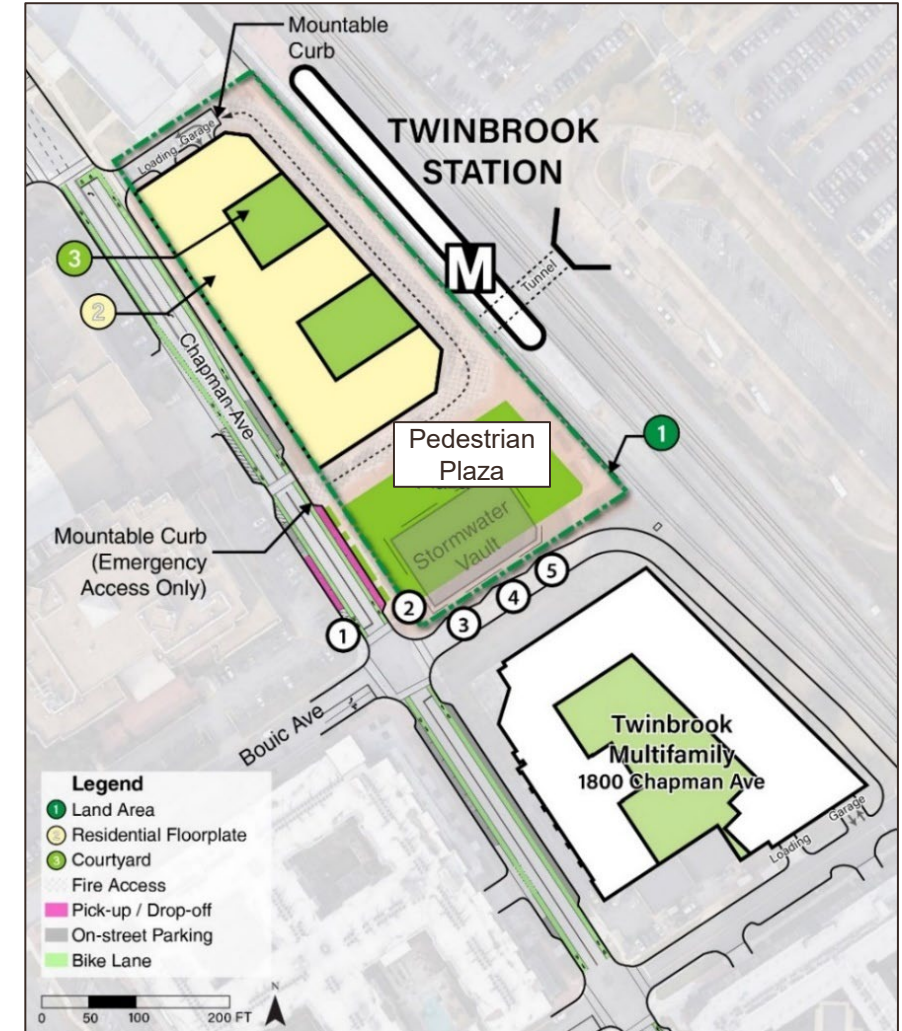
Park & Ride

- Removal of surface lot to make land available for Joint Development
- Parking garage remains open and has available capacity

Pedestrian Plaza / Stormwater Vault

- Stormwater pond will be relocated under future transit plaza as a vault

Future Conditions



The Future Joint Development building footprints are conceptual for illustrative purposes only

Parking Availability at Twinbrook (West Side)

The West Garage Park & Ride has sufficient capacity to absorb all peak demand for the surface lot parking spaces and projected ridership growth through 2050

West Side Parking Facilities	Total Parking Spaces	Peak Demand (2025)	Available Spaces (2025)	Peak Demand (2050)	Available Spaces (2050)
Surface Lot	164	164	0	Closed	Closed
Garage	418	74	344	318	100 surplus

- The East Park & Ride has a 474-space surface parking lot and regularly has 200 spaces available during peak times



Environmental Analysis

An Environmental Evaluation (EE) for the transit facility changes has been provided as part of the Docket. Likely environmental impacts are summarized in the table below.

Environmental Features	Permanent Impacts	Temporary Impacts Construction-related	Minimization & Mitigation Efforts
Transportation	<p>Changes to the location of the bus loop will improve customer safety and have minimal impact on bus travel times and operations.</p> <p>On-street curbside pick-up/drop-off spaces will eliminate the need to cross a bus loop. Some customers may need to cross Chapman Avenue.</p> <p>West side Park & Ride surface lot will be eliminated. The garage to remain is adjacent to the surface lot to close.</p>	<p>Disruption to pedestrian, bicycle, and vehicular circulation during construction</p>	<p>Interim locations for bus services, pick-up/drop-off, and bicyclist and pedestrian access will be maintained at all times during construction.</p> <p>Customers seeking longer-term parking options will be directed to use the Twinbrook west side parking garage or the facilities on the east side of the station.</p>
Stormwater	<p>None—total impervious areas of transit facilities to be reduced</p>	<p>Minor sediment or erosion risk</p>	<p>Controls to be applied per Maryland, Montgomery County, and City of Rockville requirements.</p>
Air Quality & Noise	<p>No impacts resulting from changes to the transit facilities</p>	<p>Dust or noise from construction-related equipment and operation</p>	<p>Cleaning, minimizing night-time work, noise control measures</p>

Testify at Hearing

How to provide testimony

1. Call (206) 899-2028 and enter code 500 506 228#
2. Press *5 to be added to the speakers' queue

Allotted speaking time

- Public Officials: **5 minutes** each
- Private Citizens: **3 minutes** each

Yielding of time by one speaker to another speaker is not allowed

Written Comments

Comments must be received by 5 p.m. on October 27, 2025

Option 1

Submit online at:

www.wmata.com/twinbrookhearing

- You can comment anonymously or give your name
- You can write your comment or upload a document

Option 2

Submit by mail to:

Office of Board Affairs, SECT 2E
Washington Metropolitan Area Transit Authority
P.O. Box 44390
Washington, DC 20026-4390

- Reference “Twinbrook Public Hearing” in the subject line

Things Outside the Purpose of this Hearing

Not within the scope of this hearing are, for example:

- Size, mix or design of buildings or future joint development projects
- Land use matters
- Service complaints
- Fares

Any matters raised outside the scope of this hearing cannot be resolved as part of this hearing process

Next Steps

Compact Public Hearing

 Outreach Activities 

 Review/Comment Period

 Review/
Comment Period  

Metro Staff Report
(Draft)

Metro Staff Report
(FINAL)

Board
Acceptance

October 27, 2025

Public Review Comment
Period Closes

Winter 2025-26

Draft Staff Report posted
on WMATA website for
10-day public comment
period

Spring 2026

Final Staff Report
presented to Metro's
Board of Directors for
approval

Thank you for your participation!

APPENDIX D: PUBLIC HEARING SCRIPT

Continued on Next Page

Twinbrook – WMATA Compact Public Hearing – October 16, 2025 6:30 PM

MR. GOLDMAN

SLIDE 1 – COVER SLIDE

- I call this meeting to order.
- I am Michael Goldman, Alternate Director of the Metro Board of Directors.
- With me tonight is Jennifer Ellison, Metro's Chief Board Affairs Officer, and
- Aaron Zimmerman, Manager of Transit Oriented Development (TOD) and Station Area Planning in the WMATA Office of Real Estate and Development, who will be giving tonight's presentation.
- [skip, unless there are any elected leaders in the audience] I'd also like to recognize that we're joined this evening by City of Rockville Councilmember xxxx. Welcome, Councilmember xxxx.

SLIDE 2 - AGENDA

- This hearing is convened by the Metro Board of Directors to gather public comments on proposed changes to the Twinbrook Metro Station located in the City of Rockville.
- This is our Agenda today; We will begin with some background information, then move to describing the proposed transit changes, followed by an overview of the protocol for commenting. We will then hear public comments and discuss next steps.

SLIDE 3 – REFERENCE MATERIALS

- The General Plans and Environmental Evaluation for this project are available online at these links in the presentation. Two copies are also available in the hallway **at the registration table.**
- Notice of this hearing was made by publication in the Washington Post. The hearing notice was also sent to all local governments and other organizations within the Compact Zone, as well as posted on wmata.com.

SLIDE 4 – PROVIDING TESTIMONY AT HEARING

- There are three ways to provide comments at this evening's hearing: in-person, via Teams, or over the phone.
- If you're with us in person and would like to provide testimony, please see the staff at the registration table if you have not already put your name on the list of speakers.
- And those of you participating via telephone – if you'd like to provide testimony, please press *5. This will put you in the speakers' queue.
- Elected public officials will be allowed **five** minutes and everyone else will be allowed **three** minutes each.
- Extra time will be given for translation, if needed.
- If you have copies of your testimony to distribute, please hand them to Staff at the registration table.

- I'd also like to note that tonight's hearing is being broadcast live via YouTube on the MetroForward YouTube channel and will be archived there after the hearing concludes.

I now call on Mr. Zimmerman for the staff presentation.

AARON

SLIDE 5 – PURPOSE OF HEARING

- Thank you, Board Member Goldman.
- The Purpose of the Hearing is to obtain public input on the following changes to the facilities on the west side the Twinbrook Metro Station that will enable joint development and grow ridership:
 - Relocation of the bus loop and three bus bays;
 - Relocation of Kiss & Ride facilities; and
 - Closure of surface Park & Ride lot.
- The existing parking garage on the west side and all transit facilities on the east side of the station, including parking, bus bays, and Kiss & Ride, will not change.

SLIDE 6 – BACKGROUND

- Before discussing the changes further, let me give some context for background about how we got to this meeting today.
- The Twinbrook Metro station opened in December 1984.

- In 2012, a 418-space Metro parking garage was constructed in anticipation of joint development on the site to allow for eventual removal of surface parking.
- In January 2021, a developer – Hines – submitted an unsolicited proposal to Metro to acquire a portion of its property along the tracks to be assembled with adjacent private properties for a redevelopment project.
- In 2022, Metro released the *10-year Strategic Plan for Joint Development*. It identified Twinbrook West as an opportunity for Joint Development – which is a program to bring mixed-use, transit-oriented development to Metro-owned property adjacent to a station.
- In July 2024, the Metro Board authorized entering into a Joint Development Agreement with Hines on the 1800 Chapman Avenue site, which is just south of the Kiss & Ride. Plans call for the adjacent light-industrial buildings and the Metro property behind them to be redeveloped as a 437-unit apartment building with first floor retail.
- At that time the Metro Board also authorized this Compact Public Hearing for proposed changes to Metro’s transit facilities at Twinbrook to accommodate both the 1800 Chapman Avenue project and additional future development.
- The 1800 Chapman Avenue project was approved by the City of Rockville Planning Commission in February 2025.

SLIDE 7 – PROPOSED CHANGES

- Regarding the changes to the transit facilities, we’ll cover aspects of capacity, access, and site configuration.

- For the bus facilities, Metro proposes relocating the bus loop and three bus bays at a 1 for 1 replacement. The bus loop will encircle the 1800 Chapman Avenue development project.

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

- For the Kiss & Ride, Metro proposes closing the west side Kiss & Ride lot and relocating pick-up/drop-off activity to on-street parking lanes along Chapman Avenue. In the space where the existing Kiss & Ride is located, a pedestrian plaza with open space will be constructed and stormwater facility relocated beneath it.

Shifting to curbside pick-up/drop-off is consistent with Metro's approach in more urban settings with lighter used Kiss & Rides – in fact most of Metro's 98 rail stations have some form of curbside pick-up/drop-off.

This change will reduce the number of pick-up/drop-off spaces from fourteen to between five and ten spaces to accommodate projected peak demand in 2040. Metro and the future developer will coordinate with the City of Rockville throughout the development process to determine the exact number of pick-up/drop-off spaces that can fit within the parking lanes depending on how the design progresses.

Note that the existing Kiss & Ride on the opposite side of the station has 42 spaces and will remain fully operational. Based on recent

observations, the east side Kiss & Ride is rarely 1/2 full even during peak times.

- The west side surface Park & Ride lot will be permanently closed. Metro intends to issue a joint development solicitation and select a developer to construct a building in the location of the existing Park & Ride. I'll discuss parking more on the next slide.

SLIDE 8 – PARKING AVAILABILITY AT TWINBROOK (WEST SIDE)

- The existing surface lot proposed to close currently has 164 parking spaces. The lot is often 100% full or near it during periods of peak demand during the work week.
- Once closed, Metro anticipates that demand will shift over to the existing 7-story 418-space parking garage next to the lot. Today, it rarely has vehicles parked above the second level. Based on data collected by Metro, the peak demand observed for the garage between February and June 2025 was only 74 out of those 418 spaces.
- After accounting for the shifting of 164 commuters from the closed lot, as well as projected increase in rail ridership and associated commuter parking needs at Twinbrook in 2050, Metro anticipates there will still be a surplus of approximately 100 parking spaces in the garage for commuters. Therefore, Metro concludes the adjacent garage can absorb all the existing demand of surface parking lot and accommodate future growth in commuter parking.
- It is also noted that there is a 474-space surface parking lot on the other side of the Metro station, which is not changing as part of this project. Parking data collected by Metro in spring 2025 indicates that

on most days of the work week there is 200+ available parking spaces during peak commuter times.

SLIDE 9 – ENVIRONMENTAL ANALYSIS

- Finally, as part of the Compact Public Hearing, staff has prepared an Environmental Evaluation for the project to assess any permanent or temporary impacts and to identify opportunities to minimize or mitigation them.
- This analysis identifies whether there are impacts to transportation, stormwater, open space, and air quality and noise as a result of the changes to the transit facilities. This analysis does not evaluate impacts related to the private development, which are subject to review and approval by the City of Rockville’s entitlements and approval process.
- Regarding transportation, there are minimal permanent impacts. Changes to the location of the bus loop will improve customer safety and have minimal impact on bus travel times and operations. On-street curbside pick-up/drop-off spaces will eliminate the need to cross a bus loop, however, some customers may need to cross Chapman Avenue. The west side surface lot will be removed, but there is ample capacity in the adjacent parking garage.
- During the reconstruction of the transit facilities and road network, an interim operations plan—sometimes called a Maintenance of Traffic plan—will be established to ensure access for all travel modes to the Twinbrook Metro Station is always provided throughout the project.

- Then regarding air quality, noise, and stormwater, there are also no permanent impacts anticipated as a result of the transit facility changes, however there may be some minor temporary impacts during reconstruction of the transit facilities, like dust, equipment noise, or sediment and erosion. These will be mitigated by using typical construction mitigation techniques and following the Montgomery County and City of Rockville requirements.
 - This concludes my presentation on the project. I'll turn the floor back over to Board Member Goldman to go over the procedures for tonight's hearing.
-

MR. GOLDMAN

SLIDE 10 – TESTIFY AT HEARING

- Thank you, Mr. Zimmerman. Briefly, I will cover the procedures that we will follow during the hearing.
- As there are no participants registered through TEAMS, we will proceed by alternating between comments in person and by phone.
- For those of you here in person, you can start making your way towards the podium once your name is called. However, if you need a microphone brought to you, please wave your hand when your name is called so we can see you, and we'll bring one to you.
- And those of you participating via telephone – if you'd like to provide testimony, please press *5. This will put you in the speakers' queue. When it's your turn to speak, we'll announce

your phone number and you'll receive an automated message that it is your turn to speak.

- Elected public officials will be allowed **five** minutes and everyone else will be allowed **three** minutes each.
- Extra time will be given for translation, if needed.
- We have a timer that will count down how much time you have left to speak. It will give you a warning beep when you have 20 seconds left and will beep continuously when your time is up.
- We ask that you stay within your allotted time to ensure that we can hear from everyone who wants to provide testimony.

SLIDE 11 – WRITTEN COMMENTS

- In addition to the opportunity to speak at this evening's hearing, Metro also welcomes written comments on the proposed changes. We will cover these options after everyone has testified.
- Your comments will become part of the public record that will be reviewed by the Metro Board of Directors.
- Changes to the project presented here tonight may be proposed in response to testimony received and subsequent staff analysis.

SLIDE 12 – THINGS OUTSIDE THE PURPOSE OF THIS HEARING

- I will note that this public hearing process is unable to address any comments outside the scope of the proposed transit changes. Those include comments on size, mix or design of buildings or

future joint development projects; land use matters; service complaints; and fares.

- For those providing testimony that may be watching the hearing on another device, please make sure that device is muted when you're giving testimony to avoid feedback.
- I want to take a moment to recognize that this is where *we* listen to *you*.
- This is your opportunity to comment on the proposal, and we are here to listen, so we won't be able to answer questions during your testimony.
- Before you begin your remarks, please state your name and the organization you represent, if any.
- Please note that all statements, including any personal information such as name, e-mail address, address, or telephone number you provide in the statement, are releasable to the public upon request, and may be posted on Metro's website, without change, including any personal information provided.

SLIDE 13 – NEXT STEPS

- As previously noted, the public comment period will close on October 27, 2025. Staff anticipates releasing the draft staff report to the Metro website this coming winter.
- Once the staff report is released to the public, those of you who provided comments will have the opportunity to review the report to ensure that we captured your comments accurately. That review and comment period will close two weeks after the draft staff report is posted.

- Staff anticipates that the Final Staff Report will be submitted to the Board of Directors for acceptance in the Spring of 2026.

SLIDE 14 – THANK YOU FOR YOUR PARTICIPATION

- Now that we have all the background out of the way, it's time to call the first witness.
- We'll begin with those joining in person and via phone, until everyone who wants to provide testimony has had that opportunity. Our first speaker is _____.

Read the names from the speakers list to be provided to you in advance. Additional speakers will be put into the speakers queue from the phone line. Staff will announce the phone numbers of those in the speakers queue.

After all the speakers in person and on the phone have spoken:

- Is there anyone present in this room who wishes to provide testimony? Please approach the mic.
- Is there anyone else on the phone who wishes to provide testimony tonight? If so, please press *5 to be put in the speakers' queue. (Wait 20-30 seconds to see if anyone joins speakers' queue.) If not, this hearing is now concluded.
- We'll be accepting written testimony until 5 p.m. on October 27, 2025.
- Testimony can be submitted online at: W-M-A-T-A.com *forward slash* twinbrookhearing (all one word).

- Testimony can also be sent via U.S. Mail to: Office of Board Affairs, SECT 2E, Washington Metropolitan Area Transit Authority, PO Box 44390, Washington, DC 20026.
- All written testimony must be received (not postmarked), by 5 p.m. on October 27, 2025
- As a reminder, a video recording of this hearing will be posted on YouTube at [YouTube.com/MetroForward](https://www.youtube.com/MetroForward), if you'd like to view it to help with developing written testimony.
- Thank you again for participating in this evening's hearing. Have a good evening.

APPENDIX E: SURVEY RESULTS AND COMMENTS

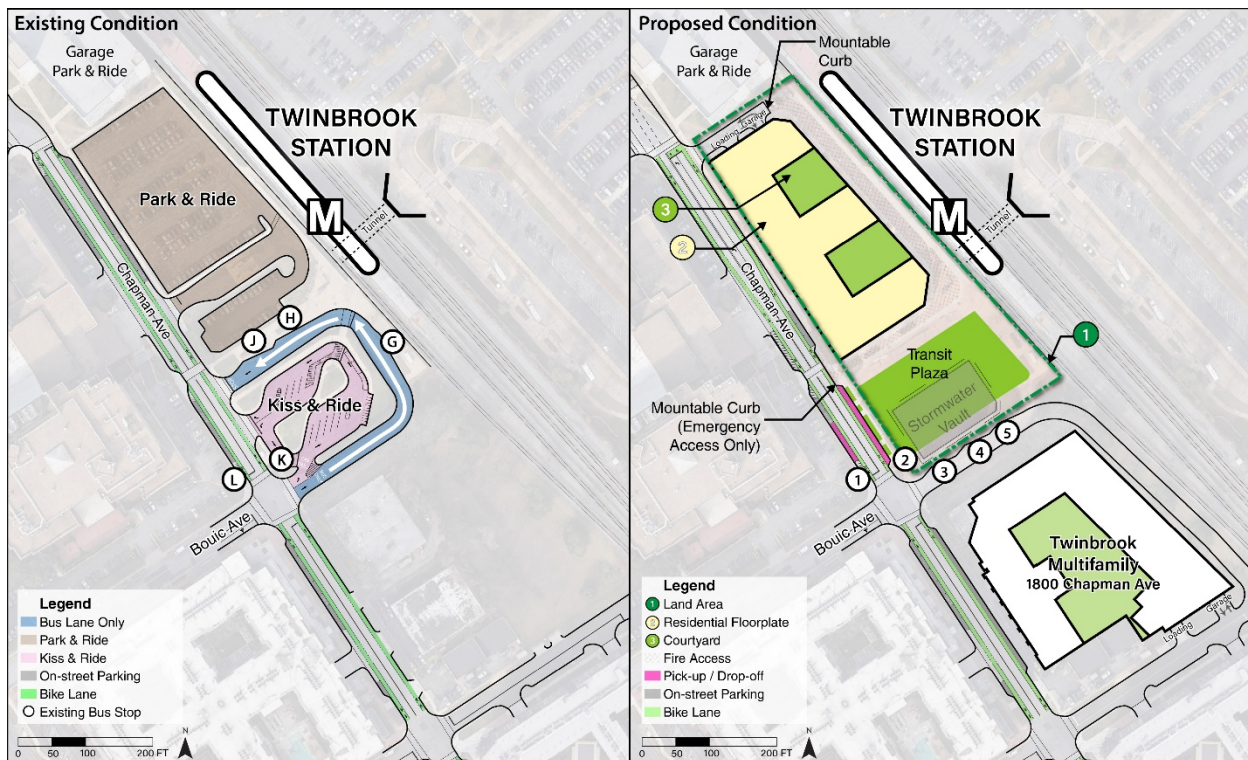
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Proposed Changes at Twinbrook Metrorail Station

Metro is proposing changes to Twinbrook Station's transit facilities to increase ridership and enable joint development, which could include housing and retail.

The proposed changes include:

- Relocation of the bus loop and three (3) bus bays
- Relocation of Kiss & Ride facilities, with a reduction in the number of spaces from 14 to between 5 and 10 spaces.
- Removal of the 164-space Park & Ride lot



Q1. How do you wish to use this form to provide your comment regarding the proposed changes at the Twinbrook Metrorail Station?

1. Type and submit a comment
2. Upload and submit a document
3. Both upload a document and type a comment

Q2. Please provide your comments in the box below:

Summary of Comments...

Community Support for Transit-Oriented Development

Based on public comments, about 80% of respondents support redeveloping Twinbrook Station's surface parking lots into dense, transit-oriented housing and mixed-use spaces, boost Metro ridership, and create a walkable community. Supporters emphasize that the existing garage can absorb displaced parking and call for maximizing density and improving bike and pedestrian infrastructure.

Primary Concerns Opposing Station Redevelopment

Opponents, though a minor group, argue that removing 164 surface parking spaces will inconvenience elderly and disabled commuters, worsen traffic congestion by rerouting all westside vehicles over Twinbrook Parkway, and create safety conflicts on Chapman Avenue. They also criticize the project as "forced urbanization," citing inadequate infrastructure planning, and long construction disruptions.

Q3. Overall, are you in favor of the proposal?

	(n=148)
Yes	80%
No	6%
Don't Know	14%

Q4. Overall, would the proposed changes at Twinbrook Metrorail Station increase or decrease your likelihood of choosing the station over other travel options in the future?

	(n=148)
Increase my likelihood of choosing Metro	51%
No effect on my travel choices	24%
Decrease my likelihood of choosing Metro	8%
I don't know	3%
Not applicable (the change would be irrelevant to the trips I take)	14%

Q5. Would each of the following changes increase or decrease your likelihood of choosing Twinbrook over other travel options in the future?

	Increase my likelihood of choosing Metro	No effect on my travel choices	Decrease my likelihood of choosing Metro	I don't know	Not applicable (the change would be irrelevant to the trips I take)
Relocation the bus loop and three bus bays (n=146)	28%	39%	2%	3%	27%
Relocation Kiss & Ride facilities to Chapman Avenue (n=147)	25%	39%	7%	5%	24%
Removal of the west-side surface Park & Ride lot (n=146)	43%	20%	13%	1%	23%
Creation a new transit plaza and open space (n=146)	56%	18%	7%	5%	14%

Q6. Relocation the bus loop and three bus bays...

	(n=146)
Increase my likelihood of choosing Metro	28%
No effect on my travel choices	39%
Decrease my likelihood of choosing Metro	2%
I don't know	3%
Not applicable (the change would be irrelevant to the trips I take)	27%

Q7. Relocation Kiss & Ride facilities to Chapman Avenue...

	(n=147)
Increase my likelihood of choosing Metro	25%
No effect on my travel choices	39%
Decrease my likelihood of choosing Metro	7%
I don't know	5%
Not applicable (the change would be irrelevant to the trips I take)	24%

Q8. Removal of the west-side surface Park & Ride lot...

	(n=146)
Increase my likelihood of choosing Metro	43%
No effect on my travel choices	20%
Decrease my likelihood of choosing Metro	13%
I don't know	1%
Not applicable (the change would be irrelevant to the trips I take)	23%

Q9. Creation a new transit plaza and open space...

	(n=146)
Increase my likelihood of choosing Metro	56%
No effect on my travel choices	18%
Decrease my likelihood of choosing Metro	7%
I don't know	5%
Not applicable (the change would be irrelevant to the trips I take)	14%

Q10. You said you opposed these changes. If you oppose or have concerns, what are your main concerns? (Select all that apply)

	(n=39)
Closure of the west-side surface Park & Ride lot will reduce parking	26%
Closing the west-side surface Park & Ride lot will make me walk farther to reach the station.	23%
Relocated Kiss & Ride may be less convenient	13%

Proposed Changes at Twinbrook Metrorail Station

Bus facilities may be less convenient	10%
Traffic around station will increase	23%
Something else	5%

Q11. You said you are in favor of these changes. What benefits do you see from these proposed changes? (Select all that apply)

	(n=373)
New transit plaza	23%
More open space	22%
Potential for more shops/housing nearby the station	31%
Improved connections between buses and Metro	20%
Something else	4% *

* Improved walkability and bike safety, reduced surface parking, better station-community connections, increased accessibility, new economic opportunities, and support for transit-oriented development over car dependence.

Q12. How often have you used the Twinbrook Metrorail Station in past 30 days?

	(n=145)
Zero days	34%
1 day only	11%
2-3 days	23%
4-5 days	10%
6-10 days	4%
More than 10 days	18%

Q13. On your most recent trip that started at Twinbrook Metro Station, how did you travel from your home (or starting location) to the station, before boarding the train or transferring to another bus?

	(n=111)
Walked	38%
Bike/scooter	12%
Dropped off (Kiss & Ride, taxi, or rideshare)	12%
Drove and parked in the west-side surface lot	7%

Proposed Changes at Twinbrook Metrorail Station

Drove and parked in the west-side garage	4%
Drove and parked in the east-side surface lot	9%
Drove and parked in the east-side garage (privately operated)	1%
Rode Metrobus to the station	9%
Ride another bus (Ride On, etc.)	7%
Something else	2%

Q14. In what year were you born?

	(n=129)
35 and Younger	58%
36 to 44	22%
45 to 54	12%
55 and older	8%

Q15. What is your gender identity?

	(n=138)
Male	70%
Female	25%
Other	5%
Total	100%

Q16. Are you of Hispanic or Latino origin?

	(n=138)
Yes	7%
No	93%

Q17. Which of the following best describes you? Please select all that apply.

	(n=141)
African American or Black	4%
American Indian or Alaska Native	1%
Asian	13%
Native Hawaiian or other Pacific Islander	0%
White	77%
Other, please specify:	4%

Q18. What's the best way for Metro to communicate with you as this project continues?

	(n=199)
Email	31%
Website	20%
Social Media	22%
In-Person Meeting	3%
Virtual Meeting	8%
Postal Mail	6%
Newspaper	3%
Flyers/brochures	5%
Other (please specify)	3%

Comments Received Through Metro's Online Portal

1	<p>I enthusiastically support the proposal for new transit-oriented development near the Twinbrook Metro Station. However, I urge WMATA to consider modifications to the proposed plan to improve the pedestrian experience and better connect the station to the surrounding areas. My attached letter elaborates on my concerns and offers some possible improvements.</p>
2	<p>If this hasn't been brought up for discussion yet, WMATA/Metrobus need to reconsider the placement of the existing accessibility ramp on the northwest side of Twinbrook Metro station and relocate it to the southwest side with easier access to the bus stops. The current one puts the riders with disabilities, people using wheelchairs and parents with strollers at a disadvantage with a longer, more narrow sidewalk leading from the top of the ramp towards both the existing and future bus stops.</p>
3	<p>Thank you for the opportunity to review the proposed Twinbrook plan. My overall take on the plan is positive. Transforming surface parking into residential or commercial development (or almost any other land use, really) is an improvement for the community. It will be a significant loss for the Twinbrook area if the proposal is modified to preserve surface parking space. That said, the proposal could be improved by finding a way to locate the bus bays closer to the Metro station entrance. As-is, it appears the proposal would actually move the bus bays further away from the station entrance. I know the distance increase may not seem like much, but if you are carrying groceries or pushing a stroller, or it is raining, the additional distance can become quite a chore. The attachment includes a rough sketch of an option for keeping the bus bays closer to the station entrance while preserving much of the transit plaza and storm water vault. Bonus points if there is some type of awning or other covering extending out from the station to provide cover from rain and sun. Alternately, perhaps there is a way for the bus bays to be incorporated into the first floor of a residential development project, with several stories of apartments extending over them. Also, I'm a bit confused about why space so close to the station entrance is being devoted to the "transit plaza" and storm water vault. Unless there is some water flow consideration not conveyed in the maps, I would have thought it beneficial to locate traffic-generating land uses (shops, apartments), closer to the Metro station. Is it feasible to use the current existing retention pond area for any improvements to storm water management, and revise the building footprint for 1800 Chapman? Maybe 1800 Chapman can extend northwest a bit, into the proposed transit plaza area, and built out over the existing bus bay arrangement, as alluded to earlier.</p>
4	<p>I love this, but what would be especially welcome as part of this development is some kind of bike lane that can pass under the tracks. I currently bike to Twinbrook, walk through the station and up the ramp, and then get back on my bike to keep going. I see station managers try to stop others from riding through. Given the pedestrian bridge over the tracks just lost funding, this is an opportunity to evaluate some kind of bike infrastructure through the tunnel.</p>

I think the proposed changes are generally a good idea. The Rockville/North Bethesda area is rapidly increasing in density, and replacing surface parking with high-density residential and retail space would help significantly with walkability in the surrounding neighborhood. However, I have some suggestions regarding minor details of the plans: - Given increasing presence of destinations on both sides of the station, the station itself should be reconfigured in a way that pedestrians can use the mezzanine as a crossing under the Red Line/Metropolitan Subdivision corridor, even when the station is closed (this means moving the lockable gates within the station) - Both directions of bike lanes should be moved together to one side of Chapman Avenue, with a physical barrier between the car lanes and bike lanes. This provides a layer of physical protection for cyclists, and reduces conflict points between cars and bikes where cars cross over bike lanes to access street parking and drop-off spaces - Since the residential development would block some direct sightlines from Chapman Avenue to the station, the plan should include improved wayfinding signs to make it obvious how to access the station from the street and the bus bays, and vice versa - An electronic bus departure board should be installed both within the station and around the bus areas on both sides of the station While I don't live in the immediate area around the station right now, I'm considering it as a possible place to move, and these changes would make residences in the area much more attractive in that regard.

6	I strongly support this project!
7	Having a transit plaza and encouraging more transit/pedestrian travel to and from the station sounds lovely!
8	Like it!
9	I support the change. This is already a high-rise area. There is no good reason to leave land adjacent to a Metro station in a high-rise area fallow as parking lots. Put the tallest possible buildings here. Make the plaza nice. It will improve ridership, improve the urban environment, improve the pedestrian experience, it is a win for everyone except for knee-jerk NIMBYs who would never be happy with anything. Change is natural and necessary and we cannot hold cities hostage to fear of change, nor can we make car parking the central tenet of our planning. Build this.
10	I realize the Twinbrook lot is rarely full, but all it takes is one problem or station closure over on the other end of the line and people who would normally park at Glenmont are coming over to Twinbrook. Sending all the surface lot cars over the rail bridge to go to the Chapman parking garage is going to make the traffic worse than it already is. Figure out a way to keep some parking on the east side of the station.
11	More housing and recreational spaces.
12	I live walking distance to the Twinbrook metro, and I approve of this sort of development generally. I am concerned about how easy it will be to actually access the metro from the southern side with all this construction happening. Developers tend to give very little regard to sidewalk and pedestrian traffic while years long construction happens. And because the station itself is one of the few places where you can get across to the other side since the tracks are in the way, it would make access to the metro very difficult if it was blocked off.

13	please allow the changes for further TOD around the station. The existing area outside the station is an eyesore and new development/a transit plaza could help increase the vitality of the area.
14	Building housing at Metro stations is a great idea!!
15	I would prefer these changes because Twinbrook, in its current state, is very uninviting for passengers using it to access local retail. Consolidating the transit plaza and removing the open air parking lot will make it easier for passengers to alight and access the Hilton hotel across the street and numerous retail locations on Rockville Pike. A multifamily development will further alleviate the DMV's growing housing crisis by providing modern, Metro accessible homes next to the station.
16	I approve of the changes as someone who is interested in better land use around DC Metro stations.
17	I am fully in favor of the proposed changes.
18	looks good, build more housing
19	Fully approve of this! Make public transit easier to use and more enjoyable.
20	This is an excellent idea! We should be eliminating more parking around transit facilities and building transit oriented development!
21	I think this proposed change will benefit the local ridership for the Twinbrook station. Boosting the local community around Twinbrook or all Metrorail station is important for the long term sustainability of WMATA.
22	As a daily Red Line commuter, I am in full support of the proposed changes to Twinbrook Station, and encourage WMATA to do more in the future with other surrounding parcels. The more surface parking lots that are converted into housing and community-centered commerce, the better Metrorail will become and the more livable the DMV will be, especially for an area as attractive as Rockville.
23	I support the proposed changes at Twinbrook Station to enable joint development. Building more housing and commercial development in close proximity to transit is essential to keeping housing in our region affordable, increasing transit ridership by giving people the ability to live in car-optional areas, and better connect the station to the community with amenities that activate the station area as a community hub.
24	I am in support of the proposed change. It would be notably improved land use from the current setup and would help provided much needed housing for the growing region.
25	I support this proposed redevelopment change as a resident of the City of a Rockville.
26	Yes, please do this!
27	As a teacher in the area, this development would provide my students and their families with affordable places to live, work and play without needing a car. With the new Wegmans a block away, this also enables lots of people to walk to their grocery store, as well as retail across Rockville Pike. This is a much better use of the space directly adjacent to the station than parking lots and body shops. This is the kind of transit oriented development we need to support, and I would live somewhere like this!

28	<p>I like the idea of the redevelopment but i have some concerns: - With kiss and ride being moved to on road i'm concerned about the increase of pullout/ door collisions with cyclists. An idea to help with this would be to utilize a similar setup to "floating bus stops" ex: the bike lane shifts to the outside of the road with a curb to protect the space from kiss and ride cars/ doors. - I see in the proposal there are no concerns about traffic impacting the area. Twinbrook parkway's bridge over the tracks continues to get more and more busy. How does shifting all the extra busses there not add to the traffic? The turn into the station from twinbrook (heading away from 355) continues to have asphalt issues because heavy vehicles stopping. - With this change i think it would be great if we could keep the tunnel between east and west open 24/7. I live on the east side of the station and there have been several times where i've been out late and had to double back because the tunnel was closed. The nearest other crossings are twinbrook pkwy and edmonston. - Could you work with the developers to ensure that the businesses that are created will add to a sense of place? The development on the east side has been lackluster at best. Additionally, down the road at the Escher building a dentist opened up. We dont need dentists or other one off locations at a highly walkable, highly trafficked area. - The development should also facilitate walk ability to the nearby businesses. Theres a plethora on 355 under the Galavan and then wegmans in the other direction. - I understand metro does not think there should be changes to the roads if metro could advocate to rockville the need to keep this street slow and walkable that would go a long way to make the neighborhood a better place.</p>
29	Great plan
30	Popping in to submit my full support for the proposed condition
31	Would love to see the entire set of parking converted to housing. A good start though
32	<p>I think it's great that surface parking is being exchanged for residential development! If that building ends up being mixed-use, even better! I think this should happen at more stations around the region. That being said, I am a little concerned about the mountable curbs getting in the way of bike lanes. I am not familiar with how they work, but I would like to imagine that an emergency vehicle should not have to interface with bikes. If the mountable curb is as wide as an ambulance (so they can pull in and not worry about cyclists), then I'll shut up about it :)</p>
33	I support all of the proposed changes to the twinbrook metrorail station.
34	I fully support denser development around Metro stations. This project should improve connectivity from the Twinbrook station to the Bethesda Trolley Trail.
35	<p>This will be bad because then all Kiss and Ride traffic will have to go to the east side. This will increase left-turn traffic from southbound Chapman Ave onto Twinbrook parkway, which is already super-dangerous for pedestrians. Keep a Kiss and Ride on the East Side!!</p>
36	I am for the proposed changes. This will increase ridership at the Twinbrook Metro Station, allow for expanded transit oriented development, and increase the land value in the immediate vicinity.

37	<p>Is there a plan to accommodate the additional buses on the East side of the station? Will there be an increase in the number of handicap spots on the East side to replace what's lost on the West side? How full is does the garage and East lot get? Are they able to support up to an additional 164 vehicles? What is the current usage level of the kiss-and-ride on the West side? Is the existing access roads on the East side capable of handling the additional traffic volume without causing backups? What is the effect on Twinbrook Parkway from the additional vehicles turning into the access roads for the East lot? What are the effects of construction on access to those who currently use the West exit from the station? Will there be access during construction or will all access be from the East exit, which would result in anyone who normally uses the West exit having to walk all the way to Twinbrook Parkway to get to where they are going.</p>
38	<p>I support the proposed changes, but I believe it's very important to create a clearly defined area for pedestrians, while cars should have their own designated parking and garage. Giving pedestrians their own safe and comfortable zone would greatly improve both safety and the overall experience at the station.</p>
39	<p>Transit oriented development is good close to the station as it provides a safe walking alternative from station to places. Moving vehicular traffic further from the station reduces congestion in the area and keeps the area more safe for pedestrians while not requiring vehicular traffic to drive as far into the area.</p>
40	<p>I agree with the proposed changes. I think it will encourage much better use of this station and overall system ridership.</p>
41	<p>I support the changes, especially the removal of parking spaces. I park at Twinbrook Metro station almost every workday and there are always hundreds of empty spaces. Some of this space can be much better utilized for housing or other uses.</p>
42	<p>I'm in favor of these changes. I work in the area and use the Twinbrook station to get to work. The current land use does not appear to meet the current needs. The parking lot is never full and the kiss & ride goes unused. Further, the region is experiencing a housing shortage, so I support these changes because they will help address the lack of housing in the region.</p>
43	<p>Love the addition of residential near the metro. We need more of this! The surface lot was incredibly convenient and quick, and I'll miss it. But I think it's a great tradeoff to more transit-oriented development.</p>
44	<p>I am a former Montgomery County resident and currently live at the transit oriented development at the Fort Totten station. I support the changes because it would add a new community feel and would provide more transit oriented homes to keep Montgomery County residents within the county. A Major reason why I moved to Washington DC was because my former home lacked the style of housing that was affordable and sensible for my lifestyle. New homes in Twinbrook would increase my likelihood of moving back and being closer to my family.</p>
45	<p>I think the changes are a great idea, especially with the lack of housing in the area and creating a more walkable community</p>

46	I absolutely support removing surface lots at these stations and replacing them with parking structures or just removing parking completely. However I am concerned by the scale of joint development I have seen elsewhere on sold WMATA property. Specifically the development scale is not generally big enough. The development should be as large as possible. Many many stories. As many units as possible. It should be the largest building in the area in general. The location is as good as it gets and once redeveloped it will remain for decades if not 50+ years. It is therefore critical that we build as large as possible on these sites with ideal transit access. A mixed use building would be better than pure residential on the site and at least 15 stories probably 20 would be correct. There is a huge demand for housing in the region. The site is walk-able enough to core services like groceries, but the general area needs large improvements to make it more pedestrian centered. From Rockville to North Bethesda needs comprehensive coordination on this which WMATA changes are central to removing the car as a focus.
47	I fully support the overall proposal to replace the parking lots with apartment units. It is an excellent example of transit oriented development reflecting the station area needs. One recommendation I have for Chapman Ave is to consider raising the bike lane and placing it closer to the sidewalk than the parking/drop off lane. This will prevent dangerous conflicts when a car crosses the bike lane to pick up/drop off someone.
48	I think this is a great plan. I really support the potential for businesses to move in around the Metro station compared to the large surface lot there is now. The residential building is also a plus, but I think that the commercial building right outside the metro could be start a development boom around the area making it even nicer.
49	I support transit-oriented development at Twinbrook.
50	Looks good, but needs more of a kiss and ride space. Perhaps the first floor of the garage can be a kiss and ride?
51	In favor!
52	First off, yes, please. Second, look at what the MTR in Hong Kong does—I think they fund themselves and all their expansion by doing the real estate around their stations too. The Metro has a bunch of land thanks to parking lots, so please look into how they do it! Pass the message along and up the hierarchy; it's the solution to having proper funding and avoiding politics.
53	I support the proposed changes for better utilization of the space surrounding the station. The garage seems more than sufficient to meet the parking needs.
54	I park in the "park and go lot" every-day, i used to park in the garage but stopped doing that because it was rather cumbersome. This change will be of inconvenience and add additional time to my commute. parking in the garage , having to drive around to the other side to park wouldn't be ideal as well. thank you for your consideration
55	I think this plan is a big improvement over the current situation. The more walkability and housing development near the metro, the better.

56	While it makes sense to have PUDO activity on the street (Chapman), the increase in vehicles pulling in/out will increase safety risks to people using the painted bike lane adjacent to it. If the site is being redeveloped anyway, create a protected bike lane on the sidewalk side of the PUDO area to eliminate the conflict. Also, there needs to be a defined bike access route from the street/bike lane to the station and bike parking.
57	This is a good first step for transit-oriented development. I urge WMATA to continue making improvements to building mixed-used commercial/residential properties right next to transit. Perhaps even following the Asian model of putting shops directly in stations - imagine if the future tunnel connecting Farragut were also a shopping mall! Additional parking is not necessary considering that nearby stations all have significant parking.
58	It is a great idea to build high density residential with first floor commercial near a Metro station. However, first you should build a garage in the East lot to make up for the loss of 164 parking spaces in the West surface lot. If the potential new parking garage is big enough, you could also build apartments or condos on the East lot without losing parking spaces. Having additional land to build on would make it more appealing to developers.
59	This is a great idea. We should be promoting more smart and efficient land use around metro stations that benefits public transit users more than car owners.
60	This seems like a great idea that will help bring economic growth to the area while improving transit access and increasing the housing supply. This will be great for the environment, the economy, and the quality of life for everyone who lives nearby or uses this station.
61	I support allowing for closer integration with the area surrounding the metro station. My only potential concern is regarding the future kiss and ride zone. I am not necessarily opposed to the current plan but do hope that there will be enough kiss and ride spaces that will not be blocked by contractors and workers who are not using the space for its designated purpose.
62	I think this proposal is a great idea. The parking structure can absorb the surface lot and it increases housing stock. In fact I think this proposal doesn't go far enough. The surface lots on the other side should also be removed in favor of more development. Bury three levels of parking garage (one level for commuters, one for retail visitors and one for residents) and put mixed use retail and residents on top. Parking lots are an eyesore and a waste of space. Additionally since it's Wmata should use alternative revenue streams to subsidize transit. Develop more! Develop over the tracks!
63	As someone who frequently uses the station, both as a metro station and as a tunnel to access shopping along Rockville Pike, I wholeheartedly support these changes. More housing and better transit accessibility is a net positive for this area. I would also support removing one or both of the surface lots at the back of Twinbrook Station to make room for more development. I frequently walk across those lots to get to the station, as do my neighbors and commuters who work in the area, and it would be far more pleasant to not have to cross a mostly empty parking lot. It would be even better to have additional housing, shopping, or green space in that area. This area is growing fast, there's a lot of demand for housing, and there's simply no excuse for having three huge eye-sore surface lots that remain mostly empty, in addition to the parking garages that remain mostly empty.
64	I support the proposal. Suggest adding bike rack and public tool/pump set.

65	Increasing density around metro stations benefits everyone in our community. It provides needed transit-accessible housing. It will make the station area more welcoming and safe for all types of travelers. The on-street kiss & ride will need to be carefully planned so as not to promote idling and blocking traffic, which could be dangerous for the increase in pedestrians in the area.
66	100% for the change, we need to make areas around stations for people
67	As someone who has recently stumbled upon this, I believe that relocating surface parking is always a good move. I support making the area around the station's immediate vicinity more walkable, as it is much better use of the land, and I believe that it would simply be a much better place to spend time.
68	Please emphasize maximum housing and minimum parking
69	Minimum parking and max housing
70	Having the kiss & ride in the main through street (Chapman ave) is poor design. That intersection is already a problematic with pedestrians & high volume of traffic. I use this street to avoid rockville pike when going to grocery store. Can we please widen Bouic on the travel plaza side & put the kiss & ride on Bouic. The busses can have the right side & kiss & ride on the left side. Also please use the "good" concrete for the bus lanes. The weight of the buses damages regular black top.
71	MORE HOUSING! LESS PARKING! METRO NEEDS MORE DENSITY.
72	Parking is needed, so please solve for that if you move forward with a proposal. Not having parking is not an option.
73	I don't believe the idea of eliminating the surface parking is well thought through and I am against it for a number reasons to many to enumerate.
74	Love the proposal! But I hope the design accommodates adequate green space for area residents to enjoy outdoor activities. I also hope some long sight lines are maintained -- meaning that the platform height at Twinbrook now allows spectacular views of the Twinbrook area and the sky. When one waits for the train, views on both the east side and west side are visually interesting and allow the rider to connect with nature.
75	With the increased burden of daily parking being given to the Twinbrook side, I think an alternative pathway through the parking lot provided from the Fishers Ln sidewalk should be considered. The shortest path through the lot is not supported by current infrastructure, and requires cutting through parking spaces. A re-imagining of the lot itself to provide a more natural pathway would be nice. The increased Kiss & Ride traffic on Twinbrook Parkway might be a cause for concern. The turn lanes there are already not long enough to support rush hour traffic, with cars overflowing the lanes and blocking other lanes. I suspect Kiss & Ride is not utilized with such volume to cause issues, but if your data suggests otherwise working with the local officials on traffic light timing might help alleviate this.
76	Looks fantastic. I'm a regular Metroer and appreciate the opportunity to weigh in and the forward-thinking folks ambitious enough to push projects like this forward. Thanks and best of luck.
77	Sounds good! Please proceed.
78	more housing. also if there can be more restrooms

79	I feel that any redevelopment of this site that does not replace the nearly 200 public parking spaces with a like number of spaces is not appropriate. Continued forced urbanization of Montgomery county is destroying the county as an attractive place to live and work.
80	Bravo!! Fantastic to see WMATA embracing TOD to increase ridership, generate revenue, expand housing availability, and connect stations better to their communities. A few recommendations: 1) Definitely include lots of bike parking in the new design, including one of those Bike & Rides that you have at a few stations already; 2) Would love to see as much density as possible on the site - don't just build a few townhomes and call it a day; 3) Definitely include some retail - not just residential And I think this is already your policy, but with any of these TOD projects - DON'T SELL THE LAND! An asset sold is an asset forever lost, but a property leased is a permanent revenue stream. Again, great to see the WMATA Joint Development program in action again, and I encourage you to keep going and bring this concept to the many other Metro stations that are currently surrounded by giant parking lots. These projects benefit everyone in the community - don't let a whiny few tell you otherwise!
81	Pretty excellent.
82	I support this change as it will remove a large amount of dead space from the community and better connect the area. It will look nicer, provide needed housing, and offer more commercial space. I think this is a good change.
83	I'm very much in favor of this and believe that building more housing is a much better use of the space than keeping it a parking lot. I ask that whatever housing is built be affordable whether or not it is subsidized -- in other words, please do not only sell this land to the highest bidder if it means the community is saddled with more luxury condos that no one can afford. The Twinbrook area is a somewhat more affordable part of the county, and I would hate for that to change.
84	I strongly support building as much housing as possible on land parcels well served by rapid high-capacity transit like this project imagines. Building more housing here will help increase housing supply and drive prices down while also boosting ridership on Metrorail. This type of TOD is also critical for achieving climate, sustainability, and equitability goals, so I strongly support this project.
85	All for making the station more pedestrian-friendly as the neighborhood develops and getting around without a car becomes more viable. A kiss and ride for getting dropped off and picked up conveniently is still important in more suburban stations, but I think sacrificing the surface parking lot for more development and pedestrian access is a great idea
86	This is a wonderful idea, as a Rockville resident I wholly support this.
87	This looks like a fine plan. We need more housing, especially dense housing like apartment buildings. And building that housing right next to a Metro station makes sense. And no one loses anything. The new development takes out some derelict buildings and a surface lot. No one loses. Go for it.
88	I think this is great. With the new Wegmans and development around there is will be good to see more green space.
89	I support the redevelopment plan to add housing at the Twinbrook station and maintain and improve pedestrian access. This transit oriented development is overdue at this site and will provide additional needed housing supply and improve walkability.

90	I'm unsure why but after seeing this 3-4 times online I really thought the new garage was being torn down instead of the surface parking lot. Wonder if others misread that as well. With that being said I think I now support this update to better use the land. Curious about the bus loop and how much longer bus connections will take if they have to go over the bridge to get to the other side of Twinbrook Station. Question - Will there be future plans to remove a parking lot and build another garage on the east side of the tracks to add more spaces? That would definitely help.
91	Eliminate parking! Parking is wasted space and encourages people to drive rather than walk or take the bus. If we would focus on people, rather than cars, our cities would be safer, cleaner, and vibrant.
92	Any development at the Metro is better than surface parking. There's already a massive parking garage there and covering every last bit of the station's walkshed with parking is doing a disservice to the entire community. As the environmental evaluation states, there is more than enough capacity to absorb the cars that would normally park in the lot that is to be removed. Heck, even if there weren't, it is still a no-brainer to build housing this close to the DC Metro. It certainly beats the sea of asphalt that's there now.
93	I support the proposed changes.
94	I prefer the existing layout at Twinbrook metro station. The proposed layout would cause overcrowding at the site.
95	The project has a sound basis but the removal of the kiss and ride to a curbside style drop off will have a major impact on traffic in the area. That k&r frequently gets backed up during heavy traffic time especially when Rockville or Shady Grove is closed/inaccessible. There should also be a tunnel from the parking garage to the metro entrance or even possibly a second entrance at the north side of the station. If the new homes being built have a positive impact on the amount of people using the station, a second entrance may be required. Also, all proceeds from the land sale/lease should go DIRECTLY BACK into the operating budget of Metro and not into Executive bonuses or any sort of payout that continues to make the people running Metro wealthy while those of us that use it face service cuts and yet another fare increase.
96	Im worried about the transit plaza as it may increase crime
97	I am in full support of this effort to unlock transit oriented development at the site. I encourage WMATA to seek plans that achieve the maximum amount of housing density available over the land while maintaining mixed-use ground floor opportunities for a dynamic site.
98	Down escalator
99	I dont agree with this change. It does not benefit commuters. Just feels like a money grab. Parking is already limited on the one side. If anything they should increase it for the people actually using the metro. Not add residential parking spot when there are already multiple parking garages surrounding the metro station.
100	Great land use improvement, do it!
101	I love these proposed changes
102	I strongly favor redeveloping the parking lots on both the west and the east sides of twinbrook metro station into multifamily housing and community green space. I want myself and my friends and coworkers to have plentiful housing choices in Rockville and housing close to transit. More

	people living here will make Rockville more prosperous and a better place to live. This would also help increase metro ridership and give people more options to reduce living costs by owning fewer cars. I realize the current request for comment is only related to the west side of the station. I hope you will make plans to develop the surface parking lots on the east side next.
103	Please do not do this. The changes that have already been made to the east surface lot have decreased parking spaces and increased the time and effort required to get from the lot to the station. Twinbrook still largely serves a suburban community that relies on cars to commute to the station, and eliminating the west surface lot will force many of those cars to the east lot, increasing congestion.
104	test
105	This is a great project and I hope it will get approved and completed very soon. Surrounding such a useful transit station with a redundant surface parking lot when there's also a on-site parking garage is an incredibly poor use of such valuable land. We need more transit-oriented development to combat our worsening traffic and beef up our housing stock in the face of high housing costs. This project does both which is great. Another great byproduct of this project is the bus loop which will likely mean modernized bus stops with better shelters and real time information screens like at College Park on the Green Line. Please fight for this even in the face of opposition because this is the future that we want.
106	I strongly support the proposed plan to remove the westside Metro parking lot and replace it with housing and commercial. The current situation feels like a wasteland to pedestrians who have to walk around/across a massive parking lot in the heat to get anywhere worth going, such as the Wegmans. It's clear there is far more than enough parking in the parking garage per the project documents. Instead of all these parking lots we need to use the valuable land near the metro stations for housing, small-scale retail, and increase the number of destinations within a small radius of the metro. For example, I would love to see a convenience store, record shop, bookstore, specialty coffee shop etc. on the ground floor of the future development where the parking lot currently is. Things that are currently only accessible by car or infrequent bus service in this area. I also encourage Metro to collaborate with Montgomery County RideOn to increase bus service in and around the broader catchment area of this station to bolster development.
107	As a shady grove metro user and nearby resident, I firmly believe more parking lots in the vicinity of the metro stations should be converted to residential or mixed used development. The parking lots are unsightly and encourage individualized transport, while housing near stations would encourage mass transit use. In general more dense housing should be built around metro stops.
108	I support the proposed changes. The change will allow for more efficient land use and help address the city's housing crisis
109	Love more housing. Fully support.
110	It's good to fix that area due to kinda of aging area that needs a better design.
111	This is great. More housing near metro stations is what the DMV needs. We are a great place to live and work, and building more housing let's more people join our community. In particular, housing near metro is preferable since people have easy access to good and green transportation. This project sounds great, and I hope more housing can be added near even more metro stations.

112 Build housing, not parking lots

113 I fully support the planned development, but you MUST keep the Twinbrook metro station open and accessible while doing so. For many, this is our only source of transportation to our jobs. If you close the station for any period, you risk killing the area and making the project you want to develop unviable before it even opens.

114 I support the proposed changes. We need to maximize housing in the DMV and particularly near transit. Building housing on WMATA land at a metro station is absolutely a win - more housing, more residents who are / will be likely transit users contributing fare revenue to the system. Consolidating the bus bays also makes sense since the bays are currently underutilized and often empty.

115 Mountable curbs allow bad actors to park on the sidewalk. Please remove these. Emergency vehicles can handle mounting a regular curb.

116 The Maryland Department of Planning (MDP) appreciates the opportunity to review the Notice of Public Hearing regarding the proposed changes to the transit facility at Twinbrook Metro Station in Rockville, MD. We have reviewed the information. MDP supports WMATA's proposed changes to Twinbrook Station's transit facilities to enable joint development, also known as transit-oriented development, near the Metro station. We would like to bring to WMATA's attention that in 2024, Maryland passed HB 538, the Housing Expansion and Affordability Act (<https://mgaleg.maryland.gov/mgaweb/Legislation/Details/HB0538?ys=2024RS>), with an effective date of January 1, 2025. The legislation may affect WMATA's future joint developments in Maryland, including the one in the Twinbrook Metro Station area. The Maryland Department of Housing and Community Development published Frequently Asked Questions (<https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:5f71aefd-4b54-427a-bee4-e9d3d3890220>) to help local governments and other entities understand and implement the Act. HB 538, which applies to the area within 0.75 miles of a passenger rail station in Maryland, requires local jurisdictions to grant (1) density bonuses to "qualified projects" that exceed the density permitted by local zoning and (2) other development regulatory incentives, such as limitations on the number of public hearings. WMATA may want to collaborate with the City of Rockville and Montgomery County to assess whether and how a future joint development near the Twinbrook Metro Station may be affected by Maryland's 2024 HB 538. Please let me know if you have any questions on the above comments. Sincerely, Bihui Xu (She/Her), AICP Principal Transportation Planner Maryland Department of Planning 120 E. Baltimore Street, Suite 2000 Baltimore, MD 21202 (410) 767- 4567 (Office) bihui.xu@maryland.gov

117 Hello! Please maintain easy bike access across the station during the construction process. I walk my bike through the metro to get from Fisher's lane to Chapman Ave / Halpine Drive. This way I don't have to go across the narrow sidewalks on the Twinbrook Parkway bridge over the metro tracks (which are both tilting toward and right next to traffic!) Speaking of, if it's in scope, a safer bike / pedestrian crossing on that bridge (Twinbrook Parkway over the metro tracks just south of the station) would be awesome. As a driver, I see folks biking it often and it always makes me nervous - I switch to the middle lane in case they fall off the sidewalk. As a bicyclist, I just avoid it at all costs.

118	<p>Good morning, Mr. Reyes, Thank you for providing the Maryland Department of Planning (MDP) with the Notice of Public Hearing regarding the proposed changes to the transit facility at Twinbrook Metro Station in Rockville, MD. We have reviewed the information. MDP supports WMATA's proposed changes to Twinbrook Station's transit facilities to enable joint development, also known as transit-oriented development, near the Metro station. We would like to bring to WMATA's attention that in 2024, Maryland passed HB 538, the Housing Expansion and Affordability Act, with an effective date of January 1, 2025. The legislation may affect WMATA's future joint developments in Maryland, including the one in the Twinbrook Metro Station area. The Maryland Department of Housing and Community Development published Frequently Asked Questions to help local governments and other entities understand and implement the Act. HB 538, which applies to the area within 0.75 miles of a passenger rail station in Maryland, requires local jurisdictions to grant (1) density bonuses to "qualified projects" that exceed the density permitted by local zoning and (2) other development regulatory incentives, such as limitations on the number of public hearings. WMATA may want to collaborate with the City of Rockville and Montgomery County to assess whether and how a future joint development near the Twinbrook Metro Station may be affected by Maryland's 2024 HB 538. Please let me know if you have any questions on the above comments. Sincerely, Bihui Xu (She/Her), AICP Principal Transportation Planner Maryland Department of Planning 120 E. Baltimore Street, Suite 2000 Baltimore, MD 21202</p>
119	<p>Good afternoon, I am in favor of a thorough evaluation of the area that leads to a more effective use of the land. However, I want to advocate that the best use is for open land used for park space. The immediate area has plenty of housing and shopping. The best use of the land is for green space. Rockville would benefit by opening the land to an area that helps with water retention and trees that clean the air. Adding housing and commercial businesses is a short sided solution to a short term problem. Thanks. Sean Cullinane (202) 577-9741</p>
120	<p>I love this plan. Anything we can do to encourage density next to Metrorail stations is good. Absolutely support this plan.</p>
121	<p>Thank you for doing this. My suggestion is to change the multi family housing to be mixed use to allow for commercial space on the first floor. Also, please make as much green space as possible. Thank you.</p>
122	<p>Pull the lever, Kronk!</p>
123	<p>Do it!</p>
124	<p>This should definitely be done. The parking lot is ugly and too big. It is better to have more dense housing. There is a lot of restaurants and shops near there now and it would be great if there was more developments like this</p>
125	<p>I really love the changes since they will respond the dynamic brought by the time and space. This will bring the comfort for us as users of this space daily.</p>
126	<p>I am in wholehearted support of the planned changes! This will provide more much-needed housing for the region, revenue for WMATA, and help realize urban planning goals through creating additional density in a growing transit-oriented neighborhood. However, WMATA should consider how the residential floorplate can engage with the mountable curb envisioned for emergency vehicle access, as the two small courtyards currently envisioned don't seem to adequately offer either public or private green space. Ensuring that sufficient bus bay capacity is available and that the transit plaza is designed intelligently is also important.</p>

127	I read one goal was to increase ridership. Living in the suburbs its crazy how expensive taking metro is. Once you have 3 people in your group, it is always cheaper to drive. I could not justify taking metro to the zoo for my family of 5 this summer - full fare 13x5=65+ in metro fees! We drove and parked at the zoo instead. Please dont make it prohibitive for those who would drive the farthest to take public transit, it benefits everyone on the roads if we can afford to do so.
128	I strongly support additional housing at the Twinbrook Metro station. It is essential to increase the amount of housing in Montgomery County, especially near transit centers that reduce traffic and the cars needed for travel. I live relatively near a Metro station and very close to a bus station and it enables my family to only have one car instead of two. As a Rockville resident, I know that the new development near the Twinbrook Metro has already been very positive and further development would be very helpful to increase housing stock. In addition to the housing, I strongly encourage the Metro to further improve the walkability and bikability around the Twinbrook Metro station. The Twinbrook station has one of the highest number of people biking to the Metro on this side of the Red Line and the bike racks are often full. The area around the station must be safe to walk and bike through to reduce the number of people driving to the station and the need for the parking that is being removed. There should also be more secure bike parking similar to that at Grovesnor as well as more bike parking in general. Twinbrook is a lower-income area than Grovesnor with more people using bikes as a major form of transportation and deserve having the same quality bike parking as that station.
129	I think this is a great proposal. However, PLEASE put in a metro entrance from the parking garages and connect the east and west lots with a pedestrian bridge or something. Also, please make a kiss and ride drop off or something on the developed side of the metro station so those who live close by can still drop off their passengers there, and not have to go all the way around. Appreciate your request for public input and your work to make this community better.
130	Love the proposed changes! I would like to suggest pedestrian bridges and/or entrances to the station from the parking garages. Also connecting them from the East side of the station (so people can walk from East to West).
131	Build more housing. Thank you for the super plan that creates a residential and commercial space for the metro corridor.
132	I attended the hearing on Thursday, October 16, 2025, after learning about this proposed changes. I usually park and/or use the Twinbrook metro station entrance on the eastern side, which is closer to my home. However, many friends are accustomed to parking on surface lot on the western side. When snow is forecast, I have parked in the garage on the western side. It is located much further from the existing station entrance. Pedestrians on the path from the garage to the entrance have a longer walk than from the surface parking lot, and they are exposed to rain, snow and other weather. As mentioned at the public hearing, it would be helpful to provide shelter from the elements along that path. Following the public hearing, I spoke with Jennifer Elliso, Michael Goldman, and Aaron Zimmerman about another idea to help drivers expected to park in the garage. It would be useful to build a bridge from the garage to the platform of the Twinbrook station at the northern end. This could improve the accessibility of the garage to the station and save time for people using it.

133	<p>To whom it may concern: As members of the community and active users of this station, my mother and I would like to share our thoughts regarding the proposed modifications. While we understand that the popularity of the Rockville Pike–Twinbrook area continues to grow, we believe it would be worth to consider other options before proceeding with changes to the station. We have attached some addresses of nearby properties that we see on a daily basis. These sites currently appear “abandoned” but have great potential for development: * 12710 Twinbrook Pkwy, Rockville, MD 20852 * 12500A Ardennes Ave, Rockville, MD 20852 * 11651 Nebel St, Rockville, MD 20852 * 1800 Chapman Ave, Rockville, MD 20852 We do not believe it is in the community’s best interest to modify the west side of the station, as that area seems to experience a higher flow of users due to the number of businesses located there. Many residents from the nearby apartments on Rockville Pike walk their dogs or go out for walks in that area. And even though we use the other entrance more, as it is closer to our house, whenever we use the west entrance, we feel safer due to the frequent arrival of buses and the presence of people walking by, even late at night. While reviewing the proposal, it was not clear to us whether the entrance on the west side would still be kept. If not, we believe this would make the station less convenient for active users and even more challenging for occasional visitors who are unfamiliar with the area and might struggle to locate the other entrance. We kindly ask that you consider alternative options first and ensure that accessibility and safety remain a top priority for the community. Thank you for your attention and for considering our perspective. Sincerely, Mariela Garcia & Azucena Fernandez</p>
134	<p>I represent the Cambridge Walk II community which is adjacent to the east side of the Twinbrook Metro Station property. For over two decades our neighborhood has been asking that a portion of the tunnel at the Twinbrook Metro Station be accessible to pedestrians even when the Station itself is closed. When the Station is closed late at night or in weather emergencies, the residents east of the train tracks do not have pedestrian access to the amenities of Rockville Pike for a 2 mile stretch. The previous Federal administration made connecting neighborhoods a national priority. A simple reconfiguration of the tunnel could provide 24/7 access, while fencing off the Station itself. There is also strong support in the Twinbrook community for two additional design upgrades: 1 - a covered walkway between the garage on Chapman and the west entrance of the Station. Commuters hesitate to use the garage because of the long hike in inclement weather. 2 - Currently the west entrance to the Station is below grade and blocked by an ugly cement retaining wall. Previous plans had a below grade plaza enhanced with art and landscaping. The plan you are proposing is devoid of any of the art or amenities we see at other stations along the red line. Please address this discrepancy.</p>
135	<p>Way toooooo much development in the area as it is. The parking lot is used and needed; don't take it away. Don't need more apartments to have to go through just to get to metro. This is NOT New York City and never will be. Stop trying to make it New York City!!!!</p>
136	<p>We don't need to convert public spaces to commercial use, there is enough congestion in the Metro Station area already.</p>
137	<p>Can something be done about the essential design flaw in the Twinbrook station, that is, the single-stair, single-escalator abomination in the middle of the station? The station should have ingress/egress that can handle more foot traffic comfortably than is currently the case.</p>

138 Metro needs to redesign and refresh the entrance to both sides of Twinbrook station; however since this project deals only with the west side please focus on making the entrance to the station friendly and inviting by ensuring there is direct access from the front rather than the sides as it now exits (stair on one side and long ramp on the other). It should resemble other station entrances in the system with a canopy and escalators. Please get rid of the long concrete wall. Please maintain pedestrian access between the west side of the station and any future building heading north (towards Twinbrook Quarter).

139 It's really important to not disrupt Ride on bus service at the Twinbrook station while this redevelopment takes place. There are employees who take the Ride on bus to work at federal offices on Fishers Lane and Parklawn Drive.

140 WMATA -- As a community member who lives in the Twinbrook neighborhood and utilizes the Twinbrook metro I am in full support of this proposal. Integrating the metro into our broader community would be beneficial to our neighborhood. I would be pleased to see more housing and retail integrated and even more pleased to have the excessive amount of parking removed. This metro station has far too much parking onsite and could benefit from even further transformation of the space.

141 I am opposed to the elimination of the 164-space surface parking lot on the west side of Twinbrook Metrorail Station. This station is for the convenience of the many commuters who arrive by automobile, in contrast to many of the downtown DC stations such as Farragut North. Removing the surface parking spaces will be a material inconvenience to the elderly and physically challenged who arrive by automobile from the west, such as from the direction of Halpine Road and Congressional Lane. Traversing the surface lot to the platform is easier than doing so from the garage. And, reaching the east side of the station for those who have traditionally arrived from the west is considerably more inconvenient and will add unnecessarily to their commute time. Moreover, the reduction of these surface parking spaces will make access to spaces at the garage more difficult over time, if not immediately. This will be especially so if one is seeking a parking space there after the morning rush hour. Housing and commercial development have already occurred on the west side of the station across from the garage. A balance should be struck when considering the interests of the commuters for whom the station was primarily built. Finally, relegating all drivers arriving from the west to the garage is less safe than maintaining the surface spaces, especially for commuters vulnerable to crime. Mark Disler, Rockville



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

TO: Washington Metropolitan Area Transit Authority
Office of the Board Corporate Secretary

FROM: Philip McLaughlin, General Manager, Division of Transit Services
Department of Transportation

SUBJECT: WMATA Proposed Changes to Twinbrook Metrorail Station
October 2025 Public Hearing Comments

The purpose of this memo is to provide comments on the WMATA Proposed Changes to Twinbrook Metrorail Station, Docket # R25-02. We have the following observations based on our current knowledge of the project:

- 1) **BUS CIRCULATION AROUND 1800 CHAPMAN AVENUE:** In order to reach proposed bus bays 2-5, buses would have to use eastbound Thompson Avenue east of Chapman Avenue, turn left onto the future roadway on the east side of 1800 Chapman, and turn left onto the new Bouic extension going westbound. However, the current width of Thompson Avenue east of Chapman appears to be too narrow for buses. Also, the proposal to place a loading dock on that block could result in traffic obstructions from parked trucks, misplaced trash bins, etc. The Department requests more details on the dimensions of Thompson Avenue and the future roadway on the east side of 1800 Chapman Avenue, and also an explanation of future traffic operations near the proposed loading dock. One option is to convert Thompson Ave east of Chapman into a one-way street going eastbound, with buses turning left onto the future roadway on the east side of 1800 Chapman, and cars and trucks turning right onto southbound Thompson Crescent. We ask that WMATA study the feasibility of this option and report its findings to the Department.
- 2) **PEDESTRIAN CIRCULATION THROUGH AND AROUND TRANSIT PLAZA:** The current Environmental Evaluation does not address pedestrian walk distance/time between the rail station entrance and the new bus bays, which is expected to be longer than to the current bus bays. The Department recommends building a walkway or path through the proposed Transit Plaza, running diagonally between the rail station entrance (northern corner) and the Chapman Avenue/Bouic Avenue intersection (southern corner). The path should be paved or hardscaped, and should be lit at night.
- 3) **BICYCLE CIRCULATION:** The plan shows bike lanes along Chapman Avenue, but it does not identify a preferred route for bicyclists to access the rail station entrance from Chapman. The Department requests more details on bicycle infrastructure, parking, and preferred circulation through the site and to the station entrance.

Division of Transit Services

101 Monroe Street, 5th Floor • Rockville, Maryland 20850 • 240-777-5800 • 240-777-5869 TTY • 240-777-5801 FAX
www.montgomerycountymd.gov/content/dot/transit • Located one block west of the Rockville Metro station

Thank you for the opportunity to share these comments. If you have any questions or wish to discuss further, please contact Andy Wexler at andew.wexler@montgomerycountymd.gov.

cc: Haley Peckett, MCDOT
Corey Pitts, MCDOT
Deanna Archey, MCDOT
WMATA Community Engagement Team

Metro Hearing #670

Docket R25-02: Twinbrook Metrorail Station

Marland

October 16, 2025

Bill Pugh

Good evening, board member Goldman and Metro staff. Thank you for the opportunity to speak. My name is Bill Pugh, I am the transportation and climate director for the Coalition for Smarter Growth and I'm speaking on behalf of the organization.

Our mission is to advocate for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington DC region to grow and provide opportunities for all. We've been working in the region for over 27 years and advocating for transit-oriented development in a worldclass public transportation system.

We recognize the major positive impact that Metro's joint development program has had on station communities, Metro Rail Ridership, and the region's mobility, land use, and sustainability goals. The Coalition for Smarter Growth supports the proposed changes at the Twinbrook station that are the subject of docket number 25-02. Repurposing underutilized parking and especially surface parking for housing and supportive commercial uses is a win-win for Metro and for Montgomery County and the city of Rockville. The proposed plans also maintain and enhance station access for all modes.

On housing needs, this is a very significant issue in Montgomery County as it is throughout the region. Um, in 2019, the county signed on to COG's housing goals through a resolution that called on the county, and including Rockville, to increase its share of housing built by 10,000 units above the forecast amount of 31,000 households and to locate 75% of these new housing units in activity centers or near high-capacity transit. The county adopted um comprehensive plan, Thrive Montgomery, also recognizes that need for housing and this is consistent with that plan as well as the

city of Rockville's um and this is also an important component of DMV moves.

Uh, I'll just say one more thing and again we support the proposal. Uh, as I left the station, I noticed a very convenient Capitol bike share station. Uh, my station that I use regularly. It's a long distance. So, I urge you when you do the detailed station site planning to be sure to put that capital bike share station equally convenient because it's such a gamechanger when you need it. So, thank you for your time and consideration.

Laurie Piastuch

Hi. Thanks for the opportunity to speak my mind here. My husband and I are uh bus nerds because we don't have a car and we use the buses here all the time. So, we were quite familiar with all the buses that you're speaking of today, the MC DOT buses and the Metro bus, which is the M12.

And uh I know you're not looking for a grievance session here uh with the Better Bus, but I will just put a few things uh in there too.

The new travel plaza uh sounds like a good idea. You're putting a lot of money into this. But I also think that you have to improve the Better Bus uh because it's not a Better Bus at this point. With the M12, they took away our 10 bus. If you want to increase ridership, you have to do that because people are going to just drive to the metro instead of taking the bus.

It's unreliable. Sometimes they're actually 45 minutes apart. It's not uh friendly to disabled or uh seniors or any Montgomery College students that need to get a scheduled bus.

So with that uh the with the new travel plaza better and brighter lighting is needed because you know it's not very good right now. Electronic schedules; when you do construction it would be nice to have sidewalks. A lot of times as construction is done in this area with the pedestrians having to go on the other side of the street when they don't need to be on the other side of the street and it's not pedestrian friendly when construction happens. That happens all too much around here.

The other thing is, you know, I am a senior. I use a Senior Metro Pass for the bus and the M12 is supposed to be free and when I tap it a lot of times, I'm charged a \$1.10 and I think it's because the DC buses the fair boxes are not reset to be a free bus from the M12. They come out of DC and the bus drivers don't even know that that bus is free for seniors, and I don't tap it. I So I flash it. I'm told to flash it, and I don't tap it or flash it now. I just walk on the bus like everyone else. I don't pay because I don't want to deal with the bus driver telling me to tap it when I'm going to get charged. More often that is comfortable and then have to call up and say, "I need a credit."

And it's really like impossible. So, that needs to be fixed because come February, seniors are going to have to tap their card, I hear. And I'm not tapping it if I'm going to get charged, number one. Okay. Thank you for letting me say that. Um because starting February. Yeah, that that's supposed to be a new thing. Uh no more flashing.

So basically, we'd like to see the M12 schedule run better between the Wheaton and Twinbrook uh Metro because it it's not doing very well now. There's no way to the schedule is all messed up and the uh next bus on the uh website is not always right. So, okay, I got Thank you.

Okay. And uh you know we actually take the buses around here all the time and this sounds good but you know things can be better and since Metro will be looking at this let it be known to you know whoever can do something about any of the what I've just said you know you got to increase ridership and it's not going to happen if you don't have good bus gets. Thank you.

Sarah Pascual

Good evening. Sarah Weissman Pascual and I'm here as a private citizen. I have been uh commuting from the Twinbrook Metro for about 13 years. So, I am excited about this. I had a chance to take a look and the only thing I was hoping that you guys could consider, is that the garage park and ride that we currently have, the new garage that's going to absorb the surface lot is fine. But know that it is a sizable distance away from the entrance, whereas

the surface lot is right there. And I think that's probably some of the explanation as to why people prefer it to the garage.

So, my ask is that when you guys are renewing and upgrading this site, perhaps you consider a covered walkway like you have at Grosvenor, between the garage entrance, which by the way is actually the entrance with the elevators is facing away from the station. So, if you take the elevators, you go from the opposite side of the parking garage and then have to walk along the entire side of the parking garage before you go all the way down.

So my request is that you guys consider some sort of covered walkway, particularly given that that side is where the ADA compliant ramp is and when it gets cold and icy, it is cold, icy, and slippery. So, it would be really great if you guys could work in to your design some sort of accommodation to get folks so that we can get from the garage to the tunnel location um in a nice and beautiful way just like Grosvenor has. That would be great. Uh so with that I think that's all I have for this project. Thank you very much.

Lisa Jerram

Hello. Hi. I'm Lisa Jarram, I'm here as a private citizen. I live in Rockville. I use the Twinbrook Station on a regular basis.

I did not plan uh to make remarks tonight actually. So my remarks are very informal.

I'm really here because I do support the project. I do park in that west lot. Honestly, it's very convenient. I like it. However, we do need to have more housing in Rockville and Montgomery County. We need housing that's close to transit.

From what I can tell, from what you're talking about with the plans, it seems like there'll be plenty of parking. So I can still come and park at the station and use the metro if I want to that way. I do support um instead having some uh some more housing and some mixed-use development there. So that's it.

Twinbrook Compact Public Hearing 10/16/25

Comments at the boards before Hearing

- Deaf woman in wheelchair - sidewalks are cracked please replace them in better condition, on-site and off-site if possible.
- Look at ways to get across Rockville Pike safely
- Look at ways for disabled people to get to station entrance
- Make building as tall as possible – 7 stories or taller
- West side ramps/stairs are showing their age, brighten up with art
- pay special attention to people with disabilities during construction. There is a blind person in the community and recently had issues during another construction project while accessing the station.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

TO: Washington Metropolitan Area Transit Authority
Office of the Board Corporate Secretary

FROM: Philip McLaughlin, General Manager, Division of Transit Services
Department of Transportation

SUBJECT: WMATA Proposed Changes to Twinbrook Metrorail Station
October 2025 Public Hearing Comments

The purpose of this memo is to provide comments on the WMATA Proposed Changes to Twinbrook Metrorail Station, Docket # R25-02. We have the following observations based on our current knowledge of the project:

- 1) **BUS CIRCULATION AROUND 1800 CHAPMAN AVENUE:** In order to reach proposed bus bays 2-5, buses would have to use eastbound Thompson Avenue east of Chapman Avenue, turn left onto the future roadway on the east side of 1800 Chapman, and turn left onto the new Bouic extension going westbound. However, the current width of Thompson Avenue east of Chapman appears to be too narrow for buses. Also, the proposal to place a loading dock on that block could result in traffic obstructions from parked trucks, misplaced trash bins, etc. The Department requests more details on the dimensions of Thompson Avenue and the future roadway on the east side of 1800 Chapman Avenue, and also an explanation of future traffic operations near the proposed loading dock. One option is to convert Thompson Ave east of Chapman into a one-way street going eastbound, with buses turning left onto the future roadway on the east side of 1800 Chapman, and cars and trucks turning right onto southbound Thompson Crescent. We ask that WMATA study the feasibility of this option and report its findings to the Department.
- 2) **PEDESTRIAN CIRCULATION THROUGH AND AROUND TRANSIT PLAZA:** The current Environmental Evaluation does not address pedestrian walk distance/time between the rail station entrance and the new bus bays, which is expected to be longer than to the current bus bays. The Department recommends building a walkway or path through the proposed Transit Plaza, running diagonally between the rail station entrance (northern corner) and the Chapman Avenue/Bouic Avenue intersection (southern corner). The path should be paved or hardscaped, and should be lit at night.
- 3) **BICYCLE CIRCULATION:** The plan shows bike lanes along Chapman Avenue, but it does not identify a preferred route for bicyclists to access the rail station entrance from Chapman. The Department requests more details on bicycle infrastructure, parking, and preferred circulation through the site and to the station entrance.

Division of Transit Services

101 Monroe Street, 5th Floor • Rockville, Maryland 20850 • 240-777-5800 • 240-777-5869 TTY • 240-777-5801 FAX
www.montgomerycountymd.gov/content/dot/transit • Located one block west of the Rockville Metro station

Thank you for the opportunity to share these comments. If you have any questions or wish to discuss further, please contact Andy Wexler at andew.wexler@montgomerycountymd.gov.

cc: Haley Peckett, MCDOT
Corey Pitts, MCDOT
Deanna Archey, MCDOT
WMATA Community Engagement Team

Comments on Proposed Mixed-Use Development (Park & Ride Redevelopment)

Support and General Observations

- I am an Architect and Planner, as well as a resident of Aspen Hill who commutes from Twinbrook for work. I strongly support the redevelopment of the park and ride site. The sea of surface parking on both sides of the tracks is far from the highest and best use of that real estate.
- I have been encouraged by the new retail options on Fishers Lane, which have created one of the most promising developments in the neighborhood in recent years. Although our neighborhoods off Veirs Mill are largely car-dependent, these small commercial areas offer a glimpse of pedestrian urbanism that helps people feel connected to their community.
- On weekend mornings, my family and I often get coffee at Mirabeau and browse the Trek store. We now know the employees by name and frequently see familiar faces there. I would love to have more opportunities for these kinds of everyday interactions with my neighbors.

Concerns and Lessons from Recent Projects

- I am concerned that the new development could repeat the mistakes of the nearby Twinbrook Quarter, which I believe has been a major disappointment.
- Twinbrook Quarter lacks courtyards, open space, and active street-level uses around its perimeter. The design prioritizes maximizing the developer's buildable footprint rather than creating a welcoming, pedestrian-oriented destination.
- This is a lost opportunity. A well-designed mixed-use project will attract homebuyers, foster a diverse commercial ecosystem, and promote ongoing investment.
- In contrast, Pike & Rose is an excellent model for what new development should aspire to be. Its success is partially due to a layout that creates interior pedestrian spaces that feel removed from the heavy nearby traffic and creates a serene environment where people feel comfortable lingering. This absolutely needs to be a condition for the future developer.
- I strongly urge WMATA to rethink the concept of a large transit plaza. Similar plazas throughout the region have failed to attract activity and often become desolate, depressing spaces.
- Twinbrook is near the end of the Metro line and most commuters are rushing to and from work and the existing station already provides adequate shelter. If additional seating is needed, it should be located east of the Metro tracks, where there is ample space directly adjacent to what will be the exclusive station park and ride.

Recommendations

- I encourage the design team to make this new development a true destination, not just a commuter stop.
- The project should include pedestrian-oriented spaces within the core of the footprint that connect small businesses and invite community gathering. No more large grocery stores!
- The land currently proposed for the transit plaza would be better used for mixed-use, multistory development that contributes to an active urban fabric and connects with future development at 1800 Chapman.
- I also encourage the city and WMATA to revive the idea of a pedestrian bridge across the tracks, potentially as a condition of development approval. A well-designed bridge could serve the same purpose as a plaza, offering landscaping, seating, and a safe connection between both sides of the tracks. However, the bridge should be designed by an experienced civic architect or landscape architect and not left solely to the developer.

Dear Board of Directors:

I am writing to express support for [the proposed changes](#) to Twinbrook Metro Station and the surrounding area. Development plans like this one prioritize people and put their needs first over the needs of vehicles and empty space. These types of plans are what are needed to keep the DMV prosperous and an engaging place to live and work. By increasing ridership at suburban stations, WMATA is guiding the way to a sustainable capital region.

Twinbrook Station opened in 1984 when one of WMATA's primary goals was to bring suburban commuters into the urban core. Stations such as Twinbrook, Forest Glen, and Greenbelt were intended to be used as park-and-ride stations for customers who live outside of easy walking range from the station. The future of a work-from-home culture was unimaginable for a world without home internet.

41 years have passed, and work culture has shifted with the information age and the effects of the Covid-19 pandemic. Commuters still make up a large portion of WMATA's ridership, but they no longer need to drive in daily from far-flung suburbs. Transit-oriented development, work-from-home, and micromobility (such as rentable bikes and scooters) have made large portions of WMATA's parking facilities redundant. The result is wasted land and space that could be used to increase economic and community vitality.

There is plenty of anecdotal evidence from customers who live near these empty lots and garages, but fortunately WMATA [publishes parking data](#) to back up the feeling that these facilities could actually be useful. Twinbrook's 1,097 parking spots sat at an average of 22% capacity between 2022-2025. Comparing parking transactions [with boardings](#) at Twinbrook shows that as WMATA recaptures ridership following the pandemic, the percentage of park-and-rides remains unchanged. 2019's data shows a 13% parking rate (505 daily parking transactions for 3,889 daily rail transactions) while 2024 shows a 12% rate (293 daily parking transactions for 2,461 daily rail transactions). The majority of Twinbrook's customers are not drivers.

Rockville is a vibrant hub that brings together federal workers, young families, and working-class immigrants into one special community. The area is continuing to grow, and transit-focused solutions are going to be necessary to avoid traffic, congestion, and the resulting air and noise pollution. Transit-oriented development around suburban stations is a necessary investment in the long-term future and livability of the entire region. The proposal to reconfigure Twinbrook Station to better serve bus and rail customers is a step in this direction.

Thank you for considering this proposal, which will greatly increase the walkability of the area around the station and improve ridership year over year as development continues.

Sincerely,
Zac Jones Gómez
Montgomery County Resident



October 25, 2025

Washington Metropolitan Area Transit Authority (WMATA)
Attn: Board of Directors
600 Fifth Street NW
Washington, DC 20001

Dear Members of the Board:

On behalf of the Twinbrook Citizens Association (TCA), I want to thank you for your presentation that the neighborhood community attended regarding the proposed redevelopment of the west side of the Twinbrook Metro Station. We appreciate WMATA's efforts to improve the station area and its commitment to advancing transit-oriented development in our community.

The Twinbrook Citizens Association supports this project and the potential it holds for enhancing connectivity, safety, and the overall appearance of our neighborhood. We also wish to emphasize several priorities that are important to our residents:

- **Covered pedestrian access:** A covered walkway from the parking garage to the west entrance would provide a safer and more comfortable connection for Metro riders, particularly during inclement weather.
- **24/7 pedestrian passage:** Maintaining continuous pedestrian access through the station, even when it is closed, is essential. This feature would allow residents to always move safely and conveniently between the east and west sides of the tracks.
- **Enhanced station entrance and amenities:** An improved and more attractive station entrance—with landscaping, lighting, and public amenities—would significantly enhance the sense of arrival and better reflect the vitality of the Twinbrook community.

We were encouraged to hear that the east side of the Twinbrook Metro property is considered a high-priority site for future development. The TCA looks forward to continued collaboration with WMATA, Montgomery County, and other partners to ensure both sides of the station evolve in ways that support smart growth, transit use, and neighborhood livability.

Thank you again for your engagement with the community and for considering these recommendations as you move forward with the Twinbrook Station redevelopment.

Sincerely,

A handwritten signature in black ink, reading "Mary A. van Balgooy". The script is cursive and fluid, with the first name "Mary" and last name "Balgooy" being more prominent than the middle initial "A.".

Mary A. van Balgooy, President
Twinbrook Citizens Association

October 26, 2025

Office of Board Affairs, SECT 2E
Washington Metropolitan Area Transit Authority
P.O. Box 44390
Washington, D.C. 20026-4390

To whom it may concern,

As a Twinbrook resident and frequent Twinbrook Metro Station user, I am excited by the prospect of a new transit-oriented development at the Twinbrook Metro Station, and I look forward to seeing this project progress over the coming years. However, I am writing today to urge WMATA to make some adjustments to the proposed development to destinations in the direction of Chapman Avenue and Halpine Road, to include the new Twinbrook Quarter development, Congressional Plaza, and Congressional Village. These areas are huge potential sources of ridership but are poorly connected to Twinbrook Metro Station. I believe targeted improvements to the proposed plan could greatly improve connectivity to these areas and unlock even more potential ridership.

A. The Station Entrance and Proposed Building Footprint Should be Reconfigured to Optimize Pedestrian Connectivity to the Surrounding Area.

The current Twinbrook Metro Station prioritizes driver parking and access at the expense of pedestrians. Sidewalks and crosswalks are squeezed around the parking lots, Kiss and Ride, and bus loop facilities and as a result provide pedestrians with circuitous and inefficient routes to their destinations. As a result, many pedestrians bypass the sidewalk infrastructure altogether and cut desire paths through parking lots and medians.

On the west side of the station, most pedestrian traffic either goes diagonally to the south towards the intersection of Chapman Avenue and Bouic Avenue (towards the Escher and Galvan developments, among others) or diagonally towards the north (towards the Twinbrook Quarter development and Congressional Plaza, among other destinations). Rather than follow sidewalks along the perimeter of the parking lots, many pedestrians cut through the parking lot, Kiss and Ride lot, and bus loop to take a more direct path. Many pedestrians even choose to squeeze through a small gap in fencing near the intersection of Chapman Avenue and Halpine Road rather than take the more circuitous sidewalk route along the perimeter of the parking lot.



Figure 1: Pedestrians often cut through this small gap in the fence near the intersection of Chapman Avenue and Halpine Road rather than follow sidewalks along the perimeter of the parking lot.

In addition, the west entrance to the Twinbrook Metro Station is uninviting and poorly connected to the surrounding area. Riders leaving the station in this direction are greeted with a concrete wall that blocks all visibility of the surrounding area. The wall is tall and uninviting and overshadows the pedestrian ramp to street level.



Figure 2: Riders exiting the station to the west are greeted by an uninviting concrete wall that blocks all visibility of the surrounding areas.

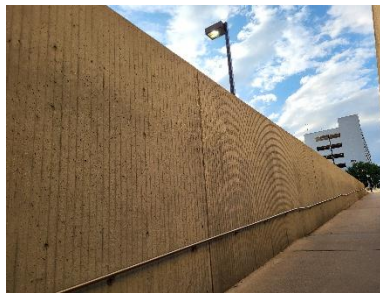


Figure 3: The pedestrian ramp is made uninviting by the tall concrete wall that overshadows it. I suspect the proposed building will only block more sunlight and make the ramp even more claustrophobic and uninviting.

From the surrounding areas, the station is similarly uninviting. The current station entrance configuration is largely obscured from Chapman Avenue, and mature trees further shield visibility from directly across the street.



Figure 4: The view of the Twinbrook Metro Station West Entrance from directly across Chapman Avenue. Trees obscure the station, and the entrance is completely hidden by a concrete wall. There is no obvious wayfinding to indicate the presence of the station entrance.

While I am excited about the potential for the proposed transit plaza to provide more direct and hospitable path for pedestrians heading in the direction of the intersection of Chapman Avenue and Bouic Avenue, I encourage WMATA to consider additional improvements for pedestrians traveling in the direction of Chapman Avenue and Halpine Road. At a minimum, location of the proposed building's service entrance creates a new conflict point along the primary pedestrian pathway to this intersection that needs to be addressed. (Based on current pedestrian patterns, I would expect most pedestrians to choose to walk behind the building and between the building and garage, rather than around the other side and along front of the building on Chapman Avenue).

I believe WMATA can maximize pedestrian connectivity by reconfiguring the station entrance as a part of the plan. I propose creating a direct path from the station tunnel to Chapman Avenue, either by reorienting the stairs and ramp by 90 degrees or, if the grading allows, by simply sloping from the Chapman Avenue sidewalk to the station tunnel. This would give pedestrians a clear line of sight through the station and to the surrounding areas on either side, which would better emphasize pedestrian connectivity. Moreover, this configuration would more appropriately emphasize the station entrance to the surrounding areas and establish the station more of a focal point in the community. To facilitate this reconfigured station entrance, the proposed building footprint would need to be reduced slightly, but I think any potential loss in ridership from a smaller building would be more than made up for by improved ridership from the surrounding areas that would be better connected to the station as a result of this change.

B. Station Area Wayfinding Should be Improved to Further Integrate the Station into the Surrounding Community.

In addition to poor pedestrian infrastructure, the Twinbrook Metro Station suffers from poor wayfinding signage, which I believe underemphasizes its presence and connectivity to the surrounding area. Much of the existing signage is in poor condition or is too small to be legible from most vantage points. There is a single station pylon which is not particularly prominent. The lack of adequate signage is made up for in part by the fact that the platform is clearly visible from the street. However, the proposed building will likely block much of the view of the platform from the street, leaving the nondescript parking lot as the most visible element of the station for most

passersby. I suspect the lack of clear and noticeable wayfinding underemphasizes Metro as a viable transportation option for people traveling to the many shopping and dining options in Congressional Plaza, Twinbrook Quarter, and surrounding shopping centers.



Figure 5: A view of the station from Chapman Avenue. The lack of signage is compensated for by a clear view of the station platform.

Therefore, I encourage WMATA to include wayfinding improvements in further iterations of this plan. One option for improved wayfinding is to utilize the exterior of the WMATA parking garage, which is centrally located at the end of Halpine Road and is visible from the heavily-trafficked Rockville Pike. In my view, this nondescript structure is a candidate for large-scale signage that emphasizes the station's presence to passersby.



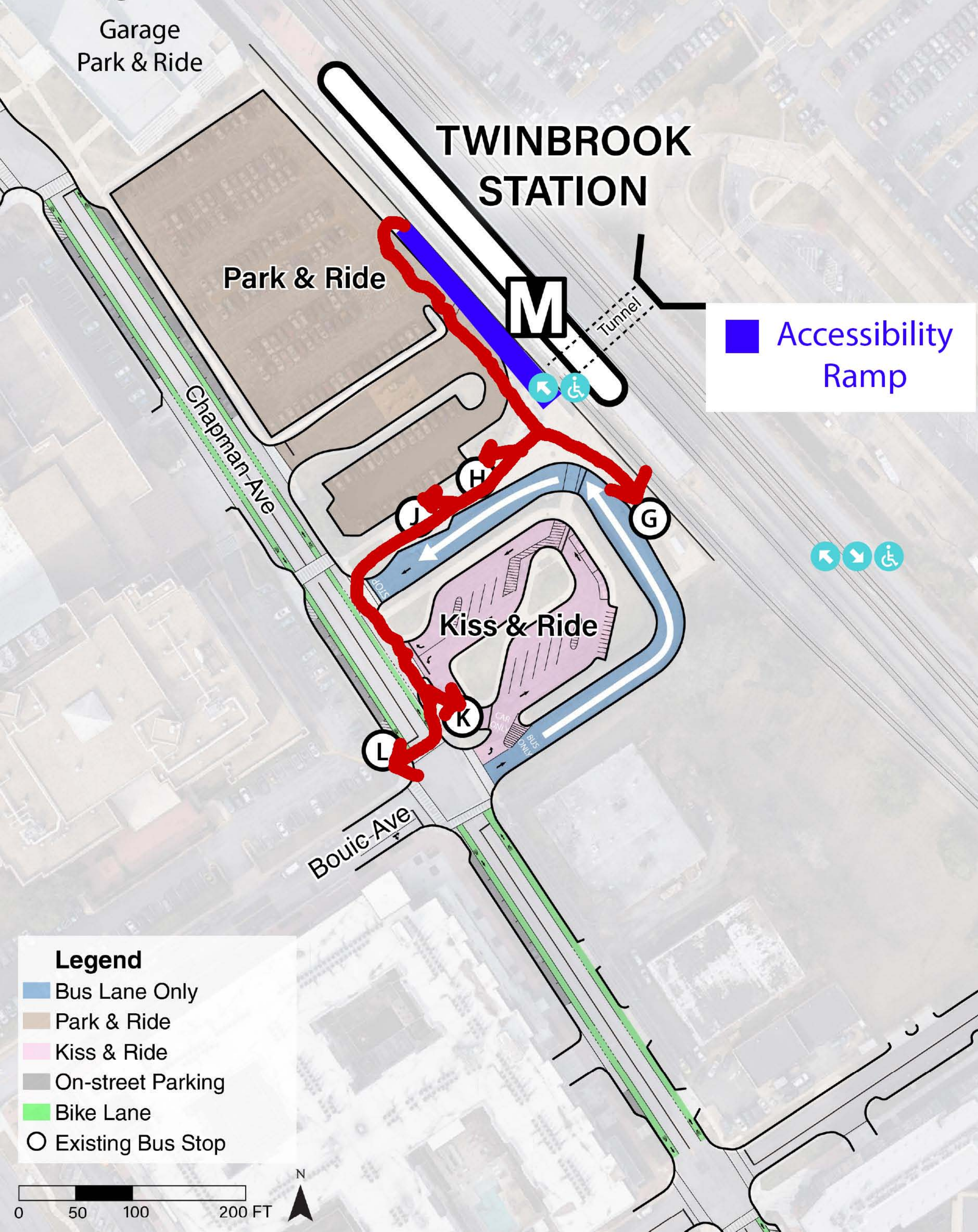
Figure 6: The Metro parking garage as viewed from Halpine Road and Rockville Pike.

In sum, I am enthusiastically in support of plans for more transit-oriented development in the Twinbrook area. However, I encourage WMATA to consider some modifications to its current plan to better accommodate pedestrians and better integrate the station into the surrounding area.

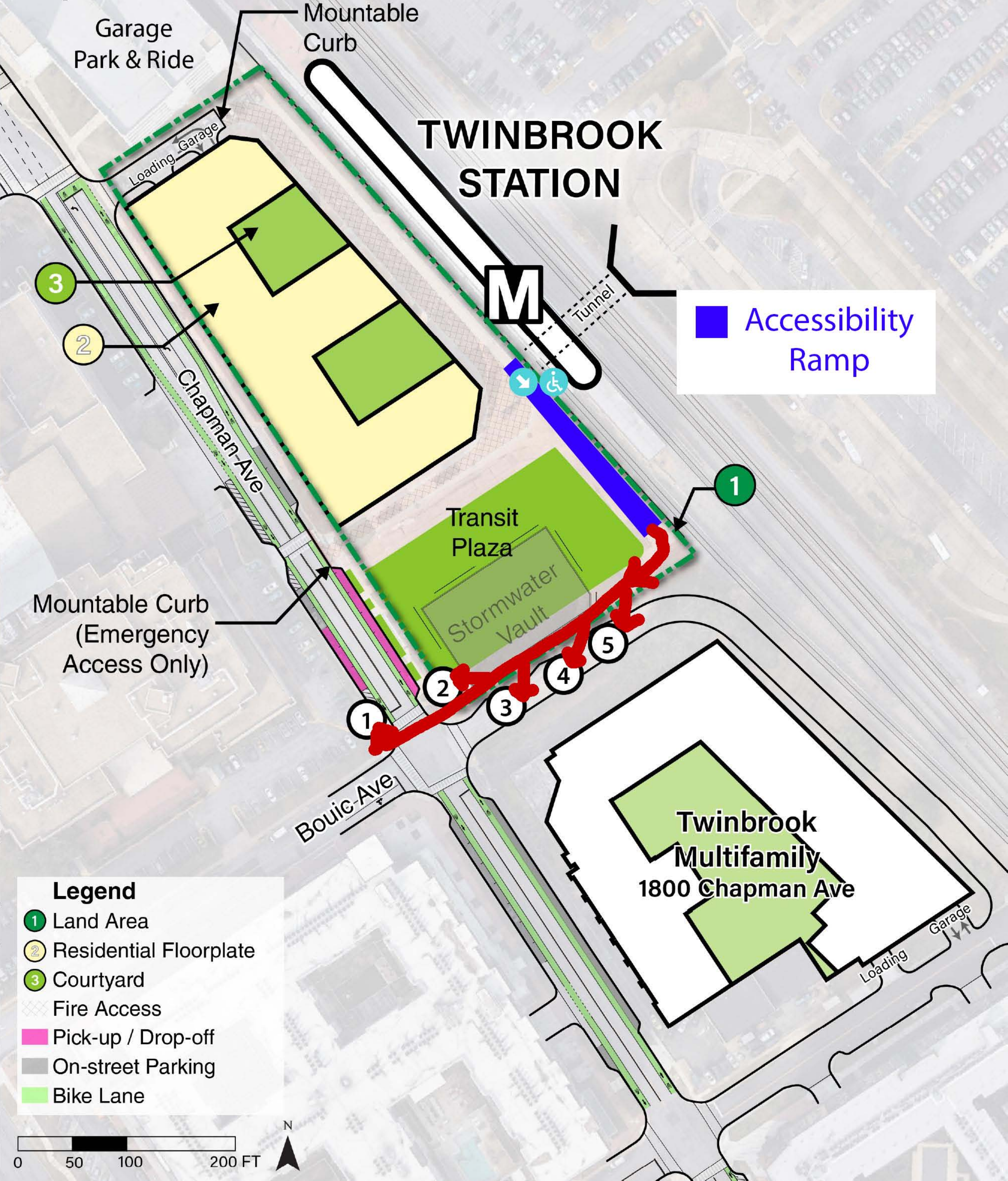
Thank you for your consideration,

Nick Peang-Meth
Twinbrook Resident

Existing Condition



Proposed Condition



TWINBROOK STATION

M

Tunnel

1

Bus Route

Storm Water Vault

Notional Pedestrian Shortcut

Park / Green Area

Chapman-Ave

able Curb
mergency
ess Only)

Loading Garage

ic-Ave



APPENDIX F: ENVIRONMENTAL EVALUATION

Continued on Next Page

**Twinbrook Metrorail Station
Reconfigure West Side Transit Facilities**

**Washington Metropolitan Area Transit Authority
(WMATA)
Environmental Evaluation**

August 2025

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1.0 INTRODUCTION

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

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

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

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

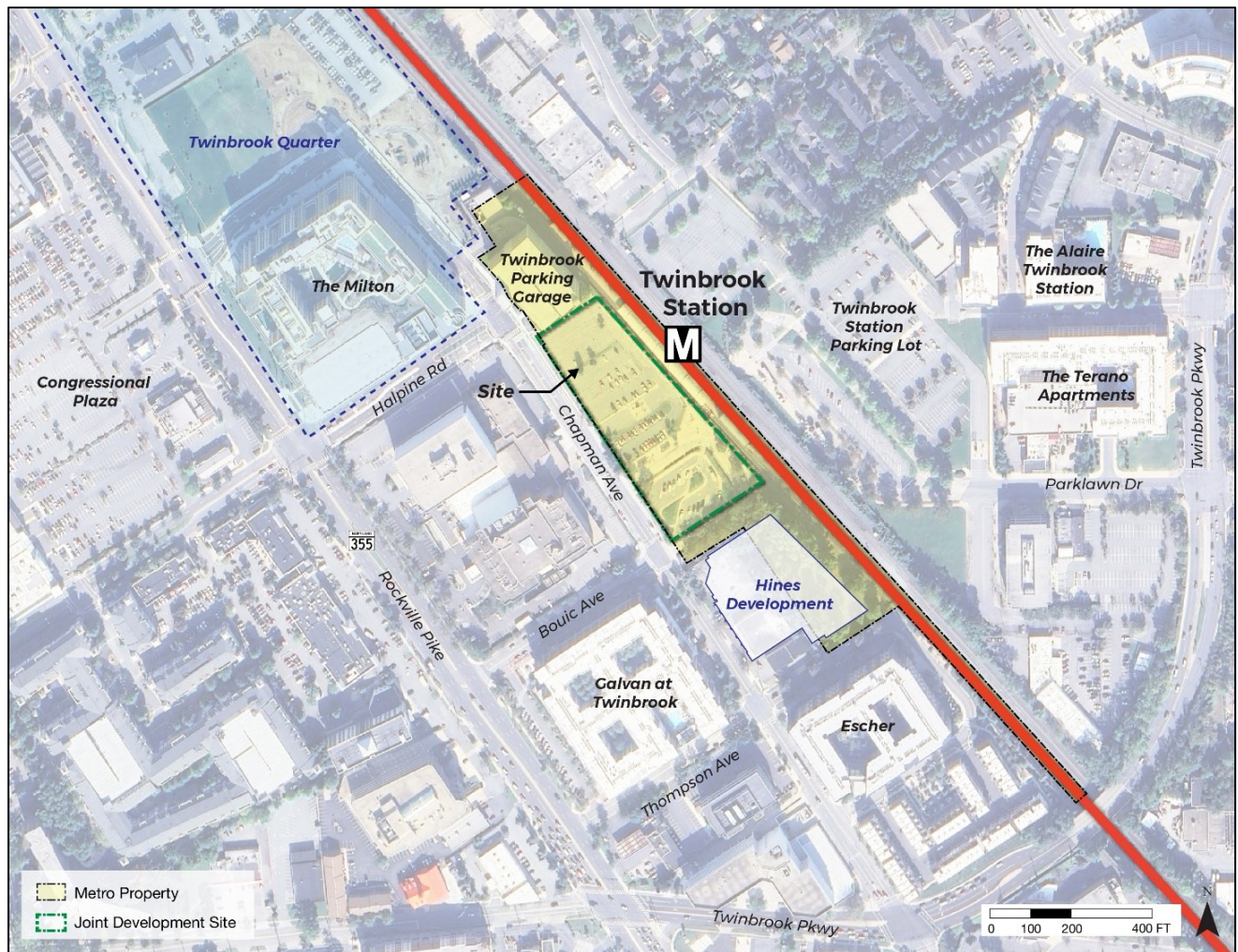
Metro’s vision for the Project Site, which includes a transit plaza and potential for development, is compatible with the City’s Zoning Ordinance and Rockville 2040 Comprehensive Plan that promote higher density and mix of uses near transit stations. Between 2003 to 2016, infill and redevelopment has added approximately 1,500 dwelling units within a half-mile of the Metro Station¹, in addition to other recently completed projects such as Twinbrook Quarter. Metro anticipates this area will continue to grow with more mixed-use developments underway.

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

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

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

Figure 1. Project Site



Source: Google Earth, 2022

2.0 EXISTING SITE DESCRIPTION

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

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

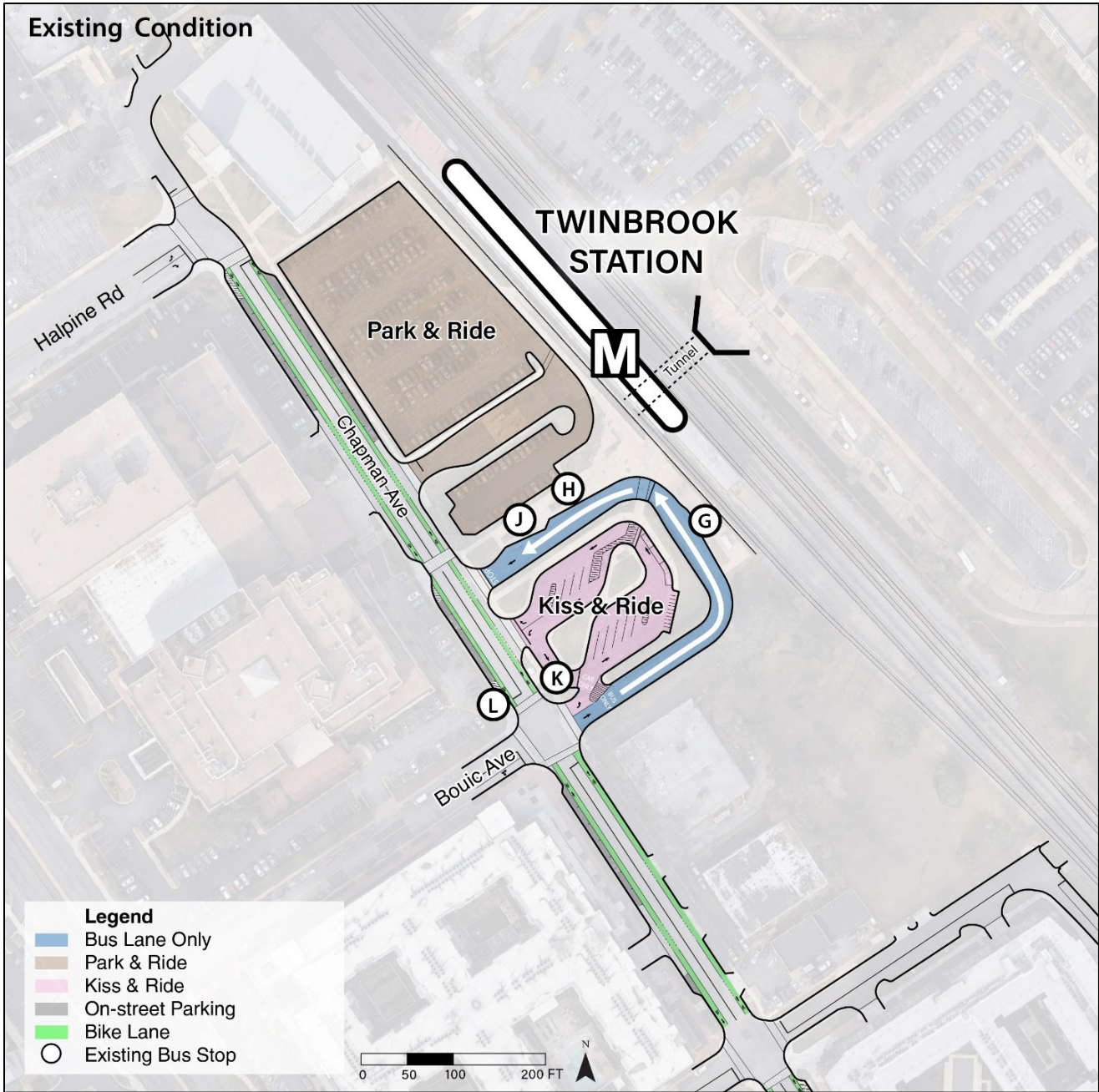
2.1 Pedestrian and Bike Access

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

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

An overview of the existing transportation facilities is in the following subsections.

Figure 2. Existing Transit Facilities



2.2 Metrobus and Other Local Bus Providers

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

Table 1. Local Bus Summary (West Side Only)

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

Source: WMATA Bus Planning Team

2.3 Park & Ride

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

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

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

2.4 Kiss & Ride

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

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

3.0 PROJECT DESCRIPTION

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

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

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

Figure 3. Potential Twinbrook Metro Station Layout



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

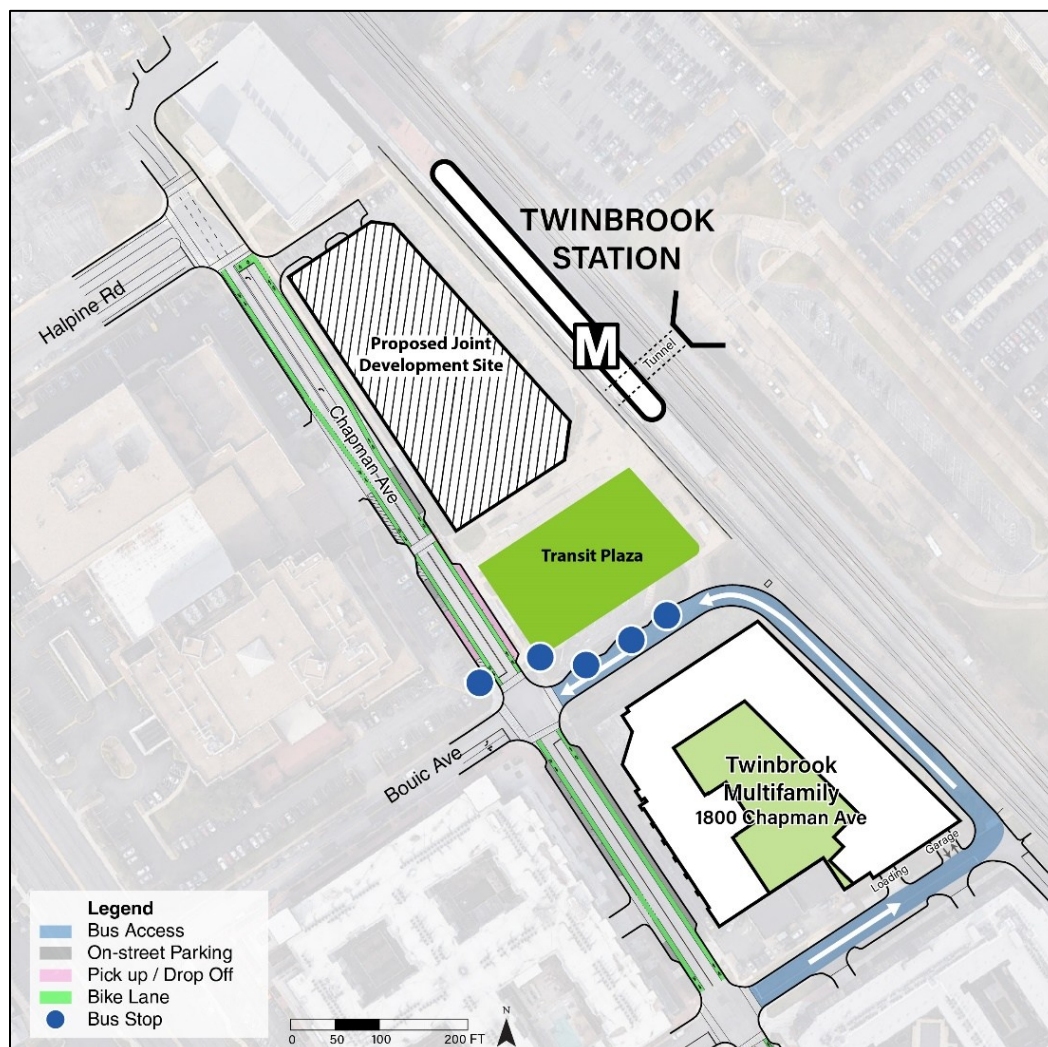
3.1 Modifications to Bicycle and Pedestrian Access

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

3.2 Modifications to Bus Loop

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

Figure 4. Bus Loop Modifications



3.3 Modifications to Kiss & Ride

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

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

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

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

3.4 Modifications to Park & Ride

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

3.5 Modifications to Roadway Access

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

3.6 Stormwater Management and Drainage Improvements

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

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

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

4.0 PROJECT IMPACTS

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

4.1 Land Acquisitions, Displacements, and Dispositions

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

4.2 Transportation

4.2.1 Pedestrian and Bicycle Access

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

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

4.2.2 Metrorail

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

4.2.3 Local Bus Routes

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

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

4.2.4 Kiss & Ride

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

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

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

4.2.5 Park & Ride

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

4.2.6 Traffic

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

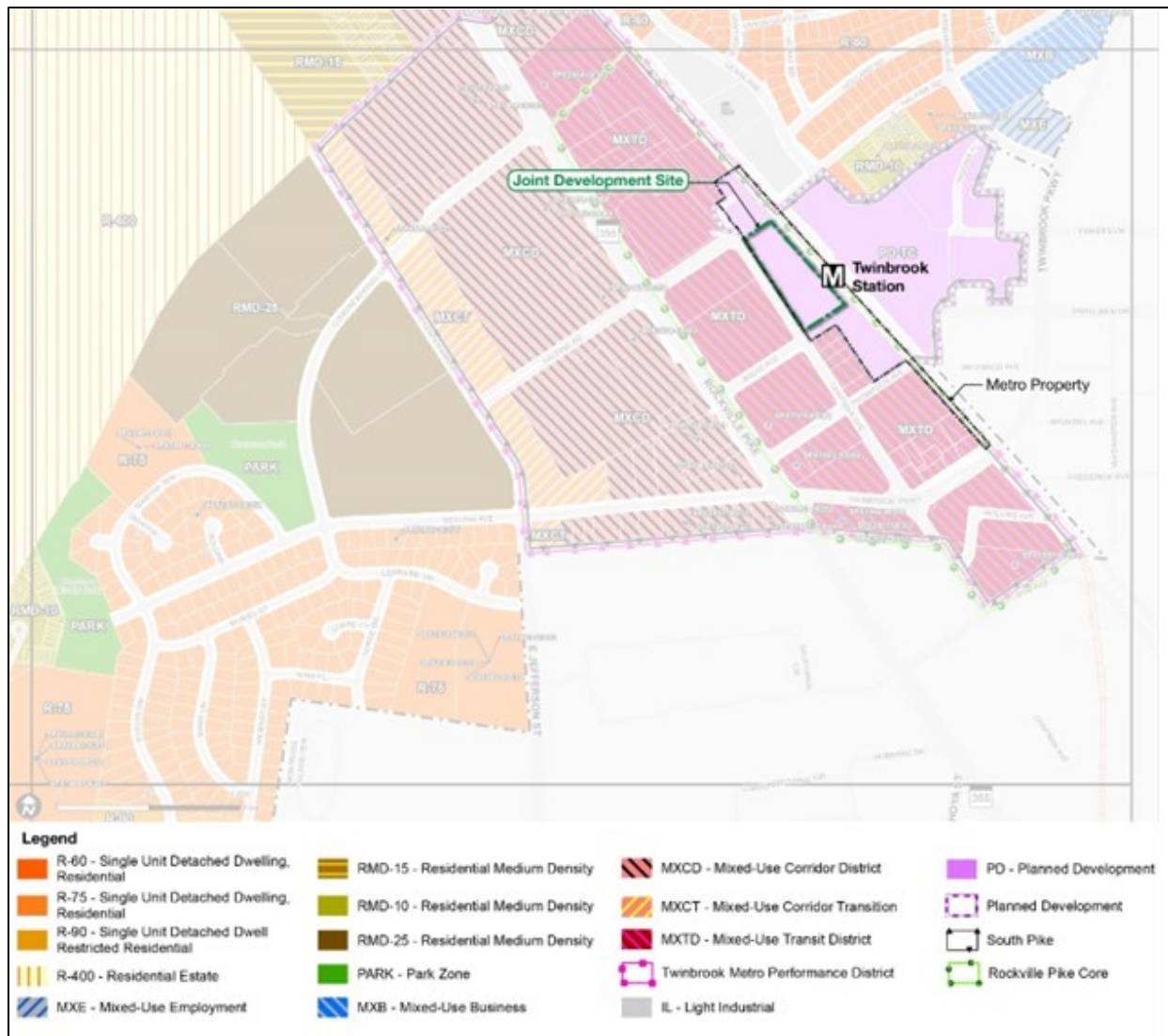
Reducing the number of driveway curb cuts may improve traffic flow on Chapman Avenue. The biggest proposed change from a traffic standpoint is the addition of the busway exit as a fourth leg to the intersection of Bouic Avenue and Chapman Avenue. The number of buses using this new leg is expected to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

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

4.3 Zoning and Land Use

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

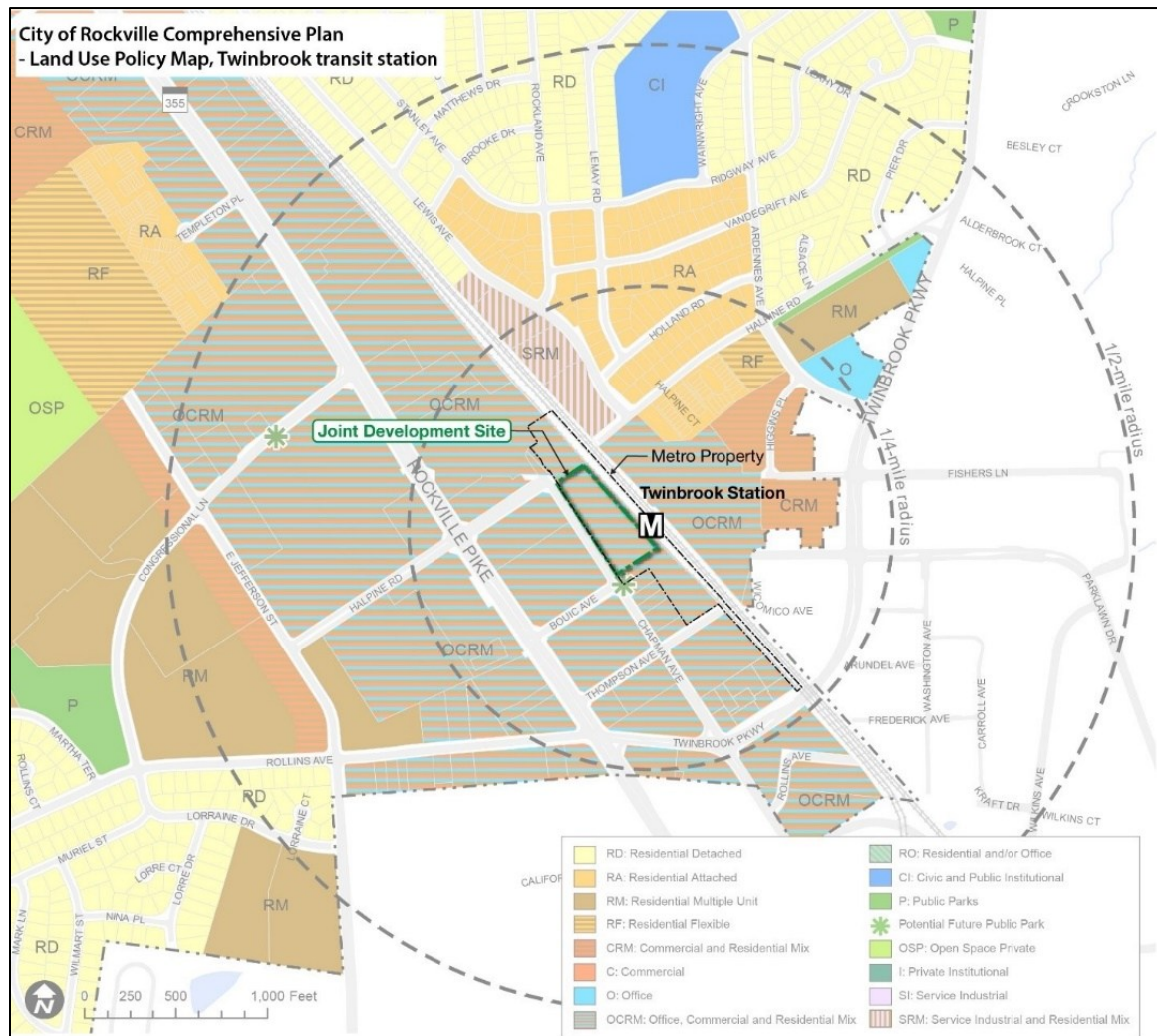
Figure 5. Existing Zoning Map



Source: City of Rockville Zoning

The Project Site lies within the *South Pike Area* identified in the 2016 Rockville Pike Neighborhood Plan, which was adopted as part of the Rockville 2040 Comprehensive Plan. The Land Use Policy Map (as shown in Figure 6) was developed as part of this plan to guide future development and growth in the City of Rockville. The Twinbrook Metro Station area has an Office, Commercial and Residential Mix (OCRM) designation. This designation allows a mix of high-intensity uses and provides flexibility to support continued growth near the station in the South Pike area. The designated development mix and density for the Project Site is aligned with Metro's vision.

Figure 6. Future Land Use Map



Source: Rockville 2040 Comprehensive Plan

4.4 Planning Consistency

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

Table 2. Planning Consistency

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

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

4.5 Neighborhood and Community Facilities

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

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

Figure 7 and Table 3 show community facilities within a half-mile boundary around the joint development study area for the Brookland Metro Station.

Figure 7. Neighborhood and Community Map

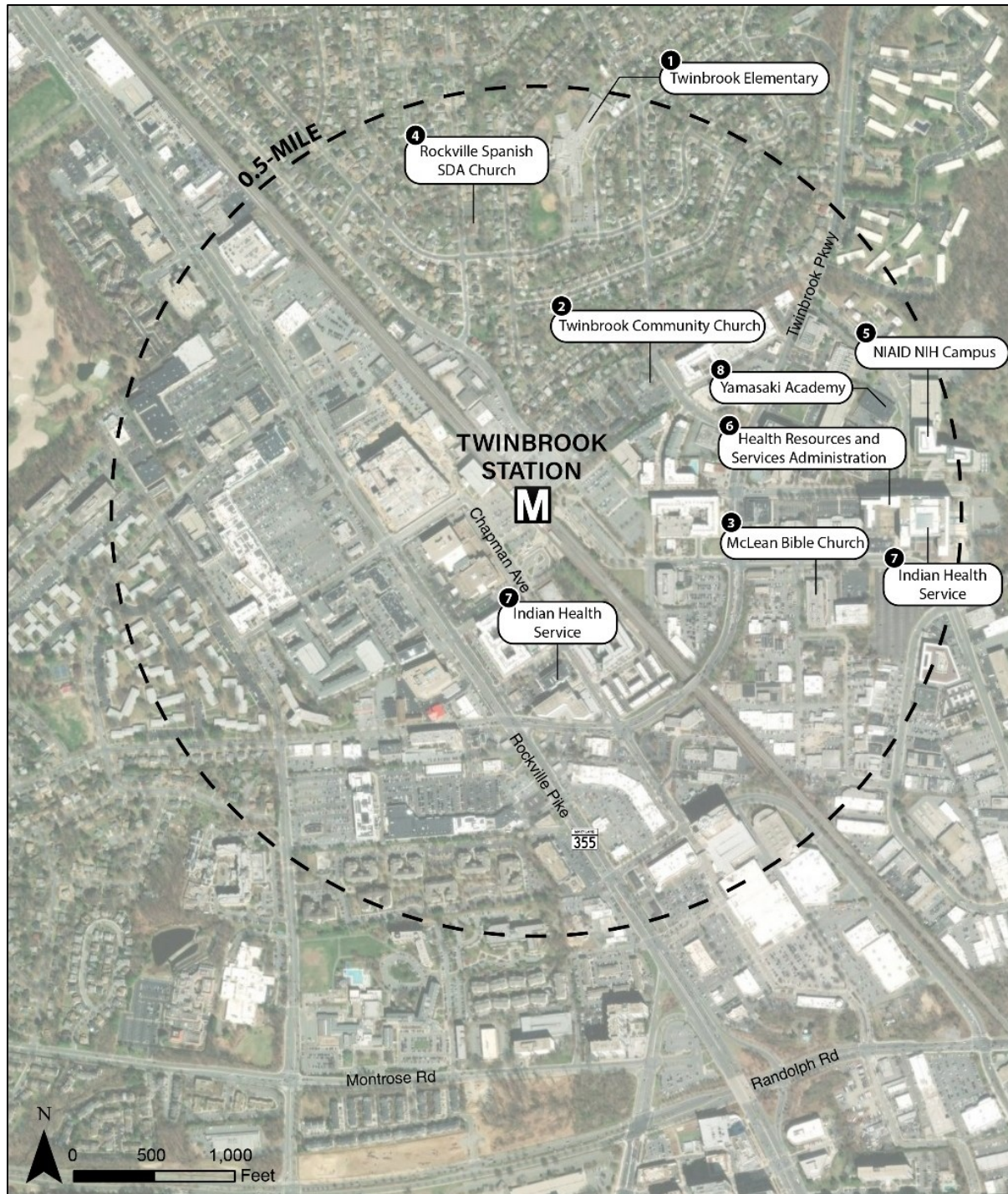


Table 3. Community Facilities within Half-Mile of Joint Development Project Site

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

4.6 Cultural Resources

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

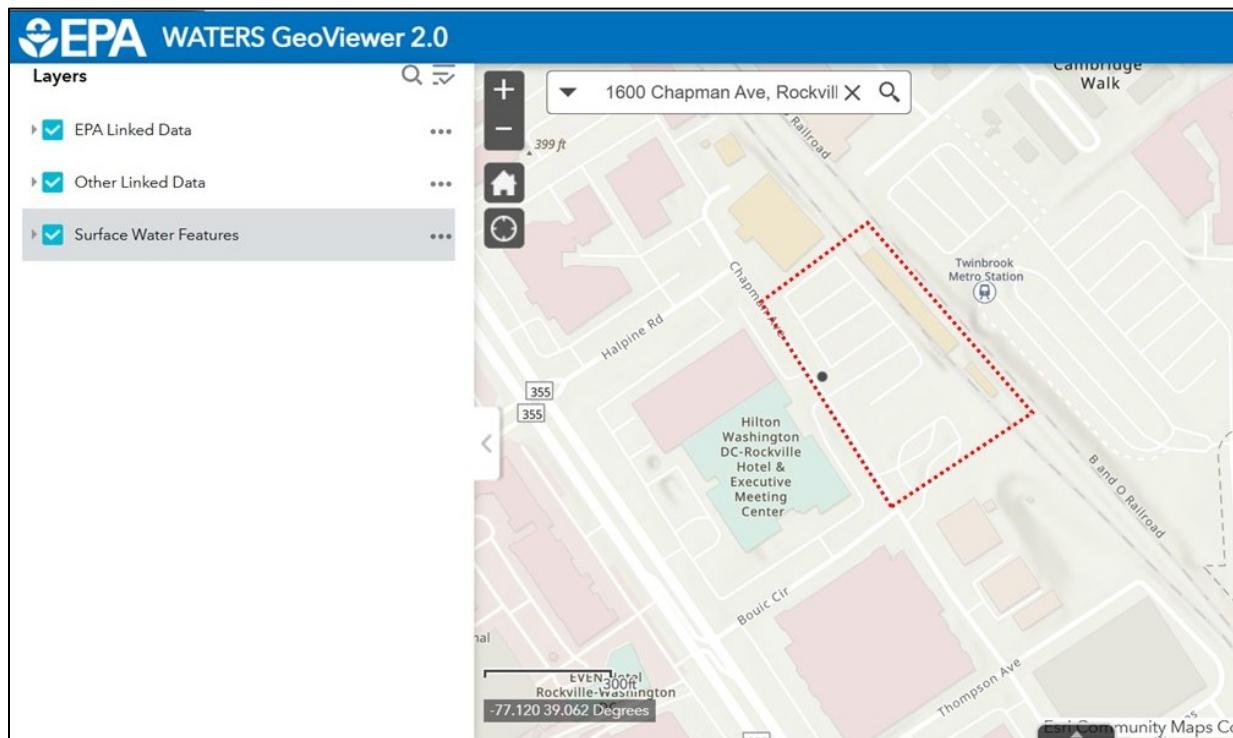
4.7 Public Parklands

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

4.8 Wetlands and Waters of the U.S.

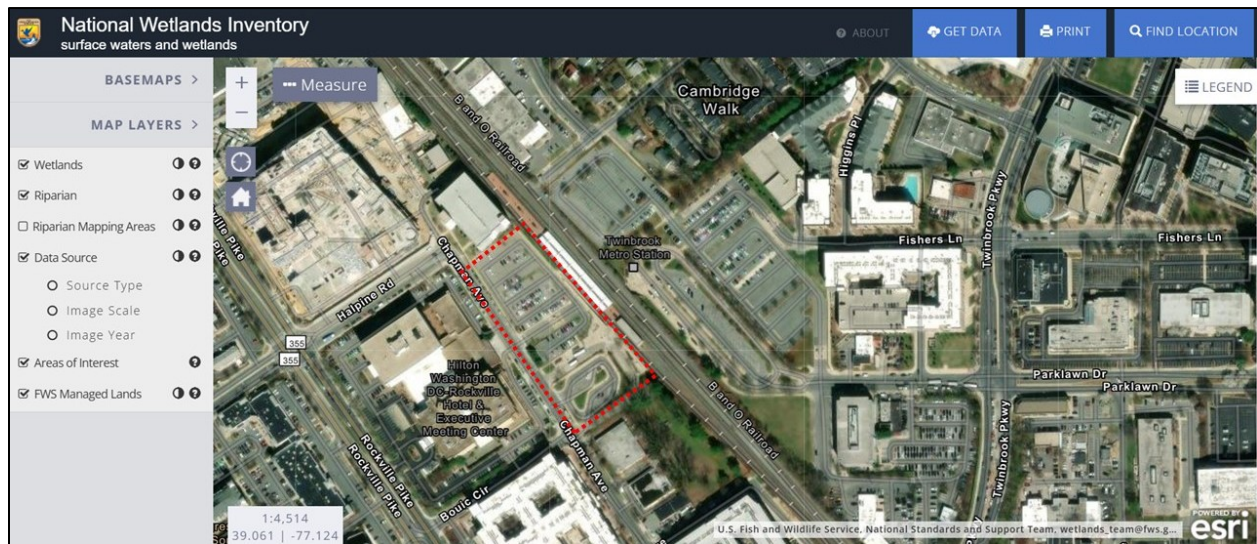
According to the U.S. Environmental Protection Agency (EPA) and the U.S. Fish and Wildlife Service there are no identified Wetlands or Waters of the U.S. within 0.5 miles of the Project Area (Figure 8 and Figure 8). Since there is no body of water at or adjacent to the Project Site, Metro does not anticipate any impacts to the property.

Figure 8. EPA WATERS GeoViewer Results



Source: EPA WATERS Inventory

Figure 9. National Wetlands Inventory Map



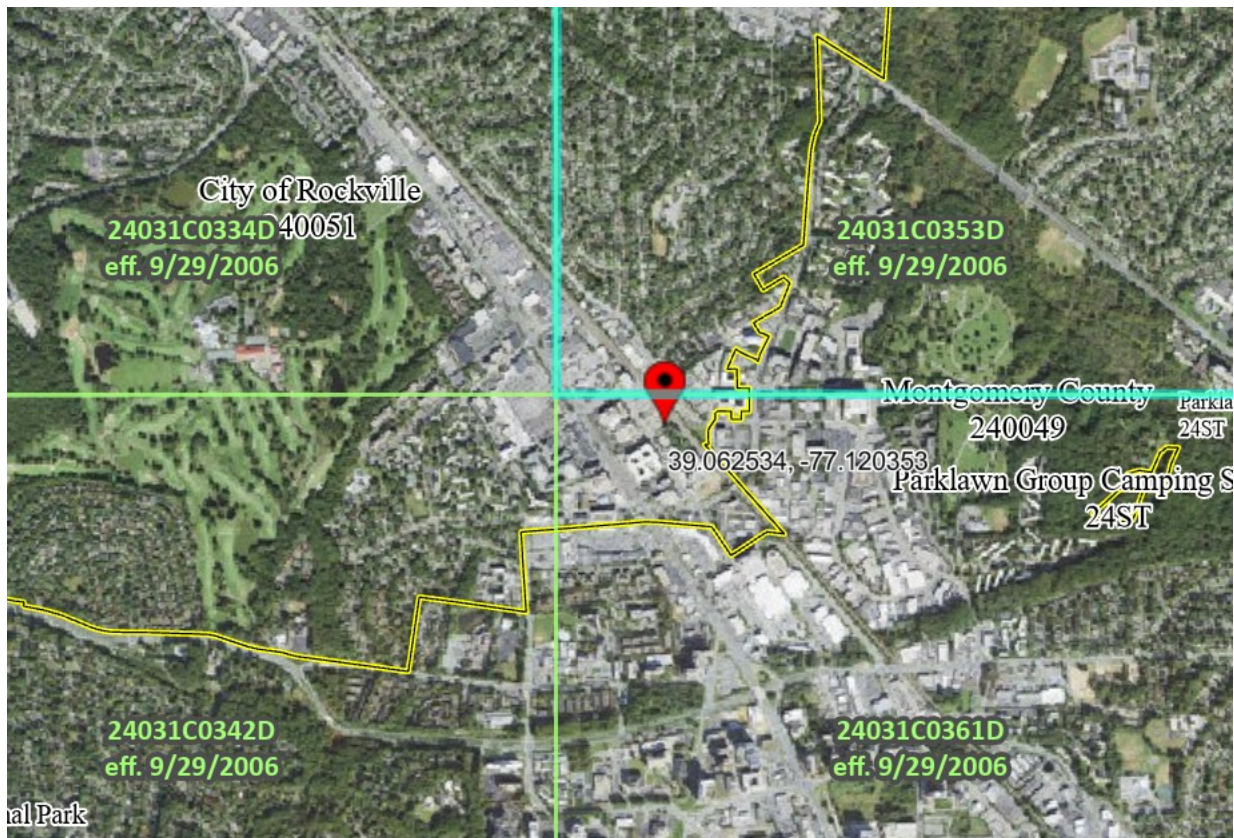
Source: U.S. Fish and Wildlife Wetlands Inventory

4.9 Floodplains

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

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

Figure 10. FEMA Floodplain Mapping



4.10 Water Quality

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

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

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

4.11 Air Quality

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

The area is currently designated as a moderate nonattainment area for 8-hour ozone (O₃) 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 (PM₁₀), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb).

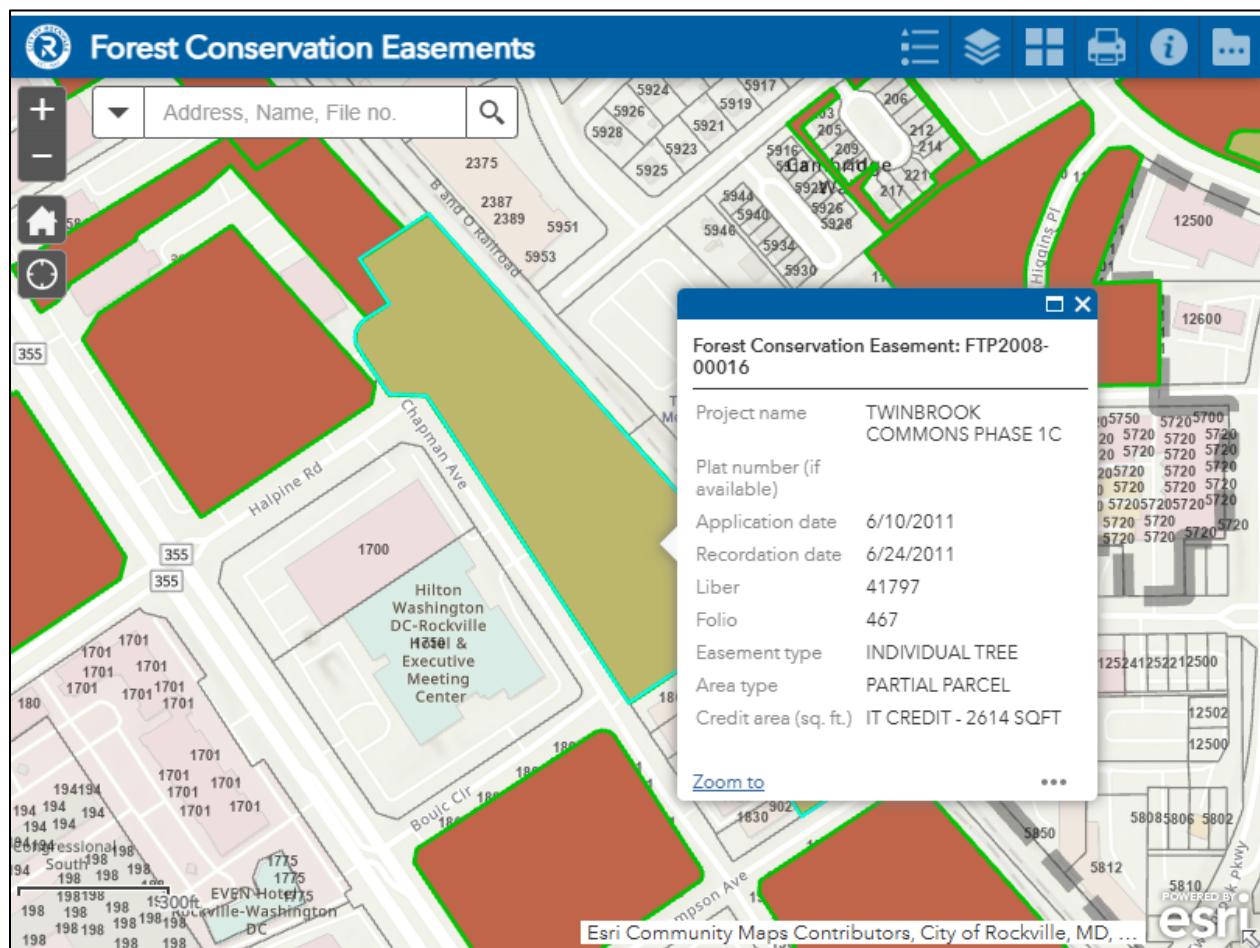
The Project is not anticipated to have any impacts on air quality. The Project will abide with Metro's clean air framework by following the goal of reducing its transportation-related carbon footprint at the Project Site. During the construction phase, air monitoring stations will be set up around the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

4.12 Forest Stands

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

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

Figure 11. Forest Conservation Easements



4.13 Threatened and Endangered Species

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

4.14 Utilities

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

4.15 Safety and Security

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

4.16 Hazardous and Contaminated Materials

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

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

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

4.17 Noise and Vibration

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

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

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

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

4.18 Secondary and Cumulative Impacts

4.18.1 Secondary Impacts

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

4.18.2 Cumulative Impacts

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

4.19 Construction Impacts

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

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

5.0 PUBLIC INVOLVEMENT

Metro will keep the public informed about the Project's modifications through public outreach. In accordance with the WMATA Compact, a public hearing will be held on October 16, 2025 at 6:00 p.m. The hearing will provide the public with the opportunity to comment. Notice of the public hearing will be published in the Washington Post, as required by the WMATA Compact, and through other means. The Project's webpage will include general information, the public hearing presentation, an opportunity to provide feedback, and a link to a dedicated project webpage in Spanish.

The public hearing will address the following topics:

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

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

Metro will collect comments from the public via the following:

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

All comments must be received by 5 p.m. on October 26, 2025 to be included in the public record.

6.0 REFERENCES

IPaC information for Planning and Consultation

<https://ipac.ecosphere.fws.gov/location/ANYWN5J7JBGC3N5SG6E7J2AD2E/resources#endangered-species>

EPA WATERS GeoViewer Results

<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=074cfede236341b6a1e03779c2bd0692>

FEMA Flood Map Service Center

<https://msc.fema.gov/portal/search>

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U.S. Census Bureau (2020). *Hispanic or Latino, and Not Hispanic or Latino by Race 2020 Decennial Census*. Retrieved from [census.gov](https://www.census.gov).

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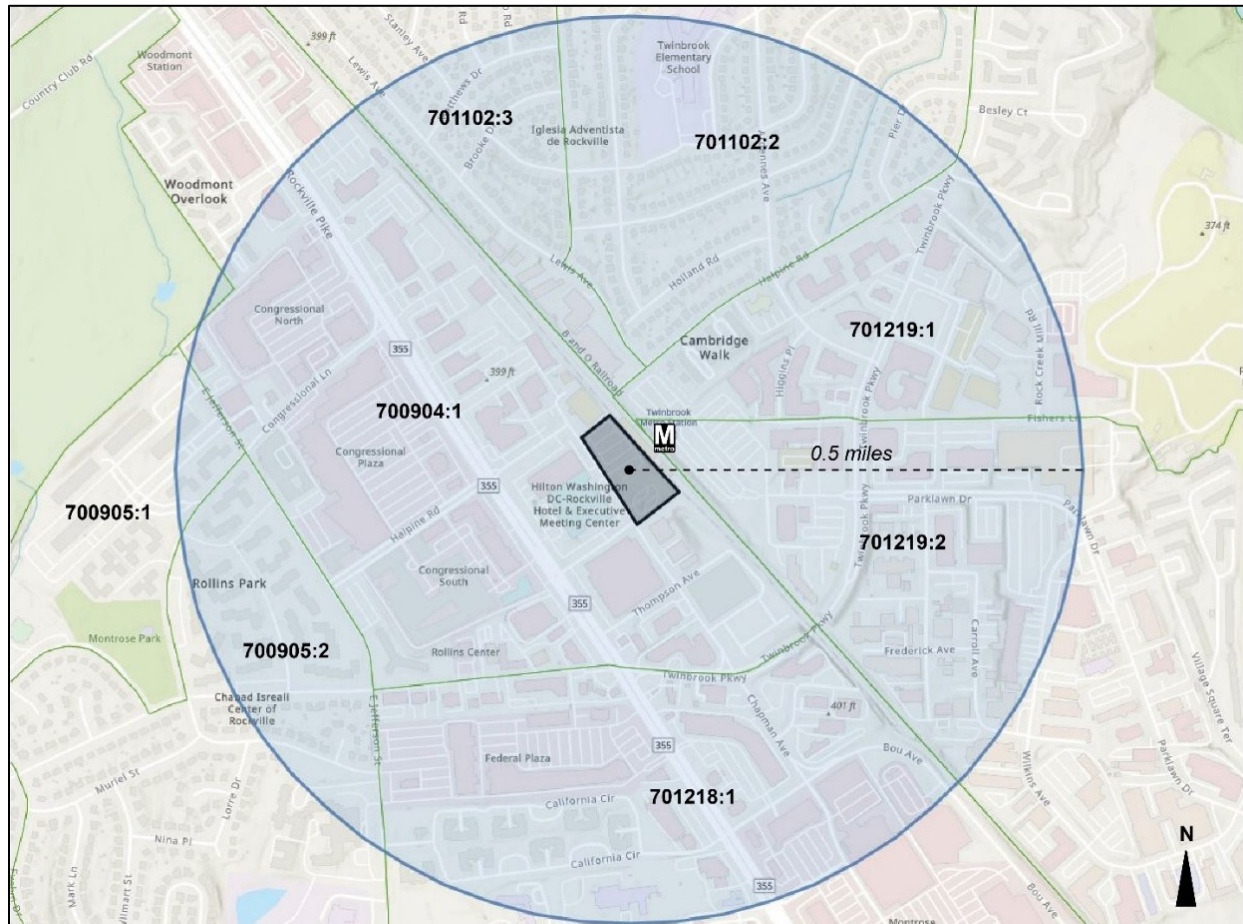
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7.0 APPENDIX

7.1 - Census Project Study Area Demographics

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

Census Project Study Area with Block Groups



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

Census Project Study Area Male Population by Age

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

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

Census Project Study Area Female Population by Age

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

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

Minority Population by Group

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

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

Minority and Low-Income Population by Block Group

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

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

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

APPENDIX G: GENERALCONCEPT PLAN

Continued on Next Page

Proposed Condition



APPENDIX H: NOTICE OF PUBLIC HEARING STAFF REPORT

Continued on Next Page



Washington Metropolitan
Area Transit Authority

300 7th Street, SW
Washington, DC 20024
wmata.com

Notice of Public Hearing

Washington Metropolitan Area Transit Authority Proposed Changes to Twinbrook Metrorail Station Rockville, MD Docket R25-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed changes to the Twinbrook Metro Station, in Rockville, MD as follows:

Open House 6:00 p.m.

Hearing No. 670
6:30 p.m., Thursday, October 16, 2025
Hilton Hotel
Washington Conference Room
1750 Rockville Pike
Rockville, MD 20852

Please note that these dates are subject to each facility's cancellation policy. In the event of a cancellation, Metro will post information about a new hearing on wmata.com.

The locations for all Metro public hearings are wheelchair accessible. Sign language interpretation will be provided. Any individual who requires special assistance or additional accommodation to participate in these public hearings, or who requires these materials in an alternate format, should contact the Office of the Board Corporate Secretary at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information, please visit wmata.com/twinbrookhearing.

APPENDIX I: COMMENTS RECEIVED ON THE PUBLIC HEARING **STAFF REPORT**

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