

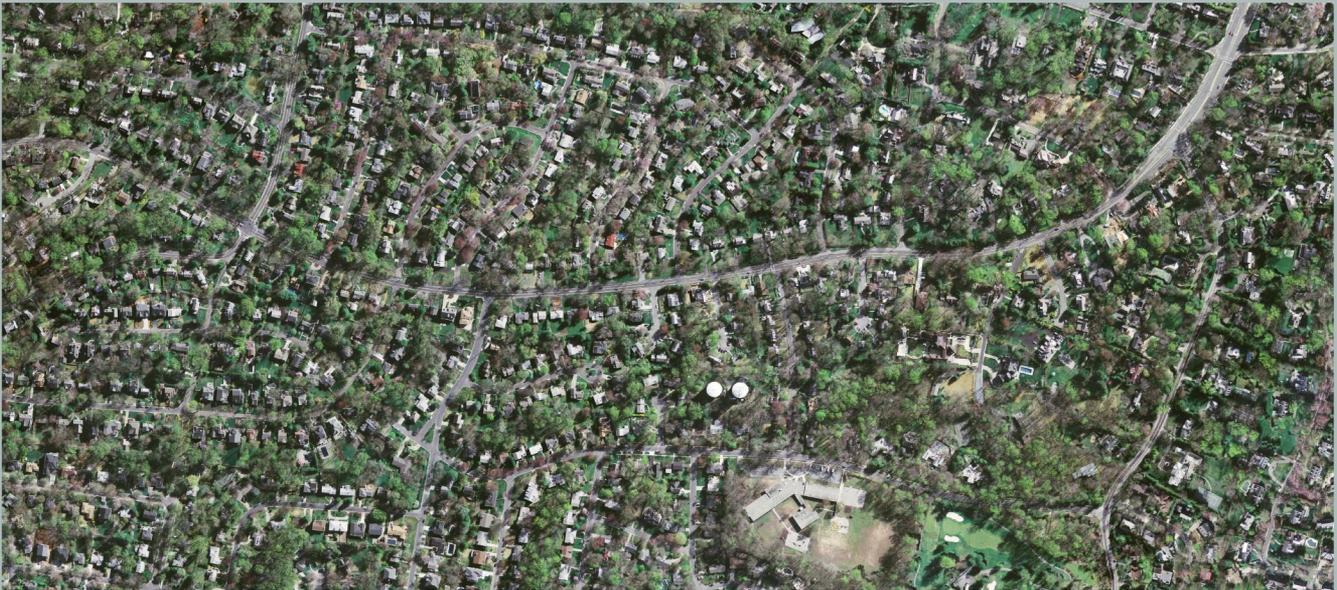
PREPARED FOR:



Montgomery County Department of
Transportation
Planning

BRADLEY BOULEVARD (MD 191) BIKEWAY PROJECT

SUPPLEMENT TO THE ENVIRONMENTAL ASSESSMENT FORM



Looking East toward Audubon Road

September 2009

PREPARED BY:



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I. Introduction

The Montgomery County Department of Transportation (MCDOT) initiated a Phase I Facility Planning Study to evaluate the construction of a dual bikeway along Bradley Boulevard (MD 191) between Wilson Lane (MD 188) and Goldsboro Road (MD 614). A dual bikeway includes on-road bike lanes (shoulders) as well as an off-road path to be shared by bicyclists and pedestrians. No property acquisitions are proposed.

Prior to the study initiation, SHA prepared an Environmental Assessment Form (EAF) for a separate project with the same project limits. The original EAF can be found in Appendix A. This document supplements the EAF with additional environmental information. On May 18, 2009, the project area was investigated by Mike McQuade and Glenn Wilson of Whitman, Requardt & Associates, LLP for the presence of wetlands, waters of the U.S. and specimen trees. See the Site Location Map in Appendix B.

II. Wetlands and Floodplains

As previously mentioned, WR&A personnel investigated the project site on May 18, 2009 for the presence of wetlands and waters of the U.S. There were no non-tidal wetlands or streams identified within the project area. According to the National Wetlands Inventory *Wetlands Mapper* (<http://www.fws.gov/wetlands/data/Mapper.html>) no wetlands are mapped within the project corridor. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Number 24031C0455D, the entire project area is located outside of the 100-year floodplain.

III. Historic Properties

There is one known area in the northern section of the project area listed on the Maryland Inventory of Historic Properties. The Bradley Hills English Village District (MHT Site No. M35-143) is located in the area surrounding the intersection of Wilson Lane and Bradley Boulevard. The Maryland Historic Trust website has no documentation of the site available online. A letter was sent to MHT on June 24, 2009 requesting records of historic properties within the project area. A response dated July 30, 2009, was received from MHT, which stated "The Maryland Historical Trust has determined that there are no historic properties affected by this undertaking." See the response in Appendix D. According to the Montgomery County Park and Planning website *Information Locator Wizard* (<http://www.mcmaps.org>), there are no Montgomery County Historic Districts or Sites located within the project area. There are no proposed impacts to historic sites.

IV. Rare, Threatened, Endangered Species

Letters were sent to Maryland Department of Natural Resources (MDNR) and U.S. Fish and Wildlife Service (USFWS) on June 9, 2009 requesting any records of rare, threatened or endangered species within the project area. A response letter dated July 16, 2009 from USFWS was received, which stated that no federally proposed or listed endangered or threatened species are known to exist within the project area, and that no further Section 7 Consultation with USFWS is required unless the project plans change. A response letter dated August 6, 2009 from MDNR was received, which stated, "there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated." See the response letters in Appendix D. No rare, threatened or endangered species were observed

during the site visit on May 18, 2009.

V. Specimen Trees and Significant Trees

Twenty-nine specimen trees (trees greater than 30 inches in diameter) and twenty-five significant trees (trees 24-30 inches in diameter) were identified within the project area. Their locations were recorded using a handheld GPS unit. See the Specimen Tree and Significant Tree List and Map in Appendix C which includes detailed information on each tree, including species, diameter and condition.

VI. NRI/FSD

According to Section 22A of the Montgomery County Code, the Bradley Boulevard Bikeway Project from Wilson Lane to Goldsboro Road is exempt from a full Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) (Article II. Forest Stand Delineations and Forest Conservation Plans). The two exemptions which apply to the project are included below: Sec. 22A-5. Exemptions (a) and (e). Exemption (a) states that Article II does not apply to projects which do not result in the cutting, clearing or grading of more than a total of 40,000 square feet of forest. Exemption (e) applies to state or county construction activity subject to Section 22-A9 (also included below). Per section 22A-6(b) of the forest conservation law, an activity or development which would be exempt from forest conservation requirements, but involves clearing of specimen or champion trees is required to obtain approval of a tree save plan.

Excerpts from Montgomery County Code:

Sec. 22A-5. Exemptions.

The requirements of Article II do not apply to:

- (a) an activity conducted on an existing single lot of any size that is required to construct a dwelling house or accessory structure (such as a pool, tennis court, or shed) intended for the use of the owner, if the activity:
 - (1) does not require a special exception;
 - (2) does not result in the cutting, clearing, or grading of:
 - (A) more than a total of 40,000 square feet of forest;
 - (B) any forest in a stream buffer,
 - (C) any forest on property located in a special protection area which must submit a water quality plan,
- (e) a State or County highway construction activity that is subject to Section 5-103 of the Natural Resources Article of the Maryland Code, or Section 22A-9;

Sec. 22A-9. County Highway Projects.

(a) *General.*

(1) This section applies to construction of a highway by the County as part of an approved Capital Improvements Program project.

(2) The construction should minimize forest cutting or clearing and loss of specimen or champion trees to the extent possible while balancing other design, construction, and environmental standards. The constructing agency must make a reasonable effort to minimize the cutting or clearing of trees and other woody plants.

(b) If the forest to be cut or cleared for a County highway project equals or exceeds 40,000 square feet, the constructing agency must reforest a suitable area at the rate of one acre of reforestation for each acre of forest cleared.

(c) Reforestation for County highway projects must meet the standards in subsections 22A- 12(e), (g) and (h).

(d) Any mitigation requirement for loss of specimen or champion trees must be based on the size and character of the tree. (2001 L.M.C., ch. 19, § 1.)

VII. Socioeconomic Features

Bradley Boulevard is located in Bethesda, Maryland which according to the U.S. Census Bureau is a census designated place (CDP), defined as by the USCB as "...closely settled, named, unincorporated communities that generally contain a mixture of residential, commercial, and retail areas similar to those found in incorporated places of similar sizes." A summary of socioeconomic indicators for Bethesda, Maryland are listed in the table below entitled "Census data for Bethesda, Maryland from the 2000 Census and the 2005-2007 American Community Survey":

Census data for Bethesda, Maryland from the 2000 Census and the 2005-2007 American Community Survey			
Category	2000 U.S. Census (Bethesda, MD)	2005-2007 ACS (Bethesda, MD)	2005-2007 ACS (U.S. Population)
Population of Whites	87.7 %	84.3 %	74.1 %
High school grads or higher (→ 25 years old)	97.0 %	97.8 %	84.0 %
Bachelors Degree or higher (→ 25 years old)	78.9 %	80.5 %	27.0 %
Median Family Income	\$130,160	\$168,385	\$60,374
Families below poverty level	1.7 %	1.9 %	9.8 %

According to the 2000 U.S. Census and the 2005-2007 American Community Survey (ACS),

Bethesda has a smaller minority population, are better educated, more affluent, and have fewer families below the poverty level compared to the overall U.S. population. Based on this information, there is not expected to be an adverse socioeconomic affect on minority populations as a result of this project.

VIII. Soil Survey

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey website (<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>), there are three soil types that potentially underlie the project site, 1C-Gaila silt loam, 2UB-Glenelg-Urban land complex (0 to 8 percent slopes), and 2UC-Glenelg-Urban land complex (8 to 15 percent slopes). The vast majority of soils on the project site consist of 2UB-Glenelg-Urban land complex. Glenelg soils make up approximately 50% and Urban land makes up approximately 45% of the complex. Glenelg soils are characterized as well drained and generally have greater than 80 inches to the water table and restrictive features. Glenelg soils profiles generally include silt loam in the upper 8 inches. Urban lands are defined as areas where a majority of the land surface is impervious and covered by asphalt, concrete, and buildings. 2UC-Glenelg-Urban land complex (8 to 15 percent slopes) soils may be encountered in a small area of the northeastern portion of the project site. 1C-Gaila silt loam soils may be encountered to the west of Bradley Boulevard in the southeastern portion of the project site. NRCS describes Gaila soils similar to Glenelg soils: soil profiles of Gaila soils generally include silt loam in the upper 8 inches, they are well drained and generally have greater than 80 inches to the water table and restrictive features. See the NRCS Soils Map in Appendix E.

IX. Emergency Facilities

According to the Montgomery County Park and Planning website *Information Locator Wizard* (<http://www.mcmaps.org>), there are no emergency facilities within the project study area. The closest Fire Departments are Station R1-Bethesda/Chevy Chase Rescue located at 5020 Battery Lane approximately $\frac{3}{4}$ mile from the northernmost portion of the study area and Station 6-Bethesda Fire Department located at 6600 Wisconsin Avenue approximately 0.86 mile from the southernmost portion of the study area. The closest police station is the Montgomery County Police Station-District 2 (Bethesda) located at 7359 Wisconsin Avenue approximately 0.84 mile from the southernmost portion of the study area. The closest hospital is Suburban Hospital located at 8600 Old Georgetown Road approximately 0.79 mile from the northernmost portion of the study area.

X. Community Facilities

According to the Montgomery County Park and Planning website *Information Locator Wizard* (<http://www.mcmaps.org>), there are no community facilities within the project study area. The closest Library is the Bethesda Regional Library located at 7400 Arlington Road approximately 0.62 mile from the southernmost portion of the study area. Two post offices are located within a 1-mile radius of the project site-the Bethesda Post office located at 7400 Wisconsin Avenue and the Bethesda Annex Post Office located at 701 Arlington Road. The Bethesda-Chevy Chase Regional Services Center is located at 4805 Edgemoor Lane approximately 0.81 mile from the southernmost portion of the study area. There are also eleven parks, six playgrounds, two basketball courts, and seven ballfields located within a 1 mile radius of the project site.

XI. Land Use/Zoning

According to the Montgomery County Park and Planning website *Information Locator Wizard* (<http://www.mcmaps.org>), the land use on the project site is residential and is zoned R-90-One Family Residential. According to the Montgomery County Department of Permitting Services, R-90 zoning applies strictly to building structures. Ms. Robin Ferro, Plan Reviewer with Zoning with the Building Construction Division for the Montgomery County Department of Permitting Services, stated that unless the project entailed building structures, there would be no zoning restrictions involved with this project. In addition, if the project is located entirely within the right of way and no private properties are involved, there would be no zoning restrictions regarding this project.

XII. Parklands

According to Ms. April O'Neill with the Maryland National Capital Parks Planning Commission (MNCPPC) there are no current or future parklands planned along Bradley Boulevard in the study area. The land is primarily existing residential property. Plans may change in the future, but it usually requires a park planning effort by the community before a park is planned in a residential community.

XIII. Hazardous Materials

WR&A performed a search of Federal and State regulatory agency databases for the project corridor. The search identified five Maryland Lead Inspection database (MD LEAD) sites, three Oil Control Program Cases (OCPCASES) sites, one Environmental Protection Agency Facility Index System (FINDS) site, one Resource Conservation and Recovery Act-Small Quantity Generator (RCRA-SQG) site, and one Emergency Response Notification System (ERNS) site in the project corridor. On August 21, 2009, MDE Office of Administrative-Waste forwarded the regulatory information available for the Bradley Boulevard project site. The databases that were searched and a summary of the located sites including their regulatory status, and information received from MDE are shown in Appendix F.

WR&A contacted the Montgomery County Department of Environmental Protection (DEP) to request any information regarding hazardous materials in the vicinity of the project site along Bradley Boulevard. In a letter dated August 20, 2009, DEP stated that they could not locate any records in the complaint-tracking database for the period from 1989 to the present. DEP is therefore not aware of any environmental issues regarding the project site.

There are no open OCPCASES files on the project site. Due to the proposed construction activities and the distance to the identified cases, it does not appear that hazardous materials would likely be encountered on the project site.