



## Agenda for Meeting 07-2014

### CITY OF ROCKVILLE PLANNING COMMISSION

Don Hadley, Chair

David Hill	Charles Littlefield
Anne Goodman	Dion Trahan
Jack Leiderman	John Tyner, II

**Wednesday, April 9, 2014**  
**7:00 p.m. Mayor and Council Chamber**  
**City Hall, 111 Maryland Avenue**

Andrew Gunning, Staff Liaison  
Marcy Waxman, Senior Assistant City Attorney

*Planning Commission Agenda and Staff Reports online:*  
<http://www.rockvillemd.gov/AgendaCenter/Planning-Commission-4>

#### I. PUBLIC HEARING - [Draft Bikeway Master Plan](#)

The Planning Commission will hear testimony from residents on the Draft Bikeway Master Plan. Written comments will be accepted through April 30, 2014. (Note: Staff has offered a presentation on the Bikeway Master Plan to all neighborhood associations. Two associations so far have accepted the offer, and testimony is being collected at those meetings as well.) *The Commission received testimony from seven (7) speakers regarding the draft bikeway plan.*

#### II. DISCUSSION/POSSIBLE RECOMMENDATION

**[Draft Rockville Pike Plan](#)**: Continue to review the work of the Mixed-Use Sub-Committee (that was formed at the February 26 work session) and provide direction to staff regarding language to be inserted into the draft plan and draft code on mixed-use development. Finalize any other details in preparation to send the Commission's recommended drafts to the Mayor and Council. *The Commission voted unanimously to direct staff to bring back a draft Rockville Pike Plan document and proposed zoning code revisions for a recommendation.*

#### III. COMMISSION ITEMS

- A. Staff Liaison Report
- B. Old Business
- C. New Business
- D. Minutes – 02-2014 (January 22), 05-2014(March 12) and 06-2014 (March 26)
- E. FYI Correspondence

#### IV. ADJOURN

## HELPFUL INFORMATION FOR STAKEHOLDERS AND APPLICANTS

### I. GENERAL ORDER OF SESSION FOR DEVELOPMENT APPLICATIONS

1. Staff presentation
2. City Board or Commission comment
3. Applicant presentation (10 min.)
4. Public comment (3 min, or 5 min for the representative of a group)
5. Planning Commission Discussion and Deliberation
6. Decision or recommendation by vote

*Note: The Planning Commission may ask questions of any party at any time during the proceedings.*

### II. PLANNING COMMISSION BROADCAST SCHEDULE

- Watch LIVE on Comcast Cable Rockville Channel 11 and online at: [www.rockvillemd.gov](http://www.rockvillemd.gov)
- Replay on Comcast Cable Rockville Channel 11: Wednesdays at 7:00 p.m. (if no live meeting)  
Sundays at 7:00 p.m.  
Mondays, Thursdays and Saturdays at 1:00 p.m.  
Saturdays and Sundays at 12:00 am (midnight)

III. Video on Demand (within 48 hours of meeting) at: [www.rockvillemd.gov/VideoOnDemand](http://www.rockvillemd.gov/VideoOnDemand).

### IV. FUTURE MEETING DATES

April 23, 2014  
May 14, 2014  
May 28, 2014  
June 11, 2014 – Location and date TBD

### V. NEW DEVELOPMENT APPLICATIONS

For a complete list of all applications on file, visit: [www.rockvillemd.gov/DevelopmentWatch](http://www.rockvillemd.gov/DevelopmentWatch). New applications filed since April 1, 2014.

STP2014-000205, BMW of Rockville, 1350 Rockville Pike to remove and replace a building.

### VI. ADDITIONAL INFORMATION RESOURCES

The following resources are available to anyone who would like more information about the development review process. City staff can be reached at 240-314-8200 and additional information can be found on the City's web site at: [www.rockvillemd.gov/cpds](http://www.rockvillemd.gov/cpds)

- Citizen's Guides to Development Review and Zoning
- Development Review Manual
- Planning Academy Information



## MEMORANDUM

April 1, 2014

TO: City of Rockville Planning Commission

FROM: Emad Elshafei, Chief of Traffic and Transportation *EC*

SUBJECT: *Draft Bikeway Master Plan Public Hearing, April 9, 2014*

The public is encouraged to provide formal testimony on the Draft Bikeway Master Plan. The draft plan is intended to provide a vision for the future of bicycling as a transportation mode in Rockville and, in addition to neighborhood-level discussion, is a starting point for developing specific bicycle-related projects in the future.

The plan can be found online at <http://www.rockvillemd.gov/bikewaymasterplan>, in the reference sections of the Twinbrook and Rockville libraries, and at the Public Works counter at City Hall.

In addition to the public hearing on April 9<sup>th</sup> in front of the Planning Commission, the public can provide testimony in the following ways:

- Fill out the form on our website: <http://www.rockvillemd.gov/bikewaymasterplan>.
- Send an email to [bikeways@rockvillemd.gov](mailto:bikeways@rockvillemd.gov). (Note: Names and addresses must be provided to be entered into the public record.)
- Send a letter to: City of Rockville Planning Commission, c/o Don Hadley, Chair, 111 Maryland Ave, Rockville, MD 20850.

City staff has also reached out to all neighborhood associations affiliated with the City, and staff has made themselves available to present on the plan and collect formal testimony via comment cards at neighborhood association meetings. Staff recommends that the public record remain open until April 30


Cc: Andrew Gunning, Assistant Director, CPDS  
David B. Levy, Chief of Long Range Planning, CPDS  
Ann Wallas, Planner III, CPDS  
Kevin Belanger, Transportation Planner, DPW




## MEMORANDUM

April 2, 2014

TO: Planning Commission

FROM: Cindy Kebba, Planner III 

VIA: David Levy, Chief of Long Range Planning 

SUBJECT: Meeting of April 9, 2014 – Draft Rockville’s Pike Plan and Code

On April 9, the Planning Commission will continue to discuss the draft Rockville’s Pike Plan and Code and provide direction to staff on any changes it may wish to make.

The primary topic will be continued discussion of the recommendation(s) of the Mixed-Use Committee (comprised of Commissioners Hill, Goodman, and Littlefield) that was formed by the Planning Commission at the February 26 meeting. The Committee was created with the purpose of developing a proposal for how Rockville’s Pike Plan and the Rockville Pike District Code may address mixed-use development in the Rockville Pike Plan Area, following several Commission-wide discussions on this topic. The Committee distributed its proposal for plan and code language to the Planning Commission for comment and direction to staff at the March 26 meeting.

At the March 26 meeting, the Planning Commission generally approved of the Committee’s proposed regulatory approach of applying a jobs-housing ratio to achieve a desired mix of uses, but amended section 3 (“Review Process”) of the draft code language proposed by the Committee (Attachment 1 is the revised draft that shows the changes as interpreted by staff) and indicated that it would continue review of the draft code proposal at the April 9 meeting, with particular attention to:

- the jobs : housing ratio,
- waivers, and
- the size threshold of parcels that may be exempted from the code provisions for mixed uses.

In addition, the Commission may wish to comment and make decisions on:

- the Committee’s draft plan language on mixed uses (Attachment 2), and
- language that Commissioner Goodman has proposed be added to the draft code to introduce and explain the land use tables on pages 11-13 (Attachment 3).

## **Summary of Plan to Existing Policies and Regulations**

Attachment 4 is a summary comparison of the most updated version of the redlined draft plan to existing policies (1989 Rockville Pike Plan) and regulations (MXTD and MXCD zones). The document provides a summary of the work the Commission has done on the draft plan and code, relative to what is in place now. Key areas include providing for parks, new transit, more street network, much better pedestrian and bicycle infrastructure, and a layback slope to protect houses in the Twinbrook neighborhood, among other changes.

## **Draft Resolution**

Attachment 5 is a copy of the draft resolution to approve and recommend adoption of the Rockville's Pike Plan as an amendment to the Adopted and Approved Plan for the City of Rockville, Maryland.

## **Attachments**

1. Mixed-use Committee's draft code language with regard to mixed uses, as revised by the Planning Commission on 3/26/14 (two versions; one with changes tracked and one without changes shown for easier reading)
2. Mixed-use Committee's draft plan language with regard to mixed uses
3. Draft code language proposed to introduce and explain the land use tables
4. Summary comparison of draft plan to existing policies and regulations
5. Draft resolution

cc: Susan Swift  
Andrew Gunning  
Clark Larson  
Deane Mellander  
Chris Henry  
Craig Simoneau  
Emad Elshafei

**Proposed New Language for Code to Administer Use Mix – 4/2/14 ~~3/21/14~~**  
**(WITH TRACKED CHANGES - reflecting Planning Commission changes made on March 26)**

E. Mix of Uses within the RPD Zone

Consistent with the intent of the Plan, development within the Rockville's Pike Plan area must provide a balanced mix of residential and employment uses. In order to accomplish this goal, development applications will be required to demonstrate that the proposed development will help achieve or maintain a jobs-to-housing ratio of at least 1.5 : 1 within the Plan area.

1. Data required at submission.

The effect of the proposed development on the jobs-to-housing ratio will be measured against the base ratio of jobs to housing for the Plan area as of the date of application. The base ratio must include any approved development that is valid as of that date. The applicant must use the following factors in calculating the employment projections (if any) for the proposed development:

Retail Uses	450 square feet per employee
Office Uses	250 square feet per employee
Hotel	1,300 square feet per employee
Industrial Uses	450 square feet per employee
Public/Institutional Uses	500 square feet per employee

2. Calculation

The data generated from the calculation for each of the employment uses (if any), plus the number of dwelling units (if any) proposed will be added into the base ratio data and a new jobs-to-housing ratio will be calculated. As long as the resulting ratio will help towards achieving or maintaining a jobs-to-housing ratio of 1.5 : 1 or greater, the project is deemed to be consistent with the intent of the Plan with regard to providing a mix of uses.

3. Review Process

The Approving Authority must consider the effect of the proposed development on the jobs-to-housing ratio as required in subsections a. and b. below in the Plan area as a part of its finding of consistency with the master Plan unless granted a waiver under subsection 4.

- a. General compliance. The Applicant must demonstrate that the proposed development, when added to the existing development within the Plan Area, will help to achieve or maintain a jobs-to-housing ratio of at least 1.5:1 within the Plan Area. ~~The Approving Authority must consider the effect of the proposed development on the jobs-to-housing ratio in the Plan area as a part of its finding of consistency with the master plan unless granted a waiver under subsection 4. If the proposed development would result in a jobs-to-housing ratio that is lower than 1.5 : 1, the Approving Authority must make a finding that other aspects of the proposed development are sufficient to make a finding of consistency with the Plan. If not deemed consistent with the Plan, the application will not be approved.~~

b. Individual project review. Review of individual projects will also include an impact area of 7/10 mile walking distance from the perimeter of the site. The applicant must demonstrate that the proposed development, when added to the existing development within the impact area, will help to achieve or maintain a jobs-to-housing ratio of at least 1.5:1 within the impact area. The 7/10 mile impact area may include areas outside of the RPD zone but located within the City. ~~In addition to compliance with the overall jobs-to-housing ratio goal for the Plan area, each project must demonstrate that it will also be consistent with the Plan's goal for a mix of uses within the impact area of the project. Each project application must demonstrate that the proposed development will maintain or create a diversity of uses within an impact area 7/10 mile walking distance from the perimeter of the site within the area of the RPD Zone. In making this determination the Approving Authority may take notice of development within the impact area but also outside the boundary of the RPD Zone. The mix of uses may include housing, employment, publicly accessible amenities or other uses. In considering the proposed development's compliance with the Plan, the Approving Authority may consider the project's overall effect on the Plan area's jobs-to-housing ratio as well as the mix of uses provided within 7/10 mile impact area of the project in making a finding of compliance with the Plan.~~

#### 4. Waiver and Exemption

- a. The Approving Authority may waive the requirements ~~findings required under~~ of this subsection E under the following circumstances:
- i. The site of the proposed development is constrained by limited access;
  - ii. The site has an unusual configuration that restricts development;
  - iii. Environmental conditions restrict development; or
  - iv. For other good cause shown.
- b. Sites that are 25,000 square feet or less in size are exempt from the provisions of this subsection E. ~~The sites are still subject to the findings required under Article 7.~~

**Proposed New Language for Code to Administer Use Mix – 4/2/14  
(reflecting Planning Commission changes made on March 26)**

**E. Mix of Uses within the RPD Zone**

Consistent with the intent of the Plan, development within the Rockville's Pike Plan area must provide a balanced mix of residential and employment uses. In order to accomplish this goal, development applications will be required to demonstrate that the proposed development will help achieve or maintain a jobs-to-housing ratio of at least 1.5 : 1 within the Plan area.

**1. Data required at submission.**

The effect of the proposed development on the jobs-to-housing ratio will be measured against the base ratio of jobs to housing for the Plan area as of the date of application. The base ratio must include any approved development that is valid as of that date. The applicant must use the following factors in calculating the employment projections (if any) for the proposed development:

Retail Uses	450 square feet per employee
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**2. Calculation**

The data generated from the calculation for each of the employment uses (if any), plus the number of dwelling units (if any) proposed will be added into the base ratio data and a new jobs-to-housing ratio will be calculated. As long as the resulting ratio will help towards achieving or maintaining a jobs-to-housing ratio of 1.5 : 1 or greater, the project is deemed to be consistent with the intent of the Plan with regard to providing a mix of uses.

**3. Review Process**

The Approving Authority must consider the effect of the proposed development on the jobs-to-housing ratio as required in subsections a. and b. below as a part of its finding of consistency with the Plan unless granted a waiver under subsection 4.

- a. **General compliance.** The Applicant must demonstrate that the proposed development, when added to the existing development within the Plan Area, will help to achieve or maintain a jobs-to-housing ratio of at least 1.5:1 within the Plan Area.
- b. **Individual project review.** Review of individual projects will also include an impact area of 7/10 mile walking distance from the perimeter of the site. The applicant must demonstrate that the proposed development, when added to the existing development within the impact area, will help to achieve or maintain a jobs-to-



housing ratio of at least 1.5:1 within the impact area. The 7/10 mile impact area may include areas outside of the RPD zone but located within the City.

4. Waiver and Exemption

- a. The Approving Authority may waive the requirements of this subsection E under the following circumstances:
  - i. The site of the proposed development is constrained by limited access;
  - ii. The site has an unusual configuration that restricts development;
  - iii. Environmental conditions restrict development; or
  - iv. For other good cause shown.
- b. Sites that are 25,000 square feet or less in size are exempt from the provisions of this subsection E.

## 7. Ensure a mix of uses

### Existing Conditions

Existing and approved development in the Plan Area represents a mix of residential and non-residential uses (as well as residents and employees), although the mix varies between different locations, represented by South, Middle, and North, and east and west sides of the Pike.

- While there are, at present, some residential units in the South Pike, none are located in the east side of the South Pike between the Twinbrook Metro Station and Rockville Pike. All existing uses are retail, office and hotel. Recently approved projects, if built as approved, will add residential units and some office space to this area, while retaining retail.
- There are currently no residential units in the North Pike, or east of Rockville Pike in the Middle Pike. The majority of development in these locations is occupied by retail uses.
- There are some multifamily units and townhouses on the west side of the Middle Pike, as well as office buildings. Retail is proportionately less represented there than in other parts of the Plan Area.

The result is that, while the Plan Area overall includes a mix of uses, often they are not proximate to each other or to transit; and the existing transportation system does not support taking advantage of this mix.

### Recent Trends

Since the economy emerged from the recession of 2008-9, multifamily housing has been in strong demand in the region. Within the Plan Area, demand for multifamily housing has been strongest in the eastern side of the South Pike, near the Twinbrook Metro Station, even though no housing has been delivered there yet. The demand for office space, in contrast, has been much weaker. Should this trend continue well into the future, the existing balance between the number of people living in in the Plan Area, relative to the number of people working there, could be altered. This plan promotes taking proactive approaches to achieve a mix as expressed by the Corridor Planning Principles.

### Plan Policy

A mix of uses, within walking distance of each other and transit, along with supporting urban design and infrastructure, can provide greater opportunity for people to conduct many of their daily activities within a short distance, reduce dependency on automobiles, encourage activity in the daytime and evening, and enhance the pedestrian experience. Good mixed-use development includes a combination of complementary uses, a sufficient proportion of each use within the mix, and some balance between the number of residents and employees.

Market forces, and mixed-use zoning that simply allows a mix of uses, do not always produce the desired proportions of uses or a desirable balance between jobs and housing. In particular, while this Plan recognizes and accommodates increased demand for housing, it seeks to create some assurance that retail and employment also remain strong features of the Corridor. This would add to the employment that is expected to remain in the Montgomery County's adjacent Twinbrook Sector Planning Area that is within walking distance of the South Pike and the Metro Station.

This plan endorses the following approaches:

Most non-industrial uses can be accommodated within the Plan Area, including, but not limited to, residential, commercial, institutional, assembly, recreation, entertainment and civic uses.

- Residential uses (other than single-unit detached houses, and townhouse and single-unit detached houses in the Core), may be located anywhere, but ground floor dwelling units must be set back from the build-to line, except in the Neighborhood frontages, to encourage activating uses facing the streets at the pedestrian level.
- Office uses are allowed everywhere, but services that are more retail in nature, in that they generate a high level of pedestrian activity (such as a retail bank branch) are not allowed in the Neighborhood frontages.
- Certain uses, such as liquor sales, drive-through facilities, and commercial parking facilities, should be identified as conditional uses that may be allowed but that are subject to more discretionary review than permitted uses because of their potential impacts. Performance standards also may be applied as needed to ensure that allowed uses do not create a nuisance for neighboring properties. In addition, automobile service stations may continue in current locations (as of the adoption date of this plan), but they are discouraged in new locations within the Plan Area.

Uses should be integrated whenever possible, whether in a single building, on a single site, or within a reasonable walking distance, in a way that creates synergy among the uses, mutually benefits each use, and begins to create vibrant urban neighborhoods.

- Development proposals must address the contribution that the proposed use(s) make(s) to the Plan's mixed use Corridor Planning Principle. Development proposals must be considered in the context of the existing and, to the extent known, future mix of uses to ensure that an appropriate mix is obtained.
- Floor-to-ceiling heights on the ground floor must, in most frontages, be high enough to accommodate retail uses to encourage activating uses at the street level.
- More building stories are allowed in the Core if the uses in the building are non-residential than if the uses are primarily residential. This is intended to encourage office, retail, other commercial, civic and institutional uses near the Metro station and complement the residential development in that area.

- Because many lots on the east side of the Middle Pike and North Pike have limited redevelopment potential, single uses are allowed, though a mix is preferred. It is anticipated that uses on many of these sites will continue to be retail-oriented and accessed primarily by automobiles, since transit accessibility is limited, and the potential for robust pedestrian activity is not as strong as in the South Pike. This could change if a high capacity transit station were to be located here in the future.
- Rockville should take proactive and regulatory steps to ensure that housing, employment and services/retail uses all remain strong features of the Plan Area and that all uses have proximity to each other and to transit. In particular, Rockville should take steps to attract stable office users and major employers to the Plan Area, as market forces alone may not be sufficient.
- A report on the status of plan implementation, including an analysis of the existing and evolving mix of uses throughout the Plan Area, shall be produced biennially. The results of that report may be considered sufficient cause for changes to be made to the regulatory structure, including adding regulations or incentives, to steer toward an improved balance of uses.



## MEMORANDUM

March 24, 2014

TO: Planning Commission

FROM: Deane Mellander, Zoning Administrator

VIA: David Levy, Chief, Long Range Planning

SUBJECT: Proposed RPD Zone

The RPD (Rockville Pike District) Zone is proposed in order to implement the recommendations of the Rockville's Pike Plan. The proposed zone came out of the recommendations contained in the consultant draft plan released in 2010. The overall intent of the plan is to create a boulevard along the Pike framed by development that features a mix of retail, service, office and residential uses. The consultant's draft plan anticipated regulating new development within the body of the plan document. However, to be consistent with Maryland planning and zoning law the master plan acts the guide and vision for development, while zoning is the regulatory implementation vehicle. The two documents have been separated in the current drafts, and the proposed zoning is contained with the RPD Zone document.

The draft RPD Zone is intended to reflect the intent of the master plan by allowing for a range of uses, with the types of uses dependent on the street frontage location. The zone draws heavily on the current mixed-use zone provisions in Article 13 of the City's zoning ordinance. The new zone is intended to be incorporated into the city Zoning Ordinance as a separate article. As such, the uses are generally consistent with those uses and review procedures defined in the ordinance. Definitions for all uses in the proposed RPD zone are will be included within the zoning ordinance.

The proposed uses are in one of four categories – permitted, conditional, special exception, or not permitted. Permitted uses are allowed without any restraint on their size, character or location. Conditional uses are allowed where noted in the tables, but may have some additional regulation that must be met in order to proceed. An example would be banks and restaurants with drive-through lanes. These are conditional uses where allowed, and must conform to the requirements for items such as location within a building, reservoir spaces, and minimum lot area. Special exceptions are uses that are deemed to be compatible with the surrounding uses

provided certain development standards and compatibility requirements are met. These additional requirements are set forth in Article 15 of the zoning ordinance.

Because a use is permitted, it does not mean that these uses are not subject to other licensing regulations. An example would be child care facilities. These uses fall into three classes – a child care home, which allows up to 8 children; a child care center with 9-12 children and a child care center with more than 12 children. All of these are subject to additional State and/or County licensing regulations regarding floor area per child, fire safety access, and recreation area. This means that even though a child care facility is permitted anywhere in the RPD zone, the other regulations may well restrict the number of children allowed.

Conditional uses are permitted but must comply with certain specific requirements. These include uses such as banks or restaurants with a drive-through which must provide safe stacking lanes and not impede traffic circulation. They must also be included within a building in the RPD zone.

Special exceptions are uses that are allowed if deemed compatible with the surrounding uses and meet any specific code requirements. These include gas stations and wireless communication facilities.

As the master plan process moves forward, the proposed zone text will be reviewed and revised as necessary to reflect any changes in the master plan's policy recommendations. Ultimately, the final version of the new zone will be presented to the Mayor and Council for introduction once the master plan has been adopted. The formal text amendment will add the new zone to the ordinance, along with making any other necessary revisions, such as adding new definitions or review procedures that may come out of the final master plan recommendations.

<b>Summary Comparison of Draft Plan to Existing Policies &amp; Regulations*</b>		
<b>Topic</b>	<b>Existing policies &amp; regulations (*1989 Rockville Pike Plan and current zoning)</b>	<b>Rockville Pike Plan Draft and Proposed Zoning (as revised through 1/8/2014)</b>
Maximum building heights	<ul style="list-style-type: none"> <li>150 ft. (MXTD zone) near Twinbrook Metro</li> </ul>	<ul style="list-style-type: none"> <li>10 stories (approx. 118 ft.) near Twinbrook Metro. This maximum height is only allowed for non-residential buildings.</li> </ul>
Rockville Pike-fronting maximum heights	<ul style="list-style-type: none"> <li>75 ft. (MXCD zone)</li> </ul>	<ul style="list-style-type: none"> <li>5 stories (approx. 61 ft.) in Middle Pike; 6 stories (approx. 72.5 ft.) in North Pike; 7 stories in South Pike (approx. 84 ft.)</li> </ul>
Layback slope	<ul style="list-style-type: none"> <li>No layback slope in areas adjacent to Metro or railroad ROW (Sec. 25.13.05.2(d)iv.)</li> </ul>	<ul style="list-style-type: none"> <li>Applies to properties on east side of Pike in North &amp; Middle that back to tracks to reduce height impact on Twinbrook houses (in addition to existing applications in current zoning).</li> </ul>
Rockville Pike: Distance between east and west side build-to lines	<ul style="list-style-type: none"> <li>270 feet</li> </ul>	<ul style="list-style-type: none"> <li>252 feet on west and in South;</li> <li>242 feet on east side of Middle and North</li> </ul>
Rockville Pike: Curb to curb distance, main lanes	<ul style="list-style-type: none"> <li>84 feet</li> </ul>	<ul style="list-style-type: none"> <li>120 feet</li> <li>36 ft. difference = BRT, with pedestrian refuge area</li> </ul>
Rockville Pike Access Roads / Service Drives	<ul style="list-style-type: none"> <li>Two-directional</li> <li>Relatively uncontrolled; inconsistent conditions</li> <li>Lack of continuity</li> <li>Numerous curb cuts for access to individual properties</li> <li>No treatment for bicycles</li> <li>No consistent pedestrian pathways between sites</li> </ul>	<ul style="list-style-type: none"> <li>Single direction (except east side of North &amp; Middle)</li> <li>Formalized to ensure travel between sites</li> <li>Elimination of curb cuts from main roadway to individual sites</li> <li>Bicycle and pedestrian infrastructure included</li> </ul>
New transit options	<ul style="list-style-type: none"> <li>Mention of COG-proposed Rockville Pike Shuttle (localized buses)</li> </ul>	<ul style="list-style-type: none"> <li>Accommodations provided for new rapid transit in Rockville Pike ROW</li> <li>Enhanced local bus service</li> </ul>
Fleet Street extension	<ul style="list-style-type: none"> <li>Four-lane road</li> <li>No specifics on any bicycle or pedestrian infrastructure</li> <li>Affected property owners to be consulted in design</li> <li>Recommended in 1989 Pike Plan and in 2002 CMP</li> </ul>	<ul style="list-style-type: none"> <li>Two-lane road</li> <li>Shared-use path on Hungerford neighborhood (west) side and a 15-foot sidewalk area on the east side.</li> <li>Hungerford neighborhood and RMHS community to be consulted in design &amp; safety measures.</li> <li>Provide protective buffer for abutting existing residential properties</li> </ul>

E. Jefferson Street extension	No recommendation for the extension or any new street network in the Middle Pike	Extend road northward to Edmonston Drive/Wootton Parkway & add street network to the west side of the Middle Pike
Chapman Avenue extension	Extend road north from the Twinbrook Metro Station beyond Congressional Lane, and turn to intersect with the Pike	Same as 1989 Plan
Bicycle infrastructure	<ul style="list-style-type: none"> <li>• “ Exclusive bikeways are difficult to provide in developed areas such as the Pike where frequent intersections, heavy traffic volumes and limited ROWs restrict the safe and efficient movement of bicycles.” 1989 Pike Plan, p. 38</li> </ul>	<ul style="list-style-type: none"> <li>• Two-way protected bike lanes along entire west side of Pike &amp; east side of South Pike</li> <li>• Bike lanes on E. Jefferson Street extension</li> <li>• Shared use (bikes/peds) on Fleet Street extension</li> <li>• Accommodations for bicycles on all streets</li> </ul>
Pike Sidewalks	<ul style="list-style-type: none"> <li>• 6 ft. wide</li> <li>• Landscaped berm with trees at road edge</li> <li>• Adjacent to main travel lanes</li> </ul>	<ul style="list-style-type: none"> <li>• 10 ft. wide</li> <li>• 10-ft. adjacent amenity area</li> <li>• Adjacent to land uses (in all areas except east side of North &amp; Middle Pike)</li> </ul>
Other Sidewalks	<ul style="list-style-type: none"> <li>• 4 to 6 feet, depending on location; 10 ft. in Twinbrook Metro Performance District</li> </ul>	<ul style="list-style-type: none"> <li>• 10 ft. with 7-ft. amenity area, adjacent to land uses</li> </ul>
Halpine Promenade	<ul style="list-style-type: none"> <li>• Recommended</li> </ul>	<ul style="list-style-type: none"> <li>• Allowed</li> </ul>
Parks	No goals or recommendations for the creation of parks.	Emphasizes need for parks; sets a goal for at least 10 acres of parkland distributed throughout the corridor, including recommendation to allocate resources in the CIP to purchase land for a park in the South Pike before the opportunity is lost.
Open space	<ul style="list-style-type: none"> <li>• Sites must provide 10%-15% open area; some % of which must be public use space.</li> <li>• The Approving Authority may approve fee-in-lieu only under certain conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Sites must provide 15% for public use space</li> <li>• Provision of land v. fee-in-lieu is determined by Approving Authority on site-by-site basis</li> <li>• Guidance on how public use space should be built (orientation, opportunities for assemblage, etc.)</li> </ul>
Parking standards	See current zoning standards	Same as current zoning



Resolution No. 14-

RESOLUTION: To approve and recommend adoption of the Rockville's Pike Plan as an amendment to the Adopted and Approved Plan for the City of Rockville, Maryland.

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the "Commission"), under the provisions of Section 3-202 of the Land Use Article of the Annotated Code of Maryland may make and approve a plan or amendments thereto and recommend the same to the local legislative body for adoption; and

WHEREAS, previously, on December 19, 2001 the Planning Commission did approve, and on November 12, 2002 the Mayor and Council previously adopted a Master Plan for the City of Rockville, Maryland; and

WHEREAS, the Mayor and Council did instruct the Commission to make and approve, and recommend to the Mayor and Council an amendment to the Plan to revise the plan for the Rockville Pike corridor; and

WHEREAS, the City staff prepared, consistent with Section 3-202 of the Land Use Article of the Annotated Code of Maryland, an amendment to the Plan to revise the plan for the Rockville Pike corridor; and

WHEREAS, in connection with the preparation of the amendment to the Plan for the Rockville Pike corridor, the staff did carefully and comprehensively survey and study present conditions; and

WHEREAS, the amendment to the Plan for the Rockville Pike corridor has been prepared for the purpose of guiding and accomplishing coordinated, adjusted and harmonious development of the City; and

WHEREAS, the amendment to the Plan for the Rockville Pike corridor complements the visions as provided in Section 1-201 of the Land Use Article of the Annotated Code of Maryland; and

WHEREAS, after the preparation of said amendment to the Plan for the Rockville Pike corridor, the Commission gave notice of the time and place of the public hearing to be held on said Plan by giving notice in a newspaper of general circulation in the City; and

WHEREAS, the Commission did refer copies of said amendment to the Plan for the Rockville Pike corridor to all adjoining planning jurisdictions and to all state and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the amendment to the Plan for the Rockville Pike corridor at least sixty (60) days prior to the public hearing; and

WHEREAS, the Commission held a public hearing on said amendment to the Plan for the Rockville Pike corridor in the Council Chamber at City Hall, Rockville, Maryland on March 20, April 24 and May 22, 2013; and the Commission held a public hearing on a prior draft version of said amendment to the Plan for the Rockville Pike corridor in the Council Chamber at City Hall, Rockville, Maryland on March 9 and March 16, 2011; and

WHEREAS, the Commission did refer copies of the prior draft version of said amendment to the Plan for the Rockville Pike corridor to all adjoining planning jurisdictions and to all state and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the amendment to the Plan for the Rockville Pike corridor at least sixty (60) days prior to the public hearing; and

WHEREAS, the Planning Commission took into consideration the testimony presented at said public hearings and in the written public record and now desires to present its recommendations for an amendment to the Plan for the City of Rockville, Maryland; and

WHEREAS, the planning and development policies recommended in the amendment to the Plan for the Rockville Pike corridor have been closely coordinated with and represent an extension of planning policy contained in the Master Plan for the City of Rockville, Maryland.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of Rockville, Maryland, as follows, that the amendment to the Plan for the Rockville Pike corridor is hereby approved and recommended for adoption by the Mayor and Council of Rockville, Maryland pursuant to Section 3-202, Land Use Article of the Annotated Code of Maryland as an amendment to the 2002 Master Plan for the City of Rockville, Maryland. The amendment to the Plan for the Rockville Pike corridor consists of the following:

- Amendment to the 2002 City of Rockville Comprehensive Master Plan to Adopt the Rockville's Pike Plan, Planning Commission Recommended Draft, dated xxxxxxx.

\* \* \* \* \*

I certify that the above is a true and correct copy of  
a Resolution adopted by the Planning Commission  
of the City of Rockville, Maryland, at its meeting of

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Name  
Chair, Planning Commission