

Please note: This testimony was struck from the public record at the submitter's request



DEPARTMENT OF GENERAL SERVICES

Marc Elrich
County Executive

David E. Dise
Director

February 25, 2020

Charles Littlefield, Chair
Rockville Planning Commission
111 Maryland Avenue
Rockville, Maryland 20850

Mr. Littlefield,

I am writing to reiterate the County's request that Figures 3 and 4 in the draft Comprehensive Plan, Volume I be removed from the document. The original request, made in April last year, is attached for reference.

Figure 3, the Land Use Policy Map on page 20, and Figure 4, the Land Use Policy Map for the Rockville Station Area on page 31 both illustrate impacts to County-owned properties, including 301 E Jefferson Street (Jury Lot), and the Council Office Building (COB) and parking garage at 100 Maryland Avenue. While it appears that much of the COB has been retained as a civic use, the map shows the Jury Lot as a public park, and the COB garage as Office Residential Retail Mix with a strip of Retail along Monroe Street.

DGS is currently renovating the COB and COB parking garage. These are major investments in the County's facility infrastructure, and it is extremely unlikely the County would contemplate any redevelopment of the COB block for the foreseeable future.

The Jury Lot at 301 E Jefferson is heavily utilized as jurors parking in downtown Rockville. Any redevelopment of the Jury Lot would necessitate replacement parking, and it is anticipated that the County would likely double the current number of spaces to serve future needs. If underground parking is contemplated as replacement for the surface lot for a future park, the cost to construct the replacement parking would be prohibitive and we do not believe this is a feasible concept.

The Land Use Policy Map is recommended for adoption as part of Volume I of the Draft Comprehensive Plan (page 21). However, it is unclear how this map will be interpreted and how it will influence zoning. Given recent County investments and the unlikelihood of concepts discussed, we are requesting that Figure 3 on page 20 and the associated Figure 4 on page 31 be removed from the draft.

Sincerely,

Greg Ossont
Deputy Director

Office of the Director

101 Monroe Street, 9th Floor • Rockville, Maryland 20850

www.montgomerycountymd.gov



DEPARTMENT OF GENERAL SERVICES

Marc Elrich
County Executive

David E. Dise
Director

April 26, 2019

David Levy, Chief of Long Range Planning & Implementation
Planning and Development Services
111 Maryland Avenue
Rockville, Maryland 20850

Mr. Levy,

Thank you for the opportunity to review the Comprehensive Plan: Draft for the Planning Commission Public Hearing.

Figure 3, the Land Use Policy Map on page 20 illustrates impacts to County-owned properties, including 301 E Jefferson Street (Jury Lot), and the Council Office Building (COB) and parking garage at 100 Maryland Avenue. While it appears that much of the COB has been retained as a civic use, the map shows the Jury Lot as a public park, and the COB garage as Office Residential Retail Mix with a strip of Retail along Monroe Street.

DGS is currently renovating the COB and COB parking garage. These are major investments in the County's facility infrastructure, and it is extremely unlikely the County would contemplate any redevelopment of the COB block in the foreseeable future.

The Jury Lot at 301 E Jefferson is heavily utilized as jurors parking in downtown Rockville. Any redevelopment of the Jury Lot would necessitate replacement parking, and it is anticipated that the County would likely double the current number of spaces to serve future needs. If underground parking is contemplated as replacement for the surface lot for a future park, the cost to construct the replacement parking would be prohibitive and we do not believe this is a feasible concept.

The Land Use Policy Map is recommended for adoption as part of the Land Use element of the proposed plan (page 21). However, it is unclear how this map will be interpreted and how it will influence zoning. Given recent County investments and the unlikelihood of concepts discussed, we are requesting that Figure 3 and the associated Figure 4 on page 31 be removed from the draft.

Additionally, attached for your review are the Montgomery County Department of Transportation (MCDOT) and Montgomery County Fire and Rescue Services (MCFRS) offer technical comments.

We look forward to continued coordination as the Comprehensive Plan continues through the planning process. Please contact me directly if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Ossont".

Greg Ossont
Deputy Director

Donin, Amy

From: Gutschick, Scott
Sent: Thursday, March 28, 2019 12:31 PM
To: Donin, Amy
Cc: Gutschick, Scott
Subject: RE: Rockville's Comprehensive Plan Update

Hello Amy,

Concerning page 116 of the draft plan:

- The narrative is factually correct for the most part with the following exceptions:
 - The MCFRS master plan (a.k.a., “Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan”) is not a “facilities” master plan, so that word should be deleted. Suggest that the City use the full/actual title of our master plan the first time it is mentioned.
 - The MCFRS master plan is updated every six (vs. five) years.
 - [Clarification] The MCFRS master plan did not specifically state that Station 3 is “inadequate” but it could be correctly inferred as such.
 - While Action 5.3 (i.e., relocation of Station 3 in or near the City) appears to be the City’s intention, the Rockville Volunteer Fire Department and MCFRS are considering renovation of the existing facility as well as the alternative of relocating the station nearby in a new facility. As available land of sufficient size and of strategic location is typically difficult to find for a fire station in an urban area, on-site renovation of Station 3 must be considered. [BTW, RVFD owns Station 3, but the County would likely fund some of the costs of this project.]
- Suggest that the City’s plan include a map showing the locations of Stations 3, 23, 32 and 33 serving the City. Alternatively, or in addition to the map, the plan could identify the street address of each of these four stations within the narrative to make clear to the reader where these stations are located.
- Suggest that the City’s plan might specify the County’s selected location of the future fire station in the White Flint area (i.e., intersection of Chapman Avenue & Montrose Parkway).

Concerning page 234:

- 2nd paragraph, 3rd sentence under “Impacts of Projected Growth,” the narrative should say “fire and emergency **medical services.**”
- Same comment for 3rd paragraph, 1st sentence under the “Policy 12” heading.

Thanks for the opportunity to provide comment. Hopefully my comments did not get too far into the weeds.

*Scott A. Gutschick
Manager, Planning and Accreditation Section
Montgomery County Fire & Rescue Service*

*Public Safety Headquarters
100 Edison Park Drive, Floor 2, Room E-09
Gaithersburg, MD 20878*

*240-777-2417 (office)
240-429-0154 (cell)*

Donin, Amy

From: Buckley, Darcy B.
Sent: Friday, March 29, 2019 9:42 AM
To: Donin, Amy
Subject: RE: Rockville's Comprehensive Plan

Hi Amy,

Just a couple of comments from the BRT team:

- Page 73 - Policy 13 -
 - Ride On Extra is a "limited-stop" service not an express service as written.
 - CCT is the Corridor City Transitway (not Capital City Transitway as written)

Thanks!

Darcy Buckley

ph. (240) 777-7166

darcy.buckley@montgomerycountymd.gov

**DEPARTMENT OF GENERAL SERVICES**

Marc Elrich
County Executive

David E. Dise
Director

April 1, 2020

Charles Littlefield, Chair
City of Rockville Planning Commission
111 Maryland Avenue
Rockville, Maryland 20850

Mr. Littlefield,

Thank you for the opportunity to comment on the Rockville Comprehensive Plan (Plan). The purpose of this letter is to reiterate the County's concerns with specific recommendations in the Plan as it relates to County-owned properties at 301 E Jefferson Street (Jury Lot), the Council Office Building (COB) and parking garage at 100 Maryland Avenue in the draft Plan. The County would like to reiterate comments from previous correspondence dated April 2019 and February 2020. Both letters are attached for reference.

In the Volume II draft, the map on page 6 titled "Planning Areas of the Rockville Comprehensive Plan with Land Use Policy Map Designations" includes significant changes to County-owned property. As in Volume I, while it appears that much of the COB has been retained as a civic use, the map shows the Jury Lot as a public park, and the COB garage as Office Residential Retail Mix with a strip of retail along Monroe Street.

The draft Plan also recommends a future city park on a block consisting of privately owned, forested property, private offices, and the Jury Lot. Additionally, on page 12, Figure 5 illustrates two concepts for the public park.

The County notes that the draft Plan includes language stating that these plans are 'conceptual' and include qualifying language. The Department of General Services is currently renovating the COB and COB parking garage. These are major investments in the County's facility infrastructure and it is extremely unlikely the County would contemplate any redevelopment of the COB block in the foreseeable future.

Further, the County has concerns with the draft language that states the City of Rockville intends to purchase County-owned land for the purposes of parkland. The Jury Lot at 301 E Jefferson is heavily utilized by jurors parking in downtown Rockville as well as County visitors and employees. Elimination of the Jury Lot would necessitate replacement parking and it is anticipated that the County would increase the current number of spaces to serve future needs. Additionally, if underground parking is contemplated as replacement for the surface lot for a

Office of the Director

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future park, the cost to construct the replacement parking would be prohibitive and we do not believe this is a feasible concept. Given recent County investments and the unlikelihood of concepts discussed, we are requesting that all references to these proposed changes be removed from the draft.

We look forward to continued coordination as the Comprehensive Plan continues through the planning process. I hope this information is helpful.

Sincerely,

Greg Ossont
Deputy Director

Attachments

Online Form Submittal: Rockville 2040 Public Testimony - Volume II: Planning Areas

Larissa Klevan <lklevan@rockvillemd.gov>

Wed 7/29/2020 11:28 AM

To: Larissa Klevan <lklevan@rockvillemd.gov>

From: noreply@civicplus.com <noreply@civicplus.com>

Sent: Friday, March 20, 2020 4:59 PM

To: Comprehensive Plan <comprehensiveplan@rockvillemd.gov>

Subject: Online Form Submittal: Rockville 2040 Public Testimony - Volume II: Planning Areas

If you are having problems viewing this HTML email, click to view a [Text version](#).

Rockville 2040 Public Testimony - Volume II: Planning Areas

The Planning Commission needs your input!

You may provide testimony to the Planning Commission on the Volume II: Planning Areas draft of the Rockville Comprehensive Plan through this online form, in addition to any email or physical mail testimony you submit directly to the Planning Commission. Submitting written testimony does not limit your right to also provide oral testimony during the Planning Commission's public hearing, held over two days on May 13 and May 27, 2020. All submitted testimony is considered an item of public record and will be included in the Planning Commission testimony report for the draft Comprehensive Plan.

Name (required):* Jeffrey Grimes
Address (recommended): Current: 1620 E. Jefferson St. Apt. 332 Future: 303 Taylor Ave.
Email Address (recommended): jeff@grimesplace.com
Organization (if applicable):

By including your Address of Residence or Business and/or Email Address, you are expressing your willingness for staff to contact you for clarification or for legal notifications related to the Comprehensive Plan. Staff will not use your address or email for any other advertisement or notification lists.

Indicate on which Planning Area(s) you are submitting testimony, if any.

East Rockville

Type your testimony in the field below:*

I would like for the city to include safe, low-stress bike routes (ideally physically separated from car traffic) through East Rockville to the Metro Station and Town Center as part of its 2040 planning efforts. Many of the existing residential streets in East Rockville are low stress and safe to ride on; but, in order to get to the major activity centers, one has to ride in mixed traffic on high stress through-roads. The high stress through-roads are: Baltimore Road, Park Road/North Horners Lane, and South Stonestreet. Providing high-quality bicycle facilities along these corridors would further many of the transportation goals of the city: encouraging transit use, encouraging active transportation (e.g. bicycles and scooters) for short trips, and improving connectivity to activities centers such as the town center, metro station, and Montgomery college. Moreover, these routes would provide vital links to both the Millennium Trail and the Rock Creek Trail. I urge the city to look at the excellent work that the county has done with its Bicycle and Pedestrian Priority Area in Silver Spring as a model for low-stress bicycle infrastructure in an urban area.

* indicates required fields.

View any uploaded files by [www.rockvillemd.gov/MyAccount]signing in and then proceeding to the link below:
<http://www.rockvillemd.gov/Admin/FormHistory.aspx?SID=13>

The following form was submitted via your website: Rockville 2040 Public Testimony - Volume II: Planning Areas

Rockville 2040 image:

Name (required):: Jeffrey Grimes

Address (recommended):: Current: 1620 E. Jefferson St. Apt. 332 Future: 303 Taylor Ave.

Email Address (recommended):: jeff@grimesplace.com

Organization (if applicable)::

Indicate on which Planning Area(s) you are submitting testimony, if any.: East Rockville

Type your testimony in the field below:: I would like for the city to include safe, low-stress bike routes (ideally physically separated from car traffic) through East Rockville to the Metro Station and Town Center as part of its 2040 planning efforts. Many of the existing residential streets in East Rockville are low stress and safe to ride on; but, in order to get to the major activity centers, one has to ride in mixed traffic on high stress through-roads. The high stress through-roads are: Balmore Road, Park Road/North Horners Lane, and South Stonestreet. Providing high-quality bicycle facilities along these corridors would further many of the transportation goals of the city: encouraging transit use, encouraging active transportation (e. g. bicycles and scooters) for short trips, and improving connectivity to activity centers such as the town center, metro station, and Montgomery college. Moreover, these routes would provide vital links to both the Millennium Trail and the Rock Creek Trail. I urge the city to look at the excellent work that the county has done with its Bicycle and Pedestrian Priority Area in Silver Spring as a model for low-stress bicycle infrastructure in an urban area.

Additional Information:

Form submitted on: 3/20/2020 4:59:11 PM

Submitted from IP Address: 69.243.127.66

Referrer Page: No Referrer - Direct Link

Form Address: <http://www.rockvillemd.gov/Forms.aspx?FID=65>





LARRY HOGAN
Governor
BOYD K. RUTHERFORD
Lt. Governor
KENNETH C. HOLT
Secretary

March 30, 2020

Mr. Joseph Griffiths, Manager of Local Assistance and Training
Maryland Department of Planning
301 West Preston Street, 11th floor
Baltimore, MD 21201

Dear Mr. Griffiths:

Thank you for the opportunity to review the City of Rockville draft Comprehensive Plan Volume II: Planning Areas (the Plan). The comments below are based on a review of the plan by staff in the Maryland Department of Housing and Community Development (DHCD) Division of Neighborhood Revitalization.

The Plan identifies local conditions and concerns within defined planning areas in the City of Rockville. In the Plan, the City may also want to discuss how the planning areas align with state and federal geographic designations within Rockville that can support implementation (Maryland Sustainable Communities, Enterprise Zones, Opportunity Zones, etc.). In particular, Sustainable Communities designation can provide local governments with a range of resources to support community revitalization (see Attachment A). The City may want to review needs and strategies in its current Montgomery County Sustainable Community Action Plan (Attachment C) for consistency with those in the Comprehensive Plan.

In our May 3, 2019 comments on the draft comprehensive plan we noted that housing affordability was identified as a concern in the Plan. House Bill 1045, passed in the 2019 legislative session requires that comprehensive plans adopted after June 1, 2020 include a housing element addressing the need for affordable housing (see Attachment B). The Maryland Department of Planning is currently developing guidance for local governments to prepare the housing element. The City of Rockville may want to consider how this new requirement will impact future planning efforts.

Again, thank you for the opportunity to comment on the Plan. If you have any questions regarding our comments, please call me at 410-209-5807 or via email at john.papagni@maryland.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "John Papagni".

John Papagni
Program Officer
Division of Neighborhood Revitalization

Attachment A: Sustainable Community Benefits

Attachment B: House Bill 1045 (2019)

Attachment C: Montgomery County 2018 Sustainable Community Renewal Application

Cc: Susan Llareus, MDP
Oumy Kande, MDP





Sustainable Communities

Partnering to Revitalize Maryland Communities



The Sustainable Communities program is designed to encourage interagency and cross-governmental collaboration by providing designated Sustainable Communities with the opportunity to access an interagency revitalization toolbox of financing programs and tax credit incentives. The Maryland Department of Housing and Community Development and its partners support the development and prosperity of Sustainable Communities by providing the following benefits for Sustainable Communities:

Financing Programs (Dept. of Housing and Community Development)

Community Legacy Program: Provides local governments and community development organizations in Sustainable Communities with funding for essential projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership, and commercial revitalization. Some examples of eligible projects include mixed-use development consisting of residential, commercial and/or open space; streetscape improvements; and façade improvement programs.

Strategic Demolition Fund: Provides grants and loans to local governments and community development organizations in Sustainable Communities for predevelopment activities including demolition and land assembly for housing and revitalization projects. The Fund catalyzes public and private investment in the reuse of vacant and underutilized sites. Awards will focus on those smart growth projects that will have a high economic and revitalization impact in their existing communities.

Neighborhood BusinessWorks Program: Loan program providing gap financing, i.e. subordinate financing, to new or expanding small businesses and nonprofit organizations located in Priority Funding Areas. Projects must include first floor business or retail space that generates street-level activity in mixed use projects and improve either a vacant or under-utilized building or site.

Maryland Mortgage Program - You've Earned It! Initiative: For a limited time, the Maryland Mortgage Program is offering a 0.25% discount on the standard Maryland Mortgage Program mortgage rate and \$5,000 in Down Payment Assistance to qualified home buyers that have at least \$25,000 of student debt, and who are purchasing a home in one of Maryland's Sustainable Communities

Operating Assistance Grants: Provides funding for Main Street Improvement Program, Nonprofit Assistance Fund and Technical Assistance Grants to support costs such as, but not limited to, staff and a portion of general operating expenses; consulting expertise/technical assistance or training; and consultants or services directly associated with community development projects in Sustainable Communities. Current focus is on Main Street activities.

National Capital Strategic Economic Development Fund: The National Capital Strategic Economic Development fund seeks to improve the economic viability of "grey field development," which often faces more barriers than sprawling "green field development." The National Capital Strategic Economic Development Fund is one of three special areas of the Strategic Demolition Fund. Funds from the NCAP-EDF program should primarily support commercial and residential development projects. At least 85% of funds will be dedicated to Sustainable Communities between the District of Columbia and Interstate 495.

SEED Community Development Anchor Institution Program: The Seed Community Development Anchor Institution Fund provides competitive grants and loans to anchor institutions for community development projects in blighted areas of the state. Blighted areas are areas in which the majority of buildings have declined in productivity by reason of obsolescence, depreciation, or other causes to an extent that they no longer justify fundamental repairs and adequate maintenance. Eligible applicants are anchor institutions, defined as an institution of higher education or a hospital.



The Wharf in Leonardtown



Berlin Main Street



Brentwood Park



The Lustine Center Adaptive Reuse Project in Annapolis



Carroll Creek Park in Frederick



Annapolis Main Street



The Greenbelt Theater



Miller's Court mixed-use rehabilitation in Baltimore



Snow Hill Historic District



Hagerstown Bicycle Parking



Public Art in Cambridge



The Armory in Bel Air

Financing Programs (Dept. of Transportation)

Exhibit 4

Maryland Bikeways Program: Maryland Department of Transportation (MDOT) program supporting projects that maximize bicycle access and fill missing links in the State's bike system. Additional points awarded to projects located in or connecting to a Sustainable Community. Sustainable Communities also are considered a "priority investment area" under the Bikeways Program and projects may be eligible for reduced matching requirements.

Community Safety and Enhancement Program: A State Highway Administration program that provides funding for transportation improvements along State highways that support planned or on-going revitalization efforts. Improvements typically include pedestrian and vehicular safety, intersection capacity/operations, sidewalks, roadway reconstruction or resurfacing, drainage repair/upgrade and landscaping. Projects must be in a Priority Funding Area and projects in Sustainable Community areas are given preference.

Sidewalk Retrofit Program: This program helps finance the construction and replacement of sidewalks along State highways by covering 50 percent of the cost for approved projects. The program covers 100 percent of the cost for projects located in Sustainable Communities.

Financing Programs (Dept. of Environment)

Water Quality Revolving Loan Fund: Administered by the Maryland Department of the Environment Water Quality Financing Administration, the fund provides below-market interest rate loans and additional subsidies—such as loan-forgiveness and grants—to finance: construction of publicly-owned wastewater treatment works, implementation of non-point source/estuary capital improvements, and/or implementation of U.S. EPA defined "green" projects. Projects are ranked and can receive up to 100 points. Seven points are awarded to projects in Sustainable Communities.

Tax Credit Programs and Incentives

Low Income Housing Tax Credit: Administered by the Dept. of Housing and Community Development and supports the development of multi-family affordable housing. Eight points are awarded to applications with projects located in a state-designated Transit Oriented Development area. For areas that are not state-designated Transit Oriented Development areas, but are Sustainable Communities, applications will be awarded four additional points.

Maryland Economic Development Corporation/Dept. of Planning - Enhanced Local Tax Increment Financing Authority: Enables designated Sustainable Communities to issue bonds to finance public improvements, and expands the permitted use of tax increment financing beyond traditional public infrastructure. The set of eligible uses of tax increment financing is broadened in Sustainable Communities to include historic preservation or rehabilitation; environmental remediation; demolition and site preparation; parking lots, facilities or structures of any type, public or private; highways; schools; and affordable or mixed-income housing. Local governments with Sustainable Communities may also pledge alternative local tax revenues generated within or attributed to the tax increment financing district to its associated special fund.

Job Creation Tax Credit: Administered by the Department of Commerce. Employers are eligible for enhanced incentives for new jobs created in Sustainable Communities. The maximum tax credit rises from \$1,000 to \$1,500 per employee. The threshold to qualify drops from 60 to 25 jobs created.

Other Incentives

Sustainable Maryland Certified: A program administered by the University of Maryland Environmental Finance Center that supports sustainability efforts in Maryland municipalities. With the Sustainable Community designation, a municipality can receive 20 points towards the 150 points needed for certification.

Chapter 713

(House Bill 1045)

AN ACT concerning

Land Use – Comprehensive Plans – Housing Element

FOR the purpose of requiring the planning commissions for certain local jurisdictions to include a housing element in the comprehensive plan for their respective jurisdictions; ~~requiring the housing element in certain comprehensive plans to include a plan to address certain issues;~~ providing for the contents of the housing element in certain comprehensive plans; providing for the application of this Act; providing for a delayed effective date; defining certain terms; and generally relating to the requirement of a housing element in comprehensive plans.

BY repealing and reenacting, with amendments,

Article – Land Use

Section 1–406 and 3–102

Annotated Code of Maryland

(2012 Volume and 2018 Supplement)

BY adding to

Article – Land Use

Section 1–407.1 and 3–114

Annotated Code of Maryland

(2012 Volume and 2018 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Land Use

1–406.

(a) (1) The planning commission for a charter county shall include in the comprehensive or general plan the visions under § 1–201 of this title and the following elements:

(i) a development regulations element;

(ii) **A HOUSING ELEMENT;**

(III) a sensitive areas element;

[(iii)] (IV) a transportation element; and

~~[(iv)] (v)~~ a water resources element.

(2) If current geological information is available, the plan shall include a mineral resources element.

(b) The planning commission for a charter county may include in the plan a priority preservation area element developed in accordance with § 2–518 of the Agriculture Article.

1–407.1.

~~THE HOUSING ELEMENT SHALL INCLUDE A PLAN TO ADDRESS:~~

~~(1) THE NEED FOR AFFORDABLE HOUSING WITHIN THE LOCAL JURISDICTION, INCLUDING LOW AND MODERATE INCOME HOUSING; AND~~

~~(2) IF APPLICABLE, THE IMPACTS OF GENTRIFICATION.~~

(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS INDICATED.

(2) “AREA MEDIAN INCOME” HAS THE MEANING STATED IN § 4–1801 OF THE HOUSING AND COMMUNITY DEVELOPMENT ARTICLE.

(3) “LOW-INCOME HOUSING” MEANS HOUSING THAT IS AFFORDABLE FOR A HOUSEHOLD WITH AN AGGREGATE ANNUAL INCOME THAT IS BELOW 60% OF THE AREA MEDIAN INCOME.

(4) “WORKFORCE HOUSING” HAS THE MEANING STATED IN § 4–1801 OF THE HOUSING AND COMMUNITY DEVELOPMENT ARTICLE.

(B) A HOUSING ELEMENT MAY INCLUDE GOALS, OBJECTIVES, POLICIES, PLANS, AND STANDARDS.

(C) A HOUSING ELEMENT SHALL ADDRESS THE NEED FOR AFFORDABLE HOUSING WITHIN THE COUNTY, INCLUDING:

(1) WORKFORCE HOUSING; AND

(2) LOW-INCOME HOUSING.

3–102.

(a) (1) The planning commission for a local jurisdiction shall include in the comprehensive plan the following elements:

- (i) a community facilities element;
- (ii) an area of critical State concern element;
- (iii) a goals and objectives element;
- (iv) **A HOUSING ELEMENT;**
- (V)** a land use element;
- [(v)] (VI)** a development regulations element;
- [(vi)] (VII)** a sensitive areas element;
- [(vii)] (VIII)** a transportation element; and
- [(viii)] (IX)** a water resources element.

(2) If current geological information is available, the plan shall include a mineral resources element.

(3) The plan for a municipal corporation that exercises zoning authority shall include a municipal growth element.

(4) The plan for a county that is located on the tidal waters of the State shall include a fisheries element.

(b) (1) The planning commission for a local jurisdiction may include in the plan additional elements to advance the purposes of the plan.

(2) The additional elements may include:

- (i) community renewal elements;
- (ii) conservation elements;
- (iii) flood control elements;
- (iv) [housing elements;
- (v)]** natural resources elements;
- [(vi)] (V)** pollution control elements;

[(vii)] (VI) the general location and extent of public utilities; and

[(viii)] (VII) a priority preservation area element developed in accordance with § 2-518 of the Agriculture Article.

3-114.

~~THE HOUSING ELEMENT SHALL INCLUDE A PLAN TO ADDRESS:~~

~~(1) THE NEED FOR AFFORDABLE HOUSING WITHIN THE LOCAL JURISDICTION, INCLUDING LOW AND MODERATE INCOME HOUSING; AND~~

~~(2) IF APPLICABLE, THE IMPACTS OF GENTRIFICATION.~~

(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS INDICATED.

(2) “AREA MEDIAN INCOME” HAS THE MEANING STATED IN § 4-1801 OF THE HOUSING AND COMMUNITY DEVELOPMENT ARTICLE.

(3) “LOW-INCOME HOUSING” MEANS HOUSING THAT IS AFFORDABLE FOR A HOUSEHOLD WITH AN AGGREGATE ANNUAL INCOME THAT IS BELOW 60% OF THE AREA MEDIAN INCOME.

(4) “WORKFORCE HOUSING” HAS THE MEANING STATED IN § 4-1801 OF THE HOUSING AND COMMUNITY DEVELOPMENT ARTICLE.

(B) A HOUSING ELEMENT MAY INCLUDE GOALS, OBJECTIVES, POLICIES, PLANS, AND STANDARDS.

(C) A HOUSING ELEMENT SHALL ADDRESS THE NEED FOR AFFORDABLE HOUSING WITHIN THE LOCAL JURISDICTION, INCLUDING:

(1) WORKFORCE HOUSING; AND

(2) LOW-INCOME HOUSING.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall be construed to apply only prospectively and may not be applied or interpreted to have any effect on or application to any comprehensive or general plan adopted or enacted before the effective date of this Act.

LAWRENCE J. HOGAN, JR., Governor

Ch. 713

SECTION ~~2~~ 3. AND BE IT FURTHER ENACTED, That this Act shall take effect ~~October 1, 2019.~~ June 1, 2020.

Enacted under Article II, § 17(c) of the Maryland Constitution, May 25, 2019.

CHECKLIST AND TABLE OF CONTENTS

APPLICANT: Montgomery County Government

NAME OF SUSTAINABLE COMMUNITY: Montgomery County, MD

Please review the checklist of attachments and furnish all the attachments that are applicable. Contents of the application should be tabbed and organized as follows:

- Section A - Sustainable Community Renewal Applicant Information**
- Section B – Sustainable Community Renewal Report (Projects, Strategies and Partners)**
- Section C – Sustainable Community Renewal Action Plan Update (Matrix)**
- Section D – Sustainable Communities Workgroup Roster**
- Section E – Signature Letter (acknowledging Disclosure Authorization and Certification)**
- Section F – CD-ROM:** The CD-ROM should include the following contents:
 - If requesting a boundary modification, map in pdf format of the proposed Sustainable Community
 - **GIS shapefiles of the modified Sustainable Community boundary (if requesting a modification) and other GIS related data**
 - Pictures (jpeg format) of your accomplished projects of the last five years (as indicated in Section B)
 - Digital copy of completed Sustainable Communities Renewal Application
- Appendix: Supplemental & Supporting Attachments**

I. SUSTAINABLE COMMUNITY RENEWAL APPLICANT INFORMATION

Name of Sustainable Community:

Montgomery County, MD

Name of Renewal Applicant:

Montgomery County Government, Isiah Leggett, Montgomery County Executive

Applicant's Federal Identification Number: **52-6000980**

Applicant's Street Address: **101 Monroe Street**

City: **Rockville** County: **Montgomery** State: **MD** Zip Code: **20850**

Phone: **240-777-2550** Fax: **240-777-2517** Web: **www.montgomerycountymd.gov**

Sustainable Community Renewal Application Local Contact:

Name: **Kristina Ellis** Title: **Senior Planning Specialist**

Address: **1401 Rockville Pike** City: **Rockville** State: **MD** Zip Code: **20850**

Phone: **240-777-3644** Fax: **240-777-3701** E-mail: **kristina.ellis@montgomerycountymd.gov**

Other Sustainable Community Contact:

Name: **Rogers Stanley** Title: **Chief, Neighborhood Revitalization Section**

Address: **1401 Rockville Pike** City: **Rockville** State: **MD** Zip Code: **20852**

Phone: **240-777-3633** Fax: **240-777-3701** E-mail: **rogers.stanley@montgomerycountymd.gov**

I. SUSTAINABLE COMMUNITY – General Information

- **Sustainable Community Boundary and Description**

(1) Are you requesting any changes to your Sustainable Community (SC) boundary? Describe why or why not?

Yes. Based on input from the Working Group and review/research of current and proposed projects and developments, we are requesting adding the following Sustainable Community (SC) areas to our currently designated SCs. Maps showing the entire SC boundary, as well as more detailed maps for each of the proposed new SC areas are included with this application.

- Area 2/Bel Pre Road Corridor** – The County is proposing to expand the current SC near Aspen Hill along Bel Pre Road to include and preserve three older, naturally occurring affordable residential communities, including Kimberly Place, with which DHCA has an ongoing Focused Neighborhood Assistance (FNA) project. This expanded SC area would also include Plaza Del Mercado and the Layhill Shopping Center and a small commercial property east of Layhill Road, the latter two being potential participants in the DHCA’s Façade Improvement Program.
- Area 3/Boyds PFA** – The County is proposing to add this area as a SC to enable us to seek State funds to aid in the rehabilitation/revitalization of the MARC station in Boyds (per the MARC Rails Community Plan) which recommends public purchase of land in the historic district to provide additional parking and passenger services to support transportation, quality of life and economic improvements in this area of upper Montgomery County.
- Area 3/Burtonsville** – The County is proposing to slightly expand the current SC in Burtonsville to incorporate the Burtonsville Park & Ride lot behind the Burtonsville Crossing Shopping Center and extending east from there along Rt. 198 to Dino Drive, as well as the remaining PFA area behind the Burtonsville Town Square Shopping Center. This particular area is prime for infill, mixed-use redevelopment of the largely vacant Burtonsville Crossing Shopping Center. Additionally, we propose adding a small area of land with three commercial properties/sites bounded by Old Columbia Pike, Rt. 198/Spencerville Road and Spencerville Court that could benefit from DHCA’s Façade Improvement Program.
- Area 2/City of Gaithersburg** - The City of Gaithersburg is proposing to expand its SC to include two recently designated Opportunity Zones located within the City, allowing for greater investment in these underserved neighborhoods. Areas of other expansion are adjacent to the existing SC along Summit and South Frederick Avenues and would encourage redevelopment of underutilized residential and commercial areas ripe for strategic redevelopment consistent with the City’s Master Plan and Strategic Plan for Housing, with a focus on affordable housing options for diverse populations.
- Area 2/City of Rockville** - The City of Rockville is requesting additions to its SC boundaries to add certain residential neighborhoods for targeted housing and community revitalization projects and new infill sites adjacent to existing SC. More specifically, these areas are defined as follows:
 - Single parcel annexed in 2016 at 15931 Frederick Road adjacent to existing Sustainable Community Areas (Tax Acct No. 160903146564). *Sustainable Community designation would allow for state funding to leverage any federal, local, city and/or private investment in commercial revitalization for this Metrorail-adjacent parcel that is currently vacant.*

- Two commercial condominium office park properties at 966 and 932 Hungerford Road and a property owned by Montgomery Community College Board of Trustees at 900 Hungerford Road, all situated along Maryland State Route 355 and adjacent to existing Sustainable Community Area of Montgomery College. *Sustainable Community designation would qualify these aging commercial properties for revitalization or redevelopment funding through the Community Legacy Program and/or Strategic Demolition Fund.*
- City-owned properties of RedGate Municipal Golf Course, adjacent County-owned parcel across Avery Road from the golf course, including the Avery Road right-of-way, and the right-of-way of Maryland State Route 28 within the City of Rockville municipal limits. *Sustainable Community designation would facilitate the redevelopment of this underutilized municipal golf course for potential mixed-income housing and more-viable recreation and park facilities.*
- Residential Neighborhoods of Lincoln Park and East Rockville and a portion of the Twinbrook residential neighborhood, including blocks on both sides of Maryland State Route 586 (Veirs Mill Road). *Sustainable Community designation would qualify these aging, economically disadvantaged residential neighborhoods for selective grants and financing programs to support small-scale residential infill, façade improvement, demolition and reconstruction of distressed homes and increased homeownership.*

(2) Include the following in as an attachment (if requesting a modification to your current boundary):

- a. PDF or JPEG of modified Sustainable Communities boundary map,
- b. GIS shapefiles of modified Sustainable Community boundary (mapped to the parcel boundary),

(3) Approximate number of acres of entire SC Area: **55,581 acres or 87 square miles** (includes @ 3,300 acres or 5.15 square miles of proposed additions to the County's SC)

(4) Existing federal, state or local designations:

- Main Street Maple Street
- National Register Historic District Local Historic District Arts & Entertainment District
- State Enterprise Zone Special Taxing District BRAC State Designated TOD
- Other(s): Heritage Areas (MHP) & Priority Funding Areas (MDP)

Describe the SC Area's current demographic trends (with respect to age, race, household size, household income, educational attainment, number of housing units, or other relevant factors).

How have demographics changed in the last five years?

The following data is pulled from various sources including: Montgomery County Planning Department reports such as Montgomery County Economic Indicators Report (April 2018) and Affordable Housing Trends (2017), 2017 US Census Bureau QuickFacts for Montgomery County, MD and TownCharts.

Population/Demographics

- The County's estimated population in 2017 was 1,058,810, a nearly 9% increase from April 2010.
- Nearly 30% of the population is 18 years of age or younger, nearly 15% is age 65 or over and almost 52% of the population is female.
- Just over 59% of the population is minority, with the two largest races reported as Black or African-American and Asian, respectively.
- As of 2016, nearly 33% of the County's population reported being foreign born and nearly 40% of those 5 years and older spoke a language other than English at home.

- Of the foreign-born residents, 37% (128,553) were from Latin America, 37% (126,394) were from Asia, and 16% (56,270) were from Africa.

Housing

- As of July 2017, there were just over 390,000 housing units in the County.
- As of 2016, nearly 66% of homes (or 367,764) were owner-occupied and the median value of those homes was \$460,100. As of January 2017, the median sales price of homes was \$401,000.
- Over the past decade, the County has invested more than \$1 billion in affordable housing and has created or preserved more than 63,000 affordable units.
- During 2017, nearly 18,500 affordable units were available via inclusionary zoning (MPDU program), housing choice vouchers, tax credits (Section 8) and/or other affordable programs.

Education/Employment/Income

- As of 2016, just over 91% of persons 25 or older were high school graduates and nearly 60% had a bachelor's degree or higher, of which 40% had either a master's or doctorate's degree.
- As of February 2018, the County's resident labor force was 540,769 and the unemployment rate was 3.5%.
- The County's median household income in 2016 was \$99,763 and the poverty rate was 6.7% (69,755 people).

- **Organizational Structure, Experience and Public Input:**

- (1) Describe any changes to the Applicant's organizational structure. Specifically, how has membership of the Sustainable Communities Workgroup changed in the last five years? Who are/were the leaders, and how will/did the Workgroup advisor or staff manage implementation of the SC Area Plan?

The Montgomery County Department of Housing & Community Affairs (DHCA) was the lead county department again for this application process. DHCA coordinated the appropriate county, local and related agency input and participation as needed in preparing this application. Since much of more detailed work was done the first time around, most of the input and collaboration for this application was done via email and/or phone following a few initial in person meetings. Input, contributions and/or data was obtained from the following department and agencies, among others:

- Montgomery County Department of Transportation
- Montgomery County Department of General Services
- Montgomery County Department of Environmental Protection
- Montgomery County Department of Recreation
- Montgomery County Department of Health & Human Services
- Bethesda/Chevy Chase, East County, Mid-County, Silver Spring and UpCounty Regional Service Centers
- Maryland-National Capital Park & Planning Commission (M-NCPPC) /Montgomery Parks & Planning
- MNCPPC/Montgomery County Planning Department
- Housing Opportunities Commission of Montgomery County
- Montgomery County Economic Development Corporation
- VisitMontgomery

- (2) What have been the strengths and challenges of the capacity of the Sustainable Communities Workgroup with respect to implementation of the SC Plan?

The broad range of participation and input received from the many noted agencies and staff illustrates the ongoing commitment by Montgomery County to work collaboratively with respect to sustainable community planning and development. Although staff, fiscal priorities and planning objectives have changed over the past five years, the overall goal of creating and maintaining a well-planned, livable community that offers a high quality of life for a growing, diverse population remains the ultimate end goal. Updates to Master Plans and newly approved Sector Plans, many with a more localized focus (i.e., MARC Rail Communities Plan, Veirs Mill Corridor Plan, Forest Glen and Montgomery Hills, etc.) during the past several years have fostered more collective efforts. The result is local and municipal governments “rethinking” development projects with a focus on incorporating new, sustainable planning, design and construction elements that greatly enhance local community identity, connectivity and quality of life for all segments of the County’s diverse, growing population.

- (3) How did residents and other stakeholders in the community provide input to the Sustainable Communities Action Plan update? On which existing local plans (comprehensive plans, economic development plans, sector plans, etc.) is the Sustainable Communities Action Plan based?

The County’s original Sustainable Communities application and designation in 2012 coincided with Montgomery County’s Smart Growth Initiative, an innovative land use concept introduced and implemented by the Leggett administration. This Initiative moved County-owned industrial facilities from valuable land located around the Shady Grove Metro Station to make this prime land available for more appropriate transit-oriented mixed-use development. The result has been transit-oriented development of much needed housing, office and retail space around the Shady Grove Metro. Many of the accomplishments, recently approved plans and policies and strategies for continued growth and development contained in this SC renewal application is a result of the Smart Growth Initiative being applied throughout the County.

The Montgomery County Planning Department is charged with creating community planning that provide comprehensive recommendations for the use of public and private land throughout the County; this effort relies on public participation to steer the process. In recent years, Montgomery Planning has broadened its outreach to include digital, interactive maps and surveys, Spanish language translations and graphic recordings by artists at community meetings, as well as social media and videos. These continuing, expanded engagement strategies are enabling input from more residents and stakeholders.

The bulk of information used to complete this application and develop the subsequent SC Action Plan came from research and review of various Master Plans, Sector Plans and related plans for targeted projects and/or communities across the County, which include resident and stakeholder input.

The Action Plan addressed in this application takes the fundamentals of the Smart Growth Initiative and incorporates a heightened focus on developments that consider environmentally-friendly, sustainable design concepts that incorporate pervious green space, safety-enhancing pedestrian-focused elements, encourage the use of public transit and bike trails and lanes, and other elements specific to the unique demographics of that particular area of the County that allow residents to give input on these and other elements that help create a sense of community. At the municipal level, the City of Rockville, for example, enlisted staff with expertise in each element of the Sustainable Communities Plan to assist with compiling accomplishments and indicators. This and similar input from the Cities of Gaithersburg, Rockville and Takoma Park, several Towns and Villages, as well as input from various County departments, partner agencies and regional contacts helped shape the overall SC Action Plan detailed in this application.

- (4) Would you like any technical assistance from State agencies to help expand the capacity of your SC Workgroup or implement your SC plan? No thank you.

SUSTAINABLE COMMUNITY RENEWAL REPORT

PART I: QUALITATIVE ASSESSMENT

Purpose:

The purpose of this assessment is to capture significant projects/ improvements that have been completed since the approval of your local government’s Sustainable Communities designation.

In relation to the goals stated in your local government’s Sustainable Community Action Plan, **please highlight at least three major accomplishments from the last five years**, including how you achieved them. When writing your narrative, consider the questions below and refer to the six elements discussed in the General Information section of this document (page iv) – Environment, Economy, Transportation, Housing, Quality of Life, and Land Use/Local Planning.

- 1) **Outcome:** Which outcomes identified in your Sustainable Community plan were you able to achieve?
- 2) **Projects:** Which projects did you implement in order to achieve the outcome? Also indicate when you started and completed these projects.
- 3) **Partners:** With whom (i.e. state agencies, local stakeholders) did you partner to complete projects?
- 4) **Impact:** What kind of measurable impact did the achieved outcome have on your community? Are there other intangible benefits?
- 5) **Pictures:** Please also include pictures that depict your accomplishments.

Descriptive Narrative of Most Significant Accomplishments:

Accomplishments listed for Sustainable Communities located in each of the County’s three planning areas:



Accomplishment 1:

- 1) **Outcome:** Which outcomes identified in your Sustainable Community plan were you able to achieve?
- 2) **Projects:** Which projects did you implement in order to achieve the outcome? Also indicate when you started and completed these projects.
- 3) **Partners:** With whom (i.e. state agencies, local stakeholders) did you partner to complete projects?
- 4) **Impact:** What kind of measurable impact did the achieved outcome have on your community? Are there other intangible benefits?
- 5) **Pictures:** Please also include pictures that depict your accomplishments.

Area 1 Selected SC Accomplishments (includes Bethesda/Chevy Chase CBD, Long Branch, Takoma/Langlely Crossroads, Silver Spring CBD, North, West & East Silver Spring)

Outcome

Achieved revitalization needs outlined in original SC application including: preserving and developing affordable housing to meet the needs of targeted populations including low-income and seniors; making CBDs a center of community civic and cultural life including construction of new libraries and streetscapes; and improving connectivity to trails, open space and active recreation.

The following narrative addresses the projects, partners, and impact of each featured project:

Projects

- **Multifamily Housing Developments for targeted population segments** (partners included: HUD, DHCD, MHP, various private lenders):
 - a. **The Bonifant at Silver Spring** – located in Downtown Silver Spring directly adjacent to the new Silver Spring Library and future Purple Line stop this 11-story, mixed-use, mixed-income development opened to residents in late 2016 and features 149 units for independent seniors, 129 of which were made available to seniors with incomes at or below 60% Area Median Income (AMI) and 10 units for seniors at/below 30% AMI.



The Bonifant at Silver Spring, adjacent to Silver Spring library (right)

- b. **The Octave** – this project involved the acquisition, rehabilitation and conversion of a nearly 80K sf, 8-story office building into 102 market-rate, for-sale condos located in Downtown Silver Spring. The project, completed in mid-2016, helped fill a gap in the residential marketplace by providing housing targeted to middle-income young professionals, singles and couples without children at sale prices very hard to find in the DC Metro area for similar, new construction located within walking distance of a Metro station.



The Octave

- c. **The Residences at Thayer Avenue** – conversion of a 1960s office building located at 814 Thayer Avenue in Downtown Silver Spring that had been vacant for years into a newly constructed 52-unit apartment building completed in 2014; 42 of the units are affordable under Low Income Housing Tax Credit (LIHTC) guidelines serving families earning between 50-60 percent of the Area Median Income (AMI).



The Residences at Thayer Avenue

- **New Silver Spring Library**

(started - 2013, opened - June 2015; partners included: County Library Capital Grant Program, Maryland Department of Education, Division of Library Development and Services)

The new Silver Spring Library encompasses the top three floors of a five-floor, 90,000 sf building located at the corner of Wayne Avenue & Fenton Street in the Silver Spring CBD. It features floor-to-ceiling windows, computer labs, children's spaces, eleven meeting rooms and houses more than 100,000 books. It features a local coffee shop, green roof, a storm water management system surrounded by landscaping and an exterior book drop and lockers accessible by car. Levine Music opened in late 2016 to provide music education in leased space covering the entire second floor. The new library is a highly utilized public center for literacy, art and culture in Downtown Silver Spring.



Silver Spring Library

- **Long Branch Walkway and Pedestrian Bridge** (started: 2012, completed: 2016; partners included: HUD, MDOT) – This connector trail and bridge through the Long Branch Stream Valley Park replaced an existing steep (15%) paved trail and narrow bridge that was inadequately lit but still heavily used by pedestrians. The new ADA compliant bridge is 180' long and 10' wide with 520 feet of pedestrian trails. It has new LED lighting for a safer environment and provides pedestrian and bicycle access to the County's Long Branch Library and Community Center, swimming pool facilities as well as to nearby Long Branch residential communities.



Long Branch Walkway & Pedestrian Bridge

- **Purple Line & Bethesda Metro Station South Entrance** (both currently under construction) Each of these projects will result in significant transportation infrastructure improvements and enable easier transit linkages for users.

The **Purple Line** is a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between the Bethesda Metro station and New Carrollton Metro station in Prince George's County. Construction started in the fall of 2017 and will continue over the next several years, with service anticipated to begin in 2022. The Purple Line provides a critical east-west transit connection linking Montgomery and Prince George's counties. The new rail line will provide faster, more reliable service for the region's east-west travel market, improved connectivity and access to existing and planned activity centers. It will also increase service for transit-dependent populations, help reduce traffic congestion and spur economic development, including Transit Oriented Development, along the corridor. The Purple Line is a critically important infrastructure project for the 21st century and will allow the Montgomery County to remain economically competitive in the region.

The **Bethesda Metro Station South Entrance** project, currently under construction, will add a second, south entrance at the Bethesda Metro station on Elm Street, just west of Wisconsin Avenue. The new entrance will connect the street level, Bethesda Purple Line station, and the south end of the Red Line station platform via six elevators and a new Red Line mezzanine. This is a Montgomery County funded project under design by the Maryland Transit Administration.



Bethesda Metro Station South Entrance

- **Capital Crescent Trail (currently under construction)**
The Capital Crescent Trail is an off-road, shared-use path that forms a crescent as it travels from Georgetown to Silver Spring via Bethesda in the Georgetown Branch right-of-way. Currently paved between Georgetown and Bethesda, this project will extend the Capital Crescent Trail as a paved off-road shared use path from Bethesda to Silver Spring in conjunction with the Purple Line project. Once completed, it will serve both recreational and transportation functions, while providing direct access to both the Purple Line and the Bethesda and Silver Spring Metrorail stations. This is a Montgomery County funded project designed by MTA.



Capital Crescent Trail & Purple Line Rendering

Accomplishment 2:

Area 2 Selected SC Accomplishments (*includes Aspen Hill, City of Rockville & vicinity, City of Gaithersburg & vicinity, Wheaton, White Oak*)

Outcome

Achieved revitalization needs outlined in original SC application including: maximizing development around existing infrastructure and near transit hubs to promote high-density, high-quality growth; clean-up and redevelopment of underutilized sites; encouraging private investment through targeted and complimentary public investment; providing adequate housing options for various populations including very low income and seniors; and conserving and protecting natural resources via landscape improvements that enhance appearance while contributing to storm water management.

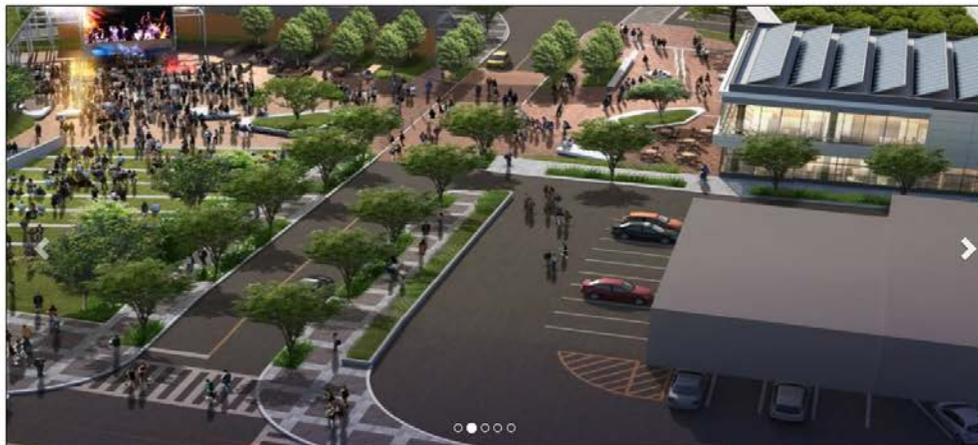
The following narrative addresses the projects, partners, and impact of each featured project:

Wheaton Redevelopment Project - (started, June 2017; anticipated completion date, 2020; partners: MCDOT, WMATA, M-NCPPC, Wheaton Redevelopment Office)

The significant amount of land in the core of the Wheaton CBD owned by Montgomery County and WMATA has helped spur the targeted redevelopment activity taking place around the Wheaton Metrorail station. The Wheaton Redevelopment Office served as the lead public entity tasked with revitalizing the Wheaton CBD. Taking advantage of the 10 publicly-owned properties with development potential held by Montgomery County, the Washington Metropolitan Area Transit Authority (WMATA), and the Maryland-National Capital Park and Planning Commission, Wheaton redevelopment kicked off at these sites totaling almost 12 acres all within a 1,200-foot radius of the Metro station.

Once complete, the Wheaton Revitalization Project will feature a government office building, below ground parking garage, and a town square with mixed-use development as part of a transit-oriented project. This includes construction of a 142K sf, LEED gold standard government office building to include a new Metropolitan Regional Office for M-NCPPC and offices for the Mid-County Regional Service Center/ Wheaton Urban District offices, as well as a town square and a 20K sf public park.

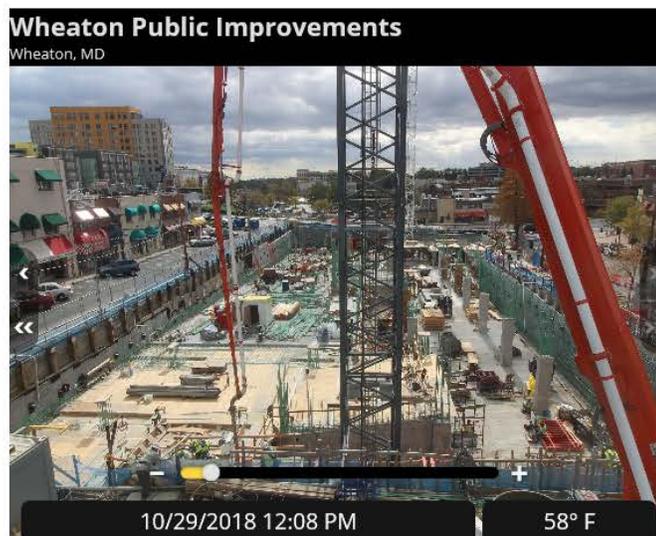
The Wheaton Redevelopment Project fulfills the desired goals of the 2012 Wheaton CBD and Vicinity Sector Plan, including improving mobility, increasing use of the Wheaton Metro Station, diminishing negative environmental impacts, reducing traffic congestion; supporting existing and new business growth, and increasing the diversity of employment opportunities and services in the Wheaton area.



Wheaton Redevelopment Project Renderings

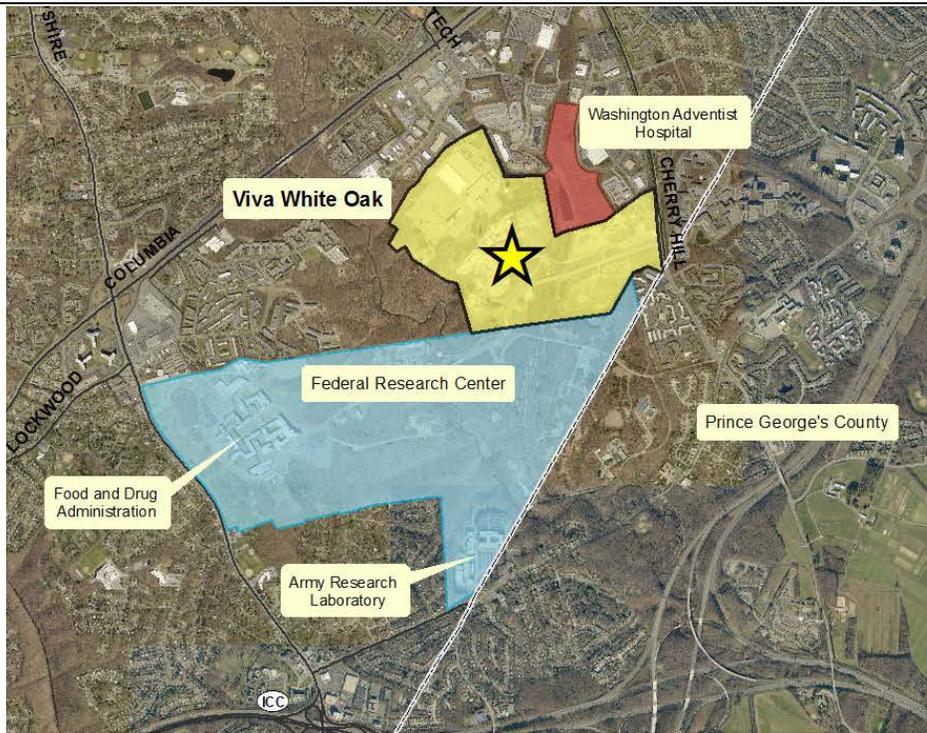
LIVE CONSTRUCTION CAMERA

<https://www.montgomerycountymd.gov/WheatonDev/index.html>



Viva White Oak - (demolition started mid-2018, build out in phases over next 3-10 years; partners: Global Life-Sci Development Corp., WSSC, FDA, Washington Adventist Hospital)

- 280-acre mixed-use project approved for over 12 million sf of residential, commercial and retail development supporting key SC categories:
 - Environment: The County-owned portion of the redevelopment site was previously a WSSC composting facility. Redevelopment includes environmental remediation (completed) as well as increased tree canopy on a largely impervious site, construction of parks and trails, green infrastructure and improved storm water management.
 - Economy: The project will transform an unutilized, former public utility, public facility and mining operation into a world-class, life science oriented, mixed-use development attracting major companies and educational organizations eager to take advantage of proximity to the FDA. Projected employment at build out is more than 7,500 new jobs.
 - Transportation: Regional transportation projects are embedded in the redevelopment plan, including new bikeways and trails, US 29 Bus Rapid Transit and other bus service, and improved pedestrian safety.
 - Housing: Rental and for-sale housing are both included in the redevelopment plan, as well as various product types including single family detached, townhomes, and rental apartments. Fifteen percent of housing will be MPDUs. This redevelopment project will increase property values in the area.
 - Quality of Life: Quality of life for both new residents and existing residents in the surrounding community will greatly improve as this current industrial site is transformed. A sense of place will be created with the new bio/life sciences focus and higher education institutions that have expressed interest in locating here. In addition, entertainment, food and retail amenities along with civic amenities, such as parks and an elementary school, are included in the redevelopment plan.
 - Land Use/Local Planning: Viva White Oak supports the goals outlined in the 2014 White Oak Science Gateway Master Plan. The redevelopment of WSSC's former Site II, currently owned by Montgomery County, will return roughly 85 acres back to the County's tax base; improvement of the remaining private property will also increase tax dollars. The project groundbreaking ceremony was held on 10/22/18 and is already sparking investment in an area of Montgomery County that was in development moratorium for years.



Viva White Oak Site Map



Viva White Oak - Proposed Illustrative Renderings

City of Gaithersburg

Outcome 1: Improved environment via targeted storm water mgmt. projects.

Project:

Storm water Retrofit Plan – In October 2014, the Town Council approved the Town’s storm water retrofit plan which outlines various strategies and capital budget expenditures over the next five years to reduce the amount of impervious surface in the community and improve storm water management. One of the plan recommendations is to pass an ordinance that assesses an environmental protection fee on municipal permits. In addition, the Town added green elements including bioswales and new trees to approximately 600 linear feet of roadway that had been experiencing severe flooding.

Partners:

Chesapeake Bay Trust – provided technical assistance
MD DHCD – provided financial assistance in form of a Community Legacy grant (totaling \$50,000).

Impact: The implementation of the projects had a significant impact on the community by improving the environment, specifically improving storm water runoff. The streets with the newly constructed bioswales no longer experience flooding.

Outcome 2: Assisted vulnerable populations via City of Gaithersburg’s Housing Assistance Programs (Rental and Homeownership)

Project 1: Bridge Rental assistance to very low-income seniors (62+) on the Montgomery County Department of Health and Human Services’ year-long wait list for rental assistance of up to \$200/month. The City Council approved \$150,000 from the Gaithersburg Housing Initiative Fund to help seniors with monthly housing costs.

Project 2: Eviction and Housing Stabilization program - funds available to very low income households at risk of eviction or dealing with a short-term financial crisis.

Project 3: Homebuyer Assistance Loan Program to income qualified (up to 100 % of AMI) first time homebuyers

Partners: Montgomery County DHHS; CDBG and City funds

Impact: Helped more than 200 low income families remain in and/or gain housing that they otherwise would not be able to afford. For example, at Gaithersburg Elementary School, located in the SC area of the City, MCPS data from 2016-2017 showed that more than 85% of GES students participate in FARMS, an indicator of poverty.

Accomplishment 3:

Area 3 Selected Accomplishments (includes Barnesville, Burtonsville, Clarksburg, Germantown, Olney, & Potomac)

Outcome

Achieved revitalization needs outlined in original SC application including: improving the visual character and appeal of older retail/commercial centers to increase commercial activity; improving the design of pedestrian infrastructure, public spaces, signage, and facades; and improving quality of life in older, high-density, lower-income residential communities through targeted public programs and support.

The following narrative addresses the projects, partners, and impact of each featured project:

Burtonsville FIP

DHCA's Façade Improvement Program (FIP) in Burtonsville has transformed the main retail centers along the north side of Rt. 198 (Burtonsville's Main Street) into a vibrant, attractive and thriving commercial area via partnerships with property owners to help offset costs for significant improvements to facades including new roofing, windows, doors, siding, walkways, exterior lighting, parking lot repaving, landscaping and more. Since 2009, Montgomery County has contributed just over \$1.3 million for the Burtonsville Façade Improvement Program, leveraging an estimated \$1.45 million in private investment, helping spur local business success and improve the community's overall quality of life. Seibel's restaurant reported a double-digit increase in receipts per month.



Seibel's restaurant with new facade



New facades, signage for retail centers in Burtonsville



Additionally, DHCA's Focused Neighborhood Assistance Program (FNA) has had similar success in transforming several residential communities within current SCs. Two projects include:

Germantown Park Community, (formerly known as Cinnamon Woods) - built in the late 1970s, most of the 684 quadruplex housing units in the community had the original, high-maintenance wood exterior. Working in partnership with the Cinnamon Woods Homeowners Association (CWhA), 121 homeowners who were eligible for Community Development Block Grant (CDBG) funds received improvements to their homes between 2010-2013, which included painting of exterior trim, installation of vinyl siding, replacement of rotted wood with low maintenance cladding and repair or replacement of rotted wood fences and sheds. Partners included CWhOA and the State of Maryland.



Germantown Park Before



Germantown Park After

- **McKendree I & II, Montgomery Village SC** – the McKendree community was built in 1976 and is composed of 212 back to back, side by side townhomes; improvements were made to CDBG-eligible homeowners and included new courtyard drainage, new ADA grates, new drainage inlets and basins, new light poles, new landscaping and new concrete sidewalks along courtyard. This FNA project began in 2016 and was completed in early 2018. Partners included Northgate Homes HOA and Montgomery Housing Partnership.



McKendree Before





McKendree After



Descriptive Narrative: Please use this section to describe any major outcomes or projects from your last Sustainable Communities Action Plan that have **NOT** been accomplished and why.

Outcome: Redevelop underutilized commercial properties around the previously established Enterprise Zone (Area 2/Gaithersburg)

Narrative: Unfavorable real estate market conditions have discouraged property owners from reinvesting in aging buildings. Commercial rents stabilized, but at a rate that has not created sufficient increases in property-generated income. Owners aren't motivated to make improvements, and lenders won't make loans on projects that ultimately cost more than post-renovation values.

The primary benefit of Maryland's Enterprise Zone – real property tax credits on increased assessed value – generally applies to renovations that increase the square footage of buildings. One project in Olde Towne Gaithersburg used the program, a case where an existing building was demolished and replaced with a larger one. For the majority of this and other similar Sustainable Community areas, reinvestment means new mechanical systems, roofs, tenant improvements, and ADA compliance, all within the envelope of existing buildings. Enterprise Zone real property tax credits are not relevant.

While the example above is specific to the City of Gaithersburg, similar, less than ideal results were also seen in the Wheaton and Long Branch Enterprise Zones. Perhaps the State can pursue changes to the Enterprise Zone regulations that consider the circumstances described here and alter the EZ tax credits or create a different funding program to help offset building investments for expenses like new mechanical systems, roofs, tenant improvements, and ADA compliance, etc.

SUSTAINABLE COMMUNITY RENEWAL REPORT

PART II: COMPREHENSIVE ASSESSMENT

Purpose:

The purpose of the comprehensive assessment is to capture indicators of accomplishments in each Sustainable Community. Indicators should reflect the five-year time since the adoption of the Sustainable Communities Action Plan. Thus, the following questions focus on the common outcomes that were identified in the various Sustainable Community Action Plans approved by the State. The assessment will be grouped in the sections of Environment, Economy, Transportation, Housing, Quality of Life, and Land Use.

Please answer the following questions to the best of your knowledge.

Check “YES” if applicable to your community. If you answer “YES” please quantify the accomplishment (i.e. Q: Has there been an increase in the number of businesses in your Main Street/commercial district? A: YES 4 new businesses have opened in the past five years). If necessary, please also provide a short description of the accomplishment.

Please check “NO” if the question item did not have any impact on your community. If you answer “NO” please briefly summarize what kept you from achieving your plan’s desired outcomes.

Check “N/A”, if the question item does not apply to your Sustainable Community.

| ENVIRONMENT | YES | NO | N/A | If YES, specify in quantifiable units and compare values from the last five years If NO, why not? What kept you from achieving your plan's desired outcomes? |
|---|-----------------|----|-----|--|
| <p>1. Has there been an improvement in water quality?</p> | <p>X</p> | | | <p><u>Watershed Restoration and Outreach Community Grants</u> Since 2014, DEP has provided 30 grants to local non-profits, valued at more than \$1 million, to install projects such as rain gardens, host educational events, create demonstration projects and community improvements to address storm water runoff concerns. The Watershed Restoration and Outreach Community Grants have engaged nearly 900 volunteers in creating activities to help address storm water management issues and engage communities in protecting local water quality.</p> <p><u>RainScapes Rewards</u> County residents have installed over 1,000 voluntary environmental projects since 2009 through DEP's RainScapes program, which helps property owners reduce storm water runoff on their property using innovative landscape techniques. Property owners volunteer for the program and can receive rebates for completing an approved project. Community benefits include beautifying neighborhoods, reducing pollution and increasing desirable wildlife habitat, which can increase property values. The program has worked with residents, businesses, private schools, multi-family buildings, and congregations.</p> <p>The Montgomery County Department of Environmental Protection has been collaborating with MCPS since 2012 to identify locations on school properties to install new Environmental Site Design storm water management facilities. To date, 33 rain garden projects have been installed at 10 schools across the County. The three rain gardens to be installed at Olney Elementary will increase the number of projects to 33 at 10 schools overall. The rain gardens at Olney Elementary and one at Sherwood Elementary School are expected to be the only ones established on school properties during the 2018-19 school year.</p> |
| <p>2. Has the amount of impervious surface in your Community been reduced? (Amount in SF)</p> | <p>X</p> | | | <p>Eleven County government facilities now have green roofs, totaling 523,713 square feet, or 12 acres, of new pervious area.</p> |

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| <p>3. Have there been improvements and/ or additions to your park and/ or recreational green space?</p> | <p>X</p> | | <p>Montgomery Parks manages more than 421 parks on nearly 37,000 acres of parkland, comprising more than 10% of the entire county’s land mass. This means wherever you are in Montgomery County, a park is never more than two miles away. Additionally, close to 25,000 acres of parkland is designated as conservation or stream valley parks to protect the County’s precious ecosystems.</p> <p>Over the past several years, Montgomery Parks has continued to expand to meet the needs of the growing and diversifying population of the County, including the acquisition of nearly 1,000 acres of new parkland—250 acres at no cost and 674 acres purchased using State Program Open Space, County Legacy Open Space and other funding sources. Ongoing park improvements projects and new park construction projects continue to provide environmental benefits, neighborhood connections and recreational opportunities throughout the County including our SCs. These new and renovated parks improve overall quality of life and increase property values of surrounding neighborhoods.</p> |
| <p>4. Did the Sustainable Community implement any recycling or waste reduction programs?</p> | <p>X</p> | | <p><u>Pet Waste Management</u> Since 2014, DEP has collaborated with homeowner associations throughout the County to install pet waste management stations. To date, 98 pet waste management stations in 21 communities have helped reduce pollutants to local streams and provided waste-free play areas, walking paths, and other community property.</p> <p><u>City of Gaithersburg</u> Recycling receptacles available at all facilities and city events. Beginning in 2015, composting services also provided at all large City events. The City accepts compostable items at its Public Works Department.</p> |
| <p>5. Do all residents have access to healthy food options (i.e. fresh food grocery stores, farmers markets etc.) within the Sustainable Community?</p> | <p>X</p> | | <p>There are 26 Farmers Markets throughout Montgomery County, with at least one within and/or near a designated SC. Additionally, all major chain and smaller independent or chain grocers in the County offer a wide variety of fresh and/or locally-sourced fruits and vegetables. More than 600 gardeners grow produce, herbs and flowers on 11 community gardens on Montgomery Parks property.</p> <p>MCPS’ Division of Food and Nutrition Services (DFNS) features daily meatless items and is working with manufacturers to develop plant-based protein offerings that meet the required meat/meat alternative equivalent.</p> <p>Montgomery County supports Community Food Rescue, a Manna Food program that receives food donations from local businesses that would have been thrown away and delivers it to agencies serving those in need.</p> |

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| <p>OTHER: County's Solid Waste Services Honored</p> | | | | <p>Montgomery County DEP, Division of Solid Waste Services, rcvd. the Solid Waste Association of North America's 2015 Gold Excellence Award for its Integrated Solid Waste Management System</p> |
| <p>Expedited Solar Permitting</p> | | | | <p>Legislation was passed in 2014 to fast track and reduce costs associated with solar installations on single detached residences. Local solar installations are also exempt from the County's Fuel Energy Tax, which applies to fossil-fuel generated electricity and other building fuels.</p> |
| <p>Increased solar energy consumption & reduced carbon emissions</p> | | | | <p>As of 2017, 5.3 megawatts of solar installed on 15 County facilities; these panels can generate more than 6.6 million kilowatt hours of electricity each year, lowering greenhouse gas emissions the equivalent of taking 980 cars off the road. Installation of additional megawatts of solar ongoing at County-owned facilities across the County. In FY17, the County replaced 25 fleet sedans with hybrid sedans, converted 6 gasoline vans to hybrid and installed idle reduction technology on 35 vehicles. M-NCPPC's Montgomery County fleet includes 37 hybrid vehicles, four plug-in hybrid electric vehicles and one all-electric vehicle.</p> |
| <p>Community Tree Programs</p> | | | | <p>Tree Montgomery, Shades of Green and Leaves for Neighborhoods programs each provide free and reduced-price trees in the County. Through Tree Montgomery, more than 2,000 shade trees have been planted on single family, multifamily, school, and congregation properties in the last five years.</p> |
| <p>Environmental Review Officer</p> | | | | <p>DHCA staff member is the County's designated Environmental Review Officer for all Countywide applications for HUD funding programs.</p> |
| <p>Geothermal heating and cooling</p> | | | | <p>Several County buildings, including White Oak Community Recreation Center, employ geothermal heating and cooling.</p> |

| ECONOMY | YES | NO | N/A | If YES, specify in quantifiable units and compare values from the last five years If NO, why not? What kept you from achieving your plan's desired outcomes? |
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| 1. Has there been an increase in the number of new businesses in your Main Street/ Commercial District? | X | | | <p>In the past few years, 2.5 million square feet of nonresidential development has been developed, proposed and/or is under development in the Bethesda CBD and vicinity, including the new Marriott headquarters, Pike & Rose II, Elizabeth Square, and the site of the former police station building in Downtown Bethesda.</p> <p>More specifically, Main Street Takoma (Takoma Park SC) has been a sought-after location for small, independently owned businesses, with 18 new business opening since 2013. These include Great Shoals Winery Tasting Room, Little Loft, Mad Fitness, The Nature Lab, Richardson School of Music, Scissor and Comb, Seoul Food Restaurant, Spring Mill Bread CO, Wilkes Legal and others.</p> |
| 2. Did the Municipality/ Sustainable Community area receive any designations that support local economic development? | X | | | <p>Montgomery County had 14 areas designated as Opportunity Zones (2018) In 2017, the MD Dept. of Commerce designated two new enterprise zones in Montgomery County: 230 acres along Route 29 in the Burtonsville and Briggs Chaney areas. This zone includes the Burtonsville Crossing Shopping Center, the Burtonsville Town Square, and the Briggs Chaney Plaza. The county is optimistic that this designation will help revitalize the commercial districts in these areas by taking advantage of existing and planned transportation networks. The new EZ designation also provides an opportunity to build and enhance the sense of community by creating gathering places and amenities for residents and visitors. This makes a total of five EZ's in Montgomery County, with the existing ones being: Glenmont, Olde Towne Gaithersburg, Wheaton & Long Branch/Takoma Park.</p> |
| 3. Has there been an increase in foot traffic in the Main Street/commercial district? | | | | <p>With the addition of new businesses along Main Street Takoma, as noted above, commercial district foot traffic has increased considerably over the past five years with the many new options available. Increased attendance at community wide events has also been observed, as evidenced by crowd size and increased vendor sales. A 2017 <i>Where Are You Visiting From</i> study determined that these visitors came from all over the Metro DC region and represented 69% of business patrons, compared to 31% of local resident patrons.</p> |
| 4. Have the number of commercial vacancies decreased? | X | | | <p>Montgomery County's office vacancy rate at year end 2012 was 10.9% and it increased to 15% in 2015. However, it dropped to 12.3% by year end 2017 and currently stands at 11.7%, indicating a downward trend and absorption of commercial properties within the County, including our SC.</p> |
| 5. Has there been an increase in local jobs within the Sustainable Community for its residents? | | X | | <p>Montgomery County had roughly 522,480 in Jan. 2012, compared to 540,769 in Feb. 2018, an addition of nearly 18,300 jobs in six years. This includes job growth within SC, notably in/near CBDs and in the Takoma Park Main Street area.</p> |

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| | | | | City of Gaithersburg provided nearly \$165K in financial assistance to ten local small businesses within the City’s SC boundary during the past five years, spurred matching private investment in real property of nearly \$200K and retaining/creating 208 jobs. |
| OTHER: | | | | |

| TRANSPORTATION | YES | NO | N/A | If YES, specify in quantifiable units and compare values from the last five years If NO, why not? What kept you from achieving your plan’s desired outcomes? |
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| 1. Has the amount of bike trails/paths increased? How many linear feet do the trails cover? | X | | | <p>The County has approximately 436 miles of hard and natural surface bike trails and lanes for commuting and recreation. Over the past four years, sustainable, multi-use, unpaved trails have been introduced into the system to improve connectivity to park facilities and increase safety at trail crossings. The County has more than 72 bikeshare stations and is piloting dockless bikeshare.</p> <p>The County’s Bicycle Pedestrian Priority Areas project is taking place Countywide and provides for the design and construction of bicycle and pedestrian capital improvements in 30 designated Bicycle-Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of utility poles. Sub-projects are active in the following areas: Glenmont, Grosvenor, Silver Spring CBD, Veirs Mill/Randolph Road, Wheaton CBD, Long Branch, Piney Branch/University Boulevard, and Takoma-Langley Crossroads.</p> <p><u>City of Rockville</u> There are currently @ 35 miles of separated bike paths/trails. The focus over the past 5 years has been on adding bike lanes to create more shared roadways within the City to supplement the existing network.</p> |
| 2. Have there been improvements to the public transit infrastructure? | X | | | <p>As already noted, construction is underway on the Purple Line, a 16-mile light rail line being constructed by the Maryland Transit Administration (MTA) between the Bethesda Metro station and New Carrollton Metrorail station in Prince George's County.</p> <p>The approval of the first bus rapid transit (BRT) corridor connecting Silver Spring to Burtonsville along US Route 29 was passed by the Montgomery County Planning Board in July 2018. This important transit project will improve passenger transit mobility by connecting riders to high density housing and employment centers,</p> |

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| | | | | including Viva White Oak and FDA. <u>City of Rockville</u> Over the past few years, the City has added approximately 10 new bus shelters and approximately 18 litter receptacles. |
| 3. Has there been an increase in sidewalks? (Amount in linear feet) | X | | | <u>City of Rockville</u> The sidewalk mileage has increased slightly from 255.97 miles in 2013 to 259.14 miles in 2018. |
| 4. Have there been any roadway improvements that support “Complete” or “Green” streets? | X | | | Montgomery County DEP has implemented “green streets” in nine neighborhoods over the past several years, including those in Chevy Chase, White Oak, and Wheaton SC. to help address storm water runoff concerns in areas that did not have any storm water management infrastructure. These Green streets use a combination of planning techniques, alternative ground cover, and small-scale treatment practices to control storm water flow from streets, sidewalks, and other impervious surfaces. In addition to reducing pollution to neighborhood streams, green streets create aesthetically attractive streetscapes, provide natural habitat for pollinators and birds, and help visually connect neighborhoods, schools, parks, and business districts. Rockville has adopted a Complete Street policy in 2009. The policy requires that multimodal elements are incorporated into all transportation improvement projects. The City’s Traffic and Transportation Division continuously reviews all new construction and reconstruction of roadway projects and works to include a range of design scenarios to accommodate all travel modes where feasible and practical. |
| 5. Has traffic congestion along major roads decreased? (Amount in percent) | | X | | Traffic congestion still exists in Montgomery County, which correlates with our every growing population as more and more people seek to call us home. However, with major transit projects like the Purple Line, BRT, expanded bikeshare and dockless bike initiatives, employer transit subsidy programs and a targeted effort on TOD by County and City planners, among other local and regional transportation initiatives, we soon hope to see a decrease in traffic congestion on roads throughout the County. |
| OTHER: Maryland Bikeways Program | | | | Montgomery County, including the City of Rockville and the City of Takoma Park, received more than \$2.4 million in grants between 2013-2017 to fund various bikeshare, sidepath, signage and related bikeway projects. |

| HOUSING | YES | NO | N/A | If YES, specify in quantifiable units and compare values from the last five years If NO, why not? What kept you from achieving your plan's desired outcomes? |
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| 1. Have any residential facades been improved? | X | | | During the past five years, DHCA implemented major Focused Neighborhood Assistance (FNA) projects at Germantown Park Community (formerly known as Cinnamon Woods) and at the McKendree I & II communities in Montgomery Village. Project elements included courtyard drainage improvements, new ADA grates, new drainage inlets and basins, new light poles, new landscaping and new concrete sidewalks, painting of exterior trim, installation of vinyl siding, replacement of rotted wood with low maintenance cladding, and repair or replacement of rotted wood fences and sheds. |
| 2. Has the home ownership rate increased? | | X | | Between 2012-2016, nearly 66% (@ 257, 400) of the roughly 390,000 homes in the County were owner-occupied. By comparison, the number of owner-occupied homes in 2000 was 223,008, which also represented roughly a 66% home-ownership rate. |
| 3. Has there been an increase in the number of housing units in the Sustainable Community area? What number and/or percent are affordable? | X | | | <p>In 2010, there were roughly 375,905 total housing units in Montgomery County. As of July 2017, there were roughly 390,000 total housing units, representing an increase of @ 39%. In 2012, 1,439 total new housing units were created within the County's SC, 1,286 of which were multi-family units. In 2017, 2,405 total new housing units were created within the County's SC, of which 2,240 were multi-family units. From 2012-2017, there were 2,169 MPDUs produced Countywide, including: The Residences at Thayer Avenue – conversion of a 1960s office building located at 814 Thayer Avenue in Downtown Silver Spring that had been vacant for years into a newly constructed 52-unit apartment building completed in 2014 with 42 affordable units;</p> <p>Several residential apartments were built in the City of Rockville's portion of Sustainable Community Areas over the last five years, bringing 1,372 new residential units of which 200 units are priced as affordable to moderate-income households (<60% AMI). The city requires that 15% of all multi-family residential developments over 50 units be available to moderate-income households and is currently working to increase the required percentage while lowering the threshold for total units in the development.</p> |
| 4. Has there been demolition of blighted properties? | X | | | The Fishman Project will be built on property that was designated as blighted and subsequently demolished. The site has been vacant for several years while the City of Gaithersburg sought an appropriate development partner. Currently in pre-development, this project will feature 109 market rate units over retail/commercial. |
| 5. Has the residential vacancy rate decreased? | X | | | For several major SC cities, including Bethesda, North Bethesda, Silver Spring, Germantown and Wheaton, the residential vacancy rate increased from 2012-2014. However, since 2014, the residential vacancy rate in all but two of these areas has |

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| | | | | steadily decreased as new units are absorbed. The exception is Germantown, which had the same 5.5% vacancy rate in 2017 as in 2014 and Silver Spring, which had a 6.1 vacancy rate in 2017 compared to 5.7% in 2014. This slight increase is likely attributed to several residential developments coming online in the Downtown Silver Spring area over the past 4-5 years. |
| OTHER: Rental Housing Study, completed in 2017. | | | | This comprehensive analysis identified Montgomery County’s rental housing issues and needs. Through recommendations aimed at increasing the availability of affordable rental housing, the study influenced recent legislative changes to the county’s moderately priced dwelling unit (MPDU) program. |
| QUALITY OF LIFE | YES | NO | N/A | If YES, specify in quantifiable units and compare values from the last five years If NO, why not? What kept you from achieving your plan’s desired outcomes? |
| 1. Has there been a decrease in crime rate? | X | | | In 2012 there were 18,498 incidents of Part 1 crime in the County (includes felony crimes of murder, rape, robbery, aggravated assault, burglary, larceny and auto theft). In 2016, there were 16,982 incidents of Part 1 crime. In 2012, there were 39,634 incidents of Part 2 crime (minor assault, arson, vandalism, weapons, narcotic drugs, juvenile offenses, and all other non-felony crime), compared to 34,470 Part 2 crime incidents in 2016. There were 58,132 total crime incidents (Part 1 & 2) in 2012, compared to 51,452 total crime incidents in 2016, representing a 11.5% overall decrease in crime. |
| 2. Have there been improvements and/ or additions to your public spaces (i.e. museums, community centers, public plazas)? | X | | | Since 2012, two new community centers in White Oak and North Potomac have opened, three neighborhood recreation centers, one outdoor pool and an adaptive sports court have been modernized or renovated. In, 2015, new libraries in Silver Spring and Germantown opened and renovations were completed at the Olney and Gaithersburg libraries. Six more libraries in Twinbrook, Kensington Park, Davis, Little Falls, Aspen Hill and Quince Orchard were “refreshed” in just 4-6 months. A new public plaza with an interactive water feature opened in 2018 at the center of Olde Towne Gaithersburg and Constitution Gardens Park, a natural play space, opened in Gaithersburg 2015. The park features slides with tree stump stairs, a tree stump climbing and table area, outdoor library and a sand pit with loose parts made from recycled natural materials, that are used like building blocks. Additionally, native plants are showcased throughout the park area, from dedicated pollinator gardens to hilltop oaks. |
| 3. Has there been an increase in public art/arts & entertainment programs or venues (i.e. murals, movie theatre, music events)? | X | | | The Silver Spring Jazz Festival, which celebrated its 15th Anniversary this year and has become downtown Silver Spring’s annual marquee event, continues to be a regional draw attracting over 15,000 music lovers each year to enjoy this free festival featuring internationally renowned musicians and notable regional artists. |

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| | | | <p>The Second Annual Wheaton Arts Parade & Festival, a day of free events highlighting the area’s arts community, took place September 23, 2018, along Georgia Avenue and at Wheaton Veterans Urban Park in Downtown Wheaton. The “March for Art,” parade featured more than 45 artists, marching bands, dance companies, arts floats and costumed performers; the arts festival featured three stages of local performers, musicians, dancers and student performers; and over 50 artists and arts organizations displayed and sold their work in a tented exhibition area, where community organizations and government departments promoted their art-related programs. As one of the County’s three Maryland Arts and Entertainment Districts, the Wheaton Arts Parade & Festival attracts hundreds of spectators and patrons to help celebrate the arts and cultural diversity of the community. The annual event is supported by partners including the Arts and Humanities Council of Montgomery Council, Westfield Wheaton, the Montgomery County Department of Recreation, Montgomery Parks and Planning and numerous local businesses and community organizations.</p> <p>Since 2014, Montgomery County DEP and 13 community partners have collaborated to present GreenFest, the County’s largest environmental education event held annually. Recent events took place at venues in Downtown Silver Spring, Takoma Park and in 2019 it will be held at Brookside Gardens in the Glenmont/Wheaton area. Some 1,000 attendees come each year to learn how to “green” their lives through solar power, energy efficient appliances, electric vehicles, Rain Scape storm water management and more. GreenFest was recognized as one of “100 Brilliant Ideas at Work” by the National Association of Counties in 2017.</p> <p>A new public plaza, with an interactive water feature, opened in early 2018 at the center of Olde Towne Gaithersburg. The space increases programming opportunities for the adjacent Community Museum and provides expanded business opportunities for nearby retail and food service businesses. The 10,000-sf land area had been vacant for 27 years and is now a destination for families.</p> |
| <p>4. How many historic properties were renovated/improved?</p> | | | <p>The Montgomery County Public Safety Headquarters (PSHQ) is located in a landmark building in Montgomery County. Built in 1968, the building located at 100 Edison Park Drive in Gaithersburg was originally the headquarters for National Geographic. The site then became known as the GE Tech Park when General Electric bought the building. After GE left, this 50-plus year-old landmark building needed renovation and in 2013 became home to the new PSHQ.</p> |

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| <p>5. Are there any residential health and wellness opportunities in place (i.e. athletic facilities, recreational indoor/ outdoor courses or groups)?</p> | <p>X</p> | | <p>Montgomery Parks maintains 512 athletic fields covering more than 750 acres of playing surfaces, most in or very near the County’s SC’s, that attract residents and visitors from around the region. Montgomery County Recreation manages 4 indoor pools and 7 outdoor pools. Indoor pools are open year-round, with seasonal variations to their schedule. Outdoor pools are open from Memorial Day through Labor Day. All pools have accessibility features such as ADA stairs, pool lifts and zero depth entry. Montgomery County Recreation also has 21 recreation centers located throughout the County that offer a wide range of activities for children, teens, and adults, and may include programs for seniors and individuals with disabilities. Activities typically include classes, workshops, clinics, drop-in programs, supervised play, sports, open gym, crafts and special events. Centers also have diverse amenities that may include weight rooms, social halls, meeting spaces, classrooms, billiards and game rooms. Montgomery County Recreation also manages six full-service Senior Centers that are open five to six days a week. Each provides a wide range of programs, services, and activities including educational seminars, entertainment, fitness & dance classes, health & wellness programs, travel & volunteer opportunities, individual & team sports, a weekday lunch program, a wide variety of drop-in programs, lectures, and seminars. Additionally, the County’s incorporated municipalities all operate their own pool and recreation centers and have programming like that offered by the Montgomery County Recreation Department.</p> |
| <p>OTHER: ADA Compliance</p> <p>County Health Rankings Report</p> <p>2015 Maryland Historical Trust Award</p> <p>Pedestrian and Biking Safety Initiatives</p> <p>Montgomery College</p> | | | <p>Over the past 5 years, Montgomery County DOT has also brought numerous bus stops into compliance with Americans with Disabilities Act requirements. The County’s ADA Compliance officer</p> <p>According to the County Health Rankings Report published annually by the Robert Wood Johnson Foundation, Montgomery County has ranked number one in Maryland since 2014 for overall health outcomes.</p> <p>The Montgomery Modern Initiative by Montgomery County historic preservation planners explores, celebrates and preserves mid-century modern buildings from the late 1940s through the 1960s the production <i>Montgomery Modern</i>, an illustrated reference book that chronicles mid-century modern architecture and includes an inventory of key buildings and communities and biographical sketches of the architects, landscape architects, planners and developers that created them.</p> <p>Montgomery County’s Bike/Pedestrian Safety Initiative, Vision Zero and Safe Routes to Schools program enhance bicycle and pedestrian safety.</p> <p>New Montgomery College facilities opened in 2017 include Rockville’s Science Center and Parking Garage, Takoma Park Cultural Arts Center and Germantown’s Bioscience Education Center.</p> |

| LAND USE/ LOCAL PLANNING | YES | NO | N/A | If YES, specify in quantifiable units and compare values from the last five years If NO, why not? What kept you from achieving your plan's desired outcomes? |
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| <p>1. Have there been any infill developments?</p> | <p>X</p> | | | <p>Approximately 9,281 residential units & 7,745,995 SF of non-residential development, mostly concentrated in the Silver Spring and Bethesda CBDs</p> <p>Redevelopment in several SCs over the past five years has mainly been a result of land use changes from brown field, parking lot or industrial use to commercial or residential use. Examples include: Aspen Hill, Wheaton, and Glenmont - 1,900 new DUs and 65,000 sf of commercial development; White Oak - 775 DUs and 955,570 sf of commercial development (primarily the new White Oak Medical Center/Washington Adventist Hospital at @ 475K sf); Gaithersburg, Montgomery Village, Shady Grove and Great Seneca LSC: 2,800 new DUs and 526,000 sf of commercial development. Additionally, infill development in the City of Rockville's SCs over the last five years has brought 2,004 new residential units and 202,629 square feet of retail to the city. The City of Gaithersburg's Fishman redevelopment project, located at 315 East Diamond Avenue, replaces a property that had been designated blighted and subsequently demolished. The site had been vacant for several years while the City sought an appropriate development. Once complete, the 112K sf development will add 109 market rate rental units above first-floor retail in the Olde Towne Central Business District and include a 43K sf parking garage with 135 spaces, 45 of which designated for public parking.</p> |
| <p>2. Has there been an increase in the amount of preserved/protected land?</p> | <p>X</p> | | | <p>Through the County's and City's development processes, developers must provide open space and conserve forests and environmentally sensitive areas. The Parks department has acquired parkland throughout the area.</p> <p>Combined, the County Government and the M-NCPPC own more than 30,000 acres of forested and wetland areas.</p> |
| <p>3. Have there been any developments hindered by growth constraints?</p> | <p>X</p> | | | <p>Current development moratorium in Downtown Silver Spring due to school capacity restrictions under the Adequate Public Facilities Standards (APFS).</p> <p>The Germantown SC (Area 3) is under a current moratorium for Lake Seneca elementary school. Thus, development projects in that area cannot be approved until the moratorium is lifted.</p> <p>In recent years, residential developments in the Rockville area (Area 2) were constrained by school capacity restrictions under the city's Adequate Public Facilities Standards (APFS). The latest Montgomery County's Board of Education FY2019-2024 CIP, however, forecasts capacity improvements, so moving forward such residential projects in Rockville are no longer constrained by school capacity restrictions.</p> |

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| <p>4. Have there been any zoning or any policy changes that have fostered growth in your Sustainable Community?</p> | <p>X</p> | | | <p>Since 2014, 17 major plans and policies have been approved by the Montgomery County Planning Department each directly and positively impacting growth throughout the County, including in various SC. Key policies, zoning ordinances and subdivision regulations have been updated to keep pace with growth and help transform once sprawling suburbs into compact, mixed-use and walkable neighborhoods, like those now found in Downtown Rockville and the Silver Spring CBD and consistent with current recommended land use strategies for White Flint, Bethesda, White Oak and other communities within the County.</p> <p>Additionally, updated plans for the SC of Downtown Bethesda, Forest Glen/Montgomery Hills, Takoma Langley Crossroads, Long Branch and Greater Lyttonsville all recommend growth that supports mixed-use development with active and passive open spaces, higher density nodes and multi-modal balance. And several master and sector plans recommend improvements and development along the Purple Line including the Bethesda Downtown Plan, Bethesda Purple Line Station Minor Master Plan Amendment, Chevy Chase Lake Sector Plan, Greater Lyttonsville Sector Plan and Long Branch Sector Plan.</p> <p>Specific examples: in 2016, the City of Rockville adopted an update to the Rockville Pike Neighborhood Plan which establishes a vision for how the City’s portion of the Rockville Pike corridor and adjoining areas can be transformed from an architecturally non-distinctive suburban retail strip centers into attractive, vibrant and pedestrian-friendly destinations for shopping, living, and working. Adoption of the Plan spurred development around the Twinbrook Metro Station; the 2014 Clarksburg Ten Mile Creek Limited Master Plan Amendment to the Clarksburg Master Plan recommends mixed use zoning for the Clarksburg Historic District (which encompasses the Clarksburg SC district) to facilitate revitalization of the district and strongly encourages timely provision of public sewer service to the area.</p> |
| <p>5. Have there been any significant improvements to the municipal infrastructure within the Sustainable Community (i.e. street lighting, water/sewer lines)?</p> | <p>X</p> | | | <p>City of Rockville: Sewer capacity improvements over the past five years in the City of Rockville have resulted in a lifting of development restrictions in the city’s South Rockville Pike and Woodley Gardens deficiency areas, both of which include SC. City policy requires developers to pay for sewer upgrades needed to support their projects and developers pay fees to the City that go towards evaluation of projects to identify any downstream improvements that may be needed.</p> <p>Clarksburg: Comprehensive sewer study for historic district complete and feasible system identified; wastewater pump station designed and moving through review process; fire station site identified and design underway through CIP</p> <p>Damascus: Damascus ES modernization project under construction</p> |

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| | | | | <p>Fairland/Burtonsville: State Highway Administration project to create “Main Street” from MD 198 through business district; expansion of priority funding area to facilitate enterprise zone activities</p> <p>Germantown: Dorsey Mill Road bridge over I-270 in final design through CIP; Seneca Valley HS reconstruction underway; McAuliffe ES addition; CIP for Observation Drive construction at Montgomery College under design</p> <p>In 2013, the County opened its new Public Safety Headquarters and Public Safety Training Academy in Gaithersburg, 3 New County Police District Stations, and a state-of-the-art Animal Services and Adoption Center in Derwood.</p> <p>In 2016, four new Transit Centers were opened (Silver Spring, Montgomery Mall, White Oak, and Takoma/Langley), 629 new buses went into service, more than 3,000 bus stop improvements were made and seven new or expanded Ride-On bus routes were added.</p> |
| <p>OTHER: Awards for Parks & Local Planning</p> <p>Commercial Building Energy Benchmarking</p> | | | | <p>National Recreation and Parks Association (NRPA) Gold Medal - M-NCPPC was honored with an unprecedented sixth Gold Medal in 2015</p> <p>Evans Parkway Neighborhood Park (<i>located in Forest Glen</i>) - 2016 Wintergreen Award for Excellence in Green Building in the Neighborhood Project Category and Planning and Design with Environmental Protection in Mind Award, United States Green Building Council, Maryland Chapter</p> <p>American Planning Association/National Association of County Planners 2015 Award of Excellence for Pike & Rose, North Bethesda</p> <p>First county in the nation to pass a building energy benchmarking law which became effective in February 2016. It requires commercial building owners with 50,000 gross square footage or more to report their building energy use annually for public disclosure.</p> |

| <p align="center">COMPETITIVE FUNDING:</p> <p>Use the rows below to list competed funds sought for sustainability or revitalization projects since receiving Sustainable Communities designation.</p> | <p align="center">Source (federal, state, foundation, etc.)</p> | <p align="center">Amount Received</p> | <p align="center">If no funding was received, what technical or other assistance from the state would help with future applications?</p> | <p align="center">Other Notes</p> |
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| <p>Community Legacy (CL):</p> <ul style="list-style-type: none"> • Kimberly Place FNA Program • Olde Towne Park Plaza (Phases 1 and 2) • B&O Train Station Renovation • Park Plaza Project | <p>DHCD</p> | <p>\$100,000 \$200,000 \$80,000 \$100,000</p> | | |
| <p>Strategic Demolition Fund (SDF):</p> <ul style="list-style-type: none"> • Fishman Redevelopment • Park Plaza Project | <p>DHCD</p> | <p>\$200,000 \$100,000</p> | | |
| <p>Community Safety & Enhancement Program:</p> | <p>MDOT</p> | | | |
| <p>Maryland Bikeways Program: Various bikeway projects throughout the County, including those in the City of Rockville & City of Takoma Park</p> | <p>MDOT</p> | <p>@ \$2.42M</p> | | <p>Total of grants rcvd. btw. 2013-2017</p> |
| <p>Sidewalk Retrofit Program:</p> | <p>MDOT</p> | | | |
| <p>Water Quality Revolving Loan Fund:</p> | <p>MDE</p> | | | |

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| <p>Other Funding Programs: examples are U.S. HUD Community Development Block Grants (CDBG), or grants from USDA, EPA, Appalachian Regional Commission, Chesapeake Bay Trust, Maryland Heritage Areas Association, Preservation Maryland, Safe Routes to School, Maryland Rural Development Corporation, Maryland Energy Administration, Maryland Department of Natural Resources, etc.</p> <p>*Please add more rows if necessary</p> | | | | |
| Community Development Block Grant (CDBG) <i>DHCA Housing & Community Development Projects</i> | HUD | Nearly \$25 Million | | Btw. 2012-2017 |
| Community Development Block Grant (CDBG) <i>Closing cost and down payment assistance to low and moderate-income residents</i> | HUD | \$350,000/yr. | | City of Gaithersburg |
| Transportation, Community and System Preservation Program | Federal | \$827,000 | | City of Rockville |
| Enhanced Mobility for Seniors and Disabled Program | Federal | \$396,000 | | City of Rockville |
| McKinney-Vento Continuum of Care Funds for homeless services at Wells/Robertson House | HUD | \$130,000 | In 2016, the City of Gaithersburg lost its HUD funding for the operation and supportive services at the Wells/Robertson transitional housing program. | City is funding the gap to ensure no loss in services |
| DHCD Technical Assistance Grant (TAG) application for funds to support consultant services to complete the City of Gaithersburg's housing study | State DHCD | \$50,000 (pending application) | | City of Gaithersburg |
| Program Open Space Community Parks and Playgrounds | MD Dept. of Natural Resources | \$66,000 | | City of Gaithersburg |
| Bond Bill (Olde Towne Public Plaza) | State | \$200,000 | | City of Gaithersburg |
| Technical assistance grant for improving access to transit by allowing the City of Gaithersburg to provide an existing conditions survey of bicycle/pedestrian facilities within ¾ mile of two MTA MARC stations and Regional Transition Center at Lakeforest Mall. | Washington COG | \$60,000 | | City of Gaithersburg |
| Low Income Housing Tax Credits (LIHTC) | State | Over \$16.6 million | | For housing projects btw. 2012-2017 |

| | | | | |
|---|---------|-----------|--|---|
| National Recreational Trails Grant | State | \$30,000 | | City of Rockville |
| Safe Routes to School | State | \$269,122 | | City of Rockville |
| Transportation Alternatives Program | Federal | \$99,703 | | City of Rockville |
| Transportation Land-Use Connections Program | MWCOG | \$60,000 | | City of Rockville |
| Transportation Land-Use Connections Program | MWCOG | \$60,000 | | MCDOT, for development of multilingual & ADA materials to educate pedestrians, bicyclists & drivers on use of new bicycle infrastructure. |
| | | | | |

COMPETITIVE FUNDING: Are there any types of projects/needs for which your Sustainable Community needs funding; however, there isn't a funding source?

No existing source of federal, state or local **“GAP FUNDING”** for non-CDBG eligible communities and/or individual property owners who are just above HUD income requirements but still far below the AMI for the County. Many of these communities and/or individual properties were built in the late 70’s and 80’s and are in dire need of improvements to bring them up to code and/or offset years of deferred maintenance that individual owners and community HOA’s could not afford. Most of the need for this type of “gap funding” is in County SCs (primarily in Areas 1 & 2) with large populations of low-income, transit dependent, non-English speaking youth and seniors living in multi-family residencies. For most, their current residence is the only one they can afford and so they and their families remain there, despite the need for community, individual unit and/or energy-efficient upgrades that would greatly enhance their overall quality of life.

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III. SUSTAINABLE COMMUNITY ACTION PLAN UPDATE

The Sustainable Community Action Plan (SC Plan or Plan) is meant to be a multi-year investment strategy – a strategic set of revitalization initiatives and projects that local partners believe will increase the economic vitality and livability of their community, increase prosperity for local households and improve the health of the surrounding environment. The Plan should be flexible enough to be updated regularly and renewed every five years as the community envisions new goals. The priority initiatives and projects identified in the action plan are your priorities for improving the livability of community places -- residential, commercial, or other public or private properties – and the sustainability of new work, retail, recreational and housing opportunities for residents. At the same time, the plan should only discuss the strategies that will impact the geographic area targeted for revitalization, so that resources have the best opportunity to have the intended effect. These projects can also be designed to reduce the environmental impact of the community through water and energy resource conservation and management strategies. In this way, the Plan can be a road map for local stakeholders as well as State agencies to work together to create a more a livable and sustainable community.

All communities submitted an SC Plan when the community earned its original designation. Some applicants may want to take advantage of the designation renewal process to outline new strategies, set new priorities or reaffirm existing strategies for their Sustainable Community. Changes to SC Plans may be due to changes in external factors affecting the community or changes in the priorities of the applicant.

Guidance for completing the Action Plan can be found on the next page.

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Action Plan Guidance

The document has been broken down into the same six categories as the Comprehensive Assessment section of this document. These parts address key components of your Sustainable Community Action Plan. Follow the guidelines below to fill out the matrix.

- 1) For each of the different sections, pinpoint essential strengths and weaknesses of your community.**
Example Transportation: Strength - Good sidewalk connectivity. Weakness - Insufficient amount of downtown parking.
- 2) Based on those strengths and weaknesses, formulate specific outcomes that address the most pressing issues or greatest potentials. Include a means of measuring the success of said outcome.**
Example Economy: Outcome – Expand broadband fiber optics in Town. Progress Measure - Linear measurement of fiber laid and number of residential and business connections.
- 3) After defining the outcomes, list detailed strategies (break down to several action steps if needed) that will serve as the means to achieve those goals.** Example Economy: Strategy - Increase number of Town sponsored events → Develop with community input, a series of weekend events that the Town could host.
- 4) List potential partners that can support the successful implementation of these strategies through different types of resources.** Example Economy: DHCD (Community Legacy program), Small Business Administration (Services and financial assistance) etc.

Sustainable Community Action Plan

Montgomery County, Maryland

Submitted by MONTGOMERY COUNTY, MD | 11/16/2018

Environment

(Environmental strengths and weaknesses can include but are not limited to quality of land, water, air, watersheds, tree canopy, risk of sea level rise, carbon footprint, energy conservation, access to local foods, green infrastructure, storm water infrastructure/management, parks, trails and recreation, recycling, water and sewer capacity, etc.)

| <u>Strengths</u> | <u>Weaknesses</u> |
|---|---|
| <ul style="list-style-type: none"> • County and municipal planning and permitting policies strongly supportive of environmentally responsible development, i.e., protecting stream buffers, encouraging LEED-certified design and requiring storm water mgmt. best practices for new development projects • Highly-skilled, nationally recognized County Planning Dept. that encourages local community engagement in the planning review process • Innovative County Dept. of Environmental Protection (DEP) with array of programs including Green Streets, Watershed Restoration Grants, RainScapes Rewards, Pet Waste Mgmt., Tree Montgomery and more • 37K acres of parkland, containing 421 parks, 500+ lakes, 457 miles of streams and 238 miles of paved and natural trails • Montgomery Parks, part of the M-NCPPC, is regarded as a national model by other parks systems • Nearly 50% of County land is part of the Agricultural Reserve or contained within various national, state and local parks • 26 Farmers Markets throughout the County | <ul style="list-style-type: none"> • Outdated storm drain infrastructure in parts of County, including deteriorating corrugated metal piping at risk of deterioration from winter road salts • Urbanized CBD areas still have large areas of impervious surface • Limited local funding to offset costs for storm water mgmt. best practices by private property owners • High costs to expand energy conservation programs for single-family residential properties • Large and growing population still heavily single-occupancy vehicle dependent |

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| <p><u>Desired Outcomes & Progress Measures</u> Based on the strengths and weaknesses identify the strengths on which you would like to build and the challenges you would like to address. What outcomes are you trying to achieve? Where/ in what area do you want those changes to happen? → Progress Measure: Identify how you will know that you have achieved your outcome.</p> | <p><u>Strategies and Action Items</u> Identify strategies that will help your community to achieve each identified outcome to the left. If applicable, break down each strategy into specific action items that outline different steps of the strategy. Specify how you are planning to achieve the desired outcomes. →</p> | <p><u>Implementation Partners</u> Which community stakeholders need to be involved to realize each action step and strategy? Name specific public and/or private sector partners.</p> |
|---|---|--|
| <p><u>Outcome 1:</u> Improve storm water management efforts and programs across County, SC</p> <p><u>Progress Measures:</u> Work with County’s Dept. of Permitting Services (DPS) to track annual permits issued that require upgraded designs for erosion and sediment control and storm water mgmt. at all new developments; get annual data from DEP on growth of its various programs to support a healthy environment</p> | <p><u>Strategy A:</u> Expand DEP’s Rainscapes Rewards program to increase the number of eligible property owners and eligible storm water treatment practices</p> <p><u>Strategy B:</u> Integrate green storm water mgmt. infrastructure in all approved residential and commercial development projects</p> <p><u>Strategy C:</u> Continue DEP’s collaboration with MCPS to identify additional locations on school properties to install new Environmental Site Design (ESD) storm water management facilities</p> | <ul style="list-style-type: none"> • Maryland Department of the Environment • Chesapeake Bay Trust • Muddy Branch Alliance • Seneca Creek Watershed Partners • Friends of Sligo Creek • Rock Creek Conservancy • Anacostia Riverkeeper • Bethesda Green • Alliance for the Chesapeake Bay • Private property owners • Municipal governments • MCPS • County DEP & DPS |

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| | | |
|--|--|---|
| <p><u>Outcome 2:</u> Move forward with implementing recommendations of the Montgomery County Climate Mobilization Workgroup as detailed in its June 2018 report, report URL below: (https://www.montgomerycountymd.gov/dgs-OES/Resources/Files/ClimateMobilizationReport.pdf)</p> <p><u>Progress Measure:</u> Track decrease of GHG emissions annually over next five years; completion of final report by energy consultant and progress towards implementation strategy</p> | <p><u>Strategy A:</u> Pursue continued strategies and initiatives that will result in a more expansive approach to reducing Greenhouse Gas (GHG) emissions.</p> <p><u>Action Items:</u></p> <ul style="list-style-type: none"> MC Dept. of General Services (DGS) is finalizing a clean energy and resiliency plan, highlighting opportunities to incorporate advanced energy technologies in existing and future County buildings; M-NCPPC is updating its General Plan to include a focus on climate change and sustainability. <p><u>Strategy B:</u> Secure consultant to provide additional analysis.</p> <p><u>Action Items:</u></p> <ul style="list-style-type: none"> Have consultant identify significant additional resources necessary to refine and prioritize the outcome measures, determine relative costs and benefits, analyze trade-offs and identify additional actions; County Council and County Executive to establish mechanism for broad community engagement and input, as well as an implementation plan. | <ul style="list-style-type: none"> MD DHCD County Council County departments Private land owners and developers PEPCO and other utility providers US Dept. of Energy M-NCPPC Army Core of Engineers |
| <p><u>Outcome 3:</u> Work with and support local municipality efforts to facilitate and maintain environmentally-friendly and sustainable projects and developments, particularly within SC</p> <p><u>Progress Measure:</u> Number of completed projects and/or developments incorporating measurable environmentally-friendly, sustainable components (i.e. clean energy consumption, green space preservation or increase, tree planting, etc.)</p> | <p><u>Strategy A:</u> Actively pursue, in partnership with local municipalities, approval by the MD DHCD of the 2018 Sustainable Communities renewal application as submitted to facilitate joint efforts to obtain State funding for various projects and/or developments in support of the stated outcome moving forward</p> <p><u>Strategy B:</u> Work together when and where possible over the next five years to implement as many environmentally-friendly, sustainable projects as possible, leveraging all applicable federal, state, county, local, private and non-profit funding and/or contributions</p> | <ul style="list-style-type: none"> MD DHCD US HUD Private developers Municipal officials |

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Economy

(Economic strengths and weaknesses can include but are not limited to regional accessibility, business attraction/retention, health of the business district and commercial vacancies, workforce/employment and economic drivers, local policies/regulations, marketing, tourism, cultural and historic assets)

| <u>Strengths</u> | <u>Weaknesses</u> |
|--|--|
| <ul style="list-style-type: none"> • Highly-skilled, educated workforce with 58% of population aged 25 years or older with at least a bachelor’s degree, of that 30% have a master’s degree and 9.5% have a doctorate degree • One of the top biotech clusters in the Country • Diverse, multi-lingual population and workforce • Highly effective, visible marketing, workforce and tourism agencies engaged in collective efforts to support local economy • Home to Strathmore Hall Music Center, The Fillmore, AFI Silver Theater, Bethesda Blues and Jazz Supper Club • Home to nearly 80 historical sites with 117 historical structures | <ul style="list-style-type: none"> • Limited availability of land for new construction • Limited industrial and R&D space • Residential development outpacing commercial development • High land and development costs • Increasing national and regional competition for a decreasing number of major employers that still require large corporate headquarters • County’s largest population increases are in the over 50 and under 20 age groups, creating potential skilled workforce shortage |

| Desired Outcomes and Progress Measures → | Strategies and Action Items | → Implementation Partners |
|---|---|--|
| <p><u>Outcome 1:</u> Support sustainable economic growth by addressing land use, transportation, job creation and infrastructure challenges</p> <p><u>Progress Measures:</u> Track annual number of CEOs newly engaged in the planning, legislative or policy process</p> | <p><u>Strategy A:</u> Educate and engage the business community in relevant master plan and zoning processes that affect major employment hubs in the County</p> <p><u>Strategy B:</u> Educate and engage the business community in relevant legislative processes related to increased transportation solutions (autonomous vehicles, Purple Line, METRO, BRT/CCT)</p> <p><u>Strategy C:</u> Amplify economic development efforts in designated communities (Sustainable Communities, Enterprise Zones, Arts & Entertainment Districts, Business Improvement Districts, Opportunity Zones, etc.) to facilitate the growth of middle-income jobs to benefit a cross-section of County residents</p> | <ul style="list-style-type: none"> • Private property owners • MD Dept. of Commerce • MD DHCD • Local Chambers of Commerce • Business representatives from targeted industry sectors • Real estate development professionals • Montgomery County Econ Dev Corp. (MCEDC) • Montgomery County Planning Dept. |

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|--|---|---|
| <p><u>Outcome 2:</u> Preserve and increase land available for office development to increase local employment opportunities</p> <p><u>Progress Measures:</u> Track land and development data annually via Data Montgomery and CountyStat in conjunction with MCEDC</p> | <p><u>Strategy A:</u> Use Master Planning and Rezoning to protect current inventory of properties ripe for office/flex/R&D/manufacturing development</p> <p><u>Strategy B:</u> County, via the MCEDC, will maintain and promote an inventory of updated real estate available for employment uses</p> <p><u>Strategy C:</u> Conduct feasibility and fiscal analysis at municipal level on proposed annexations, large redevelopment projects and/or acquisition of real property when appropriate</p> | <ul style="list-style-type: none"> • Private property owners • Commercial real estate brokers • Site location consultants • New & Existing Employers • MD Dept of Commerce • Montgomery County Econ Dev Corp. (MCEDC) • Montgomery County Planning Dept. |
| <p><u>Outcome 3:</u> Continue efforts to repurpose and redevelop obsolete retail properties across County and in SC</p> <p><u>Progress Measures:</u> Track retail vacancy rate and permitting activity over the next five years</p> | <p><u>Strategy A:</u> Use Planning Dept. regulations and tools to foster redevelopment of aging retail strip centers and malls, like those along Rockville Pike and Lakeforest Mall.</p> <p><u>Strategy B:</u> Use public investment in infrastructure, facilities and recreation assets to enhance the impact of redevelopment upon neighboring properties.</p> <p><u>Strategy C:</u> Require enhanced connectivity in project planning, joining road networks and pedestrian access between old & new development; leverage existing public transit assets</p> <p><u>Strategy D:</u> Assist property owners with marketing and tenant recruitment</p> | <ul style="list-style-type: none"> • Private property owners • MD Dept. of Commerce • DHCD • Private investors • Development professionals • Montgomery County Econ Dev Corp. (MCEDC) • Montgomery County Planning Dept. |

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Transportation

(Transportation strengths and weaknesses can include access to transit corridors, pedestrian safety and accessibility/sidewalks, alternative modes of transportation, such as bikeways and trails, public transit, such as bus and rail, carpooling, proximity to transportation centers, parking, road conditions)

| Strengths | Weaknesses |
|---|--|
| <ul style="list-style-type: none"> • Accessible, high-frequency, large-capacity regional transit system that includes Metrorail and MARC • Clean, efficient, dependable County Ride On bus service with a fleet of 365 buses, including some with free Wi-Fi • Construction of traffic alleviating public transit projects including the Purple Line & Bus Rapid Transit in progress | <ul style="list-style-type: none"> • Limited availability of dedicated bicycle facilities (lanes, paths, etc.) due to the difficulty of retrofitting existing streets and rights-of-way • Pedestrian safety still an ongoing concern • Significant daily traffic congestion along I-495, I-270 and major arterial corridors in the County |

| Desired Outcomes and Progress Measures → | Strategies and Action Items → | Implementation Partners |
|---|---|--|
| <p><u>Outcome 1:</u> Completion of Purple Line and Bus Rapid Transit (BRT)</p> <p><u>Progress Measures:</u> Track timely completion of these projects, then annual ridership once completed</p> | <p><u>Strategy A:</u> Continue construction of Purple Line and BRT transit systems in collaboration with local, state and federal partners</p> <p><u>Strategy B:</u> Support City of Rockville’s work to implement Complete Streets infrastructure in coordination with construction of BRT system</p> | <ul style="list-style-type: none"> • M-NCPPC • Montgomery County DOT • MDOT |
| <p><u>Outcome 2:</u> Support and monitor progress on the I-495 and I-270 Managed Lanes</p> | <p><u>Strategy A:</u> Monitor study outreach, updates and reports at all phases of the process as it seeks to evaluate a range of alternatives within the specific area of I-495 from the Virginia side of the American Legion Bridge in Fairfax County to the Maryland side of the Woodrow Wilson Bridge and on I-270 from I-495 to I-370</p> <p><u>Strategy B:</u> Ensure the Study is funded and realizes its purpose developing a travel demand management solution that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility</p> | <ul style="list-style-type: none"> • MDOT & SHA • Montgomery County DOT |

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| <p><u>Outcome 3:</u> Increase alternative travel behavior with focus on increasing amount of new shared-use roads and amount of biking and walking trails</p> <p><u>Progress Measures:</u> Log number of existing shared-roads and off-road trails in SC and log increase annually over five years</p> | <p><u>Strategy A:</u> Support M-NCPPC’s efforts to include new countywide infrastructure for bicycling, transit and roads in conjunction with design and construction of new buildings and public spaces</p> <p><u>Strategy B:</u> Ensure regional coordination and implementation of Master Plans and projects in support of outcome, including County’s Bikeways Masterplan and the Lake Forest Transit Center redesign</p> | <ul style="list-style-type: none"> • MCDOT • MDOT Maryland Bikeways Program • MDOT Community Safety and Enhancement Program |
|--|---|--|

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Housing

(Housing strengths and weaknesses can include affordability, homeownership vs rental, housing stock diversity, housing condition and value, housing programs, foreclosures, residential vacancies, property values, home sale values)

| Strengths | Weaknesses |
|---|--|
| <ul style="list-style-type: none"> Innovative Countywide housing policy recommends development of affordable housing on County owned sites Strong affordable housing requirements for new residential developments (12.5% to 15% units as affordable for developments of 50 units or more) Strong County commitment to affordable housing, with more than \$1 billion invested over the last decade, 63,000-plus affordable units created or preserved, and 16 new senior housing projects completed providing more than 2,000 senior rental units. Developer-funded Housing Initiative Fund supports new affordable housing projects throughout the County, including SC County’s DHCA has proactive, successful Community Development and Code Enforcement programs, including a Neighborhood Revitalization Section helping transform residential and retail properties throughout the County, particularly in SC | <ul style="list-style-type: none"> Inadequate supply of housing affordable to elderly persons, very low-income households and people with disabilities. Limited supply of for-sale and rental housing options available for ‘middle’ income residents” Current real estate market conditions combined with limited land for mid-to-large residential developments means fewer affordable/MPDU units produced annually in County Large amount of older, aging housing stock with more than 50% of homes 40-plus years old Too few rental communities that offer 3 or more bedrooms to meet the housing needs of larger families. |

| Desired Outcomes and Progress Measures | Strategies and Action Items | Implementation Partners |
|--|--|---|
| <p><u>Outcome 1:</u> Preserve and create more affordable housing</p> <p><u>Progress Measures:</u> Track master plan language moving forward, number of new MPDUs offered for sale or rent each year and overall number of new affordable housing units available for sale or rent annually</p> | <p><u>Strategy A:</u> Include affordable housing as a goal in all master plans</p> <ul style="list-style-type: none"> Action Items: Add “Increasing and Preserving Affordable Housing” as an objective in all master plans and include recommendations for affordable housing sites and locations, including county-owned sites as well as senior, mixed income and special needs housing. <p><u>Strategy B:</u> Foster development of more than the minimum MPDUs</p> <ul style="list-style-type: none"> Action Items: Establish and provide incentives for developments that provide additional MPDUs and other forms of affordable housing such as increased heights, additional density and waiver of fees and taxes that deter development affordable housing. <p><u>Strategy A:</u> Identify new residential neighborhoods for FNA Program</p> | <ul style="list-style-type: none"> Federal, State and municipal government Montgomery Housing Partnership (MHP) Montgomery County Coalition for the Homeless Montgomery County Housing Opportunities Commission (HOC) County Regional Service Centers Habitat for Humanity, Rebuilding Together & |

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| | | |
|--|---|--|
| <p><u>Outcome 2:</u> Continue to expand DHCA’s Focused Neighborhood Assistance (FNA) Program</p> <p><u>Progress Measures:</u> Track new FNA Program projects annually for five years</p> <p><u>Outcome 3:</u> Create diversity in the type and size of housing units and neighborhoods to meet growing current and future housing needs</p> <p><u>Progress Measures:</u> Track number of affordable housing units available for sale or rent annually</p> | <ul style="list-style-type: none"> Action Item: NR staff will evaluate MCPS Free and Reduced Meals (FARMS) data and conduct site analysis to determine eligible communities <p><u>Strategy B:</u> Collaborate with the Commission on Common Ownership Communities (COCC) and DHCA’s Code Enforcement Section to identify potential new FNA Program communities</p> <p><u>Strategy C:</u> Explore new funding sources to expand FNA Program, including federal, state, local funding programs and public-private partnerships</p> <p><u>Strategy A:</u> Provide a sufficient housing supply to serve the County’s existing and planned employment and the changing needs a growing residential population at various stages of life.</p> <ul style="list-style-type: none"> Action Items: Make housing affordable to low, moderate, middle-income and diverse households a priority in all parts of the County by creating and providing incentives for the development of housing for diverse residential needs, including the elderly, persons with disabilities, persons with mental illness, persons transitioning from homelessness, etc. (<i>i.e. County’s P3 Main Street Project</i>) Create and preserve housing for families with children and housing that allow seniors to remain in their community. Encourage redevelopment and rehabilitation of deteriorating or aging residential multi-family properties while protecting the well-being of current residents and minimizing displacement of at-risk residents. | <p>other non-profit housing developers</p> <ul style="list-style-type: none"> Regional Service Centers COCC <ul style="list-style-type: none"> Federal, State and municipal government Montgomery County Planning Dept. MHP HOC |
|--|---|--|

Quality of Life

(Strengths and weaknesses can include crime, socio-economic demographics, educational opportunities, museums, libraries, historic and cultural assets, civic amenities, faith-based organizations, economic health of households, sense of place, etc.)

| Strengths | Weaknesses |
|---|---|
| <ul style="list-style-type: none"> • Excellent public-school system and community college (including workforce development programs) • Large network of agencies and organizations that provide safety net services • Countywide, year-round after school programs and summer youth programs including camps, youth centers and outdoor events • Countywide public arts venues and community events, most of which are free to the public • 22 public libraries, 22 community and recreation centers, 29 public museums, 1,250 athletic fields, playgrounds, picnic areas, basketball courts and/or tennis courts • 206 public schools serving more than 161K students with an 89.5% graduation rate • Strong Dept. of Health and Human Services (HHS) offering 120 unique free or low-cost programs serving more than 100K customers/year | <ul style="list-style-type: none"> • Local and regional traffic congestion in general, and as a contributing factor in vehicular and pedestrian fatalities • Time and resources needed to ensure full engagement with County’s large multi-cultural, multi-lingual population • High FARMS rates at many MCPS schools • Population growth outpacing public resources • County’s Dept. of H&HS strained due to large regional population seeking free and low-cost services |

| Desired Outcomes and Progress Measures | Strategies and Action Items → | Implementation Partners |
|--|---|---|
| <p><u>Outcome 1:</u> Implement County’s Vision Zero Plan with goal of zero severe and fatal collisions by 2030</p> <p><u>Progress Measures:</u> Track implementation of specific, two-year Action Plan items by listed deadline via CountyStat</p> | <p><u>Strategy A:</u> Lead agencies implement specific Action Items from among the 41 detailed Action Items built around five key areas: Engineering; Enforcement; Education and Training; Traffic Incident Management; and Law, Policy, and Advocacy.</p> <p><u>Strategy B:</u> County’s Vision Zero Steering Committee will produce an annual progress report, participate in a yearly CountyStat accountability session, and oversee development of the Ten-Year Plan.</p> | <ul style="list-style-type: none"> • Action Committee for Transit • Maryland SHA • M-NCPPC • Montgomery County DOT • Montgomery County Police Department • Montgomery County Fire and Rescue Service • Montgomery County HHS |

| | | |
|---|---|--|
| | | <ul style="list-style-type: none"> • Montgomery County Office of Public Information (OPI) • Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee • MCPS • Montgomery CountyStat • Washington Area Bicyclist Association |
| <p><u>Outcome 2:</u> Develop innovative outreach tools to meet the needs of a highly diverse, multi-lingual and aging population</p> <p><u>Progress Measures:</u> Track annually number of new outreach methods, including languages provided, and any increases in participation, turn-out, response, etc. specific to outreach item</p> | <p><u>Strategy A:</u> Create an increased amount of materials in an increased amount of languages and provide to minority and traditionally underserved populations through traditional and innovative outreach platforms</p> <p><u>Strategy B:</u> Evaluate and develop new ways of delivering programs in an inclusive, culturally competent manner</p> | <ul style="list-style-type: none"> • Montgomery County Recreation Department • M-NCPPC • Regional Service Centers • Municipal governments • Local non-profits • Montgomery County OPI |

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Local Planning and Land Use

(Strengths and weaknesses in the local planning and land use subject area include but are not limited to zoning, land use, policies, taxes and fees, historical patterns of development, lot sizes and shapes, etc.)

| Strengths | Weaknesses |
|---|---|
| <ul style="list-style-type: none"> Strong pedestrian connectivity and walkable community Proximity to transit-MARC Station Underutilized sites redeveloped for residential uses Highly-skilled, innovative and nationally recognized County Planning Department | <ul style="list-style-type: none"> Complicated zoning ordinance Lack of new commercial redevelopment and commercial converting to residential Small lots owned by multiple entities; difficult to redevelop Limited land available for new development High costs and time associated with converting outdated retail centers into pedestrian-friendly shopping and gathering destinations |

| Desired Outcomes and Progress Measures | Strategies and Action Items → | Implementation Partners |
|---|---|--|
| <p><u>Outcome 1:</u> Support and foster new commercial redevelopment</p> <p><u>Progress Measures:</u> Compare the number of new building permits and occupancies issued annually over the previous year for five years</p> | <p><u>Strategy A:</u> Utilize economic incentives to encourage redevelopment (e.g. Economic Development toolbox-matching grant for improvements; Economic Development Opportunities Fund-flexible incentive fund)</p> <p><u>Strategy B:</u> Amend current zoning ordinance to more readily enable commercial redevelopment and simplify entitlement process</p> | <ul style="list-style-type: none"> Montgomery County Office of Procurement MC DGS MC DEP M-NCPPC Municipal governments MD Dept. of Commerce Pepco, Washington Gas & other utility providers Private property owners and developers |
| <p><u>Outcome 2:</u> Foster and implement innovative programs in partnership with public utility providers, municipal governments and partner agencies to facilitate new public and private sustainable development projects</p> <p><u>Progress Measures:</u> Completion of Rockville microgrid and track number of energy performance contracts awarded annually by County and corresponding GHG reduction</p> | <p><u>Strategy A:</u> County working with Pepco to develop a public service microgrid in Rockville that will ensure key facilities, including City and County buildings, grocery stores, gas stations, pharmacies and other important services remain open and available to the public even during major power outages</p> <p><u>Strategy B:</u> County to move forward with implementing a multi-year plan to invest more than \$100 million in facilities through energy performance contracting. These energy use reduction projects are expected to reduce GHG emissions by more than 25,000 metric tons per year</p> | <ul style="list-style-type: none"> Montgomery County Office of Procurement MC DGS MC DEP M-NCPPC Municipal governments MD Dept. of Commerce Pepco, Washington Gas & other utility providers Private property owners and developers |

Supporting & supplemental documents, pictures, reports etc., are in the application binder and/or are saved on the accompanying CD-ROMs.



Maryland

DEPARTMENT OF PLANNING

May 5, 2020

Mr. Charles Littlefield,
Rockville Planning Commission Chair
111 Maryland Ave.
Rockville, Maryland 20850

Dear Mr. Littlefield:

Thank you for forwarding the Draft 2020 Comprehensive Plan of the City of Rockville, Maryland Volume II: Planning Areas for 60-day state agency review. The Maryland Department of Planning (Planning) believes that good planning is important for efficient and structured development that successfully addresses resource protection, community character, and economic development. Planning is encouraged by the city's dedication to enhancing Volume I of the comprehensive plan with a more detailed analysis of Rockville's distinct neighborhoods.

The department's Planning Coordination and Planning Data and Research Divisions have reviewed the draft and prepared comments for Rockville planning staff and the Planning Commission. Planning also forwarded a copy of the draft plan to several state agencies for review. To date, we have received comments from the Departments of Transportation, Environment, Housing and Community Development, and the Maryland Historical Trust, which are attached at the end of this document. Any additional state agency comments will be forwarded upon receipt.

Please consider that Planning's comments reflect the agency's recommendations and observations on ways to strengthen the city's plan, as well as satisfy the requirements and intent of the Maryland Land Use Article. Please feel free to contact me at (410) 767-1401 (chuck.boyd@maryland.gov) or Susan Llareus, Regional Planner for Maryland Capital Region, Planner Supervisor, at (410) 767-6087 (susan.llareus@maryland.gov). Planning appreciates your participation in the plan review process.

Sincerely,

Charles W. Boyd, AICP
Director, Planning Coordination

cc: Jeanine Harrington, La Plata Director of Planning
Joe Griffiths, Manager Local Assistance and Training
Susan Llareus, Regional Planner for Maryland Capital Region, Planner Supervisor



Maryland Department of Planning Review Comments

May 5, 2020

2040 City of Rockville Comprehensive Plan, Volume II-Planning Areas

The Maryland Department of Planning (Planning) has reviewed the draft 2040 City of Rockville Comprehensive Plan, Volume II (Volume II) and offers the following comments for your consideration. These comments are offered as suggestions to improve the draft Volume II and better address the statutory requirements of the Land Use Article. Other state agencies, as noted, have contributed comments. Still others may have comments submitted under separate cover. If comments from other agencies are subsequently received by Planning, they will be forwarded to the City of Rockville (City) in a timely manner.

Minimum State Law Requirements for Non-Charter Counties/Municipalities

Maryland's Land Use Article sets forth the required components of a local comprehensive plan but does not mandate a specific format. As such, local governments have addressed these required elements in a manner that fits the needs of their community and the resources available to respond to the issues explored during the planning process. Please refer to the previous comment letter dated May 14, 2019 provided by Planning relating to the 2040 City of Rockville Comprehensive Plan, Volume I (Volume I) and the required local plan elements identified in §3-102 of the Land Use Article of the Maryland Annotated Code. As was previously stated in Planning's review comments, the city has routinely evaluated and updated its Comprehensive Plan with amendments to it over the years. Volume I incorporates updates of the adopted 2010 Municipal Growth Element, the 2010 Water Resources Element, and the Growth Tier Map. This review revisits only the Housing Element and concentrates on the latest submission identified as Comprehensive Plan Volume II: Planning Areas.

The passage of HB-1045 in 2019 has resulted in the requirement of a Housing Element in all comprehensive plans adopted after June 1, 2020. It should be noted the new law requires a housing needs analysis for low-income and workforce housing, using the definitions contained in [§3-114](#) of the Land Use Article. Since it is anticipated that this Comprehensive Plan will be adopted after June 1, 2020, the housing element included in Volume I should be evaluated by the city for conformance to the requirements of HB-1045.

Planning is in the process of developing a Housing Element Models & Guideline document to address recent legislation (HB 1045), which is expected to coincide with the legislative mandate of June 1, 2020. Staff appreciates the City of Rockville's current and ongoing support of affordable housing within the community.

Summary of Draft Comprehensive Plan Volume II (Volume II)

The draft Volume II is well organized, outlining each of the proposed planning areas in the table of contents, making it easy for the reader to focus attention on specific areas of the city, gaining a perspective of the characteristics of the area and specific issues raised by the community. This will act as an informative document for future planning purposes.

The cover of this document includes the following notation:

NOTE: This draft of Volume II of the Rockville Comprehensive Plan update is provided for public review and comment to the Rockville Planning Commission. It will ultimately be combined with the citywide plan elements in Volume I of the Planning Commission's Comprehensive Plan Draft prior to the Commission's recommendation of approval to the Rockville Mayor and Council...(emphasis added)

This document identifies 17 planning areas of the city (down from 18 planning areas identified in the 2002 Comprehensive Plan), focusing on each area in detail. Rockville staff analyzed and evaluated each planning area with input from the residents, business owners, and other stakeholders. This process resulted in a comprehensive and detailed report featuring characteristics, history, key issues, focus area recommendations, recommended city projects, and other policies for each planning area. Overall, Volume II excels in its inclusion of community engagement and methodically lays out topics and recommendations in an accessible manner.

General Discussion

Volume II defines each planning area as an administrative boundary reflecting “common characteristics within each area and the location of practical delineations, such as major roads, railways, natural features, and established neighborhoods.”(page 4) The city also combined two planning areas in this update. Some planning areas are also master plans, previously adopted and incorporated by reference in Volume II (page 4), although Volume II also updates a few of them to address key issues. Other planning areas contain small area neighborhood or corridor plans within the boundary, intended to address efforts of revitalization or to increase density.

However, in reading the document it is not always clear what authority the planning areas will have in the decision making process, such as those for development review, including zoning and subdivision, if the planning area is not a master plan, neighborhood plan, or similar. To facilitate the understanding of the information provided, it would be helpful to the reader to clarify the relationship of each of the planning areas to the comprehensive plan up-date. To Planning, it appears that the information within each chapter/planning area is either:

- A study to be considered in the future to guide public or private investment;
- Information to be incorporated into a future small area master plan;
- Amendment to a previously approved master plan, in regard to boundaries, policies, goals and/or recommendations; or
- An entirely new master plan created in this update to the comprehensive plan.

For the purpose of this review, Planning is using the definitions as established in the zoning ordinance, Section 7.5-1 Definitions for the terminology included herein:

“Plan means the policies, statements, goals, and interrelated plans for private and public land use, transportation, and community facilities documented in texts and maps which constitute the guide for the City's future development. For the purposes of this definition, the word "plan" shall include general plan, master plan, neighborhood plans, and the like as adopted in accordance with the applicable provisions of State law. "Plan" does not include the term "project plan" as defined elsewhere in this article.” (emphasis added)

Planning recommends enhanced clarity in Volume II to emphasize the intent of each chapter. This will assist the reader, whether it is a citizen, planner, developer or other interested party, in understanding the

plan's authority. Planning recommends the city consider setting forth declarative statements such as "This chapter amends the previously approved plan in its entirety" or "This chapter provides a basis for the future development of a long-range plan". This will directly address how these planning areas will be incorporated into Volume I, and elevate the reader's understanding of the relationship between the two volumes, their connection to development regulations, and ultimately inform the Planning Commission in the review of development applications. Another suggestion is to establish a process of incorporating any revision of a neighborhood plan or small area plan into Volume I and/or create an appendix to the larger comprehensive plan for planning area studies informing future small area plans or amendments to the existing neighborhood plans that will be processed in accordance with the requirements for amendments per the Land Use Article, Sections § 3-201 through § 3-206.

Detailed Review Comments

The following is a series of detailed comments relating to the Introduction Section and the Neighborhood Plan Section, found on pages 3 and 4, with comments following the above stated concerns relating to Volume II that the city may want to consider addressing:

Introduction-The first paragraph sets forth the purpose and intent of the document:

"This volume of the Comprehensive Plan recognizes the neighborhoods and districts that make up the city, provides a summary of their distinctive characteristics and key issues, and identifies area-specific policy changes and topics for additional study. Focusing on smaller parts of the city in this way allows a finer grained examination of topics than is possible in the Element Chapters of Volume I, which focuses primarily on citywide issues. Recommendations in these planning areas are aligned with broader city policies and all citywide policies and all citywide policies in Volume I also apply to all planning areas." (emphasis added)

Planning appreciates the commitment to long-range planning the city is taking through the detailed guidance included in Volume II. While many jurisdictions prepare neighborhood and master plans, they will often not incorporate these plans into their comprehensive plan. (This can create public confusion and mixed messaging.) Most jurisdictions are reluctant to make the commitment to tie their sub-area/neighborhood/master plans to the same level of consistency and legislative review procedures as their comprehensive plan. But, in the case of Rockville, this planning commitment is crystal clear with the third paragraph, which states the following:

"These planning areas and their boundaries, shown in Figure 1, may be changed only by Planning Commission recommendation of a Comprehensive Plan amendment to the Mayor and Council for adoption, consistent with state law."

Planning commends Rockville for this clarity in planning purpose, but does caution the city in holding its planning area plans to this higher level of legislative review and expectation of plan consistency. By providing this level of detail in the comprehensive plan, there may be instances where desirable development proposals may not be consistent with the planning area policies and cause the city to amend the planning area (which would likely require a 60-day state review) before taking action on the desired development proposal. This is a local decision, but one that the jurisdiction needs to be comfortable with.

The Role of the Neighborhood Plan - This Section could be improved by clearly indicating that the neighborhood plan is a small area master plan and refinement of the comprehensive plan, and with an explanation of the local adoption process. The second paragraph, at the top of page 4, seems to indicate that through this update to the comprehensive plan, the neighborhood plans for the three areas listed therein are superseded by the new information contained in the corresponding chapters, which is clear until the I-270 chapter is noted (page number 4), and the reader does not find the corresponding title listed

in the planning areas. Planning recommends more discussion to make it clear that the Towers Oaks neighborhood plan supersedes the I-270 planning area, and whether the boundary corresponds to the previous plan.

The third paragraph sets forth that each of the five listed neighborhood plans are being updated through the current process. It only mentions that these policies supersede previous policies; however, there is other valuable information including goals, strategies, and recommendations that could be carried forward. Perhaps the language should be closer to that in the fourth paragraph, relating to the West End-Woodley Gardens East/West Neighborhood Plan? Is the idea to only change the policies or does all the information in the above referenced planning area chapters fully replace the previous neighborhood plan? This document provides a great opportunity to clarify the master plans to make them user friendly without making the reader have to go back to previously adopted plans for the full picture.

Referral Comments

Planning's Infrastructure and Development Division provided the following information:

- Planning is pleased to see the city developed land use, zoning, urban design, and transportation policies and recommendations for the seventeen planning areas. Detailed transportation policies and recommendations in Volume II will help guide ongoing and future coordination with the state and Montgomery county to improve multimodal transportation in the city.
- Planning is pleased that the city recommended detailed land use and transportation policies and strategies to support transit-oriented development (TOD) and improve walkability and multi-modal transportation in the Rockville and Twinbrook station areas and the vicinities around the potential bus stops/stations for the MD 355 and MD 586 Bus Rapid Transit (BRT) corridors. To showcase these TOD strategic locations on maps, Planning staff suggests labeling the metro stations, the designated BRT stops, and the Corridor Cities Transitway stops on the Land Use Policy Maps for the planning areas 1, 7, 8, 9, and 16.
- Volume II includes a series of specific area recommendations, city projects, and other policy recommendations for all seventeen planning areas. To help guide the plan implementation, the city may want to specify timeframes, priorities, and responsible entities or funding sources for these recommendations.
- Planning suggests the city consider and enhance affordable housing recommendations for all TOD areas.
- Refer to Planning Area 1 – Rockville Town Center: The Area is serviced by extensive rail and bus transit. Planning suggests the plan include a transit wayfinding recommendation to depict transit routes/stops and nearby popular destinations in the town center area. For instance, residents or visitors may not be aware or able to find the Amtrak service/stop at the Rockville Station.
- Refer to Planning Area 5: This section of Volume II should also include the recommendation of studying a new interchange at I-270/West Gude Drive to be consistent with the recommendation for the Planning Area 4, 15, and 16.
- Refer to Planning Area 8 and 9: Volume II identifies congestion at the Veirs Mill Road (MD 586) and First Street intersection as a major issue. The city may want to include a recommendation to address the issue, which can also help coordination with the state.

- Refer to Planning Area 17: Planning suggests the city address the need to preserve industrial land as a valuable freight and economic development resource while mitigating impacts on surrounding communities. The 2012 TRB’s National Cooperative Freight Research Program Report 16 – Preserving and Protecting Freight Infrastructure and Routes provides useful guidance on how to protect industrial land and avoid/mitigate conflicting land uses. As a reference, here is the link for the report: <https://www.roads.maryland.gov/OPPEN/freight.pdf>

Planning’s Projections and State Data Center Division provided the following information:

- Planning reviewed the demographics section of Volume II and has no substantive comments to make. One matter, however, requires clarification (see below). Issues that were raised with respect to population data in our earlier review of Volume I (March 2019) have been rectified.
- See page 11, pie chart titled Rockville Residents by Census Racial Classification. It appears that the percentages in the pie chart do not match what is reported by the ACS 2013-2017 5-Year Estimates.

| Race | ACS 2013-2017 | Plan Pie Chart |
|-----------------|---------------|----------------|
| White | 57.9% | 58.6% |
| Black | 10.7% | 11.3% |
| Asian | 20.7% | 22.3% |
| American Indian | 0.3% | 0.8% |
| Native Hawaiian | 0.0% | 0.3% |
| Some Other | 6.1% | 6.5% |
| Two or More | 4.2% | n/a |

Planning’s Geospatial Data and Analysis Division provided the following information: Overall, Volume II supports the policies and goals presented in Volume I.

- While the Land Use Policy Map in Volume I (Figure 3: Land Use Policy Map in Volume I, page 27) is mostly consistent with the Land Use Policy Maps in Volume II for each planning area, there are some differences. For example, in Volume II, Figure 4: Land Use Policy Map of Planning Area 1 (page 11), several parcels between Hungerford Drive and the railroad are designated as “OR” in Volume II but they are designated as “R” in Volume I. As another example, Planning Area 2, Area 12 in Volume II is designated as “RA” (Volume 2, Figure 8 on page 19) but are shown as “RM” in Volume I.
- As noted in Volume I, the city projects the population will increase 34% over a period of 22 years (Volume 1, page 10). Volume II shows the existing residential dwelling units in each planning area with a detailed land use policy map, including zoning recommendations and recommended city projects. However, there is no indication of the additional capacity of residential dwelling units available based on these recommendations. Estimating the amount of residential dwelling

units based on the future zoning may provide a better understanding of public services and infrastructure needed to accommodate future growth within each planning area.

- Planning provided pre-adoption technical feedback on the draft growth tier map within Rockville's draft comprehensive plan (Volume I) dated March 2019. Planning acknowledges that the draft comprehensive plan has since been revised and includes a new draft tier map ([Fig 25 of Volume I](#)). The land uses proposed for the Volume II planning areas are generally consistent with the revised draft growth tier map in Volume I. Planning will complete a more detailed review of the revised growth tier map --including areas outside the scope of the Volume II planning areas boundaries --under Section 1-505 of the Land Use Article, after the plan is adopted.

If Planning can be of assistance or facilitate assistance / information from other State agencies as the city of Rockville finalizes the 2040 City of Rockville Comprehensive Plan Update or as the city begins to combine Volume I and II, or as the city implements the plan, please contact Susan Llareus, Planning Supervisor at susan.llareus@maryland.gov.

END MARYLAND DEPARTMENT OF PLANNING COMMENTS

Maryland Department of Planning Review Comments
May 5, 2020
2040 City of Rockville Comprehensive Plan Update, Volume II

STATE AGENCY COMMENTS

The following pages contain comments from other State agencies in support of the Maryland Department of Planning (Planning) review of the **Draft 2040 City of Rockville Comprehensive Plan Update, Volume II** as part of the standard 60-day review period for municipalities and non-charter counties. Comments not included here may be submitted under separate cover, or via the State Clearinghouse. If comments from other agencies are received by Planning, they will be forwarded to the County in a timely manner.

Attachments

- Page 9 Maryland Department of Transportation
- Page 16 Maryland Department of Housing & Community Development
- Page 17 Maryland Historical Trust (letter dated April 6, 2020)
- Page 19 Maryland Department of the Environment

April 13, 2020

Ms. Susan Llareus
Maryland Department of Planning
301 West Preston Street
Suite 1101
Baltimore, MD 21201

Dear Ms. Llareus:

Thank you for coordinating the State of Maryland's comments on the 2019 Comprehensive Plan of the City of Rockville, Maryland Volume II: Planning Areas, hereafter referred to as the "the Plan." The Maryland Department of Transportation (MDOT) offers the following comments from The Secretary's Office, MDOT State Highway Administration (MDOT SHA), and MDOT Maryland Transit Administration (MDOT MTA).

General Comments:

- Please refer to "Maryland SHA" and "SHA" as the "Maryland Department of Transportation State Highway Administration (MDOT SHA) on first mention and, subsequently, "MDOT SHA."
- Please look at the page numbers in the "Contents" as most are off by two pages.
- MDOT SHA continues to work with its local partners, including Montgomery County, to address Vision Zero corridor efforts to improve pedestrian and bicycle accessibility and safety along State roads.
- Please coordinate recommended traffic improvements with Mr. Derek Gunn, P.E., MDOT SHA Assistant District 3 Engineer-Traffic, at 301-513-7498 or dgunn@mdot.maryland.gov.
- Please coordinate recommended engineering improvements with Claudine Myers, P.E., MDOT SHA Assistant District 3 Engineer-Project Development, at 301-513-7467 or via email at cmyers1@mdot.maryland.gov.
- More detail could be stated for bicycle infrastructure, Bus Rapid Transit (BRT), and pedestrian improvements especially along the spine of Rockville Pike.

Ms. Susan Llareus
Page Two

Planning Area 1 – Rockville Town Center

Recommended City Projects

- Page 13 – Regarding the need for Rockville Transit Station safety and access improvements and better connectivity to Town Center, consider adding additional detail in this section. Clarify current issues and necessary improvements and be specific regarding the current vs. improved wayfinding and pedestrian safety design.
- Page 13 – Regarding Project 3, consider including MDOT MTA as a stakeholder in the redesign of the existing pedestrian bridge, since the MARC train serves the station.

Other Policy Recommendations - Land Use and Urban Design & Transportation

- Page 14 – The creation of landmarks to anchor the transit facility is a good idea.
- Page 14 – Regarding establishing an off-street, shared use path connecting the College with downtown Rockville, please provide more detail on the shared use path.
- Page 14 – Regarding studying the potential of a shuttle bus, existing routes, such as the 46, 55, 101, Q6 already serve this area. Consider resources that support other transit network improvements in the area or extend resources elsewhere.
 - Would this be necessary and/or temporary with the future of Bus Rapid Transit (BRT) on Rockville Pike? What is the vision of a shuttle’s interconnection with BRT?
- Page 14 – Regarding a pedestrian plan for the Town Center area, is there an opportunity to build on any prior pedestrian studies that were done at the time of the Town Center approval?
- Page 14 – Regarding pedestrian environments of North Washington Street and East Middle Lane, provide more details.
- Page 15 – Regarding facilities (i.e., bike lanes, racks, etc.), bike lanes and racks should be a priority not just where feasible.
- Page 15 – Regarding pedestrian accessibility between East Rockville neighborhoods and Town Center, describe “improved” sidewalks i.e. dimension, surface treatment, etc.
- Page 15 – Regarding BRT routes and stops serving Town Center, be sure to engage the development community in the discussion on the routes and stops.

Parking

- Page 15 – Commendable inclusion of reduced parking spaces to make transit more competitive.
- Page 15 – Regarding parking technology improvements, partner with MCDOT to expand outreach and education to include all of Montgomery County.

Community Partnerships

- Page 15 – Regarding a BID (business improvement district) or Urban Partnership formation, if not a BID, perhaps a Transportation Management District (TMD).

Ms. Susan Llareus
Page Three

Planning Area 2 – East Rockville

Key Issues

- Page 18 – Regarding infrastructure for bikers and walkers in the neighborhood, include a description of a safer and aesthetically pleasing infrastructure for bikers and walkers.

Focus Area Recommendations

- Page 20 – Regarding an upgraded pedestrian environment, include a more detailed description of an upgraded pedestrian environment which would include bicyclists.
- Page 22 – Regarding improvements to the pedestrian realm, enhanced sidewalks, landscaping, lighting, and bicycle facilities are encouraged as part of development or redevelopment.
- Page 23 – Regarding Public Realm Improvements, consider changing “sharrows” to protected bike lanes on North Stonestreet.
- Page 23 – Regarding Area 5, there is no mention of bicycle/pedestrian improvements
- Page 24-25 – These are all excellent considerations.
- Page 26 – Regarding enhancing pedestrian and bike connections, define “improved” sidewalks.
- Page 26 – Regarding Rockville Transit Station/WMATA properties, great to see the inclusion of the TOD zoning recommendation. As plans develop, please include MDOT MTA as a stakeholder in the design process.
- Page 27 – Regarding enhancing the public realm, define “improved” sidewalks.
- Page 27 – Regarding Urban Design Recommendations Redevelopment, the pedestrian environment should be a priority.

Planning Area 3 – Hungerford, New Mark Commons and Lynfield

Recommended City Projects

- Page 32 – Regarding Project 5, the I-495/I-270 Managed Lanes Study is evaluating improvements to the I-270 interchange at MD 189, which would include improving safe pedestrian and bicycle mobility and connectivity.

Planning Area 4 – West End and Woodley Gardens East-West

Bicycling Policies

- Page 51 – Including residents early in the planning process is key to a successful outcome.

Major Roadways and Use of Local Streets Policies

- Page 53 – Regarding signage, MDOT SHA should be the entity to work with on added signage at I-270 that would direct traffic traveling east through Rockville to use an alternative route.

Ms. Susan Llareus
Page Four

- Page 53 – Regarding the sound wall, please also be advised that the MDOT SHA currently is analyzing the environs for I-495 and I-270 P3 Program noise impacts as part of the NEPA process. The results of that evaluation will be included in the draft environmental impact statement (DEIS) for the Managed Lanes Study.

West Montgomery Avenue (MD 28) Policies

- Page 54 – MDOT SHA should be coordinated with on the plan that calls for the following transportation items being proposed:
 - MDOT SHA to study design options to mitigate peak hour congestion and safety on West Montgomery Avenue.
 - MDOT SHA to conduct a study of an interchange at I-270 and West Gude Drive.

Maryland Avenue Policies

- Page 54 – MDOT SHA should be coordinated with on the plan that calls for the following transportation items being proposed:
 - MDOT SHA to study potential design improvement to peak-hour congestions and safety for vehicles exiting I-260 North and turning left onto Great Falls Road.

Planning Area 6 – Lincoln Park

Key Issues

- Page 67-68 – Regarding spill-over parking on residential streets from the Rockville Transit Station and future infill redevelopment, could this be addressed by implementing a residential parking permit system and increase transit or other mobility options to access the station?

Planning Area 7 – Montgomery College Area

Focus Area Recommendations

- Page 82 – Regarding collaborating with Montgomery College, Montgomery County, and the State of Maryland to identify the best location for a BRT station in the campus area, it may be valuable to also assess commuter bus locations nearby to see if stops can be co-located.
- Page 83 – Regarding Zoning Recommendation, it is unclear which nearby high-capacity transit station is being referenced.
- Page 83 – Build on the already conducted extensive studies of street design, BRT and traffic studies along MD 355 to establish a cohesive, comprehensive and connected transportation network.

Ms. Susan Llareus
Page Five

Planning Area 8 – Twinbrook and Twinbrook Forest

Recommended City Projects

- Page 91 – Include the community in the planning for BRT stations.
- Page 92 – Regarding Project 5, include bicycle access as well as.
- Page 92 – Regarding Project 10, the safety audit should drive/direct the bicycle pedestrian plans as well.

Planning Area 9 – Rockville Pike

Other Policy Recommendations - Transportation

- Page 98 – Ensure that pedestrian and bicycle access is included in the design of the MD 355 BRT line and its station locations.
- Page 98 – MDOT SHA should be made aware of the following transportation items being proposed:
 - MDOT SHA to allow a left- turn movement from eastbound Edmonston Drive onto northbound MD 355.
 - MDOT SHA to allow a left-turn movement from westbound Twinbrook Parkway onto southbound MD 355.

Planning Area 12 – Tower Oaks

- Page 110 – Include the consideration of the expansion of bicycle lanes throughout the entire Planning area.
- Page 110 – Include future planning efforts for BRT connections and stations ultimately connecting to the Rockville Metrorail Station.

Planning Area 13 – Potomac Woods, Orchard Ridge and Falls Ridge

Other Policy Recommendations - Transportation

- Page 114 – Regarding the I-270 and MD-189 interchange. The Managed Lanes Study is evaluating improvements to the I-270 interchange at MD 189, which would include improving safe pedestrian and bicycle mobility and connectivity.

Planning Area 14 – Rockshire and Fallsmead

Other Policy Recommendations - Transportation

- Page 121 – Regarding the I-270 and MD-189 interchange, the Managed Lane Planning Study is evaluating improvements to the I-270 interchange at MD 189, which would include improving safe pedestrian and bicycle mobility and connectivity.

Ms. Susan Llareus
Page Six

Planning Area 15 – Falls Grove and Research Boulevard

Recommended City Projects - Transportation

- Page 126 – MDOT SHA should be made aware of the following transportation items being proposed:
 - SHA to study potential approaches to peak-hour congestion and safety on MD 28 from Hurley Avenue to I-270.

Other Policy Recommendations - Transportation

- Page 126 – Regarding peak hour congestion and safety on MD 28 from Hurley Avenue to I-270, the Plan recommended MDOT SHA consider congestion and safety improvements on MD 28 (West Montgomery Avenue) between Hurley Avenue and Great Falls Road. MDOT SHA recently completed a study of the subject MD 28 segment which recommended sight distance enhancements. MDOT SHA will refresh pavement markings and improve signage between Monroe Street and Nelson Street by the Summer of 2020.

Planning Area 16 – King Farm and Shady Grove

Other Policy Recommendations - Transportation

- Page 132 – Regarding the study of the construction of a new interchange at I-270 and West Gude Drive.
 - MDOT project funding decisions are influenced by county priorities. Montgomery County’s most recent transportation priorities letter, submitted to MDOT in June 2017, does not include the study of an I-270 interchange at West Gude Drive.
 - Please note that any improvement impacting I-270 and/or its ramps and local connections will be subject to Federal Highway Administration (FHWA) Interstate Access Approval (IAPA) review process. Coordination with MDOT SHA and FHWA will be needed for IAPA approval. Such a proposed improvement would require analysis and integration with operations of the adjacent Shady Grove Road and MD 28 interchanges. It is recommended that activities pertaining to I-270 in this location be coordinated closely with MDOT SHA’s I-495 and I-270 P3 program.
 - In addition, the I-495/I-270 Managed Lanes Study component of MDOT SHA’s Traffic Relief Plan is evaluating new direct ramp connections from Gude Drive to the potential I-270 managed lanes system under study.

Ms. Susan Llareus
Page Seven

Other Policies Recommendations

- Page 132 – Regarding participation in Montgomery County’s Shady Grove Transportation Demand Management (TDM) district, it recommended that all Planning Districts consider Travel Demand Management practices in their plans to help reduce congestion and improve the environment. More information regarding best TDM practices can be found at the Commuter Choice Maryland website: CommuterChoiceMaryland.com.

Thank you again for the opportunity to review the Plan. If you have any questions or concerns, please do not hesitate to contact Ms. Kari Snyder, Regional Planner, MDOT Office of Planning and Capital Programming (OPCP) at 410-865-1305, toll free at 888-713-1414, or via email at ksnyder3@mdot.maryland.gov. She will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather Murphy". The signature is written in a cursive, flowing style.

Heather Murphy
Director, OPCP, MDOT

cc: Mr. Derek Gunn, Assistant District Engineer, District 3, MDOT SHA
Ms. Claudine Myers, Assistant District Engineer, District 3, MDOT SHA
Ms. Kari Snyder, Regional Planner, OPCP, MDOT



LARRY HOGAN
Governor

BOYD K. RUTHERFORD
Lt. Governor

KENNETH C. HOLT
Secretary

March 30, 2020

Mr. Joseph Griffiths, Manager of Local Assistance and Training
Maryland Department of Planning
301 West Preston Street, 11th floor
Baltimore, MD 21201

Dear Mr. Griffiths:

Thank you for the opportunity to review the City of Rockville draft Comprehensive Plan Volume II: Planning Areas (the Plan). The comments below are based on a review of the plan by staff in the Maryland Department of Housing and Community Development (DHCD) Division of Neighborhood Revitalization.

The Plan identifies local conditions and concerns within defined planning areas in the City of Rockville. In the Plan, the City may also want to discuss how the planning areas align with state and federal geographic designations within Rockville that can support implementation (Maryland Sustainable Communities, Enterprise Zones, Opportunity Zones, etc.). In particular, Sustainable Communities designation can provide local governments with a range of resources to support community revitalization (see Attachment A). The City may want to review needs and strategies in its current Montgomery County Sustainable Community Action Plan (Attachment C) for consistency with those in the Comprehensive Plan.

In our May 3, 2019 comments on the draft comprehensive plan we noted that housing affordability was identified as a concern in the Plan. House Bill 1045, passed in the 2019 legislative session requires that comprehensive plans adopted after June 1, 2020 include a housing element addressing the need for affordable housing (see Attachment B). The Maryland Department of Planning is currently developing guidance for local governments to prepare the housing element. The City of Rockville may want to consider how this new requirement will impact future planning efforts.

Again, thank you for the opportunity to comment on the Plan. If you have any questions regarding our comments, please call me at 410-209-5807 or via email at john.papagni@maryland.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "John Papagni".

John Papagni
Program Officer
Division of Neighborhood Revitalization

Attachment A: Sustainable Community Benefits

Attachment B: House Bill 1045 (2019)

Attachment C: Montgomery County 2018 Sustainable Community Renewal Application

Cc: Susan Llareus, MDP
Oumy Kande, MDP



Larry Hogan, Governor
Boyd Rutherford, Lt. Governor



Robert S. McCord, Secretary
Sandy Schrader, Deputy Secretary

Maryland
DEPARTMENT OF PLANNING
MARYLAND HISTORICAL TRUST

April 6, 2020

Ms. Susan Holm Llareus, PLA, ASLA
Planner for the Maryland Capital Region
Maryland Department of Planning
301 West Preston Street, Room 1101
Baltimore, MD 21201

Dear Ms. Llareus:

Thank you for the opportunity to review the City of Rockville Comprehensive Plan Volume II: Planning Areas and submit comments on behalf of the Maryland Historical Trust.

This plan element is very well written, clearly thought out, and does an excellent job of describing the numerous historic districts and resources within the various planning areas. It is clear that the City values such assets and recognizes their intrinsic benefits in the context of managing future growth.

Please consider including information about the state and federal tax credit programs for historic properties, noting that eligibility for or listing in the National Register of Historic Places is helpful in qualifying properties for federal and state financial incentives. The Heritage Structure Rehabilitation Tax Credit's Small Commercial program, designed to help fund modest rehabilitation projects, may deserve special mention since projects are frequently undertaken in smaller, Main Street-type communities. Details about these programs can be found on the Maryland Historical Trust website at <https://mht.maryland.gov/taxCredits.shtml>.

Although not noted in this element, the City approved and adopted an amendment to Rockville's Comprehensive Master Plan to join the Montgomery County Heritage Area and adopt the Montgomery County Heritage Area Management Plan on January 28, 2013.

Thank you again for the opportunity to comment on the plan. If you have any questions, please contact me at (410) 697-9561 or steven.allan@maryland.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Steven H. Allan".

Steven H. Allan, AICP
Local Assistance and Training Planner
Office of Planning, Education and Outreach

Cc Nell Ziehl, Chief, Office of Planning, Education and Outreach
Joseph Griffiths, MDP
Cassandra Malloy, MDP

LAND AND MATERIALS ADMINISTRATION **Exhibit 5e**
RESPONSE TO CLEARINGHOUSE PROJECTS

| | |
|----------------------------|--|
| Project Assigned To | Jennifer Hopper |
| Project Review SAI# | MD20200309-0191 |
| County/Location | Montgomery County City of Rockville Comp Plan Volume II |
| Received in LMA | 3/11/2020 |
| Due Date to OC | 4/6/2020 |
| PLEASE NOTE: | <input type="checkbox"/> COPY <input type="checkbox"/> CIRCULATED THRU ADMINI.'S <input type="checkbox"/> DUE ASAP |

(Check if Applies): C1_____ R1_ X _____ R2_____ R3_____ R4_____

X ¹Any above ground or underground petroleum storage tanks, which may be utilized, must be installed and maintained in accordance with applicable State and federal laws and regulations. Underground storage tanks must be registered and the installation must be conducted and performed by a contractor certified to install underground storage tanks by the Land and Materials Administration in accordance with COMAR 26.10. Contact the Oil Control Program at (410) 537-3442 for additional information.

X ²If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.

X ³Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3315 for additional information regarding solid waste activities and contact the Resource Management Program at (410) 537-3314 for additional information regarding recycling activities.

_____ ⁴The proposed project is located near land on which sewage sludge was stored, land applied, or disposed under a sewage sludge utilization permit issued by the Land and Materials Administration. Specific questions regarding this site should be directed to the Sewage Sludge Division at (410) 537-3314.

X ⁵The Resource Management Program should be contacted directly at (410) 537-3314 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.

_____ ⁶CERCLA listed site MD-# _____, (name) _____, (Address) _____, is located within approximately _____ miles of (Site/Project being reviewed) _____. Contact the Land Restoration Program at (410) 537-3437 for more information.

X ⁷Any contract specifying “lead paint abatement” must comply with Code of Maryland Regulations (COMAR) 26.16.01 - Accreditation and Training for Lead Paint Abatement Services. If a property was built before 1978 and will be used as rental housing, then compliance with COMAR 26.16.02 - Reduction of Lead Risk in Housing; and Environment Article Title 6, Subtitle 8, is required. Additional guidance regarding projects where lead paint may be encountered can be obtained by contacting the Environmental Lead Division at (410) 537-3825.

— ⁸MDE requests that efforts be made to prevent contamination of the surface and ground water of the State of Maryland during any proposed construction and renovation activities. In the event that spills or other releases of petroleum or hazardous materials occurs from the proposed operations which may potentially impact State waters, MDE requests prompt notification at 1-866-633-4686 (toll free).

X ⁹The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please Land Restoration Program at (410) 537-3437.

— ¹⁰The project may cause contaminated runoff from an animal feeding operation (AFO). Please contact the AFO Division at (410) 537-4423 to determine if this AFO will require registration under the General Discharge Permit for Animal Feeding Operations.

— ¹¹The project will result in increased numbers of confined animals at this animal feeding operation (AFO) and therefore necessitate registration under the General Discharge Permit for Animal Feeding Operations. Please contact the AFO Division at (410) 537-4423 to determine if this AFO will require registration under this permit.

X ¹²Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may requires site approval. Contact the Mining Program at (410) 537-3557 for further details.

— ¹³Any project that will remove coal from the site as part of the exaction will require review by the Department. Contact the Mining Program at (410) 537-3557 for further detail.

Additional Specific Comments:

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planning.commission@rockvillemd.gov

Introduction: The following discussion reflects my comments and recommendations regarding the 2040 Comprehensive Master Plan Vol. 2 draft for Planning Area 14 Rockshire/Fallsmead ([Planning Area 14](#)).

PREAMBLE/C.O.V.I.D.-19

Background for Planning Area 14/Resident Perspective

- I. Land Use Options/Recommendation(s)
- II. 2040 Master Plan Language/Recommendations
- III. ADA and Deeded Parking Rights Concern and HOA/Church/School Impacts
- IV. APFO 1998 and Wootton HS Parking Concerns/Safety/Shared Use of Parking
- V. Passive Parks/Lost Thomas Farm Amenity/KARMA Property
- VI. Watts Branch Stream Integrity/Blind Fishing-Wounded Warrior Project
- VII. Need For Comprehensive Plan/Safety, APFO, and ADA Compliance
- VIII. History of Area/Lost Jewel

CONCLUSION

KEY POINTS

Addendum: Return Retail to Rockshire on-line Petition

Randy Alton

2309 Glenmore Terrace

PREAMBLE:

The C.O.V.I.D.-19 pandemic will forever change our City. In fact, we do not know what tomorrow will bring. Our 2040 Master Plan took a fatal hit with this event. Concepts and tools we use for planning will need to be re-evaluated. At the very minimum, the timeline for approval should be permanently tabled. I strongly encourage an addendum added to each planning area regarding C.O.V.I.D.-19. I also believe the concept of a 20-year plan should be re-evaluated. We need real time data to analyze changes in the now as well as forecasting future trends. We need to invest in data analytics and mathematical models. Rockville and the entire world has changed. Just like we did not see how cell phones would change our world, or how the brick and mortar stores would be impacted from on-line shopping, we would do well to look at our City post C.O.V.I.D.-19.

Recommendation: Delay adopting the 2040 Master Plan until these impacts are known. Seek data analysis, metrics, and mathematical models. Our timeline needs to be determined by unfolding events instead of a calendar. The September deadline is also unrealistic. There is the world before C.O.V.I.D.-19 and the world after C.O.V.I.D.-19. If the Rockville Planning Commission is determined to move forward with our 2040 Master Plan Draft, our City will struggle adapting to this new world. The new order of the day will be smart Cities not smart growth. My comments for Planning Area 14 attempt to reflect a post C.O.V.I.D.-19 world.

‘The times they are a chang in’ (Bob Dylan).

Background: Interstate I-270 as cited in the Area Characteristics Section of the 2040 Master Plan draft ([Planning Area 14](#)) contributes to making this planning area a highly desirable community. However, I also believe I-270 serves as a barrier that separates and divides our City.

Residents on the west side of I-270 do not have access to the same amenities available in other planning areas. We see this evidenced during the Mayor and Council meeting on March 23, 2020, during the comments review of the Rockville Parks and Recreation Study ([DRAFT](#)) and exchanges and concerns brought forward. There have been other examples over the years including my testimony at Citizen's Forum and in correspondence. In 2018, the City heard results from the Eureka Survey when the Mayor and Council attempted to determine interest/opportunities for additional amenities for communities west of I-270. An alarming outcome during these proceedings that spilled over to the budget process was the revelation that the west side of Rockville also lacks a possible location for any such amenity. This discussion, by the Mayor and Council and City Staff resulted in setting aside \$50,000, in the 2019 City Budget to look at the Rockshire Village Shopping Center Site-Planning Area 14 (April 9 and April 23, 2018, Mayor and Council Meeting minutes/ 2019 Approved City Budget).

This discussion highlights the importance of the Rockshire Village Shopping Center for Planning Area 14. Before closing, this center was the heart and soul of our community, our nerve center. It was the place where we caught-up with our neighbors, heard the latest news, shared a cup of coffee. The Rockshire Village Shopping Center had a Giant Food Store as the anchor store which closed in August of 2012. There were other small business owners that tried to hang-on. We did not have that immediate all hands on-deck televised Town Hall meeting when one of the anchor stores closed in Town Center. There were no subsidies for parking or access to a small business fund.

The City's website provides an overview regarding the process used to gather resident input. In addition to several listening sessions, there were 2 initial surveys for Planning Area 14. The first, October 21, 2015, was held outside the planning area at the Thomas Farm Community Center yielding 9 participants. The second meeting was held on March 8, 2016, at the Korean Presbyterian Church with 60 participants ([survey](#)). The results from March 8, 2016, will be quantified in this document. There were other listening sessions that included interested residents that had formed a community group that included opportunity for comment and there was a local on-line petition where 828 residents advocated for retail <https://www.gopetition.com/petitions/return-retail-to-rockshire-development-proposal.html>. Seven years after Giant Food (anchor store) closed, a consultant firm was hired in 2019 (outcome from the Eureka Study/2019 Budget \$50,000 line item) and shared with the local HOA's. This resulted in a series of 3 meetings in May 2019, and was included in your January 15, 2020, Agenda Packet.

I. Land Use Options: As previously stated, the Rockshire Village Shopping Center is the only land use for consideration for an amenity for the west side of I-270 (Mayor and Council 2018 Budget discussion/Eureka Survey). A 50,000 + square foot building (former Giant Food Shopping Center) currently exists on the property for ownership or leasing. In terms of the March 8, 2016, survey 40/60 participants expressed a desire for retail or grocery. Five (5/60) residents used the word mixed with referencing mixed retail. 16/60 desired a cafe amenity and 15/60 a restaurant feature. Overall, 56/60 respondents desired a restaurant/retail feature with only 5 mentioning residential. This land use and facility has rationale for being protected post C.O.V.I.D.-19.

Recommendation 1a: City of Rockville to purchase 7.3 -acre property for future amenities and city-wide facilities such as Senior Center, police substation, Millennium Trail Headquarters, etc. This type of facility is ideal for the City to address the social distancing and workplace space needed. See Addendum for Retail Support from residents (828 responses)

Recommendation 1b. City of Rockville to lease this facility and/or lease to own. Retail and City use for offices.

II. 2040 Amendment Language: On January 15, 2020, the Rockville Planning Commission added additional language to the 2040 Rockville Master draft as follows: *"Zoning Recommendation Amend the approved planned development for the property to allow, in addition to retail uses allowed by current zoning, residential uses (preferably single-unit detached housing or townhouses) if the proposed residential development includes a substantial amount of community serving retail and/or community amenity space"* ([Planning Area 14](#)) deleting **significant**; inserting the word **substantial**.

Recommendation 1: Retain current zoning for the Rockshire Village Shopping Center. As stated during the 2019 budget meetings/work sessions, this is the only land use location for communities west of I-270 that is walkable and has the potential to provide the features outlined in the Mayor and Council goals for older neighborhoods. This land use, especially given the current retail space, has critical value post C.O.V.I.D.-19.

Recommendation 2: If the Planning Commission moves forward with the zoning change, clarity is required to define what substantial means (quantify) in the amended 2040 Master Plan draft for Planning Area 14 regarding the Rockshire Village Shopping Center. ([Planning Area 14](#))

III. ADA and Deeded Parking Rights and ADA: The parking arrangement as presented in the 2040 Master Plan reveals the complexity of the shared parking by various stakeholders at the Rockshire Village Shopping Center. What are the deeded parking rights for the HOA? **The deeded rights to parking for the HOA concern was not cited in the January 15, 2020, Planning Commission Agenda Packet pages 4 and 5.**

https://www.rockvillemd.gov/AgendaCenter/ViewFile/Agenda/_01152020-5787.

The HOA parking rights need to be determined and communicated to all stakeholders. There are also ADA concerns under Title III for certain stakeholders which will need answered?

Requests to the City have gone forward requesting clarification and enforcement regarding ADA parking spaces and signage under the Maryland Municipal Code (Initial Request; January 9, 2020).

Parking concerns were also cited by residents in the March 8, 2016, survey. Residents expressed parking as a major concern (25/60) in their response. In addition to the pool (HOA) and church parking, residents also expressed concern for parking for the high school students and the Wootton High School Campus. These land use shared parking concern is cited in the draft 2020 Master Plan. However, the parking solutions and ADA impacts are NOT known. With such unknowns, how can any changes to zoning be considered for this land use?

Recommendation: Parking and ADA concerns/compliance to be addressed per Maryland Municipal standards prior to any consideration for zoning changes. In order to do this, I believe the facts need to be sorted out, clarified, and agreed on by all stakeholders that have any rights so they can also fulfill their responsibility which very well might have ADA compliance concerns. This needs to be done with the existing zoning as well as an understanding of any future zoning changes. The designation of parking and handicapped parking impacts residents today with the current land use and by not resolving these issues might impact future land use planning by not acknowledging or resolving the questions raised on behalf of all parties.

IV. APFO (1998) and Wootton HS: In 1998, MCPS came forward with their plan to build additions to Wootton HS. The then Rockville Planning Commission had concerns with the plan related to parking and the safety and welfare of residents, citing this under the APFO.

([Planning Commission Minutes](#)). These exact APFO concerns cited in the minutes required MCPS to request a Special Exception from the Rockville Board of Appeals ([1998 SPX-00273](#)). The Wootton HS campus new design changed the location of the school bus drop-off/pick-up zone and relocated it to the front of the building. Staff parking, visitor parking, and handicapped Parking use the school driveway as the parking lot. It also places students and staff walking through the school driveway/parking lot/school bus drop-off-pick-up zone. This all occurs in the fire lane. The front school parking lot/driveway safety concerns were also documented by the Rockville Mayor and Council testimony before the MCPS Board of Education on November 7, 2019 ([110719 BOE Testimony](#)). In addition, MCPS recently conducted an ADA evaluation for Wootton HS which documents ADA concerns and barriers for the existing footprint

<https://www.montgomeryschoolsmd.org/departments/facilities/ada/reports/04234.pdf> . As noted in the 2040 Master Plan draft, student parking, through the process of an annual lease at the **Rockshire Village Shopping Center**, has fortunately been approved annually and the lease paid for in-part by MCPS and the student parking permit fee process by the school district for nearly 20 years. In terms of data, 25% of residents completing the March 8, 2016, survey expressed concern about the current high school parking/campus. **What happens if this leasing option (parking) no longer exists? What happens if the front school parking lot, under the Maryland Municipal Code and ADA standards is required to relocate?**

The same APFO concerns expressed in 1998 by the then Rockville Planning Commission still exist today. In addition to the APFO concerns, we also have parking, safety and ADA concerns.

Recommendation 1: No land use or zoning changes for the Rockshire Village Shopping Center until APFO, Parking, ADA, Safety, and Fire Lane concerns within Wootton Parkway Corridor including the School Zone/Footprint are Addressed.

Recommendation 2: Fund and Complete the Scott Drive Sidewalk Feasibility Study. As cited in the 2040 Master Plan draft, neighborhood students walk through the high school parking lot/student parking absent sidewalks and connectivity to the City's sidewalk system. Patrons use the high school athletic stadium exit absent ADA sidewalk connectivity to the City infrastructure, ADA access to the public Ride-on Bus, and an ADA compliant pedestrian bridge that would be used in the event of an emergency/crisis on the Frost/Wootton campus. All ADA concerns that were required in 1998 during the Wootton HS expansion given the 1991 passage of ADA during this new construction. APFO, ADA, and safety are critical factors within the school zone that reveals a symbiotic relationship within the school zone and the various land use decisions. The school issues are MCPS. The enforcement and approval process fall back to the City. The 1998 Rockville Planning Commission was justified in their APFO concerns.

V. Passive Parks: As stated in the 2040 Master Plan, this planning area has one of the largest passive parks; Woottons Mill Park. For other parks that have playground equipment, efforts have been made to improve ADA access but more needs to be done. There are no restroom facilities or general areas for residents to gather for celebration or to engage in City.

Recommendation: Explore expansion of these passive parks and move their status from passive to usable. Consider the use of the KARMA property as a gathering site for the Millennium Trail, Community, and Watts Branch. Use of the I-270 walking bridge has limited use. Consider use of a facility to invite access to the City and Town Center. Bike Racks, repair shops, small visitor centers, bathrooms, are all possibilities.

VI: Watts Branch Stream: The integrity of many of the reaches are a concern based on previous studies (BayLand) within this planning area. This contributes to the parkland, especially Woottons Mill Park being a passive park. There are positives and negatives to this type of setting and a balance in terms of community use is recommended.

Recommendation: Work with the community to determine what enhancements might be considered for this 180 + acre park. Begin by planning for the Watts Stream Integrity Projects to include this planning area. In addition, a Blind/Wounded Warrior fishing proposal was shared with the City in 2016.

VII. Need for Comprehensive Plan: Safety, APFO, and ADA Compliance: The Wootton Parkway Corridor from Hurley to Greenplace Terrace, is approximately 1000 linear feet and serves as the common denominator for a closed retail center, HOA, church, a high school, and local access to a middle school for students from Rockville neighborhoods. Shared Parking, whether it be deeded or leased has yet to be defined. There are ADA considerations and impacts for many stakeholders in this corridor and HOA ADA parking remains undefined. Safety, including pedestrian safety is a stated concern and has been further exacerbated with the current school parking lot in front of the high school that serves as a driveway, parking lot, and student, staff, visitor walkway for arrival and dismissal including the arrival of school buses and departure in the fire lane. Concerns cited from 1998 Rockville Planning Commission exist today. The Rockshire Village Shopping Center has served as a shared use for the community. My question to the Planning Commission, how do we undo these collective symbiotic relationships?

Recommendation: Given all the questions related to shared use, the APFO, ADA, and safety within the corridor, a **Comprehensive Plan is needed** to unravel all the relationships, concerns and needs.

VIII. History/Lost Jewel: Not reflected on the City's website, Planning Area 14 is home to the founder of Montgomery County; Thomas S Wootton <https://www.rockvillemd.gov/978/History> . September 6th is Founder's Day. The Wootton story is well documented by the Rockville Historical Society. The family cemetery (Wootton) cannot be located in this planning area believed to have been destroyed in the early 70's (bulldozed over during development). Wootton Mills Park, named after Wootton was also the summer home of William Henry Holmes who lived in the only historical referenced site west of I-270 (Camden Ct.). There are outstanding watercolors of the Rockville region that sit in a warehouse in the Smithsonian Archives. Woottons Mill Park, as previously noted, has no restrooms, lighting, or pavilions and is severely impacted by water run-off serving as a wetland. In 1990, prior to annexation, the Montgomery County Master Plan referenced the Thomas Farm Mansion as a future jewel for the County. When the City of Rockville annexed this property, the mansion was to serve as an amenity for west Rockville. However, instead of being protected, the mansion was left to be vandalized and gutted. The Rockville Historical Society did their best to save this mansion, but the damage was too severe. This jewel, an often-forgotten amenity for residents west of I-270 was lost. Although Falls Grove is its own planning area, this speaks to the overall concern that **time after time this side of Rockville takes a loss**. Of the 11 major events, Planning Area 14 sees only National Night Out. Planning Area 14 has no movie nights, no Farmers Market, and no walkable retail, despite a middle school and high school almost directly across the street. Lunar New Year and Martin Luther King Celebrations are events that could be moved more often to schools such as Wootton High School.

Recommendation 1: When possible, rotate City events throughout the City. Explore opportunities to create events for the west side of I-270. The history of the area is to challenge the City to find out more about the west side of I-270 to celebrate our past and provide venues and reasons for coming together. The Rockville Historical Society is a great resource.

Recommendation 2: The I-270 pedestrian bridge works both ways. We have a very active Bicycle Commission and the west I-270 has both the space and opportunity. Woottons Mill Park is an ideal staging area for events, bike rallies (Rockville Bike Commission) and the KARMA property as an amphitheater. Build a shelter/pavilion as a staging area for events on Karma property to promote east Rockville residents to visit west Rockville. These types of spaces are ideal for social distancing for C.O.V.I.D.-19 impacts.

Conclusion: Working to address the needs of older neighborhoods is a challenge. Data and metrics had not yet arrived on the scene when this planned development came forward in the 70's. It is available now. Data is just as critical when dark clouds are on the horizon like we are seeing from our post C.O.V.I.D.-19 world. Solutions for my planning area should have the aforementioned concerns addressed (ADA, APFO, and safety) and a way to undo land use decisions based on shared parking (deeded or leased). This land use was originally a PRU. Families purchased their homes in Planning Area 14 with the expectation that despite being an older neighborhood, equity in terms of amenities is a must to impede the challenges of being divided.

Key Concerns/Project Considerations:

1. Include post C.O.V.I.D.-19 impacts for this and all planning areas. Table process for approval until such time we can adapt and make changes as needed that benefit our City in the post C.O.V.I.D.-19 world.
2. For Planning Area 14, resolve any and all parking questions for the HOA, church, and school prior to any land use decisions for the Rockshire Village Shopping Center due to (1) deeded parking rights for HOA or previous land use decisions made by the City in the past 4 decades that included required lease agreements for parking as stated in the 2040 Master Plan draft including the church and the City's approval of the Wootton HS expansion despite APFO concerns and current ADA concerns..
3. Resolve ADA requirements as required by the Maryland Municipal Code prior to any land use decisions for the Rockshire Village Shopping Center.
4. Define 'substantial' if zoning changes go forward in the 2040 Master Plan draft changes.
5. Review 1998 APFO concerns and how they impact land use decisions for the Rockshire Village Shopping Center in 2020.
6. Purchase/Lease Rockshire Village Shopping Center and retain current zoning. Consider parking and ADA impacts of the Rockshire Village Shopping Center. Establish the Aging in Place Concept and programs for seniors are non-existent on the west side of I-270 due to lack of a facility. With the need to increase work space, relocate City Government Offices to this site and use existing retail and business office design to provide a retail and office complex including small cafes, restaurant/coffee shops, pizza establishments, given the neighborhood and local schools will provide support. in a post C.O.V.I.D.-19 world.
7. Develop Comprehensive Plan for this Planning Area: Deny any zoning decision changes until concerns along Wootton parkway corridor, including any ADA, safety, and APFO, have been reviewed and addressed as warranted,
8. Wootton High School-address safety and ADA concerns regarding bus drop/off zone given parking at Wootton HS which will require enforcement of the Maryland Municipal Code and indirectly, parking at the Rockshire Village Shopping Center. Fund and complete Scott Drive Sidewalk Study.
9. Open access to the existing Rockville Senior Center off Gude Drive
10. Move from passive parks to active parks. Increase facilities in terms of fields, lighting, restrooms, building structures, pavilions, etc. Include projects in Parks and Recreation Study
11. Watts Branch Stream; move on BayLand recommendation for stream integrity
12. Follow-up on Blind Fishing/Wounded Warrior Project Recommendation for Watts Branch Stream
13. Transportation: find ways to better connect west Rockville with Town Center
14. Consider holding events in venues throughout the City (Lunar New Year, MLK, Oktoberfest, etc.)
15. Farmer's Market for the west side of I-270,
16. Consider the KARMA property as an amphitheater for movie nights/ways to attract east Rockville to west Rockville. Build Pavilion Shelter as staging area for I-270 Pedestrian Bridge
17. Use data analytics for C.O.V.I.D.-19 impacts and future recommendation.

ADDENDUM: RETURN RETAIL TO ROCKSHIRE

The following link reveals my on-line petition to keep retail at the Rockshire Village Shopping Center. Like all surveys, it is pre-C.O.V.I.D.-19. It was initiated in December 2015, to bring retail back to Rockshire.

<https://www.gopetition.com/petitions/return-retail-to-rockshire-development-proposal.html> . **This petition yielded 828 responses.**

Target:: City of Rockville, Maryland

We were once a community where walk-ability to small shops allowed us to meet our neighbors and share updates about our loved ones and families. Having retail helped define the word community by allowing us access to the many amenities enjoyed in other parts of the City of Rockville.

We shared pictures of our children, dropped off dry cleaning, had small restaurants/shops where we gathered, and were able to buy groceries and other needs. There are nearly 5000 part-time residents that are within a half mile of the Rockshire Village Shopping Center in addition to the nearly 5000 local residents that call this 'Home'.

At this time, there are no plans for this new development proposal to include RETAIL, just housing. We need to include and be a vanguard for all the stakeholders; residents, students that attend our local high school, middle school and several elementary schools, in our community.

By signing this petition, you are sharing with the City of Rockville that you would like to see a return of retail and a walk-able community so we have the same quality of life as others in the City.

We, the undersigned, call on the City of Rockville to bring back a grocery and other retail components that were once part of our community.

Acknowledging the desire for the City of Rockville to have walk-able communities, residents on this side of 270 are forced to get in their cars to access many of the amenities taken for granted in other parts of the City of Rockville.

The loss of the Rockshire Village Shopping Center has been a tremendous disadvantage to our community. Any new development needs to have a mixed use that takes into account the needs for our local schools, local business, and our residents

A community's heart and soul are the gathering places where neighbors and families come together to call Home. Yes, we want our retail back.

Online Form Submittal: Rockville 2040 Public Testimony - Volume II: Planning Areas

noreply@civicplus.com <noreply@civicplus.com>

Thu 8/13/2020 3:27 PM

To: Comprehensive Plan <comprehensiveplan@rockvillemd.gov>

If you are having problems viewing this HTML email, click to view a [Text version](#).

Rockville 2040 Public Testimony - Volume II: Planning Areas

The Planning Commission needs to hear from you!

Share your testimony with the Planning Commission on the [Volume II: Planning Areas draft of the Rockville Comprehensive Plan](#) through this online form, in addition to any email or physical mail testimony you wish to submit directly to the Commission. Submitting written testimony does not limit your right to also provide oral testimony during the Planning Commission's public hearing, held over two days on September 9 and 23, 2020.

All submitted testimony is considered an item of public record and will be included in the Planning Commission testimony report for the draft Comprehensive Plan. To contact the Commission directly, email Planning.Commission@rockvillemd.gov.

| | |
|--------------------------------------|--|
| Name (required):* | <input type="text" value="Michael Dutka"/> |
| Address (recommended): | <input type="text" value="713 Shetland Street"/> |
| Email Address (recommended): | <input type="text" value="ditko86@gmail.com"/> |
| Organization (if applicable): | <input type="text"/> |

By including your Address of Residence or Business and/or Email Address, you are expressing your willingness for staff to contact you for clarification or for legal notifications related to the Comprehensive Plan. Staff will not use your address or email for any other advertisement or notification lists.

Indicate on which Planning Area(s) you are submitting testimony, if any.

Type your testimony in the field below:*

Dear Planning Commission, As a resident of the Twinbrook Forest neighborhood I applaud your efforts to increase the residential density along the Viers Mill corridor and near the Twinbrook metro by adopting zoning reform that could spur the creation of missing middle housing like duplexes, triplexes and fourplexes. However our region is facing a dire housing shortage, therefor I think this rezoning should go further to encompass the entirety of Twinbrook and Twinbrook Forest. I would also like the planning commission to explore how areas away from the main corridor can be made more walkable. Allowing a small amount of commercial activity like the occasional corner store or bodega within the residential areas would aide with that goal, particularly near Rockville High School in area 7 within planning area 8. We need to think about the future, do we want the majority of Rockville to continue to be zoned for exclusive single family use that is increasingly unobtainable to all but the most wealthy people or do we want to be an inclusive community for everyone? Do we want cars to continue to be the default transportation option for the vast majority of trips or do we want people to step outside and walk? It's time we truly become "The City of Rockville" instead of "The Suburb of Rockville"! - Michael Dutka

* indicates required fields.

Exhibit 7

View any uploaded files by [www.rockvillemd.gov/MyAccount]signing in and then proceeding to the link below:
<http://www.rockvillemd.gov/Admin/FormHistory.aspx?SID=14>

The following form was submitted via your website: Rockville 2040 Public Testimony - Volume II: Planning Areas

Rockville 2040 image:

Name (required):: Michael Dutka

Address (recommended):: 713 Shetland Street

Email Address (recommended):: ditko86@gmail.com

Organization (if applicable)::

Indicate on which Planning Area(s) you are submitting testimony, if any.: Planning Area 8

Type your testimony in the field below:: Dear Planning Commission,

As a resident of the Twinbrook Forest neighborhood I applaud your efforts to increase the residential density along the Viers Mill corridor and near the Twinbrook metro by adopting zoning reform that could spur the creation of missing middle housing like duplexes, triplexes and fourplexes. However our region is facing a dire housing shortage, therefor I think this rezoning should go further to encompass the entirety of Twinbrook and Twinbrook Forest. I would also like the planning commission to explore how areas away from the main corridor can be made more walkable. Allowing a small amount of commercial activity like the occasional corner store or bodega within the residential areas would aide with that goal, particularly near Rockville High School in area 7 within planning area 8. We need to think about the future, do we want the majority of Rockville to continue to be zoned for exclusive single family use that is increasingly unobtainable to all but the most wealthy people or do we want to be an inclusive community for everyone? Do we want cars to continue to be the default transportation option for the vast majority of trips or do we want people to step outside and walk? It's time we truly become "The City of Rockville" instead of "The Suburb of Rockville"!

-Michael Dutka

Additional Information:

Form submitted on: 8/13/2020 3:27:22 PM

Submitted from IP Address: 173.79.20.71

Referrer Page: No Referrer - Direct Link

Form Address: <http://www.rockvillemd.gov/Forms.aspx?FID=65>

Exhibit 8**Online Form Submittal: Rockville 2040 Public Testimony - Volume II: Planning Areas**

noreply@civicplus.com <noreply@civicplus.com>

Thu 8/13/2020 5:58 PM

To: Comprehensive Plan <comprehensiveplan@rockvillemd.gov>

If you are having problems viewing this HTML email, click to view a [Text version](#).**Rockville 2040 Public Testimony - Volume II: Planning Areas**

The Planning Commission needs to hear from you!

Share your testimony with the Planning Commission on the [Volume II: Planning Areas draft of the Rockville Comprehensive Plan](#) through this online form, in addition to any email or physical mail testimony you wish to submit directly to the Commission. Submitting written testimony does not limit your right to also provide oral testimony during the Planning Commission's public hearing, held over two days on September 9 and 23, 2020.

All submitted testimony is considered an item of public record and will be included in the Planning Commission testimony report for the draft Comprehensive Plan. To contact the Commission directly, email Planning.Commission@rockvillemd.gov.

Name (required):*

David Lorenzo-Botello

Address (recommended):

110 Monroe Street

Email Address (recommended):

David.lorenzo.botello@gmail.com

Organization (if applicable):

By including your Address of Residence or Business and/or Email Address, you are expressing your willingness for staff to contact you for clarification or for legal notifications related to the Comprehensive Plan. Staff will not use your address or email for any other advertisement or notification lists.

Indicate on which Planning Area(s) you are submitting testimony, if any.

Planning Area 1, 2, 7, 8, and 9

Type your testimony in the field below:*

Hi Planning Commission, My name is David Lorenzo, county resident since 2005. I turn 26 in October. I've been living in Town Center (110 Monroe Street) since I graduated college in 2018 and I *love* this area and I want to see it continue flourishing. I have several comments about the "Rockville 2040 Public Testimony - Volume II: Planning Area" document: Planning Area 1: Project 4 - strongly support. Project 6 - very strongly support, like I wish I was an architect so I could help design an awesome building on the lot to bring this area back to life. Project 8 - Don't spend any additional money on BRT 355 studies, let the county DOT take care of that. Economic Development - More places for young people to eat, drink and dance. I shouldn't have to go out to D.C. just to have a good time. Other comments - Please redevelop the buildings at 255 Rockville Pike once government tenants vacate. Make this building VERY TALL and OUTWARD FACING. Let this building be seen as the invitation into town center. Planning Area 2: East Rockville Zoning Recommendations - A7a, A7b, A8, A9, A10: Strongly support. Project 3 and Project 7: Strongly support. Other comments - please build the park on page 20. Planning Area 7: Montgomery College Area Project 3 - strongly support. Planning Area 8: Twinbrook and East Twinbrook Forest Project 1, 2 - Strongly Support Planning Area 9: Rockville Pike MAKE SURE 'TWINBROOK' QUARTER PROJECT GOES THROUGH Rockville Pike needs more developments like this. For those of us that don't depend on single occupancy vehicles to get to places, taking the train from Rockville to Twinbrook and Whiteflint is going to be so fun. The areas will be so much more desirable! Thank you for taking my comments into consideration. Kindest regards, David Lorenzo

* indicates required fields.

Exhibit 8

View any uploaded files by [www.rockvillemd.gov/MyAccount]signing in and then proceeding to the link below:
<http://www.rockvillemd.gov/Admin/FormHistory.aspx?SID=15>

The following form was submitted via your website: Rockville 2040 Public Testimony - Volume II: Planning Areas

Rockville 2040 image:

Name (required):: David Lorenzo-Botello

Address (recommended):: 110 Monroe Street

Email Address (recommended):: David.lorenzo.botello@gmail.com

Organization (if applicable)::

Indicate on which Planning Area(s) you are submitting testimony, if any.: Planning Area 1, 2, 7, 8, and 9

Type your testimony in the field below:: Hi Planning Commission,

My name is David Lorenzo, county resident since 2005. I turn 26 in October. I've been living in Town Center (110 Monroe Street) since I graduated college in 2018 and I *love* this area and I want to see it continue flourishing.

I have several comments about the "Rockville 2040 Public Testimony - Volume II: Planning Area" document:

Planning Area 1:

Project 4 - strongly support.

Project 6 - very strongly support, like I wish I was an architect so I could help design an awesome building on the lot to bring this area back to life.

Project 8 - Don't spend any additional money on BRT 355 studies, let the county DOT take care of that.

Economic Development - More places for young people to eat, drink and dance. I shouldn't have to go out to D.C. just to have a good time.

Other comments - Please redevelop the buildings at 255 Rockville Pike once government tenants vacate. Make this building VERY TALL and OUTWARD FACING. Let this building be seen as the invitation into town center.

Planning Area 2: East Rockville

Zoning Recommendations - A7a, A7b, A8, A9, A10: Strongly support.

Project 3 and Project 7: Strongly support.

Other comments - please build the park on page 20.

Planning Area 7: Montgomery College Area

Project 3 - strongly support.

Planning Area 8: Twinbrook and East Twinbrook Forest

Project 1, 2 - Strongly Support

Planning Area 9: Rockville Pike

MAKE SURE 'TWINBROOK' QUARTER PROJECT GOES THROUGH Rockville Pike needs more developments like

this. For those of us that don't depend on single occupancy vehicles to get to places, taking the train from Rockville to Twinbrook and Whiteflint is going to be so fun. The areas will be so much more desirable!

Thank you for taking my comments into consideration.

Kindest regards,

David Lorenzo

Additional Information:

Form submitted on: 8/13/2020 5:58:53 PM

Submitted from IP Address: 73.86.186.55

Referrer Page: No Referrer - Direct Link

Form Address: <http://www.rockvillemd.gov/Forms.aspx?FID=65>

Online Form Submittal: Rockville 2040 Public Testimony - Volume II: Planning Areas

noreply@civicplus.com <noreply@civicplus.com>

Mon 8/31/2020 11:29 AM

To: Comprehensive Plan <comprehensiveplan@rockvillemd.gov>

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Rockville 2040 Public Testimony - Volume II: Planning Areas

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By including your Address of Residence or Business and/or Email Address, you are expressing your willingness for staff to contact you for clarification or for legal notifications related to the Comprehensive Plan. Staff will not use your address or email for any other advertisement or notification lists.

Indicate on which Planning Area(s) you are submitting testimony, if any.

Type your testimony in the field below:*

Rockville is a "walk-able " city. That is one of its many charms for seniors. It would be nice to have a bench for resting, say every half-mile in the commercial areas and also along the recreational paths. You might also consider having such a bench say every mile or so in residential areas. We walk in he neighborhoods, too. I cannot think of any other amenity that would be so cost-effective. -- Nancy McIntyre

* indicates required fields.

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<http://www.rockvillemd.gov/Admin/FormHistory.aspx?SID=16>

The following form was submitted via your website: Rockville 2040 Public Testimony - Volume II: Planning Areas

Rockville 2040 image:

Name (required):: Nancy McIntyre

Address (recommended):: 4 Rosanne Lane, Rockville 20851

Email Address (recommended):: nmcintyre99@yahoo.com

Organization (if applicable):: N/A

Indicate on which Planning Area(s) you are submitting testimony, if any.:

Type your testimony in the field below:: Rockville is a "walk-able " city. That is one of its many charms for seniors.

It would be nice to have a bench for resting, say every half-mile in the commercial areas and also along the recreational paths.

You might also consider having such a bench say every mile or so in residential areas. We walk in he neighborhoods, too.

I cannot think of any other amenity that would be so cost-effective.

-- Nancy McIntyre

Additional Information:

Form submitted on: 8/31/2020 11:29:54 AM

Submitted from IP Address: 71.191.68.254

Referrer Page: No Referrer - Direct Link

Form Address: <http://www.rockvillemd.gov/Forms.aspx?FID=65>

QUANTUM COMPANIES

4912 Del Ray Avenue
Bethesda, Maryland 20814
(301) 657-9900 ext. 129 / FAX (301) 657-8412
kap@quantumco.net
703-615-7011 cell

September 3, 2020

Via EMAIL: planning.commission@rockvillemd.gov

Charles Littlefield, Chair
City of Rockville Planning Commission
c/o Larissa Klevan
111 Maryland Avenue
Rockville, MD 20850

Re: Comprehensive Plan 2040 (the "Comprehensive Plan")
THIS IS TESTIMONY TO THE PLANNING COMMISSION

Dear Mr. Littlefield:

Please be advised that Quantum Company is the management and leasing agent for Shellhorn Rockville LLC ("Shellhorn"), the owner of Chesapeake Plaza, 1460-1488 Rockville Pike (the "Shopping Center") and this is submitted on behalf of Shellhorn.

The Shopping Center is in the Mixed Use Corridor District Zone (MXCD) with recommended land use of an Office Residential Retail Mix ("ORRM") and located on the east side of Rockville Pike, north of the intersection of Halpine Road, adjacent to the Champion Project, Twinbrook Quarter. The Shopping Center consists of: the currently closed Midas Muffler at 1460 Rockville Pike, with a building of 5,250 square feet and on land totaling 29,436 square feet, 0.675 acres ("1460"); and the seven (7) unit retail strip of 29,436 square feet with a 3,500 square foot second floor on 121,968 square feet, 2.8 acres of land at 1488 Rockville Pike ("1488"). 1460 and 1488 are collectively referred to as the "Property". BB&T is next door at 1470 Rockville Pike ("1470") and is separately owned and is not a part of the Property.

For the reasons stated below, Shellhorn opposes the extension of Chapman Avenue thru the Property as is proposed in the draft Comprehensive Plan.

BACKGROUND

The current density of the Property is an FAR of approximately 0.25. Absent the extension of Chapman Avenue thru the Property, upon redevelopment of the Property into a true ORRM mixed use, the Property could support a density of 300,000-450,000 square feet or an FAR of 2.0-3.0.

The current real estate taxes on the Property total \$141,423. Absent the extension of Chapman Avenue thru the Property, the future real estate taxes from redevelopment would likely be a significant multiple of the current real estate taxes.

DISCUSSION

The adopted 2016 Rockville Pike Neighborhood Plan (the “Pike Plan”) as carried forward in the draft Comprehensive Plan (Planning Area 9) includes extending Chapman Avenue north to one block beyond Congressional Lane thereby connecting Chapman Avenue to Rockville Pike, supposedly to improve circulation and provide an alternative to using the Pike for local trips (4-12,13)(Exhibits 1 and 2 enclosed). However, the extension is not continued north beyond the Property thru the entire corridor ostensibly due to the narrow dimensional constraints of the properties on the east side between Rockville Pike and the CSX/Metro tracks. What the Pike Plan neglects to recognize is that the Property is subject to the same narrowing constraints between the Pike and the tracks as are the properties to the north of it. As a result, the Chapman Avenue bifurcation of the Property creates three (3) small parcels, one of which, 1460, is no longer viable as a redevelopment parcel due to its diminutive size (Exhibits 3 and 4 enclosed). As Exhibits 3 and 4 reflect, after subtracting out the land required for the Chapman Avenue extension: 1460 is reduced to 0.19 acres, a taking of 72% of the land area ($0.675 - 0.485 = 0.19 = 72\%$); and, 1488 is reduced to two (2) smaller parcels of 0.9 acres and 1.14 acres, respectively for a total of 2.04 acres, a reduction of 27% of the land area ($2.8 - 0.76 = 0.9 + 1.14 = 2.04$ acres = 27%). This was addressed in the letter dated June 4, 2019, submitted by Cynthia M. Bar, Lerch Early & Brewer on behalf of Shellhorn.

Thus, Chapman extended is the defining element negatively impacting the potential redevelopment of three (3) properties, 1460, 1488 and 1470. In addition to the constraints a BRT bus lane, potential service road requirement, height restrictions, setbacks and use restrictions, Chapman extended exacerbates an already existing challenging redevelopment situation. The very existence of Chapman extended thru the Property presents a chilling effect on any redevelopment plan. The Comprehensive Plan should support and encourage the prospect of a future redevelopment plan to true ORRM mixed use replacing an aging strip center and a single auto use and stand alone bank building, not inhibit and doom it. Moreover, in a July 20, 2020 letter to Mike Lenhart, Lenhart Traffic Consulting, the State Highway Administration of the Maryland Department of Transportation (“SHA”) confirmed that “Streets intersecting with a state highway shall have a minimum distance of 750’ between centerlines and since the MD 355 intersections with Congressional Lane and Templeton Place are only 1,100 feet apart, placing a new intersection between them would not meet this requirement” (MDOT SHA Access Manual, Section 1.5.1A). Apparently, the Travel Forecasting and Analysis Division (“TFAD”) is reserving judgment regarding Chapman extended based upon traffic impacts (SHA Tracking No.: 20-AP-MO-017-xx, TFAD Comments at Page 2). It is fair to assume that SHA might not support an additional traffic signal at Rockville Pike where there is insufficient linear distance between already existing signals.

Shellhorn sees no need for a new road or signalized intersection at 1460 and is quite comfortable directing traffic from the Property to the Chapman extension, and its signalized intersection with Congressional Lane to cross Rockville Pike, or also thru the Twinbrook Quarter to reach Twinbrook Parkway, without the need to access the Pike (Exhibits 3 and 4 enclosed). This termination of Chapman Avenue at Congressional Lane was explicitly recognized in the 2002 Comprehensive Plan. Shellhorn does not believe that any other property would be in any way negatively impacted by terminating Chapman at Congressional Lane. By doing so, the redevelopment value of the Property, and especially 1460, would be preserved.

INVERSE CONDEMNATION/DAMAGES

As the foregoing discussion demonstrates, Chapman extended thru the Property has a deleterious effect on the Property, is economically infeasible with respect to 1460 rendering the remnant useless, holds the future hostage for redevelopment of the Property and results in the loss of economic expectancy to Shellhorn from the redevelopment of the Property. Thus, Shellhorn asserts that the extension of Chapman thru the Property in the draft Comprehensive Plan gives Shellhorn the basis for an inverse condemnation claim against the City of Rockville for the damage, which will run to the millions of dollars.

Thus, for all of the foregoing reasons, Shellhorn opposes the extension of Chapman Avenue thru the Property as is proposed in the draft Comprehensive Plan and strongly suggests that the adoption of the Comprehensive Plan 2020 would be an appropriate occasion for the withdrawal and retraction of that segment of Chapman Avenue extended thru 1460 and 1488 Rockville Pike.

Thank you in advance for your studied attention to this matter.

Please place this letter into the record with respect to the Comprehensive Plan 2040.

Respectfully yours,



Marc "Kap" Kapastin, General Counsel

Enclosures: Exhibits 1-4

cc: Larissa Klevan
cc: David Levy, Chief of Long Range Planning and Implementation
cc: Clark Larson, AICP, Principal Planner
cc: William Kominers, Esq.

Exhibit 1

Rockville Pike
Neighborhood Plan

City of Rockville

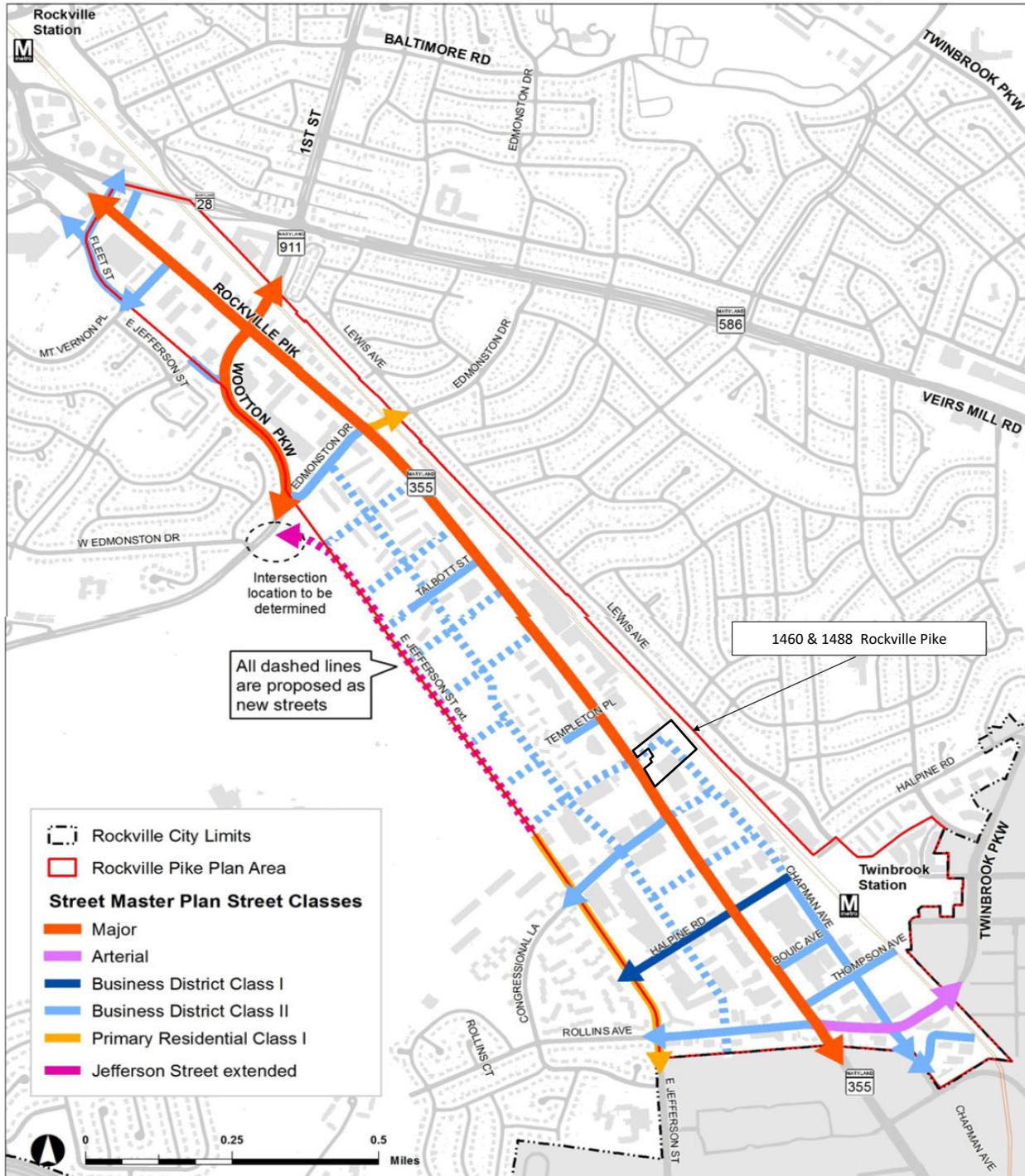


Figure 4.9: Street Master Plan

Exhibit 2

Adopted Plan, August 1, 2016

Chapman, but explicitly endorsed that the final alignment could be adjusted. The alignment for the first segment of this extension was adjusted in 2011 in the context of the approval of a development project. Through negotiations with other affected property owners, a revised alignment that allows development to occur on both sides of the road was conceived and approved. This level of flexibility is appropriate for the street network proposed in this plan.

Other street network

A north-south street is recommended west of the Pike, between the existing Jefferson Street and the Pike, which would continue through the Middle Pike to Edmonston Drive. Other streets would add connections between the east and west sides of the Pike and create smaller blocks. Congressional Lane is shown connecting Rockville Pike and Chapman Avenue extended, and a new street is proposed between Congressional Lane and Halpine Road.

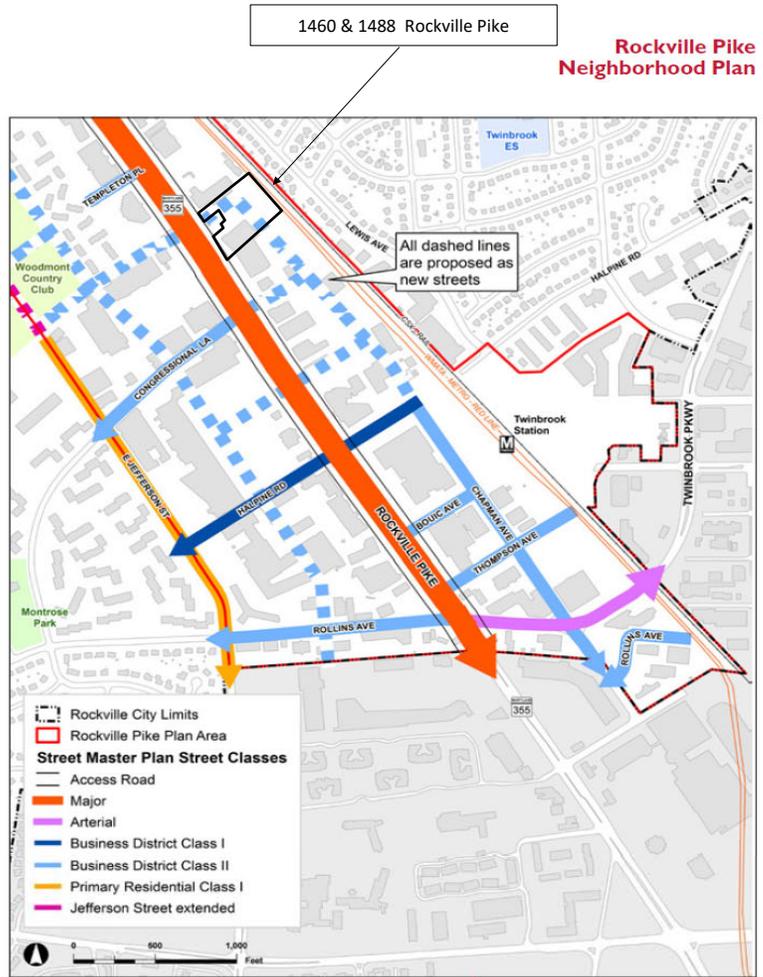


Figure 4.10: South Pike Street Master Plan

Figure 4.10 is illustrative only. As elsewhere in the Plan Area, the recommended street alignments could be altered based on specific development proposals and engineering data.

The Middle Pike

This section of the corridor currently contains the fewest roadway connections, but it has the opportunity to add the most road network, on the west side of the Pike. This plan's approach to improving connectivity, given the unique conditions of the Middle Pike, is discussed below.

The East Jefferson Street Extension

The most important transportation element for the Middle Pike is the extension of East Jefferson Street from where it currently ends, just north of Congressional Lane, northward to Wootton Parkway (as shown in Figure 4.12). Because it would offer a parallel alternative to Rockville Pike, this extension would alleviate some of the congestion on the Pike, such as at its intersections with Congressional Lane and Twinbrook Parkway, both of which are highly congested at peak times. The East Jefferson Street extension should be considered in conjunction with any development or

Added street network improves walkability and connectivity.

Exhibit 3



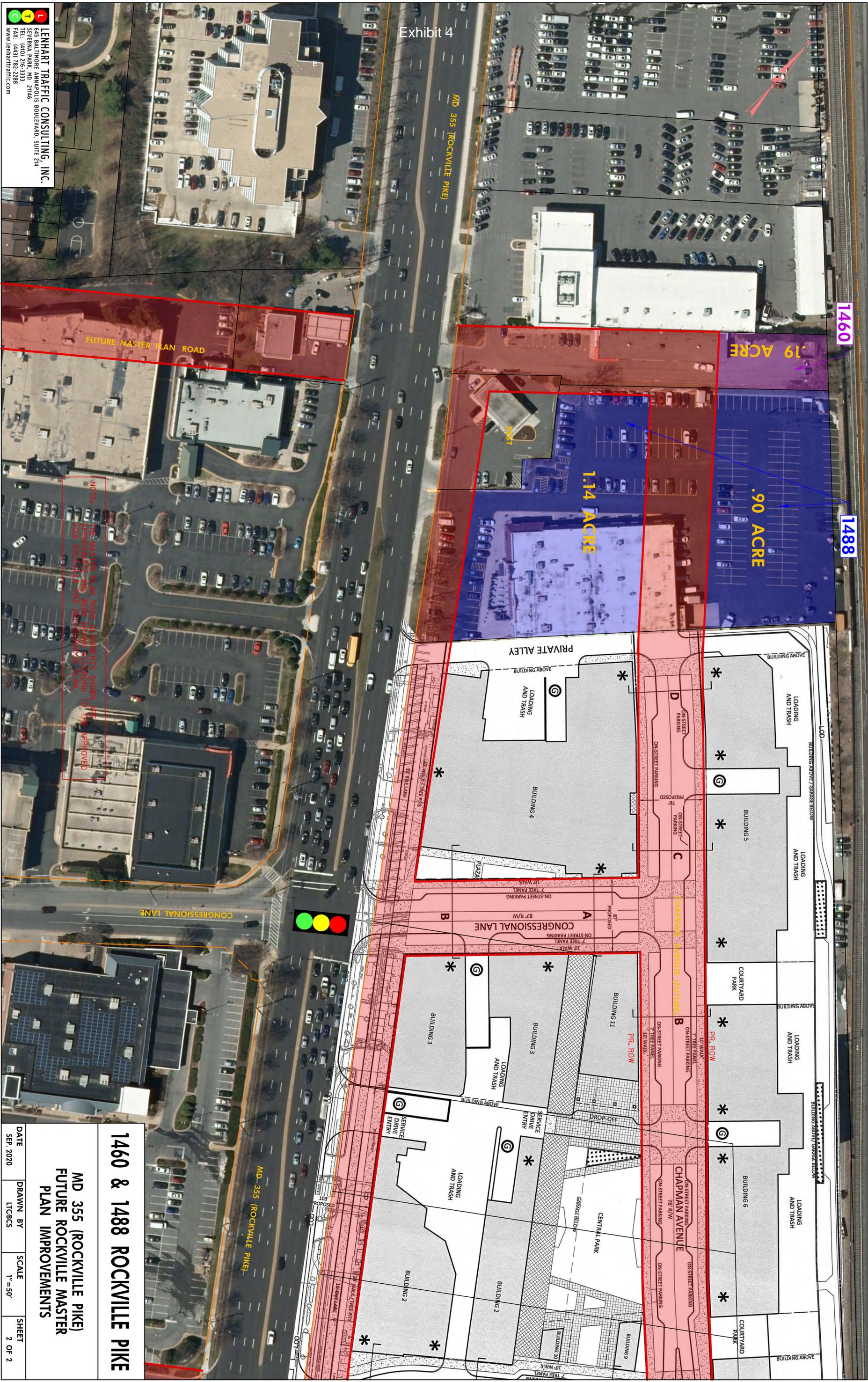
THE MASTER PLAN WITH ALL PROPOSED STREETS AND IMPROVEMENTS AND THE DESIGN ELEMENTS TO THE APPROVED 2016 ROCKVILLE PMS. REVISIONS TO THE PLAN.

LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BOULEVARD, SUITE 214
 SEVENNA PARK, MD 21146
 FAX: (443) 782-2288
 WWW.LENHARTTRC.COM

1460 & 1488 ROCKVILLE PIKE
MD 355 (ROCKVILLE PIKE)
FUTURE ROCKVILLE MASTER
PLAN IMPROVEMENTS

DATE: SEP. 2020
 DRAWN BY: LTC/BCS
 SCALE: 1" = 200'
 SHEET: 1 OF 2

Exhibit 4



NOTE: THE MASTER PLAN ROAD ALIGNMENTS SHOWN ARE PRELIMINARY AND WILL BE FINAL AS LONG AS THE APPROVED 2016 TO 2024 MASTER PLAN ALIGNMENTS DO NOT CHANGE.

LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BOULEVARD, SUITE 214
 SEVENNA PARK, MD 21146
 FAX: (443) 782-2288
 WWW.LENHARTTRC.COM

1460 & 1488 ROCKVILLE PIKE
MD 355 (ROCKVILLE PIKE)
FUTURE ROCKVILLE MASTER
PLAN IMPROVEMENTS

| | | | |
|-----------|----------|----------|--------|
| DATE | DRAWN BY | SCALE | SHEET |
| SEP. 2020 | LTCBGS | 1" = 50' | 2 OF 2 |