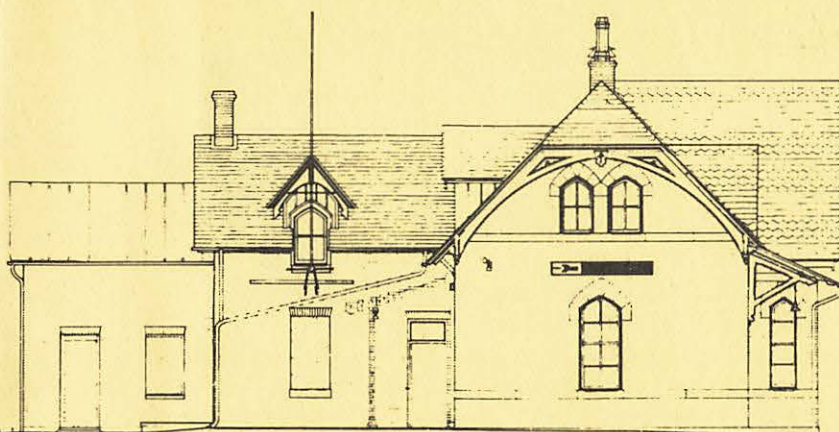




NORTHEAST (TRACK) ELEVATION

**RECOMMENDED
HISTORIC
PRESERVATION**

ACTION PROGRAM



SOUTHEAST STATION ELEVATION

**CITY OF ROCKVILLE
HISTORIC DISTRICT
COMMISSION**

MATERIALS:
FOUNDATIONS: STONE WITH WATER TABLE
EXTERIOR WALLS: BRICK WITH STONE BELT COURSES
EAVES: WOOD
ROOF: SLATE
PORCH: WOOD

0 5 10 15 20
FEET 3/16" = 1'-0"
0 2 3 4 5
METERS 1:64

1980

ABSTRACT

TITLE: Proposed City of Rockville Historic Preservation Action Program

AUTHOR: City of Rockville Historic District Commission

SUBJECT: Presentation of a series of related actions to improve the quality, appearance, and viability of Rockville's existing historic districts.

DATE: October 1980

PLANNING AGENCY: Department of Planning, City of Rockville, Maryland

SOURCE OF COPIES: Department of Planning, City Hall, 111 Maryland Avenue, Rockville, Maryland 20850

NUMBER OF PAGES:

ABSTRACT: This is the third in a series of publications dealing with preservation of historic districts in Rockville, Maryland. In 1977, the Planning Department released two reports entitled Rockville, Maryland Historic Districts Preliminary Preservation Plan and Design Guidelines for the Exterior Rehabilitation of Structures in Rockville's Historic Districts. This third report was developed by the Rockville Historic District Commission in response to a request from the Planning Commission for specific recommendations to improve the quality, appearance and viability of Rockville's Historic Districts. The resulting Action Program is put forward for consideration by the Planning Commission for ultimate recommendation to the Mayor and Council for implementation. This Action Program is designed to identify practices which will contribute to improving the quality of the built environment. Six action items are identified in the report for consideration by the Planning Commission. Item 1 recommends additions and modifications to existing historic district boundaries, the addition of new historic districts, and calls for the creation of a mandatory referral area. Item 2 recommends improvements to the West Montgomery Avenue corridor. Item 3 is concerned with traffic circulation and streetscape improvements in the South Washington Street Historic District. Item 4 is concerned with the B & O Station District. Item 5 presents recommendations for improvements to public and private signage. Item 6 provides information on available loans and grants to aid property owners in historic districts in maintaining and improving their properties.



THE PLANNING COMMISSION CITY OF ROCKVILLE

MARYLAND AT VINSON • ROCKVILLE, MARYLAND 20850

424-8000

Dear Citizen:

This Recommended Historic Preservation Action Program was prepared by the Rockville Historic District Commission and submitted to the Planning Commission for consideration as a possible amendment to the Master Plan for Rockville.

The Planning Commission wishes that the community become aware of the recommendations contained in the "Draft" Action Program and be afforded an opportunity to participate in the review of this document and the formulation of final recommendations which are planned to be presented to the Mayor and Council of Rockville in late spring 1981.

Sincerely,

David Abuhove
Chairman
Rockville Planning Commission

TENTATIVE MEETING SCHEDULE
TO REVIEW AND APPROVE
ACTION PROGRAM

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>	<u>EVENTS</u>
March 13, 1981			Program Available to Public
March 25, 1981	8:00 P.M.	City Hall Council Chamber	● Joint Planning Commission/Historic District Commission Work Session and Public Forum ● Planning Commission Authorize referral of program and draft plan amendment to other governments for Mandatory review ● CIP recommendations to City Manager
	8:00 P.M.	West Rockville Elem. School	West End/Great Falls/ Haiti Neighborhood meeting on Plan
April 15, 1981	8:00 P.M.	Pump House	Croydon Park/Baltimore Road/ Lincoln Park Neighborhood Meeting on Plan
April 21, 1981	8:00 P.M.	City Hall Council Chamber	South Washington Street residents/ property owners meeting on Plan
April 29, 1981	8:00 P.M.	City Hall Council Chamber	Joint Planning Commission/Historic District Commission Work Session
May 25, 1981			Last day to receive mandatory referral responses from other governments
May 27, 1981	8:00 P.M.	City Hall Council Chamber	● Planning Commission Public Hearing ● Zoning Text Amendment and Map Applications Authorized for filing
June 3, 1981	8:00 P.M.	City Hall Council Chamber	● Adoption of Planning Commission Resolution to Approve Plan ● Planning Commission Recommendation on Zoning Text and Map changes
June 22, 1981			Mayor and Council review Planning Commission recommendation

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CITY OF ROCKVILLE, MARYLAND
HISTORIC DISTRICT COMMISSION

Michael B. Patterson
Chairman



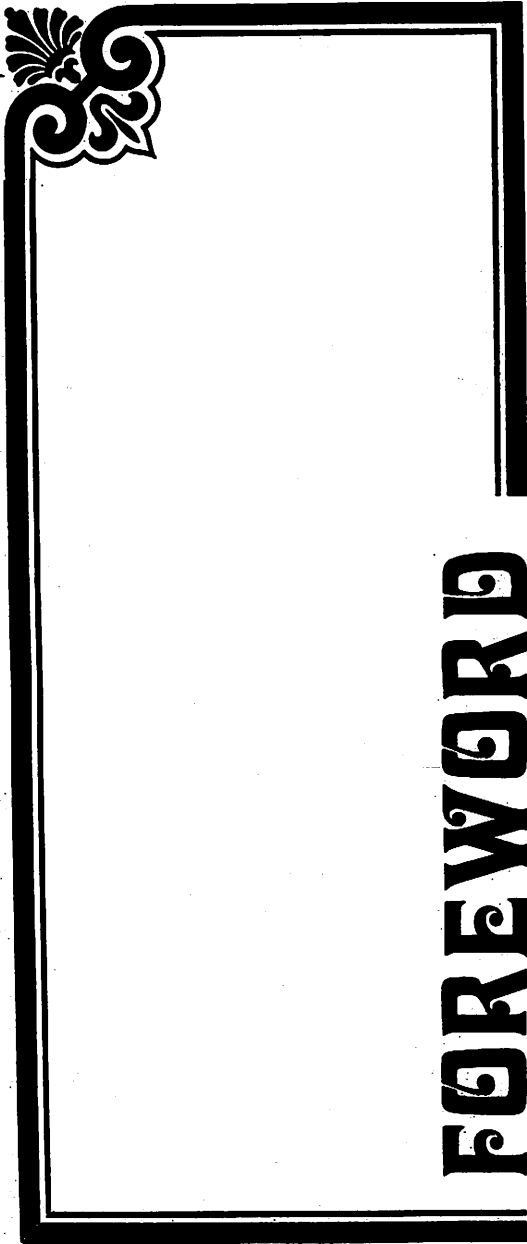
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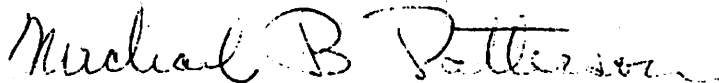
FOREWORD

Rockville's history and character make a fascinating story of continuity and change. From its beginnings as a tavern stop along the Pike between Georgetown on the Potomac and Frederick, Maryland, to its commanding position as seat of government for one of the most prestigious counties in the United States, Rockville has maintained a perspective on its function, role, and purpose as the social, political, and cultural focus of Montgomery County.

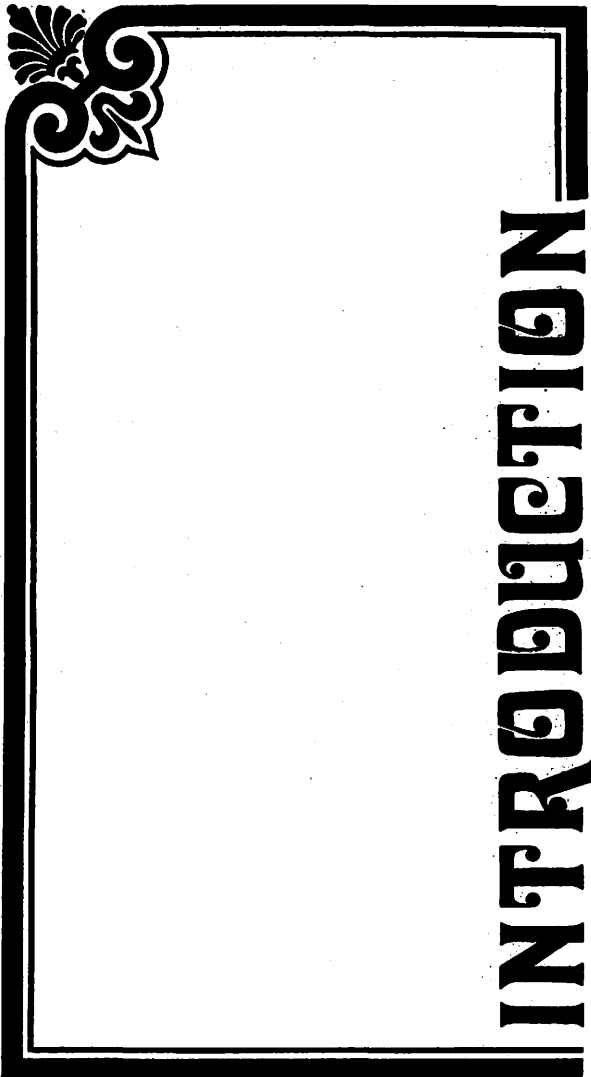
Preservation activities in Rockville have undergone enormous change in recent years. Early preservation efforts relied chiefly on private initiatives with little interest toward area preservation. In 1974 the Mayor and Council adopted Sectional Zoning Map Amendments which established the West Montgomery Avenue District, the South Washington Street District, the B&O Station District, the 1891 Red Brick Courthouse, and the house at 541 Beall Avenue as the City's first historic districts. With these amendments, historic district preservation decisions moved into the public arena.

The City of Rockville Historic District Commission is pleased to present to the Planning Commission recommendations for improvements within Rockville's Historic Districts. Historic district preservation is now recognized and accepted not only for its educational value, but also as a vital resource and creative tool for the larger process of enhancing and revitalizing our urban environment. This shift in emphasis has been accompanied by important conceptual trends which have expanded the scope and significance of preservation. Architectural and environmental significance combined with historic associations create a strong basis and rationale for historic preservation, whether it involves individual buildings or entire areas.

The Historic District Preservation Action Program is an out-growth of earlier efforts to document and justify historic preservation as a genuine public need. What follows is a series of program areas designed to respond to the need to protect and enhance our historic areas, landmarks and heritage. We look forward to discussing the recommendations presented in this action program and hope the Planning Commission will take steps to up-date the 1970 Plan for Rockville by incorporating the recommended goals and actions items into the comprehensive planning process.



Michael B. Patterson
Chairman
Rockville Historic District Commission



INTRODUCTION

Efforts in the historic preservation area do not begin with this report. In 1977, the City's Department of Planning released a report entitled Rockville, Maryland, Historic Districts Preliminary Preservation Plan.^{1/} The report contained a comprehensive background statement, analysis, and recommendations for several historic areas in Rockville. The purpose of that study was to establish the basis upon which an ongoing preservation planning program could proceed under the direction of the City's Historic District Commission, with planning, policy, and legislative support from the Planning Commission and Mayor and Council.

This Action Program represents the next phase in the evolution of historic district preservation planning in Rockville.

The setting of historic areas can be of special significance and meaning for all who are concerned with maintaining a sense of place, historic context and unique architecture for the City. Rockville's Historic Preservation Action Program is designed to identify practices which will contribute to improving the quality of the built environment. Six categories for action have been identified for the program. Each category presents a series of issues and a recommended course of action designed to achieve a particular preservation objective. Eventually, new program categories will be added to the original list along with a specific set of proposals to address the issues involved.

^{1/} City of Rockville, Department of Planning, Rockville, Maryland Historic Districts Preliminary Preservation Plan, prepared by Anatole Senkevitch, Jr. Ph.D and the Department of Planning under the nominal auspice of the University of Maryland, School of Architecture. Rockville, Maryland: October, 1977.

The concept of preservation goes beyond limited interests in recreating "museums" as statements of eras past. Today, it is concerned with the policy of area preservation as a strategy to improve the overall quality of the urban environment. It seeks to preserve the identity and singularity of older areas of significance as part of the City's living history.

Our purpose is to develop a living preservation plan for the City's historic districts which will be used to formulate long-range action programs. Parts of the program should be incorporated by the Planning Commission into a formal amendment to the 1970 Plan for Rockville, Maryland.

This Plan and Action Program considers preservation as a strategy to improve the entire cityscape. This approach will assure continuity as well as recognition of change and adaptability of entire districts or individual buildings.

"Change is inevitable in both artifact (whether building or district) and context. However, the rate and nature of this change can and must be controlled in a way that can enhance the integrity and mutual compatibility of both historic resources and new development. This means that we must formulate and implement policies of environmental management that will guarantee that growth and change are congruent with the enlightened preservation of architecturally and environmentally significant buildings and districts." 2/

2/ Ibid, page 1

Legal Basis

This Action Program presents a series of desired public actions and proposed legislative steps to address specific policy issues or problems regarding historic districts, buildings or management objectives. This program is organized as a series of recommended actions directed toward achieving historic preservation goals and objectives. In some cases, the recommended action could be for the Mayor and Council to proceed to amend the 1970 Plan. In others, the City's Capital Improvements Program (CIP), Zoning and Planning Ordinance and maps, or administrative procedures could be recommended for change.

This program is organized into a series of action areas; each represents a particular concern of the Historic District Commission and will require follow-up by City staff through the Planning Commission to the Mayor and Council. The program actions are predicated on work previously done by the Historic District and Planning Commissions including the Rockville Historic District's Preliminary Preservation Plan; Adopted Architectural Design Guidelines for the Exterior Rehabilitation of Buildings in Rockville's Historic Districts; the adopted and approved 1970 Plan, and Town Center Urban Design Plan; as well as extensive site investigation and field survey. A complete bibliography of resources supporting the Action Program is presented in the Appendix.

The following is a summary of the six action areas presented in this report:

Action Item 1 - Recommended Additions to Existing Historic Districts, Recommended New Historic Districts, and the Creation of a Mandatory Referral Area:

This program action is concerned with additions and modifications to existing historic district boundaries. It also includes recommendations for establishing new historic districts as well as calling for a mandatory referral process whereby potential developments impacting on adjacent historic districts and National Register properties are referred to the Historic District Commission for review and recommendation. Additions to the Master Plan, Zoning Ordinance Text, and Sectional Zoning Map Amendments are required actions to implement this program recommendation.

Action Item 2 - West Montgomery Avenue Historic District:

The West Montgomery Avenue Historic District is the largest and most complex historic district. It is recommended that there be major improvements to the overall ambiance, design, appearance, and historic character. Special strategies regarding traffic management are being developed to improve traffic flow on West Montgomery Avenue. Management objectives will be achieved through a series of State and/or City capital projects to be implemented throughout the district and buffer zones.

A major theme to the action program is enhancement of the environment and appearance of the streetscapes within the area. Improvements include brick sidewalks, landscaping, tree planting, utility line undergrounding, and improved stormwater drainage system.

A series of Capital Improvements Program (CIP) projects are recommended along with the inclusion of West Montgomery Avenue in the State's Transportation Plan and 5 year Highway Construction Program as a "Special Project."

Action Item 3 - South Washington Street Historic District:

The South Washington Street Historic District is experiencing a transition in use from residential to office. Local traffic destined for these offices and pass-through traffic headed for the central business district could affect the streetscape through spillover parking and vehicular noise. Potential conflicts are likely to arise due to traffic aimed for the Library and City Hall as well as the drop-off of school children during the peak rush hours at Christ Episcopal Church. Therefore, consideration must be given to the preservation of a residential street environment. A parking and circulation strategy is recommended in order to balance the conflicting needs of the district and preserve its historic character.

Action Item 4 - B & O Railroad Station District:

The B & O Railroad Station Historic District is undergoing considerable stress due to the recent razing of four historic structures (adjacent to and outside of the district) and Metro construction. An adaptive reuse should be encouraged for the railroad station once relocated by Metro. A general improvement of the area is proposed including the landscaping of Baltimore Road, addition of street furniture, brick sidewalks, and period streetlight standards. The Capital Improvements Program is the most appropriate mechanism to implement the recommended improvements. A list of recommended uses for the station once relocated by Metro is also included.

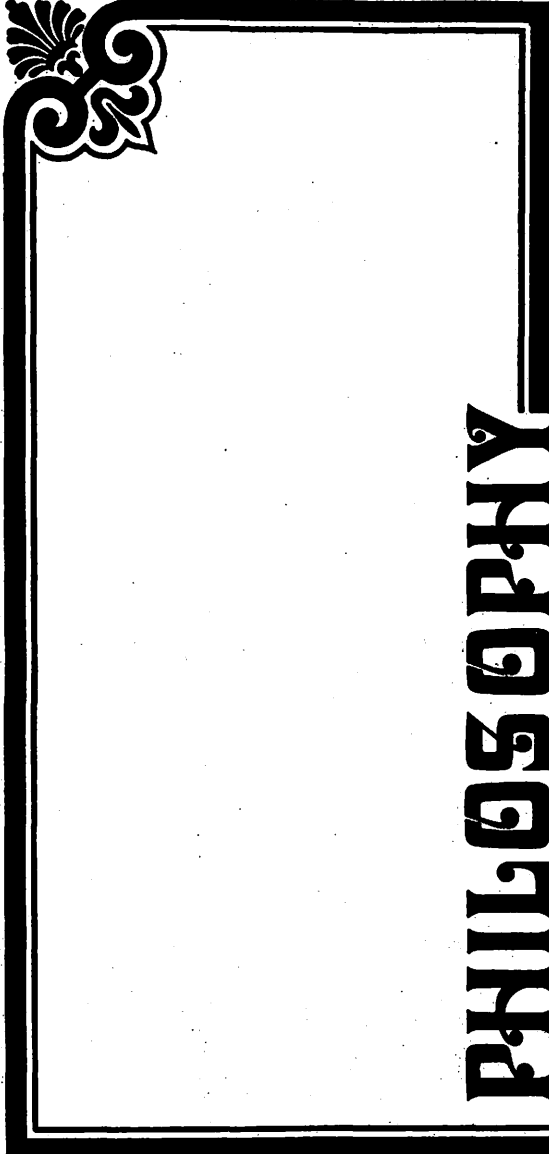
Action Item 5 - Signs in Historic Districts:

A signage program is recommended for the City's Historic Districts. Detailed sign specifications and standards are presented along with recommendations for Planning Commission sponsorship of a modified Zoning and Planning Ordinance Text Amendment based on T-15-77 filed in 1977.

Action Item 6 - Loans and Grants to Aid Owners in the Upkeep of Properties In Historic Districts:

A catalog of available public assistance programs for the use and benefit of historic district property owners is presented as a public service. Its purpose is to provide information to help in obtaining financial assistance to improve and/or maintain property. Loans, grants, and federal and state tax credits are among the many programs available. The administering government agency along with a telephone number is provided in the catalog.

This summary of action items was presented for the purpose of acquainting the reader with the overall scope of the program. Detailed discussion of each program appears in the following sections.



PHILOSOPHY

The recognition Rockville enjoys is due to its high architectural and environmental quality especially when compared to other suburban communities in the Washington Metropolitan Area. From the middle of the nineteenth century, when the essential elements of the urban setting had crystalized, until the Second World War, Rockville exhibited elements characteristic of a full-fledged city. Rockville was distinguished by a rich array of residential, commercial, and institutional facilities which separated it from surrounding suburban residential communities. Since World War II, the tremendous upsurge of suburban growth and development has transformed Rockville into the second largest city in the State of Maryland. Dramatic changes have been made in the downtown area; highways and suburban residential development have burgeoned in the short span of twenty-five years. Despite such activity, the flavor and essential character of early, small town Rockville are still apparent in the older residential neighborhoods that survive to the present day.

In Rockville's older areas, Victorian elements continue to set the tone for many residential neighborhoods. Neighborhoods are a crucial component of the City and are traditionally focused around public services such as schools and parks which add stability to the neighborhood environment. Rockville's historic districts encourage a similar stabilizing influence, providing residents with a sense of security, pleasure, and relief from the stresses of city and suburban life. The setting of buildings and associated amenities give meaning and character to all residential neighborhoods within the City.

In the Commission's judgement, building modification by an individual is part of the continuing process of architectural and historical development and contributes to making the visual integration of differing architectural styles from past to present a critical factor in establishing area identity and character. It is part of this Commission's philosophy to allow and encourage controlled sympathetic and orderly change in the City's historic districts to reflect the changing values and conditions of society. It is not the intent of this Commission to "freeze" these historic districts in any point in time but to allow them to be a link with the past and a guide to the future for development in the City.

GOALS & OBJECTIVES

In support of the adopted goals for the City of Rockville the following preservation objective and policies are presented.

THE CITY SHOULD SEEK THROUGH COMBINED PUBLIC AND PRIVATE ACTIONS TO PRESERVE AND ENHANCE THE PHYSICAL AND ENVIRONMENTAL CHARACTER OF HISTORIC DISTRICTS FOR THE BENEFIT OF ALL CITY RESIDENTS.

Recommended Policies

1. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO PRESERVE, MAINTAIN, AND ENHANCE THE CHARACTER OF THE PUBLIC AND SEMI-PUBLIC SPACES WITHIN HISTORIC DISTRICTS.
2. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO PROVIDE GUIDANCE AND DESIGN RECOMMENDATIONS RELATIVE TO NEW DEVELOPMENT TO ASSURE ITS COMPATIBILITY WITH THE CHARACTER OF A GIVEN HISTORIC DISTRICT.
3. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO REINFORCE FEATURES OR CHARACTERISTICS WHICH ARE UNIQUE TO HISTORIC DISTRICTS.
4. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO ENCOURAGE ADAPTIVE REUSES OF BUILDINGS AND STRUCTURES WHERE CONTINUATION OF THE ORIGINAL USE IS NO LONGER ECONOMICALLY FEASIBLE.
5. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO IMPROVE VEHICULAR CIRCULATION SYSTEMS THROUGH THE USE OF APPROPRIATE AND COMPATIBLE TRAFFIC CONTROL TECHNIQUES WHICH WOULD NOT DISRUPT THE ESTABLISHED CHARACTER OR CONTINUITY OF ANY HISTORIC DISTRICTS.
6. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO MAINTAIN AND ENHANCE PEDESTRIAN CIRCULATION SYSTEMS THROUGHOUT HISTORIC DISTRICT AREAS.
7. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO PRESERVE AND ENHANCE THE LANDSCAPE AND OPEN SPACE CHARACTER OF HISTORIC DISTRICTS. THIS WOULD INCLUDE THE MAINTENANCE AND IMPROVEMENT OF ESSENTIAL LANDSCAPING FEATURES WHICH DISTINGUISH THE CITY STREETSCAPES.

8. IT SHALL BE THE POLICY OF THE MAYOR AND COUNCIL TO DEVELOP VISUAL BUFFERS WHERE HIGHER DENSITY DEVELOPMENT MAY CONFLICT WITH HISTORIC AND NEIGHBORHOOD PRESERVATION OBJECTIVES.

The accomplishment of the above objective to a great extent will be premised on full implementation of the policies outlined above. This Action Program is designed to respond to the recommended objectives and public policies which will become, upon adoption, the cornerstone for a continuing aggressive and comprehensive Historic Preservation Plan and Action Program.



ADDITIONS TO EXISTING HISTORIC DISTRICTS

ACTION ITEM 1.

The State of Maryland was among the first states to enact legislation granting municipalities and counties the power to establish and regulate historic districts (Article 66B, Section 8 of the Annotated Code of Maryland). In April 1974, the City of Rockville established the West Montgomery Avenue, South Washington Street, and B & O Station Historic Districts. The Courthouse Historic District and the single unit district at 541 Beall Avenue were created in December 1974. Since that time both the West Montgomery Avenue District and the B & O Station District (including the WINX building)^{1/} have been entered into the National Register of Historic Places (Map showing National Register Boundaries). In December 1979, the West Montgomery Avenue and Courthouse Districts expanded to include six more properties including the Rockville United Methodist Church and parsonage on West Montgomery Avenue and Jefferson Street, and the 1930s Courthouse and Post Office on South Washington Street. (See Map 1 for existing historic districts)

The City's Historic District Commission, in its role as monitor of these districts has reviewed and processed sixty-six (69) Certificates of Approval, granting permission to modify or restore properties within the historic districts. Through these efforts, properties have been sympathetically altered or restored, maintaining their integrity and value as historic resources.

Article 66B, Section 8.02 of the Annotated Code of Maryland extends authority to each County and Municipality to "establish, change, lay out, and define Districts which are deemed to be of historic and architectural value." The procedures to be used to accomplish this are the same as those set forth in the City's Zoning and Planning Ordinance (Article 6, Divisions 2 and 3 inclusive).

^{1/} WINX Building is not within a City Historic District. However, it added to the List of the National Register of Historic Places in 1978.

As part of the continuing planning process and based on the background information and recommendations made by Anatole Senkevitch, Jr. Ph. D. in the Rockville Historic Districts Preliminary Preservation Plan, the Commission herein recommends the following additions to historic district boundaries and modifications to the zoning text defining and governing such districts.

The Historic District Commission is charged with designating and clearly defining Historic Districts within the City. The establishment of such Districts as stated in the Annotated Code of Maryland shall be for the purpose of:

1. Safeguarding the heritage of Rockville and Montgomery County by preserving districts which reflect their cultural, social, economic, political, or architectural history;
2. Stabilizing and improving property values within these districts;
3. Fostering civic beauty;
4. Strengthening the local economy; and
5. Promoting the use and preservation of Historic Districts for the education, welfare, and pleasure of the residents of Rockville and Montgomery County.

In recommending the establishment of Historic Districts, the Commission has established criteria, which include the judgment that such districts will fulfill the above statement of purpose and will fulfill the following more specific criteria either as cohesive districts or as separate individual sites and structures hereinafter referred to as single unit historic districts.

CRITERIA

District Criteria

The eligibility as an Historic District can be ascribed to a contiguous group of buildings, structures, appurtenances, environmental settings, sites, objects, and spaces which reflect the following qualifications:

1. Location: Areas which consist of a contiguous grouping of buildings, sites, objects, and spaces, a majority of which continue to exist within the area where they were first created in a mutual relationship of traditional acceptability.
2. Design: Areas which have a sense of cohesiveness expressed through a similarity and/or variety of detail relatedness, architectural or otherwise, based upon the abstracts of aesthetic quality. These include scale, height, proportion, materials, colors, textures, rhythm, silhouette, siting, etc.
3. Setting: Areas which are readily definable by man-made and/or natural boundaries and/or which have a major focal point or points within the given area.
4. Materials: Areas which have a sense of cohesiveness expressed through a similarity and/or variety of material relatedness based upon traditional material use which contributes to a sense of locality.
5. Workmanship: Areas which have a sense of homogeneity reflective of quality aesthetic effort to those periods which represent the majority percentage of the units which comprise the District.
6. Feeling: Areas which impact human consciousness with a sense of time and place.
7. Association: Areas which relate nationally, state-wide or locally, to the lives of individuals, to events created by these individuals, and/or to those visual aesthetic qualities which reflect the feeling of time and place.

Single Unit Historic District Criteria

The selection of structures and sites constituting a single unit historic district is based on social-historical and architectural significance. Structures representing styles, periods, and methods of construction which have particular significance to Rockville will be given special attention. Integrity of workmanship and materials are considered. There are no date restrictions.

Social-Historical Significances

1. Structures and sites associated with events significant in Rockville, Montgomery County, Maryland, or national history and social development.
2. Structures and sites associated with the lives of persons making significant contributions in Rockville, Montgomery County, Maryland, or national history.
3. Structures and sites associated with the development of the culture of a particular local ethnic group.

Architectural Significance

1. Structures attributed to architects and/or builders of acknowledged local or national importance.
2. Structures of distinctive quality as evaluated by recognized authorities.
3. Structures that are definitive examples of a particular style, period, or method of construction.
4. Structures which are among the last surviving examples of a particular style, period or method of construction.
5. Structures which embody the distinctive characteristics of a particular style, period, or method of construction and which possess those characteristics of visual relatedness which collectively create a sense of the whole within a district (or help deem a structure or site outside a district worthy of Landmark status) through:

Scale: Local traditional scale relationships between space and facade defining it and the component parts within that facade as they relate to man and which reflect the majority of the visual elements in the area contributing to the feeling of District.

Proportion: Local traditional height-width relationships of facade and the component parts within that facade which reflect the majority of the visual elements in the area contributing to the feeling of District.

Rhythm: Local traditional solid-void relationship of the facade and the component parts within that facade which reflect the majority of the visual elements in the area contributing to a feeling of District.

Massing: Local traditional methods of handling the component elements of a structure which dictate the visual impact of mass and which reflect the majority of the visual elements in the area contributing to a feeling of District.

Materials, Colors, and Textures: Local traditional materials, colors, and textures reflective of or similar to those of the majority of the other visual elements in the area.

Design: The reflection or potential reflection of local traditional design characteristics of a type, period, or method of construction that embodies quality aesthetic effort representative of the time, place, period of construction and a known artisan, craftsman or architect, local or otherwise.

Association: Significant events and/or individuals whose activities are linked with the building, structure, site, or object which have made a contribution to the nation, state, or locality.

6. Sites of distinctive quality as examples of landscape architecture or planned open space, as evaluated by recognized authorities.

Recommended Historic District Mandatory Referral Areas

Because it has been established that it is within the public purpose to protect and enhance neighborhoods and structures which contribute to the public awareness of the community's history. Based on its own research and field investigations, the Historic District Commission recommends that historic district Mandatory Referral Areas be established as a transitional area offering an added degree of protection for National Register as well as City designated historic districts from potential adverse land use and environmental impacts.

Purpose

The purpose of the Mandatory Referral Area is to recognize the importance of historic and architectural properties within or abutting an existing historic district zone (HD); to protection properties on the National Register of Historic Places from the adverse effects of adjacent incompatible land uses or development activity; and, to promote a suitable environment which will contribute to the stabilization and protection of the essential characteristics of existing historic districts, National Register properties and their environmental settings.

Historic District Commission Mandatory Referral

No authorization for use permit or permission to build, alter, reconstruct, move or demolish any structure or to change the exterior environment of the land or structures thereon within a mandatory referral area as shown on Map 1 shall be issued or authorized until the location, character, historic, and architectural value, and extent of such proposed action shall have been submitted to and reviewed by the Historic District Commission, as to its impact on neighboring HD zoned land and National Register properties. Historic District Commission review shall be limited to the exterior appearance of a structure and development site plan visible or intended to be visible from an adjacent public way, HD zoned property, or property on the National Register of Historic Places. The Historic District Commission shall file written comments

and recommendations thereon within forty-five (45) days of receipt of referral from the approving authority. Such comment and recommendation shall be placed in the official application file at least seven (7) days prior to final action by the Board, Commission, or body having such jurisdiction, or public hearing, whichever occurs first.

In reviewing the plans for any such construction or change, the Commission shall give consideration to (1) the historic or architectural value and significance of adjacent HD zoned structures and their relationships to the historic value of the surrounding area; (2) the relationship of the exterior architectural features of the structure to be changed to the adjacent historic structures and to the surrounding area; (3) the general compatibility, design, arrangement, texture, and materials proposed to be used; (4) site planning considerations - parking lot location, screening, and access; loading facilities screening and access; placement of building bulk on site; removal of major trees - and general architectural character and scale. No attempt would be made to impose any particular style or period of architecture on the applicant; and (5) to any other factors including aesthetic factors which the Commission deems to be pertinent to protecting the historic and environmental setting of HD zoned properties or land and structures listed in the National Register of Historic Places.

WEST MONTGOMERY AVE. HISTORIC DISTRICT

Failure of the Historic District Commission to act within forty-five (45) days from and after the date of official submission of the application to the Historic District Commission shall be deemed approval.

Upon communication of its comments and recommendations to the Board, Commission, or body having such jurisdiction over said application, said body shall consider the merits of the Historic District Commission's comments and recommendations prior to rendering a final decision on the matter. At no time shall the Historic District Commission recommendation become binding on the final approving body. However, should the Historic District Commission's comment or recommendation not be followed by the approving body, the final action on the application shall include a statement of reasons for the approving body not accepting the comments or recommendations of the Historic District Commission.

The character and historical importance of the West Montgomery Avenue Historic District have already been documented. The rich diversity of architectural styles creates a visual timeline that traces the growth of this part of Rockville. The proposed expansion of the boundary would add important examples of bungalow, arts-and-crafts style, and period houses. The nature of the modifications and expansions of the present historic district boundaries are as follows:

* ① HD

The frontage of the Chestnut Lodge property for a depth of 200 feet along West Montgomery Avenue is presently within the historic district. Chestnut Lodge, once Rockville's grandest resort hotel, is one of the City's most significant landmarks. The Lodge building and suitable environmental setting is proposed for inclusion in the district. ✓

* refer to Map 1 for numerical identifications - where is this?

② HD

The two properties on the east side of Thomas Street, south of the existing district, are both colonial revival and are recommended for inclusion in the West Montgomery Avenue Historic District.

③ HD

This area facing Williams Street, Potomac Street, and Falls Road contains a cohesive number of significant buildings, including the former Brewer House at 307 Great Falls Road (1821), and Edwin West house at 304 Great Falls Road, (1886-88) and the former Montgomery County Club erected in 1916, as well as fine examples of the arts-and-crafts style. Together they form an important southern entrance to the historic districts.

④ HD

The area along Forest Avenue, Harrison Street, and Van Buren Street, composed of numerous fine period colonials, bungalows, brick jacobean, and a georgian revival cottage, is proposed for inclusion in the West Montgomery Avenue District.

⑤ HD

The remainder of the Rockville Academy grounds is proposed for district status. Fragmentation of property runs contrary to sound historic district planning. Consequently, the remaining property has been added to the district to provide the correct environmental setting under historic district protection. Also proposed is the addition of the first five houses on the east side of South Adams Street, just south of Jefferson Street. These houses were judged to be significant examples of Georgian Revival Cottage and Bungalow styles. In addition, three properties on S. Van Buren Street, including an arts and crafts style, are recommended for inclusion.

⑥ HD

The parsonage building for the Jerusalem Methodist Church built in approximately 1913 is as important as the church building itself in this historic grouping. Inclusion will ensure the survival of an important part of Rockville's Black history. ✓

Mandatory Referral Areas (MRA)

Two of the recommended MRAs within the West Montgomery Avenue Historic District provide not only valuable open space reminiscent of the rural environment that preceded Rockville's growth, but also an approach buffer from the west.

⑦ MRA

This area along the north side of West Montgomery Avenue and Laird Street will form an important buffer to the western entrance of the West Montgomery Avenue Historic District. The grouping contains several fine examples of Colonial and Federal style houses as well as Bungalow style. These structures are important as a "first impression" as one approaches from the west, setting the stage for the historic district.

⑧ ⑨ MRA

The Buckingham property on West Montgomery Avenue ⑧ and approximately 400 feet of frontage along Falls Road of the Bullard property ("Rosehill") ⑨ back to a line continuous with the eastern right of way line of Wall Street are included in the zone MRA. ✓

COURTHOUSE HISTORIC DISTRICT

Historic Districts

⑩ HD

The only expansion in the Courthouse Historic District is to include the First National Bank Building. This building has been identified in the Town Center Urban Design Plan as an integral part of future development

in the downtown area. The Mayor and Council had previously expanded this district to include the Old Post Office and 1931 Courthouse and grounds. The inclusion of the First National Bank Building in this grouping will complete a well-integrated ensemble at this key City intersection. The building itself is of the Art Deco mode, handsomely proportioned and detailed, and is one of the few significant buildings left of Rockville's pre-urban renewal commercial core.

Mandatory Referral Areas (MRA)

⑪ MRA

The MRA proposed in this district is located between Washington Street and Adams Street from Vinson Street north to Wood Lane. This area, commercial in nature, forms a buffer between two existing historic districts. The potential for redevelopment in this corridor adjacent to Rockville's Central Business District is great. The Historic District Commission's careful review of the Town Center Urban Design Plan convinces it that aesthetic control of this area must be retained. Since it is within the statutory duty of the Historic District Commission to control aesthetics, it is felt that historic and planning purposes can be most easily accomplished through a combination of the motives, powers and disciplines of both the Historic District Commission and the Planning Commission. The zone is an attempt to soften the impact of any large scale development on the residential district to the west and the 1930s architecture to the east.

B&O STATION HISTORIC DISTRICT

Historic Districts

⑫ ⑬ HD

The B&O Station District is presently made up of four structures - the B&O Station and freight building, Wire Hardware, and old St. Mary's Church and cemetery. Additions to this district would include the property at 8 Baltimore Road (WINX Radio Station)⑫, and the storage building directly behind Wire Hardware⑬. The house at 8 Baltimore Road although much altered, was built in 1875-80 and was the home of

BALTIMORE ROAD HISTORIC DISTRICT

Lee Offutt, six-term Mayor of Rockville. It is all that is left of the residential area that had existed west of the B&O tracks close to the station building. The Wire Hardware storage building is proposed for inclusion to complete the Victorian railroad commercial ambiance that is characteristic of this enclave. Its loss would seriously detract from the B&O station setting.

Mandatory Referral Areas (MRA)

⑭ MRA

This area in this district proposed for Mandatory Referral consists entirely of underdeveloped parcels. Pressure for development due to Metro will be great. To protect what is left of the character of this area from being overpowered by development out of scale with the existing structures, a buffer area concerned mainly with site planning consideration is felt to be necessary.

⑮ MRA

The MRA encompassing the northern boundary of St. Mary's property is sensitive in that it forms the southern boundary of the B&O Station District. Although no development is foreseen in this area, the Commission would like to be in a position to react to any situation that would develop on this site.

Historic Districts

⑯ HD

This residential area on Baltimore Road, Reading Avenue, Grandin Avenue, and Maple Avenue exhibits the same cohesiveness, on a smaller scale, as the West Montgomery Avenue District. Although the homes are not as stately in size or setting, excellent examples of Georgian Revival and Victorian Cottages exist along with fine Queen Anne, Colonial Revival, and Bungalow style homes. The integrity and cohesiveness of these valuable alternative

housing types could be facing a serious threat once Metro is completed and development pressures mount.

⑪ HD

The City-owned Pump House at 401 South Horners Lane is a late 19th Century, one-story brick building. This structure operated as the City's first waterworks and electric plant.

⑫ HD

The row of six Victorian homes along Veirs Mill Road, the excellent Victorian at 3 Grandin Avenue, and the Free Methodist Church on Grandin Avenue form a cohesive unit similar in character to the larger district on Baltimore Road. They are proposed for historic district status.

⑬ Mandatory Referral Areas (MRA)

This commercial area along Stonestreet Avenue, consisting of five (5) properties, directly abuts the proposed Baltimore Road Historic District. The impact of commercial development on these parcels will have a direct effect on the smaller scale residential units nearby. The MRA is an attempt to soften that effect and provide a harmonious relationship between the two.

HAITI

Historic District and Mandatory Referral Area

- ⑭-⑮ ⑯ Haiti Historic District (HD ⑭-⑮) and Mandatory Referral Area (MRA ⑯) consists of a complex of properties on Bickford Avenue, Martins Lane, and North Street. It is rich in Rockville Black history. It has been and continues to be the home for generations of descendants of the freed slaves to whom Miss Margaret Beall conveyed the northern portion of her property in 1865. There are scattered examples of fine period houses. In view of its extraordinary social cohesiveness and profound sense of community, every effort should be made to preserve and protect the integrity of this community.

It is proposed to place the entire environmental setting of the Haiti Neighborhood in an Mandatory Referral Area to provide some historic district protection and to single out structures within that area for historic district status.

DAWSON FARM

Historic District

②⑧ HD

The original Dawson Farm now comprises approximately fourteen (14) acres of land, two structures, and several out-buildings located on Rockville Pike just south of Ritchie Parkway. The estate survives as one of the few farms remaining within the corporate limits of the City and as an example of the grand houses which once lined Rockville Pike. Not only is the grouping significant in its architecture, but the socio-historical significance relates to the lives of persons making significant contributions to Rockville and Montgomery County history. The 1852 farmhouse and the 1912 main house will provide a sense of time and place for the City and surrounding neighborhood.

The Commission recommends that all of the property behind the two houses to the southwest and all the property to the front of the houses up the new subdivision street be included in a new historic district.

SINGLE UNIT DISTRICTS

The following properties (see map 2) have also been proposed for inclusion as single unit historic districts:

- ① • Gronise/Veirs House ("Glen Haven")
9400 Darnestown Road
Late 19th Century, 2 story frame farmhouse
- ② • C.C. Veirs Farm ("Two Brothers")
1401 Aintree Drive
Late 19th Century, 2 1/2 story frame house
- ③ • Watt's Branch Miller's House ("Veirs Log Cabin")
1050 West Montgomery Avenue
Late 18th Century, log and frame dwelling built by Richard Wootton
- ④ • B.R. Stone
Vinson Avenue
1803 town boundary marker
- ⑤ • Civic Center Mansion
Baltimore Road
Early 19th Century estate house built by Richard Johns Bowie
Substantially remodeled in 1926
- ⑥ • Union Cemetery
Avery Road
- ⑦ • Lincoln Park Cemetery

Data available in Rockville, Maryland Historic District Preliminary Preservation Plan; Anatole Senkevitch, Jr., Ph.D.; School of Architecture, University of Maryland and City of Rockville, Department of Planning - it is also available in the files of the City of Rockville, Department of Planning, City Hall. See Appendix 1 for sample evaluation form.

MAP 2. SINGLE UNIT HISTORIC DISTRICTS

BASE MAP PREPARED BY M.C.P.P.C.
MAXIMUM EXPANSION LIMITS OF THE CITY

UNINCORPORATED AREAS WITHIN MAXIMUM EXPANSION LIMITS

POLICE STATION

FIRE STATION OR RESCUE SQUAD

PUBLIC SCHOOLS

LIBRARY

CHURCH AND SYNAGOGUE

POST OFFICE

DEDICATED STREETS NOT CONSTRUCTED

EXISTING PARKLAND

27

**WEST
MONTGOMERY
AVENUE
HISTORIC
DISTRICT**

ACTION ITEM 2.

Introduction

West Montgomery Avenue and the surrounding residential neighborhood known as the West End Neighborhood are on the National Register of Historic Places and is a historic district under the aegis of the City's Historic District Commission. This area represents a unique collection of stately Victorian homes which date back to the nineteenth century. It is the largest historic district in the City and includes fifty-eight single family dwellings, four multi-family dwellings, nine houses with portions devoted to office use, nine houses converted to office structure, two commercial structures, five churches, two schools, a Historic Society Office, a Historic House Museum, a sanitarium and a funeral home.

The residential portion of the area is characterized by two-story single family homes with ample front porches, set back some distance (between 40 and 60 feet average) from the street. Spreading shade trees, occasional brick sidewalks, wrought iron fences, and a few gas lights enhance the turn of the century ambiance. The absences of sidewalks and finished curbs and gutters on many of the side streets in the historic district convey an informal country town atmosphere.

The greatest threat to the appeal of the West End neighborhoods in the West Montgomery Avenue Historic District is the high volume of traffic on West Montgomery Avenue. The traffic causes detrimental noise and air pollution and hazardous driving conditions, detracting from the serenity and charm of the area. There have been reports that the foundations of some of the older homes on West Montgomery Avenue are being damaged by the heavy daily traffic flow. Also a number of trees are being seriously affected by the high traffic volume.

The intersection of West Jefferson Street, Great Falls Road, and West Montgomery Avenue contains several prominent nineteenth century houses as well as the landscaped Friends Park, the Old Baptist Cemetery and private yards. The volume and speed of traffic make this area difficult to appreciate and endangers continued maintenance. The traffic problems necessitate development of a street reconstruction plan which is sympathetic to the area's history and charm.

W. MONTGOMERY AVENUE
PROJECTED AVERAGE DAILY TRAFFIC
NELSON STREET TO MANNAKEE STREET

<u>Additional Facilities</u>	<u>(Est. Date of Completion)</u>	<u>Year 1980</u>	<u>Year 1985</u>	<u>Year 2005</u>
None		27,500	34,500*	--
Gude Drive	(1983)		28,900	46,500*
I-270/Falls Road Interchange	(1986)		21,800	34,000*
Gude Drive/Ritchie Parkway	(1987)		21,800	34,000*
Gude Drive/I-270-Falls Road Interchange/Ritchie Parkway	(1987)		18,300	29,000
All of above + I-270 Interconnect to Shady Grove Metro Station	(1990)		--	27,000

*Exceeds approximate capacity of 30,000

Source: City of Rockville, Department of Public Works 1980.

The West Montgomery Avenue Historic District, once offering a pleasant, historic, and architectural gateway to the City, is now congested and clogged with rush hour traffic. Sidewalk conditions along West Montgomery Avenue, as well as poor storm drainage and numerous utility poles crowding the street, seriously detract from the environment. Discontinuous street width and confusing driving patterns, air pollution, noise, vibrations, and general deterioration in the environment require a concerted effort by the public to improve the flow of traffic through this historic gateway.

Traffic Volumes

Average daily traffic (ADT) along West Montgomery Avenue in 1975 was estimated at 20,500 vehicles. For the roadway section between Nelson and Mannakee Streets, volume has increased to nearly 28,000 vehicles per day in 1980. It is forecast that volumes along this section of roadway will increase to 28,900 ADT by 1985 with Gude Drive completed and to 34,500 without Gude Drive. This section of the roadway can handle no more than about 30,000 vehicles per day.

If Gude Drive is not constructed as planned, the demand on West Montgomery Avenue will exceed capacity by 4,500 vehicles in 1985. This excess demand will result in filtering through surrounding neighborhoods via Nelson and Mannakee Streets, an already common maneuver.

As more commuters to downtown Rockville find it more convenient to short-cut through surrounding residential neighborhoods in order to avoid West Montgomery Avenue, the residents in this area will experience increasing noise levels, localized air pollution, and increased hazard to pedestrians and property. This in turn creates problems within the neighborhood, violating the "cellular concept" of the Master Plan and disrupting the tranquility of neighborhoods within the West End.

The table at left indicates steady improvement to traffic flow on West Montgomery Avenue traffic problems as programmed street improvements are completed. Without these improvements, a total breakdown (F level of service) in the carrying capacity of West Montgomery Avenue can be expected.

The Role of the State Highway Administration

West Montgomery Avenue (Maryland Route 28) is part of the State controlled arterial highway system and serves as a critical cross county connector between Norbeck on the east and Darnestown on the west. Traveling from east to west, Maryland Route 28 is known by various local names such as Norbeck Road, First Street, Jefferson Street, West Montgomery Avenue and Darnestown Road beyond the City limits. The West Montgomery Avenue and Jefferson Street sections, to which this Action Program is directed, are between North Washington Street on the east and I-270/Maryland Route 28 Interchange on the west. The section of Maryland Route 28 between Nelson Street and Great Falls Road is an undivided, two-lane, substandard urban roadway designated in the City's adopted and approved Master Plan as a "Major Highway." Between Falls Road and North Washington Street, the Jefferson Street section is also classified as a "Major Highway." West Montgomery Avenue between Van Buren and Washington Streets is a City-maintained street and is classified a "Business District Street" in the Master Plan. The State Highway Administration is responsible for maintaining traffic and improving West Montgomery Avenue with the exception of the section which maintained by the City between Van Buren and North Washington Street.

Physical Condition of Roadway

Sections of the State controlled roadway are found to be as wide as forty-two feet and as narrow as twenty-eight feet curb to curb. The roadway width presents a serious problem from a traffic and engineering standpoint. At places where one directional traffic lanes are the widest (21 feet), traffic often attempts to force itself into a dangerous, two-lane driving situation within a single traffic lane. At its narrowest (11 to 14 feet) traffic flow is constricted and often conflicts with turning movements. Substandard turning radii at virtually every intersection along West Montgomery Avenue between Falls Road and Nelson Street present a continuous threat to vehicles entering or exiting West Montgomery Avenue. The short turning radius forces West Montgomery Avenue traffic to a halt waiting for vehicles turning onto side streets or encourages cars to swerve into opposing lanes of traffic.

Curbing along West Montgomery Avenue between Laird Street and Falls Road is virtually non-existent. Years of repaving have resulted in layers of asphalt that have almost reached the height of the original curbing. This causes flooding problems due to the failure of the curbs to channel storm water to drainage inlets. Vehicles often wander over the curbs to short cut around cars stopped in the traffic lane, running the risk of losing control of the vehicle and causing property damage and/or personal injury.

Accidents

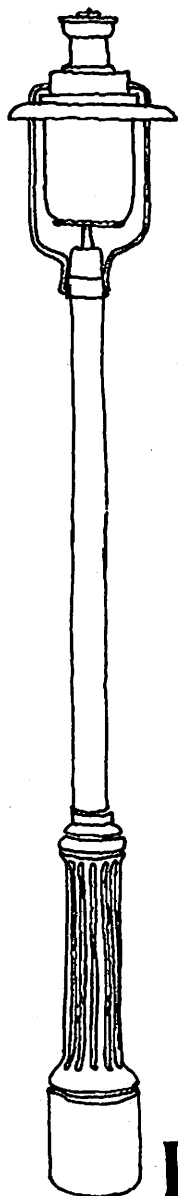
West Montgomery Avenue today is overburdened, congested, and hazardous. Ninety-one intersection and link-related traffic accidents have been reported over the past twelve-month period. Most of the accidents involved rear-end collisions which are direct by-products of stop-and-go traffic conditions. Of the total accidents, many can be traced to lack of lane space to accommodate left turns, inadequate curb radii for right turns, and faulty signal turning.

In summary from a traffic engineering standpoint, West Montgomery Avenue is an undisciplined street. Traffic congestion, excessive speeds, large numbers of accidents, hazardous conditions, and resulting neighborhood shortcuttings combine to make this street a liability to historic district preservation concepts. This Action Program will not attempt to solve this complex problem from a traffic standpoint at this time but should function as a catalyst to generate solutions. The Commission recognizes the need to improve the conditions on West Montgomery Avenue, in that they pose a threat to the value of the street as an historic resource. The Commission does not, however, wish to see the solving of traffic problems become the only guiding element in any future thinking. Historic preservation goals and traffic engineering objectives need not conflict with one another. A balance must be struck.

Urban Design Considerations and Recommendations

The section of the public right-of-way between the curb and the property line is as important to pedestrians as the roadway is to vehicles. The pedestrian environment will affect how one perceives the overall streetscape. Creating a "comfortable" space to walk in, away from the traffic and free of obstructions, is important in maintaining the character of the area.

In 1888-89, the City Council developed detailed specifications for the construction of sidewalks in Rockville. The sidewalk to be constructed along both sides of what is now a part of West Montgomery Avenue (formerly Darnestown Road), was to be eight feet wide; the outer five feet were to be of brick, the inner three feet of clay. "First class paving bricks" to be purchased from one James W. Richards were to be laid over a six-inch sand bed in "herringbone style, conforming to



ILLUS.3

the curves" of the road. Significantly, a portion of this sidewalk still exists on West Montgomery Avenue from Laird Street to Forest Avenue. In addition, portions of the original brick sidewalks are still in existence on Forest Avenue, Beall Avenue, Anderson Avenue, and Thomas Street within the West Montgomery Avenue Historic District. It is a recommendation of this Action Program that all the existing concrete and black top sidewalks be replaced with herringbone pattern brick laid in a sand base. Areas where no sidewalks presently exist should remain without sidewalks to retain their rural atmosphere (see Map 3).

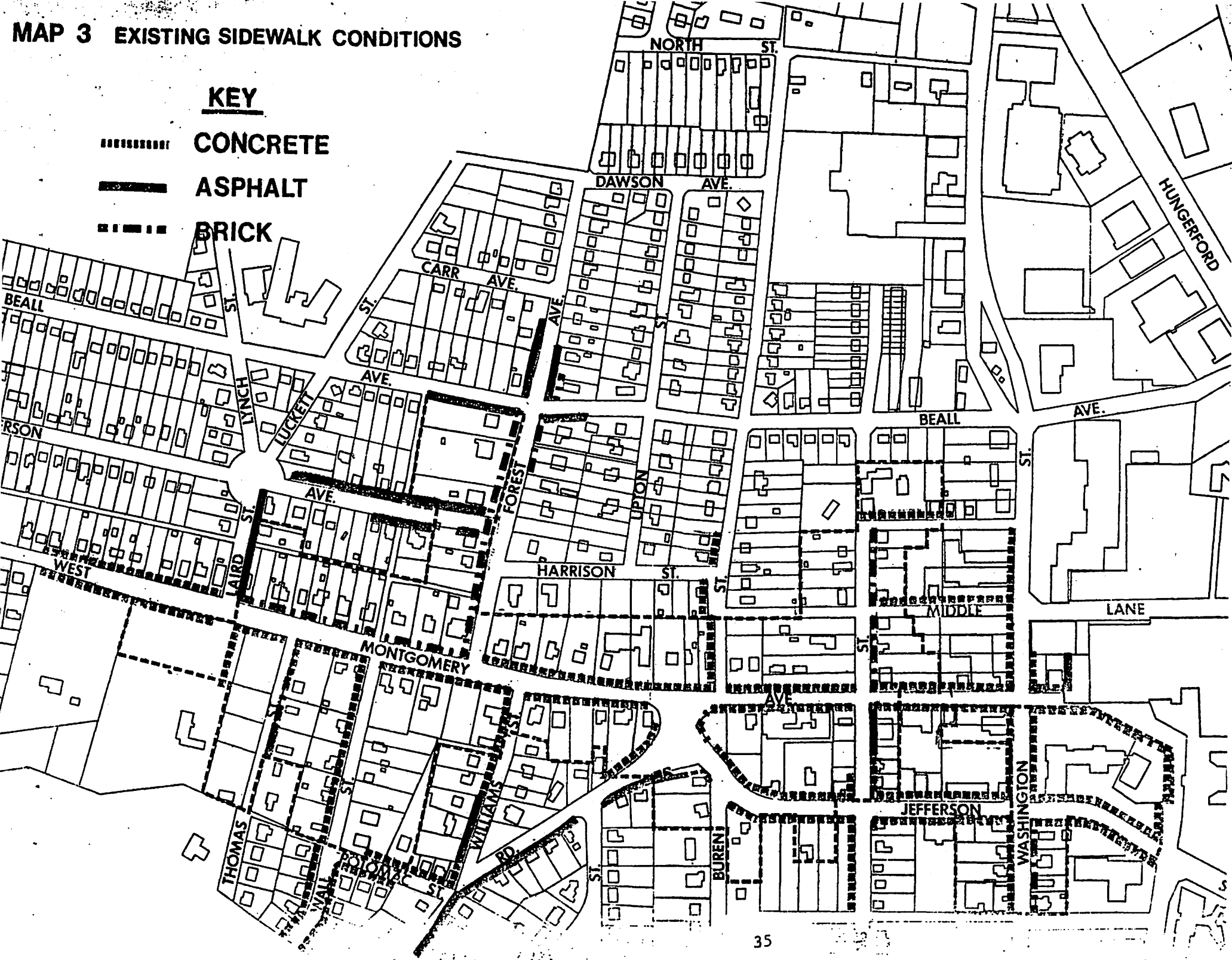
The scheme proposed for the sidewalk sections (see map 4) along the north and south sides of West Montgomery Avenue from Chestnut Lodge and Laird Street to Washington Street are pictured in illustrations 1 and 2. The section shows a five-foot brick sidewalk and an eight foot green edge. The green edge is wide enough to accommodate a Class I bikeway. Ornamental trees would be planted within the green space adjacent to the sidewalk to provide an edge to the street and act as a backdrop to the existing tall, randomly, spaced maple and oak trees. These trees would be planted at 20' on center and would be selected to grow no higher than 35'. The smaller trees should be a contrasting color to the existing trees. They would provide a measure of screening between the sidewalk and street and act as a filter for pollutants. The Crimson Sentry Norway Maple is a possible choice. All signage would then be placed between the tree line and the curb. Pedestrian scale Victorian light standards with Victorian light fixtures (see illustration 3), spaced at 40' on centers, should be installed between the sidewalk and property line. The light fixtures should have a high pressure sodium light source to provide both maximum energy efficiency and a warm glow illumination reminiscent of gas lights. These fixtures and standards should be similar to those found in early photographs on record at the Montgomery County Historical Society Library.

Finally, it is a recommendation of this Action Program that the utility poles along West Montgomery Avenue be removed and all wiring be placed underground. (see appendix 1 for discussion of procedures used to implement undergrounding in Historic Districts.) These poles are a

MAP 3 EXISTING SIDEWALK CONDITIONS

KEY

- CONCRETE
- ASPHALT
- BRICK



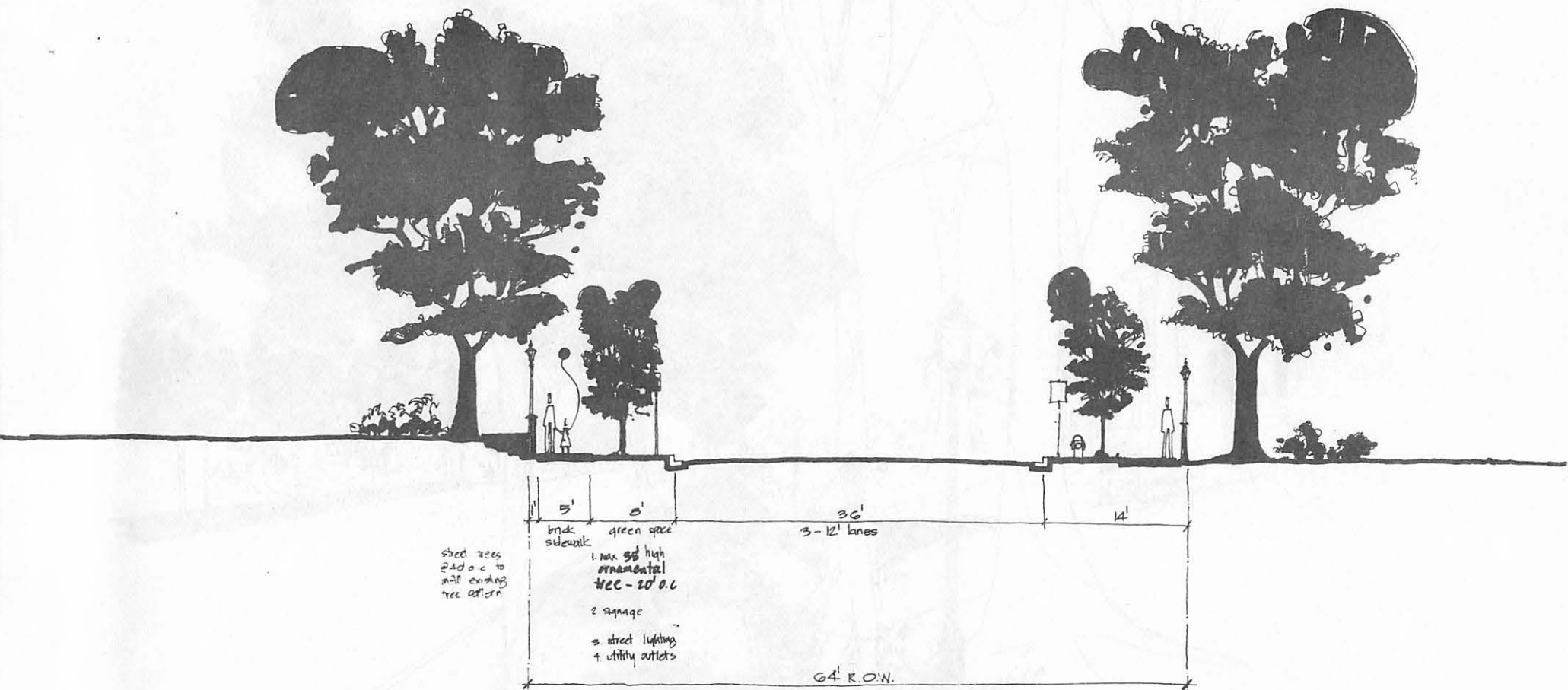


ILLUSTRATION 1.

W. MONTGOMERY AVE. CROSS SECTION



ILLUSTRATION 2.

**W. MONTGOMERY AVE.
PERSPECTIVE**

traffic hazard, documented by the number of times they have been struck by vehicles (45 out of a total of 92 poles have suffered damage) and are also an intrusion in the historic ambiance of the district.

Since West Montgomery Avenue is part of the State controlled road system (Maryland/Route 28), actions taken in the right-of-way must be done with the consent of the State Highway Administration. Strategies for achieving the design recommendations made in this Action Program are summarized as follows:

Program Recommendations

1. Mayor and Council adopt the recommended streetscape plan and a 36 foot roadway width as the most realistic compromise to achieve both traffic flow and historic preservation objectives.
2. Mayor and Council authorize the initiation of discussion with State Highway Administration (SHA) Officials regarding the suggested roadway improvements scheme and possible timetable for implementation.
3. Staff execute a "Memorandum of Agreement" between City and SHA identifying shared responsibilities (sidewalk, landscaping, utility wire undergrounding, etc.), source of funding, and timetable for implementation of roadway improvement.
4. An opportunity exists to exchange road maintenance and traffic control responsibilities once the State has reconstructed West Montgomery Avenue in accordance with the Historic District Commission's recommended reconstruction scheme. The Commission is suggesting that it may be advantageous to both City and SHA to exchange responsibility for roadways, after the improvements have been made. The State would designate Gude Drive from Norbeck Road to Research Boulevard (and relocated Route 28 beyond) as new Maryland Route 28; and First Street, Veirs Mill Road, Jefferson Street, and West Montgomery Avenue would become Alternate Route 28 under City control and maintenance.

Expenditures

The following estimates for street furniture, sidewalk improvements, and landscaping are presented as a preliminary guide to costs involved in implementing the design recommendations of Action Item 2. The West Montgomery Avenue corridor has been separated from the rest of the district for pricing to identify its associated costs as a single project.

WEST MONTGOMERY AVENUE STREETScape IMPROVEMENT

Street Furniture

(in 1980 dollars)

	Style	Mfg.	Amount	Unit Cost	Total
Light Fixtures	Boulevard Series "Manhattan"	Welsback	100	\$475 ea	\$47,500
Light Standards	"Middleton #610"	Welsback	100	315 ea	31,500
Wiring			4600LF	55¢/LF	2,530
Waste Receptacles	To be designed and fabricated		10	100 ea	1,000
Street Signs	Metal Sign Middleton Standard w/ Bracket		8	350 ea	2,800
Sign Post	4 x 4 wood (illus 9)		30	50 ea	1,500
TOTAL					\$86,830

Sidewalk

	Amount	Unit Cost	Total
Brick Sidewalk	13,000 S.F.	\$4.50/sq.ft.	\$58,500
Curb & Gutter (Remove & Replace)	3000 L.F.	\$14.00/L.F.	42,000
Remove Existing Concrete Sidewalk	13,000 S.F.	\$4.00/S.F.	52,00
New Drive Aprons	14	\$450 ea	6,300
TOTAL			\$158,800

Landscaping

	Amount	Unit Cost	Total
Maple/ Oak Trees Min. 3" Caliper	18	\$302 ea	\$ 5,436
Norway Sentry Maple 3" Caliper	112	290 ea	32,480
Grass Seeding	27,440 sq.ft.	28/thousand sq.ft.	767
			TOTAL \$38,683

Utility Undergrounding

	Amount	Unit Cost	Total
Under- grounding Utilities	5600L.F.	\$200/L.F.	\$1,120,000
			TOTAL \$1,120,000

Roadway

re-paving & stripping not included

Summary

Street Furniture	\$ 86,830
Paving	158,800
Landscaping	38,683
Utility Undergrounding	1,120,000
SUBTOTAL	1,404,313
Contractor 25% Overhead & Profit	351,078
10% Contingency	140,431
TOTAL	\$1,895,822 *

* Does not include right of way acquisition or roadway work.

WEST MONTGOMERY AVENUE HISTORIC DISTRICT (EXCLUDING WEST MONTGOMERY AVENUE)

Street Furniture

	Style	Mfg.	Amount	Unit Cost	Total
Light Fixtures	Boulevard Series "Manhattan"	Welsback	12	\$475 ea	\$ 5,700
Light Standards	"Middleton #610"	Welsback	12	315 ea	3,780
Wiring			2500 LF	55¢/LF	1,375
Street Signs	Sign & Bracket		24	50 ea	1,200
TOTAL					\$16,055

Sidewalks

	Amount	Unit Cost	Total
Remove Existing Concrete Paving	12,750 S.F.	\$4.00/S.F.	\$51,000
Remove Existing Bituminous Paving	755 S.Y.	4.00/S.Y.	3,020
Brick Sidewalk	19,545 S.F.	4.00/S.F.	78,180
Curb & Gutter (Remove & Replace)	3,000 L.F.	14./L.F.	42,000
New Drive Aprons	14	450.00 ea	6,300
TOTAL			\$180,500

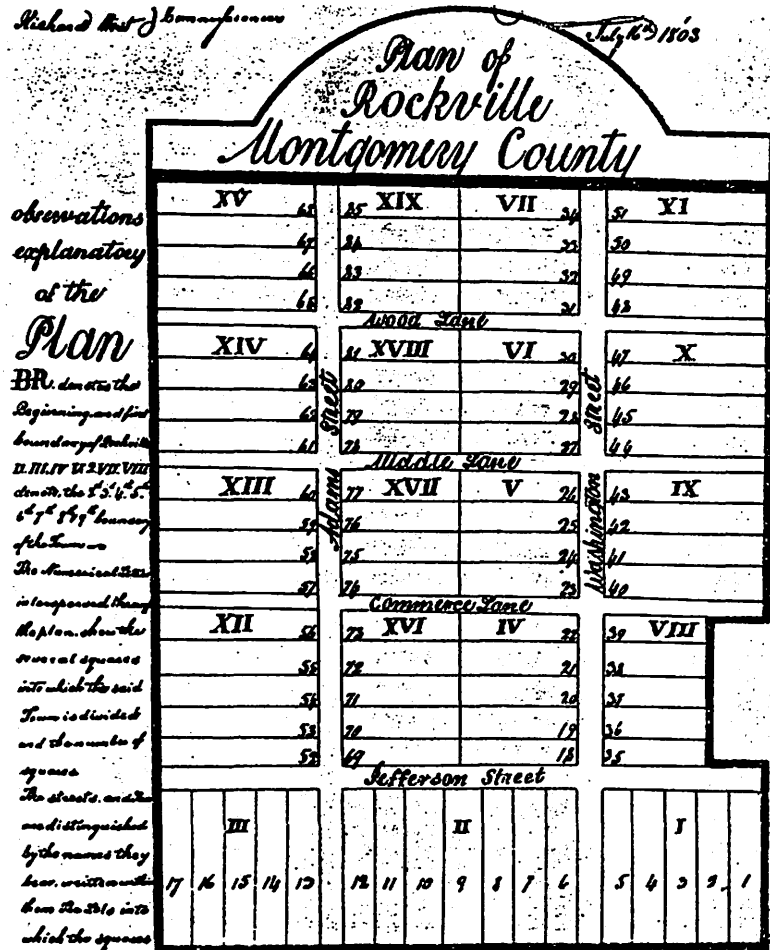
Summary

Street Furniture	\$ 16,055
Paving	180,500
Sub Total	196,555
Contractor 25% Overhead & Profit	49,138
10% Contingency	19,655
TOTAL	\$265,348

SOUTH WASHINGTON STREET HISTORIC DISTRICT

ACTION ITEM 3.

The South Washington Street Historic District is composed of eight structures--five law offices, one private residence/doctor's office, and a church/school and parish house complex--bordered by Vinson Street on the south and Jefferson Street on the north. The environment appears as one of the City's original platted rights-of-way on the 1784 Williamsburgh subdivision resurveyed in 1803 by William Smith. It survives almost exactly as it existed around the turn of the 20th century with three of



the structures dating to the Civil War. An original brick sidewalk, mature trees, period houses and a pleasant residential ambiance give this area a Victorian atmosphere much as it existed at the turn of the century.

Existing Conditions

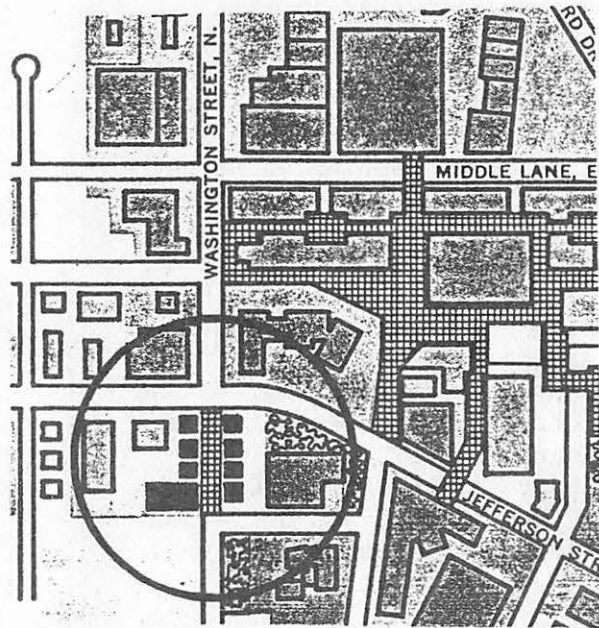
The district has experienced a transition in use from residential to office over the past 10 years. There is presently only one structure on the street still used as a private residence and it contains a doctor's office. Local traffic destined for these offices and the Episcopal Church/School has already had an impact on the residential character of the street in terms of on and off site parking and increased traffic. Presently, a traffic island at the intersection of South Washington and Jefferson prevents thru traffic movements destined for North Washington Street and the Central Business District beyond.

Parking

Parking, as noted, is a concern both on site and off. The curb side parking, usually full, combined with the morning and afternoon drop off of school children at Christ Episcopal Church and City Hall traffic makes for a hazardous and unsightly situation in this historic setting. In addition, on site parking needed to satisfy the zoning requirements for office uses is starting to intrude on the front yard settings of these structures. Large areas of asphalt and parked cars are visually destroying the residential scale planting that once existed. The problem of providing parking for these office uses and still preserving the residential scale of the street is a serious one.

Recommendations

The uniqueness of this block, which has survived this long with so few changes in its physical appearance, is reason to insure that its residential appearance is preserved. In order to preserve and enhance the South Washington Street Historic District, the following proposals are made:



MAP 5.

1. The 1970 Master Plan of the City of Rockville (see map 5) proposed that South Washington Street be closed and function as a pedestrian mall at all times. Vehicular access to properties would occur at a rear service drive connecting all the structures on each side of the street. An elaborate mall street scape was envisioned. Although



View of restored South Washington Street.

this is one way of preserving an area, it is felt that in this instance it would present a false "stageset" image in an area functioning as a right-of-way since the City's origin. It is felt, however, that due to the change of use from residential to office a certain measure of relief and protection to the environment is needed. In this light it is proposed that South Washington Street from Vinson to Jefferson Streets be closed to traffic between the hours of 10 A.M. and 3 P.M., Monday through Friday, to allow for a turn of the century atmosphere where one could fully appreciate a setting that can no longer be duplicated. During this time, the rear interconnected parking lots and drive thru easements (most of which have been obtained by the City pending implementation of the mall concept) would function as the means of north-south egress and ingress for these properties. Until traffic conditions dictate the reopening of this street to North Washington Street, the street should remain as it is now between the hours of 3 P.M. to 10 A.M. Parking would not be permitted between Vinson Street and Jefferson Street when the street is closed to traffic. This concept is illustrated in map 6.

2. The problem of parking areas starting to intrude into the street scene should be handled through stricter site plan review by the Historic District Commission. It should become Commission policy not to allow parking to encroach closer than 60' to the front property line. The present ordinance allows parking up to the building face. This intrusion upsets the residential character of these older homes.
3. Efforts should be made to remove the utility poles on the street and place the wires underground. The nature of these poles is an intrusion in the "turn of the century" atmosphere intended to be reflected by this area. The wiring should be placed under an inlaid concrete strip or under the sidewalk to avoid breaking up the paving surface (see 4.) giving a "patched-up look after repairs.

4. Public improvements in the right-of-way, in addition to the undergrounding of utilities, would include the laying of a brick sidewalk on the west side of the street to complement the existing brick sidewalk on the east. It should be of a matching brick, laid in herringbone pattern on a sand base, from Jefferson Street to Vinson Street. The corners at the Jefferson Street intersection should reflect the recommended design developed in the Town Center Urban Design Plan. The west corner, adjacent to number 101 South Washington Street, has a limited amount of space and should be expanded as much as possible with brick paving (See Map 6). Infill trees should be planted at 40' on centers as shown. They should be Red Oak or Sugar Maple, minimum 3½" caliper, planted in the green space between curb and sidewalk. Victorian street lighting of pedestrian scale should be installed as 20' on center staggered on opposite sides of the street, positioned in the same green space as the trees. These should be Victorian fixtures mounted on 10' high standards as shown in illustration 3. The light source should be high pressure sodium to provide both maximum energy efficiency and a warm glow illumination similar to gas lamps. The roadway would be most authentic if left to be unpaved earth. This is, however, neither practical nor desirable. A material should be selected that would closely resemble earth. An exposed aggregate concrete with the correct color and size aggregate would be most suitable. As mentioned previously signs in the public right-of-way will be discussed in Action Item 5.

Expenditures

The following estimates for street furniture, paving materials, and landscaping are presented as a preliminary guide to costs involved in implementing the design recommendations of Action Item 3.

Street Furniture

	Style	Mfg.	Amount	Unit Cost	Total
Light Fixtures	Boulevard Series "Manhattan"	Welsback	16	\$475 ea	\$ 7,600
Light Standards	"Middleton" #610	Welsback	16	\$315 ea	\$ 5,040
Wiring			560LF	55¢/LF	\$ 380
Waste Receptacles			4	\$100 ea	\$ 400
Street Signs	Metal Sign Middleton Standard/w Bracket		2	\$350 ea	\$ 700
Sign Posts	(see illus. 9)		7	\$ 50 ea	\$ 350
TOTAL					\$14,470

Sidewalks

	Amount	Unit Cost	Total
Brick Sidewalk	1,700 s.f.	\$4.00/sq.ft.	\$6,800
Curb & Gutter (Remove & Replace)		\$14/1.f.	0
Remove Exist Bituminous Paving	640 s.y.	\$4.00/s.y.	\$2,500
New Exposed Aggregate Concrete Paving	5,760 s.f.	\$3.50/s.f.	\$20,160
New Drive Aprons	4	\$450.00	\$ 1,800
TOTAL			\$31,260

Undergrounding Utilities

	Amount	Unit Cost	Total
Underground Utilities	340 l.f.	\$200/l.f.	\$68,000
		Total	\$68,000

Summary

Street Furniture	\$ 14,470
Paving	31,260
Landscaping	0
Underground Utilities	68,000
Sub Total	113,730
Contractor 25% Overhead & Profit	28,432
10% Contingency	11,373
Total	\$153,535

**B & O
STATION
HISTORIC
DISTRICT**

ACTION ITEM 4.

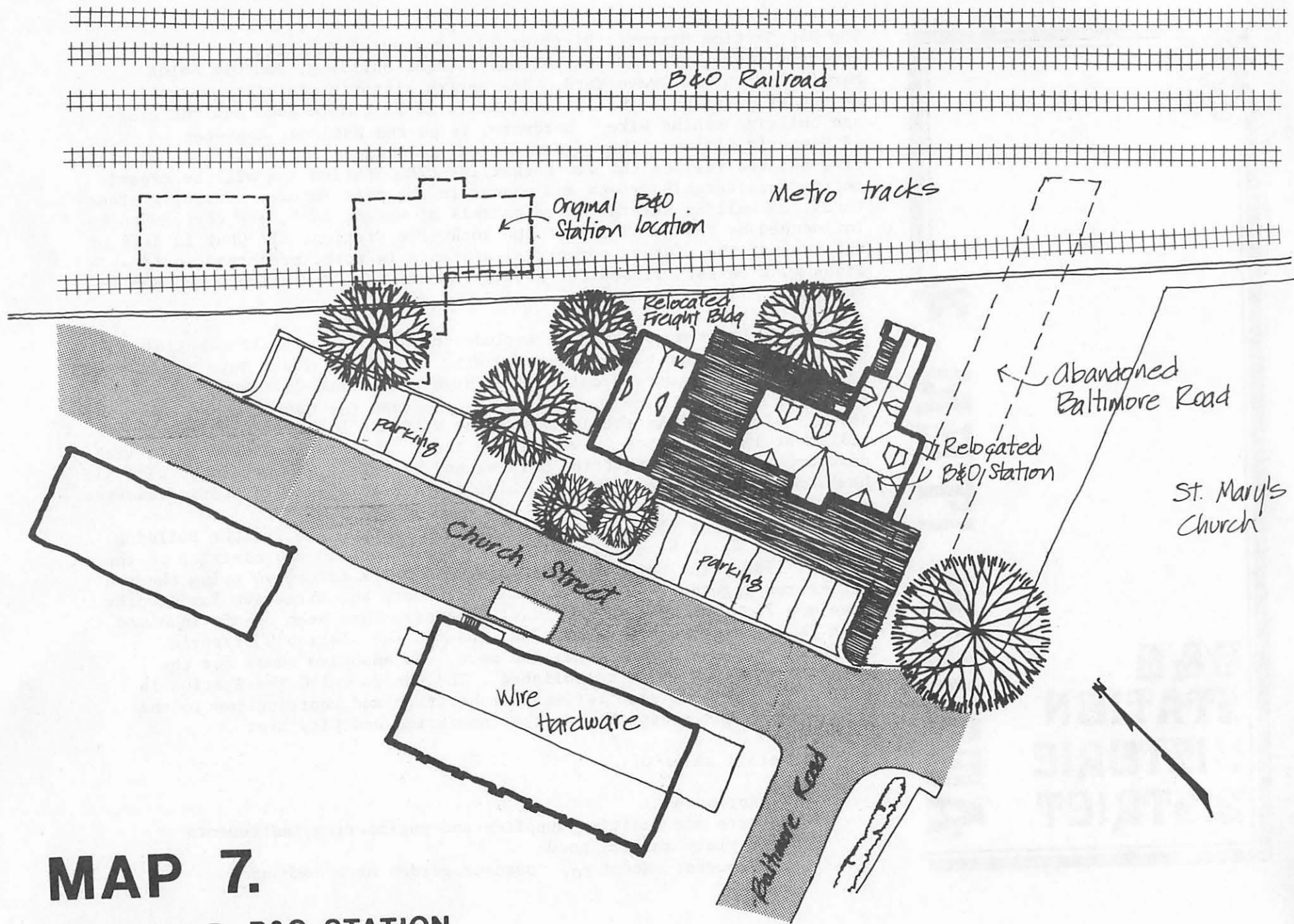
The B&O Station Historic District is composed of The Wire Hardware Store, the B&O Station and Freight Building, and Old Saint Mary's Church and Grave Yard. The entire historic district, as well as the properties of #8, 12, 14, 16 and 18 Baltimore Road and the storage building behind Wire Hardware, is on the National Register of Historic Places. This dynamic area, now commercial in nature, is within five hundred feet of the new Rockville METRO Station and will be experiencing considerable growth and change in the near future. Existing structures, as well as several large parcels of vacant land, are certain to be influenced by the proximity of the Rockville Station. If what is left of the turn of the century commercial ambiance is to be preserved, guidelines must be established for growth in this area for private and public ventures.

The Action Program proposes to include the WINX Radio Station building as well as the storage building behind Wire Hardware Store into the historic district. The vacant parcels facing High Street and Baltimore Road and a portion of Saint Mary's property are proposed for buffer zone (HD-II) status. This should insure the Historic District Commission involvement in the future growth of the area. The problems associated with development, such as traffic, parking and the scale of buildings, will all have an effect on the continued value of this area as an historic resource.

Plans in the area already call for the B&O Station and Freight Building (see illus. 4) to be moved by METRO to a new site in the district in the fall of 1980. The new site will include a brick concourse tying the two structures together, parking for nineteen cars and extensive landscaping (see map 7). The Historic District Commission has been deeply involved with the relocation process and has insured the Station's historic integrity and usefulness after the move. An adaptive reuse for the buildings has yet to be established. The use to which the Station is ultimately put must also reflect its heritage and contribution to the community. Uses acceptable to the Commission and City are:

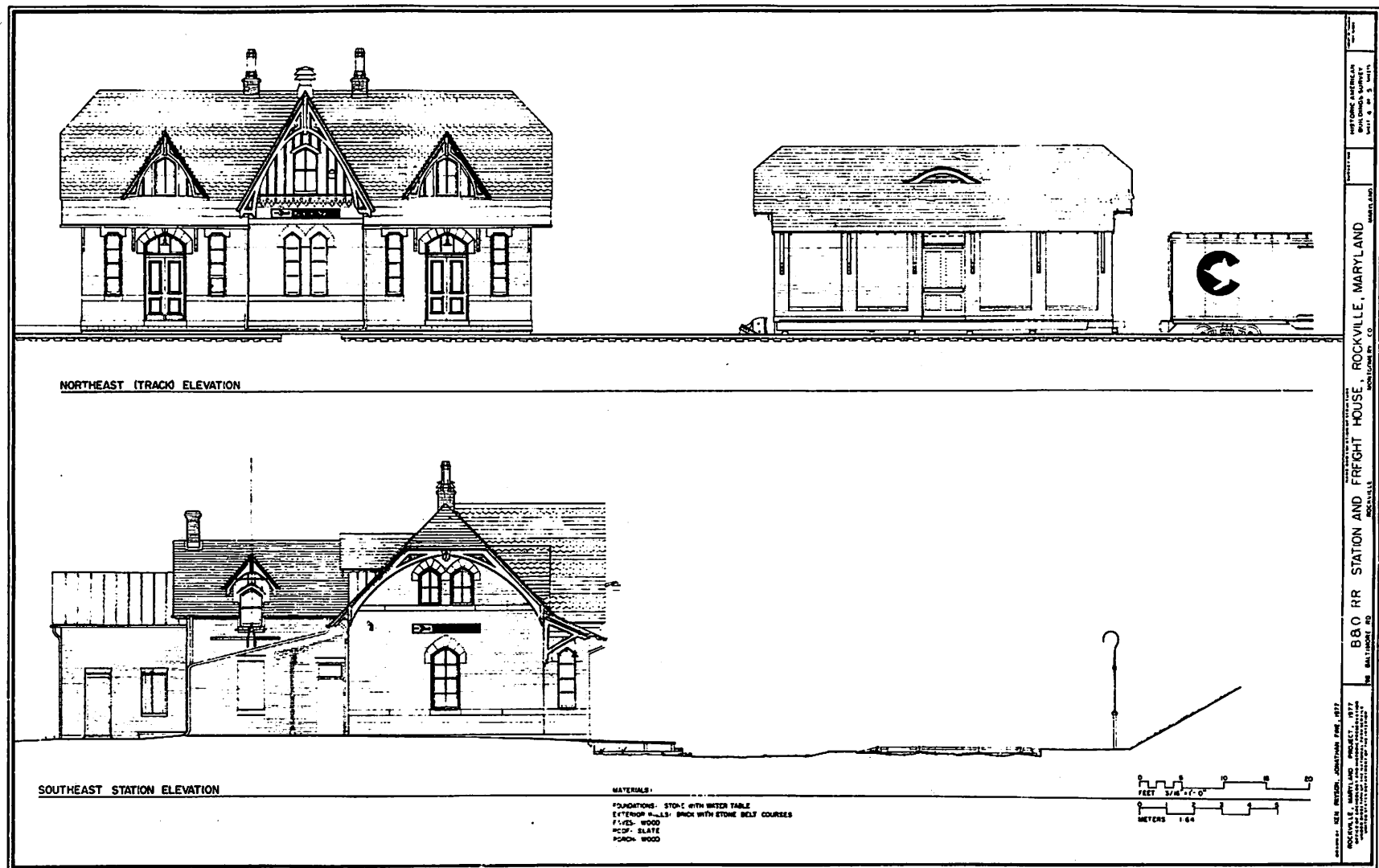
1. Retail sales of:

- Antiques
- Arts and drafting supplies and engineering instruments
- Variety and dry goods
- Flowers, except for outdoor garden or greenhouse



MAP 7.

RELOCATED B&O STATION



ILLUS. 4

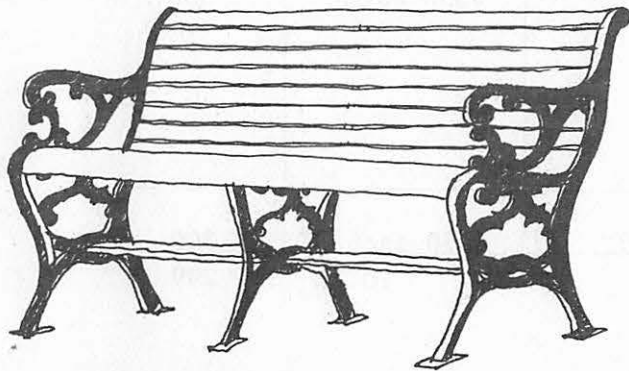
- Craft and hobby supplies
 - Music, musical instruments and accessories and recordings
 - Photographic supplies
 - Sporting goods
 - Stationary
 - Jewelry
2. Auctioneer and commercial gallery
 3. Photographic studio
 4. Optician
 5. Offices - general and professional
 6. Library, museum, art gallery
 7. Eleemosynary or philanthropic institution
 8. Interior decorating
 9. Picture framing
 10. Educational institutions, private
 11. Assembly and entertainment

Since the Station site is quite limited in size, care should be taken to insure that adequate on-site parking can be provided for any proposed re-use. The Station and Wire Hardware Store will become the focal point of the district and will establish the tone of future improvements both public and private. In addition, plans for a multi-story office building for the WINX building site and adjoining parcels have been reviewed by the City. Private plans call for the demolition of the WINX building. The district has already lost four fine Victorian homes in the last several years and is in danger of losing its last. The Commission recommends inclusion of the house, already on the National Register, into the historic district, and that it be incorporated into any development proposals made for this area.

Perhaps the greatest challenge associated with the district is the building of compatible new structures. The Town Center Urban Design Plan, in discussing this area, states, "New structures should not duplicate the older styles of architecture. Rather they should present an honest expression of contemporary value, while at the same time respecting the basic characteristics of the earlier styles." To attain full advantage of the opportunities of the area, a cooperative effort between the land owners will be required. A plan showing recommended urban design guidelines for the parcels of land between Hungerford Drive and Wire Hardware Store

was developed by the City staff to integrate future development. (See Map 8) The main elements of the proposal, in addition to architectural compatibility, are; to provide for a thirty foot to forty foot green edge along Hungerford Drive; to provide for connected or possibly shared parking, preferably within a parking structure located between the developments, thereby avoiding undue traffic on Church Street or Baltimore Road; to provide for a through site sidewalk along the face of each building, running north-south and ending at High Street across from the METRO entrance walkway; to separate any parking provided between the building and Wire's Hardware Store with a well landscaped buffer and sufficient setback; to preserve the continuity of the street edge established by Wire Hardware Store and the relocated B&O Station by establishing a "build to line" of ten feet from the property line for any building built on Baltimore Road. Parking should be banned on Baltimore Road from 9:00 AM to 5:00 PM Monday thru Friday.

Improvements in the public right-of-way should carry the Victorian commercial theme in choice of paving and street furniture. Street paving within the limits of the historic district boundaries (Church Street and Baltimore Road) should be exposed aggregate concrete of a size and color that would suggest earth. Church Street's width should be twenty-four feet, since the reconstructed entrance from High Street into Church Street is twenty-four feet and Baltimore Road is approximately twenty-eight feet. This would allow for a brick sidewalk in herringbone pattern and short term parking spaces for Wire Hardware Store to be constructed along the west side of the street (see map eight). A brick sidewalk in herringbone pattern should also replace the existing sidewalk on the north side of Baltimore Road for its entire length. All sidewalks should be laid in sand. Pedestrian scale Victorian lighting should be installed at twenty foot intervals on the north side of Baltimore Road as shown on Map 8. These should be Victorian fixtures mounted on ten foot high standards as shown in illustration 3. The light sources should be high pressure sodium to provide high maximum energy efficiency and a warm glow illumination, reminiscent of gas lights. Several Victorian benches (illustration 5), similar to those at Friends Park, should be positioned as shown in map eight.



ILLUS. 5

EXPENDITURES

The following estimates for street furniture, paving, materials and landscaping are presented as a preliminary guide to costs involved in implementing the design recommendations of Action Item 4.

STREET FURNITURE

	Style	Manufacturer	Amount	Unit Cost	Total
Light Fixtures	Boulevard "Manhattan"	Welsbach	17	\$475 each	\$8,075
Light Standards	"Middleton" #610	Welsbach	17	\$415 each	7,055
Wiring			580 L.F.	55¢ L.F.	319
Waste Receptacles			2	\$100 each	200
Street Signs	Metal sign + Middleton Standard w/bracket		1	\$350 each	350
Sign Posts	See illus. 9		6	\$ 50 each	300

TOTAL \$16,299

Sidewalk & Street Paving

	Amount	Unit Cost	Total
Brick sidewalk	2800 S.F.	\$ 4.00/sq. ft.	\$11,200
Curb and gutter (remove and re- place)	600 L.F.	\$14.00/L.F.	8,400
Remove existing bituminous pav- ing	1922 S.Y.	\$ 4.00/S.Y.	7,688
New exposed ag- gregate con- crete paving	17400 S.F.	\$ 3.50/S.F.	60,900
			TOTAL: \$88,188

SUMMARY

Street Furniture	\$ 16,299
Paving	88,188
Landscaping	-0-
Subtotal	\$104,487
Contractor 25% overhead plus profit	26,122
10% Contingency	10,448

TOTAL: \$141,057

SIGNS

ACTION ITEM 5.

In Rockville, the Historic District Zone is an overlay zone which includes a number of existing office, commercial, and residential zones (R-60, R-90, C-2, O-1, O-2, TCM-2 and TCO-1). This action item deals with both public and private signs in Historic District zoned areas. Private signage is addressed in the form of a recommended text amendment to the Zoning and Planning Ordinance. Design standards for public signage, not normally regulated by the zoning ordinance, are also presented in this section.

Signs have repeatedly been identified as a problem area in the Historic Districts as well as in the City in general. Both public and private sector signs have been at fault in this regard. The problem is compounded in the Historic Districts in that signs are subject to not only the requirements stated in the Zoning Ordinance, but also to Historic District Commission design review for compatibility with the historic setting.

General Requirements

Specific sign regulations for general commercial and office zones, however well suited in that zone, may not be compatible with historic structures in these same zones. The Commission sees a need to tailor the zoning ordinance so as to recognize historic district character and need.

The following recommendations are designed to improve the sign code and respond to Historic District preservation objectives.

Recommended amendments to the Zoning and Planning Ordinance.

- Section 3-603 General Requirements Applicable to All Signs

Add the following:

- (1) No permit shall be issued and no sign shall be erected on any lot in a Historic District without first obtaining a Certificate of Approval issued by the City's Historic District Commission.

* Note: [Brackets] indicate deletion from zoning text; Double Underlining indicates addition to zoning text.

● Section 3-605 Incidental Signs

Incidental signs are presently limited to residential zones. This section should be expanded to include the following:

- (a) Where Permitted. Incidental signs may only be erected in residential zones or in the historic district zone where the property is zoned O-1 and O-2 for professional offices. In residential zones, and are incidental signs are limited to the following categories:

- (1) ****
- (2) ****
- (3) ****
- (4) ****
- (5) ****
- (6) ****

- (b) General Limitations. Incidental signs may be illuminated with uncolored light only and may be either free-standing or mounted on the principal building facade. Lighting placement and fixture type will be regulated by the Historic District Commission. In the historic district zone on property zone O-1, O-2 and C-2 the following additional limitations shall apply:

- (1) No free-standing incidental sign shall be permitted if the building is closer than 35 feet from the front property line.
- (2) Free-standing signs shall be limited to one(1) sign per lot; with a maximum sign area of four (4) square feet, no taller than four (4) feet; and, be constructed of either wood or metal.
- (3) Building mounted incidental signs shall be mounted no higher than the top trim of any first floor window and may be mounted on the front building face only. (see illus. 6)



signage area for incidental signs (shown in dotted area)

ILLUS. 6

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● Section 3-607 Building Identification Signs

Building identification signs shall be limited to those commercial buildings located in the City's historic districts. The following standards are proposed for adoption:

(b) General Limitation

- (1) ****
- (2) ****
- (3) ****
- (4) ****
- (5) ****
- (6) Building identification signs in the historic district zone on a lot zoned C-1 or C-2 shall be limited to one (1) sign on the front building face; with a maximum sign area of thirty (30) square feet or 1 square foot for every linear foot of building frontage whichever is less; mounted no higher than the bottom window sill trim of any second floor window. It shall contain only the name of the building or its logo or trademark, or a directory of tenants. Such signs may be illuminated with uncolored light only.

Ground Signs

Ground signs within certain permitted and special exception uses in residential zones within historic districts are sympathetic to historic district design standards. This amendment to Section 3 will set standards as to which special exception uses apply, height, location on site and sign size. This new section will replace existing Section 3-612 which will become Section 3-613. Following Sections will be renumbered in sequence. An additional section should be added to the ordinance to cover these signs.

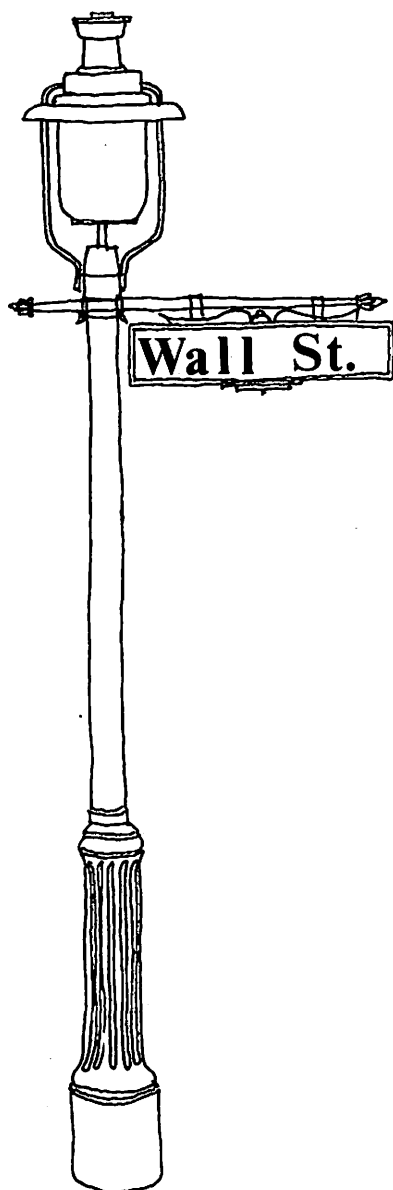
● Section 3-604 Sign Classifications

Amend Sections 3-604 to add a new category of sign as follows:

(h) Ground Signs

Section 3-612 through 3-614

Amend Section 3-612 through 3-614 to become 2-613 through 3-615 inclusive, and add new Section 3-612 as follows:



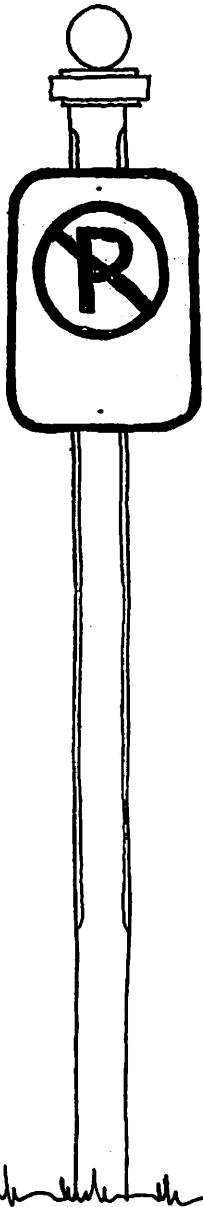
ILLUS. 8

• New Section 3-612 Ground Signs

- (a) Where Permitted. Ground signs may only be erected in the historic district zone on residential zoned property, and are limited to the following permitted and special exception uses:
- (1) Church, Synagogue or other Place of Worship
 - (2) Housing for the elderly and physically handicapped
 - (3) Educational institutions, private
 - (4) Nursing homes
 - (5) Eleemosynary and philanthropic institutions
 - (6) Cemeteries
 - (7) Private Clubs
 - (8) Service Organizations
 - (9) Community Buildings
 - (10) Child Care Center
- (b) General Limitation. Ground signs shall be limited to one sign per lot; no higher than three (3) feet; nor greater in sign area than sixteen (16) square feet (not including the base); and located a minimum of ten (10) feet from the front lot line. Ground signs shall not be internally illuminated.

Recommended Public Sign Design Standards

To encourage the private sector to accept and develop quality signage within the Historic Districts, it is imperative for the public sector to provide an example. Numerous public signs now clutter public rights-of-way through out the Historic Districts, particularly the West Montgomery Avenue district.



ILLUS. 9

This action program presents the following design objectives to improve public signage within the Historic Districts to protect their value as historic resources and to encourage excellence of design in the private sector. The Commission recognizes the fact that traffic signage must conform to the standards established in the Manual On Uniform Traffic Control Devices but that variations can be applied to satisfy that document and still be compatible with the historic districts.

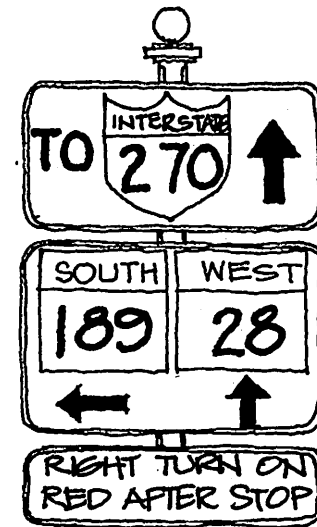
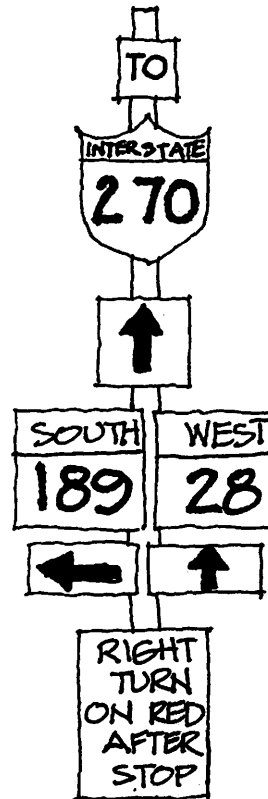
Street Name Signs

To establish a measure of cohesiveness within the districts and to set them apart from the rest of the City, street name signs should be unique in terms of color, type face, and mounting. The sign would be mounted on a period style post and light fixture as described in illustration 3. The sign should be white with black lettering in a "Times Roman Bold" type face 4" in height (see illus. 8)

Traffic Signs

Traffic signage including stop signs, speed limit signs, no parking signs, and directional signs are standardized to provide a common reference to motorists throughout the country. A change in design would not be reasonable or recommended based on this guideline. The Commission would recommend, however, that the standard international parking symbols be used to replace existing "worded" signs. Colors and sizes of these signs are already established to provide continuity and reference points. The Commission would recommend that the number of these signs be limited to the absolute minimum needed to achieve traffic objectives and as many as possible be mounted on the same post to reduce clutter (see illustration 2) in addition the standard metal mounting posts are to be changed to 4" X 4" wooden posts of pressure treated lumber with chamfered edges and top treatment as shown in illustration 9.

The State installed route indicator "tree" signs are perhaps the most obtrusive because of their size and poor method of mounting. As many as eight separate signs are found on the one at the intersection of Falls Road, West Montgomery Avenue and Jefferson Street (see illustration 10). An effective solution to the type of sign is to give it a more



ILLUS. 10 ^{existing sign}

alternative

"ordered" look. A "separate sign" look can be avoided by mounting the individual signs of a common backgrounds of the same color and width (see illustration 10). In addition the standard historic district mounting post should be used. (see illustration 9)

It is within the Historic District Commission's authority to regulate all visual features within the environmental setting of the Historic District. Local, County, State and Federal signage falls under the commission's jurisdiction.^{1/} Precedence has been established in Mayor and Aldermen of the City of Annapolis vs. Anne Arundel County and Centreville vs. Queen Anne's County. In addition since the Historic District Commission receives its authority from state legislation (Article 66B, Maryland Planning and Zoning Enabling Act), it would seem clear that state signage should conform to the historic district regulation as matter of policy.

^{1/} Article 66B Sections 8.01-8.15 inclusive of the Annotated Code of Maryland.

LOANS & GRANTS

ACTION ITEM 6.

Assistance To Owners of Historic Properties

The subsequent discussion and supplementary information available in the appendices examine the major programs currently available to aid in the preservation and maintenance of Rockville's historic resources. Programs are available to provide financial assistance to homeowners in maintaining historic properties.

The purpose of this Action Item is to assist property owners in preserving and protecting the historic heritage of the City and to offer some benefit to property owners in an effort to offset Historic District restrictions. This Action Item describes Federal, State and potential local tax incentive and grant and loan programs which could be pursued by residents in an effort to make Rockville's Historic Districts more equitable.

City Programs

The City of Rockville has targeted owners of residential properties within Historic Districts as potential candidates for grants or low interest loans for home improvement and maintenance. All Historic District residential property owners qualify to apply for some type of grant or low interest loan.

Home Improvement Program

The Home Improvement Program is funded through the Community Development Block Grant program from the U.S. Department of Housing and Urban Development. The money can be used to make needed improvements to electrical, plumbing and heating systems, for exterior maintenance or corrections of code violations. This program provides technical as well as financial assistance.

Technical aid is provided by the City License and Inspection Home Improvement staff. This staff offers: (1) Home inspection and counseling; (2) Cost estimating and work planning; (3) Identification and negotiation with contractors; and (4) Monitoring home improvement work to insure satisfactory completion of work.

Financial assistance varies depending on income. First, determine how much money is necessary for improvement and then determine whether you are eligible for a grant or low interest loan.

Contact: Licenses & Inspections

424-8000 X 231

Free Paint Program

The Free Paint Program should be held annually each spring for residential homeowners in Historic Districts. This program is a grant to the homeowner which is based upon outlays by the homeowner to purchase the quantity and type of paint approved by the Licenses and Inspections Department. This program does not include any reimbursement for labor. The reimbursement is strictly for the cost of paint.

If your gross adjusted family income is between \$0-\$22,000 annually with adjustment of \$1000 per dependent allowed, then this program is for you. This program can be applied for at the same time as a loan or grant, but must be applied for separately. The program usually is offered each March.

Contact: Licenses & Inspections

424-8000 X 231

Historic District Grants

Outright grants are available for residential properties within historic districts for interior and exterior work. The maximum grant offered is \$6000 to applicants with gross adjusted family incomes of \$7500. (Gross family income reduced by \$100 per dependent). The grants will be made in the following order of priority:

- Critical Code Deficiencies - Deficiencies which would endanger the health, safety, and welfare of the household or nearby households.
- Non-Critical Code Deficiency - A deficiency which does not constitute a major threat to the health, safety or welfare of the occupant, but which is still a deficiency.
- Incipient Code Deficiency - A condition which is not in violation at the time of inspection, but which could become a deficiency in the near future.
- General Property Improvements - Anything beyond the minimum property standards.

Contact: Community Development and Housing Assistance 424-8000 X 217

Recommendation: IT IS RECOMMENDED THAT THE INCOME REQUIREMENT BE DROPPED FROM THIS PROGRAM AND ELIGIBILITY BE DETERMINED BY A COMMITTEE MADE UP OF MEMBERS FROM THE DIVISION OF LICENSE AND INSPECTIONS, FINANCE DEPARTMENT, AND THE HISTORIC DISTRICT COMMISSION.

Historic District Loans

This loan program is directed exclusively to historic structures within historic districts. Residential properties constructed before 1900 are eligible for an interest free loan. The City pay approximately 30 percent of the loan. The maximum loan available is \$7500. There are no income requirements.

For homes constructed after 1900 within historic districts a low interest loan is available. This loan is exclusively for residential homeowners within historic districts. The maximum loan available is \$7500. Loans are based on adjusted gross family income, allowing a \$1000 per dependent.

The applicable rate according to income category is as follows:

- Property owners with adjusted gross income between \$7500 and \$12,500 will receive the equivalent of an interest-free loan.
- Property owners with adjusted gross income between \$12,501 and \$17,500 will receive a loan with the equivalent of a 3% interest rate.
- Property owners with adjusted gross income between \$17,501 and \$22,000 will receive a loan with the equivalent of a 6% interest rate.*
- Property owners with adjusted gross income over \$22,000 will receive a loan with the equivalent of an 8% interest rate.*

*These two categories of 6% and 8% loans can only be used to correct critical code deficiencies.

For both of the above loan programs, the loans can only be used for exterior work. The loans are granted in the following priority:

- Critical Code Deficiencies - Deficiency which would endanger the health, safety and welfare of the households or nearby households.
- Non-Critical Code Deficiency - A deficiency which does not constitute a major threat to the health, safety or welfare of the occupant, but which is still a deficiency.
- Incipient Code Deficiency - A condition which is not in violation at the time of inspection, but which could become a deficiency in the near future.
- General Property Improvements - Anything beyond the minimum property standards

Contact: Community Development and Housing Assistance 424-8000 X 217

Recommendation: RESIDENTIAL PROPERTY WITHIN THE HISTORIC DISTRICT SHOULD BE PERMITTED TO APPLY FOR THE NO INTEREST LOAN PROGRAM IF THE UNIT WERE CONSTRUCTED PRIOR TO 1920. THE TIME BETWEEN 1918-1920 WAS A TRANSITIONAL PERIOD. A DEFINITE PERIOD CHANGE OCCURRED AFTER WORLD WAR I, AND THIS SHOULD BE REFLECTED IN ROCKVILLE'S PROGRAM IN ORDER TO BEST PROMOTE PRESERVATION OF HISTORIC DISTRICTS AND BE IN KEEPING WITH THE COMMISSION POLICY OF ALLOWING FOR GROWTH AND CHANGE. ONE OTHER MODIFICATION IS PROPOSED. THE PRIORITY RESTRICTION SHOULD BE REDEFINED FROM "GENERAL PROPERTY IMPROVEMENTS" TO THE HISTORIC DISTRICT COMMISSION DEFINITION OF "ORDINARY MAINTENANCE". THE FOLLOWING ITEMS ARE TO BE CONSIDERED AS ORDINARY MAINTENANCE: (1) PAINTING; (2) LANDSCAPING , EXCEPT THE REMOVAL OF MAJOR LIVE TREES; (3) REPAIR OR REPLACEMENT OF ROOFING, GUTTERING, SIDING, TRIM, ET CETRA WHICH DOES NOT ALTER THE BASIC CHARACTER, STRUCTURE OR USE OF MATERIALS; (4) PAVING REPAIR USING EXISTING MATERIAL.^{1/} IN ALL OTHER ASPECTS THE PROGRAM SHOULD BE ADMINISTERED IN THE SAME MANNER AS IT IS CURRENTLY.

NON-RESIDENTIAL HISTORIC DISTRICT LOANS

Non-residential properties with structures built before 1900 in a historic district are eligible to receive a maximum \$7500 loan at the equivalent of 6 percent. The exact City contribution is based on the current interest rate. Loans are for exterior work only and may only be used to correct critical code deficiencies. Non-residential property built in a historic district after 1900 is not eligible for this low interest loan program.

Contact: Community Development and Housing Assistance 424-8000 X217

Recommendation: THE ONLY NEW RECOMMENDATION FOR THIS LOAN PROGRAM IS TO CHANGE THE CONSIDERATION DATE TO STRUCTURES BEFORE 1920 AS DISCUSSED IN THE PREVIOUS SECTION ON HISTORIC DISTRICT LOANS FOR RESIDENTIAL PROPERTIES.

1/ Adopted Definition for Ordinary Maintenance (see Appendix 2)

The Historic District Commission (HDC) is required to review and approve all work intended to construct, reconstruct, alter, or demolish other than general maintenance. Approval is required by Section 1-315, City of Rockville Planning and Zoning Ordinance.

Contact: Planning Department

424-8000 X 228

Potential New Programs

The expense of keeping a home is extremely high and can be expected to increase even more in the 1980's. Historic properties are especially costly to maintain. This unique burden is almost exclusively born by residential homeowners. Commercially operated properties are allowed important federal tax advantages from which homeowners cannot benefit. This thinking prompts two general proposals to relieve some of this burden. As everyone enjoys the benefit of historically preserved properties, it is necessary to permit these fine homes to be privately maintained economically.

Legislative Tax Abatement Proposal

Recommendation: A LEGISLATIVE PROPOSAL SHOULD BE PRESENTED TO THE MARYLAND GENERAL ASSEMBLY TO ALLOW CITIES AND COUNTIES TO ESTABLISH ORDINANCES FOR HISTORIC PROPERTIES TAX ABATEMENT. A 50 PERCENT ABATEMENT IS RECOMMENDED FOR HISTORICALLY CERTIFIED PROPERTIES. IT IS FURTHER PROPOSED THAT THIS BE LIMITED TO OWNER-OCCUPIED UNITS.

To date, owner residents have not had similar opportunities for tax deductions allowed for commercial or rented properties. However, this tax abatement is to have a performance requirement of maintenance in a historically correct manner. Those residential properties built prior to 1920 that are historically certified, part of a historic district and owner-occupied should be permitted this tax abatement.

Legislative Property Tax Credit

Currently, enabling legislation is on record to permit property tax credits to organizations and homeowners. This can be reviewed under

Article 81, Section 9(c) of the Annotated Code of Maryland. Frederick County, Maryland, was farsighted enough to include a section in the State code. specifically for Frederick County, permitting limited tax credits on improvements and additions on properties of certified historic value. Both commercial and residential properties are included.

Recommendation: THIS PROPOSAL WOULD RECOMMEND THAT ROCKVILLE LEGISLATIVELY PURSUE THE SAME OPPORTUNITY FOR RESIDENTS OF ITS HISTORIC DISTRICTS. THE LAW ALLOWS THAT "THE PROPERTY SHALL BE EXEMPT FROM REAL ESTATE TAXATION TO THE EXTENT OF 100 PERCENT OF THE INCREASE IN ASSESSED VALUATION OF THE PROPERTY ATTRIBUTABLE TO THE RECONSTRUCTION AND IMPROVEMENT." FREDERICK COUNTY ALLOWS 100 PERCENT EXEMPTION FOR THE FIRST TWO YEARS IN WHICH THE STRUCTURE IS SUBJECT TO TAXATION. SUCCEEDING YEARS EXEMPTION FOLLOWS: THIRD YEAR - 80%; FOURTH YEAR - 60%; FIFTH YEAR - 40%. NO FURTHER EXEMPTIONS ARE ALLOWED AFTER THE FIFTH YEAR. THIS APPROACH WOULD SEEM TO BE A MOST ACCEPTABLE STANDARD TO ADOPT FOR THE CITY OF ROCKVILLE. AN EXAMPLE OF THE PROCEDURE ADOPTED IN FREDERICK COUNTY IS INCLUDED IN APPENDIX III. ROCKVILLE SHOULD ADOPT FREDERICK COUNTY'S PROCEDURE AND PURSUE AMENDMENT TO THE CODE THROUGH THE STATE LEGISLATURE IMMEDIATELY.

County Programs

County Historic Preservation Grant/Loan Assistance

Properties designated in the Locational Atlas & Index of Historic Sites in Montgomery County Maryland, (copy may be viewed in City Hall or any County Library) may apply for a 50 percent grant for all types of restoration work. A loan may be awarded in an amount up to the reconstruction estimate. Properties not in the inventory may apply to the County Historic Preservation Commission for inclusion on the County's Inventory of Historic Properties.

Contact: County Department of Housing & Community Development 279-13525

State Programs

Maryland Historical Trust (MHT)

The MHT was established in 1961 under Article 41, Section 181A of the Annotated Code of Maryland to be the official historic preservation agency for the State of Maryland. The MHT is responsible for surveying historic sites and districts. The Trust can also purchase, receive, and hold historic properties for preservation purposes. In addition to holding real property the Trust can accept easements. The MHT is also a distributor of funds for preservation of properties and offers both loans and grants.

Contact: Maryland Historical Trust 301-269-2212

Revolving Fund, Article 41, Section 1A1-I-7 of the Annotated Code of Maryland

This 1973 law establishes the Trust's revolving loan fund for the purchase and restoration of historic properties under the supervision of the Board of Public Works. This is available to individuals, governments and non-profit organizations.

Industrial and Commercial Redevelopment Fund, Article 41, Section 460 of the Annotated Code of Maryland

An Industrial and Commercial Redevelopment Fund is established by this law for making grants and loans to political subdivision or their designated agencies for redevelopment projects.

Maryland Housing Rehabilitation Program, Article 41, Section 257L (b)

This law established a program to be administered by the Department of Economic and Community Development to make loans to owners of historic properties. Private residential properties of 1 to 4 units are eligible in addition to commercial property owners. No income limits are imposed. A maximum loan of \$25,000 is available for a single family dwelling or for the first unit in a multi-family unit or non-residential unit. The maximum loan limit is increased by \$15,000 for each additional unit in a property to be rehabilitated with a program maximum of \$70,000.

Easements

A conservation or preservation easement is acquired by or given to the public and is designed to open privately owned lands for recreational purposes or restrict the use of private land for recreational purposes or to restrict the use of private land in order to preserve open space and protect certain unique resources.^{1/} A historic building and its surrounding estate is one such example of a unique resource. The intent is to preserve the structure for future generations; it can also have tax advantages for the landowner. All easements are self-imposed or otherwise known to the landowner before a sales transaction.

Some typical examples of easements are grants of right-of-way for sewers, electrical lines, trails and easements not-to-build. Each of these easements is attached to the land. In other words, as a property title exchanges hands, the restrictions of the first easement still apply. These types of easements are known as "easements appurtenant".

There are two types of easements. Positive easements are those which are granted by the landowner. For example, certain required changes made to a property to restore it to an appropriate state is an example of a positive easement. Negative easements are restrictive in nature, they place a restriction on the landowner. The landowner may not be permitted to cut trees or paint fences a certain color or destroy historically significant characteristics of the property. Some easements for historic preservation purposes combine aspects of both. The property owner self-imposes a restriction on the property and also grants three days a year for public visitation onto the property. This is a typical example of a historic preservation easement.

What are the tax consequences of making the gift of an easement? Easements granted to "governmental bodies (Maryland Historical Trust) or other qualified charitable organizations are deductible for federal income tax purposes as charitable contributions."^{2/} The value of the deduction is directly related to the loss in property value due to imposition of the easement. In order for income tax benefits to accrue, the easement must be granted in perpetuity. This reduction in value can be determined by an appraiser who evaluates the property without the easement and then assesses the loss in total value due to imposition of an easement.

^{1/}Charles Abrams, The Language of Cities, Viking Press, New York, N.Y., 1976
p. 96

^{2/}Maryland Historical Trust, Preservation Easements, Annapolis, Md., 1976, p.16

This drop in value is largely dependent on both restrictions and location of the property. A further advantage can be realized in lower real estate taxes. A recognized easement actually reduces the value of the property and therefore permits reduced property taxes.

State Tax Programs

Income Tax - Historic Property, Article 81, Section 281A of the Annotated Code of Maryland

This law allows a National Register property owner or historically zoned property owner who has performed rehabilitation certified by the Trust on a nondepreciable historic structure to amortize the expenses in excess of \$5,000 over a 60-month period.

Inheritance Tax, Article 81, Section 154 of the Annotated Code of Maryland

This law assures that National Register property, farmland, and woodland is not assessed at other than its use at the owner's death if that use has been effective for five years prior to the death and will remain so 15 years following.

Federal Programs

Federal legislation encourages states and individuals to preserve historic properties. These are encouraged by inventory of historic properties and tax reforms. The following actions constitute the policies reflecting the Federal Historic programs.

National Historic Preservation Act (1966)

The "granddaddy" of federal preservation legislation, this 1966 law strengthened the National Register of Historic Places and gave the states the authority to administer nominations to the National Register and grants procedures. It also established the Advisory Council for Historic Preservation.

Executive Order 11593 (1971)

A presidential policy statement issued which requires federal agencies to identify historic properties under their jurisdiction, to nominate those eligible to the National Register, and to maintain them. It also established the principle of protection to National Register eligible resources.

Tax Reform Act of 1976, Section 2124

This amendment to the Federal Income Tax Code contains provisions to stimulate preservation of income-producing properties listed on the National Register or zoned historic by allowing favorable tax treatment for rehabilitation and reducing tax incentives for demolition of historic structures.

Revenue Act of 1978, Section 315

This law provides an investment tax credit to encourage rehabilitation. The credit, in most cases 10%, is deducted from income taxes.

Federal Tax Reform

The Tax Reform Act of 1976, Section 2124 provides several new tax incentives for historic preservation and changes restrictions that have worked against preservation in the past. Section 2124(a) is restricted to commercial and rented residential property. The areas addressed include amortization of capital outlays, depreciation alternatives, deductions, and disincentives for demolition of historic buildings. All the changes are for certified (National Register) historic properties only. The procedure for certifying a historic property can be found in appendix IV. The following discussion has been prepared directly from the tax code.

Amortizing Rehabilitation Expenditures

This new section permits taxpayers to amortize any capital cost incurred in a "certified rehabilitation of a certified historic structure" over a sixty (60) month period, in view of otherwise permissible depreciation deductions.

What does this mean? First, the taxpayer may distribute a capital expense on installments over a five-year period. This replaces normally acceptable depreciation deductions. Second, the project must be a certified historic structure, (note appendix IV, for certification requirements). Finally, rehabilitation outlays must have occurred after June 14, 1976 or before June 15, 1981. (extension date pending)

As can be observed, the primary advantage at this time is to commercial or rented historic property owners. There is currently a move to revise this situation to allow private homeowners to take deductions in an accelerated manner, in addition to those already qualifying.

Demolition of Historic Structures

Section 2124(b) changes previous law to disallow deductions for demolition or losses due to demolition by either owners or leaseholders of any certified historic structure. Furthermore, this restriction also applies to all structures within a local and/or National Register Historic District. The exception to this letter limitation is that if prior to a proposed demolition, the Secretary of the Interior certifies that the structure under consideration is not of historic significance, it may be demolished. This section is effective through January 1, 1981.(extension date pending)

Depreciation of Improvements

Another disincentive portion of section 2124 (part (o)) is part of the tax code and may work in conjunction with the previous section on demolition of historic structures.

Accelerated depreciation is prohibited for any property "in whole or in part constructed, reconstructed, erected, or used" on a property previously occupied by a certified historic structure which is demolished or substantially altered. This is true excepting certified historic rehabilitation. The effective dates for this program were December 31, 1975 to January 1, 1981. (extension date pending)

The intent here is to discourage demolition of historic structures by disallowing a rapid depreciation method. Section 2124(c) working in tandem with the section on demolition (2124(a)) is hoped to substantially reduce the destruction of historic buildings.

Substantially Rehabilitated Property

Under this provision (2124(d)), the tax code permits substantially rehabilitated property to be depreciated like a new property. A substantially rehabilitated property is any certified historic structure to which capital expenditures for any certified rehabilitation during a 24 month period ending on the last day of any taxable year, less depreciation or amortization deductions, exceed the greater of the "adjusted basis" of the property or \$5,000. The adjusted basis represents the original price paid for the home, plus any related fees (i.e. closing costs, legal fees, commissions, etc.) which occurred at the time of purchase (or construction). Additional improvements which increase the value of the property are also added to the original price. The rehabilitation expenses less depreciation or amortization deductions must exceed the "adjusted basis" of the property or \$5,000.

Transfer of Partial Interests in Property for Conservation Purposes

Income tax deductions to charitable organizations or governmental entities are an integral part of the tax code structure. Section 2124(e) focuses this deduction to include deduction exclusively for conservation purposes. The law encompasses two general options, (1) a lease on, option to purchase, or easement with respect to real property of not less than 30 years duration. Contributions occurring after June 13, 1977 must be granted "in perpetuity", (2) A remainder interest in real property.

This type of contribution qualifies for gift and estate tax purposes and must occur between June 13, 1976 and June 14, 1981 to be allowable. The intent is to provide property owners a tax deduction for granting conservation easements.

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APPENDIX I
UTILITY LINE UNDERGROUNDING IN HISTORIC DISTRICTS

In 1974, the General Assembly adopted a new Section 8.14.1 of Article 66B of the Annotated Code of Maryland which provides that counties, municipal corporations, and Baltimore City may enact laws requiring that utility companies relocate existing overhead lines and facilities underground, within the whole or part of any historic district. A local law enacted under this section could require private property owners to provide for an underground connection to the relocated underground lines and facilities, with the municipality providing financing of the cost to property owners for work to be performed on their private property. The Public Service Commission is to allocate the new capital cost of the relocation and may prescribe the amount of the monthly surcharge required to support said costs. They may determine which customers of the applicable utility are subject to the surcharge, or may include the related costs in the rate base, or may adopt any other method to apportion appropriately the said costs. In no event, however, is the utility to be required to pay more than 50% of the net capital cost. Consequently, if the City were to enact legislation requiring undergrounding of existing overhead lines and facilities within it historic district, it would be obligated to pay a minimum of 50% of the net capital cost of the underground.

APPENDIX II

DEFINITION OF ORDINARY MAINTENANCE

Purpose: To establish an interpretation of activity considered as ordinary maintenance under Article 66B, as opposed to activity requiring design approval by the HDC.

Scope: This interpretation is in lieu of precedence established by HDC review of actual cases. It will be used by L&I and by the HDC Chairman in determining necessity for review. It may be modified by action of the HDC.

General Rule: The purpose of HDC review is to preserve the external appearance of structures within the established Historic Districts. Activity requiring design review should be limited to that which affects the permanent plan or materials of structures which are within the District and are visible from the public right-of-way.

Specific items to be considered as maintenance:

- painting
- landscaping, except the removal of major live trees
- repair or replacement of roofing, guttering, siding, trim, etc. which does not alter the basic character, structure, or use of materials
- paving repair using existing material

Specific items requiring design review:

- removal of structure or visible portion thereof, including outbuildings visible from the public right-of-way
- new construction, extension or alteration of an existing structure which requires a building permit under City Ordinance
- removal or enclosure of porches
- basic alteration of materials, including installation of siding, shingles, or masonry facing
- complete removal of live trees
- installation of fencing
- permanent removal of shutters
- new paving or modification of paving materials in front of building line
- signs

APPENDIX III

FREDERICK COUNTY HISTORICAL DISTRICT TAX CREDITS

The following policies and procedures are promulgated in accordance with Article 81.9C of the Annotated Code of Maryland:

1. The County Zoning Administrator will determine whether location of property on which improvements have been made in within a legally constituted historical district in accordance with Article 66B.
2. The Supervisor of Assessments shall certify to the amount of improvements subject to a tax credit.
3. The office of the Board of County Commissioners shall compute the amount of the County Tax credit and shall maintain a file for each property.
4. A taxpayer must apply for a credit each of the five years credit is allowable, by October 1.
5. If a property eligible for a tax credit changes ownership, the subsequent owner or owners is/are eligible for receiving unused tax credits at the time they are due.
6. Each year's tax credit shall be based on current assessed value of the improvement only.
7. If the subject improvement is demolished either purposely or accidentally, the tax credit ceases. Any pro-rated refund of taxes will be subject to a reduction as a result of pro-rating the tax credit allowed.
8. Appropriate notice of availability of the historical district tax credits shall be enclosed with the tax bill by the Treasurer.
9. The initial year of the tax credit will be allowed starting with the first complete fiscal year that the assessment is billed.
10. Two copies of the approved application will be mailed to the applicant upon completion. If credit applies to Frederick City, a copy will be sent to the City Treasurer.

HISTORICAL DISTRICT TAX CREDIT APPLICATION

PART I

Name of Applicant _____
 Address of Applicant _____ Phone No. _____
 Historic District _____ Date of Improvement _____

Provide the following information from the tax bill:

Name _____
 Property Location _____ Lot and Block _____
 Assessed Value Land \$ _____ Improvements \$ _____

I hereby make oath that I am the present owner of the above property and that the above information is true and correct to the best of my knowledge and information.

 DATE APPLICANT SIGNATURE

PART II

Frederick County Planning and Zoning Commission:

I certify that the above property is located in the stated Historic District of Frederick County, Maryland.

 DATE COUNTY ZONING ADMINISTRATOR

To be completed by the Frederick County Department of Assessments:

Assessment Prior to Improvement Land \$ _____ Improvements \$ _____

Increase in assessment attributable to reconstruction and improvement of property in the above historic district.

Amount \$ _____
 First Taxable Year of Improvement 19__ - 19__
 (Indicate if semi-annual pickup)

 DATE SUPERVISOR OF ASSESSMENTS

PART IV

Board of County Commissioners - Frederick County, Maryland

<u>Taxable Year of Improvement</u>	<u>Assessment Increase</u>	<u>Tax Rate</u>	<u>Percent of Exemption</u>	<u>Amount of Exemption</u>
_____	\$ _____	x \$ _____	x _____ %	= \$ _____

 DATE AUTHORIZED SIGNATURE

Date County Tax Credit mailed/given out _____ Frederick City _____