



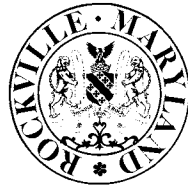
City of Rockville

Comprehensive Master Plan

Approved and Adopted
November 12, 2002



City of Rockville, Maryland



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Comprehensive Master Plan

**Approved and Adopted
November 12, 2002**

Mayor and Council of Rockville

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John F. Hall, Jr.
Susan R. Hoffmann
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Ordinance No. 24-02 ORDINANCE: To adopt the Plan, as amended, pursuant to Article 66B of the Annotated Code of Maryland

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the “Commission”), under the provisions of Section 3.07 of Article 66B of the Annotated Code of Maryland may approve and recommend adoption of a plan for the municipality; and

WHEREAS, the Planning Commission previously approved Master Plans for the municipality on September 22, 1960, July 29, 1970, and June 16, 1993; and

WHEREAS, the Commission deems it necessary to approve and recommend adoption by the Mayor and Council of a Plan which has been prepared consisting of a narrative text and accompanying map; and

WHEREAS, in preparation of the Plan the Commission has made careful and comprehensive surveys and studies of present conditions and future growth of the municipality with due regard to its relation to neighboring territories; and

WHEREAS, said Plan has been prepared with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the City and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity and general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provisions for transportation, the promotion of public safety, adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, the promotion of the healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and with adequate provision of public utilities and other public requirements; and

WHEREAS, after the preparation of said Plan the Commission gave notice of the time and place of a public hearing to be held on said Plan by one publication in a newspaper of general circulation in the municipality and referred copies of said Plan to all adjoining planning jurisdictions, and to all State and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the Plan at least sixty (60) days prior to the hearing; and

WHEREAS, the Commission held a public hearing on said Plan in the Council Chambers at City Hall in Rockville, Maryland, on November 14, 2001; and

WHEREAS, on December 19, 2001, the Commission approved the Plan and certified the Plan to the Mayor and Council; and

WHEREAS, the Mayor and Council of Rockville gave notice that a public hearing would be held on the Plan by the Mayor and Council on January 22, 2002, at 7:30 p.m. or as soon thereafter as it could be heard, in the Council Chambers, Rockville City Hall, said notice having been published once a week for two successive weeks in a newspaper of general circulation in the City of Rockville; and

WHEREAS, the Mayor and Council held a public hearing at the time and place provided for in said advertisement; and

WHEREAS, the Mayor and Council held worksessions on said Plan on March 5, March 19, April 22, June 3, July 9, and October 1, 2002; and

WHEREAS, under the provisions of Section 3.08 of Article 66B of the Annotated Code of Maryland, the Mayor and Council are required to adopt the Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, that the publication entitled "Comprehensive Master Plan" dated

Ordinance No. 24-02

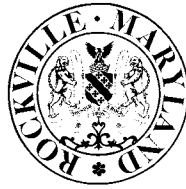
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October 28, 2002, including the Proposed Land Use Map dated October, 2002, be and the same are hereby adopted as the Plan for the City of Rockville.

* * * * *

I hereby certify that the foregoing is a true and correct copy
of an ordinance adopted by the Mayor and Council at its
meeting of November 12, 2002.


Claire F. Funkhouser, CMC, City Clerk



MASTER PLAN

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CHAPTER ONE

INTRODUCTION

STATEMENT OF PURPOSE

The City of Rockville's comprehensive master plan is based on the following fundamental vision:

Rockville will continue to be a city that emphasizes the characteristics of a small town community, offers an excellent quality of life, provides a responsive government serving its citizens, and has a distinct positive identity tied to its history.

The master plan describes the broad vision for the City's future. It is the core philosophy that directs all development activities in Rockville. It guides where and in what form development occurs in the community and frames the city's capital improvement projects. It is used to test the appropriateness of both public and private development proposals. During the life of the plan, decisions will be made on land use issues and budget priorities. These decisions will be judged by the extent to which they correspond with the master plan.

The master plan is a compilation of goals, policies, and recommendations for each of the subject areas it covers. **Goals** are conceptual, broad, and long range. **Policies** are the guides to the achievement of the goals. **Recommendations** define the specific actions needed to accomplish the overall goal as well as the policies.

The master plan has a 20-year time frame. However, the Annotated Code of Maryland mandates that the master plan be reviewed or amended every six years. This helps to ensure that the document is updated to reflect current conditions and philosophy.

BACKGROUND

Underlying Principles

The following are the planning principles that provide the foundation for the specific goals and policies that are articulated in each chapter.

Rockville will be a city that:

1. Protects the character of its neighborhoods;
2. Develops a sense of a cohesive community that overcomes physical barriers and links neighborhoods;
3. Fosters a vibrant Town Center that has a distinctive character;
4. Provides a diversity of integrated transportation options;
5. Emphasizes its parks and open spaces;
6. Respects the natural environment and historic resources, and promotes the responsible, sustainable use of natural resources for present and future populations;
7. Provides a high level of community services and facilities;
8. Maintains a safe and secure community;

9. Encourages a broad range of housing styles and prices;
10. Promotes active community involvement in planning and city government;
11. Recognizes the diverse nature and needs of the community;
12. Encourages a strong and diverse local economy;
13. Establishes a supportive environment for advanced technology, technological industries, and institutions of higher learning;
14. Recognizes its unique position as the governmental center of Montgomery County.

Legal Authority of the Plan

The preparation of a master plan is the legal responsibility of the Rockville Planning Commission under the Annotated Code of Maryland, Article 66B, Section 3.05, also known as the Planning Act. It states that "it is the function and duty of the Planning Commission to make and approve a plan which ... shall serve as a guide to public and private actions and decisions to ensure the development of public and private property in appropriate relationships." The plan must include the following elements:

1. Statement of goals, objectives, principles, policies, and standards
2. Land use plan element including urban growth areas
3. Transportation plan element
4. Community facilities plan element
5. Mineral resources plan (if appropriate)
6. Identification of areas of critical State concern (if appropriate)
7. Sensitive area element/environmental quality
8. Recommendations for implementation encouraging the following:
 - a. Streamlined review of applications for development, including permit review and subdivision review within the areas designated for growth in the plan;
 - b. The use of flexible development regulations to promote innovative and cost-saving site design and protect the environment; and
 - c. Economic development in areas designated for growth in the plan through the use of innovative techniques.

In addition to these items, the Rockville Master Plan includes the following subject areas: Residential Neighborhood Areas; Economic Development/Non-Residential Areas; the Town Center; Historic Preservation; Housing; Recreation, Parks and Open Space; and Community Appearance and Design.

The Planning Act also mandates that a community's master plan implement the following visions:

1. Development is concentrated in suitable areas;
2. Sensitive areas are protected;
3. In rural areas, growth is directed to existing population centers and resource areas are protected;
4. Stewardship of the Chesapeake Bay and the land is a universal ethic;
5. Conservation of resources, including a reduction in resource consumption, is practiced;
6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined;

7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur (added October 1, 2000), and
8. Funding mechanisms are addressed to achieve these visions.

These visions are based on the widely accepted visions prepared in the wake of the 1987 Chesapeake Bay Agreement. Maryland joined Virginia, Pennsylvania, the District of Columbia, the Chesapeake Bay Commission, and the U.S. Environmental Protection Agency in agreeing to a number of steps to clean up the Bay, including commitments to address the impact of rapid population growth and development. This landmark agreement was updated in June, 2000 with the signing of the new "Chesapeake 2000" agreement. The Chesapeake 2000 agreement will guide the Bay cleanup effort over the next decade and has the primary goal of improving water quality sufficiently to sustain the living resources of the Chesapeake Bay and to maintain that water quality into the future. This is seen as the most comprehensive and far-reaching goal in the Bay Program's history. A major commitment of the new agreement is creating a Watershed Partnership, committing all citizens of the Chesapeake Bay Watershed in a shared vision. The City of Rockville shares in this commitment through its policies and land use practices, and participation in the Middle Potomac Tributary Strategy development process.

The Planning Act instructs local governments to encourage development in designated growth areas. A basic premise of the Act is that quality of life is a fine balance between continued economic growth and preservation of landscapes, open spaces, and the unique character of each community. Maryland's "Smart Growth" philosophy is a direct outcome of the Act. Rockville is a designated "corridor city" as determined in the original *"...on Wedges and Corridors"* master plan that was developed by the Maryland-National Park and Planning Commission in 1964 and reaffirmed in the *"General Plan Refinement of the Goals and Objectives for Montgomery County"* in 1993. The challenge for Rockville will be to maintain its desired sense of small town community spirit and unique quality within the larger metropolitan Washington area.

Brief History of Rockville's Growth and Past Master Plans

In the late 1600s, land in Montgomery County began to be parceled out to a variety of individuals who gradually started farms in the area. By the mid 1700s, a small hamlet near the Town Center was evolving into a thriving crossroads community between Frederick and Georgetown. The Hungerford Resolves passed in 1774 at Hungerford Tavern supported the protest against England's tea tax that led to the Boston Tea Party. After Montgomery County was created in 1776, Rockville was chosen as the county seat (although at that time, the settlement was called either Hungerford's or Montgomery Court House depending upon the historical source).



The core of the community was situated on the 200 acres owned by William Prather Williams. In 1784, he subdivided approximately 45 acres into lots and formally named the area Williamsburgh. The 1798 tax assessment indicated that 29 lots were improved (15 with houses), 38 lots were held by the Williams family, and 20 were sold with no improvements.

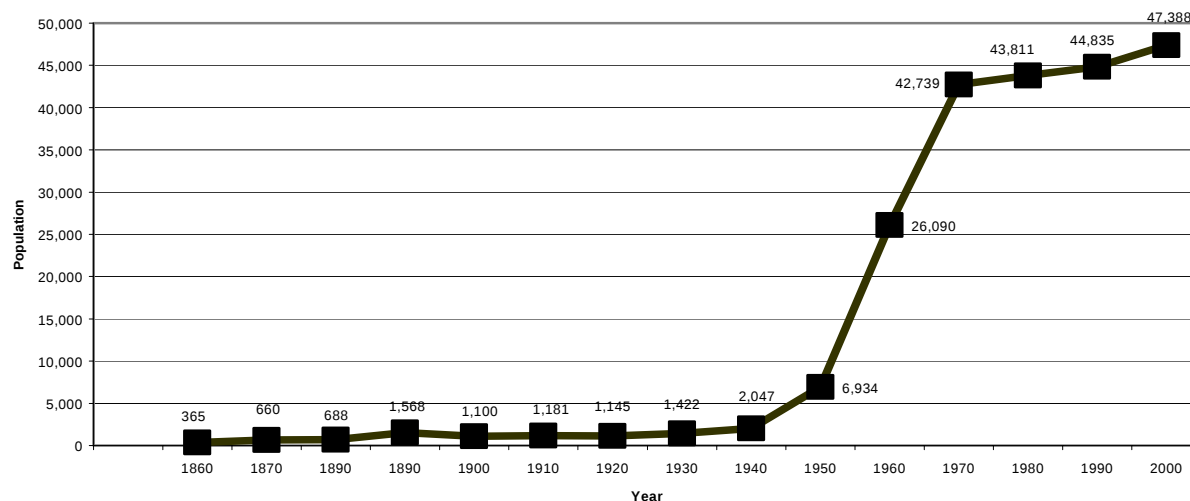
In 1801, the town was officially chartered by the State of Maryland. Its name was changed to Rockville in 1803 because of its proximity to Rock Creek. Also in 1803, the town was re-surveyed and enlarged. This “Plan of Rockville” established the heart of the city as it is known today – a 15-block grid of lots separated by two major north-south streets (Adams and Washington), one major east-west street (Jefferson), and three east-west lanes (Wood, Middle and Commercial).

In 1860, Rockville was incorporated as a city by an act of the Maryland General Assembly, enabling the citizens to collect and disburse funds for improvement of the common good, regulate growth, legislate to maintain order, and provide the town certain rights and privileges in its dealings with the State and County. It also added 73 acres to the city for a total of 133 acres with a total population of 365.

Another dramatic change occurred when the Metropolitan Branch of the Baltimore and Ohio Railroad reached Rockville in 1873. This opened a direct transportation link to the greater metropolitan areas of Washington and Baltimore and stimulated the growth of the city. During the two decades following the arrival of the railroad, Rockville annexed approximately 88 acres. Land speculation boomed almost exclusively for housing developments, such as the West End Park. At the same time, African-American communities were developing just outside of the city limits both in formally platted subdivisions, such as Lincoln Park, and informally in small groupings of houses. Clustered around the County courthouse, the downtown continued to develop towards the north and east in the direction of the railroad. The community was considered attractive, healthful, and provided a pleasant escape from the Washington, D.C. summer heat.

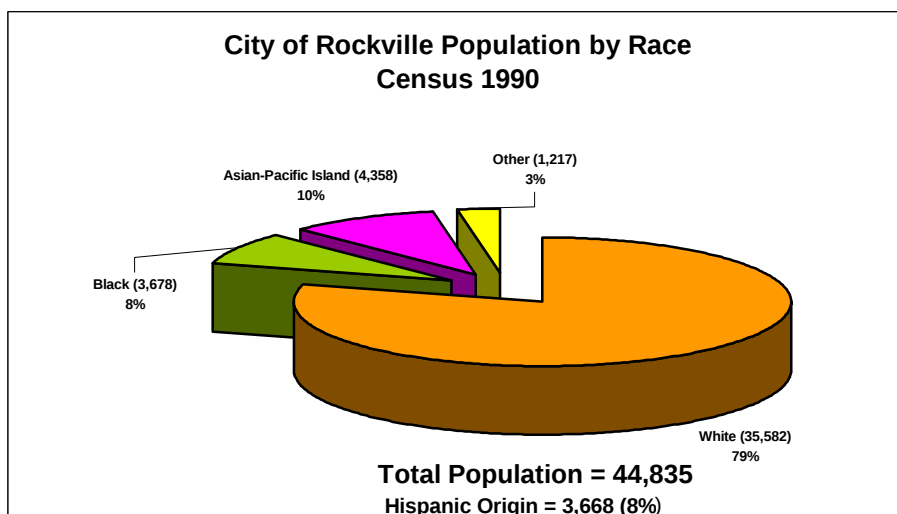
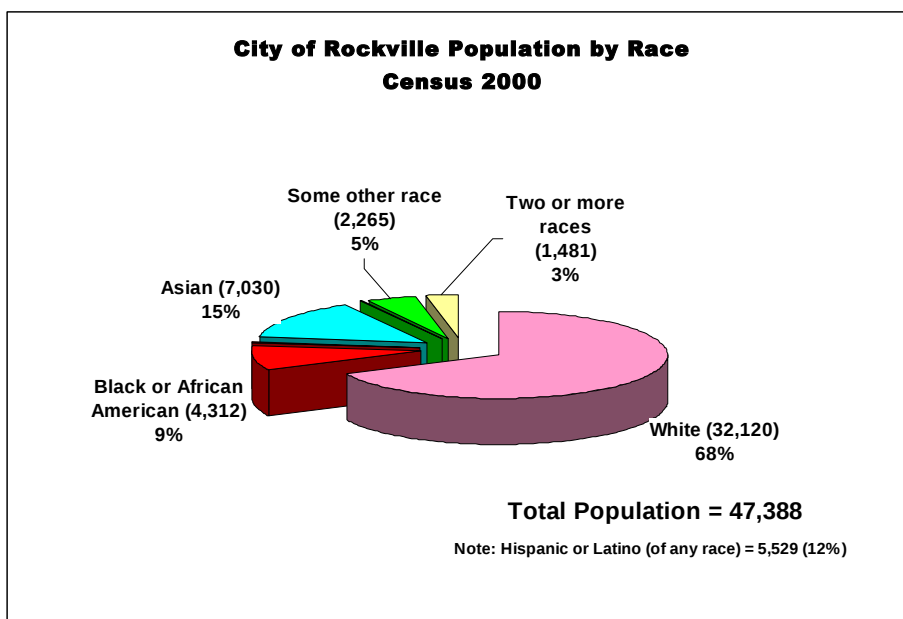
Dramatic growth did not occur again until the late 1940s, when Twinbrook and Lincoln Park were annexed into Rockville. With these and other annexations, the land area of the city increased to a total of 2,752 acres in 1950. The population increased from 1,422 in 1930 to 6,934 in 1950. Population increased even more dramatically to 26,000 in 1960 and to 42,825 in 1970. However, the population only increased to 43,811 in 1980 and to 44,835 in 1990. In 2000, the population for the City rose to 47,388. The King Farm development is not

City of Rockville
Population Growth - 1860-2000



completed, and the Falls Grove Development is just beginning construction. Racial and ethnic diversity continues to increase as demonstrated by the following graphics.



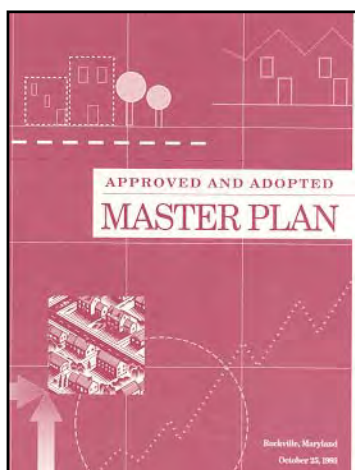


The Rockville Planning Commission adopted its first master plan in 1960 after several years of study and consideration. This plan was the second in the state after Baltimore. The plan established 10.9% of the City's total area as a goal for industrial use (from approximately 4.8% of the previous land area devoted to industrial) and outlined where the growth should occur. It also recommended "that the scattered commercial areas be consolidated where possible and that boundaries to eliminate commercial sprawl be established." The plan recommended that the Central Business District serve three major functions: 1) a commercial retail center; 2) a governmental center; and 3) a professional and business office center. The "protected residential neighborhood" concept was developed to insulate neighborhoods from "foreign" traffic. The plan was effective, and growth was orderly and generally similar to current residential and commercial patterns. Public services kept pace with development (after a previous water shortage), and older parts of the city were improved through a variety of urban renewal programs. The growth that took place was closely aligned with the community's stated goals.

In 1964, The Maryland-National Capital Park and Planning Commission adopted “...on Wedges and Corridors – A General Plan for the Maryland-Washington Regional District in Montgomery and Prince George’s Counties.” This plan organized development into a number of corridors that originated from an urban ring around Washington, D.C. The corridors were conceived to be areas of dense development located along a major transportation route. The corridors were to be separated by wedges. These areas were to remain in parkland, agriculture, and low density/rural housing. Thus, the majority of the population would live in the corridors where it would be easier to provide public facilities rather than be dispersed throughout the county. The wedges would provide open space, wildlife habitat and parkland for the entire population’s enjoyment. The City of Rockville was designated as a corridor city.

The 1970 City of Rockville Master Plan was built on the foundation that had been established by the 1960 Plan. The 1970 Plan recognized the importance of the ...on Wedges and Corridors plan, reinforced existing development patterns, and introduced a few new proposed changes to the existing zoning. This plan suggested expanding the restricted industrial park areas near I-270 similar to their current configuration and in keeping with the ...on Wedges and Corridors plan. The plan also stressed the importance of the “Central Business District” [Town Center] to the City and City’s desire to increase retail use within the district so that it could compete within the region. This plan also discussed current and future recreational and open space needs. The concept of sharing school facilities was proposed as was the development of a stream valley park system and a bike-walkway system. However, the plan stated that “Rockville is principally a residential community.”

In 1981, 74 technical corrections were made to the Land Use Plan Map. In 1982, an amendment to the master plan was added to address historic preservation. Also in 1982, a policy statement was added to guide the preparation of neighborhood plans. Between 1982 and 1990, seven neighborhood plans were prepared and adopted as amendments to the master plan. These were for the Croydon Park Neighborhood (Planning Area 2) in 1986; the Hungerford, Stoneridge, and New Mark Commons Neighborhood (Planning Area 3) in 1985; the West End, Woodley Gardens Neighborhood (Planning Area 4) in 1989; the Lincoln Park Neighborhood (Planning Area 6) in 1984; the Twinbrook Neighborhood (Planning area 8) in 1982; the Rockville Pike Neighborhood (Planning Area 9) in 1989; and the Westmont, Tower Oaks Neighborhood (Planning Area 12) in 1985. A separate plan for the Town Center was also completed in 1979.



The 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* reaffirms the wedges and corridors plan and “further defines the components of the Wedges and Corridors concept that have evolved during the past two decades.” (p. 3) Further, the *Refinement* states that “the ‘Urban Ring’ around that center [Washington] and the radial ‘Corridors’ leading from it are as important today as they were in 1964. The Urban Ring and I-270 Corridor offer the best pattern for transit serviceability and provide the area in which major compact centers can flourish.”

Also in 1993, the City of Rockville approved and adopted a new master plan. This master plan was very detailed and had a different format and content organization than previous plans. However, it generally continued the past land use philosophies of the 1960 and

the 1970 plans. The 1993 plan redefined the urban growth boundary, called for comprehensive development planning for large areas of vacant land that were to be annexed into the city, and included new chapters on Environmental Quality/Sensitive Areas, Community Appearance and Design, Historic Preservation, Residential Neighborhoods, and Non-Residential Neighborhoods. The plan recognized that “future development within the existing corporate limits of Rockville will be of two types – redevelopment and infill.”



A Case Study in Community-Based Innovation

In late 1996, the City initiated a visioning process called “Imagine Rockville: Shaping the Future.” Six visioning sessions were held and were attended by 150 people.

In December 1996 a steering committee which was appointed by the Mayor and Council selected 70 participants to review and evaluate the ideas from the community forums and to develop a series of vision points. This was accomplished in January 1997. A community vision fair was held to receive community input and to adjust the vision points which were then presented to the community in April. Citizen action teams that corresponded to the seven visions also were set up to develop ways to implement the goals. The seven visions centered on “Diversity and Cultural Arts, Environment, Economic Development, Neighborhoods, Technology, and Transportation.

This revision of the master plan has attempted to involve citizens to identify strategic issues, challenges, and problems facing the city in addition to developing a vision for Rockville’s future. In November 1999, a general meeting was held to review the goals of the 1993 plan and to initiate policies from new ideas. In March 2000, the Mayor and Council and the Planning Commission held a workshop to discuss critical issues confronting the City. In late spring, three separate citizen focus groups/workshops were held to discuss chapter topics and to generate citizen input on the topics. A citizens’ fair/open house was held in June 2000 for citizen input on the draft goals and policies developed by the Planning Commission after receiving the comments from the focus groups.

In general, this plan reaffirms the City’s commitment to the integrity of neighborhoods, a variety of housing options, the Town Center, the environment, open space, parks, a superior recreation system, and a multi-modal transportation system.

CHAPTER TWO

LAND USE

GOAL: *Retain a mix of land uses that will meet housing needs, protect the quality of life for residents, and enhance Rockville's tax base based upon Smart Growth principles and regional cooperation.*

POLICIES

1. New development should positively impact the quality of life for existing residents, and contribute to making Rockville a unique and special place to live and to raise a family.
2. In accordance with Smart Growth principles, new growth in should be concentrated in Town Center to reinforce the need for Town Center to serve as heart of the community.
3. Continue to protect residential areas adjoining growth areas by providing buffer and transition areas.
4. Promote private and public development of the Town Center (part of a separate Town Center Master Plan).
5. Ensure new growth does not occur without adequate public facilities, especially schools.
6. Ensure a mix of housing types and price ranges to meet diverse needs of different sectors of the City's population, with an emphasis on the importance of owner-occupied housing.
7. Foster greater cooperation/coordination between the City and the State, the County Board of Education, and the County's planning and construction efforts.
8. Economic development efforts should focus on attracting and fostering high-tech and related businesses to locate and prosper in Rockville.
9. Citizen involvement and residents' interests should be given priority in the development process.
10. Encourage residential land use within the City so that the "Jobs to Houses" ratio is reduced.

INTRODUCTION

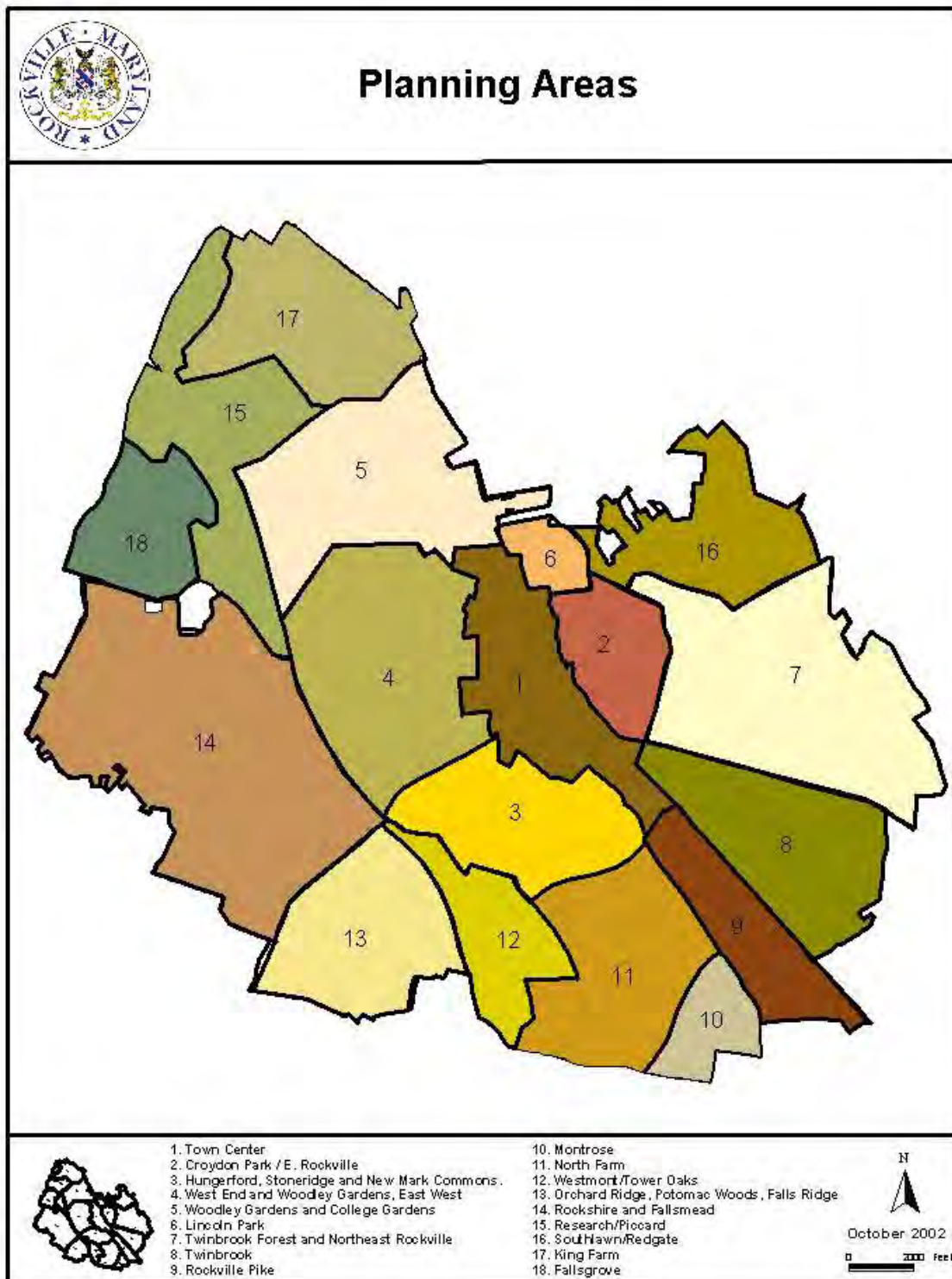
This chapter describes the general land use categories within the boundaries of Rockville and makes recommendations for future use.

Rockville's current total land area is 13 square miles. Of that, approximately 74% is zoned residential and includes almost 950 acres of open space. Rockville's earliest municipal identity was related to its function as the governmental center of Montgomery County, and the County's governmental presence is still very apparent in the Town Center. However, Rockville is also a commercial hub for the metropolitan area, especially along Rockville Pike.

Modern land use patterns within the City were established in the 1960s as Rockville developed as a corridor city as envisioned in the 1964 "...on Wedges and Corridors" Plan for the region. The city's location along major transportation corridors such as Route 355 (Rockville

Pike/Hungerford Drive/Frederick Road), the Metro line, and I-270 contributes to the current land use pattern. Rockville has become a major employment and retail center in the metropolitan area. This has affected traffic patterns, business location decisions, and housing growth.

Of major importance to the City's growth potential is that there is very little vacant land left in Rockville, and there is little vacant land immediately adjacent to the city limits for annexation. The three large pieces of undeveloped land (in terms of buildings) are the golf courses (two private and one public), none of which currently have development plans. Consequently, it is anticipated that future development within the existing corporate limits of Rockville will be of two types: redevelopment of existing sites and infill on the few remaining vacant lots.



EXISTING ZONING SUMMARY
(Excludes Rights of Way)

Zone	Acres	Percentage	Zone	Acres	Percentage
Retail			Residential		
C-1	3	0%	R-150	328	5%
C-2	76	1%	R-20	101	1%
C-3	8	0%	R-30	93	1%
			R-40	12	0%
Industrial			R-60	1,479	20%
I-1	251	3%	R-75	180	2%
I-2	68	1%	R-90	1,629	23%
			R-E	721	10%
Office			R-H	12	0%
I-3	490	7%	RPR	21	0%
I-4	31	0%	R-S*	779	11%
O-1	28	0%			
O-2	11	0%			
			SUMMARY		
Mixed Use			Retail	86	1%
O-3	630	9%	Industrial	319	4%
RPC	197	3%	Office	560	8%
TC0-1	13	0%	Mixed Use	917	13%
TC0-2	22	0%	Residential	5,355	74%
TCM-1	27	0%	TOTAL	7,238	100%
TCM-2	28	0%			

*Note: 254 acres of R-S zone is mixed use (Falls Grove).

Residential zones constitute 74% of the land area within Rockville although the total amount of residential uses in the City is larger due to residential portions of the mixed use areas. The mixed use category now constitutes 13% of the land area in the City. Depending upon the project, this category can include office, retail, and residential uses. The major mixed use areas in Rockville are the Town Center and the Tower Oaks, King Farm and Falls Grove developments.

The 1970 Master Plan divided the City into 15 planning areas. Typically, these areas contain similar uses; however, the actual zoning requirements may be varied by subdivision in residential areas. These planning areas are:

Planning Area 1:	Town Center (2001)
Planning Area 2:	Croydon Park (1982)
Planning Area 3:	Hungerford, Stoneridge, and New Mark Commons (1985)
Planning Area 4:	West End/Woodley Gardens (1989)
Planning Area 5:	Woodley Gardens and College Gardens
Planning Area 6:	Lincoln Park (1984)
Planning Area 7:	Twinbrook Forest and Northeast Rockville
Planning Area 8:	Twinbrook (1982)

Planning Area 9:	Rockville Pike (1989)
Planning Area 10:	Montrose
Planning Area 11:	North Farm
Planning Area 12:	Westmont/Tower Oaks (1985)
Planning Area 13:	Orchard Ridge, Potomac Woods, Falls Ridge
Planning Area 14:	Rockshire and Fallsmead
Planning Area 15:	Research/Piccard Area
Planning Area 16:	Southlawn/Redgate

The areas in bold type are predominantly non-residential, although Westmont/Tower Oaks is a mixed-use development that includes townhouses, and there are multi-family complexes along with retail and office within the Town Center and along Rockville Pike. Areas that have an individual neighborhood master plan have the year of publication in parenthesis. Not all of the planning areas have individual master plans. The Residential Neighborhood Chapter and the Economic Development -- Non-Residential Neighborhood Chapter will discuss each of the planning areas.

In addition, two new residential planning areas are proposed. These are:

Planning Area 17: King Farm

Planning Area 18: Fallsgrove

King Farm and Fallsgrove are large areas that have been annexed by Rockville and received approval as mixed-use developments (although the zoning calculations in the above table have been calculated according to the underlying zone and not included in the mixed use category with the exception of the O-3 zone). The office areas of the two neighborhoods are included in Planning Area 15.

Traditionally, land use is associated with zoning. The majority (80%) of land within Rockville is zoned single-family residential, but multi-family residential is also allowed within the city. Lot size and building setback requirements from property lines may vary depending upon the particular residential zone but are consistent within that zone. Some non-residential uses may also be permitted in residential zones after going through a special exception review process. The protection of the integrity of its single-family residential neighborhoods has been a consistent goal of this and previous Master Plans.

A variety of zones also delineate the non-residential uses within the City. Office, commercial, and industrial are the general categories; however, these are further subdivided into particular zones by intensity and type of use. There are also special zones such as the Town Center zones, the Rockville Pike Commercial (RPC) Zone, and the Rockville Pike Residential (RPR) Zone. These are areas that the City wanted to foster particular uses to enhance the character of the zone.

SPECIFIC LAND USE PATTERNS

Residential

As stated before, 74% of the land area within the City is zoned residential. The majority of the land that is zoned residential is either zoned R-60 (6,000 sq. ft. per lot) or R-90 (9,000 sq. ft. per lot). The majority of the land that is zoned R-90 is located west of Route 355. The

majority of the land that is located east of Route 355 and devoted to housing is zoned R-60 as are the West End Park and Hungerford neighborhoods which are located in the center of Rockville.

There is very little housing in the Suburban Residential (R-S) category. The density for this zone is 20,000 sq. ft. per lot (nearly a one-half acre). The majority of the land zoned R-S is actually being used as City-owned parkland (including Redgate Golf Course) or institutional uses (Chestnut Lodge and Montgomery College). The Thomas Farm property (now Falls Grove development) is zoned R-S but is being developed under the Comprehensive Planned Development category.



Virtually no housing has been built in the Residential Estate zone (R-E) which mandates one acre per lot. Only Lakewood Country Club and Woodmont Country Club are zoned R-E with the exception of five lots that were annexed across from Lakewood Country Club and the three lots located within the City on Hectic Hill Lane.

The Rose Hill, King Farm, and Falls Grove developments were developed either as Planned Residential Unit developments (PRUs) or Comprehensive Planned Developments (CPDs). These are considered special development procedures (as are cluster developments and Residential Townhouse (RTH) Developments). Depending upon parcel size and the intent of the master plan, the developments may include mixed uses (different residential types of housing, offices, and/or retail uses) as well as open space. Both Falls Grove and King Farm are being developed under the neotraditional and “New Urbanism” philosophies that entail a variety of dense housing styles located on what is considered to be a traditional grid street network that has sidewalks and street trees and encompasses offices, retail, and public transportation – all within walking distance.

Commercial Land Use

Major commercial and retail uses are primarily located along Rockville Pike and in the Town Center. Additional retail uses are located in smaller centers interspersed in the residential neighborhoods. These uses constitute approximately 4% of the land within the City.

Rockville Pike

Rockville’s most important retail area is the Rockville Pike corridor which extends south along Route 355 from the intersection of Viers Mill Road to the City limits. The City’s boundary lies just south of the intersection of Twinbrook Parkway, but north of Federal Plaza (which is outside of the City limits). Rockville Pike draws consumers from a large portion of Montgomery

County and throughout the metropolitan area. Although there is no regional mall located in the City's portion of the Pike, there are over 1.0 million square feet of space that provides a wide array of retail goods and services.

Rockville Pike retains much of its early character as a suburban commercial strip with convenience stores, restaurants, and personal service establishments in local shopping areas



Ritchie Center, Talbott Center, and centers along Rollins Avenue. The architecture along Rockville Pike is varied and often associated with a store's or restaurant's corporate image. Major shopping centers such as Congressional and Wintergreen Plazas contribute to the retail character of the Rockville Pike corridor and provide shoppers with a selection and range of goods that is equivalent to a large regional mall. However, because of concerns over increased traffic, safety, and aesthetic reasons, the Mayor and Council recently adopted an amendment to limit the size of

individual stores (generally known as "big boxes") to less than 65,000 sq. ft. within the entire City.

In 1989, the majority of Rockville Pike was rezoned under a new zoning classification – Rockville Pike Commercial (RPC)-to promote mixed use development. The RPC zone permits office, retail, and residential uses and promotes high-quality commercial development with the preservation of retail uses under an optional method of development. The optional method of development permits development in excess of the 0.35 Floor Area Ratio (FAR - the lot size times FAR equals amount of development that is permitted) limit if the development conforms to more stringent standards.

Although the majority of uses along Rockville Pike are associated with retail, there are over 400 units of apartments located directly on the Pike. In addition, there are approximately 800 units of housing located on Congressional Lane and Rollins Avenue, which are immediately adjacent to the Pike.

The Pike also emerged as an office market in the mid-1980s, with the construction of four major office buildings. The office building at 1801 Rockville Pike houses three biotech firms which collectively have almost 500 employees.

A balance in the mix of retail, residential and office uses in the Rockville Pike corridor and at the Twinbrook Metro station is the preferred land use pattern. The Rockville Pike Neighborhood Plan should be reviewed and revised, along with the Zoning Ordinance, to ensure that the corridor is transitioning toward this balance and away from the predominance of retail uses.

Town Center

Retail uses within the Town Center are at a much smaller scale than those located on the Rockville Pike. The retail stores provide service and convenience goods to the adjacent

housing within the Town Center, the West End/Woodley Gardens neighborhoods and to residents of Lincoln Park and Croydon Park. The retail uses also provide support for the government and office functions throughout the area. There are several grocery stores, small specialty stores, service businesses, a movie theater complex, and small restaurants located within walking distance of each other. The zoning in the Town Center encourages support retail uses in several of the zones to complement the office and residential uses.

The Town Center is the subject of a separate master plan to develop a strategic plan to attract more retail and housing to the area as well as to determine how much office use is necessary to support the wanted retail. The current boundary includes North Stonestreet Avenue, although the street is separated from the Town Center by the Metro tracks. Another issue is Hungerford Drive/Frederick Road. Visually, this portion of Route 355 is very similar to Rockville Pike and has the same highway route designation. Because its width is formidable to cross, Route 355 tends to function as the eastern boundary of the Town Center when in fact it is within the Town Center boundaries. The recommendations of the Town Center Master Plan for North Stonestreet Avenue should be further evaluated through updates to the Lincoln Park and Croydon Park Neighborhood Plans.



Neighborhood Centers

Several neighborhood centers are scattered throughout the residential areas of the City. For the most part, these centers provide convenience goods and services to nearby residents. Anchors for these centers tend to be convenience stores, video rental stores, dry cleaning establishments, and small restaurants. These centers are intended to remain small and oriented to the adjacent neighborhood, in order to help eliminate some of the traffic along Route 355 without adding to the traffic within the neighborhood.

Industrial Use

There are four industrial zoning designations in the city. These are the I-1, I-2, I-3, and I-4 Zones.

Zones I-1 and I-2 are considered service industrial. Service industrial uses constitute approximately 2% of the city's land base, and there are currently over two million square feet of service industrial space within Rockville. Most of this space is concentrated in low-rise warehouse buildings. In the I-1 Zone, property is utilized primarily by industries such as graphics and printing firms, communications services, sheet metal companies, automotive repair, and electronic, carpentry and plumbing services. Other I-1 uses may include manufacturing, warehousing, and wholesaling facilities. The I-2 Zone is similar to the I-1 zone, but allows a broader range of uses for light manufacturing, warehousing, and wholesaling.

facilities. With the exception of the Pepco site on West Gude Drive and three other parcels along Research Drive, most of the I-1 and I-2 parcels are located east of the Metro Line along East Gude Drive, Loftstrand Lane, Southlawn Lane, North Stonestreet Avenue, and Lewis Avenue. Most of these sites appear to have very little room for expansion.

The service sector is expected to remain strong in the City because the services that are located in this zone provide essential support to the businesses and residents in the City such as printing, graphics, storage, and automobile repair. Consequently, there is a desire to preserve the existing acreage for service and industrial uses because much of the previously industrially zoned land has been rezoned to other uses throughout the County. However, a problem with the I-1 and I-2 Zones is that some of the sites were developed at a time when site development standards did not limit building and pavement coverage, or require parking standards, buffers, or landscaping. Some of the sites do not have adequate off-street parking. This is not as much of a problem for the sites surrounded by similar uses. However, there are residential houses directly across the street from the I-1 Zone that is located on the west side of North Stonestreet Avenue and the west side of Lewis Avenue. If the buildings and/or properties are not maintained, the condition of these industrial sites can adversely affect the adjacent residential neighborhood.

The purpose of the I-3 Zone is to provide an open attractive environment for certain office uses and low intensity industrial activities. Development is limited to those industrial activities which can be operated in a clean and quiet manner and which will be least objectionable to adjoining residential zones. The majority of the I-3 uses are located just off of I-270 along Piccard Drive and Research Boulevard. The sites resemble a low density, landscaped office park; and in fact, most of the buildings house offices.

The purpose of the I-4 Zone is similar to the I-3 Zone with recreational facilities added to the list of permitted uses. The I-4 Zone is rather small and located on Taft Court. The area is developed with mostly four-five story buildings and a few low-rise buildings. Only one lot is vacant.

Portions of the land abutting East Gude Drive are actually located within Montgomery County, and in the past, individual property owners have applied for annexation to the City of Rockville. Because of concerns about the zoning reclassification that generally happened with annexation, the County and the City conducted a joint study of the Gude Drive-Southlawn Lane Industrial area in order to establish an annexation policy. In 1999, the Montgomery County Council adopted a resolution concerning the annexation of land by the City of Rockville in the East Gude Drive area.

Past annexations to Rockville changed the County's I-2 Zone to the City's I-1 Zone. The County's I-2 Zone allows more heavy industrial uses than does the City's I-1 Zone. State law requires County Council concurrence to place a property in a zone different from the County's zone. Since there is a shortage of industrial I-2 within the County, the retention of this type of zoning is considered important for the County. Consequently, it was determined that annexations from the County's I-2 Zone to the City's I-1 Zone for properties located east of Gude Drive not be considered consistent with the County's zoning because the City does not have an industrial zone similar to the County's



industrial zone. However, uses located along the west side of Gude Drive within the County are generally consistent with the City's I-1 Zone. Consequently, annexations to the City of Rockville will be allowed in that area if the application meets the County's overall annexation requirement.



An emerging industry with Montgomery County is the biotechnology (biotech) industry. "Biotechnology is the commercial application of living organisms or their products through deliberate manipulation of their DNA molecules." (p. 11/*Technical Report: Biotechnology Industry in Montgomery County* by M-NCPPC) Experts have predicted that the biotechnology field would be bigger than the electronics industry and "...bigger and more lasting than the impact even of the internet." (p. 16)

Currently, the San Francisco area has the largest number of biotech firms. Montgomery County and the Boston, Massachusetts area are "about tied" for the second largest number of biotech firms. Interestingly, within Montgomery County, the majority of the emerging biotechnology businesses are clustered in Rockville, in the adjacent Shady Grove Life Sciences Center, or in the Twinbrook area. Most of the area biotech firms have formal relationships with the National Institute of Health (NIH), the National Cancer Institute, the Food and Drug Administration, and the Center for Disease Control. In addition, apparently, employees of biotech industries tend to collaborate with other firms as needed for particular projects. Johns Hopkins University and University of Maryland are located just outside of the City also help to contribute to the scientific community in the area.

Generally, depending upon the type of research, biotech firms are housed in either office, industrial, or "flex" buildings. If the firm uses computers as their primary research method, office buildings are generally suitable. However, many firms still utilize the traditional "wet" lab where evaluations for activity, toxicity, and absorption can take years." (p. 30) Furthermore, if lab animals are used, additional environmental considerations are necessary within the building. Consequently, warehouse or "flex" buildings are the most useful. These buildings have high ceilings (necessary for duct work), floors that can handle heavy weight, large doors, and loading docks.

Currently, there appears to be a shortage of wet lab space within the county. Since the development of possible new drugs is slow and risky, developers tend not to develop speculative wet lab space which can cost from \$100-150 per square foot. Since most biotech firms like to lease space rather than finance the construction of an individual building, the shortage is understandable. However, if the biotech industry is as high of a growth industry as predicted, it may be worthwhile to pursue options to allow more wet lab space.

Many biotech industries begin in incubator-type spaces. However, as the firms grow, space expansion or relocation space also becomes an issue. This could affect local traffic and the need for additional parking. Within Montgomery County, the M-NCPPC is projecting that the biotech industry will grow from 15,000 jobs in 2000 to at least 100,000 jobs in 2020. Currently, there is transportation capacity to serve new buildings (in approved subdivisions) housing about 139,000 added jobs (of all types) in the County. (p. 24) However, it is not clear whether this county-wide space is zoned for industrial use. Within the city, "research laboratories" are

allowed in all of the industrial zones and in the O-3 Zone. However, the city Zoning Ordinance only defines dental and medical laboratories, not research laboratory. It is recommended that the Zoning Ordinance be updated to confirm that research laboratories associated with the biotech industry are allowed in the industrial and O-3 Zones.

Office Land Use

Office space is located throughout the city. The greatest building height allowable for office buildings is in the TCM-2 (Town Center Mixed Use) Zone. This is to encourage mixed-use developments containing office, commercial and multifamily residential uses in an area adjacent to the Metro line. Located between North Washington Street and Hungerford Drive, the TCM-1 Zone allows building height to be within 75' and 100' (depending upon the application meeting certain requirements). This is another area where in the past the city has encouraged mixed use development but at a slightly less intensive rate due to the location of the residential neighborhoods to the west. Traditionally, Montgomery County has occupied many of the office buildings within the Town Center as well as associated court buildings. Legal offices have also occupied the office space, some of which are in converted historic residential buildings located adjacent to the Town Center.



Office use is also encouraged along the Rockville Pike although the allowable building height is less than the TCM-2 Zone. The other major areas for office use are in the well landscaped office parks that are located near I-270. The areas are primarily located between Shady Grove Road and West Gude Drive along Research Boulevard and Piccard Drive. As mentioned before, these office parks also allow low intensity industrial uses. The standards and restrictions of the I-3 Zone are designed to provide a green landscape compatible with surrounding or abutting residential zones. Development is limited to a low concentration of buildings and uses are restricted to those activities that can be operated in a clean and quiet manner.

There has been a trend toward redevelopment of some of the office park parcels that were developed well below the current maximum allowable Floor Area Ratio (FAR) for the zone (0.5 FAR).* The I-3 Zone contains an optional method of development which allows a greater mix of uses and increased density in proximity to planned or programmed transit stations in order to encourage use of those facilities. Approval of the optional method should be considered only after careful consideration in view of the principles of this Plan and analysis of the impacts on surrounding developments. As these areas are in the I-270 development corridor, a critical issue will be to maintain as much green area as possible while accommodating growth in areas that can be served by the existing highway system as well as to encourage multi-modal means of transportation. The large setbacks required in the I-3 Zone make transit service difficult. This plan recommends consideration of a text amendment to reduce setbacks in the I-3 Zone.

[* FAR is the ratio of the gross floor area of all buildings on a lot to the net lot area. For an example, at a FAR of 1.0, a one-story building would cover the entire site; a two-story building would cover half the site, and a four-story building would cover one-quarter of the site. Of course, required parking would also have to be included on the site.]

Comprehensive Planned Developments

Modern zoning regulations tended to isolate different areas from each other according to use. For instance, residential areas traditionally are separated from commercial areas. However, a recent trend is to allow and encourage large areas to be developed as Comprehensive Planned Developments (CPD). This is an attempt to integrate a variety of low intensity industrial, commercial, and/or residential uses within a large parcel in an integrated and planned fashion. The standards, restrictions, and special development procedures are designed to:

1. Create extensive open spaces and protect surrounding or abutting residential zones;
2. Permit flexibility in building siting and design; to implement development of comprehensive planned developments where recommended by the Master Plan or where Master Planned for restricted industrial development.
3. Permit staging of comprehensive planned developments consistent with adequacy of public facilities; and
4. Take advantage of the unique opportunities afforded for large tracts of land under single control;

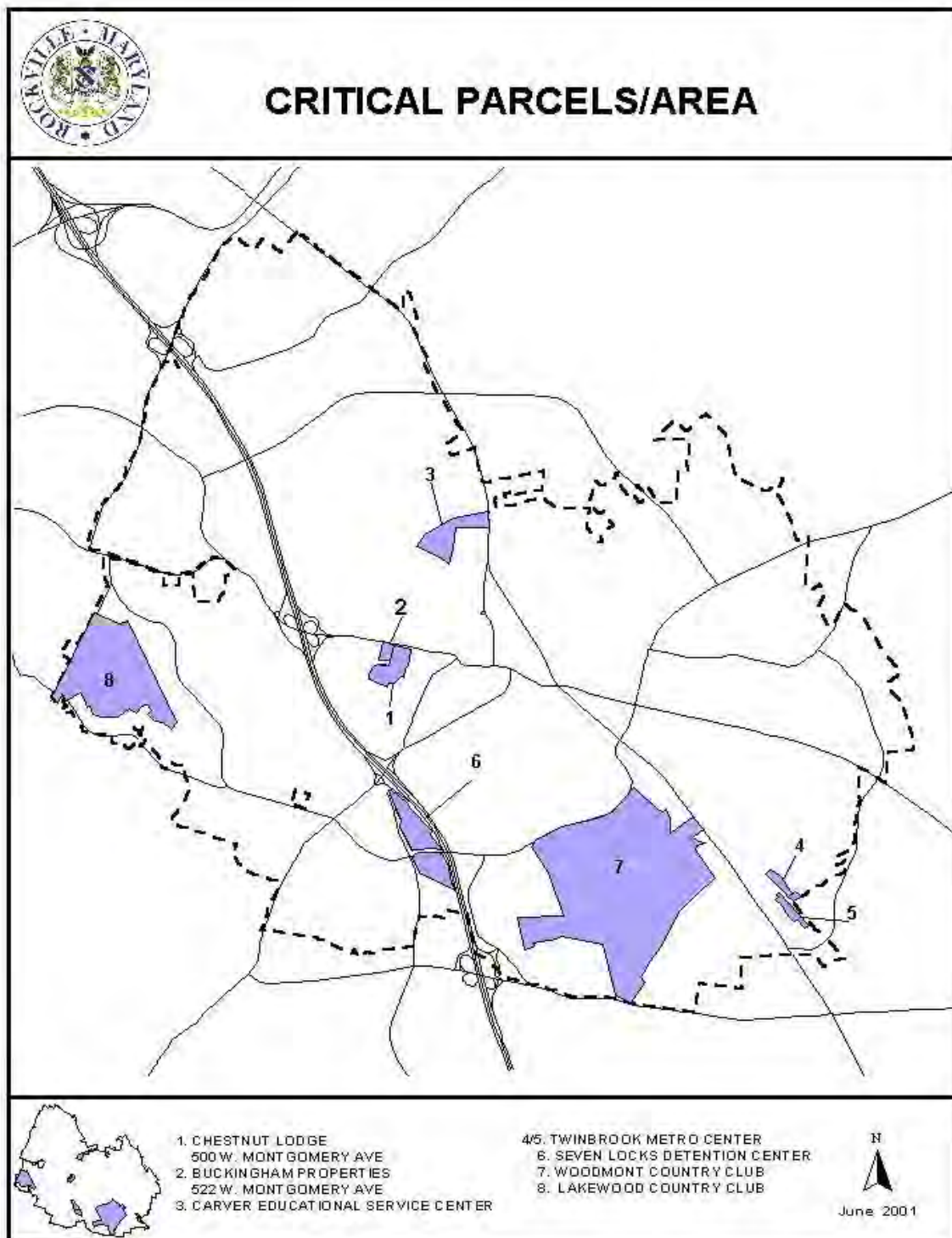
A Comprehensive Planned Development is only allowed in an O-3 Zone or where recommended by the Master Plan, and the site has to be a minimum of 40 acres unless the use of the comprehensive planned development is recommended for the property in the Master Plan. Tower Oaks was the first Comprehensive Planned Development within the city and has areas set aside for multi-family, office buildings, and a restaurant. The 1993 Master Plan recommended that the Thomas Farm (Falls Grove), Irvington Farm (King Farm), and Fortune Parc (which is located in Montgomery County and has not been annexed to the city) be required to be developed as comprehensive planned developments. In fact, Thomas Farm (Falls Grove) and King Farm were designed and received Concept Plan approvals as Comprehensive Planned Developments.

CRITICAL ISSUES

Jobs to Houses Ratio

The jobs to houses ratio (J/H) is the description of how many jobs are available to those who live in a specific area. It is desirable to have a balance between the two. However, it would be very difficult for the City to have a one to one balance between jobs and houses. Having a number of businesses within a municipality helps to divide the tax burden between the residential taxpayer and the business community. If ample local jobs are available, more people have the opportunity to work within the community, thereby shortening their commuting time. This would not only help to alleviate traffic congestion but would increase the amount of leisure time for the worker. Obviously, affordable housing, safe neighborhoods, and pleasant surroundings are also necessary to make a community a desirable place to live.

Currently, with Rockville city limits, the jobs to housing ratio is 3.3 to 1. This suggests that there may be a need for more housing in the City particularly in the Town Center close to many jobs. While 80% of the city's land is zoned residential, much of the housing is already built with King Farm and Falls Grove being the major exceptions. Currently, just over 50% of Rockville's General Fund revenue comes from property taxes. Of that, residential property tax



Infill

Development can occur in a variety of ways. Because there are so few large properties that are undeveloped within the City, most development will be either redevelopment of an existing site, expansion of existing buildings to accommodate increased use, or development of vacant properties that are within either existing commercial, industrial, or residential subdivisions. It is generally desirable that the quality of the infill development be compatible in use, architecture, and scale to the surrounding structures. This is especially true in residential neighborhoods.

Critical Parcel/Area Analysis

The land use and zoning pattern in Rockville is well established and is generally appropriate for the future. This section addresses only sites where an alternate land use or zoning category would provide greater compatibility with the surrounding neighborhood or where there are other land use or zoning alternatives to achieve either smart growth initiatives or environmental protection. To that end, some properties are recommended for development as either Comprehensive Planned Development (CPD) or as a Planned Residential Unit (PRU). As previously noted, CPDs allow large areas to be developed as a single development containing a mix of uses and housing types and open space. PRUs allow for a mix of residential unit types and common open space areas, while providing for flexibility in site design through a waiver of normal zoning development standards.

In general, only sites above five acres are included in this analysis. If sites with development potential are not mentioned, the zoning and land use recommendations on those sites are not recommended for change with the exception of a few small sites that are discussed separately under potential zoning changes or text amendments.

The following Town Center sites are included in the Town Center Master Plan: the Rockville Metro Station site, North Stonestreet Avenue, and the Board of Education properties along North Stonestreet Avenue. The Critical Parcel/Areas Map shows the sites discussed in this chapter. Although not discussed in each individual critical parcel description, it should be understood that each development will follow the *Environmental Guidelines*, stormwater management requirements, *Street Tree Master Plan* recommendations, and Historic District regulations as applicable. It should also be noted that the City strongly encourages community input in the development process.

Critical Parcel/Area #1

Chestnut Lodge, 500 West Montgomery Avenue

Chestnut Lodge has a long history as a private psychiatric hospital. The main building was constructed in 1889 as the Woodlawn Hotel. In 1906, Ernest Bullard purchased the property, changed its name to Chestnut Lodge, and operated the facility as a private sanitarium, which became a nationally known psychiatric hospital. More recently, Community Psychiatric Clinic, Inc. (CPC) operated the facility until bankruptcy.

Two southern portions of the property were sold and subdivided for single family housing for the Rose Hill and Rose Hill Falls subdivisions. However, the historically significant

Woodlawn Hotel/Chestnut Lodge and numerous other buildings remain on the 20.4-acre site. There is also a significant stand of mature trees and a small wetland on the site. Along West Montgomery Avenue, the first 200 feet of the property is within the West Montgomery Avenue Historic District. The site is zoned RS (20,000 sq. ft. minimum lot size). The preservation of the historic buildings and the site's mature trees and limiting traffic impacts are key concerns.



There are a variety of development options for the property, including utilizing the current buildings in an institutional use, a hotel or spa use, an adult living facility, single family housing under the provisions of the R-S Zone, development under a Special Development Procedure such as variable lot size development, cluster development, or Planned Residential Unit (PRU) or Comprehensive Planned Development (CPD) with restrictions.

Recommendation

This plan recommends that the site be maintained in an institutional use and retain its R-S Zone in order to offer as much protection as possible for the site's historic buildings and mature trees. A residential use on the property may be acceptable if the historic buildings and trees are protected. Development under a Special Development Procedure, such as a variable lot size development, cluster development or Planned Residential Unit (PRU), is recommended if the historic and tree preservation goals are achieved. Development under the Planned Residential Unit development procedure is preferred for its flexibility in site design. However, the number of new residential dwellings on the property should be limited to the base level of development afforded by the R-S Zone, and by the goal of this plan to retain the setting of the historic structures and treed area along West Montgomery Avenue with as little disturbance as possible. The governing minimum lot size, maximum lot coverage and minimum setback requirements that apply to the property shall be those of the R-90 Zone in order that the new development be compatible with existing surrounding neighborhoods. In addition, landscaped buffer areas must be provided on the eastern, southern and western property boundaries, adjacent to existing residential dwellings. Given the property's relationship to the historic character of the West Montgomery Avenue streetscape, it is appropriate for an expanded portion of the property to be located within the West Montgomery Avenue Historic District, and for additional design review of new structures on the remainder of the site by the HDC to ensure their compatibility. This plan recommends against allowing C-1 uses that are normally permitted in a planned residential unit development. Finally, a hotel/spa use in the Main Lodge Building may be an acceptable use as long as it is limited primarily to the existing buildings, without major additions, and is buffered from the adjacent neighborhoods, and protects the site's historic buildings and trees. This would require either a text amendment or the creation of a new zone to provide for this option.

Critical Site #2

Buckingham Property, 522 West Montgomery Avenue

This is a four-acre site located immediately to the west of the Chestnut Lodge property. Until his death, Dr. Buckingham lived on the property and operated a veterinarian practice there.

Access to the site is off of West Montgomery Avenue although a portion of the site abuts Brent Road. Two residential properties located south of the property have access easements across the property. The site has a large stand of mature trees and a small buffer to a wetland. The property is zoned R-S. The 1989 West End Neighborhood Plan recommended that the site be “zoned in a density compatible with the surrounding neighborhood and that the wooded character of the site be preserved through careful site planning.” If the site is developed as a conventional subdivision according to either an R-60 or R-90 Zone, saving the trees would be very difficult. The parcel is under the five-acre minimum site requirement in the Zoning Ordinance for a special development procedure, but could meet the requirement if combined with the two residential properties that have access through the Buckingham property.

Recommendation

This Plan recommends maintaining the R-S Zone for the property, and supports the development of the property at the base density afforded by the R-S Zone. However, given that the preservation of the trees is an important objective for the site, a Planned Residential Unit Development, with single family detached housing only and without allowing C-1 uses, could be considered in order to maximize the preservation of the trees. However, the number of new residential dwellings on the Buckingham property itself will be limited to 10 (ten) units, with an additional 3 (three) units possible to be located on the Baker and Yates properties if they are included as part of a PRU. In conjunction with the protection of as many trees as possible within common or public open space areas, an increase in density above the R-S zone may be possible on the site if all of the objectives in this Plan are achieved. The governing minimum lot size and maximum lot coverage that apply to the property shall generally be those of the R-90 Zone in order that the new development be compatible with existing surrounding neighborhoods. In addition, landscaped buffer areas must be provided on the eastern, southern and western property boundaries, adjacent to existing residential dwellings. Given the property’s relationship to the historically significant Chestnut Lodge and the historic character of the West Montgomery Avenue streetscape, it is appropriate for a portion of the property to be located within the Historic District, and for additional design review of new structures by the HDC on the site to ensure their compatibility. It is also recommended that there be no street connection to Brent Road.

Critical Area #3

Carver Educational Service Center, *corner Mannakee Street and Hungerford Drive*

The Montgomery County Public Schools’ administrative offices are located on this 30-acre site across from Montgomery College, as is the Rock Terrace School. Access to the administrative office is on Mannakee Street, and access to Rock Terrace is on Martins Lane. The site is zoned R-S as is the Montgomery College property. However, nearby properties along Hungerford Drive are zoned C-2 and adjacent residential uses are zoned R-30, R-60 and R-90. There are retail uses located adjacent to the property to the south and directly across Route 355. Office uses are



located north of the site as is Montgomery College.

Although the building has had multiple additions since it was built in 1951 as the George Washington Carver High School and Junior College, a portion of the east façade is original. The building has cultural significance as the first (and only) institution built for African-American secondary and post-secondary students in Montgomery County and was also the first public school in the County to be named for an African-American individual, the eminent educator and scientist George Washington Carver.

The following are development options for the property under the current zone:

- Development of single-family lots at a minimum of 20,000 square feet.
- Development of residential uses under special development procedures (Planned Residential Unit, variable lot size, cluster development).
- Development of the property under the Comprehensive Planned Development procedure (based upon a recommendation for that development procedure in the Master Plan).
- Continued use of the property as an educational facility.
- Increasing the educational use of the facility with a Special Exception.
- Other institutional uses as defined by the Zoning Ordinance (church, nursing home, hospital, private club etc.) either permitted or with a Special Exception.
- Publicly owned or operated buildings and uses, excluding sanitary landfills and incinerators.
- Rezone either a portion of the property or the entire property to a different residential zone or to a commercial or office zone.

Recommendation

An educational facility, which may include the Montgomery County Board of Education administrative offices, or facilities serving Montgomery College or other education-related or public safety purposes, is the preferred use for the site. Retaining the original portion of the Carver school and commemorating the cultural significance of the George Washington Carver High School and Junior College is also recommended for the site. Development of the site should not exceed an FAR of 0.4 for the entire property, and development of private offices and commercial uses is prohibited. A suitable location for a new administration building or other new construction should respect significant views of the original Carver structure. The property is situated in close proximity to two of the City's residential planning areas, West End and Woodley Gardens East-West, and Woodley Gardens-College Gardens. In order to minimize any adverse effect of the scale and massing of a new structure or structures adjacent to residential neighborhoods, building setback restrictions should also be implemented to allow for buffers from the residential development adjacent to and located across the street from the site. For instance, a setback of twice the proposed building height would be required adjacent to a residential property line. In addition, a minimum of one-half of setback areas should be comprised of

a landscaped buffer area to screen new construction from existing neighborhoods. In no case could the building height exceed the maximum height limit in the R-S Zone.

Critical Site #4 Twinbrook Metro Station

The Twinbrook Metro is comprised of a number of parcels. An 8.3 acre site is located within the City on the west side of the tracks. The parcel is zoned RPC. On the west side of the tracks, there are 17.87 acres, of which 1.7 acres (the former Suburban Propane property) are located within the City and zoned I-2. The WMATA property was identified in the 1993 Plan as a possible annexation site but not discussed as a Critical Parcel. The 1993 Master Plan recommended a multi-family residential use for the area closest to the Twinbrook neighborhood with “significant buffering and setbacks.” Currently, WMATA is exploring ways to develop all of their parcels at the Twinbrook Metro site. A Montgomery County sponsored Twinbrook Metro Station Area Design Charrette recommended that the area be designed as a mixed use, transit, services and village center possibly under the County’s Transit Station Mixed Use (TSM) zone.



Recommendation

This Plan recommends that the property on the west side of the tracks should retain its RPC/Metro Performance District designation. The property on the east side should be annexed, and it is preferred that the site be placed in the Metro Performance District and zoned RPC and RPR zones to be developed under the Optional Method of Development. The RPC Zone should be located closest to the tracks. However, since the County’s TSM zone allows some design elements (such as height) to be determined as part of the site plan approval process, some modifications to the City’s zones may be warranted depending on the site plan.

The 1993 Master Plan recommended that the 1.7 acre Suburban Propane site be changed from I-2 zone to the R-60 zone, but the zoning was not changed. It is now recommended that if the site is developed independently of the other WMATA parcels, the parcel should be rezoned to O-2. However, if the property is developed in conjunction with the other parcels owned by WMATA as part of a comprehensive plan, it should be zoned under the RPC/Twinbrook Metro Performance District designation. The O-2 zone would allow the site to be developed for offices (with or without daycare), detached one-family dwellings, semi-detached one-family dwellings, or townhouses which would be in keeping with the adjacent townhouses on Halpine Road. An office building close to the tracks would help to buffer the noise from the tracks and could also provide a transition between the industrial uses on Lewis Avenue and the nearby residential uses. However, to avoid a traffic impact from an office use, access to the site should be off Fishers Lane rather than Halpine Road. A park was also described as a suitable use for the property in 1993 and any development of the site should

provide a wide green space and path connecting Lewis Avenue and Halpine Road to the WMATA/Metro facility.

Critical Site #5

Lewis Avenue/Halpine Road

The Twinbrook Planning Area includes a 4.8 acre area along the west side of Lewis Road that is zoned I-2 (Light Industrial). Most of this area is developed with the exception of the Suburban Propane site which is currently owned by the Washington Metropolitan Area Transportation Authority (WMATA/Metro). The buildings provide a buffer between the railroad tracks and the residences along Lewis Road. The 1993 Master Plan recommended that this area remain in the I-2 Zone. However, it was also recommended that there be no expansion of the industrial area and that the zoning regulations should not be amended to allow for an intensification of the industrial use. Another recommendation was that the appearance of the area be improved.

Recommendation

This plan also recommends retention of the I-2 Zone because 1) there tends to be less daily traffic associated with I-2 uses than office or retail, and 2) the expansion of new residential along the tracks does not seem realistic due to the shallow depth of the properties. However, this plan strongly urges that improvements be made to the streetscape such as widening the sidewalk(s), planting of street trees, and installation of parking lot and/or building screening. This would help to mitigate any adverse effects from the uses on the neighborhood.

Critical Area #6

Seven Locks Detention Center/Montgomery County Facilities

The Detention Center was built in 1960 and is located in the center of the 25.8 acre site that is zoned R-S (Suburban Residential). The triangular parcel is bordered by Wootton Parkway on the south, Seven Locks Road on the west, and I-270 on the east. Entrances to the Detention Center are off Seven Locks Road. A police substation is located on the site just north of the Detention Center. The site is used as the County's Central Processing Unit (CPU) to process and hold prisoners. The majority of the Seven Locks prison population will be housed in the Seneca Corrections Facility in Clarksburg when it is completed. However, it is expected that the site will continue to be used as a processing facility for persons arrested in Montgomery County. Within the City, there are few alternative sites to relocate the facility. Vacant industrial land within the City is limited.

Recommendation

The Plan recommends that criminal justice uses be removed from the site as soon as possible. When the Seven Locks Detention Center is closed, it is recommended that the property be developed as a Comprehensive Planned Development (CPD) with a mixed office and residential use. Preferably, the Detention Center and Technical Center properties would be redeveloped as a CPD concurrently. The use of offices is suggested for portions of the property adjacent to I-270 or Wootton Parkway to help mitigate noise from the highway. Residential use is appropriate adjacent to the current area that is zoned R-90. Appropriate transitions and/or

buffers between planned or existing residential uses and planned office uses should be provided.

The Seven Locks Technical Center is located south of Wootton Parkway on a 18.86 acre site that is zoned I-3 (Industrial Park), as are two adjoining, developed properties to the south. The purpose of the zone is to provide an open, attractive environment for certain office uses and low intensity industrial activities. Given the adjacent office uses, a zone change for this site is not recommended.

Critical Area #7 Woodmont Country Club

The Woodmont Country Club is located on a 459-acre site with an entrance on Rockville Pike although the property also borders Wootton Parkway to the north and a narrow portion of the property touches Montrose Road on the south. The western boundary borders the Tower Oaks development and the North Farm subdivision. It is currently zoned R-E (Residential Estate-40,000 sq. ft. lots).

It is not anticipated that the Country Club will be redeveloped for other uses within the next decade. However, there are general issues that will need to be addressed before any development occurs.

Recommendation

The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, if no longer used as a country club, it is recommended that the site be developed as a Comprehensive Planned Development. The property is envisioned to be developed in its entirety as a mixed-use community, with development densities not to exceed a maximum of .5 FAR for buildable land in nonresidential areas and 6.5 dwelling units per buildable acre. A neighborhood retail center may also be appropriate. A minimum of 35% open space is recommended for both passive and active recreation use on the property, including any wetland, stream buffer, and/or floodplains that are on the site. The Lyddane-Bradley House, built in 1858, also should be preserved because it is architecturally and historically significant to the City of Rockville. Development options that preserve trees and historic structures are preferred. Another important development parameter is the provision of adequate buffers from adjacent residential communities. At a minimum, the buffers should follow the required setbacks for CPDs found in the Zoning Ordinance, and may exceed those requirements based on site conditions and environmental features. These buffers should include existing tree stands and forested areas. The CPD should address the provision of a street plan that provides for adequate dispersal of site-generated traffic. The CPD, or any proposed development in the R-S Zone of some or all of the site, should also address the feasibility of providing a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City's Bikeway Master Plan. Within the Comprehensive Planned Development, commercial uses should be located away from existing residential neighborhoods outside the CPD. However, a well-designed mix of uses within the CPD is encouraged.

Critical Area #8 Lakewood Country Club

The Lakewood Country Club is located on 213 acres to the east of Glen Mill Road. The site is surrounded by mostly single-family homes. The exceptions are adjoining school properties and the National Lutheran Home which provides a variety of housing options for the elderly. The site is zoned R-E (Residential Estate-40,000 sq. ft. lots).

Recommendation

The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, should the property no longer be used as a country club, this Plan recommends that it be developed under the Planned Residential Unit (PRU) zoning regulations, without allowing C-1 uses on the property. Due to the environmental features on the site, careful site planning that preserves these features will be critical. A minimum of 35% open space is recommended for both active and passive recreation, including preserving the streams, wetlands, and floodplains on the site. Generous landscaped buffers, of a minimum width of 50 feet, adjacent to existing residential neighborhoods is also a critical element of a development plan for the property. The landscaped buffer shall not be provided within private lots. The use of private streets within the PRU shall be minimized. It is recommended that the site retain its R-E designation because of environmental restrictions on the site.

POTENTIAL CHANGES TO ZONING ORDINANCE

The Zoning Ordinance contains many of the regulations that control how properties will develop and the uses that may be allowed. Although the Zoning Ordinance has been modified in relation to specific zoning issues through text amendments, a comprehensive review is underway. This review is recommended to:

1. Improve the usability of the Ordinance through conversion to a Visually Interactive Code that includes illustrations, links to definitions, and clear text.
2. Add or modify definitions and appropriate standards for new uses especially those that reflect modern technological changes.
3. Clarify existing ambiguous or conflicting provisions.
4. Examine increased flexibility into the development process to allow such mechanisms as floating zones and administrative adjustments as permitted in the State enabling legislation (Article 66B).
5. Explore modifying the Special Exception process to provide for a streamlined amendment process.
6. Explore the need to create new zones to accommodate new patterns of growth, development, and infill.
7. Modify certain design standards (such as building setbacks, parking standards, and landscaping requirements) to reflect current trends and desired outcomes.

The following outlines some of the possible text or map amendments in a general manner. Specific text must be more detailed and involves more intensive discussion than is possible in a

master plan. However, specific topics are identified to provide direction for future review of the Zoning Ordinance.

Industrial Park (I-3) Zone

The purpose of the I-3 Zone is to “provide an open, attractive environment for certain office uses and low intensity industrial activities. ...and uses are restricted to those industrial activities which can be operated in a clean and quiet manner and which will be least objectionable to adjoining residential uses.” The majority of the land that is zoned I-3 is located along the I-270 corridor (including Research Boulevard and Piccard Drive), Shady Grove Road, or West Gude Drive. Very little property that is zoned I-3 directly abuts residential land. Many of the I-3 properties have been developed but may have some expansion or redevelopment potential. A review of the development standards is recommended to encourage transit serviceability and other worthy environmental or economic objectives. For instance, modifications could be made to the building setback and height requirements.

Rockville Pike Zones

The Rockville Pike Commercial (RPC) and Rockville Pike Residential (RPR) Zones were established to provide a wide range of retail, commercial, and residential uses along the Rockville Pike Corridor. The following areas need to be evaluated in order to determine if any adjustments to the regulations are needed.

The current northern boundary for the RPC Zone ends just south of the Town Center. It has been suggested that certain elements of the zone requirements be continued north along Route 355 to the border of Gaithersburg. The portion of Hungerford Drives that lies within the Town Center would need to conform to the recommendations in the Town Center Master Plan, but a more uniform streetscape along Route 355 would provide a distinct identity for the area.

The design guidelines outlined in the Rockville Pike Corridor Plan should be reviewed to determine if buildings and sites that were constructed according to the guidelines have met expectations. Building setbacks, height requirements, buffer lanes, Metro Performance District boundaries, and the requirements for the Optional Method of Development should be examined for current applicability. It is anticipated that many of the requirements will not change, but some adjustments may be necessary to encourage both the desired type and appearance of redevelopment.

Resubdivision of Existing Lots and Pipe Stem Lots (Sec. 25-749)

In order to maintain an order and uniformity in neighborhoods, a provision was added to the subdivision process to ensure that infill lot subdivisions are in keeping with the character of existing neighborhoods. The intent of the regulation was to impose stricter requirements on lots that were in areas where the average house lot was larger than what the underlying zone required. Most often, these lots are in older neighborhoods but not necessarily within an historic district. The current regulations need to be discussed and possibly adjusted to ensure that the Planning Commission has enough discretion and guidance in the Ordinance to accomplish the intent of the regulation.

New Zones

If land is to be annexed northeast of Gude Drive, the City would have to create another zone that is similar to the County's Heavy Industrial (I-2) zone (for a detailed discussion, see the Urban Growth Areas Chapter). Because of the lack of areas within Montgomery County where heavy industrial activities can be located, the County is reluctant to allow any rezoning of I-2 property within the County to a less intensive industrial use. Creating a heavy industrial zone to be applied only in annexations northeast of Gude Drive may provide a way to also apply regulations to reduce some of the adverse effects from a heavy industrial area.

Floating Zones

State law permits the City to develop and use floating zones. A floating zone typically requires the property owner to apply for the change in zoning based on a specific development plan that can be evaluated to ensure that it is consistent with the intent of the requested zone. This allows the zoning to be applied to a property without having to meet the standard requirement to prove that there was a change in the character of the neighborhood or that there was a mistake in the application of the existing zone. This Plan recommends that floating zones be evaluated and implemented if appropriate to provide flexibility, where desired, that is beneficial to achieving the goals of the Plan. An example of where this may be appropriate is the Coordinated Planning Area between the West End and Town Center Planning Areas, with the potential for the O-2 (Transitional Office) Zone to function as a floating zone. Implementation of a floating zone on North Stonestreet Avenue north of the Rockville Metro station may also be appropriate.

General Definitions and Standards for New Uses

Some of the following uses need to be added either to the definition section, to the use charts, or to the development standards.

Research laboratories: In the Zoning Ordinance's Use Chart, research laboratories are permitted in the I-3 and O-3 zones. However, the only definitions for laboratory in the Ordinance are "laboratory, dental" and "medical." These definitions do not explicitly include the research laboratories typically used in the biotech industry. A definition similar to that used in the Falls Grove approval could be adapted for the Zoning Ordinance. Different types of laboratories may also need to be described and evaluated for appropriate zone location. Commonly used terms, such as "wet" labs may not have technical relevance.

Housing for the elderly and/or physically or mentally handicapped: Since the population is aging and modern philosophy favors de-institutionalizing the handicapped, the issue needs to be discussed and defined. Appropriate zones and different types of housing options should be addressed. For instance, nursing homes and adult day care facilities are not allowed in some commercial zones such as the Town Center zones where different transportation options are available. In addition, the only current definition of elderly housing in the Ordinance is for independent living. No provisions for life care or assisted living types of facilities are in the Ordinance.

Uses: There are a variety of modern use categories that need to be added to the Zoning Ordinance. If a use or industry is not expressly allowed in the City's Zoning Ordinance, it is prohibited. In some cases, the use may remain prohibited, but the City's intent will be clear. In addition, other definitions have been identified as needing either a new, adjusted, or expanded definitions. These include but are not limited to:

- Bed and Breakfast Establishments/Small Hotels
- Check Cashing Establishments
- Copying Service Establishments
- Data Warehouses
- Eleemosynary or Philanthropic Institutions
- Home Occupations
- Indoor Automobile Sales Establishments
- Private Educational Categories (the job training designation especially needs clarification and modernization)
- Research Laboratories
- Self Storage Facilities
- Service Industrial Uses
- Utility Buildings (different classes)

Text Amendments

One recommended potential text amendment would be to evaluate the permitted and special exception uses in the C-1 (Local Commercial) zone. It is likely that any additional uses permitted in the C-1 Zone would have size and location restrictions associated with them.

Special Exception Amendments

Currently, there is no modification process to an approved Special Exception. Some minor modifications to an approved Special Exception could be approved through a streamlined process.

Administrative Adjustments

Administrative adjustments could be used to address minor encroachments into the yard setbacks of residential structures (such as decks) that could be approved by staff if clear guidelines were established. This would simplify and streamline the review process and is now permitted under State law.

Potential Zone Changes

There a number of properties that should be considered for zone changes. These are listed below. The reasons for changes or maintaining existing zoning are discussed in either the Critical Areas section or the individual planning areas which are given in parenthesis.

1. **100 South Adams Street:** Change the R-90 zone to the O-2 zone with conditions (Planning Area 4).
2. **17-21 Wood Lane (Jerusalem/Mt. Pleasant United Methodist Church property):** Change the R-60, O-2 and TCO-1 zone designations to the O-2 zone (Planning Area 4).
3. **Corner of Lewis Avenue and Halpine Road (Suburban Propane property):** Change the I-2 zone to the O-2 zone or the RPC zone if the property is combined with other WMATA properties and annexed into the City (Land Use: Critical Areas).
4. **Parcel 870, located between West Montgomery Avenue and I-270 just south of the Best Western Hotel property:** Change the R-S zone to the I-3 zone under certain conditions (Planning Area 15).
5. **Parcel P 44 located at the intersection of Piccard/Redland/I-270 (Malasky property):** Change the C-2 zone to the I-3 zone under certain conditions (Planning Area 15).
6. **Hectic Hill properties:** Rezone to the R-150 zone.

CHAPTER THREE

URBAN GROWTH AREAS

GOAL: *Create a pro-active vision for potential urban growth areas (zoning, density, use, infrastructure, and transportation etc.)*

POLICIES

1. Evaluate urban growth areas to determine whether to retain the 1993 Master Plan recommendations.
2. Identify new urban growth areas if necessary.

INTRODUCTION

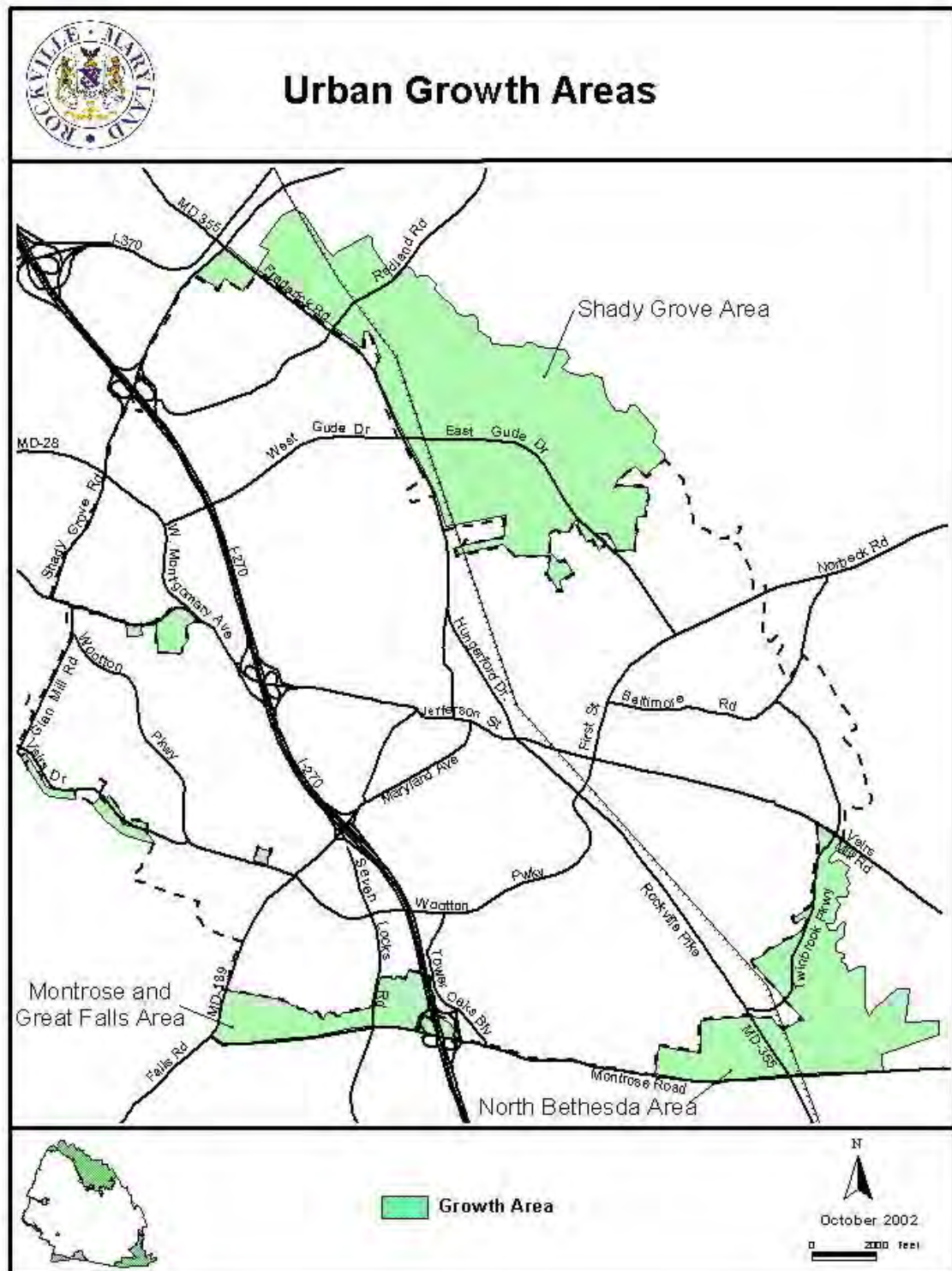
An Urban Growth Area (UGA) is the term used to describe the maximum boundary or expansion area for the City of Rockville. Prior to the 1993 Master Plan, past Master Plans referred to this area as the Maximum Expansion Limits (MELs).

The Annotated Code of Maryland, Article 23A, Section 19, prescribes procedures for enlarging municipal boundaries. Municipalities may annex unincorporated territory contiguous to and adjoining the municipal boundaries, but may not annex land within another community. Likewise, an annexation cannot create an unincorporated enclave within the city that is surrounded on all sides by property within the municipality.

Annexation may be initiated by a municipality if it obtains the consent of 25% of the registered voters and owners of 25% of the real property in the annexation area. These constituents can also petition the municipal government to initiate an annexation. A valid petition requesting annexation does not compel its enactment. The municipal governing body alone is authorized to introduce and approve an annexation resolution.

The Montgomery County Council must consent to any annexation where the land is placed by the Mayor and Council in a zone that allows a substantially different land use than that recommended by the current County master plan covering the property. As a matter of law, the issue of density or intensity of use may be considered in judging issues of consistency between the County's master plan and the City's proposed zoning. If the County Council does not consent to the annexation, the property owner may wait five years and then request a change in the zoning which requires no County review.

The Urban Growth Area boundaries are adopted by the City in the Master Plan. However, a "Memorandum of Understanding" was signed by the Montgomery County Executive and the mayors of Rockville and Gaithersburg in 1992 (See Appendix). The Memorandum states that "in order for Rockville, Gaithersburg, and Montgomery County to continue to enjoy the quality of life people have come to expect, it is essential that all jurisdictions support well-managed economic development and housing initiatives which will be mutually advantageous to all parties, and agree to the goals and principles of the General Plan.' It further addresses UGAs by stating that:



1.

The City Councils, the County Council, and the County Executive agree to work cooperatively to determine the logical urban growth areas and to establish boundaries which will serve as guidelines for a twenty year planning horizon regarding:

- 1) Land use and required community facilities,
 - 2) Capital investment responsibilities, and
 - 3) Logical and efficient operating service areas.
2. Montgomery County will base its position of support on annexations upon the above three considerations and the designation of logical urban growth areas by Rockville and Gaithersburg. The Cities and the County will develop procedural guidelines for handling annexation agreements.

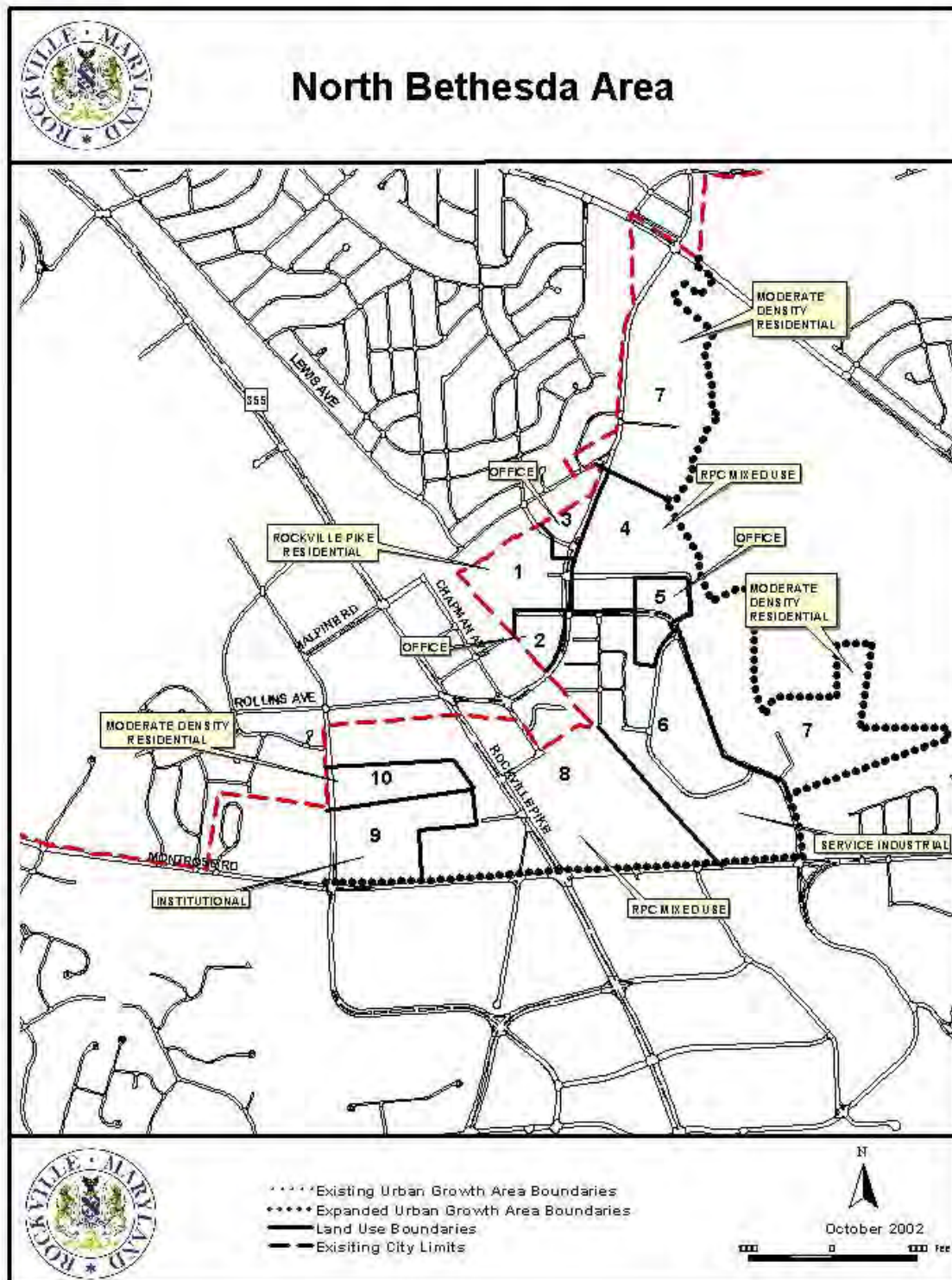
Annexations occur for a number of reasons. One reason is economics. The property owner benefits because of the enhanced value for the annexed property due to the benefits and services available from the municipality. The City benefits because of the increased tax revenue. Another benefit to a property owner is the potential for an enhanced quality of life for the users of the new developments. Logically defined municipal boundaries provide a sense of stability that allows residents and property owners to effectively participate in the land use decisions that impact property.

The 1960 Master Plan described what the proposed limits of growth would be for the City as follows: "Desirable Maximum Expansion Limits are established for the purpose of providing the best physical transition between the development of Rockville itself and the development which will take place beyond." The 1970 Master Plan established five criteria for expansion:

- The boundaries should be at generally equal distances from the center of the City, but the total size would be consistent with the philosophy of responsive government.
- The outer boundaries should be physically identifiable.
- The MELs should contain natural drainage areas which can be efficiently served with City water and sewer.
- The establishment of reasonable and attainable MELs must recognize those existing conditions which make future annexation to the City improbable.
- The MELs should not divide logical neighborhood limits.

As a matter of general policy, the City has annexed only property that was 1) in the MELs as defined in the 1970 Plan; 2) contiguous to the existing City boundary; and 3) capable of being served by Rockville services (although some areas have been annexed that rely on WSSC for water and sewer).

The following section outlines the boundary for the Urban Growth Areas and contains land use recommendations for the areas within the UGAs. While the City places these properties within the UGAs, this does not necessarily mean that they will become part of the City. Each annexation petition must be considered on its own merits on a case-by-case basis.



However, it is appropriate for Rockville to describe its general intentions through adoption of specific geographic boundaries for future growth.

The following section contains land use recommendations for the areas within the UGAs. The land use recommendations are general.

North Bethesda Area

Generally, this area is located on the southeast boundary of the City close to Route 355. Very little property has been annexed within this area since 1993. Sub-areas 4-7 are listed because they fall within the sphere of influence but probably will not be annexed into the City. However, new development or redevelopment projects within these sub-areas could have an impact on the City.

Sub-area 1: This is the WMATA site adjacent to the Twinbrook Metro Station. Joint development options are currently being explored by WMATA. Annexation of the site into Rockville is strongly recommended because of the property's proximity to the Twinbrook neighborhood and the City's desire for the station property to develop under the City's plans in its entirety. This Plan recommends that the property on the west side of the tracks should retain its RPC/Metro performance District designation. If the property on the east side is annexed, it is preferred that the site be placed in the Metro Performance District and zoned RPC and RPR zones to be developed under the Optional Method of Development. The County is currently studying revisions to its North Bethesda/Garrett Park Master Plan for the Twinbrook WMATA site.

Sub-area 2: This area is west of Twinbrook Parkway and south of Parklawn Drive. This area has not been annexed. It is zoned O-M (Office Building, Moderate Intensity) in the County. The 1992 North Bethesda/Garrett Park Master Plan reconfirmed that designation. A portion of the area immediately adjacent to the tracks is zoned I-1 (light industrial) in the County. The 1992 North Bethesda Plan retained that designation but added a floating O-M zone to "consolidate and round off the O-M Zone in the triangle formed by the Metro tracks, Twinbrook Parkway and Parklawn Drive." (p. 50) This sub-area should be placed within the Metro Performance District if annexed.

Sub-area 3: This is a triangular area between Twinbrook Parkway (on the east), Ardennes Avenue (on the south), and Halpine Road (further to the west). The 1992 North Bethesda Plan recommended that the O-M (Office Building, Moderate Intensity) be retained. Recommendations for the vacant 2.1 acre site within this area were "1) maintain a tree buffer along Ardennes Avenue; 2) maximize the proportion of subsurface parking; 3) set back or terrace any stories above three levels; and 4) screen development from the adjacent residential subdivision." (p. 50) The City's 1993 Master Plan also recommended office use for the site under the O-1 zone. It is likely that this site will be annexed into the City under the O-1 Zone. The 1993 Master Plan recommendations are affirmed. This sub-area should be placed within the Metro Performance District if annexed.

Sub-area 4: Area 4 is comprised of the area bounded by Twinbrook Parkway to the west, Parklawn Drive to the south, and Parklawn Cemetery to the east. The City's 1993 Master Plan recommended the area for RPC mixed use if it were annexed. The County's 1992 North Bethesda Plan recommended the area for TS-M (Transit Station-Mixed) with a residential component on the northern portion and a commercial component along Fishers Lane.

Sub-area 5: This is the existing Parklawn Building and parking lot. Neither the City's nor the County's plans recommended any zoning changes to the site.

Sub-area 6: This area is east of Twinbrook Parkway and generally south of Parklawn Drive. It retains many residential structures that are now used for small industrial businesses. If annexed, the area is recommended for continued service industrial use. It is zoned I-1 (Light Industrial) in the County.

Sub-area 7: Both subareas in this section are fully developed as moderate density residential uses. No changes were recommended in the 1993 Master Plan, and the areas were not annexed. The land use recommendations for these parcels of moderate density residential is confirmed in this plan.

Sub-area 8: This area is bounded by the railroad tracks to the east, Montrose Road to the south, the Jewish Community Center and Jefferson Street to the west, and the City boundary just south of Rollins Avenue to the north. The area is mostly developed. However, annexations in this area would move the City boundary to the north side of Montrose Road and Randolph Road for a recognizable geographic boundary. The area is recommended for the RPC zoning classification. A 2.29-acre site on Bou Avenue has been annexed since the 1993 Master Plan.

Sub-area 9: The Jewish Community Center complex is located in this area. It is a fully developed institutional use, and a change of use is not anticipated.

Sub-area 10: This area includes the Miramont Apartments along California Circle. No change of use was recommended in 1993 or by this Plan.



Shady Grove Area

This is a fairly large area that extended the UGA to Shady Grove Road west of Frederick Road. On the east side of Frederick Road, the UGA is extended north to Redland Road and east along Rock Creek Park. This area has had the most annexations since 1993 including the King Farm Development.

Sub-area 1: This is the area adjacent to the Shady Grove Metro Station. The Shady Grove Metro Station Area Design Charrette that was conducted in 2000 by Montgomery County recommends that the zoning of the area be changed to encourage mixed use development with a diversity of housing types while accommodating parking needs.

Sub-area 2: This area is oddly shaped and bounded generally by Somerville Drive, Redland Road, the railroad tracks, Crabbs Branch Way, and Indianola Drive (on the southern boundary). Service industrial businesses are the primary land use. The 1993 Master Plan confirmed that use. However, since most of the area abuts residential use, it is desirable to have effective buffers between industrial and residential uses.

Sub-area 3: The boundaries of this area are Route 355 on the west, the Washington Gas site to the south, Redland Road, and the railroad tracks. There is a concentration of automobile dealers along Route 355 along with several fast food restaurants, gas stations, and freestanding retail establishments. This area is zoned for General Commercial, and that designation would continue for properties annexed into the City.

Sub-area 4: This area is north of Gude Drive and has been developed for office and industrial use. This Plan recommends retaining the County's Restricted Industrial/Office Park Designation for this area.

Sub-area 5: This is a large residential area located between Crabbs Branch Way and the 1993 Urban Growth Area boundary along Rock Creek Park.

Sub-area 6: This area is bounded by Rock Creek Park and Southlawn Lane to the north and east, the railroad tracks to the west, and the Washington Gas site to the south. It is bisected by Gude Drive. This area was the subject of a 1999 joint study between the City and the County's Planning Board. That study recommended "that all of the area east of Gude Drive except the immediate intersection of Gude Drive and Southlawn Lane remain in the County's heavy industrial zone, or be placed in a comparable zone that could be proposed by the City, as a means of retaining land for such uses." The County supports annexations into the City's I-2 Zone west of Gude Drive because the "light industrial character of the area is in keeping with City's Service Industrial zone."

Sub-area 7: This area is bounded by Pleasant Road to the west, Shady Grove Road to the north, Route 355 to the east, and King Pontiac to the south. It is currently developed. The 1993 Master Plan recommended continuation of the General Commercial land use.

Montrose Road Area

This area is along Montrose Road and bounded by Falls Road to the west and I-270 to the east. It would bring the City's southern boundary to Montrose Road. Much of the area is comprised of

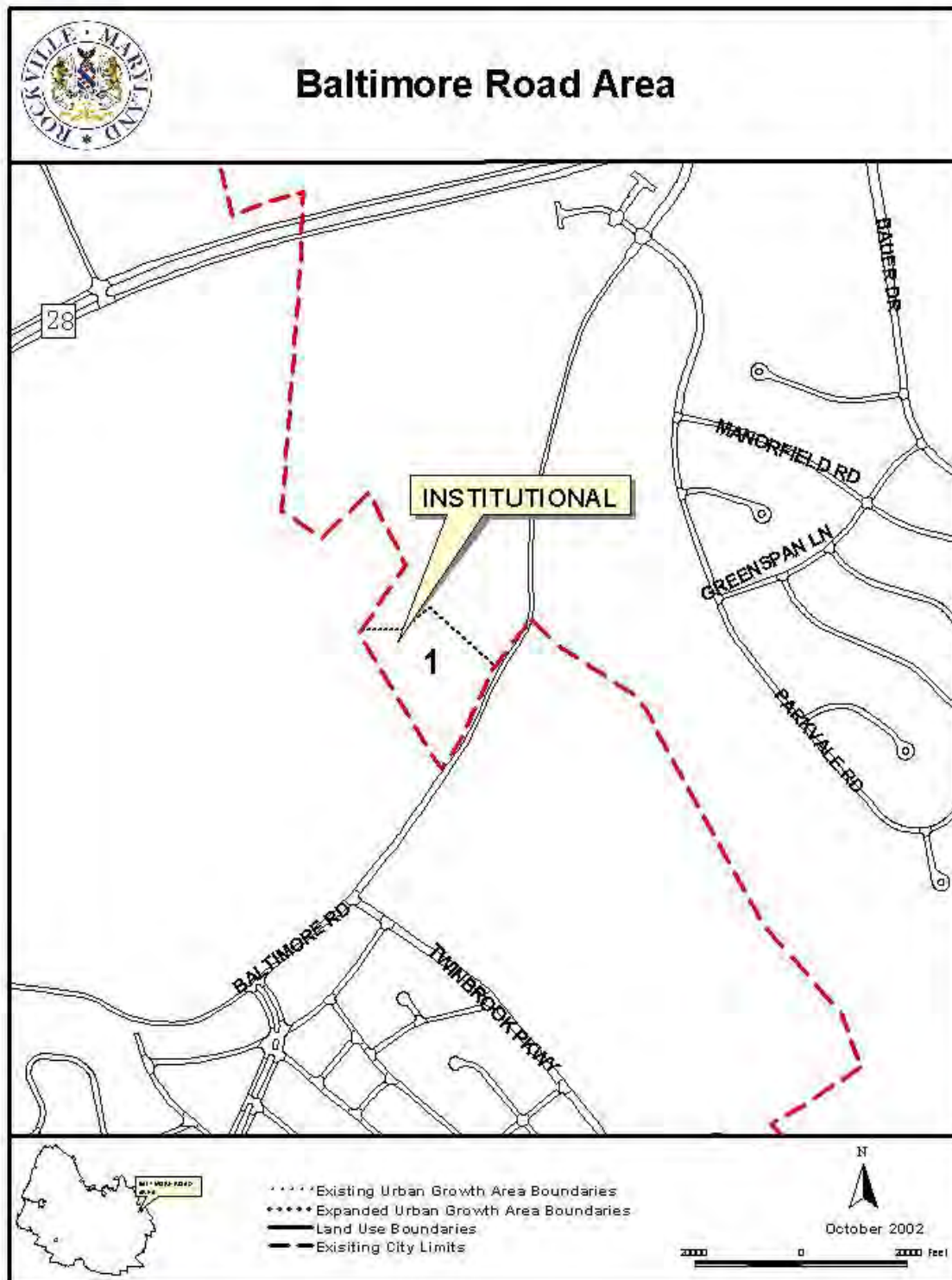
residential housing. The area immediately west of Seven Locks Road is developed as an Islamic Education Center (an institutional use) and a state police barracks (a public use).

To the east of Seven Locks Road and I-270 is a 50-acre tract of undeveloped land that is part of the Fortune Parc development. The 2001 Staff Draft of the Potomac Subregion Master Plan recommends that the parcel be developed as a mixed-use development configured to minimize environmental impact. If the site is annexed, development would have to conform to the County's master plan recommendations. This differs from the City's 1993 Master Plan recommendation that the site be developed as a "campus-like office park with visual buffers and height limitations." This Plan endorses the recommendations of the Staff Draft Potomac Subregion Master Plan and incorporates the 1993 Master Plan's guidance on visual buffers along Seven Locks Road.

Baltimore Road Area

This is a small area located on the northwest side of Baltimore Road between Rockville High School and Rock Creek Park. It is adjacent to the Beth Tikvah synagogue. This Plan reaffirms the 1993 recommendation for institutional use.





CHAPTER FOUR

TRANSPORTATION

GOAL: *Provide a multimodal transportation system that enhances accessibility while protecting neighborhoods and the environment.*

INTRODUCTION

This chapter provides an overview of transportation issues in Rockville by identifying existing conditions, analyzing future forecast transportation demand, and offering strategies to meet the challenges that the City will face over the next twenty years. The intent of the chapter is to outline citywide objectives, provide direction through recommendations, and offer a framework for evaluation of progress made in meeting these objectives.

The influences of land use, historically significant areas, and the environment must be taken into account in developing a comprehensive transportation system for the City of Rockville. The system must work efficiently to serve all residents, employment centers, parks, and schools. It is evident that the conclusions and challenges outlined in the other sections of this Master Plan closely interrelate with transportation issues. For example, decisions on community appearance and design will dictate the accessibility of a neighborhood to the various modes of transportation, especially pedestrian and bike circulation.

This chapter focuses on multi-modal transportation planning. A transportation mode refers to one particular means of transportation, such as the private automobile, public bus, Metrorail system, bicycle, or walking. Multi-modal refers to a system in which various modes of transportation are competitive, the use of multiple modes is encouraged, and transfers between modes are facilitated.

CURRENT CONDITIONS

Description of Existing Roadway Network

The City's road network is essentially complete, and there is little room for expansion of the roadway system. The challenge for Rockville is to maintain and improve the efficiency of the existing system, complete the remaining capacity improvements, and ensure that new development does not overwhelm the road network.

Due to its location within the Washington Metropolitan region, Rockville faces a unique set of transportation issues. Many of the city's roads are essential links for regional traffic movement. Rockville has four interchanges with I-270, which connects to the Capital Beltway (I-495) to the south and I-70 in Frederick to the north. Maryland Route 355 is a major north-south road and Rockville Pike is one of the premier shopping areas in the metropolitan region. Maryland Route 28 and Maryland Route 586 are major east-west routes.

The State and Montgomery County regard these major streets from the standpoint of regional traffic management and efficiency. The City must balance this perspective with local

concerns, such as neighborhood access and protection, bicycle and pedestrian movements, and urban design. This is of particular importance in Town Center where several state routes pass through an area of high pedestrian activity.

Because the goals and priorities vary considerably for different types of streets, Rockville classifies city roads based on the function of the road and on the nature of the area through which the road runs. The classes are a hybrid form of the street classes typically used by traffic professionals. The following table (Page 4-3) summarizes the eight classes and two subclasses of streets. Street classifications recommended in the Master Plan are intended to serve as a guideline for future decision-making. Actual classification is determined by procedures outlined in *Chapter 21* of the City Code.

Though Rockville has two major north-south corridors, east-west connections between them and to other parts of the city are lacking. The Metrorail and AMTRAK tracks also complicate east-west circulation leading to bottlenecks at the few crossing points.

Congestion is another major problem in Rockville. The map on page 4-5 shows current traffic volumes on corridors. These volumes come from actual traffic counts. Congestion is measured by the relationship between volume and capacity. For roadways, congestion is determined by comparing hourly or daily vehicular demand to lane capacity. Levels of service range from A to F and represent the ratio of actual traffic volumes to the designed capacity of a roadway or intersection. Page 4-6 displays the level of service on roadway links throughout the City.

The map on page 4-7 depicts levels of service (LOS) at intersections. For signalized intersections, LOS A describes an intersection where most vehicles do not stop at all because they arrive during the green phase. At LOS C the number of vehicles stopping is occasional, though some still pass through the intersection without stopping. At LOS D most vehicles are forced to stop and congestion becomes noticeable. At LOS E delays become longer, and at LOS F the delay is considered to be unacceptable to most drivers. As the map shows, several of the major intersections in Rockville are operating at LOS F.

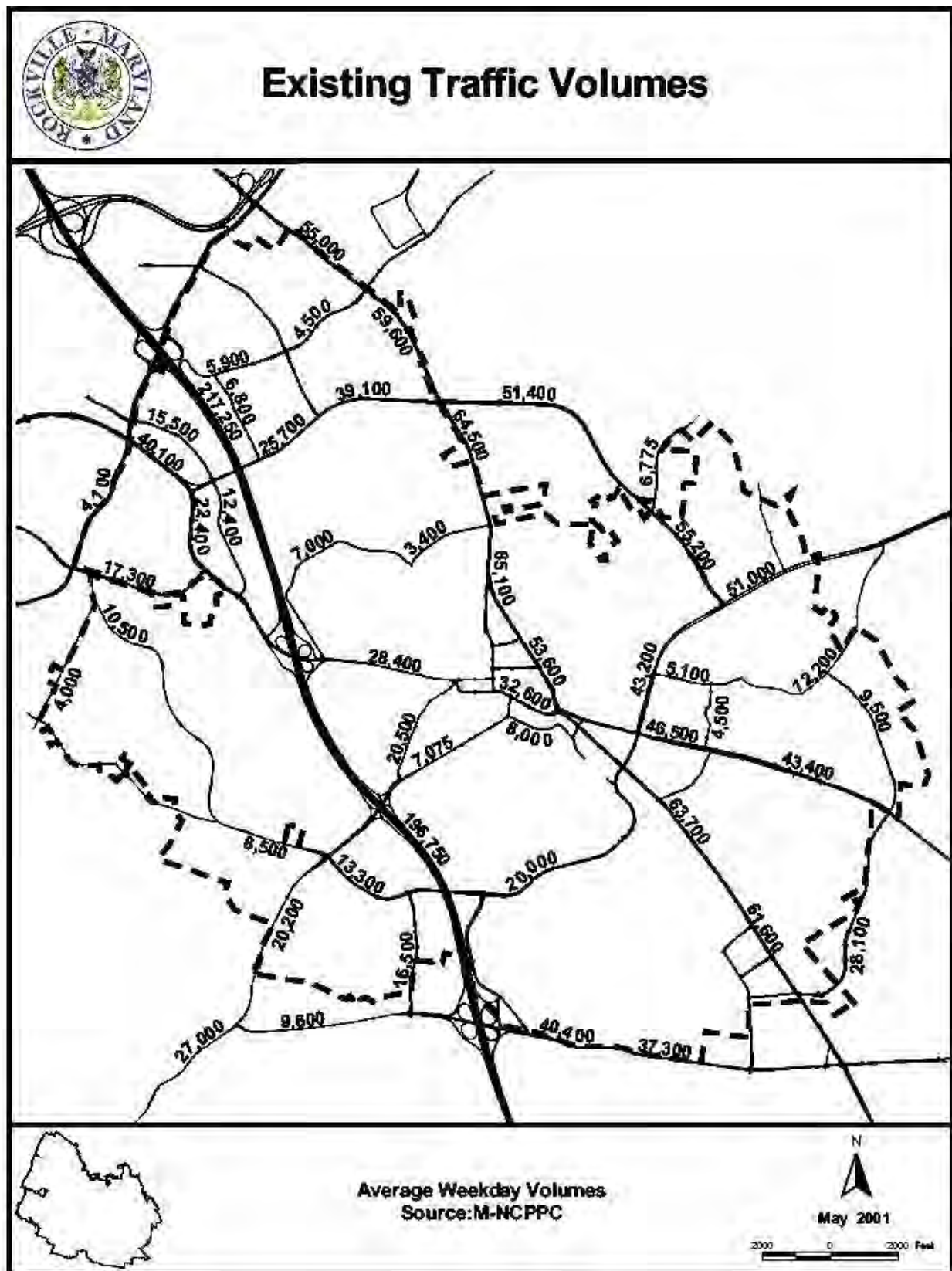
Roadway Classifications

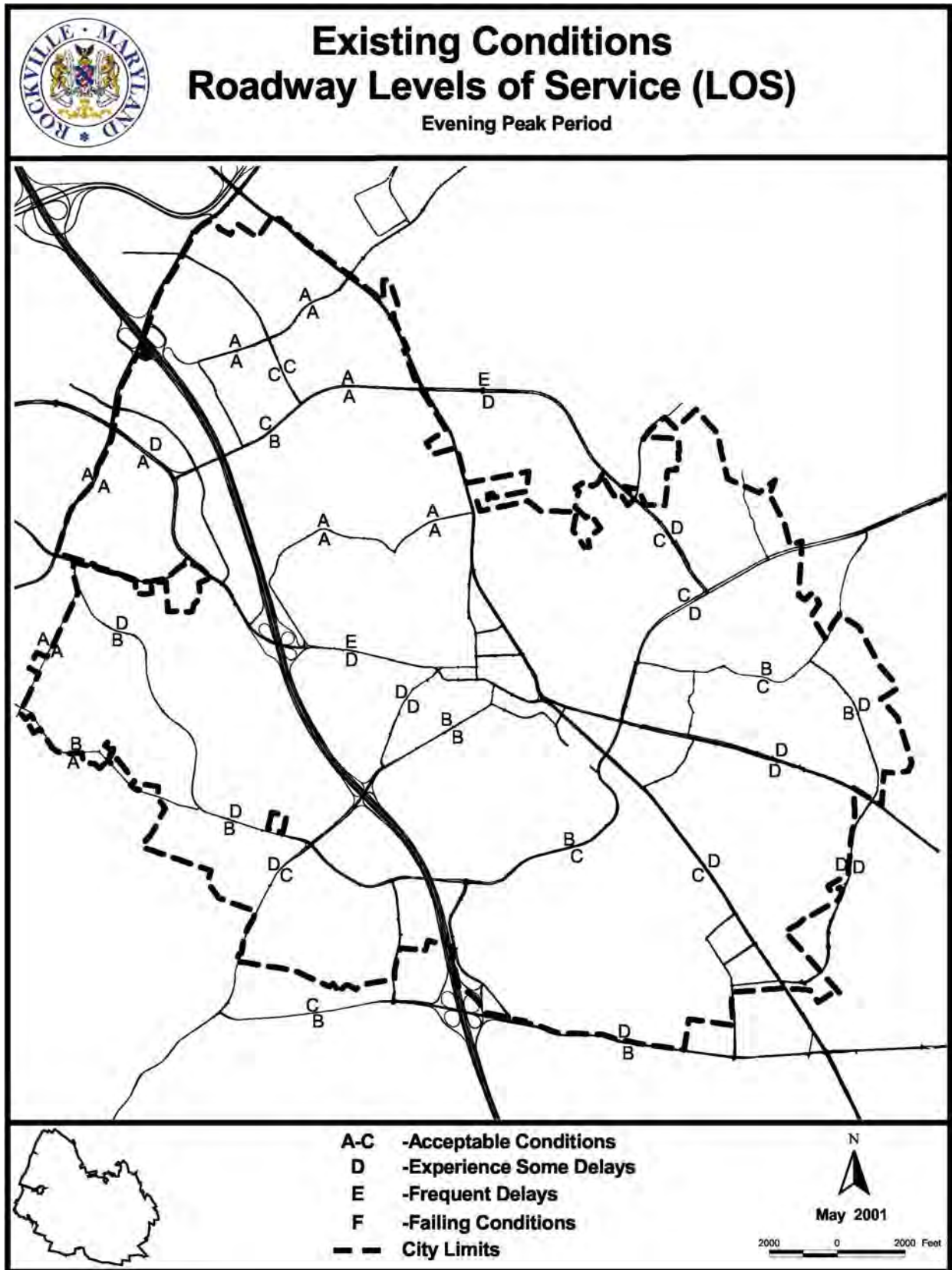
Rockville Classification (Standard Term)	Description	Typical Volumes
Limited Access (Freeway)	Carries through traffic. Lanes are divided by a median. Access points are very limited.	50,000 to 250,000 vehicles per day
Major (Major Arterial)	Carries through traffic. Lanes are divided by a median. Access points are generally limited.	Greater than 25,000 vehicles per day
Arterial (Minor Arterial)	Carries through traffic. Design is more limited than on major streets. Access is less limited.	10,000 to 30,000 vehicles per day
Primary Residential – Class I (Major Collector) and Class II (Minor Collector)	Distributes traffic between neighborhoods and arterial streets. Typically has two traffic lanes.	Class I – In excess of 5,000 vehicles per day Class II – Less than 5,000 vehicles per day
Secondary Residential (Access)	Provides local access to residential properties. All non-primary streets are classified as secondary.	Up to 2,000 vehicles per day
Business District (Major/Minor Collector)	Serves adjacent business land use. Typically has four undivided traffic lanes.	5,000 to 20,000 vehicles per day
Primary Industrial (Major Collector)	Serves adjacent industrial and office land uses. Typically has four undivided traffic lanes.	5,000 to 20,000 vehicles per day
Secondary Industrial (Minor Collector)	Serves adjacent industrial and office land uses. Typically has two undivided traffic lanes.	Up to 2,000 vehicles per day

10 Most Congested Intersections

Intersection	Volume to Capacity Ratio
Shady Grove Rd / Hungerford Dr	110%
Veirs Mill Rd / First St	109%
Frederick Rd / Redland Blvd / Redland Rd	100%
Gude Dr / Hungerford Dr	98%
Shady Grove Rd / Ramp to/from northbound I-270	98%
W Montgomery Ave / Nelson St / I-270 ramps	97%
Hungerford Dr / Park Rd / Middle Ln	96%
Rockville Pike / Halpine Rd	95%
Rockville Pike / Edmonston Dr	95%
W Montgomery Ave / Laird St	94%









Description of Alternative Transportation Modes

Historically, transportation planning focused on the road network and the private automobile. Other modes are often termed “alternative transportation modes”. The role of these alternative modes will continue to increase as the City’s ability to provide more roadway capacity diminishes.

Most alternative modes of transportation are dependent on compatible forms of land use. For example, if houses are built on large lots set far back from the street or if the street patterns prohibit direct circulation, bus service becomes inefficient because so few people are within walking distance of each stop. Compact land uses are also required if the bicycle and pedestrian modes are to be used for transportation (as opposed to recreation.) Typical distances are approximately ¼ to one mile for pedestrian trips and ¼ to three miles for bicycle trips. Some of Rockville’s planning areas have been developed in a manner that is incompatible with some of these alternative modes.

The City of Rockville recently received a grant from the State to analyze automobile, transit, pedestrian and bicycle facilities in Town Center. This evaluation will significantly improve the City’s ability to analyze the current status and competitiveness of each mode. Once the methods have been developed, the analysis can be expanded to include the entire city. Supplemental reports will be issued as the results of this new technology are available. Throughout this chapter are examples of travel time evaluations conducted with the tool developed from the grant.

Rail Service: Metrorail and Maryland Rail Commuter Service (MARC)

The Rockville and Twinbrook Metrorail stations are located within the city limits. Two additional stations, Shady Grove and White Flint are located just outside the City and serve many Rockville residents and businesses. All four of these stations are on the Metrorail Red Line and operated by the Washington Metropolitan Area Transit Authority (WMATA). This line runs from Shady Grove to Glenmont via Bethesda, Washington, D.C., and Silver Spring. Metrorail system riders have access to most areas in downtown Washington as well as many suburban centers. The stations also serve as transit hubs with local and regional bus feeder lines complementing the rail service.

Metrorail service is frequent during the typical weekday commute periods with trains arriving at stations every 3-6 minutes from 5:30-9:30 a.m. and 3-7 p.m. During the mid-day and evening periods, trains run at 12-15 minute intervals. Weekday service ends around midnight with the last train leaving Shady Grove at 11:30 p.m. and the last train arriving there at 12:40 a.m. Weekend service begins at 8 a.m. Trains run every 6-12 minutes during the day and every 15 minutes after 6 p.m. On Friday and Saturday nights the Metro operates until 2 a.m.

The Rockville Metro station served an average of 2,300 passengers during the morning peak hours (5:30-9:30 a.m.) in the fall of 2000. The station accommodates motorists by providing 532 parking spaces. Average morning peak boardings at the Twinbrook Metro station were about 2,200 in the fall of 2000. A total of 1,098 parking spaces are available at this station. Park and ride passengers make up the largest portion of the 7,900 morning peak boardings at the Shady Grove station. The station has 4,261 parking spaces. The White Flint Metro station, which contains 991 parking spaces, served an average of 1,900 passengers during the morning peak.

The Maryland Mass Transit Administration (MTA) operates MARC commuter rail service, a 187-mile, 40-station system servicing Baltimore, seven Maryland counties, Washington, D.C., and parts of northeastern West Virginia. The MARC Brunswick Line provides long distance connections between Martinsburg, West Virginia and Union Station in downtown Washington, D.C. stations along this route include Brunswick, Germantown, Gaithersburg, Rockville, and Silver Spring. The Rockville stop is at the Rockville Metro station, which is also served by Amtrak with trains to Pittsburgh and Chicago.

The Brunswick Line provides eastbound service (Martinsburg, West Virginia to Washington, D.C.) on weekday mornings between 5 and 9 a.m. and westbound service on weekday afternoons between 2 and 8:30 p.m. Trains run at least every 30 minutes during peak periods. No weekend service is offered.

Around 800 passenger trips are made daily using the Rockville MARC station. About seventy-five (75%) percent of these trips are made by passengers traveling to and from the north. These commuters get off at the Rockville station for jobs in downtown Rockville or they transfer to the Metrorail system to get to jobs in Bethesda/NIH. The other twenty-five (25%) of passengers board the MARC train in Rockville to get to jobs in downtown Washington or Silver Spring.

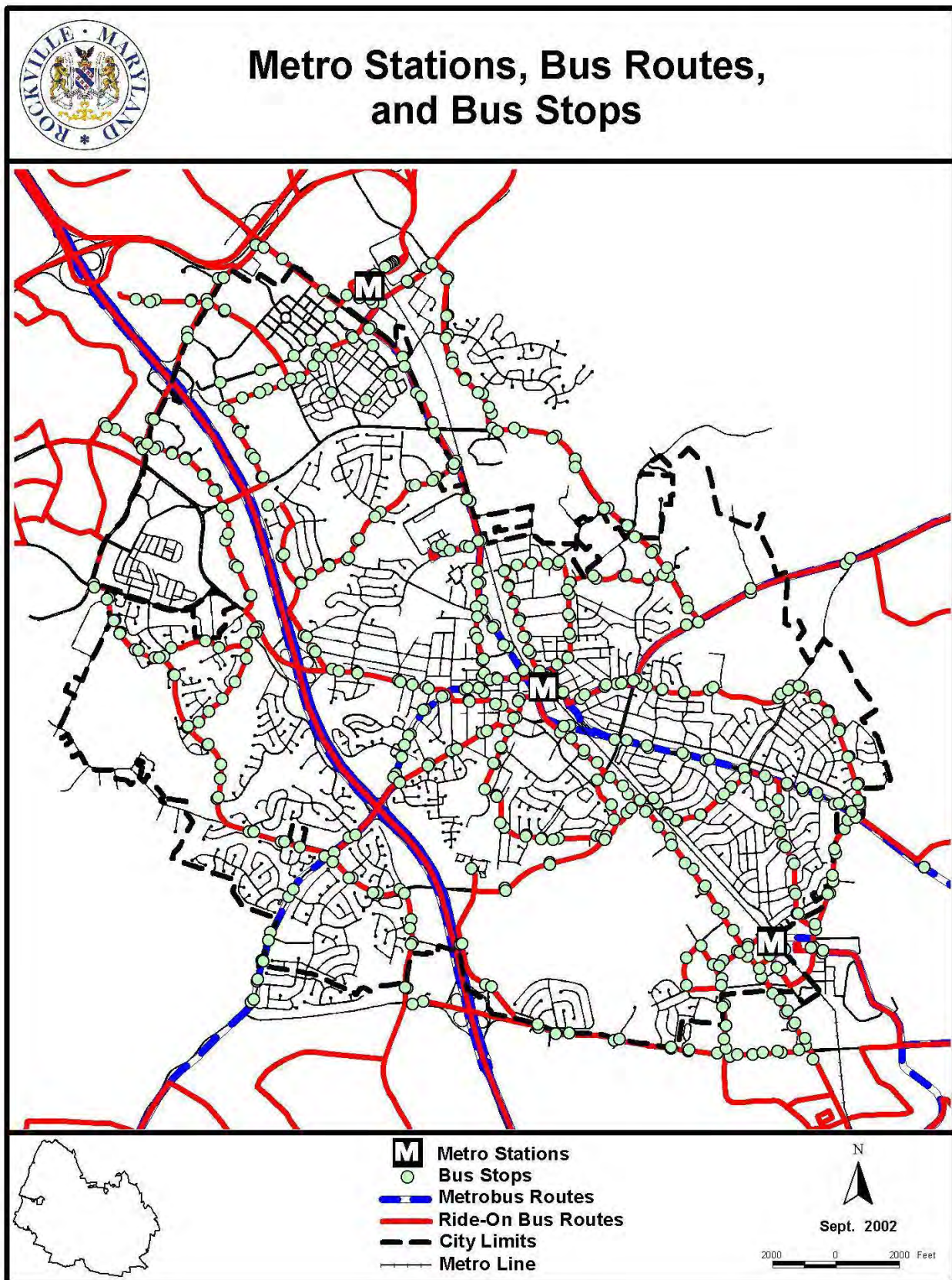
Bus Service: Metrobus and Ride-On

Rockville is served by WMATA's regional Metrobus system. This system links Rockville to other areas of the county, including Bethesda, Wheaton, and Silver Spring. The five Metrobus routes that provide service to Rockville operate along major roadways including Rockville Pike, Hungerford Drive, Norbeck Road, Falls Road, and Viers Mill Road. All of these routes serve at least one Metrorail station. Three serve the Rockville station, two serve the Twinbrook station, and one serves the Shady Grove station. Two bus routes pass through Town Center and one serves the Rockville campus of Montgomery College.

For the most part, these buses operate from 5:30 a.m. to 11 p.m. on weekdays, with service every 30 minutes. Weekend hours are more limited. The route that serves Shady Grove, Montgomery College, and the Rockville Metro station provides daytime weekday service at 10-15 minute intervals. Two routes operate only on weekdays during peak hours.

Nineteen Montgomery County Ride-On routes operate within or pass through Rockville. Twelve of these routes serve the Rockville Metrorail station, six serve the Shady Grove station, and five serve the Twinbrook Metrorail station. Eight routes pass through Town Center and three serve Montgomery College. Only one of these bus routes operates almost completely within the city.

Ten of the Ride-On routes provide service seven days a week between 5:30 a.m. and 9 p.m. For five of these routes, service extends until 12 or 1 a.m. The rest of the Ride-On routes are geared mainly toward commuters with service on only weekdays operating between 6 a.m. and 7 p.m. Five of these routes operate only during peak commute hours. For most routes, the frequency of service is every 30 minutes though some provide service every 15 minutes during peak periods.



Paratransit

Paratransit refers to a family of transportation services that are tailored to individual travel needs through flexible scheduling or routing of vehicles. Because it is generally provided in small vehicles, paratransit can be structured to be available on demand, providing door-to-door service to those for whom regular transit services are unusable. Providing paratransit options to interface with existing public transportation services increases transportation alternatives for the disabled and the elderly population.

The City runs a shuttle bus service for senior citizens, with scheduled stops at senior housing sites like the Bethany House and Heritage House. Several times each morning the shuttle runs to the Senior Center on Carnation Drive, with return trips leaving in mid-afternoon. Private homes and other stops are served by request. The shuttle also visits shopping centers and business areas on certain days each week.

Rockville participates in Montgomery County's "Call and Ride" transportation subsidy system for the elderly and the handicapped. Through this system individuals can use taxicabs at reduced fares. This allows those who may not be able to drive or use regularly scheduled public transportation to make trips to doctor appointments, shopping centers, and other necessary destinations.

Bikeways

A bikeway is any road or path that is designated for bicycle travel regardless of whether the facility is designated for the exclusive use of bicycles or whether it is to be shared with other modes of transportation. Bikeways can be classified into three types: multi-use paths, bike lanes, and shared roadways. Multi-use paths are physically separated from motor vehicle traffic by a grass buffer or barrier. Bike lanes are portions of the roadway designated for use by bicyclists. On shared roadways, bicyclist and motor vehicles share the same travel lane. National standards for bikeway terminology have changed since the 1998 Plan was adopted, and are reflected in this plan.

As of March 15, 2002, Rockville had 9.65 miles of shared use paths, 2.43 miles of bike lanes, and 13.7 miles of signed shared roadways. The characteristics of the users of these different types of facilities vary widely. For example, many people are reluctant to ride bicycles in a share-the-road situation due to the proximity of traffic. Yet many bicycle commuters actually prefer on-road facilities. Most basic riders are comfortable biking on neighborhood streets and multi-use paths, but they prefer designated bike lanes on busier streets. Children require special protection because of their limited physical and judgment abilities.



The existing bicycle network contains several major facilities, such as the multi-use paths along Wootton Parkway, Gude Drive, and Baltimore Road. The lack of safe and convenient connections between these facilities and destinations, such as Town Center and the lower Rockville Pike corridor, causes many people to disregard bicycling as a viable means of

transportation. The lack of east-west access and crossings of major roads like I-270 and Rockville Pike further constrain the current network. In 1998, the City of Rockville adopted the Bikeway Master Plan to address these and other issues. The accompanying map on Page 4-13 shows the Bikeway Master Plan routes and facilities. This Master Plan adopts that document, including any adopted amendments, by reference.

Bicycle racks and lockers can be found at several locations throughout the city. Currently, the Rockville Metro station contains 40 bike lockers and 70 bike racks, Twinbrook contains 26 bike lockers and 68 bike racks, and Shady Grove has 16 bike racks. WMATA will soon be adding both lockers and racks to all three of these stations. The City has installed bike lockers at the Lincoln Park Community Recreation Center, Twinbrook Community Recreation Center, the Rockville Municipal Swim Center, City Hall, and the Park Maintenance facility. New private developments also are providing bike racks and bike lockers.

Pedestrian

As of January 1, 2001, the City maintained 221 miles of sidewalk adjoining 158 miles of public streets, including State highways. The map on page 4-14 highlights all roads that have sidewalks on at least one side. Pedestrian facilities have been integrated in Town Center and the Rockville Pike Corridor. However, several streets in Rockville's older neighborhoods remain without sidewalks. Construction in these areas continues to be restrained by problems such as a poorly defined roadway edge (lack of curb and gutter), adverse grading, lack of right-of-way, and private landscaping. In addition to sidewalks adjoining public streets, the City maintains pedestrian pathways that connect neighborhoods, parks, schools, and other public facilities.



As of spring 2001, there were five pedestrian grade separations over or under public facilities. They are:

- Frederick Avenue – over WMATA/CSX tracks between Route 355 and North Stonestreet Avenue
- New Street – over WMATA/CSX tracks between South Stonestreet Avenue and Veirs Mill Road (near St. Mary's Church)
- Rockville Metro Station/Rockville Metro Center– over MD 355
- Lakewood School/Glenmore Terrace – over Wootton Parkway
- New Mark Commons – under Maryland Avenue west of New Mark Esplanade





PROJECTED 2020 CONDITIONS

Over the next twenty years, traffic conditions on the arterial streets in Rockville will worsen due primarily to the growth in regional travel. Significant peak period problems are forecasted to occur. The Capital Beltway, I-270, the metrorail system, and other regional facilities will experience demand well above their design capacity. Because of the lack of capacity for regional demand on regional facilities, the city's major arterials will absorb more traffic. Unfortunately, most sections of these roads are already at or above the design capacity and experience congestion. The overflow of regional demand, coupled with growth within the city, will result in highly congested arterial streets by the year 2020.

Rockville Pike (MD 355) will be the greatest challenge because it serves concentrated residential and commercial development as well as regional through traffic. Rockville Pike currently experiences failing traffic congestion from Gaithersburg to the Maryland State Line, south of Bethesda. With I-270 projected to experience demand exceeding capacity, and the Metrorail Red Line also forecasted to be overcrowded, Rockville Pike will only get worse. Over the next twenty years, most of the major intersections on MD 355 will be studied for potential traffic capacity improvements. In most cases, improvements to vehicular capacity will inhibit the accessibility of pedestrians and bicyclists in the corridor. Therefore, it is important to pay close attention to the effects of the improvements on all modes of transportation while evaluating proposed improvements.

North-south travel patterns will be best addressed with the extension of the Metrorail Red Line in the form of the Corridor Cities Transitway. This major transit improvement, whether it is constructed as a light rail line or bus rapid transit (BRT) facility, will provide a viable alternative to the automobile for residents north of the city traveling to activity centers within the City or to the south. With the clustering of activity centers around the transit stations planned in the King Farm, light rail technology would function within the city better than a bus rapid transit facility. An additional MARC commuter train station at either the Twinbrook Metrorail Station or next to Montrose Crossing Shopping Center near Randolph Road would also provide transit commuters better access to the activity centers in the city.

Regional traffic issues will continue to be a major concern for the City of Rockville. Facilities such as additional transit service along the Beltway, the Corridor Cities Transitway, MARC Rail service expansion, and major improvements in east-west capacity such as the proposed ICC or Western Parkway should continue to be evaluated to serve existing and planned development. Environmental and social impacts should be evaluated in all studies and construction projects.

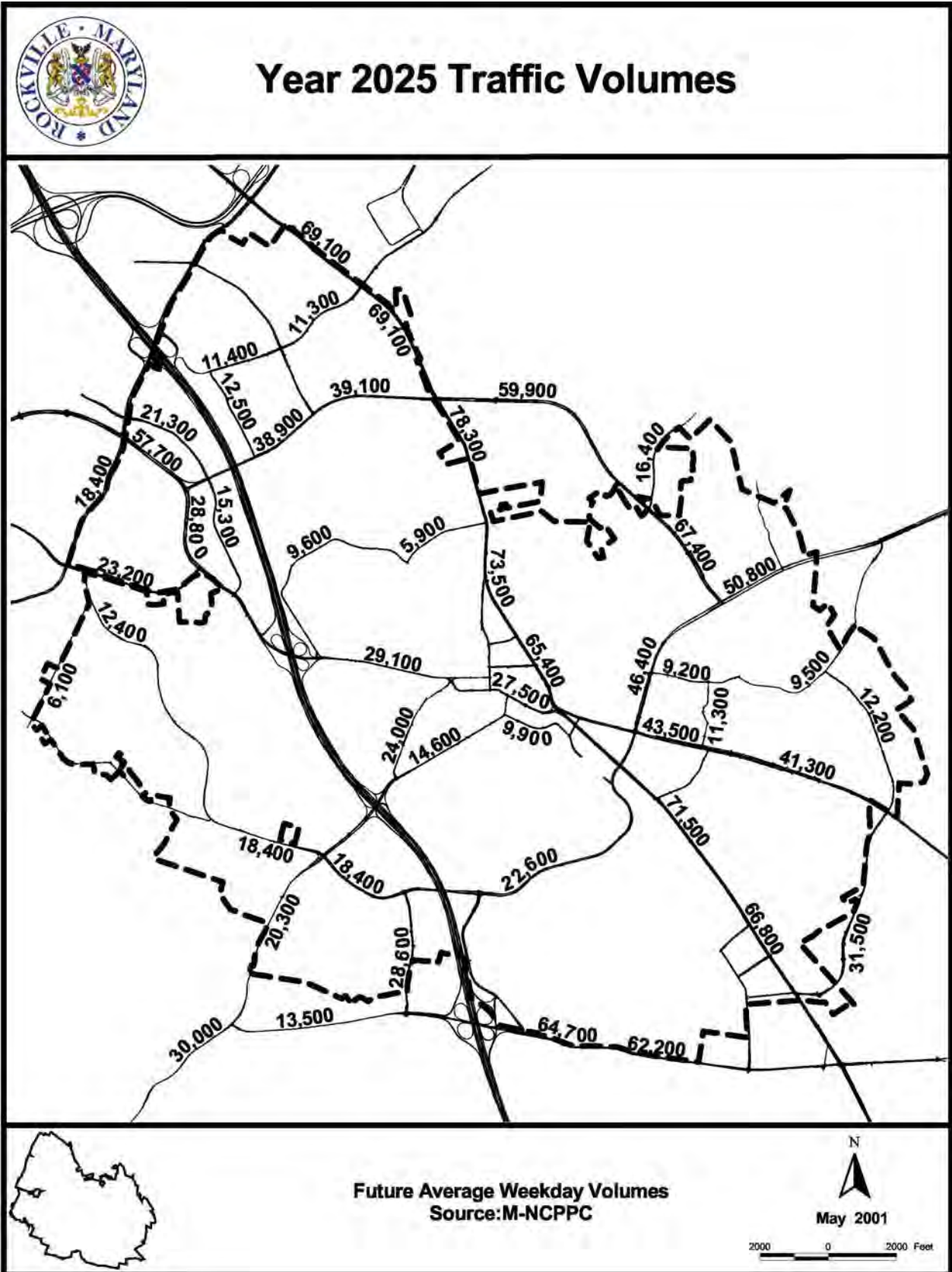
The improvements included in the plan to assist with east-west travel address the major conflict points between east-west and north-south traffic. These improvements include MD 355 and Gude Drive, MD 28 / MD 586 / MD 911, MD 355 and Middle Lane, and MD 355 and Montrose Road. To improve local circulation between East Rockville and the Town Center, the plan shows additional potential railroad crossings. Although these improvements are essential from a traffic operations perspective, the impacts on communities and pedestrian / bicycle movements would be studied prior to implementing any of the above referenced improvements.

In addition, Montrose Parkway is shown to improve east-west travel at the southern boundary of the city.

While traffic conditions will worsen, bike, pedestrian, and transit accessibility should increase. With increased support from the federal and state governments in the form of transportation grants, and the City's elected officials initiating smart growth principles, pedestrian and bicycle accessibility should continue to increase. The Bicycle Master Plan outlines an extensive plan to add multi-use paths, bicycle lanes, and bicycle routes to the city infrastructure. The completion of the Millennium Trail, Baltimore Road bike path and Rock Creek Park connectors will significantly enhance pedestrian and bicycle accessibility for commuting and recreational use.

Rail and HOV lane travel times will become more competitive with the single occupancy vehicle (SOV) since the facilities are not affected by traffic congestion. While bus travel times will slow due to congestion, improvements to bus stops and pedestrian facilities will encourage more bus ridership. Finally, urban design features incorporated into the Town Center, Falls Grove, and King Farm will eliminate many obstacles in accessing transit facilities.

The City received a Transportation Community Services Program (TCSP) grant from the Federal Highway Administration to assess accessibility to the Town Center. The planning effort will evaluate the accessibility of the Town Center from all portions of Rockville.



CRITICAL ISSUES

Currently, mobility throughout the City is limited due to traffic congestion generated by local and regional trips. Over the next twenty years, the regional population and employment is projected to grow by 39-40%. Even if Rockville stopped all future growth within its city limits, traffic congestion on city streets will increase. Regional growth, combined with anticipated development within the city will stress the existing and proposed infrastructure.

This growth will increase the desire of drivers to use residential collector streets to bypass congested facilities. Areas in the city that lack direct, logical arterial routes will suffer the most. An ongoing monitoring effort should take place to protect neighborhoods from the impacts of cut-through traffic while balancing the need for transportation capacity, connectivity, and accessibility.

To prepare for these travel demand impacts, the City must be proactive in continuing to create an environment that does not rely on the automobile for travel. To address this critical issue, the City needs to ensure that the land use patterns, urban design, and transportation system provide its residents with an environment in which goods and services are accessible.

Because of the worsening traffic congestion levels, residents will need to be able to find goods and services closer to where they live and work. Land use patterns should reflect activity centers to provide such products. Certain land use development is critical to provide residents opportunities to travel shorter distances to find goods and services.

The urban design of city streets must continue to be retrofitted to provide better mobility for pedestrians and bicyclists. Sidewalks and bicycle facilities must be safe, connect to activity centers, and be accessible to residents. The transportation system as a whole will need to be improved so that all modes of transportation are accessible and competitive with the automobile with respect to travel time, convenience and cost.

SYSTEM EVALUATION

Based on the existing conditions and future projections, it is apparent that Rockville will face many transportation challenges over the next 20 years. The following section articulates the City's goals in meeting these challenges. Under each goal are several recommendations that offer strategies for implementation. The same structure can also be used to evaluate the City's progress in achieving these goals. The recommendations serve as the criteria for the transportation system's success.

GOAL 1

Enhance the mobility of people, goods, and services.

Mobility can be thought of as how well things move within the transportation network. One way to measure mobility is by assessing how long it takes to get from point A to point B using a given mode of transportation. Thus, average travel times, flow rates, and levels of service can be used to assess the mobility of a system.

OBJECTIVE 1: Reduce travel time to activity centers.

The term “activity center” refers to a concentrated area of development that serves as a focal point for activity in a community. Activity centers include central business districts, schools, government centers, entertainment districts and office developments. Due to the large numbers of people that these areas draw, activity centers are usually significant traffic generators with localized congestion. Examples of activity centers in Rockville include Town Center, the Metrorail stations, Montgomery College, community centers, schools, and shopping centers.

Reducing the travel time to activity centers could be accomplished by making the road network more grid-like, which provides drivers with more route options so they do not have to follow circuitous routes to their destinations and can avoid congested areas. Improving mobility may also involve improving traffic circulation in and around activity centers, increasing transit frequency, or creating bike and pedestrian links between disconnected areas.

Intelligent Transportation System technology can be used to improve mobility and safety through operations and management rather than physical improvements. With Intelligent Transportation Systems, policies and operational actions are integrated, and the system is continuously monitored and adjusted to function most efficiently. Signal coordination, incident management, signal prioritization, and reversible lanes are cost-effective ways to enhance mobility using the existing infrastructure. Obtaining and sharing current information on travel conditions also helps manage the system, because it allows travelers to make informed decisions on how, when, and where they travel. This information can be distributed via phone, radio, televisions, kiosks, or the Internet.

**OBJECTIVE 2: Minimize congestion where appropriate.**

Congestion can be defined as the delay imposed on travelers, usually due to traffic volumes that are above the levels for which the system was designed. Many times, congestion is a result of constraints at a few key points in the transportation network, such as intersections, interchanges, narrow roadways, accidents, or construction activity. Levels of service (LOS) are used as a proxy for congestion levels.

For intersections, the LOS is a function of the vehicle demand, the number of lanes, the control delay, and the intersection geometry, among other factors. Adding turn lanes, altering

signal timing, and limiting turn movements and driveway access can help to improve the intersection level of service. For roadways, the level of service depends on the density of vehicles, vehicle speeds, the number of lanes, the width of lanes, and the spacing between driveways, intersections, and interchanges. Widening the roadway, adding lanes, and limiting the number of driveways can improve LOS on roadway links.



In Rockville, much of the congestion is due to regional traffic and is beyond the City's direct control. Yet, the City can still make improvements to ease flows at key backup points. However, it is important to balance congestion relief with other transportation goals. For example, widening an intersection to improve traffic flows may compromise pedestrian or bicyclist safety because they have to cross longer distances.

The limited number of east-west connections acts to produce congestion and delays on the routes that do link the major north-south

corridors. Congestion is also prominent at points that cross the WMATA/CSX tracks. Identifying new connections that will have minimal impact on surrounding neighborhoods and improving the existing east-west connections will help to ease congestion at these key points.

OBJECTIVE 3: Maximize incentives for demand management strategies.

Transportation demand management (TDM) programs are key to improving mobility when roadway and intersection improvements would have adverse impacts. They emphasize operational and regulatory mechanisms rather than capital-intensive strategies to improve the efficiency of the transportation network. Transportation demand management measures are designed to get single occupancy vehicles off the road, improve traffic flow, spread out the commuting period, and educate people about alternative modes.

Reducing the demand on the road network can be accomplished by making other modes comparable to the single occupant vehicle in terms of time, convenience, and comfort levels. Programs such as carpool matching, preferential carpool parking, subsidized transit passes, unsubsidized parking, and the availability of bike lockers and showers all serve to encourage commuters to consider other forms of transportation. The City may provide some of these services directly or it may maximize the incentives that developers and employers are given to implement these programs.

Currently, the North Bethesda Transportation Management District coordinates and markets TDM programs offered by the City, County, State, and the Metropolitan Washington Council of Governments. However, this district only encompasses the southern portion of Rockville. The Greater Shady Grove Transportation Management District is scheduled to be established in year 2002 and will provide similar services for residents in northern Rockville. The creation of a Citywide TDM coordinator position could help to ensure that all residents and employers are provided with information on demand management issues and programs.

Off-site, satellite TDM offices can provide route, fare and real-time information for transit users in addition to general information on programs and incentives such as the one that will be built in the Falls Grove development. The Rockville Metro/MARC station would be a prime location for another satellite office.

OBJECTIVE 4: Construct multi-modal transportation improvements to support the impacts resulting from land development (Adequate Public Facilities).

Currently, all applicants for Use Permits and Special Exceptions generating more than 100 additional peak hour trips must follow the Standard Traffic Methodology process. All traffic studies submitted for land development consider existing traffic, general anticipated growth in traffic, and the new trips generated by the proposed development. On the supply side, roadway improvements expected to be available on opening day of the proposed development are included in the study.

If the results of the traffic study show that the new development will cause the efficiency of the road network to deteriorate in congested areas, the applicant must mitigate these impacts. In the past, most mitigation measures related to providing additional roadway capacity through physical improvements. Given Rockville's spatial limitations and regional context, the current development review process encourages mitigation using alternative modes. Ridesharing programs, shuttles to transit stations, and installation of pedestrian and bicycle facilities are examples of measures that can reduce demand on the road network. Aside from these mitigation actions, the applicant may also be obligated to contribute toward the improvement of transportation and safety facilities located offsite.

Below is a rendering of the new Falls Grove Transit Center, paid for by state grant and private sector (developer) funds.



The spatial limitations also mean that potential mitigation measures are increasingly more substantial. For example, instead of adding a turn lane in the vicinity of a proposed development, a developer may be required to contribute funds toward a major facility that will have an impact beyond just the increased traffic created by the new development.

Because some of the impacts of new development will not be anticipated or will fall outside the scope of the traffic study, the City is formalizing a policy that will require that applicants for commercial development and multi-family housing projects pay a Transportation Demand Management (TDM) Fee. Monies collected from the fee will be used in support of programs and physical improvements intended to mitigate these impacts. They may include outreach and education on alternative modes, bus stop improvements, installation of pedestrian

signals, and other programs to promote the use of transit, pedestrian, and bicycle modes in the area of the new development.

Though the Standard Traffic Methodology currently emphasized impacts to automobile traffic, it will soon be updated to include stronger provisions for all modes of travel, including the movement of goods. Also, the thresholds defining a “traffic impact” will be tightened to ensure a quality transportation system.

With or without new development in Rockville, the traffic conditions will continue to decline over the next twenty years due to the regional growth and lack of new planned roadways. Future development constraints in Rockville may limit the growth of internally-generated traffic in the city. However, unless growth is managed outside the city limits, this will have minimal effect on increased through-traffic generated by developments outside the city boundaries. Thus, decisions on the location of new development and creating viable activity centers with access by all modes of transportation becomes an essential part of City policy.

GOAL 2

Promote a transportation system that is multi-modal, accessible, and friendly to all users.

Accessibility can be defined in two ways. First, as the ability to get from point A to point B via various means of transportation. Making all modes of transportation accessible to as many people as possible is a top priority for the City. Pedestrian and bicycle links between modes are key especially where they provide direct access to transit stops. Access to public transportation is particularly crucial for certain segments of the population including the elderly, children, and those who may not have access to a personal vehicle. Ensuring that transportation facilities comply with the Americans with Disabilities Act (ADA) will improve the mobility and independence of all citizens.

Accessibility refers to the number of opportunities, also called activity sites, available within a certain distance or travel time. An individual's level of accessibility will depend largely on where activity sites are located vis-à-vis the person's home and the transportation network, but it will also be affected by when such sites are open and even how much time someone can spare for making trips.¹

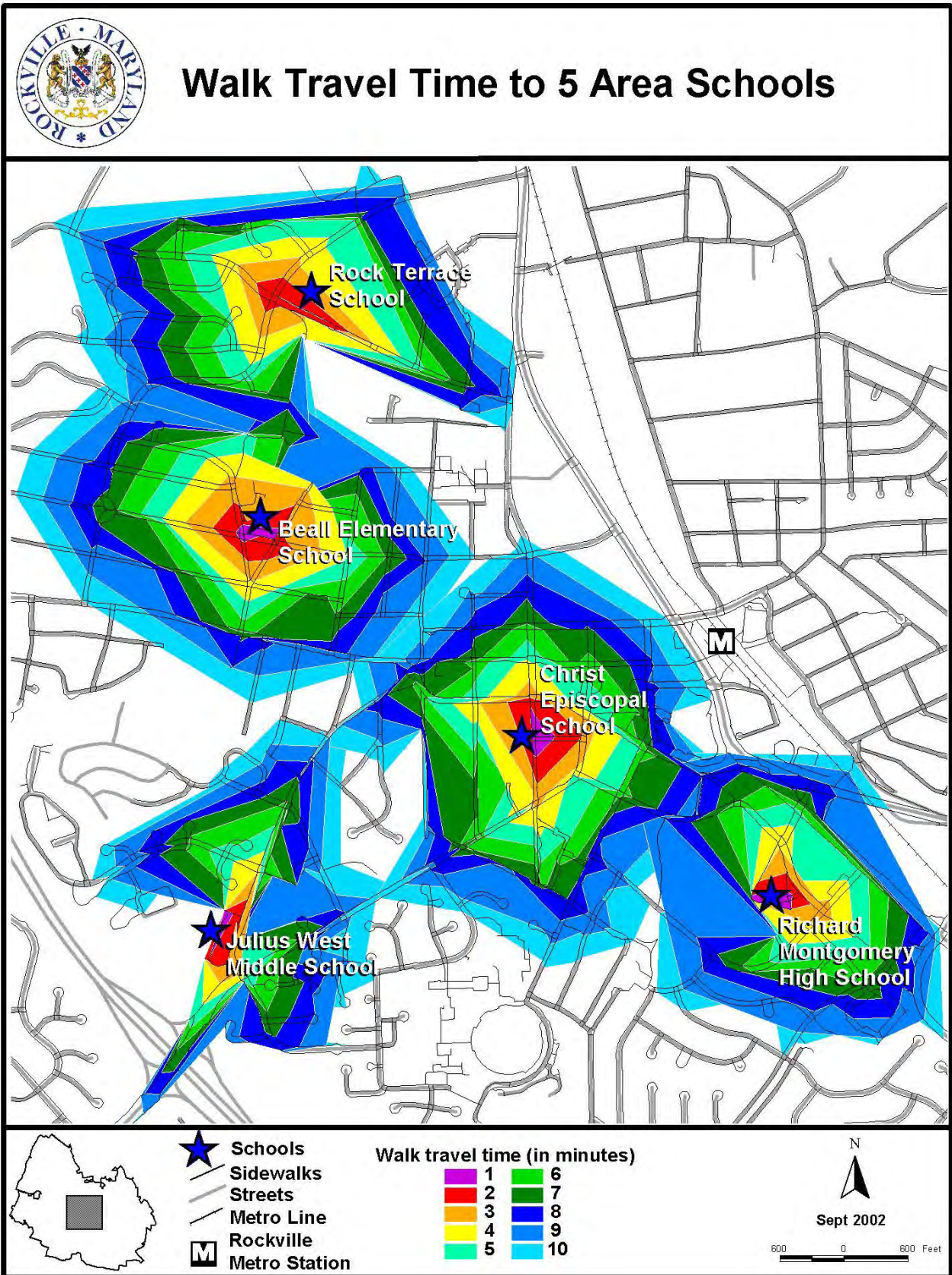
OBJECTIVE 1: Improve pedestrian connections from households to activity centers.

The suburban nature of many areas in Rockville makes people dependent on the automobile. Residential neighborhoods are separated from commercial areas. Cul-de-sacs and dead end streets divide uses that are physically proximate. Some neighborhoods have no sidewalk or walkway system. There is competition between the automobile and pedestrians at intersections. All of these factors force many residents to disregard walking as a viable means of transportation.

Providing safe, direct pedestrian routes between residential areas and activity centers can help reduce the number of day-to-day vehicle trips. These connections can be created or improved by installing sidewalks, adding paths to link cul-de-sacs and dead end streets,

¹ Hanson, S. (1995). “Getting There: Urban Transportation in Context.” *The Geography of Urban Transportation*. New York: The Guilford Press. 4-5.

installing pedestrian signals and crosswalks, or by constructing pedestrian bridges over busy roadways. Treatments, such as lighting, landscaped buffer areas and other streetscape improvements, can heighten safety and make pedestrian facilities more attractive for users. The City of Rockville's "Synthesis of Pedestrian Policies" manual should be used to guide the construction of pedestrian facilities.



OBJECTIVE 2: Improve bicycle connections from households to activity centers.

Although major bicycle facilities are in place on facilities such as Gude Drive, Wootton Parkway and Baltimore Road, strong bicycle connections are still missing between neighborhoods and activity centers throughout the City. The quality of the environment during the entire trip—from origin to destination—is the largest factor in the choice to use the bicycle mode of transportation.

The City of Rockville's Bikeway Master Plan should be used to incorporate bikeway facilities into capital improvements, private development, and redevelopment projects where possible. By integrating bikeways into other projects and developments, the proposed bikeway plan can be implemented in a more timely and efficient manner.



With improvements in bicycle accessibility, it is likely that residents will more often choose to bike during work-related and discretionary trips. Although this is not the sole answer to the City's traffic problems, it is "a piece of the puzzle" in providing transportation alternatives to the citizens of Rockville.

OBJECTIVE 3: Increase transit use by residents and employers.

Rockville is well-served by various forms of regional mass transit. Metrorail, MARC trains, and Metro and Ride-On buses connect Rockville to downtown Washington, D.C., its suburbs, and distant locations to the north and west. The completion of the planned Corridor Cities Transitway from Shady Grove Metro Station to Clarksburg and Germantown would link the existing Metrorail system with either light rail or bus rapid transit technology. In addition, new locations for dedicated busways (exclusive lanes for express buses) and additional MARC stations are being explored.

As Town Center redevelops and the King Farm and Fallsgrove communities are finished, there will be a greater need for local bus routes. The frequency of service may need to increase in order to compete with other modes and attract new riders. New bus routes should be created to serve high-density residential areas and employment and activity centers away from Town Center and the Metrorail stations. Both the King Farm and Fallsgrove developments were designed to accommodate local bus service. The King Farm bus system was planned so that it can eventually accommodate the Corridor Cities Transitway. Other neighborhood oriented shuttle services should be added to complement the local transit authorities' service.

Research suggests that the average person will walk no further than 7/10 mile to get to a Metrorail station, ½ mile to get to a MARC station, and ¼ mile to get to a bus stop. These distances can be used to estimate how many households could potentially use transit (assuming their destinations are also within the given distance of a transit stop.) The Transportation Community Services Program (TCSP) grant, awarded in February 2001, will quantify the portions of Rockville accessible to transit. It is important to provide adequate multi-modal access to the Metro stations including adequate commuter parking at the Rockville Metro station.

The use of transit facilities is determined not only by the distance to a transit stop, but also by the pedestrian facilities around these stops. Without direct pedestrian facilities to transit stops, transit use declines dramatically. Though many are within walking distance of transit stops, Rockville's residential communities require enhancements to increase the attractiveness of transit. These enhancements include continuous sidewalks from residences to transit stops, covered shelters, and availability of information on transit routes, fares and schedules. Existing office developments can also be retrofitted to be more compatible with transit by providing pedestrian paths and bus shelters. In addition, bus stops should be situated near signalized intersections wherever possible to provide safe pedestrian access. Below is a graphic displaying walk time to bus stops using existing pedestrian facilities.



The Fallsgrove Multi-Modal Center is an example of how transit facilities can be integrated into a development. This center will be constructed in the commercial area of the new Fallsgrove development where several Ride On bus routes will converge. It will contain a waiting area, benches, bicycle racks, and other features to accommodate people waiting for buses, carpools, and taxis. Staff will be available with information on transit schedules, fares, and passes. Information will be available to allow patrons to obtain real-time information on the locations and estimated arrival times of buses. Because of its design and location in the Village Center, the Multi-Modal Center will be accessible to residents and employees throughout the Fallsgrove development.

Objective 4: Increase carpool and vanpool use.

Carpools provide an alternative to the single occupant vehicle when two or more people have proximate origins and destinations. They are one of the few transportation alternatives available to those whose origins or destinations are not within a reasonable distance of transit facilities. High-occupancy vehicle (HOV) lanes, which run along I-270 from about 10 miles north of Rockville to the Capital Beltway, make this mode of transportation appealing to many Washington Metropolitan Area residents. Another incentive is the cost and limited availability of parking in downtown locations and around rail stations. Employers can encourage their employees to use carpools by providing ridesharing programs, reserved preferential parking for

carpools, guaranteed ride home programs, and compensation for employees who do not use their parking passes.

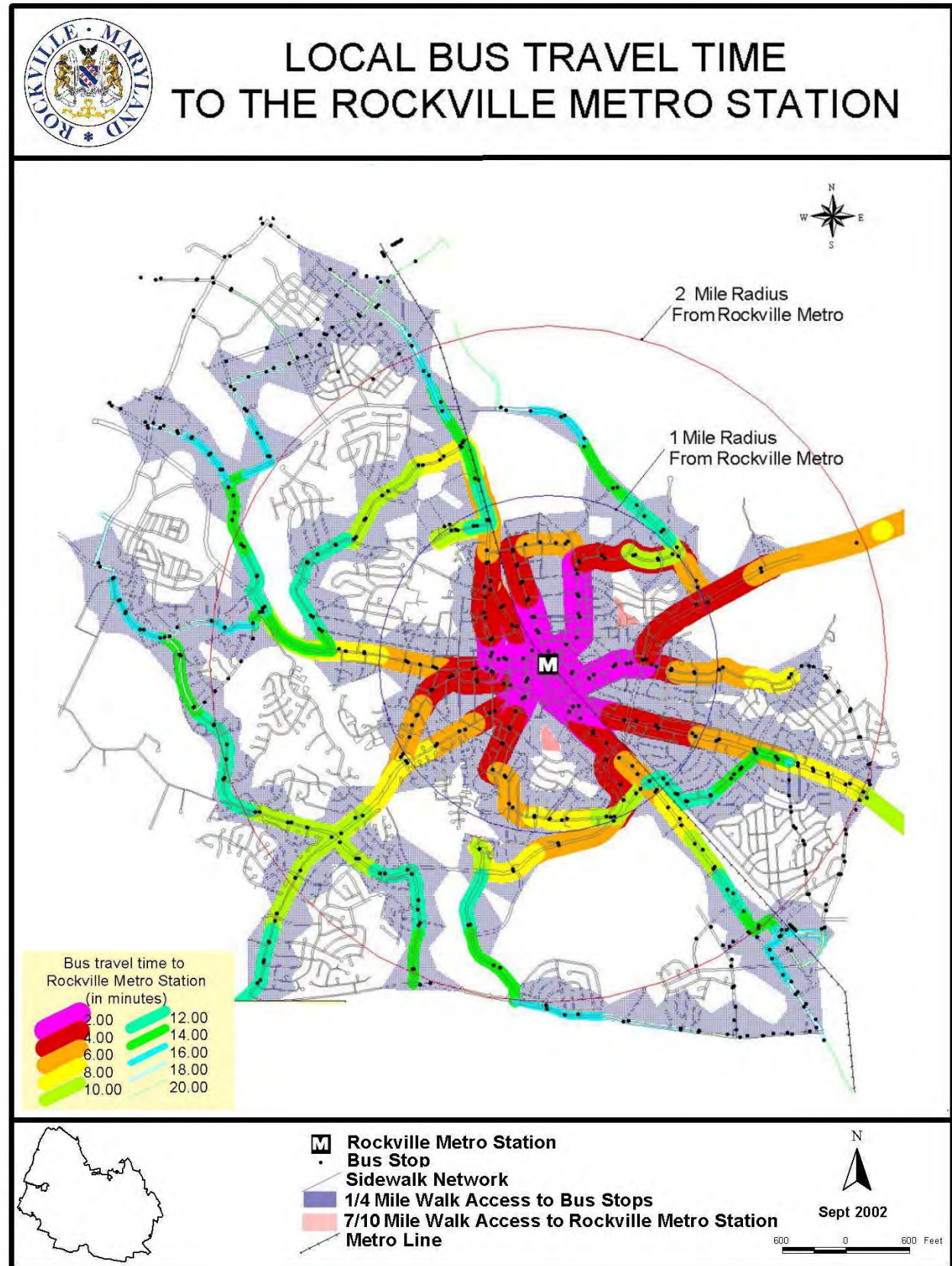
Vanpools are most often provided by a large employer or multi-family housing management. Some operate as shuttles to and from transit facilities, while others provide door-to-door service.

There are a variety of regulatory methods that could be used to promote these alternative modes. Some of them may be controversial. One method could require applicants for new office development to reserve five (5%) percent of the available parking spaces for carpools. Another initiative could set a graduated fee for each parking space above the minimum required by the Zoning Ordinance. It is intended to give developers an incentive to not oversupply parking.

OBJECTIVE 5: Ensure multi-modal access to new developments.

If new developments rely strictly on the existing road networks to absorb all of the new demand they create, congestion will increase even in areas where roads are not operating at capacity. Yet, if these developments are designed with accessibility to all modes of transportation in mind, impact on the road system can be minimized. Although most of the land in the city is now developed, the potential for redevelopment in areas like Town Center, Twinbrook, and the Rockville Pike Corridor provides opportunities to implement land uses both on-site and offsite that stimulate the use of transit and encourage safe pedestrian activity. Tools from the City's GIS model and data from the TCSP grant will be used to identify weaknesses in multi-modal access to development sites in order to implement improvements to the transit, bike and pedestrian networks. Also, the new Standard Traffic Methodology, called the Comprehensive Transportation Review (CTR), shall maintain such mitigation from developers. Issues such as pedestrian, bike, and transit on-site and off-site improvements will be strengthened in the new procedure. The CTR will be a subset of the City's adequate public facilities ordinance (APFO).





Simple design measures such as locating buildings close to the street, installing bicycle racks, and constructing bus shelters can help to make the environment more welcoming to pedestrians, bicyclists, and transit riders. Pedestrian access and circulation within developments is also extremely important. Site design must emphasize the safe and efficient movement of pedestrians in addition to other modes.

GOAL 3

Respect and protect neighborhoods especially from the impacts of regional traffic.

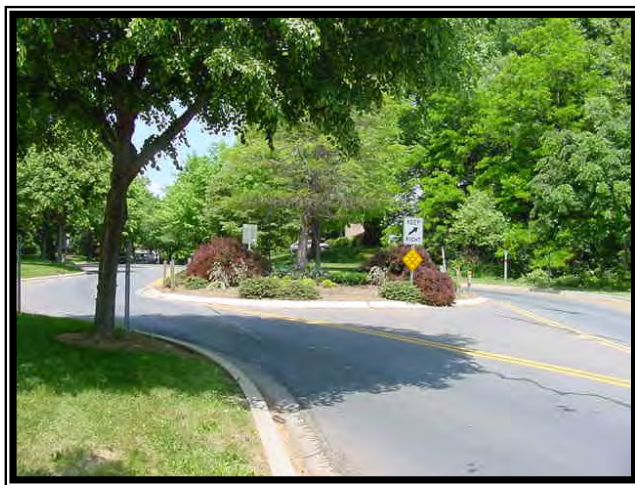
While the integrity of Rockville neighborhoods is primarily addressed in other sections of the Master Plan, the relationship between transportation and the quality of neighborhoods cannot be overlooked. Controlling the impacts of commuters from outside the City on Rockville's streets may be the greatest challenge facing the City over the next 20 years.

OBJECTIVE 1: Minimize non-local traffic in neighborhoods.

A primary concern of the City is ensuring that residential neighborhoods are not overwhelmed by non-local traffic using neighborhood streets to avoid traffic and delays on major roads. This spillover through-traffic has significant negative impacts on neighborhoods, especially with respect to safety.

Rockville specifies maximum daily traffic volumes for streets classified as residential. This reflects the City's policy that the needs of the neighborhood be considered along with the goal of traffic movement. Through-traffic should be kept on the arterials and major roads that were designed to handle high volumes. Though neighborhoods will never be free of traffic, the street design should ensure that the traffic within them is related in character and volume to the environmental conditions sought.

Various methods of preventing through-traffic or slowing that traffic are in place throughout the city. Turn prohibitions, half closures, and forced turn islands, are used to control traffic volumes. Speed humps, traffic circles (shown below on Watts Branch Parkway) and narrow streets are designed to control vehicle speeds. Some of these measures can be installed with relative ease using signs and pavement markings. Others are more permanent in nature and require substantial design work.



Neighborhood protection must be balanced with neighborhood access. It is important that access by fire, police, and other emergency vehicles be considered when choosing between methods to control through-traffic. Accessibility and mobility of neighborhood residents is another important consideration. While a partial street closure may be desirable to some residents, others may be unwilling to accept the inconvenience caused by such an option. For this reason, general consensus among neighborhood residents is required before the City will take action.

Though further study and general neighborhood consensus would be required before any physical changes were made, areas where measures to prevent through-traffic have been requested include:

- Twinbrook
- Rockshire
- West End
- Fallsmead
- Croydon Park

In some residential neighborhoods a permit parking system is in place to prevent unwanted non-resident parking. Permit parking is particularly useful in areas near Town Center, Metro stations, schools, and other traffic generators.

OBJECTIVE 2: Minimize transportation noise impacts in neighborhoods.

Even if traffic is not spilling over onto neighborhood streets, it may still have significant noise impacts on communities. While this is not a safety issue, it can affect the quality of life for residents. Standards for traffic noise mitigation must be met as new roads are built. In the case of existing roadways, buffer areas and landscape berms can be used to screen neighborhoods from the negative impacts of noise. However, for existing roadways mitigation is neither required nor feasible in many cases. Likewise, railroads are not required to provide noise mitigation. Noise issues are of particular concern in the following corridors:

- I-270 Corridor
- MD 355 Corridor
- Gude Drive Corridor (future MD 28)
- Viers Mill Road Corridor
- Wootton Parkway Corridor

In order to address transportation related noise impacts in existing neighborhoods, a comprehensive City-wide assessment of current and projected noise levels is recommended that will enable the City to develop objective criteria for identifying problem areas and setting priorities. Based on this assessment, a strategy can be developed to apply a range of alternatives to address problem areas, including the potential for utilizing alternative paving materials to reduce road noise, roadway design measures, berms, landscaping, noise walls, and mitigation efforts such as building envelope and window treatments to reduce sound transmission. The broad spectrum of alternatives available needs to be evaluated for specific problem areas in terms of effectiveness, impact on adjacent communities, aesthetics, and cost.

OBJECTIVE 3: Minimize the use of neighborhood streets by heavy trucks.

One truck equals the wear of 8,000 vehicles on city streets. Heavy trucks cause noise, visibility problems, and substantial wear on the physical structure of residential streets. Signs restricting heavy trucks can be used to limit truck traffic. Stricter enforcement of laws restricting truck traffic could also help to protect residential streets. For example, restrictions are already in place in the Darnestown Road corridor near the Rockville Crushed Stone quarry, Wootton Parkway, and Hurley Avenue.

GOAL 4**Protect the environment.**

Environmental quality is primarily addressed in other sections of the Master Plan. Yet, transportation facilities can impact the natural, cultural, and socioeconomic environment both positively and negatively.

OBJECTIVE 1: Minimize the impact on the natural environment.

The construction of roadways inevitably alters the natural environment because of the creation of more impervious surface. In addition, siting of facilities may require the removal of trees and other natural features. It is important to minimize these impacts as new roads, sidewalks, bikeways, entrances, and parking areas are built and existing ones are expanded.

The Intermodal Surface Transportation Efficiency Act, National Environmental Policy Act, and Clean Air Act Amendments were designed to ensure that environmental impacts of transportation projects are analyzed and considered. All new transportation facilities will be constructed in accordance with the policies and provisions outlined in these regulations as well as the City's Environmental Guidelines.

The Washington Metropolitan Region has been designated as a serious non-attainment area for ground-level ozone under the Clean Air Act Amendments. This type of ozone is produced through reactions from vehicle emissions. Because of the non-attainment designation, the Washington region is required to implement a plan that will reduce emissions of volatile organic carbons (VOCs) by 15% from the 1990 base year levels.

The Metropolitan Washington Council of Governments (MWCOC) is the coordinating agency for the emissions reduction plan. The MWCOC programs and recommendations to promote alternative modes and reduce transportation demand are consistent with the City's transportation goals.

OBJECTIVE 2: Minimize the impact on the cultural environment.

Rockville contains significant cultural and historic resources. It is important that impacts on these resources be minimized as transportation facilities are constructed, improved, and maintained. In some instances transportation facilities can be used to enhance cultural resources and public spaces. For example, the use of brick sidewalks in historic districts complements the architectural features of the area and improves the appearance of the streetscape.

OBJECTIVE 3: Minimize the impact on the socioeconomic environment.

Properties, homes, and businesses may be directly or indirectly affected by transportation improvements. Though many transportation projects have positive effects on the assessed values of the surrounding properties, such as sidewalk installations, the construction period may cause considerable disruption to residences and businesses. Care should be taken to minimize negative impacts as new facilities are sited and existing facilities are upgraded and maintained.

GOAL 5**Foster a safe and maintainable transportation network that encourages the observance of traffic laws.**

Safety is a fundamental part of any transportation system. The location of facilities as well as the facility design, timing of signals, and visibility of signs and markings all influence safety. To a large extent the use of transportation facilities is dependent on the comfort level of potential users and the perceived level of safety, particularly in the case of pedestrians and cyclists.

Through the efforts of City staff and the input of citizens, Rockville's transportation network is continuously monitored for safety and maintenance concerns. Because these types of issues change over time as traffic volumes, facility use, and land use characteristics change, safety and maintenance are typically addressed on an annual basis through the budget and the Capital Improvements Program (CIP).

OBJECTIVE 1: Improve pedestrian and bicycle safety.

The safety of pedestrians and cyclists is of utmost importance to the City. Since World War II, Rockville (and most of the USA) has been developing as an auto-oriented society. With



it came infrastructure designed to maximize automobile flow, not pedestrian and bike movements. The Mayor and Council and staff plan to improve the urban design, driving behaviors, and traffic operations to make Rockville safe for pedestrians and bicyclists.

Design measures such as buffers between sidewalks and roads, refuges in medians at intersections, and crosswalk markings are examples of several on-going CIP projects targeted at improving safety. The redevelopment of properties provide opportunities to improve building orientation, pedestrian and bike facilities. As roadway improvements are implemented, pedestrian and bike facilities will be key components, including such features as pedestrian-operated signals, traffic calming measures, warning signs.

Vehicle speeds on roadways are directly related to bike and pedestrian safety at crossings and on adjacent facilities. If roadways can be designed in a manner that encourages drivers to travel at the desired speed, the potential for accidents can be reduced. Roadway design is usually more effective than enforcement in controlling vehicle speeds.

The design of pedestrian and bicycle facilities is also important in terms of personal safety. Isolated and poorly lit areas may trigger feelings of uneasiness causing some would-be pedestrians and cyclists to choose other modes.

OBJECTIVE 2: Improve the lighting on city streets.

Lighting is an important safety element, especially for pedestrians and transit users. As new projects go through the development review process, lighting plans are comprehensively reviewed for effectiveness of illumination, energy efficiency, and reducing light pollution. Lighting in some existing areas may be inadequate in terms of illumination or energy efficiency. Illumination is particularly important in areas around Metro stations, bus stops, activity centers, and the pedestrian corridors that lead to these areas. Light levels can be increased by installing more fixtures, improving the existing infrastructure, or by upgrading the types of bulbs used.



However, in residential neighborhoods it is important to balance safety concerns with the wishes of residents who may not want to see glare or light spillover from overhead light fixtures onto their homes. In other areas, decorative lighting fixtures may be desired to create a distinctive ambiance but may not be either the brightest or most energy efficient light source. Another factor to be considered is that ambient light spillover from all types of light fixtures (including signs) is beginning to be an issue in urban areas. Installing light fixtures that are considered “dark sky friendly” may be beneficial.

OBJECTIVE 3: Improve vehicular safety on city streets.

Through advances in road design and vehicle features the number of traffic fatalities has decreased significantly over the last 20 years. Yet, accidents still occur. While driver behavior is often unpredictable, vehicular safety can be improved through the design of transportation facilities. Since the over design of roadways often tempts drivers to travel at speeds higher than what is desired for an area, the character of the road and of adjacent land uses must be considered as new roads are proposed. Safety treatments on existing facilities include improving visibility, creating deceleration lanes, restricting turn movements, and limiting the number of driveways. These measures must be balanced with mobility, efficiency, and environmental and aesthetic concerns. For example, improving visibility from a driveway or intersection may involve trimming or removing trees and landscaping.



OBJECTIVE 4: Maintain quality traffic controls at city intersections.

Signs and signals at intersections must be continuously monitored to ensure that they efficiently control traffic flows. The City uses computers, modeling software, traffic counts, and extensive neighborhood studies to do this. Often signs and the timing of signals must be altered to keep pace with changing conditions. The City is open to citizen requests, though traffic studies must show that the proposed changes are warranted. Traffic signals will only be installed at locations that meet engineering criteria as outlined in the Manual on Uniform Traffic Control Devices.

**OBJECTIVE 5: Maintain streets in superior condition.**

Potholes, debris, and damaged markings present considerable safety hazards for drivers, pedestrians, and cyclists as well as reflecting poorly on the City. Maintaining streets, sidewalks, lighting, signs, signals and markings assure that the transportation network will continue to function as designed.

GOAL 6: Minimize the neighborhood separation effects of major transportation facilities.

The Metrorail lines and major highways I-270, MD 28, and Veirs Mill Road form boundaries between neighborhoods. While the effects of this division and some potential solutions are discussed in other sections of the Master Plan, providing transportation links between these areas is the first step toward forming social and economic connections.

OBJECTIVE 1: Retrofit pedestrian and bike connections between existing neighborhoods that are divided by major transportation facilities.

By design, major transportation facilities restrict vehicle access, which forces local drivers to take circuitous routes to their destinations. This increases travel times and congestion on the main links between two areas. Providing pedestrian and bike connections between neighborhoods that are divided allow citizens to access proximate land uses without having to use their cars. Facilities like I-270 and the Metrorail tracks require grade-separated (overpasses and underpasses) pedestrian connections. In other cases existing intersections can be upgraded to accommodate non-vehicular movements.

Several facilities in Rockville have been identified as locations where pedestrian and bike connections should be installed or improved. These include:

- I-270 at Shady Grove Road
- I-270 at MD 28
- I-270 at Falls Road
- MD 355 between King Farm and the Shady Grove Metro station
- Metrorail tracks at Twinbrook Metro station

OBJECTIVE 2: Retrofit the existing street network to “bridge” the gap between the communities.

Rockville's road network is also affected by major transportation facilities. Several streets were divided when the Metrorail lines were installed. For some neighborhoods this was beneficial because the amount of through-traffic was significantly reduced. In other areas, the benefits of improved automobile and bus circulation that would result from bridges or underpasses across the Metrorail tracks may outweigh the associated costs.

Aside from those roads that are affected by major transportation facilities, many other streets terminate in dead ends or cul-de-sacs. In some cases these streets can be extended so they connect to other streets without compromising the character of the area. Mobility and accessibility are increased because drivers are given more route options. Extensions may be required to handle traffic circulation from new or re-development or they may be used to connect neighborhoods and activity centers that are currently divided.

Connections can also be made strictly for bike and pedestrian movements. Sidewalks and paths that connect dead ends and cul-de-sacs to the main road network can reduce travel times to schools, parks, transit stops, and other activity centers. One current example of this is the sidewalk and staircase that connect Rockcrest Circle to the sidewalk along First Street. Students in the Rockcrest neighborhood who attend Richard Montgomery High School use this link.

PROPOSED TRANSPORTATION IMPROVEMENTS

New Roads

1. Fallsgrove road network
2. King Farm road network
3. Montrose Parkway – with bike path and truck restrictions

Street Extensions

4. Chapman Avenue – extended north to 355
5. Chapman Avenue – extended south to Randolph Road
6. Choke Cherry – extended to south to Piccard Drive
7. Dawson Avenue – extended east to Hungerford Drive (MD 355)
8. Fleet Street – extended to connect existing segments
9. Maryland Avenue – extended north to Dawson Avenue extension
10. Nebel Street – extended north to Bou Avenue (in County just south of Rockville)
11. Pleasant Road – extended to connect existing segments

Interchanges

12. I-270 at Gude Drive (Future MD 28)

Transit

13. Corridor Cities Transitway through King Farm
14. MARC station at Twinbrook Metro or at Randolph Road/Nebel Street

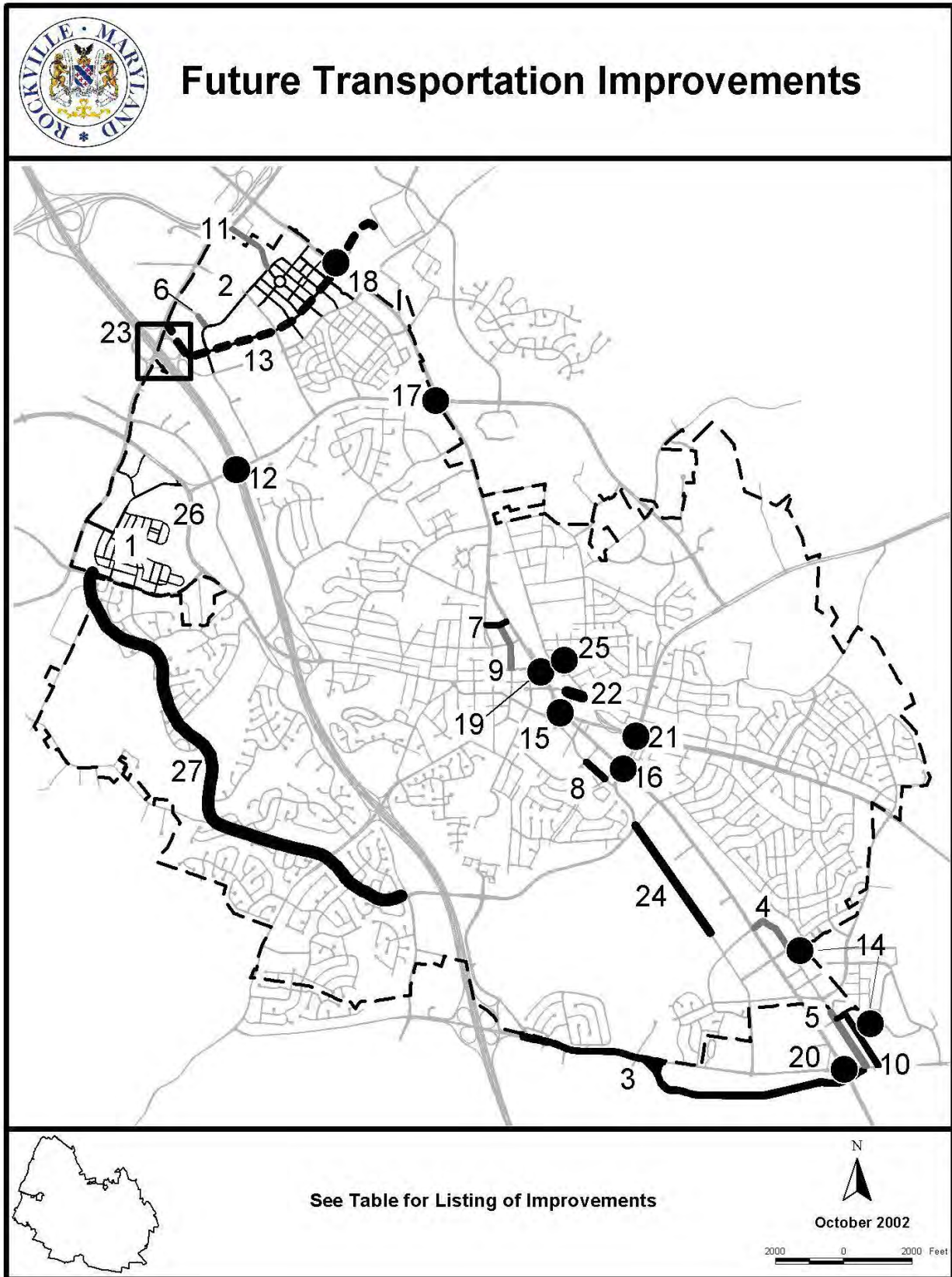
Grade Separations

15. East Jefferson Street (MD 28) and Rockville Pike (MD 355)
16. First Street (MD 911) and Rockville Pike (MD 355)
17. Gude Drive and Frederick Road (MD 355)
18. King Farm Boulevard and MD 355 – bike and pedestrian crossing to Shady Grove Metro
19. Middle Lane and Hungerford Drive (MD 355)
20. Montrose Road and Rockville Pike (MD 355), with a crossing of the Metro tracks at Randolph Road (outside of city)
21. Veirs Mill Road and (MD 586) and First Street (MD 28)

Other

22. Church Street and Metro/CSX tracks- future study for connection in this area
23. King Farm – improve Shady Grove Road ramp/Redland Road/King Farm Boulevard (study circulation)
24. Woodmont Bikeway- Should Woodmont Country Club redevelop, a bikeway and pedestrian connection to the Millennium Trail along Wootton Parkway, and to other bikeways shown in the Bikeway Master Plan, should be provided.
25. Stonestreet Avenue – realign near intersection with Park Road
26. Redesignate MD 28- from West Montgomery Avenue/Jefferson Street to Gude Drive

27. Wootton Parkway- Not recommended for widening within the time horizon of the Plan. However, the existing right-of-way should be preserved for future improvements to be determined through study and a collaborative process with affected neighborhoods. Improvements include turn lanes, pedestrian facilities and transit shelters.



CHAPTER FIVE

THE ENVIRONMENT - SENSITIVE AREAS AND CRITICAL ISSUES

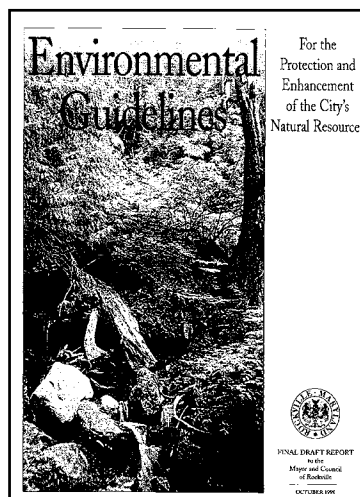
GOAL: *Integrate the protection of the environment in all public and private development and land use decisions to promote the health and safety of and enhance the quality of life for the citizens of Rockville.*

POLICIES

1. Continue to support and implement the 1999 *Environmental Guidelines*.
2. Implement environmental programs that will protect and enhance the city's natural resources and ensure that environmental impacts from development are limited or mitigated.
3. Continue to support and implement Rockville's stormwater management/watershed strategies within existing neighborhoods.
4. Work to mitigate noise from Route 270, Route 355, Route 28, and Gude Drive.
5. Maintain, enhance, and preserve the City's urban forest and establish a goal for canopy coverage.
6. Pursue sustainable practices to protect environmental quality and natural resources for the use of present and future generations.

INTRODUCTION

Protection of the natural environment is an important goal for the City of Rockville because it is necessary to maintain and enhance the quality of life of its citizens. It must be taken into consideration in all public and private development decisions because protection and enhancement of the natural environment is an integral part of a community's fundamental social health. To strengthen the protection of the land and existing natural resources within Rockville from the adverse effects of new development during and after the development process, the City has adopted many regulations and guidelines over the years including floodplain regulations in 1977, sediment and stormwater management regulations in 1978, forest and tree preservation regulations in 1992, and the "*Environmental Guidelines*" in 1999. Although there are numerous policies and regulations that are in place to guard and to improve the health of the environment within the city limits, environmental protection and enhancement is a continuous process.



Rockville is an urbanized area with few large tracts of vacant, developable land remaining within the existing city boundaries. The City's growth pattern has followed what was recommended in its 1960, 1970, and 1993 master plans. In addition, Montgomery County's 1964 Master Plan established corridors of development along major transportation routes such as I-270 and identified Rockville as a corridor city - an area where development should be

concentrated. Also under this plan, developed corridor areas were to be separated by “wedges” of farmland, open space, and low density housing. Subsequent County master plans reconfirmed this growth pattern which is closely related to the “smart growth” initiatives that are outlined by the State of Maryland.

Protecting sensitive areas is likewise an important part of the “smart growth” philosophy. Protecting Rockville’s stream valleys, flood plains, steep slopes, forested areas and wildlife habitats is interrelated with a high quality standard of life that is ecologically sound.

Water Quality: Streams, Stream Buffers, and Stormwater Management

Rockville is located within the headwaters of the Cabin John Creek, and Watts Branch watersheds and several major tributaries of Rock Creek. All of these streams flow through the city and drain into the Potomac River that in turn drains into the Chesapeake Bay. Enhancing and protecting the Chesapeake Bay is a primary example of an important regional and state-wide goal that Rockville can positively influence with the City’s environmental policies. Consequently, improving the quality of surface and storm water runoff with state-of-the art, environmentally friendly techniques has become one of the most important environmental policies of the city.

Rockville adopted a Stormwater Management Program in 1978 that is designed to protect and restore streams and water quality through the comprehensive management of stormwater runoff. The City SWM Program has been updated in 2002 to comply with new state requirements. The two major components of the program are: 1) manage the stormwater runoff for all new development to state-approved standards for both water quantity and quality control; and 2) retrofit runoff control measures into older neighborhoods and commercial areas that were built prior to 1978 or are without adequate stormwater controls. Watershed studies are conducted that culminate in Watershed Management Plans that address technical issues, neighborhood concerns, recreational impacts, tree and wetland preservation, and overall watershed management objectives. Watershed Planning objectives include measures such as decreased stream erosion, improved aquatic habitat, improved water quality by removing excess nutrients and pollutants from the stream and watershed, public education and involvement opportunities, and habitat improvement and stewardship projects. Watershed-based plans provide a balance between the pursuit of stormwater improvement projects that benefit streams and overall watershed health with the needs of the community for active and passive recreational and parkland resources.

Recommendations

1. Retain existing streams in a natural state.
2. Rehabilitate degraded streams, stream banks, and wetlands.
3. Continue to implement the stream buffer guidelines.
4. Maintain and enhance existing native vegetation along streams and in wetlands.
5. Develop and promote an “Adopt-a-stream” clean-up program.
6. Develop and implement a stream monitoring program.
7. Continue to acquire land adjacent to streams or within the 100-year floodplain.
8. Utilize conservation easements along streams when the purchase of the property is not possible.

9. Require the latest best management practices for treating and controlling stormwater in all development projects.
10. Pursue innovative strategies, including demonstration projects in appropriate cases, to minimize the area of impervious surfaces within all new, infill, or redevelopment projects and for meeting the minimum zoning requirements for parking and access.
11. Continue to restrict the stormwater runoff rate and volume to predevelopment levels for all new development and redevelopment.
12. Continue to work with developers to mitigate adverse stormwater conditions from existing off-site conditions whenever possible.
13. Pursue comprehensive watershed management strategies within all of the watersheds including the use of innovative approaches and demonstration projects to address local stream health needs.
14. Implement stormwater management retrofit projects in a manner that balances consideration of overall local and regional watershed restoration goals with the need to preserve public land for multiple recreational and conservation uses and maintain public safety. Seek retrofit opportunities that avoid significant compromise to existing open space and recreational amenities in public parkland except when there are no feasible alternatives.
15. Increase the “no mow” areas adjacent to streams in city parks wherever appropriate.

Water Quality: Nutrient Reduction, Pollution Control, and Enforcement

Reducing excess nutrient levels and pollutants that are contained within surface water is another critical environmental objective. Known as “non-point source” pollutants, much of the nutrients and pollutants come from stormwater runoff washing off from ordinary residential properties into the street drainage system and then into streams. The nutrients and pollutants are in the form of lawn fertilizers, pesticides, pet waste, and automobile oil. Excess nutrients contained in stormwater runoff adversely affect the water quality of Rockville’s streams and ponds. In addition, it has been found that excess nutrients and pollutants have contributed to the degradation of the water quality of the Chesapeake Bay and the decline of the shellfish industry.

Protecting our streams and wetlands from the dumping of pollutants and debris is also very important because of the potential for irreparable damage to the water quality. This can harm the wildlife dependent upon the water and potentially the city’s drinking water supply that comes from the Potomac River. While a prompt enforcement response cannot guarantee a successful cleanup, it is more likely to increase its likelihood.

Recommendations

1. Develop an education program directed toward homeowners on the topics of pollution and nutrient reduction to be consistent with state and federally mandated requirements.
2. Explore appropriate ways and locations to identify City streams and watersheds (including the Chesapeake Bay Watershed).
3. Develop a fertilizer, pesticide, and herbicide reduction program for City-owned and maintained properties.
4. Develop a City ordinance (or adopt the County’s regulations) that prohibits acts of illegal dumping of materials, chemicals, and/or other waste products into a storm drain, wetland, stream, or other body of water and outlines a procedure for enforcement and fines.

Wetlands and the 100-Year Flood Plain

By definition, a wetland is an area that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands have many beneficial effects on water quality. As pollutants and nutrients contained in stormwater travel through wetlands, they are gradually absorbed by vegetation and filtered by the soil before they are washed into streams and ultimately the Chesapeake Bay. Wetlands also help to reduce the velocity of flowing water that lessens its ability to loosen and carry away soil particles further downstream. In addition, wetlands provide food and habitat for a wide variety of animal life.

Generally, floodplains are low areas located next to streams and rivers and are subject to cyclical flooding. Maintaining floodplains in a natural state is important because they absorb the flood waters and gradually release floodwaters to adjoining rivers and streams. Building within the floodplain can result in a great deal of damage to property during storm-related flooding; therefore, floodplains are regulated by Rockville, Maryland Department of the Environment, and the Federal Emergency Management Agency (FEMA). New development is not permitted in floodplains, and additions to existing structures are subject to a variety of flood protection measures.

Recommendations

1. Protect and provide buffers for isolated wetlands that are not regulated by federal and state agencies.
2. Adopt a goal of “no net loss” of wetlands within the City limits and identify potential wetland replacement areas for situations where this goal cannot be achieved.
3. Discourage construction of inappropriate structures within wetlands and floodplains.
4. Promote wetland enhancement projects.
5. Promote the preservation and/or planting of native wetland vegetation in all wetland and floodplain areas.
6. Allow only passive recreational activities in the floodplain (such as walking trails).
7. Continue to utilize the City’s setbacks from the 100 year floodplain.

Erosion and Steep Slopes

Erosion is the process by which the ground surface is worn away by the action(s) of wind, water, ice, or gravity. It typically occurs from vegetated land that is disturbed by development, agriculture, or from stream banks that are worn away. Slopes with a gradient equal to or greater than 25% are generally unstable and must be protected because once disturbed, are easily eroded and very difficult to stabilize. Dirt and debris washed from construction sites, streets, and parking lots are ultimately deposited in our streams adding to siltation and water pollution so that streams may become unclean, unsightly, and unfit for use.

Rockville adopted stormwater management and sediment control regulations in 1978 to minimize the amount of erosion and off-site sedimentation during the development and construction process. Rockville will continue to explore new sediment control techniques to decrease the amount of sedimentation and pollution leaving the site.

Recommendations

1. Continue to discourage development on steep slopes.
2. Maintain or plant vegetation on all steep slopes.
3. Expand the conservation easement program to protect steep slopes.
4. Maximize the use of erosion, sedimentation, siltation, and stream pollution control measures during construction and maintain them until the site is stabilized.
5. Utilize innovative technology for soil erosion control. Use additional sedimentation and erosion control measures as necessary to protect a site so that less sediment leaves the site or washes into streams.

Habitats of Rare, Threatened or Endangered Species: Plants, Fish, and Wildlife

Rockville is home to a number of State listed “Watchlist Species,” as designated by the Maryland Department of Natural Resources, Natural Heritage program but does not have any Federal or State listed rare, threatened or endangered species of plants, fish, or wildlife. “Watchlist Species” are those species that are uncommon and/or experiencing severe declines in population size or range in Maryland but are not actively tracked by the Heritage and Biodiversity Conservation Program. Total statewide populations of watchlist species are generally within the 21-100 range. Consequently, the City should work towards identifying potential habitats for native wildlife species and establishing means to protect them. Such protection measures include land acquisition, establishing conservation easements, and forest restoration. As urban wildlife habitat areas are increased, community-wide education programs also should be encouraged to foster wildlife tolerance and appreciation.

Recommendations

1. Maintain large undeveloped tracts of wooded and open parkland throughout the City.
2. Conserve wildlife habitats and create minimum buffer zones in order to preserve, protect, and enhance wildlife areas.
3. Develop strategies for improving wildlife habitats and fostering desired wildlife within parkland.
4. Develop strategies to encourage desirable urban wildlife habitats on residential properties, including the use of native landscaping practices and habitat programs such as *Bayscapes*.
5. Continue to develop strategies to resolve human-wildlife conflicts.
6. Identify existing habitat locations for rare, threatened, endangered in need of conservation, and/or watch list species (as designated by the Maryland Department of Natural Resources) as they become known.

Tree Preservation

Tree preservation programs play a critical part in many facets of environmental protection including stream bank protection, erosion control, climate control, and enhancing wildlife habitat. The non-profit conservation organization, American Forests, recommends that urban areas maintain an average tree canopy coverage of 40 percent to ensure a healthy and sustainable ecosystem.

Forest conservation plans are required for new developments within the City. These plans may require reforestation on or off site depending upon the amount of forest cleared. However, because of the lack of reforestation sites within the city, it is important to identify all possible planting sites and utilize non-traditional sites (such as more and larger planting islands within parking lots) to increase the overall amount of tree cover within the city. Street trees also provide many important environmental benefits while enhancing the livability of the community and increasing property values.

Recommendations

1. Continue to implement regulations associated with the Maryland Forest Conservation Act and the Rockville Forest and Tree Preservation Ordinance. The first order of priority for forest and tree preservation, reforestation, or afforestation measures is to meet these requirements on the affected development site.
2. Determine the current percentage of tree canopy within the City.
3. Work to implement increased tree canopy coverage by utilizing both traditional methods and non-traditional planting locations such as increasing the number of trees in parking lots.
4. Continue to implement the Street Tree Master Plan.
5. Explore, refine, and implement urban tree planting systems that increase tree longevity.

Solid Waste Management and Recycling

Because landfills are recognized as a significant contributor to groundwater and air pollution, it is important to reduce the amount of solid waste reaching a landfill. Maryland and Montgomery County have issued directives for recycling and the management of household hazardous waste. Rockville has played a significant role toward attaining the County's recycling goals, but more needs to be accomplished.

Recommendations

1. Continue to participate in regional efforts to reduce solid waste.
2. Continue to support recycling efforts.

Air Quality and Noise

Management of air quality is a regional challenge since atmospheric pollutants travel long distances and across geographical boundaries. Rockville has little direct involvement in air quality management and limited direct influence on air pollution control. However, there are several policies that could help to reduce air pollution caused by vehicle exhaust such as promoting employee telecommuting, increasing the subsidies for the use of public or alternative forms of transportation, supporting "bike to work" programs and facilities, and increasing the number of city fleet vehicles that utilize an alternative fuel source. In addition, Rockville's efforts to promote a vibrant Town Center and Rockville Pike corridor will provide opportunities to live and work in the same community that will aid in regional efforts to meet air quality goals. Efforts to improve the energy efficiency of buildings and construction practices also have a positive impact on regional efforts to reduce air emissions produced by the generation of power.

Radon is a naturally occurring gas produced by the radioactive decay of uranium. It enters structures through dirt floors, cracks in concrete floors and walls, floor drains, sumps, and joints. Elevated levels of indoor radon may be associated with lung cancer. In Rockville, the majority of homes have been classified as having a moderate risk for radon potential. Radon resistant construction, as outlined in the building code, is required for all new residential construction for single family homes and town houses. Testing for radon is a relatively simple and inexpensive procedure. The test is usually performed when a house is being sold. If high levels of radon are found, corrective measures can be undertaken, but these measures are not mandated under the building code.

Excessive noise can also be considered to be an environmental problem. Noise from an individual site is controlled by the Montgomery County Noise Control Ordinance. Noise that emanates from public or quasi public facilities such as highways, arterial roads, and railroads, is more difficult to control. The most significant source of noise in Rockville is caused by automobile and truck traffic concentrated along heavily traveled roadways especially I-270, Route 355, Route 28, and Gude Drive. The construction of noise barriers consisting of walls, berms, and/or vegetation have proven somewhat helpful in reducing noise from highways. However, these measures do not entirely eliminate noise and in many instances may exacerbate the noise problem elsewhere. New development adjacent to existing noise sources should be evaluated to determine potential noise impacts and designed in such a way as to minimize impacts on interior spaces and exterior recreational areas. Addressing excessive noise affecting existing developed areas requires a consistent City-wide approach to identify current noise levels, and any areas that may potentially be subject to significant increases in noise level. This will enable the City to identify "hot-spots" and develop alternatives and a strategy for improving the quality of life in those areas affected by excessive noise.

Recommendations

1. Participate in regional efforts to reduce air pollutants in the Washington, D.C. metropolitan area.
2. Continue to provide employee subsidies for those using mass transit.
3. Develop land use patterns that cluster services and residential uses to promote the use of transit thereby reducing automobile use.
4. Explore innovative methods or techniques to encourage alternative fuels, such as vehicles that use alternative fuels or electricity, in order to improve air quality.
5. Require private companies to provide bike lockers, racks, and dressing areas as sites are developed or redeveloped.
6. Work actively with County and State officials to provide safe pedestrian and bicycle routes and crossings at all intersections.
7. Provide incentives for private companies within Rockville to encourage alternative means of transportation for their employees where feasible.
8. Promote energy efficient, "green" building practices through the development of incentives and recognition or award programs for developers and homeowners.
9. Install noise barriers along highways where appropriate and consistent with an overall City-wide strategy.
10. Where possible, plant street trees and establish wide vegetated buffers along major highways to help to reduce air and noise pollution.
11. Undertake City-wide evaluation of existing transportation-related noise levels, the potential for increases in noise levels, and develop alternatives and a strategy for addressing noise in existing developed areas.

12. Evaluate the application of current County Noise Ordinance criteria as it applies to the City, and determine need for separate or additional City noise control regulatory mechanisms.
13. Implement site design practices and building construction methods to reduce the impacts of noise both within new structures and on adjacent areas.

Promote Sustainable Practices and Policies

Sustaining and enhancing the quality of life and environmental health in our community is a central goal in Rockville's vision for the future and cuts across many of the underlying principles of this Master Plan. Sustainable practices and policies are those that synergistically support environmental health and quality, economic well-being, and community equity and vitality. A fundamental feature of the concept of sustainability is the responsibility of current generations to ensure the ability of future generations to share an equal or higher quality of life as currently exists. As noted in Chapter One, this vision for the future is also mandated in the Maryland Planning Act which states that a community's master plan include measures that foster conservation of resources, including a reduction in resource consumption. Rockville can achieve this and the larger vision of sustaining and enhancing its quality of life and environmental health by pursuing the following:

Recommendations

1. Work with City Boards and Commissions (STEC) and the residents of Rockville to develop a community-based approach for a Sustainable Rockville.
2. Promote the use of energy-efficient, functional landscapes in new development proposals.
3. Identify and pursue opportunities to improve the conservation of natural resources and reduce resource consumption in City maintenance and operational practices.
4. Promote EPA *Energy Star* energy efficiency conformance where appropriate in new and re-development and in City operations.
5. Work with the local community and Greater Rockville Partnership to develop and promote education and recognition programs, such as Businesses for the Bay and LEED certification, to make information available and promote the transfer of ideas and technology.

CHAPTER SIX

RECREATION, PARKS, AND OPEN SPACE

GOAL: *To promote participation by all Rockville citizens in diverse, interesting and high quality recreational and leisure opportunities in safe, modern and well-maintained parks and facilities.*

POLICIES

1. Provide high quality, accessible and affordable recreation and cultural services including the following areas: parks, facilities, programs, environment, urban forestry and special events.
2. Ensure that sufficient indoor and outdoor facilities are available to meet the space needs for recreation, arts and community programming.
3. Provide an exemplary park system that exceeds national acreage standards and offers a diversity of geographically distributed facilities and amenities.
4. Offer diverse recreational, educational, social, cultural and community activities for all ages with quality leadership in safe, pleasant environments.
5. Undertake ongoing planning and development functions.
6. Pursue opportunities for partnerships in all service areas.

INTRODUCTION

This section of the Master Plan outlines strategies for the future development of recreation and parks resources in the City of Rockville. It assesses the adequacy of parks and open space, leisure facilities, programs and services based on input from the community and staff and presents recommendations for future service delivery. Social, economic, cultural and leisure trends are discussed, along with broader citywide initiatives such as community involvement, environmental protection and technology.

It is widely recognized that parks and recreation systems make an essential contribution to quality of life. Recreation and parks services play an important role in helping Rockville sustain the quality of life that residents appreciate and support. This quality of life includes living in safe communities with access to parks and facilities that encourage healthier lives and healthier communities and involves all age segments in positive leisure time activities.

Social/Cultural Factors

Rockville's demographic composition is changing. The community is becoming more ethnically diversified, the population is aging, and more elderly are choosing to remain in the City. Diversity has implications for recreation and parks services since participation patterns are influenced by cultural preferences and awareness of services. As the primary language of more and more Rockville residents is not English, the need to publish marketing and promotional materials in a number of languages must be considered.

As the “baby boomers” reach retirement age, the City will be asked to provide expanded services for seniors. Our aging population will now be composed of three segments: active and employed baby boomers, active retirees and frail elderly. Each will have different demands for services.

Although the City is following national aging patterns, 25% of Rockville’s population is below age 17, and approximately 21% of children less than 14 years of age in Montgomery County are “latchkey kids.” Recreation programs can play an important role in helping youth to make the best of their non-school hours. Programming that responds to the needs of male and female children of all ages will be critical.

Rockville is in a dramatic growth period as the King Farm and Fallsgrove developments will add approximately 10,500 new residents who will have a substantial impact on the demand for services. Construction of several new office buildings and commercial developments are increasing the number of people who work and participate in recreation in Rockville.

Leisure Trends

Walking continues to be the most popular leisure activity in America, and Rockville’s trail system offers residents more than 50 miles of paved walkways. Based on information from the



Sporting Goods Manufacturers Association, the most popular youth and adult sports are soccer, golf, basketball, in-line skating, roller hockey and softball. Soccer is the leading team sports market growth segment. But, total attendance at arts events in the U.S. is greater than total attendance at sports events.

Title IX has had dramatic effects on programming decisions and participation. Females have become a far larger part of the sports market and are finding their way into formerly male-dominated sports, such as youth baseball and basketball. The result has been a dramatic increase in recreation interests and a near doubling of demand for certain facilities. Since 1987, female participation in fitness activities has risen 23%, in team sports 21%, individual sports 22%, and other activities 18%. Six of the top ten sports and recreation activities among women are fitness-related. Recreation and Parks staff constantly monitor participation trends and offer programs for males and females in response to interest.

Americans spend more time at work than their counterparts in most other countries. The recreation industry must adjust by tailoring programs and activities to accommodate the busy schedules of individuals and families. With many two-earner households, parents and children place a greater premium on constructive and fun recreation programs that also serve a childcare function.

Economic Factors

Recreation and parks provide many economic benefits to a community. Recent studies have indicated that park and recreation facilities contribute to a local economy by appreciating

land values and stimulating private investment and tourism growth. Land values are enhanced the closer a property is to park and recreation facilities. In addition, arts offerings and special events, such as Hometown Holidays, generate significant positive economic impact in the community.

Fee-based recreation programming is a national trend that has affected Rockville. However, the City continues to strive to offer a core of low-cost or free programming, facilities and events, recognizing that residents should receive services for their property taxes. Although the nation experienced an unprecedented economic boom during the 1990s, many low-income households remain in Rockville. Reducing financial constraints is important to ensuring that programs and services are accessible to all residents.

As resources are constrained, many municipalities are entering into successful partnerships. Examples include partnerships with hospitals for fitness classes, community sports clubs for field development, businesses for tournament sponsorship, environmental groups for land acquisition, and corporate sponsorship of arts-related projects and special events. Rockville's relationship with the Montgomery County Public School system is a positive example of a valuable and supportive partnership.

Land Availability

The available land within the City is being developed or committed for development. As a result, there is limited opportunity to expand the parks and open space system. The remaining large tracts of land are held in private ownership (Woodmont and Lakewood Golf Courses).

Environmental Protection

Concern for protecting and improving the environment is an important issue nationwide and of great interest to Rockville residents. *Environmental Guidelines* were adopted by the City in 1999 which serve to protect the environment during development activities. Application of these *Guidelines* and other environmental policies and laws will continue to be important to Rockville residents and business owners.

CURRENT CONDITIONS

The City has an extensive supply of parks, recreation facilities, and programs that contribute positively to residents' satisfaction with living in the community. The level and quality of provision exceeds national standards and has been recognized both nationally and internationally with awards such as the National Recreation and Parks Association's Gold Medal, Nations in Bloom, and numerous others.

Parks and Open Space System

There are 935 acres of parkland, grounds and forests at 58 sites, 118 acres of right-of-way, 22,000 street trees, as well as 65 municipal buildings and park shelters within Rockville. A chart showing the facilities at each site and a map of their location is included in this chapter.

Parks and recreation facilities in Rockville are often mentioned when individuals comment about the positive quality of life in the City. Currently, there are 18 acres of parkland per 1,000 residents. Approximately 50 percent are developed as active-use parkland; the remainder is in a natural state. The City system is generally regarded as excellent; however, demand for recreation services has increased beyond the availability of facilities for programming. The challenge for Rockville's future is to maintain the high level of service and facilities and a desirable balance of active parkland and passive open space.

Parks traditionally fall into three basic categories: active parkland, which contains recreation facilities; passive parkland, which includes open space for general public use; and natural areas, which preserve environmental features such as stream valleys and forested areas. A well-rounded system of public parkland, recreation, and open space areas includes a variety of facilities, which may include one or more facilities in these categories. The traditional park classification system defines parks facilities further, and includes the following designations: Neighborhood Parks, Athletic Parks, Community Center Parks, Stream Valley Parks, Forest Preserves, Garden/Passive Parks, and Bikeways. The City's park system contains each of these different types of parks. Although each type is designed with specific goals and users in mind, the overall goal is to ensure that some type of park or recreational facility is within one-quarter mile of every City resident.

NEIGHBORHOOD PARKS provide recreational areas and passive open space within easy walking or cycling of each resident in the community. These typically include tot lots and/or playgrounds with equipment for elementary-age children. In some locations, neighborhood parks also include ballfields, tennis courts, basketball courts, picnic areas, shelters with restrooms, and other recreational amenities.

ATHLETIC PARKS provide areas for team sports, pickup sports games, and large group activities, and also serve as neighborhood parks. It is advisable to locate multiple playing fields on large sites that are physically removed or suitably buffered from nearby homes to minimize disruption to a neighborhood because of field lighting, game duration, spectator volume and other considerations.

COMMUNITY CENTER PARKS include facilities with indoor multi-purpose programming rooms, game rooms, craft rooms, dance and exercise rooms. Some community centers also include gymnasiums with basketball and indoor volleyball courts, computer labs, and other neighborhood park facilities.



STREAM VALLEY PARKS include areas along Watts Branch, Cabin John and Rock Creek and their tributaries. Stream valley parks have many public and environmental benefits such as flood and erosion control, enhancements to water quality, wildlife habitat, and the preservation of scenic and open spaces. The City's policy is to preserve these areas as passive open space parkland.

FOREST PRESERVES are parks that the Mayor and Council have designated to protect stands of indigenous trees and shrubs. Twelve preserves have been designated to protect these significant natural resources in stream valleys and other areas.



GARDEN/PASSIVE PARKS are small green spaces that may have a quiet seating area, a garden and perhaps a pleasing view. As areas of the City become more urban in character, access to these spaces will be critical for residents.

BIKEWAYS provide access to schools, libraries, parks, commercial areas, public transportation and links to regional bike facilities. The system consists of designated on- and off-road bike paths fostering a bicycle friendly community in which recreational bicycling is a comfortable alternative to other modes of transportation.



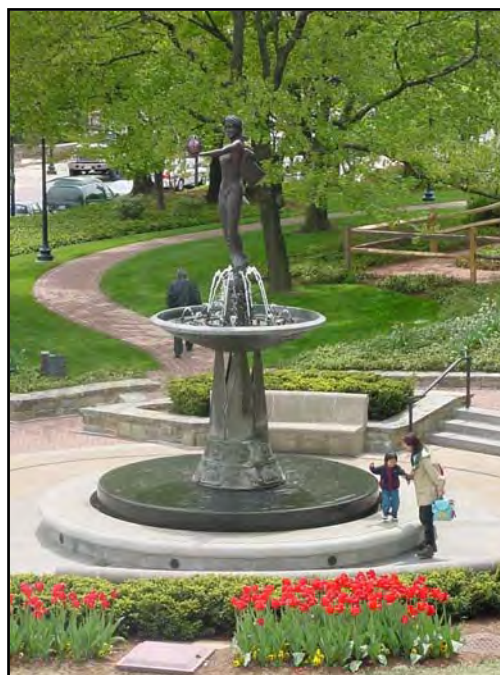
Bike Route Logo

CRITICAL ISSUES

Parkland Acquisition

As more parcels are developed in Rockville, it is very important that the City identify all possible ways to preserve open space. All undeveloped parcels within existing neighborhoods should be evaluated for parkland acquisition before they are developed as infill. This is especially critical in the City's older established neighborhoods in order to increase the amount of park land in these communities. The City's policy of designating 20% of land that is about to be developed as part of a comprehensive planned development to be reserved as parkland should be formalized. This policy maintains the desired amount of parkland and will be important if any of the large golf courses are developed. The inclusion of stream valleys and their forested buffers is of particular importance as is land that can be used for active recreation.

Many communities require developers to pay a "payment-in-lieu" fee to the public park system in cases where it is not possible or feasible for a land dedication to be made. A threshold amount would be 5% of the total value of the land being developed. This is generally a last-resort option; however, consideration should be given to adopting such a requirement to apply only in cases where dedication is not practical or feasible. Another option would be to require all redevelopment of office or commercial properties (including major additions) to pay the fee. In this case, the fee could be tied into the value of the addition instead of the land. Funds could be used for parkland acquisition, special



refurbishing projects in existing parks (not ordinary maintenance), or enhancing wildlife and forest preserves.

Urban Park Classification

As Rockville evolves into more of an urban city, this new park classification should be created to describe green spaces, plazas and other public open spaces in areas such as the Town Center. These areas may also need different or more intensive maintenance considerations than typical green spaces.

Trail and Greenway Connections

Rockville's bikeway, trail system, and stream valley parks are connected at many points to regional systems. Completing all appropriate connections should be a priority to improve convenience and usability for citizens. An inter-connected system of greenways, which may include trail corridors or natural areas such as stream valleys, is also very important for wildlife habitat as well as for human uses.

Balance of Passive and Active Parks

The current near 50-50 balance between passive open space and active park areas with recreational amenities should be maintained as the park system is expanded.

Recommendations

1. Continue to preserve, protect and provide high quality maintenance for City parks, grounds, forests and facilities.
2. Continue to implement the coordinated Bikeway Master Plan.
3. Continue to exceed the national parkland provision standard by maintaining 18 acres/1,000 population.
4. Require allocation of a minimum of 20% of development area for parkland. The requirement should provide appropriate payment-in-lieu only if the allocation of parkland is not feasible or desirable.
5. Prepare a Park, Recreation and Open Space (PROS) plan for all major developments and redevelopments. Open space and recreational amenities must be provided commensurate with the scale of the proposed development.
6. Maintain a balance between the development of parkland for active uses and the preservation of natural open space and stream valley systems.
7. Pursue parkland acquisition with emphasis on acquisition of parcels that are contiguous with existing parkland, forested, or otherwise environmentally sensitive.
8. Establish an Urban Park category within the park classification system.
9. Accomplish watershed management within parks without serious compromise to existing recreational amenities and other environmental priorities such as forest retention whenever possible.
10. Continue to employ current technology and environmentally sensitive practices in park maintenance.
11. Promote environmental awareness, education, stewardship, preservation, and the value of parks as natural resources.

12. Seek opportunities to acquire land and create mini-parks to serve as green oases, particularly within neighborhoods or other areas where adequate parkland does not exist or in areas where these types of facilities are not present.
13. Promote tolerance and coexistence in all wildlife policies.
14. Exceed the minimum standards in the *Environmental Guidelines* where possible.
15. Consider environmental priorities in park and facility development and redevelopment planning.
16. Acquire parkland to meet the goal of providing a park within safe walking distance of every resident.
17. Develop master plans for each park to guide long range park planning.
18. Connect future parks, wherever possible, with existing local and regional park systems to provide continuous greenways for wildlife habitat, hiking, biking and other activities.

URBAN FORESTRY PROGRAM

The urban forest includes all of the trees that line the 500+ streets in Rockville, park trees, and all the trees located within forested stream valleys. It also includes trees on residential and commercial lands, in common areas within neighborhoods, on stormwater management areas, in cemeteries, etc.

During the last decade the City has adopted a number of policy documents related to the protection and enhancement of the Rockville urban forest. These are described in an appendix, but are listed below:

- *Forest and Tree Preservation Ordinance (FTPO)*
- *Master Street Tree Plan (MSTP)*
- *Environmental Guidelines (EGs)*
- *Gypsy Moth Suppression Program*
- *Urban Forest Management Policies*

Rockville's urban forest is classified in four general categories: street trees, forested park land, non-forested park land, and the private urban forest. The first three categories are managed by the Recreation and Parks Department.

Street Trees

Approximately 22,000 trees line Rockville's roads, parkways and boulevards. The Forestry Division of the Recreation and Parks Department maintains the street trees under a permit from the Maryland Department of Natural Resources-Forestry Service. This includes regular pruning as well as replacing of dead or hazardous trees. After any removal, street trees are re-planted with the species designated in the Master Street Tree Plan. Homeowner associations maintain trees on private streets. The Mayor and Council, Potomac Electric Power Company, and Verizon have entered into an agreement whereby the City receives advanced notification when the utility companies are performing routine tree pruning around their utility lines. This practice should be continued.

Forested Parkland

Forest areas dominate many of the City's parks and stream valleys. These areas have high environmental value and importance. The Mayor and Council have designated twelve Forest Preserves totaling 306.2 acres. The Forest Preserves may comprise an entire park area or only the forested portion.

Non-Forested Parkland

Non-forested parkland includes parks and facility grounds that have little or no contiguous forest cover. These properties, however, contain numerous mature and specimen trees, as well as landscaped areas that are an integral part of the urban forest.

Private Urban Forest

The private urban forest is made up of trees on residential lots, homeowners' association property, forest conservation easements, parking lots, commercial property, cemeteries and other non-public land. These trees are maintained and cared for through private entities; however, they are an important component of Rockville's urban forest.

Currently, residents within Historic Districts must receive permission from the City Forester to remove any trees on their property. Replacement trees are required when appropriate. Owners of commercial and industrial sites must acquire a permit prior to removing trees greater than 12 inches in diameter. The City will continue to monitor private urban forests to control invasive exotic plants and gypsy moth populations. Invasive exotic non-native plants are a problem because they eventually replace native species, changing the structure of natural plant and animal habitats.

Strategies for conservation and enhancement of the City's private urban forest resources should be explored. These strategies may include incentives for property owners to place private forested areas in forest conservation easements where none exist, as well as programs to assist property owners in creating treed and forested areas on their properties.

CRITICAL ISSUES

The City should continue to strive to sustain and increase its urban forest canopy. As described in this document's Environment Chapter, the nation's oldest non-profit conservation organization, American Forests, recommends an average 40% canopy cover for urban areas. This average can be achieved by having 15% coverage in downtown and industrial areas, 25% coverage in urban residential and light commercial areas, and 50% in suburban residential parkland areas. The current amount of forest canopy in Rockville is substantial but has not been measured precisely. Once it is known, an appropriate goal for canopy coverage should be established.

It is recognized that environmental and other community interests may sometimes conflict. In such cases, the planning process must balance the benefits and detriments to the environment with other community concerns. One example is the implementation of the City's

stormwater management program which seeks to improve water quality and slow downstream erosion by capturing untreated stormwater runoff from large drainage areas through carefully located public stormwater management facilities. Typically, regional facilities are located within stream valley buffers to maximize their effectiveness. When such a location is necessary, the precise placement and design of the facility should seek to minimize the impact on other natural resources such as the trees at the site.

Recommendations

1. Maintain, enhance and preserve the City's urban forest and establish a goal for canopy coverage.
2. Develop an Exotic and Invasive Plant Control Program
3. Develop a strategy for enhancing and expanding the City's Private Urban Forest.

RECREATION FACILITIES

The Guide to Parks and Facilities (p. 6-20) presents a complete listing of all City-owned recreation facilities. Residents are also well served by a number of private and regional recreational facilities including those operated by the Maryland-National Capital Parks and Planning Commission, Montgomery County, and the private sector (i.e., Rockville Arts Place, The Children's Musical Theatre Center, ARC IceSports, Rockville SportsPlex, and others).

Civic Center Complex

The Rockville Civic Center Complex is located in northeast Rockville, in one of the City's largest parks with a total of 153 acres, more than 100 of which are in a designated Forest Preserve. Facilities include the 25-room Glenview Mansion, formal gardens, lawn area, the 500-seat F. Scott Fitzgerald Theatre, playgrounds and tennis courts, a maintenance complex with 3 buildings, and several miles of woodland trails. The Croydon Creek Nature Center was constructed in the park in 2001. The complex attracts over 200,000 visitors each year to more than 1,100 events.



A Historic Master Plan for Glenview Mansion and its grounds has been completed and adopted. General issues to be addressed are the challenges inherent in balancing preservation concerns, facility needs, and operational goals including the support of an appropriate mix of uses. The art gallery and its associated programs are an important part of the Mansion's second floor. The City is also committed to continuing to provide affordable, quality, theatrical performing arts productions at the Fitzgerald Theatre. Located at the head of a woodland trail system that connects to Rock Creek Park, The Croydon Creek Nature Center offers nature interpretation programs in an urban forest setting and serves as a resource for students, teachers, and general residents.

The Rockville Climbing Gym is located at the Civic Center Park. Trained staff teach classes and supervise group uses for children through adults. This space needs to be regularly upgraded to remain challenging. The space both inside and outside the gym need to be renovated to appeal to its primary users.

Lincoln Park Community Center

Originally built in 1970, this community center serves as a resource and gathering location for the culturally diverse Lincoln Park community. The facility provides recreational, educational, social and cultural activities. Renovated in 2000, facilities include a computer lab, library, gymnasium, daycare/multipurpose room, fitness room, game room, kitchen, and Public Safety and Community Services annex. Future challenges will be to expand the programs to serve all ages, including the elderly, as well as to continue to upgrade the facility and to promote the Center.



Twinbrook Community Recreation Center

Located in Twinbrook Park, the Twinbrook Community Recreation Center opened in October 1999 and features a computer lab, fitness room, multi-purpose rooms, a full-sized gymnasium and a separate annex building. Drop-in use and a variety of recreational programs are offered, including classes, daycare, fitness, sports, family activities, and special events. The center serves as a gathering point for community meetings.

Neighborhood Community Recreation Centers

Several small centers, including Montrose, Elwood Smith, Rockcrest Ballet Center and the Pump House, provide facilities and services in other Rockville neighborhoods. Neighborhood-based uses are encouraged for these centers. Completing the renovation and modernization of all neighborhood centers is important and is scheduled to be completed by 2008. A desired amenity would be to have computers with Internet access available at all neighborhood centers.

RedGate Municipal Golf Course

Located in northeast Rockville, RedGate is the only public golf course of the three courses located in Rockville. As a result of a recommendation made in the 1970 Master Plan, the course opened in 1974 and provides a high quality, challenging and well-maintained facility for golfers of all abilities. The course is operated as an Enterprise Fund, in which all operating and capital costs are covered by fees paid by users. Course improvements are funded from course revenues in excess of operating costs. In order to remain competitive and continue to provide "private club" conditions, the course will need continual maintenance and upgrading in accordance with environmentally sensitive maintenance practices.

Rockville Municipal Swim Center

The Rockville Municipal Swim Center opened in 1968 and is centrally located in Welsh Park. The facilities have been renovated and expanded several times, most recently in 1991. The fully accessible complex features three outdoor pools, a 50 x 25 meter fitness and competition pool, a large, free-form, shallow “play pool,” a “pool bridge” and a tot pool. There are two indoor pools that are used year-round for a variety of other aquatics programming. There are also two fitness rooms, saunas, a spa, and swimming facilities for people with handicaps. The City needs to continue to maintain and upgrade the current facilities and infrastructure to provide the highest quality aquatic and fitness facility. Future upgrades may include various pool enhancements and the expansion of meeting and fitness facilities. Exploring ways to utilize the outdoor fitness pool for use during the winter would expand programming opportunities.

Rockville Senior Center

The Rockville Senior Center is centrally located in the Woodley Gardens neighborhood. This multi-service building offers a wide range of fitness, health, recreation, social and educational services to residents 60 years of age and older. The center also hosts City-sponsored programs, community activities and private rentals. Development of senior programs and services has been guided by a *1988 Senior Services Survey*, while renovations and expansions to the building have been implemented according to the *1991 Rockville Senior Center Master Development Plan* that was prepared in consultation with members, staff, and the community.

The proportion of residents 60 and older continues to increase. This growth will place significant demands on senior services. In particular, the capacity of the existing senior center may be reached as new seniors are expected to actively participate in center programs. Use of general-use facilities, both existing and planned, can accommodate additional programming for older adults. A more pressing need, however, will be to serve the growing frail elderly population with appropriate facilities as a greater proportion of our senior residents reach 80 plus years of age. Currently, the Rockville Senior Center does not have the space to accommodate a frail elderly/adult day care program.

A comprehensive assessment of senior needs and issues should be conducted on a 5-year interval to provide input to housing, transportation, and recreation service directions. In addition, implementing the *1991 Rockville Senior Center Master Development Plan* should be continued by renovating the kitchen and expanding the fitness room.

The Beall-Dawson House and Grounds

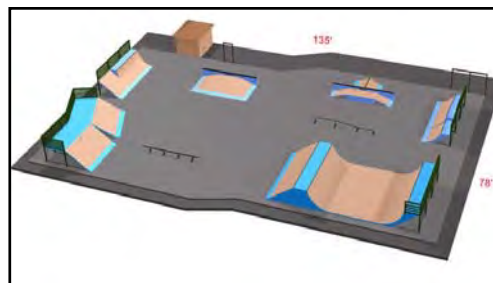
Built in 1815 and located between Middle Lane and West Montgomery Avenue at Adams Street, the Beall-Dawson House is the City's major historic facility. One of the oldest structures in Rockville, it serves as headquarters for the Montgomery County Historical Society and is owned and maintained by the City. Open to the public, the house provides insight into the everyday life of well-to-do Rockville residents of the early nineteenth century. Various aspects of the adopted *1998 Historic Landscape Study and Master Plan* have been completed, but the

remaining items should be implemented to provide safe, attractive, educational, and enjoyable grounds around this historic site.



Rockville Skate Park

Capitalizing on a popular youth sport, the City opened a Skate Park in Welsh Park in 2001. This facility operates evenings and weekends during the school year with expanded hours during the summer.



FUTURE FACILITY DEVELOPMENT

West Rockville Recreation Center

The first major City facility to be built on the west side of I-270 is planned for construction in the Fallsgrove Development at the former Thomas Farm. It will be designed to serve all City residents. Tentative plans call for a gymnasium, meeting/multi-purpose rooms, a computer center, fitness center, a kitchen, locker rooms, offices and storage. Construction is scheduled for FY2006.



King Farm

The former home of the King family was dedicated to the City as part of the King Farm development. Located on a five-acre site, it contains the main house, two large Wisconsin dairy barns with silos, two smaller barns and several small buildings. The site conveys the importance of dairy farming in Montgomery County during the twentieth century. Adaptive re-use of the buildings and site will be determined with public input.

Dog Park

Parks or park sections dedicated as an off-leash recreational area for dogs are becoming popular throughout the U.S. These facilities have proven to be community builders, as well as dog recreation areas. Considerable interest has been expressed by Rockville residents for the addition of a dog park within an existing park or open space area. The park would consist of a fenced-in area with an easily maintainable surface or surfaces, signage, and "mutt-mitt" dispensers. It is desirable to create a "friends of the dog park" group who would work with the city to establish and monitor usage policies, and other issues that arise.

Private/Regional Recreation and Arts Facilities

There are several privately operated recreation and arts facilities in Rockville. Also important are the many private community pools/summer swim clubs located in neighborhoods throughout Rockville. The largest private recreational facilities are Woodmont and Lakewood country clubs. Although these private facilities are available only via membership, they offer significant leisure-time benefits to Rockville residents. ARC IceSports, the Rockville SportsPlex, Rockville Arts Place, the Children's Musical Theatre Center, various dance and arts studios, fitness clubs, indoor racquet clubs, and other private recreational businesses also provide residents with recreational opportunities not necessarily offered by the City's Recreation and Parks Department.

Many of the types of activities that cannot be accommodated in the municipal system are available in the excellent nearby regional parks owned and operated by the Maryland National Capital Park and Planning Commission (Montgomery County), the State of Maryland and the National Park System. These include Lake Needwood, Cabin John, Wheaton, Rock Creek; Hadley's Park, Seneca State Park and many others. U.S. parks within easy reach of Rockville include the C & O Canal National Historic Park, Shenandoah National Park, the Appalachian Trail, Gettysburg, Antietam and Yorktown National Military Parks, to name a few.

Recommendations

1. Exceed national standards for provision of indoor and outdoor recreation and cultural facilities.
2. Distribute indoor and outdoor facilities for all age segments throughout the City.
3. Respond to changing leisure and socio/cultural/economic trends in all facility development and redevelopment.
4. Provide outdoor drop-in playing fields for a full range of recreation and sports activities.
5. Design facilities to comply with the City's *Environmental Guidelines* and to incorporate modern, innovative design and current technology.
6. Operate all facilities with state-of-the-practice energy-use systems and other environmentally friendly methods.
7. Maintain facilities and equipment in a high quality condition to maximize original productive capacity.
8. Renovate or replace outdated facilities.
9. Employ proactive, preventative maintenance practices in all facilities.
10. Provide a level of maintenance, operating, and staffing of facilities to be consistent with levels of use.

11. Maintain and operate historic facilities located within the public park system in cooperation with Historic District Commission with the goal of balancing public access and historic preservation concerns.

RECREATION PROGRAMS AND SERVICES

The Mission statement for Rockville Recreation Services is: "To listen and respond to the needs and interests of the community. To offer diverse recreational, educational, and cultural arts opportunities and services for all ages through quality leadership in safe, pleasant environments."

Residents of Rockville are fortunate to be able to participate in an exceptionally wide variety of programs and activities. The Recreation and Parks Department's role is to directly provide a broad range of basic, introductory and intermediate programs for all ages of the City's diverse population while supporting the efforts of others to offer more specialized and advanced activities. Providers who complement City activities include the private sector, volunteer organizations and other public agencies, such as Montgomery County, Montgomery College and the Maryland-National Capital Park and Planning Commission.

While programming activities are not usually covered in a master plan, an understanding of the types of services offered is important because of their impact on needed facilities. The following is a listing of the general programs that the City offers through its Recreation and Parks Department.

- Recreational and educational classes
- Camps (including before and after care)
- Childcare (mainly before and after school care)
- Summer Playground Programs
- Outdoor Recreation Programs (Trips and Tours)
- Senior Citizen Services
- Sports Programs
- Teen Programs
- Swim Center Programs
- Rockville Sister City Corporation
- Arts Program

Most of these programs are expanding or are expected to expand in the near future with the changing needs of the City's increasingly diverse population, and with the growth in population expected from the King Farm and Fallsgrove developments.

Youth programs, especially before and after school and camp care, are especially popular as more parents are working. Currently, specialized equipment and space needs for certain camps and classes (especially for fitness and dance) limits the ability to expand programs. Before and after school care is generally provided within the schools. Space availability must be monitored to determine if the school(s) will continue to be able to house these programs. The City is working with the Montgomery County Board of Education to promote the construction of larger gyms as the schools are renovated. Teen programs also continue to be important but are constrained by the lack of qualified staff, transportation, facility space, and funding.

As mentioned, senior citizen services are anticipated to expand with the aging population although it is expected that there may be differing needs as the “baby boomers” reach retirement age. There will also be a need to expand capacity of services for older and “frail elderly.”

Approximately 11,000 participants (school age through senior adults) and over 700 teams (youth and adult combined) participate in sports programs annually. Youth baseball and football are managed in partnership with volunteer-led, non-profit organizations. Additional partnerships for operation of youth leagues in other sports should remain an option, as well as mergers with County and/or Gaithersburg leagues in order to generate adequate participation for viable leagues in some of the small participation sports. With growth in Hispanic, Asian and other ethnic populations, more focus must be placed on addressing the sports interests of these residents as well as outreach. Likewise, the expanded participation of girls and women in sports activities has an impact on programming and expanded facilities. Interest in new team sports opportunities in lacrosse, field hockey, indoor soccer and others will continue to be monitored.

CRITICAL ISSUES IN PROGRAMMING AFFECTING FACILITY NEEDS

New Community Center

To accommodate programming demands for all ages, it is important to build a full-service community recreation center to be located in the Fallsgrove Development.

Sports Fields

In order to fully accommodate program demands, the following facilities are required:

- Irrigation as an amenity at all playing fields is desirable in order to maintain the fields and mitigate damage due to intensive use.
- Two lighted official size baseball/softball ballfields.
- Two lighted football fields with a concession stand/bathrooms.
- Two to four large gymnasiums, either City facilities, or shared-use with MCPS, meeting specifications for two high school basketball gym floors.
- Four to six soccer fields (lighted), meeting high school specifications
- Two to three multi-purpose fields for either baseball/softball, adult/youth athletic play

It will be possible to site some of these facilities on the parkland that was obtained with the King Farm and Fallsgrove developments.

Partnerships and Access to Facilities

As Rockville grows and demand for programs and services increases, difficulties arise in obtaining additional space. Relationships with the schools, PTAs, Inter-agency Coordinating Board and private sector facility operators should be nurtured to maximize use of available

space. Opportunities to expand programs in local elementary and middle schools should be pursued as space becomes available. Maximizing the use of City facilities should also be a priority. Policies related to facility access that address the priority of serving Rockville residents need to be strengthened (i.e., City-operated programs versus private-sector uses).

Technology

There are four City facilities where community residents have access to computers. Keeping these computer labs up to date and well serviced, as well as adding more computer labs within new recreation centers and offering affordable training will help to promote citizen computer literacy. Use of Geographic Information Systems (GIS) will continue to enhance park and rights-of-way planning and record keeping.

Recommendations

1. Offer leisure activities that are responsive to the changing socio/cultural/economic interests and characteristics of Rockville citizens, either through direct provision, or by facilitating the efforts of others.
2. Construct a full service community center west of I-270.
3. Construct sports fields.
4. Provide irrigation at appropriate playing fields.
5. Promote wellness programs and activities.
6. Continue to offer a selection of core recreation programs at little or no cost to the participant.
7. Offer financial assistance to low-income residents to ensure that fee-based programs are accessible to all.
8. Incorporate the use of technology into programs and services as appropriate.
9. Pursue business support for partnerships in programming, special events, facilities and parkland.

SPECIAL EVENTS AND PROGRAMS

The objectives of Special Events include providing safe, enjoyable, high-quality events



that instill civic pride for residents and showcasing Rockville's dynamic and progressive community. Special Events combine the strengths of the City's resources, including civic associations, community organizations, and businesses, in a cooperative effort to produce premium productions. As parking lot space is utilized for planned buildings in the Town Center, some of the larger events may have to be moved to another location or altered in format.

Regional Celebrations

Five large-scale outdoor festivals and events are offered each year, along with more than 25 outdoor performances. While seasonal, growers-only Farmers' Market is hosted twice weekly from May to October. More than 200,000 people participate in these celebrations and activities each year.

Community Events (Neighborhood Emphasis)

The interests of community, civic, nonprofit, and ethnic organizations are accommodated in City-run events. In addition, advice and/or support is provided to neighborhood associations and school-based groups in preparing for community special events and projects.

Community Image and Civic Pride

The Town Center beautification program helps to create a sense of community identity via banners, signs, and holiday decorations, and should be continued and enhanced. Ceremonial activities such as Flag Day, Veterans Day, Independence Day, Memorial Day and the Volunteer Appreciation Party provide opportunities for citizens to show their civic pride as well as be recognized and honored for services to community and country.



Recommendations

1. Offer special events that promote civic pride, community spirit, cultural diversity and citizen involvement.
2. Continue to produce successful special and community events, which have become core components of Rockville's hometown identity and community spirit.
3. Retain flexibility in the focus of events presented to reflect the evolving interests of the community.
4. Create new and continue existing partnerships with business leaders, civic associations, home owners associations, parent-teacher associations, nonprofit, veterans, community and service organizations.
5. Consider alternative sites and creative ways of using currently available spaces for special events as the Town Center and Richard Montgomery High School are redeveloped.

PLANNING AND DEVELOPMENT

Long-range planning for facilities, programs, services and regulatory activities are regularly conducted, always with substantial citizen input. Some of the plans that guide the acquisition and maintenance of parks and open space include:

- Comprehensive Master Plan
- Environmental Guidelines
- Master Street Tree Plan

- Park, Recreation and Open Space (PROS) plans for new developments
- Bikeway Master Plan
- Urban Wildlife Policies
- Parkland Acquisition Policy
- Invasive Plant Policy
- Storm Water Management Watershed plans
- Master Plan for the Arts
- Art in Public Places Master Plan
- Senior Center Master Plan
- Glenview Mansion Historic Management Plan

New Policy Development

In order to ensure continued delivery of quality programs and policies, the following new plans or policies should be developed:

- Formal long-term reciprocal use agreements with schools
- Activity and Use-Carrying Capacities for Parks and Facilities
- Parkland Standards of Supply
- Developer Dedication Policy including Payment-in-Lieu Procedures
- Comprehensive Urban Wildlife Policy – All species.
- Guidelines for Encouragement of Public Art in Private Development

Recommendations

1. Monitor emerging trends to ensure services reflect the socio/cultural/economic/leisure needs and interests of Rockville residents.
2. Undertake periodic surveys and needs assessments to ensure services meet the requirements and interests of residents.
3. Solicit participant evaluations of programs, facilities and services to ensure participants' interests are met.
4. Develop new policies or procedures to guide planning and service delivery in the following areas: senior housing, non-resident fees, reciprocal use with schools, carrying capacity, parkland standards of supply, developer dedications, urban wildlife.

GUIDE TO PARKS AND FACILITIES

Park, Map Location, Acreage, Features

Anderson Park, B3, 12.9, Open Space	
Broome Athletic Park, D6, 7.5	         
Bullards Park, D2, 4.7	    
Calvin Park, D6, 5.9	           
Civic Center Park, D5, 6, C5, 153	                       <

CHAPTER SEVEN

COMMUNITY FACILITIES

GOAL: *Continue to provide and enhance the City's community facilities.*

INTRODUCTION

Community facilities include the infrastructure and other systems that provide various services to the City. These include the services associated with the community's safety (police and fire protection), health (water and sewer), or general well being (schools, libraries, care facilities). Some of these services are provided by the City while others are provided by the County, State, or Federal government. In some cases, the private sector has traditionally provided a needed service such as child care and medical facilities.

In 2000, the Planning Act was amended to add another vision that each community's master plan must implement. This requires that "Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur." Consequently, it is very important that the City be able to provide adequate services as its population grows. This chapter covers the following services within the City: the drinking water supply, the sanitary sewer disposal system, telecommunications, public safety, fire and rescue services, government mail delivery, the library system, educational facilities, and care facilities. The stormwater system is included in the Environment/Sensitive Areas Chapter. There will be separate chapters on Transportation issues as well as Recreation, Parks and Open Space.

Drinking Water and Sanitary Sewer System

Land use and utility system capacities are closely related. Adequate water supply and sewage disposal are essential to the maintenance of public health and safety and for continued growth of the City. These services can represent a large portion of the public capital investment. The amount of water consumption and sewage discharge is determined by the layout and mix of residential, commercial, and industrial property within the city.

The majority of the water and sanitary sewer systems within Rockville's boundaries are maintained by the City. Areas not serviced by the City are generally located close to the City's boundaries. Outside of the City's service area, water and sanitary sewer service is provided by the Washington Suburban Sanitary Commission (WSSC). The City's sanitary sewer system is linked to the WSSC's pipe system which in turn flows through the District of Columbia to the Blue Plains Advanced Wastewater Treatment Plant. The plant is located on the Potomac River south of Washington, D.C.

The City of Rockville's portion of the total allocated treatment capacity is 9.4 million gallons per day. As of 1999, Rockville was producing 5.6 million gallons of wastewater per day (mgd). The piping system is divided according to the three overland drainage systems/watersheds within the City. The sewer capacity for each watershed varies. Watts

Branch has an allocated capacity of 2.8 mgd, Cabin John has 3.98 mgd, and Rock Creek has 2.58 mgd.

All proposed developments within the watersheds are evaluated to ensure that they will not tax either the sewer treatment system or the drinking water supply. Developers are required to pay for the initial infrastructure costs associated with a project. However, maintenance of the system within a public right-of-way is the City's responsibility. Currently, the Cabin John sewer system is undergoing a study to determine how best to upgrade its aging and undersized piping.

The City's drinking water supply system includes an intake pump on the Potomac River, a water treatment plant near the river, 5.7 miles of transmission lines, three storage tanks, and approximately 144 miles of local water lines to serve individual homes, business, and industries located in Rockville. The original water treatment plant was built in 1958.

Recently, the City made extensive upgrades to the treatment plant to modernize the facility, to expand its capacity to 14 millions gallons per day, and to comply with federal environmental regulations. This capacity will accommodate Town Center, Falls Grove, Tower Oaks, and other developments in the City. The City is adding a pump station on Glen Mill Road to increase the transmission capacity to 14 mgd. In addition, the City recently refurbished all three of its water storage tanks. The City has an aggressive maintenance program to ensure that water pipes are upgraded or replaced to meet current health and environmental standards.

A public education program is encouraged to promote the conservation of water resources. In addition, regional cooperation is necessary to devise standards for water usage during drought situations.

Recommendations

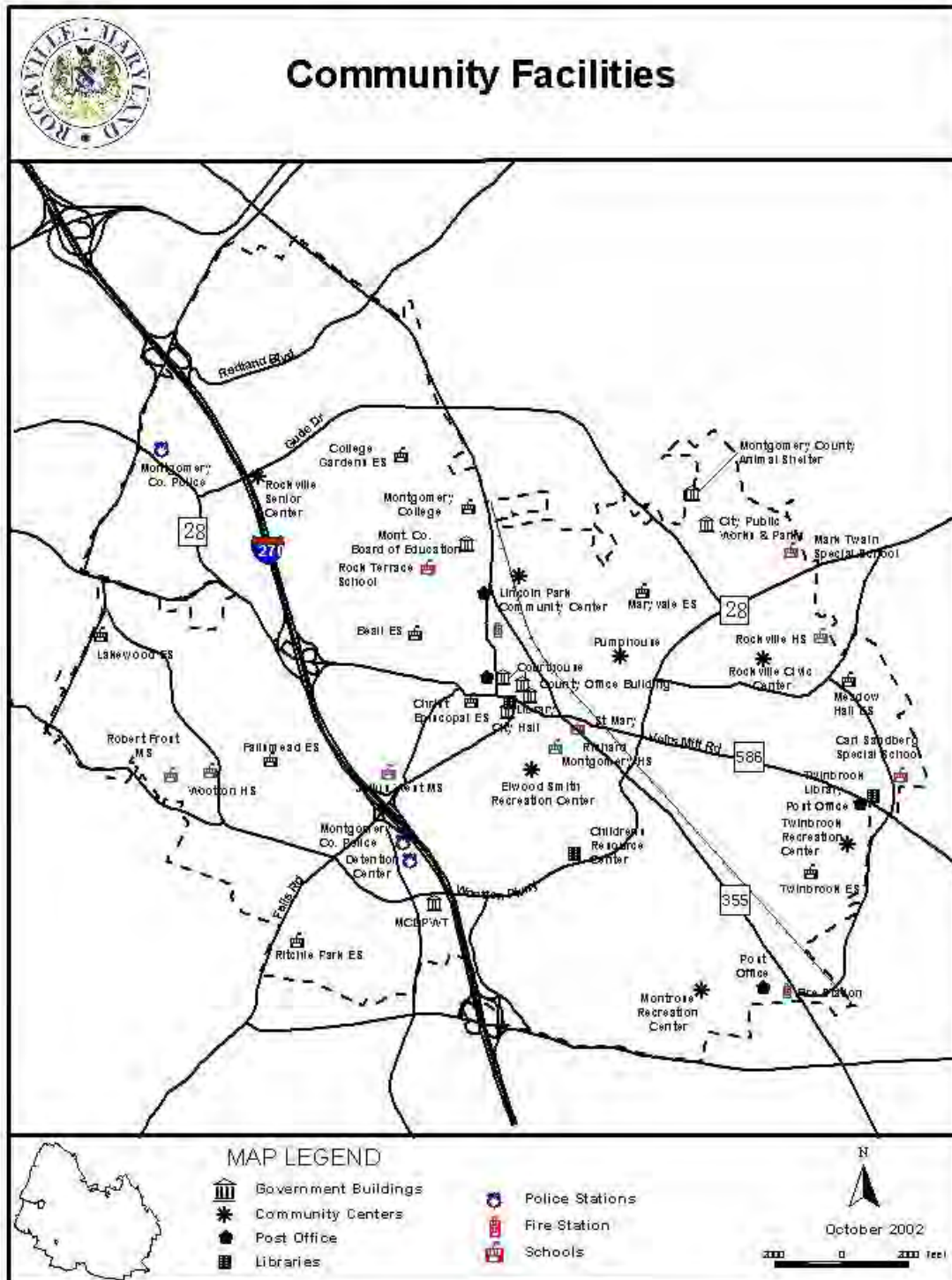
1. Provide adequate water and sewage treatment, transmission, storage, and distribution capacity to ensure healthy, clean and safe systems to meet the needs for human consumption, fire protection, and sanitation.
2. Encourage conservation of water resources – participate with the region to develop an adequate and comprehensive water conservation plan and a drought emergency plan.

Telecommunications and other Communication Technology



The role of telecommunications technology in daily lives has changed dramatically over the last five years. People now expect to have portable telephones and service area coverage no matter where they are physically. With the increase of access to the Internet and e-mail by the public, certain government administrative functions can be facilitated more easily. Meeting agendas and other information can be posted on the City's web site. With technology, people can register for programs or pay fees on line.

In 1996, Congress passed the Federal Telecommunications Act which (among other items) prohibits a municipality from banning communication towers. The construction of towers



and other communication facilities can be regulated as long as the regulations are considered reasonable. The act was passed to facilitate the use of the new technology uniformly throughout the nation. However, the appearance, proliferation, and siting of communication towers and antennas have not always been welcomed by the community – even by those who use the technology. Rockville has developed guidelines for the installation of antennae on buildings to minimize their visual impact.

The *Imagine Rockville* process included a technology component with a number of goals. In response, the City's Department of Information and Technology developed a Strategic Plan in 2000 to guide its current and future use of technology. This plan outlines a number of goals and ways that they can be implemented. The City is committed to strengthening the City's technology infrastructure and enhancing the ways by which technology is used to improve City services.

Recommendations

1. Provide adequate coverage of telecommunication services while limiting the negative impacts of towers and other facilities.
2. Anticipate future need so that these services are provided as they are needed.
3. Lobby telecommunication companies to provide better service to the City.

Public Safety

In the City of Rockville, the Police and Neighborhood and Community Services Departments provide police protection and other social services to the community. In 2000, the City's Neighborhood Enhancement Program and the Neighborhood Resource Program were integrated into the Community Services Department.

The Rockville City Police Department performs the functions typically associated with ensuring a safe community, protecting life and property, regulating safe and efficient vehicle and pedestrian traffic, and assisting in the enforcement of animal care and licensing laws. The Police Department is located in City Hall. Satellite offices are located in the Lincoln Park Community Center and the Twinbrook Community Center. These were established to provide outreach services to the community and for increased police visibility.

The Community Services Department provides for the well-being of individuals, families, and communities through the identification of the human service needs of all residents. The three sections of the department are: Community Services Administration; Youth, Family, and Community Services; and Special Activities. They provide prevention and intervention programs including counseling and outreach services. The Community Services Department is located in a leased facility located on the corner of Maryland Avenue and Montgomery Avenue and shares office space at both the Lincoln Park and Twinbrook Recreation Centers.

The Neighborhood and Community Enhancement Division combines the neighborhood resource coordinator program with the neighborhood enhancement program. The neighborhood resource coordinators are liaisons between Rockville's neighborhoods and City government to facilitate communication. The neighborhood enhancement program includes inspectors who enforce the property maintenance code and who perform rental housing inspections and housing and commercial code enforcement.

Recommendations

1. Maintain adequate public safety facilities to support the required level of services.
2. Close the Seven Locks Detention Center and the County's Central Processing Unit and develop the site under the comprehensive planned development procedures with office use close to I-270 and residential elsewhere.

Fire and Rescue Services

Fire and rescue services to the City are provided by the Rockville Volunteer Fire Department and surrounding stations. The Montgomery County Department of Fire and Rescue Service provides planning and other support services, training for personnel, and funding for capital and operating expenditures. Rockville is serviced by four fire stations located in or near the city boundaries. These are Rockville Fire Station 3 on Hungerford Drive, Rockville Fire Station 23 on Rollins Avenue, Rockville Fire Station 31 on Darnestown Road near Quince Orchard Road, and Rockville Fire Station 33 on Falls Road near Glen Road. Station 3 had the second highest call rate in Montgomery County in 1999. Career and volunteer personnel provide staffing for the four stations.

In February 2000, the Montgomery County Council adopted a series of amendments to the Fire, Rescue, and Emergency Medical Services Master Plan originally adopted in 1994. Among these, was the establishment of County-wide response time goals for fire and rescue incidents including density-related goals for urban, suburban, and rural areas. Rockville is split between the urban and suburban zone. Urban goals are to provide a six-minute ambulance or [fire] engine response time to 85% of the population and suburban goals are to provide a six-minute ambulance or [fire] engine response to 65% of the population.

The Master Plan amendments also identified up-county stations and areas where improvements were needed. The areas currently served by Station 3, 31, and 33 were identified as needing additional fire-rescue resources and personnel including a new station in the Rockville-Travilah area. This area is currently served by Stations 3, 28, 31, and 33 and includes the Shady Grove Hospital, the Life Sciences Center, and the residential developments of Glenora Hills, Rockshire, and Fallsgrove. There is a concern that existing stations will not be able to meet the response time goals of the amended master plan. Also, a new station is needed in the vicinity of Darnestown Road and Shady Grove Road. The Fire, Rescue and EMS Master Plan Priority Issues Study (final report, May 1998) also identified the King Farm area as an area in need of fire and rescue resources. The Montgomery County Fire and Rescue Service continues to explore possible station sites in the vicinity of Route 355 and Shady Grove Road. This includes two stations: 1) one in the vicinity of Darnestown Road and Shady Grove Road and b) one in the vicinity of Route 355 and Shady Grove Road.

Recommendation

1. Provide adequate fire and rescue facilities to meet Rockville's current and future needs.

Post Office

Four U. S. Post Office facilities are located in Rockville. The Main Post Office and the “Old” Post Office are located within the Town Center. The Twinbrook Branch is located on Veirs Mill Road, and the Rockville Pike Station is located on Rollins Avenue. The facilities provide full service retail operations. Parking is limited at all of the post offices except for the Twinbrook location. The U. S. Post Office Master Plan for the National Capital Region for Fiscal Years 2000-2004 recommends no new postal facilities in Rockville.



The “Old” Post Office in Town Center is a significant historical and architectural feature in Town Center. In the event that the facility is no longer used as a post office, the City strongly supports preservation of the structure and desires reuse of the facility that respects the character of the building.

Recommendations

1. Maintain adequate postal facilities to serve the residents and businesses in Rockville.
2. Explore parking options near postal facilities.
3. Preserve the Old Post Office in Town Center with a sensitive adaptive reuse that respects the character of the building.

Libraries

The Montgomery County Department of Public Libraries provides City residents with library services. The two libraries located in Rockville are the Twinbrook Library and the Rockville Regional Library. The Twinbrook Library is located on Veirs Mill Road. It supplements the Rockville Regional Library by providing books and media to meet the needs of the immediate community. There may also be a need for small library facilities (such as in a storefront or a room in a larger facility) in the northwestern area of the City as the King Farm, Fallsgrove development, and the areas north of Shady Grove are developed.

The Rockville Regional Library is currently located in the Town Center across from the City Hall and the County Council



Building. The library building is undersized for the area. A new library is to be constructed by 2003 to house 200,000 volumes (60,000 more than the current capacity), an expanded children's section, study and meeting rooms, and an expanded business resource section. The 2001 Town Center Master Plan called for the regional library facility to remain in the Town Center, and the new library building will be located on property north of Middle Lane. (The former library building will be demolished in order to construct a new District Court.) Providing for adequate parking for library patrons is also an important aspect of the relocation.

Recommendations

1. Provide adequate library services for Rockville residents.
2. Expand opportunities for neighborhood satellite libraries as necessary.
3. Encourage the County to provide adequate parking in the Town Center for library patrons.

Education Facilities

The City is home to a number of public and private educational facilities. The public school system serving Rockville is administered by the Montgomery County Board of Education. The Rockville population is divided into three educational clusters: the Richard Montgomery Cluster, the Rockville Cluster, and the Thomas S. Wootton Cluster. Generally, the clusters have one high school, one middle school, and several elementary schools. There are also schools within the system that serve special needs students. School improvements are described in the annual Educational Facilities Master Plan that outlines goals and forecasts for the upcoming five years.

The Montgomery County School system was the largest school system in Maryland for the school year 2001-02 [with 136,832 students]. The new forecast for births shows gradual increases for the next ten years and also indicates that peak enrollment projection for Montgomery County births in the next six years will be sustained for many years after 2006. The increase in enrollment population has been seen in the impact to the middle schools and also will be seen in increased high school enrollment over the next six years. The enrollment diversity has also increased, as is enrollment in "English for Speakers of Other Languages" classes.

The following are the stated objectives in the Superintendent's Recommended FY 2002 Capital Budget and Amendments to the FY 2001 to FY 2006 Capital Improvements Program.

1. Implement Facility Plans that Support the Educational Program of the School System;
1. Meet Interim and Long-term Space Needs;
2. Modernize Schools on a 30-year Cycle Through a Systematic Modernization Schedule;
3. Provide Schools that are Environmentally Safe, Secure, Functionally Efficient, and Comfortable;
4. Extend Access of Educational Technology to All Schools;
5. Support Multipurpose Use of Schools;
6. Meet Space Needs of Special Education Programs.

In general, it is less expensive to modernize a school facility than to acquire a new site and build a new facility. As stated in the Budget Plan, "the Montgomery County Board of Education, superintendent, and school community recognize the necessity to reduce the

growing backlog of schools needing modernization.” The current modernization schedule effectively places some schools on a 50-year cycle rather than on the desired 30-year cycle. Another educational initiative affecting schools is the desire to provide a comprehensive approach to improve learning in the early childhood years for “high risk” students. Lower class size and all-day kindergarten are methods to achieve that goal. Also, the Board is committed to providing gymnasiums in elementary schools which helps to support the multipurpose use of school facilities. These education and facility goals may have a direct impact on facility needs for the cluster.

Because schools are used for recreational, civic, and educational purposes after school hours, the City provides some support to the school system primarily in helping to maintain the sports fields that are used by the Rockville community for recreation. In the past, some County schools have closed and are now being used as community centers or have been sold to private schools. It is important to maintain compatibility with surrounding residential neighborhoods when educational or other uses are programmed or hours of operation are extended.

There are several private, religious schools within the community. The largest include St. Elizabeth School on Montrose Road, St. Mary’s School on Veirs Mill Road, and Christ Episcopal School on South Washington Street.

The largest publicly funded college within the City is the Rockville Campus of Montgomery College, which opened in 1965. This facility draws over 14,000 students from throughout the County. These students commute to the campus as there are no residential dormitories at the site. Nearby in the Shady Grove area are satellite campuses of the Johns Hopkins University and the University of Maryland. The viability of these institutions is encouraged as a key to providing the area workers with the education required by the research and development companies in the area.

Recommendations

1. Promote adequate public school facilities to sustain high quality educational programs at reasonable cost.
2. Promote and encourage all students to be educated in neighborhood clusters that are located in Rockville.
3. Promote compatibility between surrounding land uses and closed public school facilities that are used for community use.
4. Preserve the option of returning converted schools back to schools if the need arises due to changing demographics.
5. Maintain school playing fields for City recreational use.
6. Work with the Montgomery County Board of Education to ensure that new gyms are adequate for the community’s use.
7. Support the County’s efforts to address the education needs of a diverse population especially language skills.
8. Encourage the viability of the local higher education institutions as a key to providing resident workers with education required by the companies in the area.

Child and Adult Care Facilities

Traditionally, child and infirm adult care has been provided by the private sector. However, the change in social conditions and mores suggest that a community may want to keep abreast of possible stresses/challenges to the current situation for any impact on its facilities or social services. Over the recent past, there has been an increase in the number of dual working parents and the number of single parents. In addition, as more people with mental or physical challenges are de-institutionalized, separate care facilities will be more important as auxiliary help to families who may provide the primary care. In addition, the population is aging and a variety of support services will be needed to care for the elderly.

In Rockville, child day care services are provided by private family day care providers and group day care operators. The Rockville Department of Recreation and Parks provides some before and after school care programs in existing school buildings for children of school age. However, not all schools have programs. The Department has also identified the need for increased after-school programs to facilitate supervised activities for youths who are considered “latch-key.” The lack of transportation to and from activities has been cited as a problem. In addition, City-directed summer camps provide needed “day-care” for older children during the times school is not in session. The summer camps are very popular and currently offer all day options.

Family day care homes are allowed in any residential zone as long as they conform to State and local restrictions. Larger child care facilities may be permitted in a residential zone as a special exception but are permitted in most commercial and/or industrial zones if initial zoning requirements are met. Adult day care facilities have different zoning constraints. They are not allowed in residential zones (although nursing homes may be allowed under the special exception process). They also are not permitted in the C-1, C-2, RPC and RPR Zones but are permitted in all other industrial, office, and Town Center zones.

To provide care opportunities to residents and employees with varying location and program preferences, the Plan supports the location of centers in both residential neighborhoods and employment settings provided that scale and operation of the facilities are compatible with the surrounding residential communities. The City may want to reevaluate the zoning restrictions for adult day care centers in the commercial and Rockville Pike zones. Location of day care facilities at Metro stations and other transportation hubs should be encouraged.

Recommendations

1. Encourage adequate adult and child care facilities.
2. Ensure compatibility between surrounding land uses and adult and child care facility(s).
3. Review the Zoning Ordinance regarding child care restrictions.
4. Encourage health care facilities and hospitals to locate in the City.

CHAPTER EIGHT

HISTORIC PRESERVATION

GOAL: *Protect the City's physical and cultural heritage and encourage heritage tourism through historic preservation.*

POLICIES

1. Identify the historic resources of the City as visual and physical reminders of the themes and periods in the City's development.
2. Preserve, protect, and maintain the physical and environmental integrity of an increased number of historic resources in Rockville.
3. Develop and encourage programs that lead to the enjoyment and appreciation of Rockville's historic sites and that encourage heritage tourism.

INTRODUCTION

During its history, Rockville has evolved from a small agricultural village, to the county seat, to a bedroom community for the federal government, and most recently to a commercial destination and high-technology center.

Despite this transformation, Rockville continues to maintain the special qualities of its historical periods. The original six streets that formed the town are still at the heart of the City (Washington, Adams, Jefferson, Montgomery (Commerce Lane), Middle Lane, and Wood Lane). The "great road", now Rockville Pike, is still a main arterial through the City. Many of Rockville's historic neighborhoods, buildings and sites, some dating to the 18th century, have been preserved to represent the historical, social and economic development the City has experienced.

The character of Rockville's old neighborhoods is retained through collections of houses that vary in age and architectural style but exist harmoniously along tree-lined streets. Houses represent the majority of the historic resources in the City. Rockville's earliest residences were constructed from hewn logs and covered with clapboards. Most historic houses in the City are simple frame structures, but a wide assortment of architectural styles and details are present including Federal, Classical Revival, Victorian Cottage, Italianate, Victorian Gothic, Second Empire, Queen Anne, Colonial Revival, Georgian Revival, Arts and Crafts mode, Bungalows, vernacular



period houses and tract houses. Many of these older houses exhibit characteristics of more than one style and some have been altered over time.

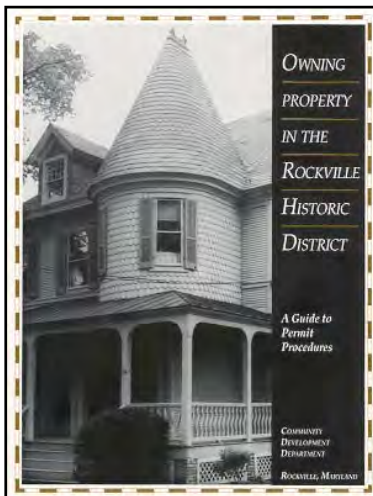
Reminders of the City's early commercial and institutional prominence also exist. These structures typically represent different architectural styles and construction methods from the residences. Some of these public buildings include the County Courthouse, the Rockville Academy, the Old Post Office, the B&O Railroad Station, and several churches. It is important to ensure that vestiges of the past are protected for future generations.

History and Authority of Historic District Zoning

Efforts to preserve historic resources in Rockville relied primarily on private initiatives until 1966 when the Mayor and Council established the Historic District Commission (HDC). The HDC was charged with preparing recommendations for establishing historic districts. In 1974, the Mayor and Council established the first three historic districts: the West Montgomery Avenue District, the South Washington Street District, and the B&O Railroad Station District.

The HDC continues to be responsible for recommending the designation of historic districts within the City. The Annotated Code of Maryland establishes five purposes for historic designation. They are:

- Safeguarding the heritage of Rockville by preserving districts that reflect cultural, social, economic, political, or architectural history;
- Stabilizing and improving property values within these districts;
- Fostering civic beauty;
- Strengthening the local economy; and
- Promoting the use and preservation of historic districts for the education, welfare, and pleasure of the residents of Rockville.



Historic district designation is implemented through an overlay zone defining specific historic sites and districts that reflect the cultural, social, economic, political, or architectural heritage of the City. Historic district designation is an effective preservation tool to protect period neighborhood character. Within designated historic districts and at single sites, the HDC has the authority to review changes to the exterior appearance of a structure or site to ensure changes are compatible with the structure and streetscape. County, state and federal tax incentives may reimburse up to 50% of the cost of renovations and maintenance.

The HDC is composed of five commissioners appointed by the Mayor and Council for three-year terms. Commissioners must be qualified through their education, knowledge, training, or demonstrated interest in fields such as history, preservation, architecture or urban design.

Eligibility Criteria for Historic District Designation

Rockville's eligibility criteria for historic district designation are based on similar standards employed by the U.S. Department of the Interior for properties eligible to be placed on the National Register of Historic Places. However, local and National Register designations and associated designation processes are entirely separate. Potential historic districts (for one or multiple buildings) are evaluated for historical, cultural, architectural and design significance. Archeological sites are also eligible. Structures representing architectural styles, periods, and methods of construction which have particular significance to Rockville are given special attention. Integrity of workmanship and materials are considered. There are no date restrictions, although federal regulations require review of structures that are 50 years of age or older. The criteria are:



A. Historical and Cultural Significance

- Has character, interest or value as part of the development, heritage or cultural characteristics of the City, County, State or Nation;
- Is the site of a significant historic event;
- Is identified with a person or a group of persons who influenced society; or
- Exemplifies the cultural, economic, social, political or historic heritage of the County and its communities.

B. Architectural and Design Significance

- Embodies the distinctive characteristics of a type, period or method of construction;
- Represents the work of a master;
- Possesses high artistic values;
- Represents a significant and distinguishable entity whose components may lack individual distinction; or
- Represents an established or familiar visual feature of the neighborhood, community or county due to its singular physical characteristic or landscape.



If the HDC finds that a site meets one or more of the above criteria, the level of significance (local, state or national) is determined and the condition of the structure and site is evaluated. Single site historic districts are held to a higher standard than contributing sites in a historic district that overall exemplify a particular period of history or development. Based on the City's Historic District Designation Criteria, the HDC either votes to recommend or not recommend the site to the Mayor and Council for designation. The final determination of a site's legal designation as a historic

district is made by the Mayor and Council through the Sectional Map Amendment process, which also includes a public hearing.

CURRENT STATUS: INVENTORY OF HISTORIC DISTRICTS AND SITES

Historic Districts

There are currently sixteen designated historic districts in the City as shown on the following maps. The West Montgomery Avenue historic district is the largest. The areas covered by historic districts are listed in the following table. The exact boundaries for all of Rockville's Historic Districts are shown on the City of Rockville zoning map.

Historic District	Year Est.	National Register*	Predominant Land Use	Time Period Represented
W. Montgomery Ave.	1974	Yes	Residential	Late 18th-20th Century
B&O Railroad Station	1974	Yes	Institutional/ Commercial	19th Century
541 Beall Avenue (Allnutt House)	1974	Yes	Single Site Residential	Built 1890
S. Washington Street	1974	Yes	Commercial/ Institutional	Late 19th-Early 20th Century
Courthouse Square	1979	Yes	Institutional	Late 19th-Early 20th Century
Dawson Farmhouses	1983	Yes	Residential	Built 1874, 1912
Lincoln High School	1989	No	Institutional	Built 1935
Wootton's Mill Park	2000	No	Public Park	19th Century
Wootton's Mill Miller's House	2000	No	Residential	Log dwelling built 1790; Expanded 19th Century
Rose Hill Mansion	2000	No	Residential	Built 1830-1849
Flint Ridge/Hurley Carter Farmhouse	2000	No	Residential	Built 1870
117 S. Van Buren Street (Evans House)	2002	No	Residential	Built 1923
710 West Montgomery Avenue (Ricketts Cottage)	2002	No	Residential	Built 1887
300 Reading Avenue (Kingdon House)	2002	No	Residential	Built late 19 th Century
Rockville Cemetery	2002	No	Institutional	Est. 1739
Haiti Cemetery	2002	No	Institutional	Late 19 th Century
Woodlawn Hotel/ Chestnut Lodge	2002	Yes	Institutional	Late 19 th - early 20 th Century

* National Register boundaries differ slightly from local district boundaries in some cases.

National Register Sites Not in City Historic Districts

Several sites in Rockville are listed in the National Register of Historic Places Districts or as National Register single sites, but are not designated as a Rockville Historic District. The HDC reviews these sites to determine impact and make a recommendation when demolition or exterior alterations are proposed that might change their historic character. These sites are listed below and depicted on the following maps.

National Register Site	Year Est.	Predominant Land Use	Time Period Represented
Bingham-Brewer House 307 Falls Road	1980	Residential	Built 1821
Jacquelin Trells Williams Park (surrounding Rockville Academy)	1974	Public Park	1809-Present
Farmers Banking and Trust Company (now Allfirst Bank) 4 Courthouse Square	1979	Commercial	Built 1930
Dawson Farm Park	1985	Public Park	19 th -20 th Century

Historic Resources

Historic resources include architectural, historic, cultural, archeological, and landscape resources significant to Rockville's heritage and development but are not designated as a historic district. They are not eligible for tax credits. Proposals for substantial alteration or demolition trigger an evaluation for historic designation. The HDC only has jurisdiction over these properties if they are designated by the Mayor and Council.

HISTORIC PRESERVATION PROGRAMS

One objective of preservation is public education on the value of preserving and enjoying existing historic resources and community heritage. Community knowledge and involvement in preservation are key to protecting historic resources. Public relations programs and incentives to assist and educate citizens about Rockville's historic districts help property owners and interested individuals understand the importance of historic preservation as well as the goals and processes associated with maintaining the resources. The City partners with Peerless Rockville Historic Preservation, Ltd., the Montgomery County Historical Society, and the Lincoln Park Historical Society in producing such programs. The HDC also works with the City's Recreation and Parks Department for public events and programs as well as interpretation of City-owned historic sites.

City Preservation Publications

There are several historic preservation documents to guide preservation activities:

The Adopted Architectural Design Guidelines for the Exterior Rehabilitation of Buildings in Rockville's Historic Districts (1977)

Rockville Historic Districts Preliminary Preservation Plan (1977)

Recommended Historic Preservation Action Program (1980)

The Historic Resources Management Plan (1986)

Rockville Historic Buildings Catalog (1989)

Historic Resources Map (1987)

Audiovisual Presentation about Rockville's history and historic districts (1995)

Technical Briefs (Siding, Roofing, Windows and Doors, New Additions, New Construction, Fencing, Landscaping, Parking Lot, Signs, Utilities/Code Compliance, Relocation/Demolition, Color Selection)

Owning Property in the Rockville Historic District, A Guide to Permit Procedures (1996)

The Explore Rockville Walking Tour (2000)

For celebration of Rockville's 200th anniversary in 2001, Rockville, Portrait of a City, was published, and The History of Watts Branch and Wootton's Mill is in preparation. An interpretive brochure and plaques are planned for Dawson Farm Park and other public parks.

Historic Preservation Assistance Programs

Preservation of Rockville's history for the present and future enjoyment of its citizens is important, yet maintaining historic structures can place financial burdens on property owners. The City provides limited assistance programs designed to achieve preservation objectives. These programs are subject to change because of funding and changing conditions. Some of them, such as the Home Improvement Program operated by the Division of Inspection Services, are tied to economic eligibility and are not limited to historic district properties. Tax incentive programs are offered by Montgomery County, the State of Maryland, and the federal government for historic property owners.

Under Montgomery County's Historic Preservation Tax Incentive Program, owners of property in Rockville's historic districts are currently eligible for property tax credits. The Historic Preservation Tax Incentive Program credits 10% of the cost of eligible exterior maintenance or restoration. New construction, additions, interior work or replacement of original materials with modern substitutes are not covered. All work, except that defined as ordinary maintenance, must be certified by the Historic District Commission as contributing to the restoration or preservation of the property.

The state of Maryland has a goal of maintaining neighborhoods and helping residents who want to improve their properties in older neighborhoods. The Maryland Historic Tax Credit Program currently credits 20% of the improvement cost to state income tax owed. Eligible projects include work such as modernization of kitchens, bathrooms, and mechanical and utility upgrades, and exterior restoration and maintenance. The property must be designated as a contributing resource in a locally designated historic district or listed on the National Register, and the work must be certified by the Maryland Historical Trust prior to the start of the project.

The Federal Historic Preservation Tax Incentives program promotes private sector rehabilitation of historic properties and economic development. The 20% credit is applied toward federal income taxes owed. Properties must be income-producing residential, commercial and industrial historic structures and must be rehabilitated according to standards determined by the Secretary of the Interior.

CRITICAL ISSUES

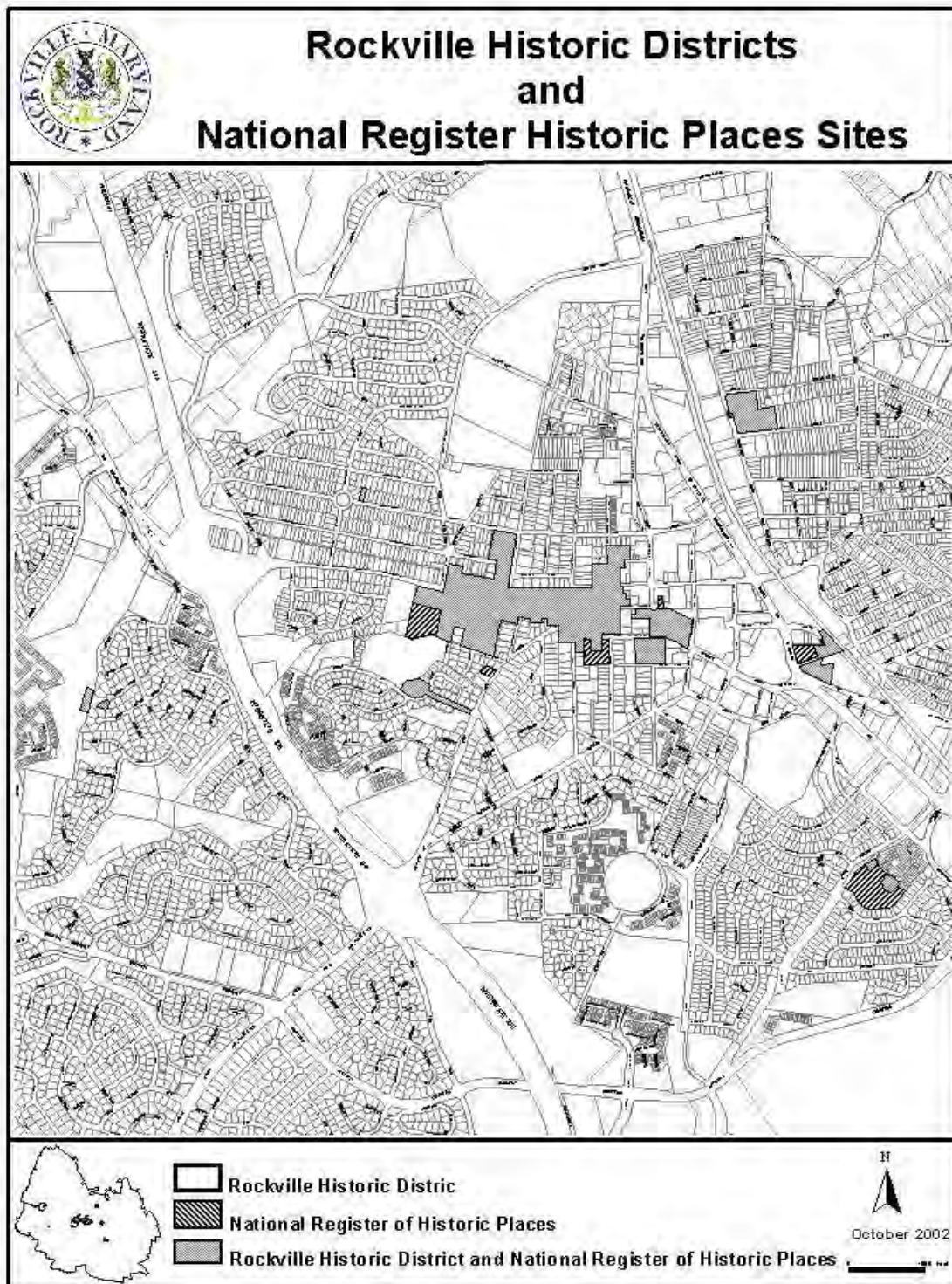
Expansion of Existing Historic Districts

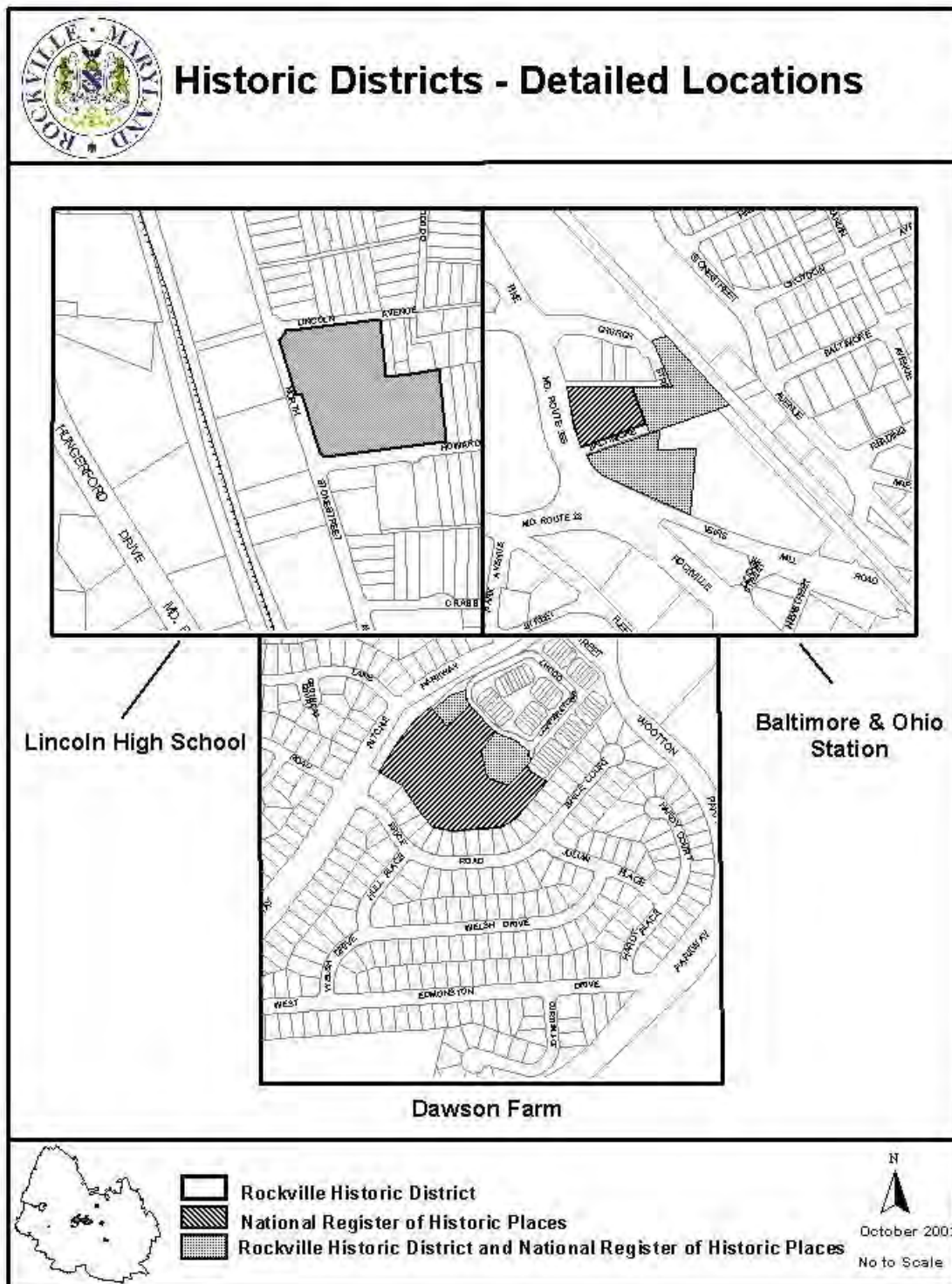
The Recommended Historic Preservation Action Program (1980) lists possible additions to the existing districts. Several of these potential additions are currently on the National Register of Historic Places but not in a City historic district. There are additional sites and structures that should be considered for possible inclusion in existing districts, primarily in the West Montgomery Avenue District. A planned, systematic approach to evaluation and potential expansion of the existing historic districts is desired, given the age and architectural significance of the much of the adjacent housing stock.

Montgomery Avenue District

The West Montgomery Avenue Historic District is predominantly comprised of residential structures that represent a wide range of architectural styles from the 18th to the 21st century. The district is located principally along West Montgomery Avenue and includes some structures on abutting side streets, such as North Adams Street, Wall Street, Thomas Street, and Forest Avenue. However, there are many more good examples of historical significance on some of these streets and on other streets surrounding the current district boundaries that deserve recognition. These include Victorian Cottages, Colonial Revivals, Jacobean, Arts and Crafts, and Bungalow styles. In addition, Chestnut Lodge/Woodlawn Hotel and the property surrounding Rockville Academy are logical additions to the district. The exact boundaries for the proposed expansion of the district will need to be determined after further study.









Historic Districts - Detailed Locations



1. West Montgomery Avenue
2. Courthouse Square
South Washington Street
3. Rose Hill
4. Bingham-Brewer House
5. 541 Beall Avenue

1. Hurley-Carter House
2. Wootton's Mill and
Miller's House



- Planning Historic Districts
- National Register of Historic Places
- Rockville Historic District and National Register of Historic Places



October 2002

Not to Scale

Courthouse Square District

The former Farmers Banking and Trust Company (now Allfirst Bank) Building is recommended for inclusion in the Courthouse Square Historic District. Built in 1930, it is Rockville's only example of Art Deco still in existence and completes the district. It was added to the National Register of Historic Places in 1979.

Dawson Farm District

The original Dawson Farm, located on Rockville Pike just north of Wootton Parkway, contained hundreds of acres of land, two farmhouses, and several outbuildings. Into the 1970s, the Dawson Farm, with approximately 14 acres of land remaining, survived as one of the few farms within the corporate limits of the City. Since the farmhouses are already located within historic districts, it is appropriate that the land between them (currently owned by the City as parkland) be included in the district to tie the two single-unit districts into a cohesive entity.

Recommendation

1. Expand existing historic districts to include historically, culturally and architecturally important sites and properties, by undertaking a thorough evaluation of prospective sites and working with property owners.
2. Expand educational efforts to provide a better understanding of the benefits of historic designation by prospective historic district property owners.

Potential Designation of New Historic Districts

There are several areas in Rockville that may be eligible for future designation as historic districts. When considering possible new districts, it is necessary to consider the public purpose for creating new districts, historical and architectural criteria for determining eligibility, the desires of the community within the proposed districts, the advantages and disadvantages of designation, any financial or fiscal benefits or burdens associated with designation, and other factors. Although Rockville's housing stock built 50 or more years ago should be evaluated, structures that were built prior to 1945 should be the top priority areas for new districts.

George Washington Carver High School and Junior College was the only institution built for African-American secondary and post-secondary students in Montgomery County's racially segregated educational system. Carver was also the first Montgomery County public school to be named for an African-American individual, the eminent educator and scientist, George Washington Carver. The building has been in continuous use since it was built in 1951. It is now called Carver Educational Services Center, and is the headquarters of Montgomery County Public



Schools. Despite multiple additions to this brick structure, much of the east (main) façade appears much as it did originally. Historic designation of a portion of the site is pending.

Lincoln Park dates to the 1890s and is a significant community in Rockville. It is composed predominantly of single-family homes set on deep lots with a rural openness. Lincoln Park Cemetery, on a prominent hill above Frederick Avenue, reveals the age of the community with grave markers dating back to 1917. The Lincoln Park Civic Association is in the process of preparing a nomination form, the first step in the historic designation process.

Haiti/Martin's Lane has a long and significant history as a black neighborhood dating to about 1830 when free black landowner, Samuel Martin, settled there. At the end of the Civil War, Margaret Beall sold a large tract of her land on the northern section of her property to the freed family slaves which enlarged the development. There have since been two more major periods of development. Most of the residents have lived in Haiti all their lives. There are several family enclaves which promote a sense of continuity and history in the neighborhood. The Haiti Cemetery, which dates to the 19th century, is still owned and maintained by family members. Several historic properties are in the historic designation process. Haiti Cemetery is now a designated Historic District.

The Baltimore Road historic area is located across the railroad tracks from the existing B&O Station Historic District. The area is a late 19th century neighborhood which developed following the arrival of the railroad. Baltimore Road and portions of Reading and Grandin Avenues have a distinctive flavor that set off the immediate area from later adjacent residential development.

The Rockville Civic Center and grounds is a 66-acre complex centered around an imposing, pillared Neo-Classical mansion (constructed 1926), which incorporated the main block of the 1838 house called "Glen View." In the 19th century, this property was associated with Hon. Richard Johns Bowie, whose career included service in the Maryland State Legislature, the judiciary, and the U.S. Congress. Since 1957, the house and grounds have been owned by the City of Rockville and are used for varied civic, cultural, and social events. Portions of this property have been identified as National Register eligible.



The Twinbrook neighborhoods typify post World War II housing. Moderately-priced single-family detached housing situated on relatively large lots is a class of housing that is no longer being built and probably will never be built again due to high land costs. Each section of the Twinbrook neighborhoods should be researched, eligible sections identified, and historic designation pursued where appropriate.

Scattered sites: A large number of individual structures built before 1945 are located throughout the central area of the City. Property owners are encouraged to nominate their property for historic designation. In some cases, individual sites may become part of an adjacent historic district.

National Register sites should be designated as local historic districts. Currently the HDC reviews these sites to determine impact and make a recommendation. If a substantial impact is found, the HDC may recommend designation as a local historic district.

Recommendations

1. Evaluate neighborhoods, structures and sites that may have historical, cultural, architectural and/or design significance for possible designation as local historic districts within the next several years, with particular emphasis on structures built prior to 1945.
2. Consider designation of current and future National Register sites as local historic districts.
3. Work with neighborhood associations and nonprofit groups to generate historic district nominations.
4. Evaluate neighborhoods for potential designation as part of the neighborhood planning process when appropriate.

Alternative Preservation Tools

Alternative methods of protection are sometimes needed for historic resources in the absence of local designation. Historic resource management plans can facilitate the management and operation of historic resources by setting priorities for decision-making, identifying stresses, assets and liabilities, presenting recommendations for the preservation and enhancement of the resource and its context, and guiding implementation of the recommendations.



Cemeteries are particularly threatened resources as they are vulnerable to vandalism, neglect, deterioration from environmental elements, and development pressures. Yet, they have significant historical and archeological value. Some, such as the Old Baptist Cemetery and St. Mary's Church Cemetery, the Rockville Cemetery, and the Haiti Cemetery are protected because they are in historic districts. Others, such as the Lincoln Park Cemetery, are in need of protection. If they are determined to be ineligible for designation, alternative preservation methods should be explored.

Recommendations

1. Encourage the preparation of historic resource management plans as an alternative preservation tool for publicly owned properties.
2. Encourage archeological surveys of old cemeteries where the boundaries are obscured and document current conditions.
3. Determine appropriate methods to protect and maintain cemeteries.
4. Prepare a written interpretation of cemeteries to relate their history.

Enhancement of the Individual Character of Historic Districts

The historic districts should be distinguished through appropriate sidewalk treatment, undergrounding of utilities, streetscape amenities, street light and street tree plans, and signage. Such improvements would aid in the promotion of heritage tourism. Linkages between historic districts, such as along West Montgomery Avenue, Jefferson Street and Church Street, should be explored while each district's unique qualities are retained. The residential character in the O-2 (Transitional Office) Zone should be continued even though many of the structures are now used for non-residential purposes.

Maintenance and proper restoration of properties are essential to preserving neighborhood character in the historic districts. The HDC ensures that this occurs through the Certificate of Approval process. The process can be facilitated through the provision of clear and up to date replacement policies. These policies should identify acceptable materials and conditions for approval for replacement roofs, shutters and other architectural features. Tax credits and other financial incentives for property upkeep should also be emphasized.

Recommendations

1. Develop streetscape plans for the historic districts.
2. Explore ways of providing linkages between districts.
3. Retain the residential character in the O-2 (Transitional Office) Zone.
4. Encourage the placement of house markers and plaques to identify significant historic structures.
5. Schedule an update of the Architectural Guidelines and develop clear replacement policies.
6. Emphasize the tax advantages of owning eligible property in the historic districts to citizens.
7. Explore the development of, or participation in, a revolving loan program to help citizens finance expensive renovations.

Clarification of HDC Jurisdiction

The environmental setting and context of a historic district is enhanced by adjacent areas that are compatible. The HDC should review development proposed in adjacent and abutting areas at the preliminary planning and review process to prevent harmful impacts on the nearby historic properties. The review would not be intended to impose any particular architectural style on the property owner and it would not give the HDC additional authority equal to that which it exercises in the historic districts, but it would minimize negative effects on the historic district properties. For example, if a historic building has a large front setback, it may be appropriate to provide a larger than normal setback for a new building on an adjacent lot. The challenges to establishing this process include determining the boundaries that are sufficient to protect without excessively interfering with the decisions of property owners outside of the historic district, and developing guidelines that will clearly establish the rights and responsibilities of both the applicant and the HDC.

The number of developable parcels in Rockville is limited. Due to development patterns of the past, larger lots can be found in and around the historic districts. This can lead to pressures to subdivide properties as allowed by current standards. While this can be appropriate in specific circumstances, it is important that the character of the designated historic districts be maintained.

The City's policies and ordinances affecting historic resources should be examined to ensure that they maintain or promote stability for historic resources. In particular, the status of inventoried historic resources should be clarified as potential historic districts that require review before any substantial exterior alteration may occur. HDC review of any structure or site "more than 50 years of age, possessing architectural significance, or associated with a person or event of importance to local, state or national history or development" should also be required when substantial alteration or demolition is proposed as is stated in the City's Environmental Guidelines. Major alteration or demolition activity in any potential district should be evaluated by the HDC to determine if designation is recommended or proposed modifications are appropriate.

Current penalties for unapproved demolition, including demolition by neglect, do not adequately protect the City's historic resources. Exterior changes to historic resources completed without a Certificate of Approval or HDC review, or in opposition to HDC recommendations, also carry minimal penalties. Penalties should be sufficient to inhibit such actions. Any historic resource that is not recommended for designation after the HDC review process and is slated for demolition should be documented with regard to its architectural, social and historical elements before demolition occurs.

Recommendations

1. Update the Historic Buildings Catalog.
2. Ensure that applications involving exterior changes or new construction on properties abutting or opposite historic districts are referred to the HDC for review and comment early in the permit and/or development process.
3. Develop a program to identify and protect unimproved land that contributes to the environmental character of historic districts
4. Promote historic property easement donations to preserve open space.
5. Reevaluate the City's policies and ordinances regarding penalties for demolition and demolition by neglect of historic resources.
6. Reevaluate the City's policies and ordinances regarding penalties for exterior changes to historic resources completed without a Certificate of Approval or in opposition to HDC recommendations.
7. Increase fines for violating Historic District Commission requirements and conditions.

Promotion of Education, Economic Development, and Heritage Tourism

Appreciation for the City's history, neighborhood histories, and the importance of historic preservation should be promoted via Rockville history publications and education programs. Publications and programs should also help property owners and interested individuals understand the goals and processes associated with maintaining the resources, as well as the benefits of historic designation and preservation.

Rockville's Historic Preservation Program should support heritage tourism and contribute to the City's economic development goals by promoting Rockville as an interesting and attractive place to live, work, and visit. The City will also take advantage of any State sponsored program to encourage heritage tourism in Rockville. The economic benefits and the "smart

growth” objectives inherently achieved by preservation of the City’s historic districts and resources should be emphasized.

Recommendations

1. Encourage the preparation of Rockville history publications, including neighborhood histories.
2. Continue education programs to help property owners and interested individuals understand the importance of historic preservation and the proper maintenance of historic properties.
3. Promote and encourage historic tourism opportunities.
4. Continue to maintain a working relationship with other local and state preservation groups and agencies.

CHAPTER NINE

COMMUNITY APPEARANCE AND DESIGN

GOAL: *Use accepted community design principles, environmental, public art, and property maintenance standards to foster a distinct identity for Rockville.*

POLICIES

1. Establish design standards for commercial areas of Rockville.
2. Develop design standards for public and government buildings.
3. Encourage all new and existing development to include art in areas accessible to the public or contribute to an art-related fund.

INTRODUCTION

A community is judged by its appearance. Community appearance and design involves all of the physical elements within the community. It includes the overall street layout, the specifics of roadway construction, street lighting, signs, pedestrian amenities, street trees and other landscaping. It also includes all aspects of residential, public and commercial building design – architectural style, massing, scale, height, and setting. Site design for commercial, industrial, and public buildings includes vehicle and pedestrian access to the site, parking, pedestrian amenities, bicycle amenities, signs, site services, public art, and landscaping.

Zoning regulations control minimum requirements such as building setbacks from the front, rear, and side property lines, maximum building height, and percentage of impervious surface coverage. However, zoning controls alone cannot adequately control the three-dimensional aspects of development, nor can they describe the appropriate relationship between structures. Generally, zoning regulations do not define architectural style for the building or a functional, attractive site design. While some of these issues are addressed during the normal review process, design guidelines or regulations are necessary to articulate in a comprehensive manner more specific intentions for building design and site elements for the community.

Typical Design Elements

The following is a brief discussion of typical design elements that are part of a community's physical appearance.

Streets

Streets are arranged either in a geometric grid pattern or in a curvilinear fashion and can either connect with a network of other streets or dead end in cul-de-sacs. In the past, the grid pattern tended to be utilized in flat, urban areas while curvilinear streets were designed to respond to a hilly topography. In the last fifty years, curvilinear streets ending in cul-de-sacs

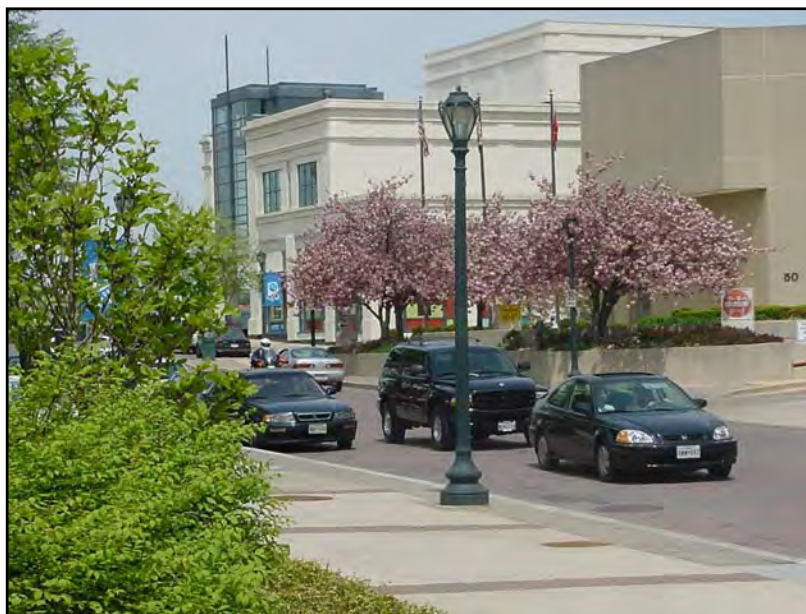
were favored for most suburban roads regardless of the topography because cut-through traffic was reduced. Currently, the traditional grid pattern is returning to fashion because it results in a road network with more options that improves circulation (by car, bike or foot) and lessens the amount of vehicles at any one intersection. Street widths vary and help to define residential streets from larger public and commercial avenues. Widths are also regulated by the amount and speed of traffic on the roadway.

Gateways are the major entrances to a community and to a particular area of a city. For instance, a major arterial roadway to the City is Veirs Mill Road. As Veirs Mill Road approaches Route 355, it is also a gateway to the Town Center. Attractive gateways can indicate the transition from Montgomery County to the City, thereby, establishing Rockville as a distinct entity. Gateways can be accentuated in a variety of ways to provide a welcoming entrance into the city.

Streetscape

The term streetscape refers to everything that is associated with a road including the view as one travels along the road. It includes the type of paving material, curbs, traffic medians, and bike lanes alongside the road. It includes the presence or absence of street

trees, tree species, and the maturity/height of the trees as well as other landscaping such as flowers in highway medians. Sidewalks are also considered part of the streetscape. Their width and location either encourage or discourage pedestrian movement. Wide sidewalks that are separated from the street by a tree-lined grass strip are more gracious and favorable to walking. Sidewalks directly along the



roadway also offer the pedestrian with a place to walk, but depending upon the amount and speed of the vehicular traffic, may not provide as much physical or psychological protection.

Streetlights are also part of a streetscape and provide necessary lighting at night. However, strictly utilitarian “cobra” lights located on utility poles are vastly different visually from more decorative poles and fixtures although both may provide similar levels of light. Utility poles and wires along a roadway generally are considered to be the opposite of a visual amenity although they provide needed electricity and technology for communication devices. The goal of the City is to provide priority locations for relocating existing power lines underground.

Signs provide needed information to those not familiar with the area. Generally, street signs have a uniform size and color throughout the community. Road signs in Rockville have a

blue background while surrounding areas in the County have green signs. Larger signs placed at the entrances to city boundaries to identify the community provide both information and civic pride. Individual business signs are meant to identify the business and generally to be visible from the roadway. The design and size of these signs also affect the aesthetics of the community. Private signs are regulated by provisions in the Zoning Ordinance.

Buildings

Buildings are a major three-dimensional part of the community and are defined by architectural style, mass, scale, signage, use, and overall design/function of the site. Historically, different time periods favored a particular architecture style that could be influenced also by regional climate and cultural demands. Designs for civic, commercial, and industrial buildings are different than those for single-family homes. In general, historic architectural styles contain rich and varied building surface elements while some “modern” architectural styles (post 1950) may focus on simplicity in building form and surface treatments. Lately, “neo-traditional” architectural styles for both commercial and public buildings (as well as residential structures) are becoming more popular and incorporates more surface design elements to the exterior.

Mass and scale of buildings are closely related. Mass refers to how large a building is including its height and overall bulk. Scale refers to its proportional relationship with adjoining structures as well as how it the average person views the structure. For instance, the design of lower floors of a building have a strong influence on the perception of a building’s scale and mass. A large, tall building located in an urban area may be perfectly in scale with its neighbors while it would be out of place along a street lined with shorter buildings. Large expanses of wall area can be minimized by adding architectural elements, windows, landscaping, and/or a more sympathetic building location on the site.

Site Design

Site design refers to how a building is located on the property. Zoning regulations control minimal setback requirements. These requirements were developed for residential and other areas in order to give streets a park-like setting by encouraging a treed, grass-covered lawn next to the street. In addition, certain setback restrictions were developed in order to discourage fire from spreading to neighboring structures.

Similarly, as the suburbs developed, commercial and industrial buildings were placed in large “parks.” The intent was to provide a rural atmosphere for the streetscape. In addition, setting a building back from the street tended to diminish its size and bulk. Another design intent was to blend the building in with the “natural” landscape. This also meant that individual buildings were not necessarily set back from the street in a uniform fashion.

Other elements that are part of site design are the circulation pattern, parking lots, and landscaping. Circulation refers to how vehicles and pedestrians move from the street to the parking area and to the building. Ease of movement and safety are primary objectives of good design. Often parking lots are the largest part of a site. How the parking lot relates to the building it serves and the street is an important issue. In order to retain the naturalized “park” element, many designers favor siting parking lots to the rear of the main building and providing landscape buffering between the parking and adjoining properties. Retailers tend to favor

parking along the street or in lots located in front of their stores. The amount of landscaping to reduce the visibility of the parking is also a hotly debated issue, and landscaping has both environmental and design considerations.

Public Buildings

Traditionally, public buildings were designed as important facilities that were meant to inspire awe and civic pride. Government buildings that directly serve the public (city halls, libraries, schools, post offices) have been designed in countless architectural styles. The use of durable materials, ceremonial entrances, street orientation, public art, and other ornamentation reinforce the importance of public buildings. Often these buildings are easily identified along a street even without a specific sign. Pre-World War II public buildings in Rockville (Red Brick Courthouse, Grey Courthouse, and the Old Post Office) have a greater public presence than many post-World War II buildings.



Public Spaces

Basically, these are areas where people gather or use as they go about their daily lives outside the home. They include the streets and sidewalks around commercial areas as well as the larger plazas and parks within the community especially those related to public buildings. It is important that these areas be welcoming with well-designed amenities such as decorative and functional lighting, benches, and landscaping.

Art



Public art is utilized to enhance the community. A positive identity for the city can be created by utilizing various types of public art including sculpture, statues, murals, or fountains. Unique landscaping and environmental sculptures (shapes created out of materials such as plant material, earth and/or rocks) can also be considered art depending upon the context and the site. Public art can become an attractive addition to most development projects as well as establishing an identity for an area.

CURRENT DESIGN-RELATED REGULATIONS AND PROGRAMS IN ROCKVILLE

Zoning Regulations and Property Maintenance Code

Rockville's Zoning Ordinance establishes allowed uses and general design requirements. It establishes different residential, commercial, mixed-use, and industrial zones. Each zone has specific area, setback, building height, and impervious service coverage requirements.

Residential zones are subject to the general zoning area, setback, height, and coverage requirements. In addition, there is a separate property maintenance code. This covers items associated with structural integrity and safety of the home and property. The lack of window screens, gutters, or siding material would be addressed under the Code. In addition, the grass must be cut so that it is less than ten inches, and there must be some type of groundcover on all unpaved surfaces. However, requiring leaves to be raked is not part of the code, and there is no requirement to paint the house (as long as the paint is not peeling).

Commercial areas are subject to other standards as well as the property maintenance code. There are design standards for parking areas, entrance/exit driveways, loading facilities, utilities, signs, and landscaping. There are also specific standards for the Town Center and the Rockville Pike.

Large Scale Retail

In 2000, the Mayor and Council amended the Zoning Ordinance to prohibit retail establishments larger than 65,000 square feet in total gross floor area in the Rockville Pike Commercial Zone (RPC) and the C-2 Zone. The text amendment also outlines design standards for retail establishments containing greater than 25,000 square feet of gross floor area and shopping centers of any size.

Sign Review Board

This three-member board is responsible for reviewing applications for new signs to ensure compliance with the City's Zoning Regulations. The sign regulations apply to permanent and temporary signs.

Historic District Commission (HDC)

The Historic District Commission regulates all exterior changes (with the exception of paint color) to buildings located within the historic districts. It also reviews the design of any new structure being constructed within the district. In 1977, the HDC adopted and published *Architectural Design Guidelines for the Exterior Rehabilitation of Buildings in Rockville's Historic Districts*. The HDC also published *Owning Property in the Rockville Historic District* in 1996. These documents outline guidelines for appropriate changes or additions to residential structures. The HDC reviews proposals to determine whether the new building or addition to an older building conform to the existing architecture, mass, and scale of adjacent structures and/or the original structure.

Street Tree Master Plan

Adopted in 2000 by the Mayor and Council, the *Street Tree Master Plan* states that the City of Rockville will have tree-lined streets. The plan provides for the planting and maintenance of a uniform streetscape on the City's streets. It provides a pre-approved list of trees listed by each individual street.

Development Review Committee

This group is comprised of City employees who are involved in the site plan review process. As a group, members review development applications and discuss issues relating to the proposed use and design in a comprehensive manner. For instance, discussion may involve how to save mature trees on the site and construct needed stormwater management facilities.

The City also has a design consultant who reviews buildings and sites that are being developed under the "Optional Method of Development" within the Town Center or Rockville Pike zones in addition to other projects as needed on a case-by-case basis.

Community Arts Program

The Rockville Cultural Arts Commission promotes the use of art in private developments, and it is the policy of the City to encourage the installation of public art and the use of artistic design in all facets of private and public development. The Community Arts program is directed by the Cultural Arts Commission and administered by the Arts Division staff, which is part of the Recreation and Parks Department. There are two documents that articulate the mission for the program. Neither has been adopted as part of the City's Master Plan. *The Master Plan for the Arts (1995-2001)* serves "...to establish guidelines and policies for arts concerns of the City [and] ...to provide arts organizations and individuals with a resource tool to assist in implementing their own development and growth." The *Art in Public Places Master Plan* outlines the process by which the Art in Public Places program is administered. The objective is to provide art in both public spaces and private commercial developments (office and retail). A policy to encourage art in private developments is also under consideration.

Visual Preference Survey

In 1997, A Nelessen Associates, Inc. performed a visual analysis and presentation of the Metro area of the Town Center. The presentation resulted in a booklet entitled *Visual Preference Survey for the City of Rockville, Maryland*. The booklet outlines how a number of sites and the streetscape could be improved in the Town Center and elsewhere in the City. This technique provides a useful method to identify community preferences on design issues.

CRITICAL ISSUES

Design Standards for Non-Residential Structures

Most non-residential structures are reviewed for zoning compliance with some design suggestions from Planning staff, the Planning Commission or the Mayor and Council. However, the development of written and illustrated design guidelines can be used to provide a common vision for the appearance of non-residential areas in the City. A preferred source for new design guidelines is the historic architectural styles built in Rockville's past.

The retail buildings along Route 355 are in many cases typical strip malls with little aesthetic amenities or design appeal. As sites are developed or redeveloped along Rockville Pike, the design standards outlined in the Rockville Pike Master Plan are applied. However, these design standards should be reviewed in order to determine how well the standards have worked and if they are still desired. Some of the details that will be reviewed are the building setback/minimum "build to line" requirements, the mandatory use of arcades or colonnades on a building, general streetscape and planting standards, and building heights in the Metro Performance District.

In addition, similar design standards should be established for sites along Hungerford Drive and Frederick Road to develop a more uniform streetscape. The City of Gaithersburg has developed a Frederick Avenue Corridor Master Plan that outlines design considerations, and the Montgomery County Planning Board has established Route 355 as roadway for a change in character to a boulevard with attractive landscaping and other streetscape improvements.

Streetscape and Public Space Issues

Generally, Rockville has been successful in providing streetscape amenities along its roadways especially within the Town Center. The Parks Department maintains numerous planting beds in traffic islands to soften the effect of the pavement. The brick-like paving material on portions of Monroe Street, Maryland Avenue, and Montgomery Avenue provides a definition to the space and helps to slow traffic. The park, fountain, and ornamental lighting around the Old Brick Courthouse add to the ambiance of the Town Center. Veterans Memorial Park is a good example of a gateway park.

It is more difficult to provide streetscape amenities along State or County controlled roadways. However, these roadways are in need of improvements. The City has gained permission to plant and maintain various traffic islands. This practice should be continued. The City should also continue urging the State and County to install appropriate streetscape improvements as well as urging the utility companies to bury utility lines.

Design Standards for the Town Center

The separate Town Center Master Plan was developed to balance existing public uses (State, County, and City), economic needs, market conditions, a desired increase in residential use, and a comprehensive design vision for the Town Center. This document includes design guidelines for the Town Center Planning Area.

Design Standards for Public Buildings

Because public buildings play such a significant role in the community, it is important to develop standards that can be applied to their design. Different design standards would need to be developed for municipal buildings with a specific use or location. For instance, schools that are located in residential neighborhoods require a different design standard than a larger facility meant to serve the entire community such as a library or a courthouse. Because there have been concerns with the quality of the architecture for some of the governmental buildings within the City, it is important to articulate the design standards that the community supports.

In general, traditional architectural styles are favored for major administrative office buildings, court houses, and libraries although a modern architectural style would be acceptable if the building has appropriate architectural embellishments. It is important that there be architectural details at the street level such as at the entrances and around windows. Durable materials such as stone and brick are favored as building materials, and the wall surface should have varied surface texture and patterns at street level. The siting of public buildings is very important, and the buildings should be given a prominent location. The buildings should be oriented towards the pedestrian, and public gathering spaces should be incorporated into the site design. Other public buildings that are more utilitarian in nature (maintenance facilities) may need to be screened from adjoining properties. In addition, the appearance of all publicly owned properties, particularly those in or adjacent to residential neighborhoods, should be maintained as a compliment to the community.

Recommendations

1. Amend the Zoning Ordinance to establish design guidelines for MD 355 north of the Town Center to provide design consistency along the entire Route.
2. Review the Rockville Pike Corridor Master Plan's design recommendations for continued applicability and recommend changes to the Zoning Ordinance text as necessary.
3. Review the design recommendations as part of the Town Center Master Plan revision and amend the Zoning Ordinance text as necessary.
4. Incorporate the *Art in Public Places Master Plan* and the *Master Plan for the Arts* into the Master Plan and the development review process
5. Improve the streetscape with the use of well-designed amenities (street lights, benches, banners, trees, curbs, and gutters, etc.)
6. Implement the City's policy on burying underground utilities.
7. Develop design guidelines for public buildings.

CHAPTER TEN

HOUSING

GOAL: *Provide broader economic selection and homeownership opportunities for owners and renters of every age group.*

POLICIES

1. Encourage the maintenance and upgrade of existing housing stock;
2. Encourage the construction of housing close to the Metro Stations and in the Town Center;
3. Encourage the construction of housing alternatives for an aging population – may need economic incentives or flexible zoning options for development variances for this to occur;
4. Encourage multifamily housing in mixed-use areas of development;
5. Create a balance between different housing types.
6. Promote policies and practices that are non-discriminatory in the rental housing stock and that preserve neighborhoods, recognize historical significance, encourage affordable and accessible housing, and consider the impact of land use.
7. Increase opportunities for homeownership for persons of all income levels.
8. Maintain an appropriate mix of ownership and rental opportunities in the City.
9. Encourage construction of innovative and unconventional housing types, including but not limited to live-work units and loft housing.

INTRODUCTION

Rockville has a diverse housing stock that is generally well maintained. Single family housing is evenly dispersed throughout the City with a minimum of 74% of the community zoned for single family residential use.

The City's housing policy is based on the 1985 *Housing Goals and Objectives for the City of Rockville*. The *Goals* "encourage a satisfactory balance between rental and owner-occupied housing as recommended in the [1970] Master Plan. The 1970 Plan directed that the



City devote time and effort to preserve the existing housing stock and encourage a more balanced mix of new housing. The 1970 Plan called for 71% of the housing stock to be a combination of detached single family units (68.1%) and attached units (2.9%). In 1997, 73.4% of the housing units were detached and attached single family units although the percentages pointed to a shift of 61% of the units (10,120) in single family homes and 12.3% (2,030) in townhouse units. The 1970 Plan projected that 29% of housing units would be rental in a variety of types (garden/15.9%, elevator/6%, attached/4.6%, other/2.5%). The 1997 Census Update indicated that 16.7% rental units were garden apartments and 10% were high rise. These figures are very close to the 1970 projection.

The 1993 Master Plan did not set specific percentage goals for types of housing. However, in general, housing policies encouraged construction of affordable housing, promoted maintenance or upgrading of the current housing stock, and promoted accessibility to housing for individuals with special needs. In order to accomplish these policies a number of programs and zoning changes were recommended, most of which are in place today.

Recent Demographic Trends

Census 2000 provided a timely snapshot of Rockville's demographic characteristics, with some interesting trends noted below.

Size of Households

The average size of the City's households has continued to decrease. In 1970, the size estimated at 3.59 persons per household. That number dropped to 2.77 in 1990, and again to 2.65 in 2000. It should be noted, however, that there is a range of household composition used to determine population. For instance, 2.88 is the multiplier used for single family houses while 1.54 is used per high-rise apartment unit.

Household Composition

Household composition has also changed. There was a decrease in households with married couples from 59.1% in 1990 to 56.6% in Census 2000. Single parent households comprised 6.3% of the population, and one-person households comprised 23.8% of the population.

Age of Residents

The average age of the population has also risen. In 1970, the average age was 23.9. In 1990, it was 34.6, while in 2000 it was 37.8. In 1990, only 14% of the population were over 60, but by 2000 that figure had risen to 17.3%.

CURRENT STATUS

Housing Types

Detached and Attached Single-family

Single family detached homes comprise the majority of housing stock within the City. In 1997, there were approximately 12,150 single-family attached and detached units in the City. Of these approximately 500 were built prior to 1939. Approximately 5,615 units were built between 1940 and 1959. These houses are primarily located east of Route 355 in the Twinbrook, Twinbrook Forest, and Northeast Rockville neighborhoods. Another 3,250 housing units were built in the 1960s, and 890 units were constructed in the 1970s. Consequently, there is a fairly large amount of housing that is or will be reaching 50 years in the near future.

Until recently, new housing construction was either single family detached houses or single family attached houses/townhouses. Developments on larger sites tend to have a mix of detached and attached single family homes within the same development while smaller sites tend to have only one type of housing. The City has adopted amendments to the Building Code to require sprinklers in single family dwellings in order to increase safety for residents. As encouraged in the 1993 Master Plan, comprehensive planned developments include a mix of commercial, and/or offices with residential. The Tower Oaks development has a mix of office buildings and a section of townhouses. The King Farm and Falls Grove developments also include “mid-rise” multifamily rental units totaling approximately half of the overall units. Before these projects, multifamily apartment complexes had not been constructed in over 30 years (with the exception of apartment complexes for the elderly).

Multi-Family

The 2000 Census identified 2,574 units of garden apartments in the City. In addition, there were 1,590 apartments located in high rise buildings. The high rise apartment buildings are located in the Town Center and on the southern end of Rockville Pike. Although garden apartments are located throughout the City, they tend to be located along major roadways and in or adjacent to the Town Center. It should be noted that approximately 11% of single family detached homes and 29% of townhouses are also rental properties.

In some redevelopment areas of the City, unconventional housing types may be appropriate. These types may include dwellings not currently existing in Rockville, such as live-work units and loft housing. Live-work units allow a business owner to “live above the store”, or to conduct a business on the ground floor with the proprietor's residence in the upper floors. Loft housing typically involves the conversion of an existing building, such as an industrial or commercial building, into residential units while retaining the previous character of the building. These types of units would be considered multifamily units by the Zoning Ordinance.

Housing for the Elderly

The City does not have a specific housing program to house the elderly. However, the City does have a Senior Citizens Social Services Coordinator who helps seniors in their housing search as well as providing information about other social services that are available for the elderly. In addition, there are City-sponsored housing programs that assist income eligible

elderly homeowners with housing repairs. Major repairs can be funded through the Community Development Block Grant program (see later section). Minor repairs currently can be undertaken through the “Safe and Habitable Homes” program that is sponsored by Community Ministries of Rockville (also funded by the Community Development Block Grant program).

There are religious institutions and other organizations throughout the City that provide housing for the elderly. Bethany House (just off of Rockville Pike), Heritage House Coop (near Town Center on Dawson Avenue), and Town Center Apartments (in the Town Center) offer housing for low and moderate-income individuals. However, all have long waiting lists for the units. The National Lutheran Home is located on Veirs Drive and has single story triplex units as well as an assisted living facility. Ring House (just off of Rockville Pike) is another apartment complex for the elderly that also provides some assisted living (rents are over \$2,000 per month for these units). Sunrise Assisted Living is located in the Town Center. In addition, there are smaller group homes that assist the frail elderly or those with Alzheimer’s Disease. There are also several nursing homes located throughout the City.

Housing for the elderly is allowed in all the residential zones through the granting of a special exception. It is permitted in the Town Center zones (with Use Permit approval). Nursing homes are permitted in some residential zones with a special exception but are not permitted in the Town Center zones, the Rockville Pike zones, or any office/industrial zone.

Group Homes

These are small facilities meant to shelter individuals in a home setting. Group homes housing up to eight individuals who are mentally ill or have developmental disabilities are allowed in any residential neighborhood by State Code. There are several group homes through the City that serve the disabled, elderly, or mentally ill.

Homeless Shelters

The City provides partial funding to seven shelters within Rockville. These serve the homeless and women and children who are subject to domestic abuse. Some of these operate out of churches and are only open at night. A large shelter with a capacity of serving 100 homeless men recently opened on Gude Drive. This shelter is funded by the County.

Public Housing

Rockville Housing Enterprises (RHE) (the organization is described under Existing Housing Programs) operates two public housing complexes totaling 141 apartment units. Lincoln Terrace is located on Moore Drive and David Scull Court located adjacent to an industrial area off of Taft Street. RHE has made strides in upgrading the appearance and maintenance of the complexes.

Existing Housing Programs

Community Development Block Grants (CDBG)

The City receives federal funds from Montgomery County based upon the ratio of low to moderate income levels in the City compared to those in the County. Generally, this funding ranges between \$300,000 - 400,000 a year. The focus of the program is to provide funding for public improvements, rehabilitation, or housing activities that benefit low and moderate income individuals.

This program provides money to income eligible households for a variety of housing improvements. Up to \$25,000 per income eligible household can be used to (in order of priority):

1. Correct code violations;
2. To correct potential code violations;
3. To make general repairs and improvements.

There is a limit of \$25,000 per household, although typically, an average loan ranges between \$10,000 - 20,000. Depending upon income level, the program either “writes down” interest on privately obtained loans or provides “forgiveness” loans to the lowest income households. These loans are not paid back but are forgiven at a rate of 20% of the loan amount per year over a five-year period.

Of the total fund amount, no more than 20% of the total grant money can be used for administration costs including staff salaries. No more than 15% of the total fund can also be allocated for public service projects. Eligible non-profit agencies include Community Ministries of Rockville, Rockville Housing Enterprises, Rockville Arts Place, and Shelters etc. Examples of service projects are programs to provide language instruction for the non-English speaking poor, drug prevention programs, feeding the homeless, and other support programs for the homeless.

Moderately Priced Dwelling Units (MPDU) Program

This program was established by the Mayor and Council in 1990 and was based upon a similar program in Montgomery County. The program requires that in all housing developments exceeding 50 units, a developer must designate no less than 12 ½ percent (15% in the Town Center and Rockville Pike Corridor) of those units to the MPDU program. MPDU units are priced to be affordable to households whose incomes are less than 60% of the median income for the statistical metropolitan area. In 2000, a single person would have to earn below \$30,350 to qualify for the program and a four-person household's income would have to be below \$43,400 to qualify.



MPDUs can be either rental units or owner-occupied units. There is no requirement that there be a mix of housing types. A recent change in the program gives priority to individuals older than age 55 for rental MPDUs. Rockville Housing Enterprises has the right to purchase up

to one third of the MPDU units in a particular development to be utilized for its housing programs. RHE also has a first right of refusal to purchase MPDUs that are being sold. The King Farm development was the first project to be required to provide a significant number of MPDU units under the ordinance. Both rental and sale units must remain a MPDU for 30 years.

Rockville Housing Enterprises (RHE)

Rockville Housing Enterprises is an independent body created by the Mayor and Council in 1955 to address the need for public housing within the City and to administer public housing projects under state and federal law. It is comprised of five members who are appointed by the Mayor and Council for five year terms. There is an executive director who administers RHE's two major programs:

A. Public housing:

RHE currently operates 141 conventional public housing units at two sites: Lincoln Terrace and David Scull Court. RHE also owns and operates 23 individual public housing units scattered throughout the city and has one "Turnkey III" unit (This is a unit that is rented with a portion of the rent reserved for an ownership down payment). Public housing rents are calculated to be no more than 30% of your adjusted income for rent.

To promote homeownership for low-income residents rather than traditional public housing units, RHE has entered into an agreement with a private developer to redevelop the Lincoln Terrace site from rowhouses into single family homes and townhouses that would be ownership opportunities rather than rental units. These could be then sold to current tenants under the Hope 6 program. In order for the reconstruction to occur, existing tenants would have to be relocated (using Section 8 vouchers). Support services such as job training would also be offered as part of the redevelopment and homeownership program.

B. Section 8 Housing Vouchers:

RHE also operates approximately 300 units of housing under the Section 8 rental assistance program. Income eligible households in the Section 8 program typically pay no more than 30% of their adjusted income to private landlords. The remainder of the rent is paid to the landlord by the housing authority. The intent of the Section 8 program is to provide affordable housing in scattered locations.

Real Estate Effort for Affordable Community Housing (REACH)

REACH is a housing program funded by the City of Rockville to assist first-time homebuyers who either live or work within the corporate city limits. REACH is operated at no cost to the city by Housing Charities Inc., a non-profit organization made up of real estate professionals. The program provides an interest free loan of up to \$7,500 to be utilized for the down payment and/or settlement costs for purchasing a home within Rockville's corporate limits. The loan is paid back over a five year period. To date, over 100 such loans have been made. Income levels must be less than the median income level for the area. The City of Rockville funded a total of \$490,000 over seven years to start the program. Currently loan repayments comprise a revolving fund that continues to fund the program. No additional money has been provided by the City.

The Landlord Tenant program

The City's landlord tenant program was developed to provide adjudication services for disputes between landlord and tenants. The Landlord Tenant Commission is a body comprised of two landlords, two tenants, and three citizens at large. The Commission has the power to conduct hearings regarding landlord-tenant disputes and to render monetary awards. The landlord-tenant office receives in excess of 1,000 inquiries per year. Twenty-five to thirty formal complaints are received a year. The complaints that can't be resolved are sent to the Commission. The commission hears approximately five cases per year although that number is growing due to an increased number of units and increased rents.

CRITICAL ISSUES

Maintenance of Housing Stock and Property Maintenance Code Enforcement

Over 50% of the City's housing stock was built prior to 1960. Most of this housing stock is tract housing built just after World War II on lots of 6,000 sq. ft. Construction materials and methods varied with each subdivision. Even the houses that were of higher quality construction have building materials that are nearing their expected lifespan. Some retain their original asbestos shingles. Most probably do not comply with modern building code requirements for insulation or have other energy saving measures unless recently installed by the individual homeowner. Generally, older tract homes are modest capes and ramblers. Many do not have garages or driveways. The housing is considered affordable, and the neighborhoods are considered pleasant with tree-lined streets.

The City has a minimum Property Maintenance Code to protect the health and safety of all residents and sets minimum property standards. The code deals primarily with very basic maintenance and repair issues for single-family homes. Chipping paint, structural disrepair (holes in walls, structural elements that are missing, falling fences), or grass that is 10" or greater is considered a violation. The color of a house, the age of the paint, the placement of garbage containers on the property, or unraked leaves are not subject to the maintenance code. Aside from the minimum standards, the degree of individual maintenance of single-family homes varies according to the owner.

Because the standards from the Property Maintenance code date from 1978, the need for review of its requirements and revision as necessary has begun. This should be accompanied by an educational program to ensure that all property owners are aware of the code requirements. Incentives to ensure compliance should also be considered in addition to enforcement across the City's neighborhoods.

City inspectors conduct a visual inspection from the street of all residential properties every year, and they also respond to complaints as they are made about specific properties. The City's property maintenance code is based on the protection of the health, safety, and welfare of the neighborhoods. The code cannot regulate aesthetic issues or concerns unless they are tied to health and safety components.

Traditionally, maintenance of a privately-owned residence has rested on the property owner. The City has a variety of programs to assist low-income residents to upgrade their homes. For properties located in a designated local historic district or on the National Register of Historic Places, there are various tax credit programs that may reimburse some of the money

expended by a homeowner on qualified maintenance or renovation projects. However, there are no specific incentives for other homeowners to maintain their property other than their own sense of aesthetics, the minimum requirements of the housing code, and the desire to continue or increase the current property value.

The City has a licensing program for rental units whether the unit is a single-family home or an apartment. Single family rentals receive a bi-yearly inspection of the interior and exterior by code enforcement officials to help ensure code compliance. Multi-family rentals receive annual inspections.

As mentioned, only CDBG funds have been used in the past to fund rehabilitation programs in the City, and the CDBG program has strict requirements for income levels of participants. However, there are residents who have enough funds and income level to purchase a home but not enough income to maintain the structure or fix a problem such as an aging roof or plumbing system. Ordinarily, these people would not qualify for CDBG rehabilitation funds. Yet, they may have legitimate needs for assistance, and the overall neighborhood would also benefit from properties that are maintained to a higher level.

Recommendations

1. Maintain the current level of inspection to ensure the Property Maintenance Code for compliance in residential neighborhoods.
2. Provide additional sources of funding rehabilitation projects so that more people/properties would be eligible for funding such as a revolving fund comprised of repayments of low (or no) interest loans. (Note: the maximum Community Development Block Grants income levels are federally mandated and cannot be changed).
3. Continue the use of County, State and Federally funded rehabilitation and affordable housing programs and expand City funds where possible.
4. Support the County's efforts to increase energy efficient buildings thereby reducing residential energy consumption.
5. Review the standards of the Property Maintenance Code and revise if necessary to ensure compliance.

Affordable Housing

Affordable housing is a term that has different meanings to different people. It can mean public housing or the Moderately Priced Dwelling Unit program or a single family home or townhouse that is on the lower end of the price range. In general, no more than 25-30% of a household's income should be spent on housing related costs. Realtors usually determine an affordable cost of a house is 2.5 times a household's income. It is estimated that sales prices of MPDUs for sale will range between \$80,000 - \$120,000, depending upon the type of unit, as they become available in the Rose Hill, King Farm, and Fallsgrrove developments. Rental units are expected to range between \$600-950 per month according to unit and household size.

According to the 1997 Census Update, the average monthly cost to a homeowner was \$1,136 and the average monthly cost for a renter was \$801. However, 18% of homeowners spent more than 25% of their income on housing, and 41% of renters spent more than 25% of their income on housing. Between 30.8 – 46% of the people living in high-rises pay more than 25% of their income for either mortgage payments or rents.

The 2000 Federal Poverty Level for a family of two is \$11,250 and for a family of four is \$17,050. The 1997 Census Update indicated that only 6.1% of households had an income range below \$15,000 in Rockville and 10.9% were below \$29,999. According to the 1997 Census Update the average median income for Rockville was \$63,350 although that figure ranged from a high of \$77,925 for a single family household to a low of \$35,125 for a “high-rise” apartment household.

Recommendations

1. Continue to support the REACH program.
2. Continue to support the MPDU program.
3. Support Rockville Housing Enterprises in its effort to convert Lincoln Terrace apartments into private ownership housing.
4. Support scattered site affordable housing throughout the City and within individual developments containing MPDUs.

Housing for the Elderly

Closely related to affordable housing is providing adequate housing for an aging population. As the population ages, housing needs will also change. Although it is expected that the general population will remain fairly active through their 60s, health and strength tends to decline as people reach their 80s. This will lead to a greater demand for assisted living facilities, nursing homes, and/or for social services to assist people who remain in their own homes or apartments. In an effort to determine needed services for the elderly in Rockville, a comprehensive “Needs Assessment Study” should be accomplished.

Given the long waiting lists, there appears to be a current need for more low to moderate income elderly housing. The MPDU ordinance has been modified to give eligible seniors preference in half of all rental units as they become available under the MPDU program. However, developers are not compelled to construct a certain percentage of rental units in a project. An accessory apartment in a single-family residence is permitted with a special exception to give greater flexibility for a family wishing to care for parents within their home. However, there is still a need for elderly housing options.

Recommendations

1. Ensure a full range of housing opportunities are available for elderly residents, including rental, ownership, assisted living, and non-assisted living choices.
2. Review and implement the recommendations of the “Needs Assessment Study” as applicable.
3. Evaluate the need for additional senior housing especially for low to moderate income individuals and households.

CHAPTER ELEVEN

RESIDENTIAL NEIGHBORHOOD PLANNING AREAS

GOAL: *Maintain and create the best possible residential neighborhoods that are safe and served by a good multi-modal circulation system.*

POLICIES

1. Review existing neighborhood plans upon adoption of this Plan to ensure they reflect current conditions, goals and policies.
2. Develop new neighborhood plans that replace existing plans if it is determined to be appropriate.
3. Develop appropriate mechanisms so that priorities and concerns of neighborhoods are communicated and understood by City government.
4. Promote and facilitate strong neighborhood associations, establish proactive neighborhood advocacy programs, promote communication between neighborhoods, develop neighborhood recreation programs.
5. Maintain or expand open areas/parks.
6. Establish neighborhood linkages with access to shopping, services, etc.
7. Create infill open space when possible.
8. Develop neighborhood walkways that are: safe, continuous, lighted, and that connect neighbors, neighborhoods, the Town Center, work places, schools, shopping centers, parks and public transit.
9. Implement Rockville's Bicycle Master Plan to provide recreational and commuter opportunities.

INTRODUCTION

This chapter focuses on each neighborhood planning area and outlines the most important issues facing each area. The depth of the examination is limited, partly because the emphasis of this document is on overall community issues. However, it is important to identify the individual residential planning areas that make up the City, acknowledge the distinctive identity of each neighborhood, and evaluate special conditions that may require additional study. Planning areas that are not primarily residential are not included in this chapter and are covered in other sections of this plan.

Although residents identify the City of Rockville as their home, their most important identification is often with their individual neighborhoods. In 1982, the City was divided into a series of 18 neighborhood planning areas, each representing a distinct area that contains most, if not all, of the following elements:

- A sense of community tied together by history, place, identity, age, architecture, location, or subdivision;
- A relatively homogeneous land use pattern with compatible zoning;
- Clearly definable natural and constructed boundaries (streams, railroad tracks, major highways, etc.);

- A land area undivided by major highways;
- A neighborhood convenience shopping area located either within or immediately adjacent to the neighborhood;
- An area approximately equal in size to all other neighborhood planning areas;
- Identifiable neighborhood parks or playgrounds;
- An area served by a local elementary school; and
- An area containing definable census tracts.

The residential planning areas with the date of the neighborhood plan in parenthesis are:

Planning Area 2/Croydon Park (1982);
Planning Area 3/Hungerford, Stoneridge, New Mark Commons (1985);
Planning Area 4/West End/Woodley Gardens East-West (1989);
Planning Area 5/Woodley Gardens and College Gardens;
Planning Area 6/Lincoln Park (1984);
Planning Area 7/Twinbrook Forest and Northeast Rockville;
Planning Area 8/Twinbrook (1982);
Planning area 10/Montrose;
Planning Area 11/North Farm;
Planning Area 13/Orchard Ridge, Potomac Woods, Falls Ridge;
Planning Area 14/Rockshire and Fallsmead
Planning Area 17/King Farm
Planning Area 18/Fallsgrove

In general, plans were prepared for areas that encompassed neighborhoods that were the oldest in the City and where there were concerns about impacts from the opening of Metro stations. Because of the limited focus area, the neighborhood plans had more detailed recommendations than a typical master plan would have and were adopted into the 1993 *Master Plan* by reference. Many of the recommendations listed in the plans have been implemented.

Every neighborhood experiences change over time. Changes occur in the composition of the housing stock and in the age, income, race, and ethnicity of neighborhood residents. It is important to anticipate and respond to any potential problems that will occur as change occurs. In many of Rockville's newer neighborhoods, few land use changes are proposed or anticipated over the 20-year time span of this plan because of the lack of developable land.

Some neighborhoods have existing neighborhood plans that were adopted in response to threats from within or adjacent to the neighborhood that would significantly impact the quality of life in the community. These neighborhood plans provide more detailed recommendations than would be afforded by a general Master Plan, and can include land use, transportation and policies to address issues specific to a neighborhood.

Due to the amount of time that has passed since most residential neighborhood plans were adopted, the Plan recommends that all existing neighborhood plans be reviewed to ensure the neighborhood vision is still appropriate. This may result in updates to Plans, new Neighborhood Plans being developed, or Plans being developed where there are currently no neighborhood plans.

The *Imagine Rockville* process in 1996 identified the vision for the neighborhoods as being “To empower our neighborhoods, to enhance and maintain the quality of community life for all.” In order to implement the vision, the following goals were articulated:

1. Promote and facilitate strong neighborhood associations, establish proactive neighborhood advocacy programs, promote communication between neighborhoods, develop neighborhood recreation programs.
2. Develop neighborhood walkways that are: safe, continuous, and lighted. Connecting neighborhoods, city center, work places, schools, shopping centers, parks, [and] public transit. [sic]
3. To ensure Rockville’s Bike Plan is responsive to neighborhood needs and provides recreational and commuter opportunities.
4. To promote policies and practices that are non-discriminatory in the rental side of housing stock, that preserve neighborhoods, recognize historical significance, encourage affordable and accessible housing, and that consider the impact of land use.

There are well-organized civic associations in most Rockville neighborhoods, and active citizens work hard to ensure that a high quality of life is maintained in each small area. The Neighborhood Resource Coordinator Program has been developed by Rockville to facilitate communication between the city and individual citizens and/or civic associations and to assist in solving neighborhood concerns. This contributes to the overall high quality of life in the city.

In the 1993 Master Plan, planning issues included internal and external pressures on neighborhood stability and the quality of life in residential planning areas. For the Planning Commission critical issues were the appropriateness of infill development on vacant lots and the possible re-subdivision of lots changing the character of the neighborhood. Consequently, this issue was examined for each neighborhood planning area. Other common issues include proximity to concentrations of nonresidential uses, especially industrial areas, non-local traffic traveling on residential streets, and the presence or concentrations of institutional and special exception uses. However, not all neighborhoods experienced every issue.

CRITICAL ISSUES

Residential Infill Issues

Residential infill development can occur in a variety of ways. There are existing vacant lots that were part of the original subdivision but not built upon for a variety of reasons. Large undeveloped properties can undergo the traditional subdivision process into multiple residential lots or be developed as a Comprehensive Planned Development (CPD) if the site meets certain requirements. CPDs are an attempt to incorporate residential uses with a variety of commercial, office, or low intensity industrial uses in a planned, integrated fashion. Examples of CPDs are Tower Oaks, King Farm, and Fallsgrove.

There are other lots within an older subdivision that may be large enough to be subdivided into two or three lots according to the area and frontage requirements of the city’s current zoning regulations. There are also lots that may only have enough frontage on an existing street to be subdivided into a “pipe stem” lot. This type of property division has a 20’ wide strip of property fronting upon an existing street that leads to an area to the back of the existing lot that meets the existing area requirements for zoning.

Rockville's subdivision regulations have a provision that mandates that a resubdivision maintain the average area and frontage of existing lots within 500 feet "to the extent possible." While this does not prohibit pipestem lots even if there is no other pipestem lot within 500 feet of the proposed lot, it does make it less likely.

According to the Smart Growth theory, it is more desirable to locate infill development located in an existing neighborhood that is considered to be a "Priority Funding Area" than construct a new subdivision outside of the funding area. In order to encourage this infill development, state infrastructure funding is to be directed mainly to "Priority Funding Areas" that are within the Washington urban ring and/or development corridors. All of the City of Rockville is considered to be a "Priority Funding Area."

The booklet *Smart Growth and Neighborhood Conservation Initiatives* published by the Maryland Office of Planning has a minimum standard of 2.0-3.5 units per acre for areas having sewer and water service and designated as a "Priority Funding Area." The majority of developed residential areas in Rockville meet this minimum requirement.

With the exception of the critical parcels listed in the Land Use Chapter, there are only three planning areas that have more than a few vacant lots or potential for re-subdivision of existing lots into one or more full (side by side) lots or pipe stem lots. These are the East Rockville, Lincoln Park, and the West End planning areas.

Lincoln Park has a number of vacant lots that are very long and have more area than currently required in the R-60 zone but are only 50 feet wide. Consequently, the individual lots could only be developed as one house lot which would be in keeping with the original neighborhood concept and not too different than the current zoning requirements. East Rockville has a similar situation. However, there are a limited number that could possibly be re-subdivided where additional homes could be built. The 1993 Master Plan encouraged infill development as a primary method of increasing the number of homes in the city. While infill development is permitted, the number of homes that can be built has been reduced due to infill development in the 1990s. With this growth, there has been an increased concern about the impacts of infill development.

The character of potential residential infill is also a concern for some residents. For instance, some felt that the construction of a very large house in an area of small ramblers would be out of scale with the existing neighborhood. The use of guidelines to restrict the size of infill housing below the sizes permitted under the zoning regulations was discussed during the development of the Master Plan. This plan recommends that the standards of the Zoning Ordinance continue to control infill development and additions to existing houses. Some of the newer subdivisions have deed restrictions that require the homeowner association's (or comparable group) approval of additions and accessory structures. Many of Rockville's neighborhoods developed over a long period of time and have a wide variety of housing styles, sizes and relationships to the street. Others developed with the same house style or a limited variety of house styles. Over time, many structures have had various additions, changes in siding material, or new windows or doors. Some of these changes have added architectural interest to the neighborhood; some have been less than compatible with other homes in the neighborhood. Zoning restrictions are very general and only cover building setbacks, building height, and lot coverage. Unless a property is within a designated local historic district, it is difficult to regulate the style of an individual house design or an addition to the structure.

Recommendations

1. Develop vacant lots in accordance with current zoning requirements for the property.
2. Change the Zoning Ordinance to clarify resubdivision procedures for infill housing.

Maintenance

A critical issue in some of Rockville's neighborhoods is how to maintain neighborhood stability and maintenance of the older neighborhoods. Certain planning areas have concentrations of aging housing stock and low-income, aging or elderly residents who may need financial assistance to upgrade deteriorating housing. Maintenance of the City's housing stock is covered in the Housing Chapter. However, it is extremely important that the city maintain its infrastructure especially in older neighborhoods. Pavement, curbs, sidewalks, storm drainage facilities, street trees, and parks need to be kept in good repair refurbished and/or replaced as necessary. This is part of a comprehensive community enhancement program.

Recommendations

1. Continue to enforce the standards in the Property Maintenance Code.
2. Continue funding for timely infrastructure replacement programs replacement programs within residential neighborhoods.

Institutional Uses

Institutional uses include private and public educational facilities, child care centers, nursing homes, and places of worship. Under current zoning regulations, most institutional uses require a Special Exception in residential zones.

Some institutional uses serve only the neighborhood in which they are located. However, increasingly, many institutions are drawing members or clients from a wide area. Most institutional uses are beneficial to the entire community. However, some uses can be disruptive to the adjoining residential property owners. Generally, the disruption depends upon the size of the site that the institution is located, available on-site parking, and the width and location of buffers for the site. The hours of operation are also very important. For facilities that operate 24 hours a day, a car door closing at 1:00 a.m. is more disruptive than the one closing at 1:00 p.m. because it is generally quieter late at night/early in the morning and most people are trying to sleep.

Increased traffic during the hours of operation and parking on residential streets can also be intrusive for the neighborhood. For instance, institutional uses (which are permitted uses) may not have had buffered parking lots. Traffic and off-site parking during operating hours is increased, while non-residents may not be cognizant of neighborhood traffic patterns or concerns. Other institutional uses may cause similar traffic problems at peak times. And, many institutional uses are now operating throughout the week with daycare and various outreach programs, some of which require special exceptions.

When allowing an institutional use in a residential neighborhood, care needs to be taken to ensure that the use is not disruptive to the adjoining property owners.

Adjacent Commercial/Industrial Uses

In general, most of the residential neighborhoods are insulated from the large commercial or industrial areas. However, it is important to maintain buffers between the commercial site and adjoining residential properties and to ensure that the commercial properties are free of debris and trash. Aging small-scale neighborhood centers can also be a problem if the building(s) are not generating enough income to support a remodeling or if the property owner is unwilling to upgrade the property. Vigilant and frequent commercial and industrial property inspections are critical for property maintenance code and zoning compliance, especially in areas immediately adjacent to residential properties.

Recommendations

1. Provide incentives to encourage a commercial/industrial property owner to upgrade the property if the property is adjacent to a residential neighborhood if feasible
2. Utilize community funds to install additional landscaping in the right-of-way to minimize the impact of on-site parking or utilitarian architecture where feasible.
3. Evaluate the Town Center Master Plan's recommendations for North Stonestreet Avenue through a neighborhood-based review of the industrial area and surrounding neighborhoods in Lincoln Park and East Rockville.
4. Increase the current level of zoning/property maintenance enforcement for commercial and industrial properties.

Cut-through Traffic

Many of the newer residential neighborhoods in Rockville are typically designed with curvilinear streets and cul-de-sacs. Since there are only a few entrances/exits to a neighborhood off a major thoroughfare, cut-through traffic is minimal. Traffic is generally confined to those living in the neighborhood or guests. However, traffic backups can occur at these entrances/exits as residents leave the neighborhood. As traffic volumes increase on major roads, traffic lights may need to be installed in order for neighborhood residents to exit safely.

The older neighborhoods, as well as King Farm and Falls Grove are designed with a grid street pattern with multiple connections to major thoroughfares. This facilitates the utilization of alternate traffic routes by residents from within and outside of the neighborhood. While this is positive from a traffic pattern standpoint, the result can be cut-through traffic that disrupts the residential character of neighborhood because of its volume and/or excessive speed. Common measures to reduce cut-through traffic are "no-entrance" signs and speed humps. Although speed humps do slow down general traffic, they also slow down emergency vehicles and are noisy when utilitarian trucks bounce cargo as they go over the hump.

The Transportation Chapter discusses general City-wide transportation issues. Consequently, specific transportation recommendations are not addressed within the individual Neighborhood Planning Areas.

Recommendations

1. Continue to monitor traffic patterns within neighborhoods.
2. Respond to increases in traffic with appropriate traffic control and/or calming measures

NEIGHBORHOOD PLANNING AREAS

The following sections examine each residential neighborhood and include the history and current development status of each. Commercial centers serving each neighborhood are also discussed as well as the existence of parks, major public facilities, and institutions within each planning area.

PLANNING AREA 2

EAST ROCKVILLE

INTRODUCTION

East Rockville (Planning Area 2) is located in the northeastern section of Rockville. Its northern boundary includes the residential properties along both sides of Howard Avenue (adjacent to the Lincoln Park neighborhood). The planning area's eastern boundary is along First Street (Route 28) and Norbeck Road. A change in the planning area boundary has been made to include Maryvale School and the subdivisions located on the western side of Norbeck Road since Route 28 is now a logical boundary between Planning Area 2 and Planning Area 7. Its western boundary is behind (west side) the industrial properties on North Stonestreet Avenue and along the east side of South Stonestreet Avenue as it joins Route 28 to the south.



A neighborhood plan for what was known as the Croydon Park Planning Area was completed in 1982 and the *Croydon Park Neighborhood Plan Revisited* was prepared in 1986, a year after the Metro Station was completed. The primary concern in 1982 was to maintain the single-family residential character of the neighborhood, buffer nearby industrial areas, and limit through-traffic. The 1986 plan evaluated progress on the recommendations in the 1982 plan and anticipated traffic and parking problems from the Metro Station. By 1986, many of

the recommendations of the 1982 plan had been implemented, and the anticipated cut-through traffic problems had not materialized.

History

The earliest subdivision within the neighborhood was the Rockville Park subdivision, which is centered along Baltimore Road. England's Second Addition followed and was annexed in 1884. Other areas of Croydon Park were annexed in 1896 and in the "Mass" Annexations of 1949.

Current Conditions

East Rockville is a residential neighborhood that consists primarily of single-family homes. The majority of the neighborhood is zoned R-60 with the exception of a few isolated small commercial properties. Historic homes dating from the late 1800s line Baltimore Road, but the majority of houses were built beginning in the 1940s. These were houses developed for the building boom that occurred after World War II. A small townhouse development was constructed in the 1980s along Charles Street on the site of the demolished "Old" Maryvale School.

There are two neighborhood commercial centers, zoned C-1, within the planning area. One is on the corner of Lincoln Avenue and North Horners Lane. The other is on the corner of

South Stonestreet Avenue and Reading Avenue. Both serve local neighborhood needs with small convenience stores.

There are three small parks within the planning area totaling nine acres. Maryvale Park is the largest with 7.5 acres devoted to playing courts, a park shelter, restrooms, picnic tables and benches. It also contains a small forest preserve area.

CRITICAL ISSUES

Infill

There are a number of vacant lots scattered throughout the neighborhood. None are clustered together on one street with the exception of a few “side-by-side” lots. Some of the vacant lots are very long and have enough acreage for re-subdivision, but they are too narrow to meet the zoning regulations for subdivision into pipe stem lots.

Adjacent Industrial Areas

Although there are no industrial areas within the planning area, North Stonestreet Avenue and South Stonestreet Avenue are two of the main gateways for the neighborhood, and these streets do support industrial uses. The number one policy statement in the 1986 plan was “Protect Croydon Park and its environs from commercial, industrial or incompatible residential encroachment.” There are only four industrial (I-1) buildings along South Stonestreet Avenue which have little room for expansion. However, the maintenance (or lack thereof) of all of the current industrial sites and the overall streetscape affects the adjacent neighborhood. In addition, the expected expansion of the Metro site could have a profound effect on the neighborhood in terms of visibility, increased population, and increased traffic. (See the Town Center Master Plan)

The property owner of 111 England Terrace requested that this property be reviewed for a zone change from R-60 to I-1 during the Master Plan process. There are residential homes located across from and to the east side of the property. To the west is a property that is zoned I-1 with access off North Stonestreet Avenue. Although 111 England Terrace is adjacent to an industrial use, other adjacent properties are zoned R-60 and part of a well-kept residential neighborhood. In the past, the City removed a portion of the paving on England Terrace, thereby eliminating the direct connection to North Stonestreet Avenue in order to discourage business-related traffic from using residential streets. Consequently, if the zoning were changed, business access to 111 England Terrace would be along residential streets. Consequently, this property is not recommended for a zoning change.

Traffic Issues

Croydon Park and Lincoln Park were the neighborhoods most affected by the construction of the Rockville Metro Station in terms of traffic circulation. A number of direct routes across the railroad tracts to Route 355 were eliminated. Consequently, residents from both neighborhoods reach Route 355 by either Park Road or Veirs Mill Road. Various other streets provide the primary routes to these major roads. Baltimore Road, North Horners Lane, North Stonestreet Avenue, and South Stonestreet Avenue are primary circulation routes for both

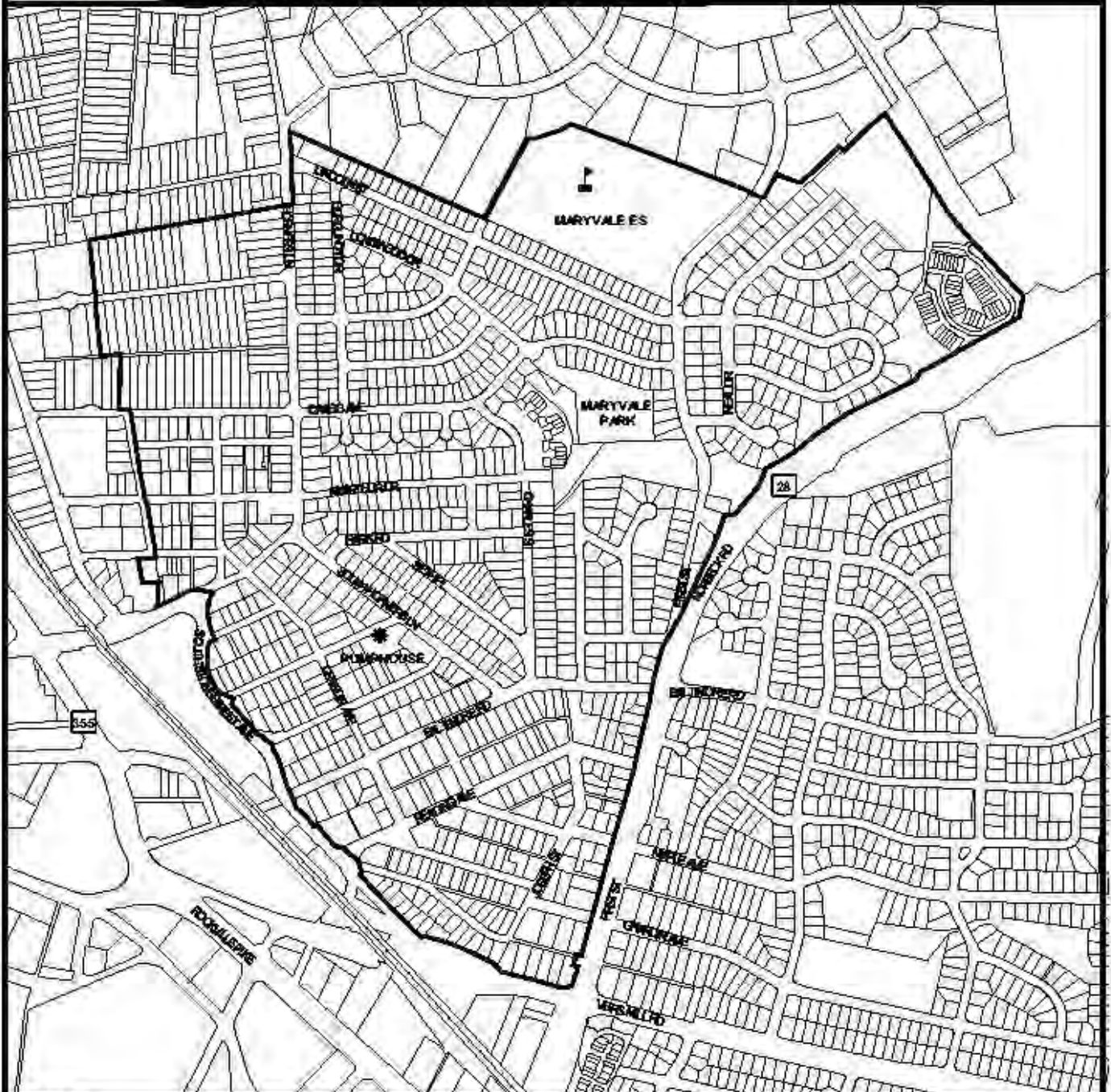
the industries and residences located on them as well as for the entire neighborhood. In addition, traffic from the industrial areas along Gude Drive, Dover Road, and Southlawn Lane often utilize these streets. Neighborhood residents have complained about the increase of general traffic, truck traffic, and excessive speed on local streets. Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Recommendations

1. Maintain the R-60 zone for the neighborhood.
2. Explore the possibility of adjusting the zoning regulations in an updated neighborhood plan to allow lots along alleys or undeveloped City right-of-ways to be resubdivided
3. Evaluate the appropriateness of existing zoning in portions of the Planning Area near Metro through an amendment to the 1982 Croydon Park Neighborhood Plan to address modifications that may be made in the adjacent portions of the Town Center Master Plan Area. Insure that aesthetic issues are addressed and adequate buffers be created between any future Metro, industrial, commercial, or office expansion and the planning area.
4. Ensure that the sides of the Metro site facing Park Road and South Stonestreet Avenue are treated with architectural details and other buffering methods to reduce the obtrusiveness of any structure on the Metro site.
5. Maintain adequate inspection services personnel in order to investigate complaints about inadequate maintenance of residential, institutional, commercial and/or industrial properties and enforce the City's regulations.



PLANNING AREA 2 EAST ROCKVILLE NEIGHBORHOOD



 **Planning Area Boundary**



PLANNING AREA 3

HUNGERFORD, LYNFIELD AND NEW MARK COMMONS

INTRODUCTION

History and Current Conditions

The Hungerford, Lynfield and New Mark Commons Neighborhood (Planning Area 3) are among several neighborhood planning areas that are adjacent to the Town Center. The planning area is located south of the Town Center between Maryland Avenue and Jefferson Street and north of Wootton Parkway. A Neighborhood Plan for the area was adopted in 1985. The planning area consists of 426 acres of land, and most of the area was annexed by Rockville in 1949. The 1985 Plan identified three subareas: the Monroe-Lynfield Neighborhood, the Hungerford-Stoneridge Neighborhood, and New Mark Commons. In addition, there are new townhouses on Waddington Court, and there are two new residential developments along Wootton Parkway.

The Monroe-Lynfield section is the oldest neighborhood in the area. It includes the Fireside Apartments on Monroe Street, extends along Monroe Street to Mount Vernon Place, and includes the properties on Lynfield Drive West. It contains a mixture of single-family homes, duplexes, and apartment buildings. Most were built between 1947 and 1960. The zoning is R-20, R-30, and multi-family residential. Although outside of the planning area, Richard Montgomery High School and its maintenance building abut the neighborhood on Mount Vernon Place. The school is scheduled for reconstruction to be completed in fiscal year 2005.

The Hungerford and Stoneridge subdivisions consist predominantly of single-family houses and was developed in the 1950s and 1960s. It is zoned R-60. It forms the largest neighborhood in the planning area and contains over 650 single family detached homes, with no institutional and business uses within the area.

New Mark Commons was built in the 1960s and 1970s and is an early example of the Planned Residential Unit (PRU) development. PRU regulations encourage a mix of housing types in a single development with common open space and recreational amenities. The housing mix at New Mark Commons includes townhouses and single family houses. The development's open space includes a small lake and wooded walking trails. There is also a privately owned clubhouse and swimming pool for the residents.



There are three parks within the area totaling 55.3 acres (13% of the land). Dogwood Park is 40.6 acres and provides for a variety of playing fields, play equipment, a park shelter, restrooms, and parking as well as a forest preserve and an urban wildlife sanctuary. The playing fields are used extensively by recreational leagues. There are neighborhood concerns about noise, light, and traffic from this use. A field adjacent to Cabin John Parkway is used informally as a recreation space. The neighborhood supports maintaining this field as

surrounding areas are reforested. Dawson Farm Park is 7.2 acres and includes a 1912 farmhouse that serves as a group home. The park is adjacent to a privately owned farmhouse that is listed on the National Register of Historic Places. The park contains play equipment and pathways. It is also designated as a forest preserve and urban wildlife sanctuary. Elwood Smith Park and Community Center, the only gathering place for the community, is located on 7.5 acres of land and provides a baseball field, a basketball court, picnic tables, grills, and a bike trail. Although technically not in the planning area, Monument Park is located across the street from New Mark Commons and is connected to the development by an underground tunnel. This park also provides playing fields, courts, and play equipment. In addition to park facilities, the Hungerford Stoneridge Forest Preserve and City Stormwater Management Pond at the end of Cabin John Parkway buffer the neighborhood from Wootton Parkway.

The Potomac Valley Nursing and Wellness Center is located within the planning area as is the Child Resource Center, which is located in the former Hungerford Elementary School building. Julius West Middle School and Richard Montgomery High School are located just outside the planning area. There are no retail centers within the planning area. However, the Wintergreen Shopping Center, Ritchie Center, stores on Rockville Pike, and stores in the Town Center are close to the planning area.

CRITICAL ISSUES

Infill

Since identified in the 1985 Plan, most of the infill lots have been developed within the planning area. However, the three remaining undeveloped properties should be developed in accordance with existing zoning with consideration for the effects of any non-residential traffic associated with the development. There is a small lot on the corner of New Mark Esplanade and Maryland Avenue that possibly could be developed as a residential property although the topography is not favorable. The lot that is southeast of the Child Resource Center has been developed as the Curtis Place subdivision, and the Wootton Oaks townhouses are on the lot that is southwest of the Center.

To the west of the Potomac Valley Nursing and Wellness Center is an undeveloped 5-acre parcel, zoned R-90, and owned by that facility. This site was identified as Parcel 2 in the 1985 Plan. A past application to site elderly housing on that property at a density rate greater than R-90 was denied. The 1985 Plan noted that "There may be appropriate institutional uses for this site compatible with the scale and residential character of the adjacent neighborhood."

Just south of that parcel is the 9.75 acre former Oakridge School site (Parcel 3). It is privately owned, zoned R-90, but has a city-maintained stormwater drainage facility on the property. The 1985 Plan recommended "that the parcel be used for residential, educational, recreational or community purposes in order to protect and strengthen the residential character of Planning Area 3." In 1991 the City of Rockville entered into formal, individual agreements with the residents of Don Mills Court. Those agreements stipulate that the access driveway to the city-maintained stormwater infiltration facility site will only be used by city personnel for the purposes of access to the facility. The agreement stipulates that the [City] "will not permit the access road to be used by the general public or private persons for any purpose, including, but not limited to, access by future development to Don Mills Court. The agreement also states "At the end of the term of this Agreement, nothing herein shall be taken as an admission that the

use of Don Mills Court as an access is appropriate or inappropriate, and its use for access will be judged by the prevailing standards and procedures existing at the time.” The agreement remains in effect for as long as the agreement signers own and reside at their respective residence(s) on Don Mills Court plus five years.

The other developable infill lots that were mentioned in the 1985 Plan have been developed or are outside of the planning area and part of the Tower Oaks Development.

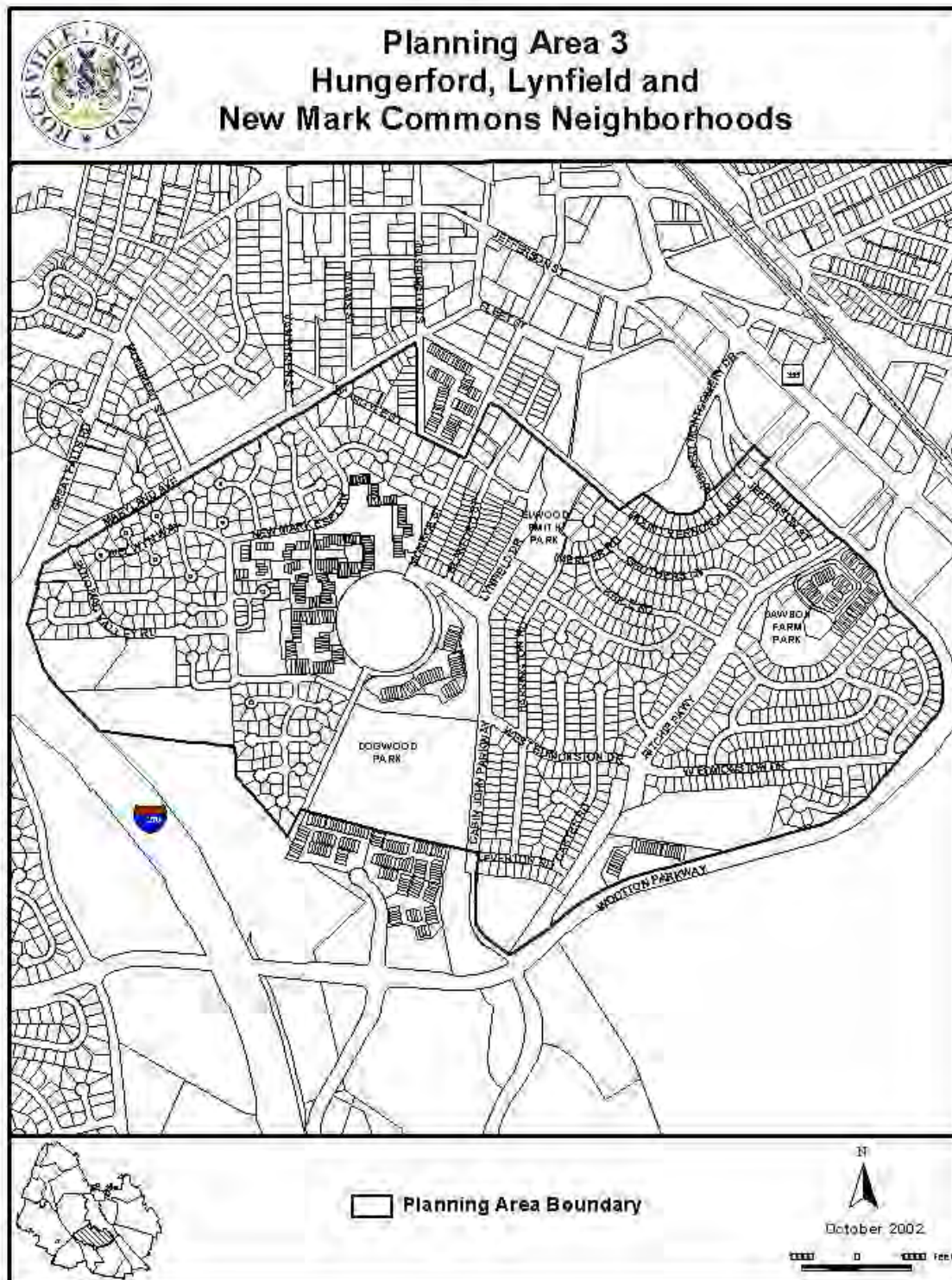
Adjacent Areas

The construction of the new Richard Montgomery High School building and the relocation of playing fields is also of concern to the neighborhood. Residents would like an adequate buffer between the school building and playing fields along the street to ensure that noise and light spill over is minimized for the residential properties along Mount Vernon Place.

Adjacent commercial areas that are located along the boundaries also cause some concern to Planning Area 3 residents. The planned extension of Fleet Street between the neighborhood and commercial properties on Rockville Pike will heighten this concern. Appropriate landscaping will be necessary for a buffer when the street is constructed. Current neighborhood residents are concerned about the visual impacts of the height of office buildings in the Tower Oaks development. However, the approved building heights are in accordance with the city’s zoning regulations. It is important that all commercial development, whether office or retail, be buffered from adjacent residential neighborhoods.

Recommendations

1. Maintain the current zoning on any infill lot in the planning area and reaffirm the 1985 Plan recommendations for Parcels 2 and 3.
2. Ensure that adequate buffers be created between any future commercial or institutional development and the adjacent residential properties.
3. It is not recommended that the neighborhood plan for Planning Area 3 be updated at this time. However, specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.



PLANNING AREA 4

WEST END AND WOODLEY GARDENS EAST-WEST

INTRODUCTION

The West End and Woodley Gardens East-West neighborhoods (Planning Area 4) are comprised of 742 acres and are located in the center of Rockville between the Town Center and I-270. The area is bordered on the north by Nelson Street and the College Gardens subdivision, and on the south by Maryland Avenue. It also includes the area between Fleet Street, Monroe Street, West Argyle Street, and Maryland Avenue. A portion of this area is also considered to be both within 1) the Coordinated Planning Area with the Town Center and 2) the Transitional District between the Town Center and the West End.

Planning Area 4 includes the historic West End Park subdivision, Martins Lane, as well as portions of the Woodley Gardens neighborhood which was developed in the mid 1960s and the 1980s Courthouse Walk townhouse complex.

The *West End-Woodley Gardens East/West Neighborhood Plan* for Planning Area 4 was adopted in 1989. At that time, the major goals were to maintain the integrity of the planning area as a residential community and to improve the quality of life in the neighborhood.

History

Parts of Planning Area 4 were among the areas first settled in Rockville. The planning area encompasses the 1784 “Williamsburgh” tract of 200 acres that was later subdivided into 85 lots along Wood Lane, Middle Lane, Commerce Lane (Montgomery Avenue), and Jefferson Street. Other subdivisions were created in the West End throughout the nineteenth century. The most famous was the West End Park subdivision by Henry N. Copp around 1890. The traffic circles at Mannakee Street and Beall Avenue and at Laird, Luckett and Lynch Streets are the result of this design although most of the streets are arranged in a traditional grid pattern. However, many of the lots were not actually built upon until well into the twentieth century.

The Bealls owned a great deal of land in the West End. In the late 1770s, the Beall family settled on land near what is now North Adams Street. Their 1815 family homestead still exists at 103 West Montgomery Avenue. Later, Margaret Beall gave or sold land along the south side of Martin’s Lane to her former slaves and servants. The north side of Martin’s Lane had been farmed in the 1830s by Samuel Martin, a free African-American. Many descendants of these original families still reside along Martins Lane, and the neighborhood contains homes dating from the mid-1800s through the late



twentieth century. Of particular note is the historic Haiti Cemetery that is located to the rear of 205 Martins Lane. Currently owned and maintained by the Crutchfield family, this is the earliest known cemetery for African American residents of Rockville and adds to the historical significance of the neighborhood.

The gradual development of the area gives Planning Area 4 its characteristic mix of architectural styles ranging from the distinctive Victorians of West Montgomery Avenue to the modern split-level houses of Woodley Gardens. Garden apartments, townhouses, and senior citizen housing are more recent additions to the area. The result of this patchwork development pattern and variety of architectural styles is a unique neighborhood recalling both the small town of the past and the growing city of today.

The West Montgomery Avenue Historic District comprises buildings located along portions of West Montgomery Avenue, Forest Avenue, Upton Street, Laird Street and Harrison Street. The historic district includes the Beall-Dawson House which is now occupied by the Montgomery County Historical Society. In addition, there are scattered homes throughout the planning area that have some historical or architectural significance although they are not within the historic district. There are also many examples of early twentieth century bungalows and colonial revival homes that are interesting architecturally and contribute to the historic and residential character of the neighborhood. There are areas where the historic district could be expanded. This is discussed further in the Historic Preservation chapter.

Current Conditions

Two major roadways pass through the neighborhood: West Montgomery Avenue (MD Route 28) which bisects the neighborhood and Great Falls Road (MD Route 189) which separates the Monument Triangle area from the rest of the West End. Although the interstate highway just skirts the planning area, there is access to I-270 at West Montgomery Avenue and Falls Road. Traffic on these roads can be heavy especially during rush hours. In addition, traffic noise from I-270 and sections of West Montgomery Avenue is distinctly audible in some parts of the planning area.

The area remains primarily residential. The majority of the single-family homes are zoned either R-60 or R-90. The Rose Hill subdivision is currently under construction on land formerly owned by the Chestnut Lodge Hospital. This was developed under the planned residential unit (PRU) development process and includes 126 single-family homes.

Along the eastern edge of the West End neighborhood is a “Coordinated Planning Area” that is considered to be both a part of Town Center Planning Area and Planning Area 4. Located in part along the east side of North Adams Street, this area is zoned transitional office (O-2). This zone was created to stabilize residential neighborhoods near commercial and office zones by establishing a transition between such uses and nearby residential uses. It was also hoped that this transition zone would promote the preservation of existing structures that are often architecturally historic although no longer suited for residential use by allowing them to be used as low impact offices. And, indeed, some of the structures within the O-2 zone are also within the historic district. It was noted in the 1989 West End Plan that “there was a general concern about the continuing encroachment of non-residential uses into the residential neighborhoods of the planning area.”

Institutional uses in the planning area are varied. There are numerous churches, most of which are located on West Montgomery Avenue or on the western edge of the planning area. Public schools include Beall Elementary and Julius West Middle School, with the Washington Waldorf School expected to establish a private school on the former Chestnut Lodge property. Rock Terrace Special School, a special education facility, is now included in the adjoining Woodley Gardens and College Gardens Planning Area as part of the entire site owned by Montgomery County Public Schools.

Chestnut Lodge Hospital had been located on 20.4 acres off of West Montgomery Avenue. Constructed in 1887, the original building served as the Woodlawn Hotel for those trying to escape the summer heat of the city of Washington, D.C. In 1910, Ernest L. Bullard purchased the property and founded Chestnut Lodge, a private sanitarium, devoted to treating the mentally ill. In the 1990s, some of the property was sold and subdivided for residences. The Chestnut Lodge facility closed when CPC Health filed for Chapter 11 protection and the property and buildings were purchased by the Washington Waldorf School. The expected future use of the property is as a private educational institution.

There are a number of parks in the planning area. Rockville Municipal Swim Center and Welsh Park are adjacent to each other and provide a variety of facilities on over 50 acres of land. Woodley Gardens Park is located along the western edge of the neighborhood. This 37.5 acre park is located on each side of Watts Branch and provides some environmental protection to that stream.

CRITICAL ISSUES

Town Center

The Town Center is the major retail area for the neighborhood, and how it is redeveloped will have an impact upon the West End community. Some would like to see more residential uses, restaurants, and low rise office buildings within the Town Center. The Town Center Master Plan proposes a development concept that includes residential uses, restaurants, and both low and high rise office buildings. Since the West End lies directly between the Town Center and Interstate 270, the potential for cut-through traffic and additional traffic noise will increase. Specific plans to deal with this problem may be required.

Traffic and Pedestrian Issues

Use of neighborhood streets by through-traffic to avoid the congestion on the primary roads is unwelcome in any residential area. In the West End it is a particular problem for two reasons. First, the neighborhood's location adjacent to the Town Center makes it likely that drivers will attempt to avoid traffic on West Montgomery Avenue by using the streets in the West End. Secondly, the streets of the West End were laid out in a grid pattern in the nineteenth century and were not planned for twentieth century traffic. Even if the existing street rights-of-way were large enough, widening the roads would adversely affect the character of the residential neighborhood because many of the existing homes are relatively close to the street. Widening streets also encourages greater automobile speed and volume, which is not desirable.

Current and available methods to control cut through traffic are through the establishment of "no entrance" zones during certain times of the day, one way streets, speed

humps, and strict enforcement of traffic laws. These should be continued and implemented where practical.

Because the streets are narrow, often there is only enough room for a sidewalk to be on one side of the street. A few streets have no sidewalks. Although on one hand, the lack of sidewalks is reminiscent of a more rural community, not having a place to walk safely can be dangerous to today's pedestrian. Therefore, the existing plan for completion of the sidewalk network in the West End should be implemented. If sidewalks are necessary in the historic district, it is desirable to have brick sidewalks arranged in a herringbone pattern because that is the pattern that was traditionally used in Rockville.

Another area of concern for pedestrians is unsafe crosswalks. Most of the crosswalks are fairly safe within the residential section of the planning area. However, crossing the major roadways can be more dangerous because of either the width of the roadway or the lack of pedestrian signals at the traffic light. The intersection of Jefferson and Montgomery is particularly difficult to cross because of the lack of a clearly designated route and pedestrian signals at this extremely busy intersection. The intersection of Falls Road and Maryland Avenue also seems daunting for the pedestrian because of the wide road width and multiple lanes for vehicles coming from numerous directions. Crosswalks and pedestrian signals should be installed where necessary to promote safe passage at intersections.

Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Institutional Uses

Traditionally, institutions such as churches and schools tended to draw most, if not all, of their membership from the local neighborhood or community. However, this is no longer true. Since many institutional uses draw attendance from outside the neighborhood, it is important to remain sensitive to the needs of the immediate residential neighborhood. Adequate buffers must be maintained or installed between the institutional use and abutting residential properties. Methods to handle any increased traffic also must be addressed.

Infill

There are a limited number of vacant lots that may be buildable in the planning area. In addition, there are large lots that possibly may be resubdivided. These are scattered throughout the neighborhood except for a cluster of deep, large lots along Martin's Lane and near Monument Street and Great Falls Road in addition to three other long lots off Great Falls Road. Even though there appear to be many lots that could be subdivided because they are deep and have enough area, most of these are too narrow to meet the zoning requirements for either a full width lot or may not meet the provisions of the subdivision regulations for compatibility.

The 1989 *West End Plan* made various recommendations concerning possible development areas. Many of the zoning recommendations were implemented. However, some recommendations were not implemented and may need to be re-evaluated. These are outlined below.

Monument Triangle & Nelson Street

There are a number of very large lots in and adjacent to the Monument Triangle area. The 1989 Plan emphasized maintaining the residential character of the area especially in light of the highway interchanges at Great Falls Road, Route 28, and I-270. The plan had a similar recommendation for Nelson Street. This plan reinforces that concept.

Residence at 100 South Adams Street

The 1989 *West End Plan* recommends that the properties on the east side of South Adams Street, south of West Jefferson Street, remain in the R-90 Zone. However, the house at 100 South Adams Street (the corner) is only five-six feet from Jefferson Street, and noise from Jefferson Street (MD 28) makes it poorly suited for residential use. The properties on either side of the house along Jefferson Street are zoned transitional office (O-2), so that rezoning this particular property to O-2 would not interfere with the continuity of the overall zone. Future rezoning of the property to the O-2 Zone may be appropriate, but should only be considered if recommended in an update to the West End Neighborhood Plan. However, as the other residences on South Adams Street are further from Jefferson Street and not as affected by the immediate noise from that thoroughfare, it is recommended that these remain in the current residential zone.

Dawson Avenue Apartments

The deteriorated condition of some of the garden apartment buildings located on Dawson Avenue does not appear to have changed since mentioned in the 1989 *West End Plan*. These units are in private ownership and technically meet the minimum housing code although violations are frequent. A similar situation exists for the multifamily units on North Adams Street north of Beall Avenue. Consequently, it is recommended that the City should actively pursue a creative solution for the renovation of the apartments on Dawson Avenue and North Adams Street.

Jerusalem/Mt. Pleasant United Methodist Church, 17-21 Wood Lane/Beall Avenue

This church owns several small parcels of property between Wood Lane and Beall Avenue. The church itself is listed on the National Register of Historic Places, and the church and the adjacent parsonage are included within the West Montgomery Avenue Historic District. Although these parcels are contiguous, each is zoned differently and include the R-60, O-2, and TCO-1 Zones.

The 1989 *West End Plan* recommended that elderly housing be allowed in the O-2 Zone to accommodate the congregation's desire to provide elderly housing on a portion of the property. The housing was never built. However, in order to simplify a possible future site plan for church property, it is recommended that all of the parcels be zoned O-2. As the church property is located between properties zoned TCO-1 along North Washington Street and a property zoned O-2 on its western property boundary, the zone change would be consistent with the overall goal of the transitional office zone.

Martins Lane

As mentioned earlier, the Martins Lane neighborhood has cultural and historic significance as an early African-American neighborhood within the city. Known locally as Haiti (pronounced Hay – tie), it is one of the few black kinship communities left in the area. It is also one of the few areas in the West End neighborhood that has large lots that could be subdivided. The area is zoned R-60. The 1989 *West End Plan* recommended that:

The City should foster and support a broader understanding of the unique historical and architectural characteristics of the Martins Lane/Haiti Community. This support should include strategies that would enhance the kinship community and the historic properties that lie within it and reflect the wishes of the community and individual landowners. In addition, new townhouse development in the area should be compatible with the community in terms of site design and orientation.

Currently, there is a large townhouse development to the north of Martins Lane immediately adjacent to the Haiti Cemetery. Only a thin row of light planting of deciduous plants separates the townhouses from the cemetery. This plan reconfirms the recommendations of the 1989 *West End Plan*.

Since there are a number of houses that are at least fifty years old in the neighborhood, as well as the Haiti Cemetery, the City should consider exploring options for the recognition and maintenance of the historic characteristics of the community.

522 West Montgomery Avenue (Buckingham Property)

The property at 522 West Montgomery Avenue has been occupied as a single-family house since early in the twentieth century. The four-acre site is zoned R-S (one-half acre lots) which is a lower density than the most approximate adjacent neighborhoods (R-60) but is consistent with the existing zone for the adjacent Chestnut Lodge facility. The 1989 *West End Plan* recommended that the site be “zoned in a density compatible with the surrounding neighborhood and that the wooded character of the site will be preserved through careful site planning.”

This Plan recommends maintaining the R-S Zone for the property, and supports the development of the property at the base density afforded by the R-S Zone. However, given that the preservation of the trees is an important objective for the site, a Planned Residential Unit Development, with single family detached housing only and without allowing C-1 uses, could be considered in order to maximize the preservation of the trees. However, the number of new residential dwellings on the Buckingham property itself will be limited to 10 (ten) units, with an additional 3 (three) units possible to be located on the Baker and Yates properties if they are included as part of a PRU. In conjunction with the protection of as many trees as possible within common or public open space areas, an increase in density above the R-S zone may be possible on the site if all of the objectives in this Plan are achieved. The governing minimum lot size and maximum lot coverage that apply to the property shall be those of the R-90 Zone in order that the new development be compatible with existing surrounding neighborhoods. In addition, landscaped buffer areas must be provided on the eastern, southern and western property boundaries, adjacent to existing residential dwellings. Given the property's relationship

to the historically significant Chestnut Lodge and the historic character of the West Montgomery Avenue streetscape, it is appropriate for a portion of the property to be located within the Historic District, and for additional design review of new structures by the HDC on the site to ensure their compatibility. It is also recommended that there be no street connection to Brent Road.

Chestnut Lodge, 500 West Montgomery Avenue

This property is unique in the City of Rockville because its historical uses are different than that of the surrounding residential neighborhoods. In addition, the administration building at the facility is one of the few remaining examples of the French-Second Empire architectural styles in Rockville and dates back to 1887. The site's bucolic setting is consistent with its original use as a resort hotel and that of a turn-of-the-century mental health institution. Reuse of the facility as a private school or other institution would need not only to be compatible with the surrounding residential neighborhoods and the historic district but also to be compatible with and maintain an architecturally and historically significant structure. In addition, the grounds contain mature plantings that should be preserved.

This plan recommends that the site be maintained in an institutional use and retain its R-S Zone in order to offer as much protection as possible for the site's historic buildings and mature trees. A residential use on the property may be acceptable if the historic buildings and trees are protected. Development under a Special Development Procedure, such as a variable lot size development, cluster development or Planned Residential Unit (PRU), is recommended if the historic and tree preservation goals are achieved. Development under the Planned Residential Unit development procedure is preferred for its flexibility in site design. However, the number of new residential dwellings on the property should be limited to the base level of development afforded by the R-S Zone, and by the goal of this plan to retain the setting of the historic structures and treed area along West Montgomery Avenue with as little disturbance as possible. The governing minimum lot size, maximum lot coverage and minimum setback requirements that apply to the property shall be those of the R-90 Zone in order that the new development be compatible with existing surrounding neighborhoods. In addition, landscaped buffer areas must be provided on the eastern, southern and western property boundaries, adjacent to existing residential dwellings. Given the property's relationship to the historic character of the West Montgomery Avenue streetscape, it is appropriate for an expanded portion of the property to be located within the West Montgomery Avenue Historic District, and for additional design review of new structures on the remainder of the site by the HDC to ensure their compatibility. This plan recommends against allowing C-1 uses that are normally permitted in a planned residential unit development. Finally, a hotel/spa use in the Main Lodge Building may be an acceptable use as long as it is limited primarily to the existing buildings, without major additions, and is buffered from the adjacent neighborhoods, and protects the site's historic buildings and trees. This would require either a text amendment or the creation of a new zone to provide for this option.

Recommendations

1. Continue to explore and implement various "traffic calming" and control techniques within the neighborhood to discourage cut-through traffic.

2. Work actively on options with the county and state highway divisions to provide a safe way for pedestrians to cross West Montgomery Avenue, East Jefferson Street and other busy intersections within the West End.
3. Install sidewalks and curbing on neighborhood streets especially on Beall and Anderson Avenues.
4. Maintain and strengthen the existing buffers between residential and non-residential areas.
5. Consider the expansion of the current historic district to include more properties.
6. Pursue actively the renovation and/or redevelopment options for the apartments on Dawson Avenue and the multi-family units on North Adams Street (north of Beall Avenue).
7. Change the existing zones for 100 South Adams Street (with conditions) and the Jerusalem/Mt. Pleasant United Methodist Church properties on 17-21 Wood Lane to O-2.
8. Develop 522 West Montgomery Avenue (Buckingham Property) under the Planned Residential Unit process in order to save the historic trees on the site.
9. Explore options for the recognition and maintenance of the historic character of the structures along Martins Lane and in Haiti.
10. Maintain the residential character of the Monument Triangle and Nelson Street areas as in the 1989 *West End Plan*.
11. Review the Coordinated Planning Area boundary and the transitional zone boundary as part of the Zoning Map amendment process.

PLANNING AREA 5

WOODLEY GARDENS AND COLLEGE GARDENS NEIGHBORHOODS

INTRODUCTION

History and Current Conditions

The Woodley Gardens and College Gardens neighborhoods (Planning Area) 5 are located in the north-central section of the city, east of I-270, south of Gude Drive, west of Route 355, and north of Nelson and Mannakee streets. Major through traffic-routes are confined to Nelson Street, College Parkway, and Yale Place. The neighborhood streets located off the main thoroughfares are designed in cul-de-sacs so that traffic on these streets tends to be associated only with neighborhood residents. The only exception would be traffic going to and from the Senior Center, which is located in the former Woodley Gardens Elementary school building and just off of Carnation Drive.

Planning Area 5 is a stable residential area which is comprised of several subdivisions: College Gardens, Rockville Estates, and parts of Woodley Gardens. Much of the neighborhood is a mix of single family homes and townhouse units that were built in the 1960s. The homes and properties are well maintained. The streets are lined with trees. With the exception of the multi-family sites, the residential zone is R-90.

The multi-housing units (R-30) are located on the edges of the single family developments. The Woodley Gardens townhouse development is located between I-270 and Azalea Drive. The Plymouth Woods townhouse development is located along College Parkway mostly between Upper Watts Branch Park and Anderson Park. The units are individually owned, and the properties are also well maintained.

There are also two apartment complexes in the planning area with a total of 331 units. These complexes are located north of Montgomery College between College Parkway and West Gude Drive and east of Yale Place. Yale Village is separated from the single family neighborhoods to the west by the College Gardens Elementary School and College Gardens Park. Yale Village has a modern architectural design and is comprised of 210 units compared to Scarborough Square's 121 units. The apartments provide housing for families, individuals, and Montgomery College students.

Just south of the office buildings and included in the planning area is College Plaza, which is located on the corner of College Parkway and Route 355. This commercial plaza has a grocery store and a variety of small shops, but some of the stores have been vacant for some time. Built in the 1970s, the plaza buildings and site are in need of upgrading and renovation. On the opposite corner of College Parkway is the Columbia Gas site which is actually located in the County and not in the City. The Columbia Gas site is surrounded by a tall chain link and barbed wire fence. Together with the College Plaza, the gas site functions as a major gateway/entrance to the planning area. Any redevelopment of either site should be designed to be more compatible with the adjacent residential neighborhood.

The only other commercial property within the planning area is Woodley Gardens Shopping Center that is located off of Nelson Street on the western side of the planning area.

This small center was developed as a part of the Woodley Gardens residential neighborhood and contains convenience retail and small restaurants.

An I-3 zoned area is located on the east edge of the planning area along Route 355 and on both sides of West Gude Drive. All of the properties are developed currently as office buildings although there may be room for building expansion on individual lots.

There are over 110 acres of park land within the planning area. Upper Watts Branch Park Forest Preserve is the largest with 78.8 acres protecting Watts Branch Creek. Located in the northwest corner, the Senior Center is Rockville's only complex devoted to senior citizens. It is a large structure containing meeting rooms and spaces devoted to a variety of crafts as well as educational facilities and gym equipment.

There are only two institutional uses within the planning area. Montgomery College is a large complex with multiple buildings on 88 acres. It has the only college campus in Rockville and draws approximately 14,000 students from a wide area. These students all commute to the school as there are no residential dormitories at the school. Major traffic routes to the college are along Route 355, Mannakee Street, and Nelson Street (which connects to West Montgomery Avenue at the I-270 interchange).

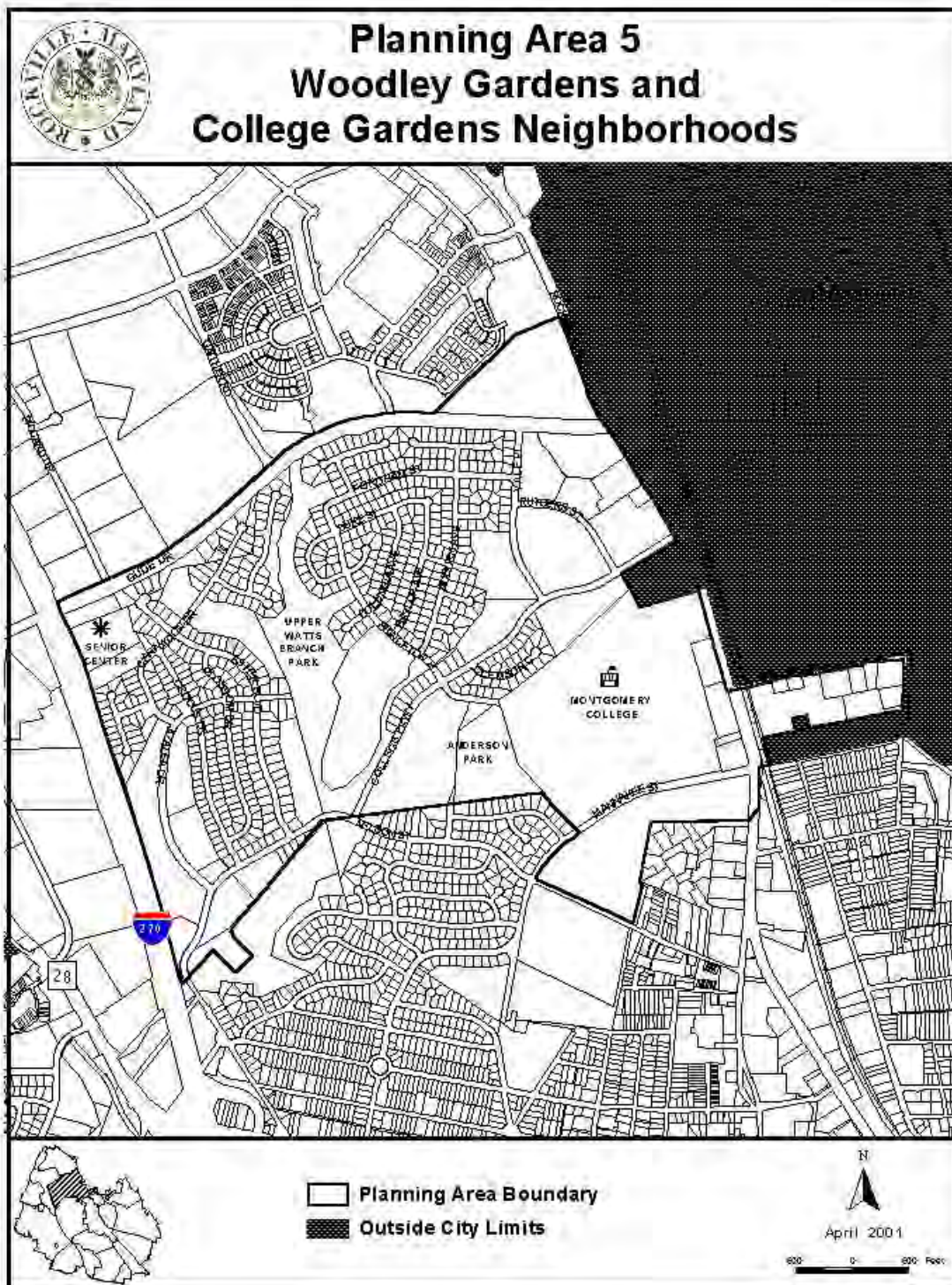
College Gardens Elementary School is the only primary school in the planning area. Located between the apartment complexes and the single family homes, the school is becoming increasingly important as a community center as well as an educational facility. The College Gardens Elementary School's enrollment comes from a wide area that includes the College Gardens Subdivision, Yale Village, Scarborough Place, Woodley Gardens Subdivision (north of Nelson Street), King Farm, and portions of Derwood in Montgomery County. The enrollment at the school is currently just below capacity at 439 students (1999/2000 school year) versus a capacity of 508 students; however, as the King Farm is developed, more school age children are expected to attend the school. Because College Gardens Elementary School provides space for many after-school educational, human service programs (including after-school childcare), and recreational programs that serve the community, the addition of the gym is critical for the continuation and improvement of those programs.

CRITICAL ISSUES

Infill

It does not appear that there are any possibilities for resubdivision of residential lots within the Planning Area. The only parcel that may have redevelopment potential is the 3-acre Woodley Gardens Swim Club which is off of Nelson Street and adjacent to Woodley Gardens Park. There may also be expansion possibilities for the office properties along West Gude Drive. However, these buildings are set back from the residential neighborhoods. As long as adequate buffers are maintained, expansion of these buildings should not adversely affect the neighborhood.

Although the presence of Montgomery College is a benefit to the city, any expansion of the college may be of concern to planning area residents. Care should be taken to ensure that decisions regarding expansion of the college take into consideration possible impact on the planning area. Addressing traffic concerns and maintaining adequate buffers are especially important.



Located at the corner of Mannakee Street and Hungerford Drive, the Montgomery County Board of Education site was not included historically in any planning area. However, because activities on the property are closest to residents of Planning Area 5, the Board of Education site and the adjoining Rock Terrace School site are now included in the planning area. The 30-acre property could support uses of greater intensity than currently exist. Increased through-traffic along Mannakee and Nelson Streets that could result from a different use of the site are of particular concern. Specific recommendations for the development of the Board of Education site are included in the Critical Areas Section of the Land Use Chapter.

Stormwater Management Facilities

Much of the planning area was developed before stormwater management was required. The Watts Branch Watershed Study identified several measures to repair stream damage that resulted from development prior to current stormwater management controls. Since typically stormwater management facilities are constructed in stream valleys, various parks along the Watts Branch Creek or its tributaries are logical areas for new or upgraded facilities. In developing stormwater management facilities for the planning area, the City is attempting to balance engineering needs for the facility(s) with environmental considerations as well as the social, recreational, and aesthetic concerns of neighborhood residents.

Traffic Issues

There is an ongoing concern of the neighborhood regarding excessive speed and cut-through traffic within the residential neighborhoods. College Parkway, Nelson Street and Mannakee Street are popular east-west routes for non-neighborhood traffic. Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Recommendations

1. If the Woodley Gardens Swim Club is proposed to be redeveloped, 1) maintain an acceptable institutional use compatible with the scale and character of the adjacent residential neighborhood; or 2) encourage a residential use for the property consistent with the existing zoning.
2. Ensure that adequate buffers are created between any future development, including the Carver Center site, and residential areas within the neighborhood. Close coordination with the adjacent civic associations shall be maintained to ensure that public input on the proposed buffers is received.
3. Continue to monitor any proposed development activities on the Board of Education property and support the development recommendations outlined in the Land Use Chapter.
4. Encourage the Board of Education to approve the construction of a gym at College Gardens Elementary School in order to maintain and improve educational and human service programs at the school.
5. It is not recommended that a neighborhood plan be prepared for the area.

PLANNING AREA SIX

LINCOLN PARK NEIGHBORHOOD

INTRODUCTION

Lincoln Park (Planning Area 6) is located in north central Rockville between the North Stonestreet Avenue industrial area along the railroad tracks to the west and Horners Lane further to the east. The neighborhood is located south of Ashley Avenue and north of Howard Avenue. It is approximately 82 acres in size and contains approximately 340 households.

History

Lincoln Park has an extensive history dating back to the 1850s. In 1891, William W. Welsh purchased eight acres, and subdivided the property into 31 lots. “England’s [First] Addition to Lincoln Park” was platted in 1892, and “England’s Second Addition to Lincoln Park” completed the neighborhood. However, the neighborhood was not annexed into the city until 1949.

As one of the oldest African-American communities in the County, Lincoln Park is a unique area for the City and the County. Located just outside of the planning area, Lincoln High School is the oldest remaining high school constructed for African-American students within Montgomery County. The Lincoln Park neighborhood continues to have a very strong identity. This is due in part to the long-term residents including several generations of some families.

Because most of the subdivided parcels were purchased by individuals rather than a single developer, the mix of housing styles and types is interesting and varied. The narrow lots (mostly 50 feet) have created a very compact community. Although it was not originally part of Rockville, Lincoln Park has significance as an early African-American community within Montgomery County. There are approximately 13 structures that were built prior to 1920, and the former Lincoln High School has county-wide significance as an educational institution for the African-American population. A museum/cultural center celebrating local black history is being organized and will occupy a portion of the former high school. Located at the corner of Frederick Avenue and North Horners Lane, Galilean Fisherman’s Cemetery dates back to the mid-nineteenth century and also provides a reference to the community’s past. The Lincoln Park Civic Association is currently sponsoring a study to propose designation of Lincoln Park as a local historic district.



The Lincoln Park Neighborhood Plan was prepared and adopted as part of the Rockville Master Plan in 1984. That plan included the Montgomery County Board of Education properties

as part of the study area although those properties were technically part of the Town Center Planning Area. The plan stressed three themes: neighborhood stability, affordable housing, and improved municipal services to the neighborhood. Encroaching industrial uses and through-traffic were seen as the most severe threats to neighborhood stability. The 1993 Master Plan reaffirmed the findings and recommendations of the Lincoln Park Neighborhood Plan.

CURRENT CONDITIONS

The current zoning is single family (R-60) with the exception of a small R-20 section on Lenmore Avenue where Rocklin Park Apartments are located. Although Lincoln Park is predominantly a single-family neighborhood, multi-family housing is supplied by the private and public sectors. In addition to the Rocklin Park Apartments, Rockville Housing Enterprises operates a public housing project of 65 garden apartments units on Moore Drive. In the past, concerns were expressed about the high percentage of multi-family housing within the neighborhood and the condition of the former Rockville Housing Authority buildings (now Rockville Housing Enterprises). Both the interior and the exterior of the low income apartments were not maintained. However, improvements have been made both in the organizational structure of the housing authority and the overall upkeep of the site. The privately owned Rocklin Park Apartments have a history of being well maintained.

Israel Park is located in the center of the neighborhood and provides 6.7 acres of green space and sports fields for the neighborhood. Lincoln Terrace Park is another small neighborhood park with play equipment suited for small children and a basketball court. Memory Walk Park was recently completed. This is a small, commemorative park located on the corner of Lincoln and Douglas Avenues.

There are a few institutional uses in the planning area. There is a police substation located in the Lincoln Park Community Center. Although there are no schools in the neighborhood, the Montgomery County Board of Education owns numerous buildings on North



Stonestreet Avenue. However, the majority of institutional uses in the planning area are associated with churches. The Crusader Baptist Church is located in the former Lincoln High School building. The A. M. E. Zion Church and the Iglesia De Dios Church are also within the planning area. Located on North Horners Lane, the Mount Calvary Baptist Church is the largest church in the planning area. The church owns several buildings along North Horners Lane and Lincoln Avenue. These house a variety of activities including daycare.

There are two small neighborhood convenience centers within or near Lincoln Park. Both are considered non-conforming uses in terms of Rockville's Zoning Ordinance. The businesses can continue to operate but may not expand. Lack of exterior maintenance of the buildings has been an issue in the past.



The amount of land available for future residential construction is limited in the planning area. A few of the vacant parcels are adjacent to existing houses and are smaller than the current zoning requirement of 6,000 square feet. A number of the lots are considered “legal, non-conforming lots” because they were legally subdivided at the time but do not meet the current minimum width requirements for the R-60 zone. A house can be constructed on the lot provided it meets the current setback requirements or if a variance is obtained from the Board of Appeals. There is limited potential for subdividing existing lots. Although some of the existing lots are deep and are larger than the current area requirements for an R-60 lot, they are too narrow to meet the current zoning regulations and not large enough for two lots.

Unity Bridge (at Frederick Avenue) was reconstructed recently to provide easier access across the railroad tracks. There is a new addition to the Lincoln Park Community Center that houses an expanded gym and a computer center, and the City continues to provide a police substation in the center. Drainage improvements have been made to Israel Park, and Memory Walk Park was designed and installed.

CRITICAL ISSUES

Adjacent Industrial Area

The Lincoln Park neighborhood is surrounded on three sides by industrial uses. North Stonestreet Avenue is a major gateway to the neighborhood, and some of the industrial sites along North Stonestreet Avenue are particularly unkempt and unattractive when viewed from the street.

On the north side of Ashley Avenue there is a long, narrow parcel that is located outside of the city limits. Known as the WINX tower site, there are three radio transmission towers and a small radio station on the 10.5 acre site. The 1984 Neighborhood Master Plan recommended that single family houses be placed on the site at an R-60 density.

This site is currently zoned I-1 in the County and is considered to be part of “Area 5” in the recent joint County-City study that developed an annexation policy for the Gude Drive/Dover Road area. Although the study mentioned Lincoln Park residents’ concerns regarding the WINX site (as well as concerns about the abutting industrial uses in general), no specific recommendations were made regarding the WINX property site. Annexation for properties in Area 5 would be considered favorably for sites that fall within the City’s I-1 zone. The upcoming update of the Upper Rock Creek Master Plan will also consider the land use for this site. However, residents in Lincoln Park continue to favor residential use as the highest priority for the site, and this plan reaffirms that recommendation.

Truck traffic and traffic associated with testing automobiles that are undergoing repairs is an ongoing issue. Ashley Avenue, North Stonestreet Avenue, Westmore Avenue, and North Horners Lane are the streets with the most consistent cut-through traffic issues. There have also been complaints about the parking of tractor trailers along some of the adjacent industrial streets such as Westmore Avenue as well as the noise associated with repair shops operating all night. Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Board of Education Properties

The Montgomery County Board of Education owns property on both sides of North Stonestreet Avenue. As mentioned, these sites were not part of the 1984 planning area boundary for Lincoln Park although they were part of the study area for the neighborhood. In fact, all of the properties south of Frederick Avenue and west of North Stonestreet Avenue are



part of the Town Center Planning Area. However, these properties are located on the edge of the Lincoln Park neighborhood and have a significant visual and social impact for the neighborhood

The Board of Education stores numerous tractor trailers on the lot adjacent to the former Lincoln High School. These are unsightly and inconsistent with the adjacent residential homes as well as detracting from the historic nature of the school building and its current use as a church and cultural center. The 1984 Neighborhood Plan recommended that the

Board of Education sites be redeveloped as either single family housing (R-60) or townhouse units as long as “special attention for community needs, such as provision of a tot lot, ... be considered at the time of development.” With the exception of the former Lincoln High School building, housing is still considered the best option for redevelopment of these properties because of the closeness of the adjacent residential neighborhoods. Since the Lincoln High School building has historical significance as an institution within the community, its continued use for institutional purposes is considered complementary to the neighborhood (although housing within the structure would also be appropriate).

Institutional Uses

Institutions provide needed services to the community. However, increasingly, many institutions are drawing members or clients from a wide area. In addition, many churches no longer operate just on the Sabbath but sponsor programs throughout the week. Increased traffic during the hours of operation and parking on residential streets can be intrusive to the neighborhood. Patrons of institutional programs may not be cognizant of neighborhood traffic patterns or issues. There is a concern within the Lincoln Park community that the expansion of the Mount Calvary Baptist Church will overwhelm the residential nature of the neighborhood. Care needs to be taken to ensure that the church building expansion and the intensification of associated church uses are not disruptive to the adjoining single-family homeowners. Institutional uses, whether in a converted or new building, should be evaluated as to how well it conforms to the surrounding neighborhood.

Community Appearance

The appearance of the neighborhood was another concern expressed in the 1984 Plan. The City has improved maintenance of City-owned facilities such as the Lincoln Park Community Center and Israel Park. However, improvements could be made to the overall

streetscape. This is especially true for the North Stonestreet Avenue area. Even though half of North Stonestreet Avenue is outside of Lincoln Park, the street is one of the major entrances to the neighborhood (which is true also for the East Rockville neighborhood) and functions as one of the neighborhood's major thoroughfares. There is a need for screening some of the business sites as well as for improving pedestrian conditions. Continued enforcement of the zoning ordinance and the property maintenance code is very important.

The neighborhood's housing stock is modest but generally well cared for. The City does operate various programs to help qualified, low-income residents maintain individual residences. There is a free paint program and low interest housing rehabilitation loans funded by the federal government. As the city's housing stock and population ages, these programs may need to be expanded and funding may need to be increased. Alternative funding programs may also need to be explored if the programs are to be expanded.

The city has developed a Street Tree Master Plan. Recommended replacement trees vary according to street but include the goldenrain tree, white oak, willow oak, and star magnolia for the Lincoln Park neighborhood. Adherence to the Street Tree Master Plan would assist in providing a visual unity throughout the neighborhood. Street trees are traditionally planted within the right-of-way so that they can be maintained by the City. However, because some of the streets in Lincoln Park have a narrow right-of-way, street trees have not been planted. It may be worthwhile to explore alternative policies for planting street trees partially on private property when the right-of-way is narrow.

Another related issue is the poor street drainage. Unfortunately, the area is flat and in the past proper drainage facilities were not installed along the streets. Drainage improvements were recently made to the fields in Israel Park. In addition, the city hired an engineering firm to conduct a drainage study for the planning area and recommended improvements.

Recommendations

1. Urge the Montgomery County Board of Education to upgrade the maintenance and appearance of their properties.
2. Continue various programs to help low income individuals to maintain and rehabilitate their homes as needed.
3. Create a streetscape and property improvement district for North Stonestreet Avenue.
4. Continue to implement drainage improvements for neighborhood streets as outlined in the engineering report, "*Lincoln Park – Drainage Improvements.*"
5. Maintain the R-60 zone for the neighborhood.
6. Evaluate the appropriateness of existing zoning in portions of the planning area through an amendment to the *Lincoln Park Neighborhood Plan* that addresses modifications that may be made in the adjacent portions of the Town Center Master Plan.
7. Explore the possibility of adjusting the zoning regulations in an updated neighborhood plan to allow lots to be subdivided along alleys or undeveloped City right-of-ways.

PLANNING AREA 7

TWINBROOK FOREST AND NORTHEAST ROCKVILLE

INTRODUCTION

Twinbrook Forest and Northeast Rockville (Planning Area 7) is located between Veirs Mill Road, First Street, Norbeck Road, and the city's eastern-most boundary along Rock Creek Park. Planning Area 7 includes the subdivisions of Twinbrook Forest, Geeraert's Addition to Twinbrook, Broadwood Manor, Silver Rock, Rockwood, and Burgundy Estates. A change has been made to the Planning Area boundary. The northwestern boundary is now along First Street and Norbeck Road. Many people consider the "Twinbrook" neighborhood to be located on both sides of Veirs Mill Road. However, for this document, Twinbrook is the neighborhood south of Veirs Mill Road.

The majority of the planning area was developed in response to the great demand for suburban single-family housing that followed World War II. The area was annexed in 1949.

Current Conditions

The majority of the single-family properties in the planning area are zoned R-60. The Burgundy Knolls Subdivision, which is located between First Street and Norbeck Road, is zoned R-75. The houses in the planning area were built mostly in the 1950s, slightly later than those in Twinbrook (South). The houses in Twinbrook Forest are in generally good condition with some variation of the Cape Cod and rambler styles popular then. There are very few multi-family complexes in the planning area. Meadow Hall Townhouses, Ashleigh Woods Townhouses, and two apartment complexes on Baltimore Road and Twinbrook Parkway offer alternatives to single-family housing.

Streets are well maintained and tree lined. Some upgrades to the street drainage system may be needed, but this is not considered to be a major problem.

The planning area has at least 182 acres of open space. The historic Glenview Mansion and the F. Scott Fitzgerald Theater are located on the 153-acre Civic Center site. Various other ballfields, playing courts, and picnic areas are located throughout the planning area. In addition, two large cemeteries provide open green space.

There are three schools within the Planning Area: Meadow Hall Elementary School, Carl Sandburg Special School, and Rockville High School. Rockville High School is scheduled for modernization in 2003.

Other institutional uses are in a variety of buildings within the planning area. Some are located in former school buildings owned by the County, such as the Lone Oak School building. Others, like the Twinbrook Library and the U.S. Army Armory, have their own buildings.

The primary commercial area for the neighborhood is along Veirs Mill Road. Twin Brook Plaza and Twin Brook Mart are located across from each other although Twin Brook Mart, on the south side of the road, is actually in Planning Area 8. Twinbrook Plaza has a large grocery store. Both plazas contain various small shops and restaurants, and there is also a fast food restaurant nearby. Burgundy Knolls Shopping Center is another small commercial center on the corner of Baltimore Road and First Street. This is mainly a neighborhood convenience center.

CRITICAL ISSUES

Infill

There are very few vacant single-family lots or lots that could be re-subdivided within the planning area. There is a 4.6-acre property located on Norbeck Road adjacent to the Rockville Civic Center property. This is zoned R-60, but there may be some environmental constraints for the property as portions of the site are within a stream valley or buffer and also may be within a floodplain.

Property Maintenance

The upkeep of property in older neighborhoods such as Twinbrook Forest is important in maintaining livability and housing values. In general, the houses originally were constructed to be “starter” homes, and some were constructed with better workmanship than others were. There are no deed restrictions outlining expected property maintenance or architectural standards. Some of the houses were updated over time. However, many of the homes have not been modified at all and are still considered to be affordable homes for the area.

Several low or no-cost programs are available to help qualified low-income residents repair and maintain their homes. These include the Home Improvement Program. In addition, the city instituted the Community Enhancement program that is designed to respond to citizen complaints about code violations and to provide interior and exterior inspections for rental properties. However, there are aesthetic issues that are not regulated.

Institutional Uses

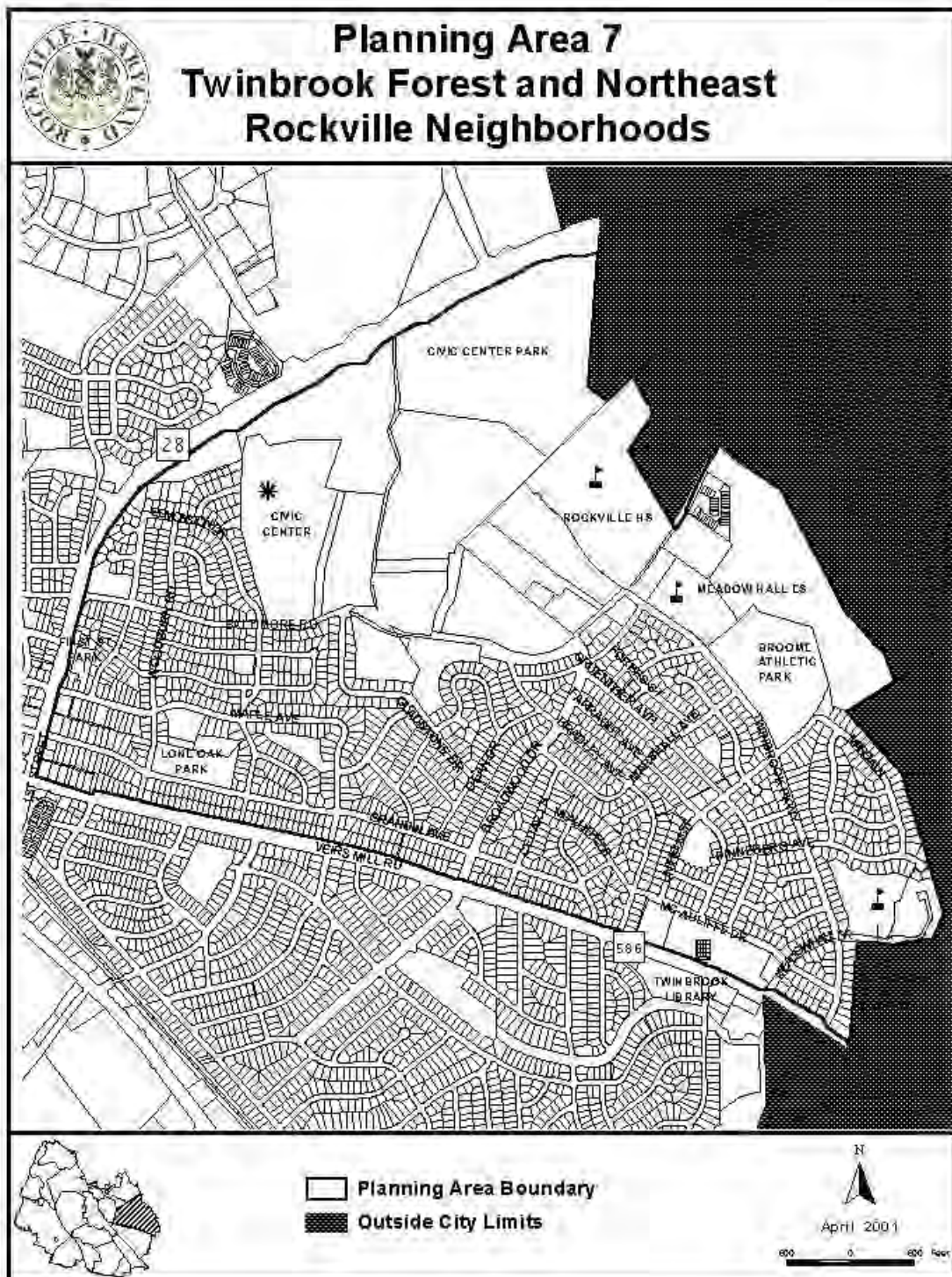
As mentioned, there are a variety of institutional uses in this planning area. Some sites, such as the Civic Center, draw many patrons who travel through neighborhood streets. There are other community service programs located throughout the neighborhood. One program necessitates round the clock use of the building with associated noise as people come and go from the site that is disruptive to the adjoining residents. There are other programs that have a lot of traffic associated with peak times that also can be disruptive to the residential character of the neighborhood even though the programs are needed. Care needs to be taken to ensure that adequate on-site parking is available for the use and the site has adequate buffers between it and adjoining homes.

Traffic Issues

Planning Area 7 is designed with a number of streets that function as “primary” residential routes. These are roads that distribute traffic between neighborhood streets and arterial streets and typically are designed to carry more than 5,000 vehicles a day. Baltimore Road, Broadwood Drive, Edmonston Drive, Grandin Avenue, and Twinbrook Parkway are considered primary residential streets. Because these streets are evenly spread throughout the planning area, traffic can be more evenly dispersed rather than being centered on a few heavily traveled roadways. However, the City continues to monitor the traffic flow in the planning area so that roadway improvements can be made in a timely fashion. Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Recommendations

1. Maintain the current residential zones within the planning area.
2. Ensure that aesthetic issues be addressed and adequate buffers be created between any future institutional use or institutional use expansion and the adjacent residential use.
3. Maintain adequate inspection services personnel in order to investigate complaints about inadequate maintenance of residential properties and enforce the City’s regulations.
4. It is not recommended that the neighborhood plan for Planning Area 7 be updated at this time.



PLANNING AREA 8

TWINBROOK

INTRODUCTION

History

Planning Area 8 (Twinbrook) contains 472.6 acres and is located in the southeastern section of the city between Veirs Mill Road and the railroad tracks. It extends from First Street on the northwest to the City boundary on the southeast.

The single-family residential area was developed in the 1940s and 1950s. Twinbrook incorporates four major subdivisions: Rockcrest (and its additions), Rockland, Twinbrook, and Halpine Village. The area was annexed to the City of Rockville in 1949, which also included the neighborhoods of Lincoln Park and Hungerford. Some of the street names reflect the World War II effort, and the subdivisions housed homecoming GIs and their families.



The Twinbrook Neighborhood Plan was approved and adopted in 1982. The Metro station was being constructed then, and the neighborhood was concerned about possible adverse effects of the new Twinbrook station. Anticipated problems included increased through-traffic and parking along commuter neighborhood streets.

Current Conditions

The Twinbrook neighborhood consists of predominantly single-family homes that are zoned R-60. The homes are predominantly small Cape Cod and rambler style houses. Streets are lined with trees. Parking is mostly along the street since many of the houses do not have garages or driveways. There are two small townhouse developments within the planning area: Rockcrest Townhouses, which are located just off of First Street, and Halpine Village, which is located off of Halpine road along the City boundary. These developments are located on opposite edges of the planning area.

The planning area also includes a small service industrial area (I-2) located on the southernmost portion of Lewis Avenue. In addition, there are a number of low-rise office buildings located on Halpine Road adjacent to the Halpine Village townhouses. Access to the offices is off of Twinbrook Parkway from a section of roadway that is outside of the City boundaries.

Cut-through traffic issues have become a concern in the Twinbrook neighborhood, specifically on streets that are connections between different sections.

The main commercial area that serves the planning area is along Veirs Mill Road that also includes two sites on Atlantic Avenue. The commercial area includes both sides of Veirs Mill Road although only the south side of the street is included in Planning Area 8. The other side of Veirs Mill Road is within Planning Area 7 (Twinbrook Crest and Northeast Rockville). The commercial strip along Veirs Mill Road includes Twinbrook Plaza (with a large grocery store), the Twinbrook branch of the Montgomery County public library system, a post office, various small shops, restaurants, and a fast food restaurant.

There is only one elementary school within the planning area. Currently, student enrollment at Twinbrook Elementary School is below capacity by approximately 100 students (based on 1998-99 enrollment). Built in 1956, the school was renovated in 1986 and includes a gym.

There are a few churches in the planning area. These are located just off the Veirs Mill service road and Halpine Road and do not seem to present a problem for the neighborhood in terms of excess traffic.

The planning area contains three parks totaling 21 acres which is only 4% of the area. The Twinbrook Community Recreation Center was completed in 2000 and provides a gym, fitness center, multi-purpose rooms, game rooms, as well as a satellite office for a community outreach police officer. Rockcrest Park provides a narrow greenway/bike path along a tributary to Rock Creek. The Twinbrook Swimming Pool Corporation is a private organization that owns a pool complex on approximately 4.8 acres that are adjacent to Twinbrook Park.

CRITICAL ISSUES

Infill

There are few vacant lots within the planning area. However, just outside of the Twinbrook planning area is the Twinbrook Metro Station site. Portions of the property are within the city and fall within the Rockville Pike Corridor Planning Area. However, a fairly large portion of the property is within Montgomery County's jurisdiction. The site will be developed in the near future, and depending upon what is approved, could affect the Twinbrook neighborhood. Use of the site will need to be designed carefully to buffer the neighborhood. Any proposal for a possible connection of the Metro property to the Twinbrook street system will also need to be evaluated carefully. Master Plan recommendations for the Twinbrook Station Metro site are discussed in the Land Use Chapter.

Any redevelopment or expansion of the industrial buildings along Lewis Avenue also affects the neighborhood as there are homes located directly across the street from the industrial area. Aesthetic compatibility with nearby residences, noise, and increased traffic would be possible negative impacts of expanded development.

City Boundary

There are approximately ten residential properties that are located on the west side of Halpine Road where Halpine Road meets Twinbrook Parkway. Some of these properties are located entirely within the County, and some are located partially within the City. Although this does not appear to be a critical issue at the current time, it would simplify the delineation of the City boundary if the boundary were along Twinbrook Parkway to include those properties in this particular area.

Recommendations

1. Maintain the R-60 zone for the neighborhood with the exception of the southwest corner of Lewis Avenue and Halpine Road as discussed in the Land Use Chapter.
2. Ensure that aesthetic issues be addressed and adequate buffers be created between any future industrial or office development expansion and the planning area.
3. Maintain the R-60 zone for single family housing on the Twinbrook Swimming Pool Corp. site if it is developed or acquire the site for additional park and green space to increase the size of the park.
4. Consult with County officials to ensure that development of the Metro site does not adversely affect the Twinbrook neighborhood in terms of increased traffic, noise, lighting, aesthetics, etc.
5. Strive to have the entire Twinbrook WMATA/Metro site annexed into the City of Rockville.
6. Maintain adequate inspection services personnel in order to investigate complaints about inadequate maintenance of residential properties and enforce the City's regulations.
7. It is not recommended that the neighborhood plan for Planning Area 8 be updated at this time.
8. Cut-through traffic through the neighborhood should be discouraged by exploration and implementation of traffic calming and control methods.

PLANNING AREA 10

MONTROSE NEIGHBORHOOD

INTRODUCTION

Current Conditions

The Montrose Neighborhood (Planning Area 10) is located in the southern section of the city in the triangle formed by East Jefferson Street, Woodmont Country Club, and the southern boundary of the city at Montrose Road and Rollins Avenue.

Although it is one of the smallest of the planning areas, Montrose provides one of the most diverse ranges of residential options in the city. Within a relatively small neighborhood, there is a mix of single-family houses, townhouses, garden apartments, and high-rise apartment buildings. Most of the housing was built in the 1950s and 1960s. Zoning varies, but the single family homes are zoned primarily R-90. Single family homes are generally brick contemporary styled houses. The properties are well maintained.

Ring House is high- rise senior housing with 248 units of housing on East Jefferson Street. Congressional Towers are four high rise apartment buildings located on Congressional Lane. Rollins Park Apartments have 245 units of garden style apartments that are located between Congressional Lane and Rollins Avenue. The exteriors of the properties are well maintained.



and grills. Montrose Woods Park is comprised of 6.1 acres and contains play equipment. It has been designated as a forest preserve and an urban wildlife sanctuary.

St. Elizabeth Catholic Church and School are located on a 15.16-acre parcel off Montrose Road. It is the largest institutional use within the neighborhood. The Ezras Israel Congregation is located at 803 Montrose Road.

There are no neighborhood commercial centers within the neighborhood. The neighborhood depends upon the Rockville Pike corridor for its local shopping needs. There is a need to retain convenient retail uses such as grocery and drug stores nearby especially because of the elderly population in the neighborhood.

CRITICAL ISSUES

Infill

There is only one “vacant” lot within the planning area. It is approximately 1.6 acres, located midway on the northwest side of Martha Terrace, and currently has a parking lot on the front portion of the parcel. Nearby on the same side of the street is a 3.16-acre parcel that currently houses the pool for Congressional Towers. There is a possibility that the use could be expanded or another use proposed for this lot. St. Elizabeth Church is located on a 15.16-acre site that also provides room for institutional expansion.

Adjacent Commercial Areas

The spread and impact of adjacent commercial areas is a concern of the neighborhood. Although Montrose residents appreciate the convenience of the nearby Rockville Pike shopping areas, it is important that the residential area continues to be protected from non-residential intrusion. The Post Office on Rollins Avenue provides a needed service to the neighborhood; and if relocated, should remain in the immediate area. In addition, elderly residents in the neighborhood have expressed concern over the lack of a grocery store that is conveniently located.

Traffic Issues

Concerns about cut-through traffic between Rockville Pike, Montrose Road and I-270 are currently addressed through turning movement restrictions. Although this can create inconvenience to the residents, it is important to limit the non-local traffic on neighborhood streets. Any development that might tend to add more trips to neighborhood streets should be studied carefully. Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Pedestrian and bicycle transportation improvement for the Montrose area is a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City's Bikeway Master Plan.

Montrose Road is a four-lane county-maintained road. Currently, the County is studying the feasibility of constructing a road (the Montrose Parkway) just south of North Farm and the Montrose neighborhoods. This may also help to decrease traffic immediately adjacent to the neighborhood.

Recommendations

1. Maintain and strengthen the existing buffers between residential and non-residential areas.
2. Ensure that adequate buffers are created between any future development and residential areas within the neighborhood.
3. Continue to explore the extension of East Jefferson Street to the north.
4. There does not appear to be a need for a specific neighborhood plan for Montrose at this time because there are no major land use issues to be considered other than the possible development of Woodmont Country Club which is covered in the Land Use Chapter.



PLANNING AREA 11

NORTH FARM

INTRODUCTION

Current Conditions

The North Farm Neighborhood (Planning Area 11) is located along the south central boundary of the city off Montrose Road and east of I-270. The North Farm neighborhood is one of the smallest of all the developed planning areas but was designated as a separate planning area because of its relative isolation from the rest of the city. However, the planning area also includes the Woodmont Country Club, a privately-owned 550-acre golf course. If the country club is ever developed, the planning area would encompass more people and structures as a result.

The North Farm Subdivision was built in the 1970s. There are only two entrances to the neighborhood, and the streets are designed in a curvilinear pattern rather than in a urban grid street pattern. Many of the roads end in cul-de-sacs. The zone is R-90. The houses are in designed in traditional neo-colonial architectural styles and are well maintained. The North Farm Citizens' Association represents all the residential development in the planning area and provides a strong voice for the residents.



North Farm Park is located along Montrose Road in the center of the housing development. The park is a pleasant natural feature and acts as a buffer between some of the houses and Montrose Road. This 5.5 acre park contains play equipment, basketball and tennis courts, a park shelter and restrooms.

There are no commercial/retail uses or schools in the neighborhood.

CRITICAL ISSUES

Infill

There are no lots that are vacant within the neighborhood. Consequently, infill is not an issue for this particular area.

Woodmont Country Club

Currently, the golf club is considered an open space amenity for the area even though it does not allow public access. However, any future development of the country club would be a

change for the neighborhood. Any new buildings on the country club should be buffered from the North Farm subdivision. Traffic patterns would also need to be carefully considered so as to coordinate with the neighborhood's entrances. Recommendations for possible uses for Woodmont Country Club are covered in the land use chapter, and as follows.

The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, if no longer used as a country club, it is recommended that the site be developed as a Comprehensive Planned Development. The property is envisioned to be developed in its entirety as a mixed-use community, with development densities not to exceed a maximum of .5 FAR for buildable land in nonresidential areas and 6.5 dwelling units per buildable acre. A neighborhood retail center may also be appropriate. A minimum of 35% open space is recommended for both passive and active recreation use on the property, including any wetland, stream buffer, and/or floodplains that are on the site. The Lyddane-Bradley House, built in 1858, also should be preserved because it is architecturally and historically significant to the City of Rockville. Development options that preserve trees and historic structures are preferred. Another important development parameter is the provision of adequate buffers from adjacent residential communities. At a minimum, the buffers should follow the required setbacks for CPDs found in the Zoning Ordinance, and may exceed those requirements based on site conditions and environmental features. These buffers should include existing tree stands and forested areas. The CPD should address the provision of a street plan that provides for adequate dispersal of site-generated traffic. The use of private streets within the CPD shall be minimized. The CPD, or any proposed development in the R-S Zone of some or all of the site, should also address the feasibility of providing a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City's Bikeway Master Plan. Within the Comprehensive Planned Development, commercial uses should be located away from existing residential neighborhoods outside the CPD. However, a well-designed mix of uses within the CPD is encouraged.

Montrose Office Park and Tower Oaks

The Montrose Office Park is a small office park located just to the northwest of North Farm. This does not appear to have much of an impact to the North Farm development as the office buildings are low, and there is a buffer of trees between the houses and the entrance drive to the offices.

Although the Tower Oaks development is not immediately adjacent to North Farm, some of the taller buildings may be visible. In addition, the area will experience increased traffic congestion due to the office development. However, there is a Class I bike path proposed for the Tower Oaks development, which would connect to Montrose Road. This has the possibility of providing an alternative means of transportation as well as being a recreational amenity.

Traffic Issues

The Montrose Parkway is a proposed four-lane in Montgomery County. Currently, the County is studying the feasibility of constructing a road just south of North Farm. This may also help to decrease traffic immediately adjacent to the North Farm neighborhood. Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Recommendations

1. Maintain existing buffers between residential and non-residential areas.
2. Ensure that adequate buffers are created between any future development and North Farm.
3. There does not appear to be a need for a specific neighborhood plan for North Farm at this time other because there are no major land use issues to be considered other than the possible development of Woodmont Country Club which is covered in the Land Use Chapter.
4. Explore the installation of a light at the intersection of Farm Haven Drive and Montrose Parkway to help residents enter and exit the neighborhood from Montrose Parkway.



PLANNING AREA 13

ORCHARD RIDGE, POTOMAC WOODS AND FALLS RIDGE

INTRODUCTION

Current Conditions

The Orchard Ridge, Potomac Woods and Falls Ridge Neighborhood (Planning Area 13) is a triangular area located between Falls Road and I-270 north of the city boundary. Its residential subdivisions were developed in the 1970s and 1980s. During this period, most of the areas west of I-270 were developed, and these developments tended to have larger houses on larger lots than had been typical in earlier decades. All are comprised of single family homes in good condition and have off street parking. The neighborhood includes the residential subdivisions of Falls Orchard, Potomac Woods, Potomac Woods East, Falls Ridge, and Orchard Ridge. These subdivisions are designed with curvilinear streets and cul-de-sacs. Access from (or to) the neighborhoods to the major arterial roads (Falls Road, Wootton Parkway, and Seven Locks Road) is limited.



Between Seven Locks Road and I-270 is a smaller triangle of land that is zoned commercial (C-1), industrial (I-3), and Suburban Residential (RS). It acts as a buffer between I-270 and the residential neighborhoods to the west. The Rockville District Police Headquarters and the County Detention Center/Central Processing Unit are located in the R-S zone north of Wootton Parkway. Seven Locks Road and an evergreen buffer provides some visual separation from the adjoining neighborhood.

The Seven Locks Technical Center is located south of Wootton Parkway in the I-3 zone. This site is owned by Montgomery County and operated by the Department of Transportation. The facility is comprised of several buildings related to vehicle and highway maintenance. South of the Technical Center are two office buildings on the other two privately-owned properties in the I-3 zone.

Other institutional uses are located on the east side of Falls Road – the opposite side of the planning area. The Lutheran Church of the Cross is located in a four acre parcel just north of Orchard Ridge Park. The Potomac Woods Swim Club is located on the corner of Falls Road and Dunster Road adjacent to the Ritchie Park Elementary School. The school was remodeled in 1997 and has a capacity for 469 students although the 2000-01 student enrollment was only at 299. Across the street is St. Raphael's Catholic Church and Raphaels House, comprised of 30 units of elderly housing.

Potomac Woods Plaza (formerly the Seven Locks Plaza) is located in the southeast corner of Fortune Terrace. The plaza contains over 50,000 square feet of commercial space. The plaza is currently being remodeled to include a grocery store, a restaurant, and other service retail establishments.

There are two parks in the planning area. Potomac Woods Park is the largest and comprises 42 acres. It has a park shelter, rest rooms, playing equipment, various playing fields and courts, as well as picnic tables and grills. Orchard Ridge Park is 1.7 acres and has playing equipment, a basketball court, and benches.

CRITICAL ISSUES

Infill

There is only one vacant lot within the planning area. It is a 4.23 acre site at the end of Locks Pond Court that is zoned R-90. It is between a parcel that has a stormwater management pond to the north and Potomac Woods Park to the north. It is wooded and would be an asset if added to Potomac Woods Park.

Montgomery County Facilities

The County has operated a Detention Center on the site since 1960. In 1989, the County expanded the Center but also agreed to limit the population at the facility to 500 inmates and to build the Seneca Detention Facility elsewhere. The Detention Center and Seven Locks Technical Center are discussed in more detail in the Land Use Chapter.

Adjacent Development

Future development of Fortune Parc is a concern to the residents and could have an impact on area traffic. This is a 45-acre undeveloped tract located immediately outside the city boundary at the intersection of Seven Locks Road and Montrose Road. The parcel is within the urban growth boundary as determined by the 1993 Master Plan, but it is unclear whether the site will be annexed into Rockville. However, the City will continue to work with the County and Rockville citizens to mitigate any negative impacts as this area is developed. Refer to the Urban Growth Chapter.

Traffic Issues

Planning Area 13 is located between a number of collector/arterial roads. Falls Road (MD Route 189) is the primary north-south route on the western side of the neighborhood. Seven Locks Road is the primary north-south route on the eastern side of the neighborhood. Wootton Parkway bisects the residential community and is the only nearby east-west route within the City limits. The other major east-west route is Montrose Road which is just outside of the City limits to the south. Traffic on these roads continues to grow.

Traffic within the residential subdivisions is limited by the number of main entrances/exits within the individual neighborhood. For instance, there is only one entrance to the Potomac Woods East neighborhood. The interior roads end in cul-de-sacs, and there is no connection to the other subdivisions in the planning area. Orchard Ridge has two connections off Wootton Parkway, but similar interior conditions. Falls Orchard and Potomac Woods have one connection off Wootton Parkway, two connections off of Falls Road, and one connection to a County neighborhood to the south. However, the interior roads are curvilinear and designed so that they do not provide a short cut from one major road to the other. Consequently, cut through traffic is not a problem, but residents turning out of or into the neighborhood(s) may experience delays due to traffic on surrounding streets. Specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

Recommendations

1. Acquire the property adjoining Potomac Woods Park for parkland.
2. Maintain adequate buffering between all private and public institutional, industrial, or commercial uses and the adjoining neighborhood.
3. Review any development proposal at the Fortune Parc site and convey the neighborhood's concerns about traffic and adequate site buffers to the County.



PLANNING AREA 14

ROCKSHIRE AND FALLSMEAD NEIGHBORHOODS

INTRODUCTION

Current Conditions

The Rockshire and Fallsmead Neighborhood (Planning Area 14) includes the western-most sections of the city -- north of the city boundary, east of Glen Mill Road, south of Darnestown Road, and west of I-270. The planning area includes Rockshire, Fallsmead, Fallswood, Saddlebrook, Fallsbend, Horizon Hill, Watts Branch Meadows, Cambridge Heights, Carter Hills, Griffith Oaks and Glenora Hills subdivisions. The planning area is bisected by Wootton Parkway. Watts Branch Parkway and Wootton Parkway are the primary north-south internal travel routes. Falls Road, Hurley Avenue, and Darnestown Road are the primary east-west routes.

Planning Area 14 was developed primarily in the 1970s and 1980s. Compared to the neighborhoods around the town center and east of Route 355, it is still considered to be one of Rockville's newer neighborhoods. Houses are generally in good condition, although property maintenance may become more of an issue during the life of this Plan, and are generally larger than those in the older neighborhoods. Streets tend to be curvilinear with sidewalks, lined with mature trees, and end in cul-de-sacs. Generally, entrances to the individual subdivisions are limited. Traffic within the subdivisions is limited to the neighborhood, although residents are concerned about the potential for cut-through traffic as congestion increases on primary routes in and around the planning area..

Rockshire is the largest of the Planned Residential Units (PRUs) in the city. A PRU is a special development within the zoning regulations wherein greater flexibility is allowed in the layout of the subdivision so that other community goals can be achieved. In this case, some of the lots are smaller than would otherwise have been permitted under traditional zoning (R-90 and R-150). This clustering of houses creates more overall open space for the community. The planning area is developed primarily with single-family homes although there are a number of townhouse developments throughout the planning area.

There are also three senior citizen housing projects within the planning area. The Latvian Home is located on Hurley Avenue. The National Lutheran Home for the Aged is located on 25.5 acres of land along Veirs Drive adjacent to the Lakewood Country Club. It is a large facility that offers independent living units as well as nursing home care. Collingswood Nursing Home is located on the corner of Hurley Avenue and Dundee Road. It is currently expanding to offer additional care.



The Rockshire Giant Shopping Center was developed as a part of the Rockshire Planned Residential Unit. The center contains over 50,000 square feet of retail space devoted

to serving the needs of the local community, with the major tenant a grocery store.

There are several schools within the planning area: Lakewood Elementary School, Fallsmead Elementary School, Robert Frost Middle School, and Thomas S. Wootton High School. These are part of the Thomas S. Wootton Cluster. All are at or above capacity levels for student enrollment, and most are undergoing expansion or modernization.

The 213-acre Lakewood Country Club is located in the western edge of the planning area. Currently, it provides a sense of green open space for parts of the community although it is privately owned and public access is limited. It is the largest parcel within the planning area that could potentially be developed. Currently, it is zoned R-S. Development recommendations are discussed in the Land Use section of the master plan. The city owns a small parcel of undeveloped land on Wootton Parkway adjacent to the country club.

There are approximately 150 acres of city-owned parkland within the planning area. Parks include Horizon Hill Park, Rockmead Park, Wootton's Mill Park, and Glenora Park. All of these parks contain play equipment, playing field(s) and courts. These parks also have land that surrounds either Watts Branch Creek or its tributaries, offering some watershed protection to those streams. In addition, there is open space associated with the Fallsmead subdivision that provides green space to the neighborhood.

Wootton's Mill Park is the largest park in the area at 76.2 acres. It surrounds both sides of Watts Branch Creek providing environmental protection to the watershed. The park contains play equipment, tennis and basketball courts, garden plots, and trails. It functions as a forest preserve and an urban wildlife sanctuary. The ruins of Wootton Mill have been identified within the park. This is considered a significant historical and archaeological resource for the City of Rockville as the site of a water-powered mill that operated from ca. 1813 to 1905. The mill derived power from Watt's Branch to process grain and saw logs for landowners and neighbors. In addition, Dr. William Henry Holmes depicted the site in art works from ca. 1905 to 1917, many of which are in the collection of the National Museum of American Art. He lived at the Wootton's Mill miller's house from 1905 –1917 and was a significant personage in American art, ethnology, and archeology.

CRITICAL ISSUES

Infill and Other Developable Properties

There are very few residential infill lots within the planning area. On Hectic Hill Lane, there are three large lots within the city boundaries (totaling 9.66 acres) and two lots within the county (totaling 8.0 acres). Hectic Hill Lane is a private road (as wide as a typical driveway) just off of and parallel to Wootton Parkway. Currently, the lots are individually owned, and each of the lots has an existing single family house. These lots are zoned R-S in the City, but are much larger than the 20,000 sq. ft. minimum requirement for development. The street is adjacent to the Fallsmead subdivision, which is zoned R-150, but was developed as a Planned Residential Unit development.

The other property with the largest land area that could be developed is the 213 acre Lakewood Country Club. The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, should the property no longer be used as a country club, this Plan recommends that it be developed under the Planned Residential Unit

(PRU) zoning regulations, without allowing C-1 uses on the property. Due to the environmental features on the site, careful site planning that preserves these features will be critical. A minimum of 35% open space is recommended for both active and passive recreation, including preserving the streams, wetlands, and floodplains on the site. Generous landscaped buffers, of a minimum width of 50 feet, adjacent to existing residential neighborhoods is also a critical element of a development plan for the property. The landscaped buffer shall not be provided within private lots. The use of private streets within the PRU shall be minimized. It is recommended that the site retain its R-E designation because of environmental restrictions on the site.

It is possible that the institutional uses within the planning area could be expanded. Indeed, there is a need for some school expansion. It is recommended that adequate buffers between the institutional use and adjacent residential uses be maintained or strengthened as necessary. One institutional use in the planning area, a 5-acre parcel known as Karma Academy, potentially could impact the neighborhood if expanded or redeveloped. Careful site planning and buffering will be critical in either scenario.

Traffic Issues

Because there are so few entrances and/or exits into the neighborhoods, traffic can be heavy on the major thoroughfares. Cut-through traffic within the neighborhoods is discouraged because most of the streets are designed with many curves, end in cul-de-sacs, and have speed humps. Increasing congestion on primary roads in the vicinity have raised concerns about increased traffic on neighborhood streets. However, specific neighborhood traffic concerns will be addressed by the Transportation Division independent of the Master Plan.

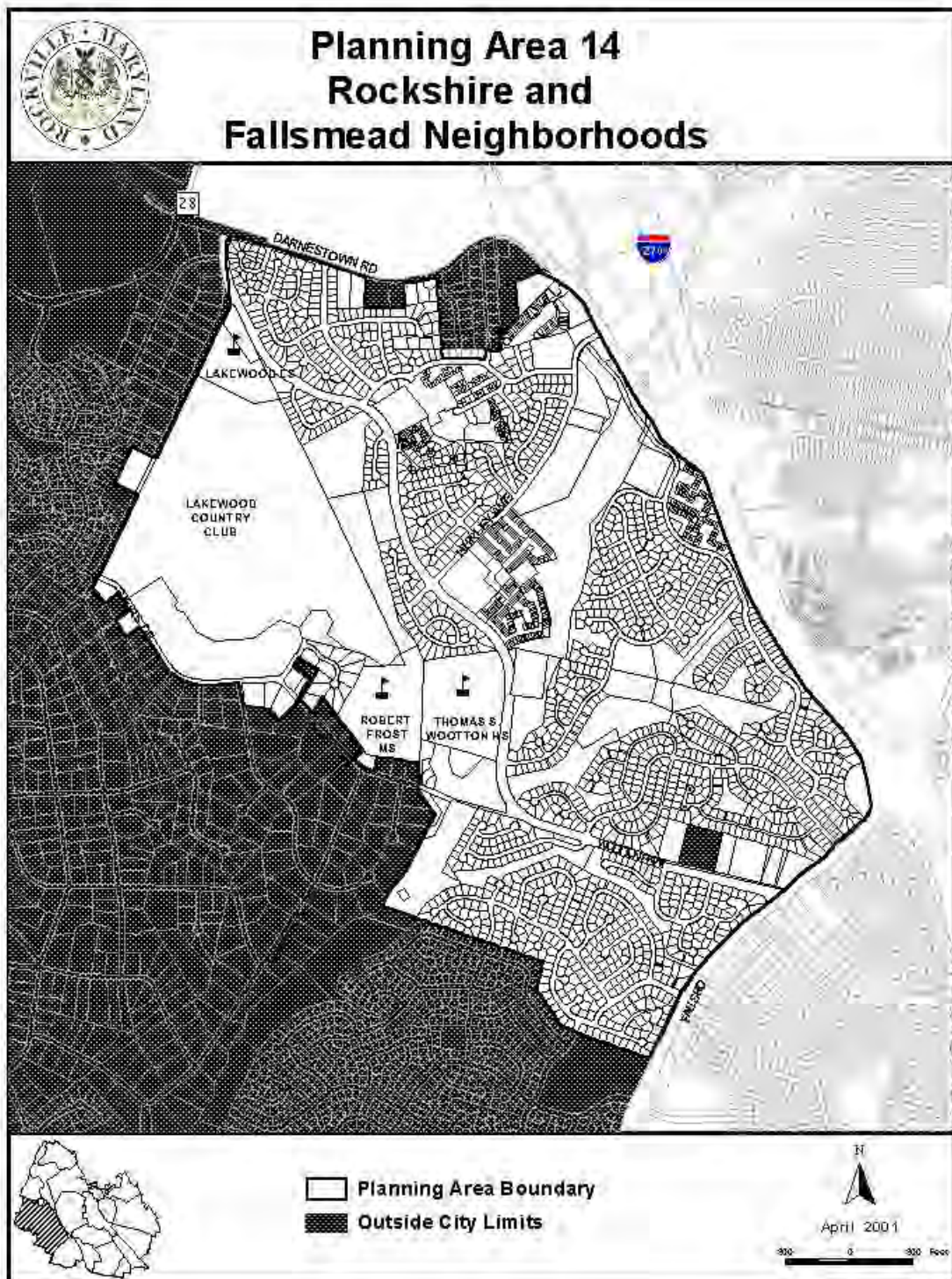
Wootton Parkway is not recommended for widening within the time horizon of this Plan. However, the existing right-of-way should be preserved for future improvements, to be determined through study and a collaborative process with affected neighborhoods. The Millennium Trail has recently been constructed along the existing Wootton Parkway.

Noise

Noise from I-270 is audible in some parts of the planning area. There is a wall between I-270 and the Watts Branch Parkway in the vicinity of Fallswood Court that is intended to reduce the impact of vehicle noise from the highway. Neighborhood residents have urged that portions of this wall be landscaped to lessen its visibility.

Recommendations

1. Explore entering into an agreement with the State Highway Administration to allow the city to plant and maintain landscaping on state-owned property along a portion of the wall that is located between I-270 and Watts Branch Parkway.
2. Apply the Planned Residential Unit zoning process without C-1 uses at R-150 density if properties that are located on Hectic Hill Lane are developed. This would require rezoning.
3. It is not recommended that an individual neighborhood plan be prepared at this time because there are no major land use issues to be considered other than the possible development of Lakewood Country Club which is covered in the Land Use Chapter.



PLANNING AREA 17

KING FARM NEIGHBORHOOD

INTRODUCTION

King Farm is a 440-acre area located between Frederick Road (Route 355), West Gude Drive, Shady Grove Road, and I-270. The residential neighborhoods are east of Gaither Road. The area was annexed into the City in 1995. The area is zoned O-3 and is being developed as a comprehensive planned development.

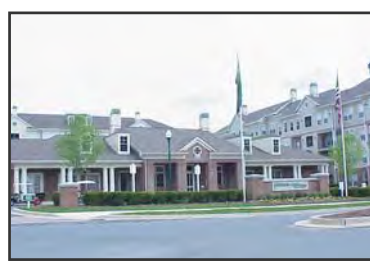
King Farm is a neo-traditional neighborhood designed with a grid street pattern and a mixture of uses and housing types incorporated into the design. The neighborhood accommodates multi-modal transportation needs with sidewalks, bikeways, and a connection to the Metro system. Its design and success have received national attention in the planning and development fields. When completed, there will be 3,200 residential units – 1,570 attached and detached single family units and 1,630 multi family units. The development also includes over 3,000,000 sq. ft. of office space and 125,000 sq. ft. of retail space.

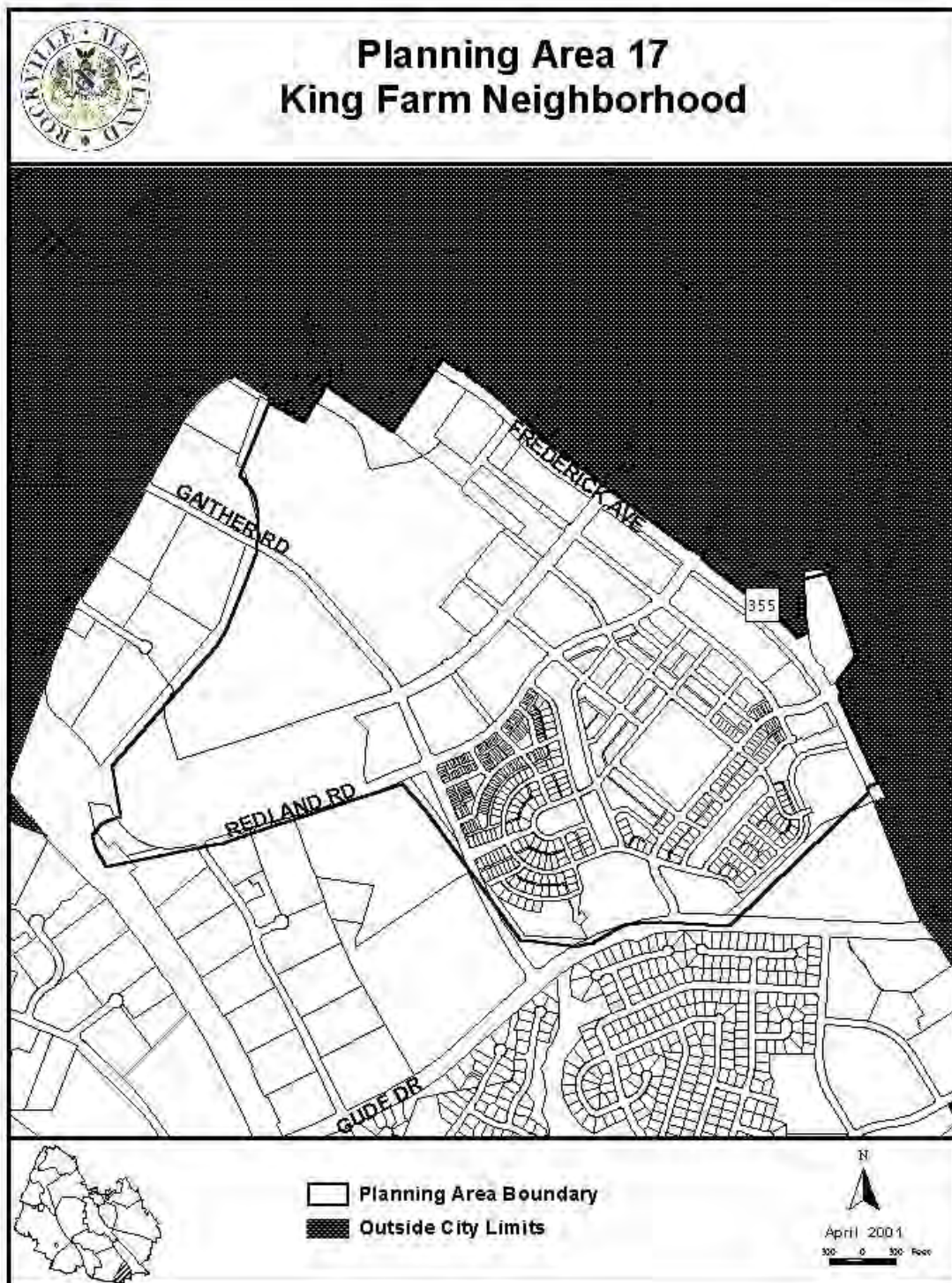
Over 1,000 families already live in King Farm in a mixture of housing styles. The neighborhood is also served by the King Farm Village Center retail area located within walking distance to most residents. A number of multi-family dwellings are integrated into the design of this center. There are over 50 acres in open space (although some of the area will be used for stormwater management) and 40 acres that will be reserved as two potential school sites. The former King Farm residence and barns are to be saved as part of the City's park. In addition, King Farm also has private open spaces in the form of pocket parks and civic open spaces such as Pleasant Circle.

The nonresidential portion of the development that is devoted to office uses will be located in the Research/Piccard/King Farm/Fallsgrove Neighborhood (Planning Area 15). Although the King Farm development is contained in two planning areas, it is designed to function as a whole.

Recommendations

1. Follow the concept plan as detailed applications are submitted for approval.





PLANNING AREA 18

FALLSGROVE NEIGHBORHOOD

INTRODUCTION

The Fallsgrove development is located in the northwestern section of Rockville. Located on the former Thomas Farm, the site consists of 254 acres bounded by Shady Grove Road, Darnestown Road, West Montgomery Avenue and Research Boulevard. This property was annexed in 1993. In February 2000, the Mayor and Council approved a concept plan for the property to be developed as a Comprehensive Planned Development. This plan authorized 1,530 dwelling units, 150,000 square feet of retail and 950,000 square feet of office/research and development space. The site plan also includes 86.7 acres of open space including sites for a community center and a school. The dwelling units are divided between single-family attached and detached homes, stacked townhouses, and multifamily apartments.

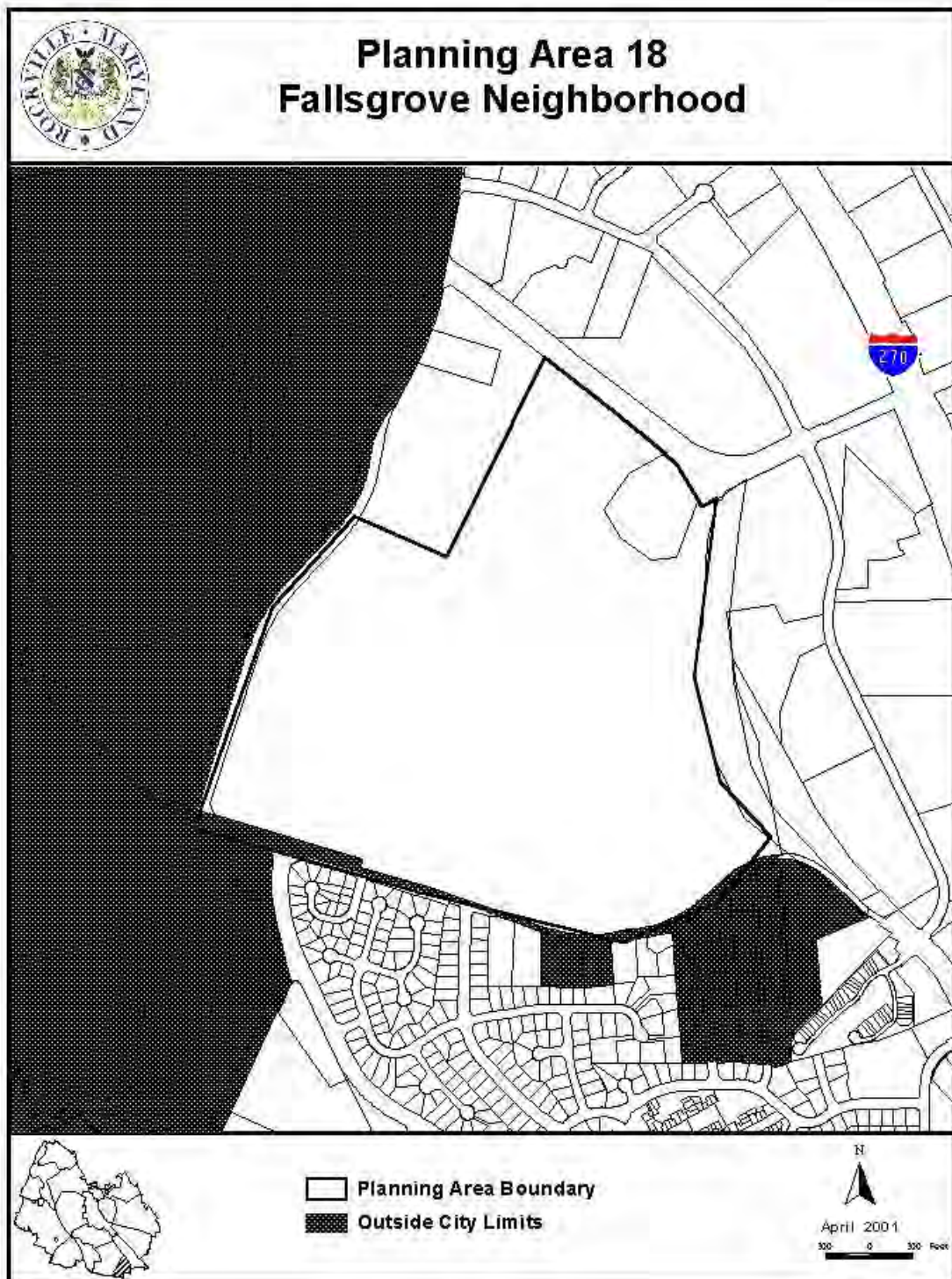
The retail Village Center is planned for an eleven-acre area along Shady Grove Road. The concept plan calls for the retail area to be pedestrian oriented with access from the adjoining residential neighborhood as well as the employment centers located near the Life Sciences Center. However, the retail area is not intended to be a regional shopping center, and the size of the stores has been limited.

The office component of the development will be located between Research Boulevard and West Montgomery Avenue. In addition, there will be office use on the Shady Grove Road frontage adjacent to the existing office use on Shady Grove Road. The 950,000 square feet of office space is to be divided evenly between office and research and development. The office area along Shady Grove Road is designed so that it relates to the retail center as well as uses across Shady Grove Road and Research Boulevard.

The nonresidential portion of the development that is devoted to retail, office, and research and development uses will be located in the Research/Piccard/King Farm/Fallsgrove Neighborhood (Planning Area 15).

Recommendations

1. Follow the concept plan as detailed development applications are submitted.



CHAPTER TWELVE

ECONOMIC DEVELOPMENT/NONRESIDENTIAL NEIGHBORHOOD AREAS

GOAL: *Develop a sustainable economic base by retaining and attracting business while balancing the needs of both the business and residential communities, and considering the effects of economic development on the environment and history of the City.*

POLICIES

1. Attract businesses that will yield the highest economic benefits to the City and its citizens without accruing negative environmental issues or stressing the resources and infrastructure that support them.
2. Ensure compatibility of industrial and commercial uses with nearby residential areas.
3. Encourage an appropriate balance of office, retail, industrial and residential uses and an emphasis on mixed-use development.
4. Encourage commercial redevelopment.
5. Create and encourage diversity and opportunities for small businesses to locate in Rockville.
6. Encourage increased transit utilization, improved traffic circulation and better pedestrian and bikeway access and circulation.
7. Promote local tourism as a tool for economic development.
8. Foster continued cooperation/coordination between the City, Board of Education, and other educational institutions to maximize workforce development opportunities.

INTRODUCTION

Economic development is a means of strengthening Rockville's valuable, existing economic base while providing a balanced commercial mix and a diversified economy. It is a requirement to support and implement the State's Smart Growth visions as outlined in the Introduction of this Master Plan.

Local businesses and industries help to sustain and improve the quality of life of citizens by providing a wide variety of jobs, contributing to the tax base, and promoting a positive image for the City. Rockville benefits from its favorable location in the center of Montgomery County and its role as the seat of the county government. The City is part of a high-quality regional transportation system, enjoys a highly educated workforce, and is home to an unusually wide variety of retail establishments. There is an abundance of residential choices, from apartments and condominiums to townhouses and single-family detached homes that range broadly in cost. Rockville enjoys proximity to the federal government, several institutions of higher education, and a large consumer



and client base. These factors have all been significant in the City's success in attracting and retaining diversified, growing businesses, and promoting economic development.

The City adopted an Economic Development Plan in 1992 to guide economic development efforts. In 1997, the Mayor and Council created the Greater Rockville Partnership (GRP), a nonprofit economic development corporation. The GRP is a public/private entity that is fully funded by the City of Rockville and provides assistance to current and potential Rockville



businesses. The GRP's functions are to (1) promote the competitive advantages of the City and its business climate and (2) strengthen and broaden the economic base of the City. The mission of the GRP is to "enhance Rockville's ability to attract new business and keep existing businesses by launching an aggressive program of promoting the competitive advantages of Rockville and its business friendly environment" (GRP Plan of Action, Fiscal Year 2000). For companies new to Rockville, the GRP provides assistance in site

selection and fast track development and is a source for demographic and real estate data and trends, inventories of available space, workforce development, and financing. The GRP also encourages business retention and expansion and promotes international business development. Since its inception, the GRP has built numerous partnerships between business and government, promoted a positive public image, helped improve the competitiveness of local industry and business and helped to convert unused or underutilized space into productive property.

Rockville has a strong business base and has moved toward balanced growth between the commercial and residential sectors. Rockville is well positioned to attract and retain businesses which will produce large tax revenues and have minimal negative environmental impact on the community. Additional tax revenues allow the City to maintain its high quality of life standards. Commercial properties generally pay more in taxes per square foot of land than residential properties. Commercial development typically generates net revenues primarily from real property taxes. Unlike residential development, it does not place significant demands on local services, except for transportation improvements which are typically shared with federal, state and County governments and the private sector. High technology and bioscience companies, which tend to be equipment intensive, also yield high personal property taxes.

Montgomery County and the City of Rockville have gained worldwide recognition over the last decade as centers for bioscience and high technology companies and resources. These types of business require a well-educated, trained workforce; access to infrastructure including fiber optic lines and reliable electrical service, proximity to related federal agencies, connections with universities and other firms in the industry, access to transit and the highway system; visibility; and adequate, well-equipped space. Bioscience is considered to be in a rapidly accelerating growth phase, similar to where the electronics industry was



in the mid-1970s, making it a very attractive industry for the City. This Plan strongly supports the continued location and expansion of high technology and biotechnology businesses in the City.

Incentives to attract new business include the Real and Personal Property Tax Credit and Rockville's Quick Start Program. The Real and Personal Property Tax Credit is offered on a case by case basis, particularly to offices that are 60,000 square feet or more that are expanding by at least 5,000 square feet and employ at least 25 individuals. If a business entity meets the requirements and applies for the tax credit, the City may grant a tax credit against real and personal property taxes for a period of six taxable years. In addition, Montgomery County has a number of programs to assist growing and expanding companies.

Currently, Rockville's Quick Start Program allows construction and/or interior demolition to begin on tenant fit-up work once an agreement has been signed, permits applications have been received, and other conditions have been met. Construction may proceed prior to the issuance of construction permits.

The City has also worked to improve its development review process so that the length of review time is shortened and communication between the various departments that must review a site plan application is facilitated.

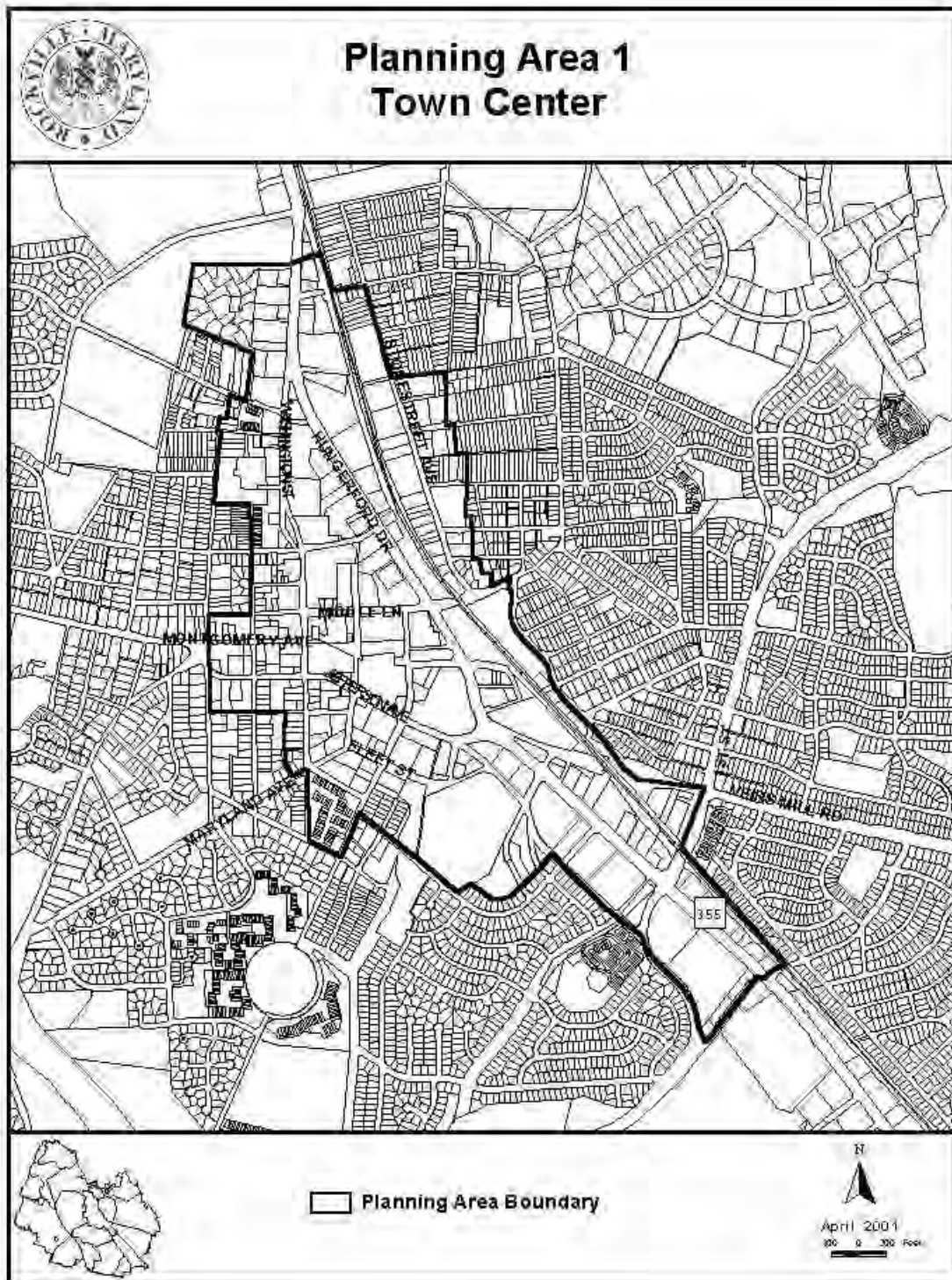
There are several types of office space in the City. The majority of space is either in individual buildings as found in Town Center and along Rockville Pike, or in campus-like office parks, such as in the I-270 area. There is also a good selection of office condominiums and other alternatives.

The type of space required by bioscience companies varies from industrial/warehouse buildings to one- or two-story flex space to mid-rise office buildings. Laboratory space is typically housed in flex space. Research laboratory space can be very expensive relative to other types of space, and costs of finishing and equipping a research laboratory can be many times the cost of interior finish for low-rise office space, yet it is in high demand. Low-rise flex space is also more land intensive than office buildings with many floors. Laboratory space is suited most to the Southlawn/Redgate, Research/Piccard, and Falls Grove areas.

The amount of land available for commercial construction has increased in recent years with the annexations of the King Farm and Thomas Farm. These properties are being developed with a mixed-use concept. The commercial components of these developments are devoted primarily to office and research and development uses for which there has been pent-up demand for space. The residential components include a range of housing types and prices which will help to attract needed labor supply. Other opportunities for creating low density office and flex space include redevelopment and infill and annexation of light industrial zoned property in the Southlawn area.

Recommendations

1. Continue to aim for balanced growth between the commercial and residential sectors.
2. Encourage the location and expansion of high technology and biotechnology businesses in the City through recruitment, retention and incentive programs.
3. Ensure that the zoning regulations allow flexibility to accommodate various types of development, including lab space required by the biotechnology industry.



PLANNING AREA 1

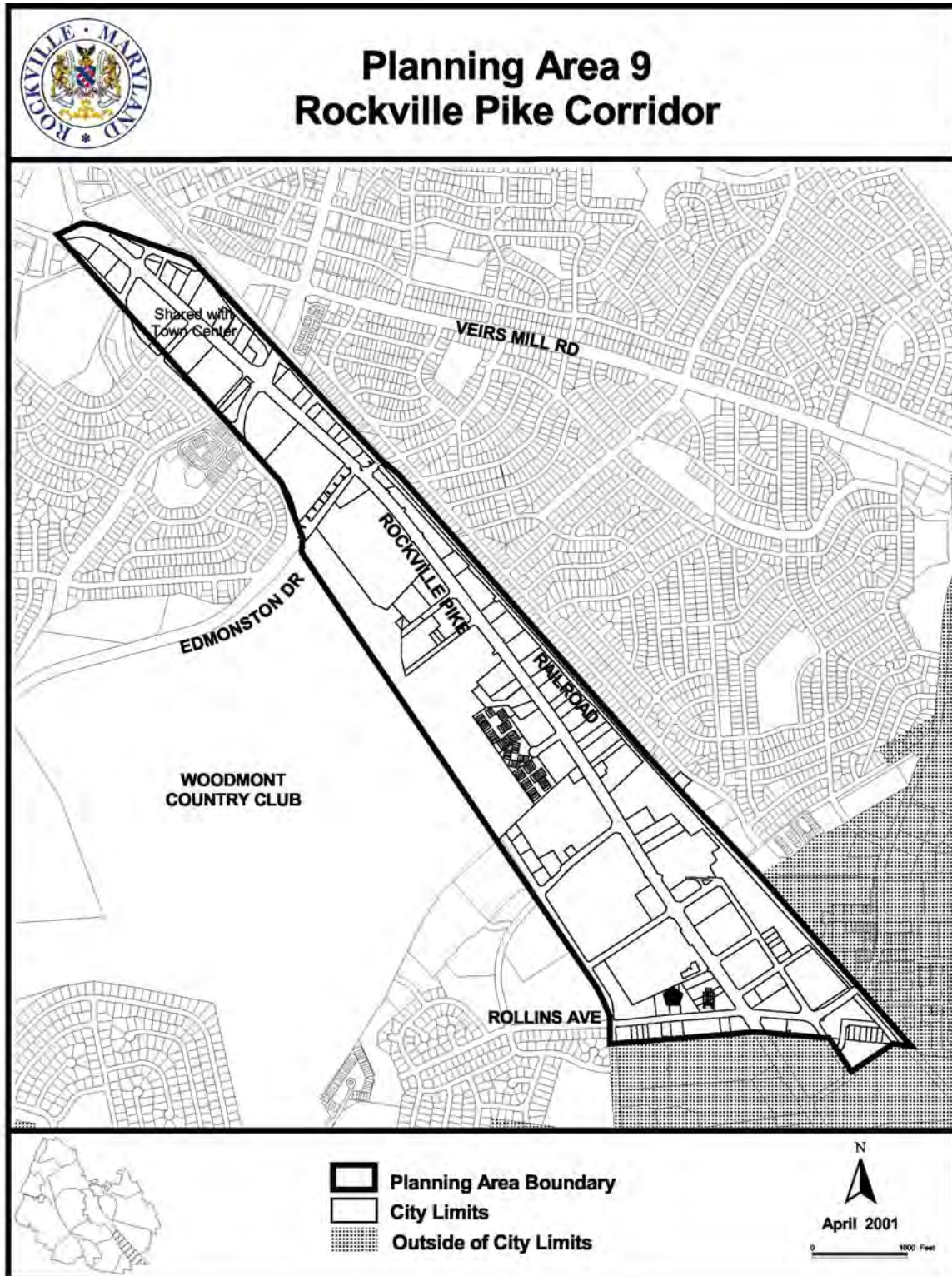
TOWN CENTER

CURRENT CONDITIONS

The Town Center Planning Area is located in the geographic center of the City and is the focal point of the City. It is comprised of 438 acres. The executive, legislative, and judicial branches of the Montgomery County government are located in the Town Center, as well as the offices of the Rockville City government. Businesses that support the government services, commercial offices, retail establishments, housing, cultural and recreational attractions, historic sites, and other institutional uses are also present. Town Center is the neighborhood commercial center for several adjacent neighborhoods, including West End, Lincoln Park, Hungerford and Croydon Park. An industrial area is situated within the Town Center Planning Area along North Stonestreet Avenue, east of the Metrorail/CSX tracks, and adjacent to the Lincoln Park and Croydon Park neighborhoods. A major asset for Town Center is its proximity to the Rockville Metrorail Station. This proximity is particularly important given the parking constraints in the area created by ongoing construction and by the confluence of state, county and local jurisdictions that together absorb a large percentage of available parking.

A comprehensive plan for Town Center was completed in 2001. This Master Plan will adopt by reference the *Town Center Master Plan* and its recommendations.





PLANNING AREA 9

ROCKVILLE PIKE CORRIDOR

CURRENT CONDITIONS

This area encompasses 258 acres along the south central spine of the City. It is bounded by Maryland Route 28 on the north, the Metrorail/railroad tracks on the east, and the City's corporate limits on the south. Fleet Street, Wootton Parkway, Woodmont Country Club and East Jefferson Street form the area's western border. The Rockville Pike Corridor is primarily a retail center, with some office and residential development. Rockville Pike is often referred to as Montgomery County's "Main Street". Although more than half of Rockville Pike is located outside of the City limits, the portion within the City contains approximately 1.7 million square feet of retail space (GRP databook). The Pike's retail uses include furniture stores, specialty shops, restaurants, car dealers, and computer stores and draws consumers from throughout the metropolitan area. The Pike also contains more than 1 million square feet of office space as well as residential units within the City limits.



The Rockville Pike Corridor Neighborhood Plan was adopted in 1989 at which time the majority of the corridor was rezoned under a new classification, Rockville Pike Commercial (RPC), in order to promote mixed uses. The RPC Zone permits office, retail and residential uses. It has a base floor area ratio (FAR) of 0.35, which is an average of the development that existed on Rockville Pike at the time the Plan was adopted, and a 35-foot base height limit.

The RPC zone promotes high quality commercial development and the preservation of retail uses under an optional method of development. The optional method permits development in excess of 0.35 FAR and 35 feet in height when the development conforms to more stringent development controls. The RPC zone requires that not more than 25% of the gross leasable area of any building be devoted to office uses in the base zone. Under the optional method, the maximum height is 75' with a maximum FAR of 1.0 and a minimum of 75% of the gross leasable area of the ground floor of any building must be devoted to retail sales.

A Metro Performance District was established near the Twinbrook Metro station to increase development near the Metro station above the rest of the Corridor and to encourage increased transit utilization. Within this district, properties may develop to 1.25 FAR under the Optional Method of Development. A 1.5 FAR may be achieved if residential uses are included. Properties may develop to a maximum of 1.0 FAR outside the Metro Performance District. Specific recommendations for the Metro Performance District are provided in the Land Use chapter under critical areas. The maximum heights are 75' for office and 110' for residential.

The RPR zone was developed as an element of the Rockville Pike Corridor Plan. The RPR zone allows 60 dwelling units per acre and sets a height limit of 110 feet for residential buildings. Up to 10% of the gross floor area of buildings in this zone may be devoted to retail sales and personal services. The majority of RPR-zoned property is located along the east side of Jefferson Street at the southern end of the Pike Corridor.

The Mayor and Council amended the Zoning Ordinance in 2000 to prohibit retail establishments larger than 65,000 square feet in total gross floor area in the RPC and the C-2 zones. Design standards for all shopping centers and retail establishments containing more than 25,000 square feet of gross floor area were also established.

Recent development and redevelopment projects along the Rockville Pike Corridor include the Congressional Plaza and Congressional North shopping centers. Several single sites have also been redeveloped and there are other sites that are likely to redevelop, primarily in the Metro Performance District. The strong economy of the last decade has kept vacancy rates low and shoppers continue to flock to the area. The average sales volume reported for Congressional Plaza, for example, is significantly higher than the national average.

CRITICAL ISSUES

The character of the Pike has evolved from a strip commercial area to a mixture of retail, office and residential uses. The Rockville Pike Commercial (RPC) Zone requirements assure that an ample supply of retail space is available to accommodate a variety of retail uses. A mixture of uses is required in order to reduce dependency on automobiles and to encourage activity beyond normal working hours. The zone ensures that the Rockville Pike Corridor will continue to be accessible to a broad population, including nearby residents, regional shoppers, and office workers. By including a residential component, mixed-use projects are a link between existing housing on or near the Pike and new office and retail uses.

The Corridor's identity as the commercial main street of the City can be fostered through attractive streetscapes and a combination of mixed-use and single-use development. The appearance and design of the Rockville Pike Corridor are guided by the urban design standards and urban design review of the Rockville Pike Plan. These standards will be evaluated to ensure that their implementation is aiding in meeting the Plan's urban design goals.

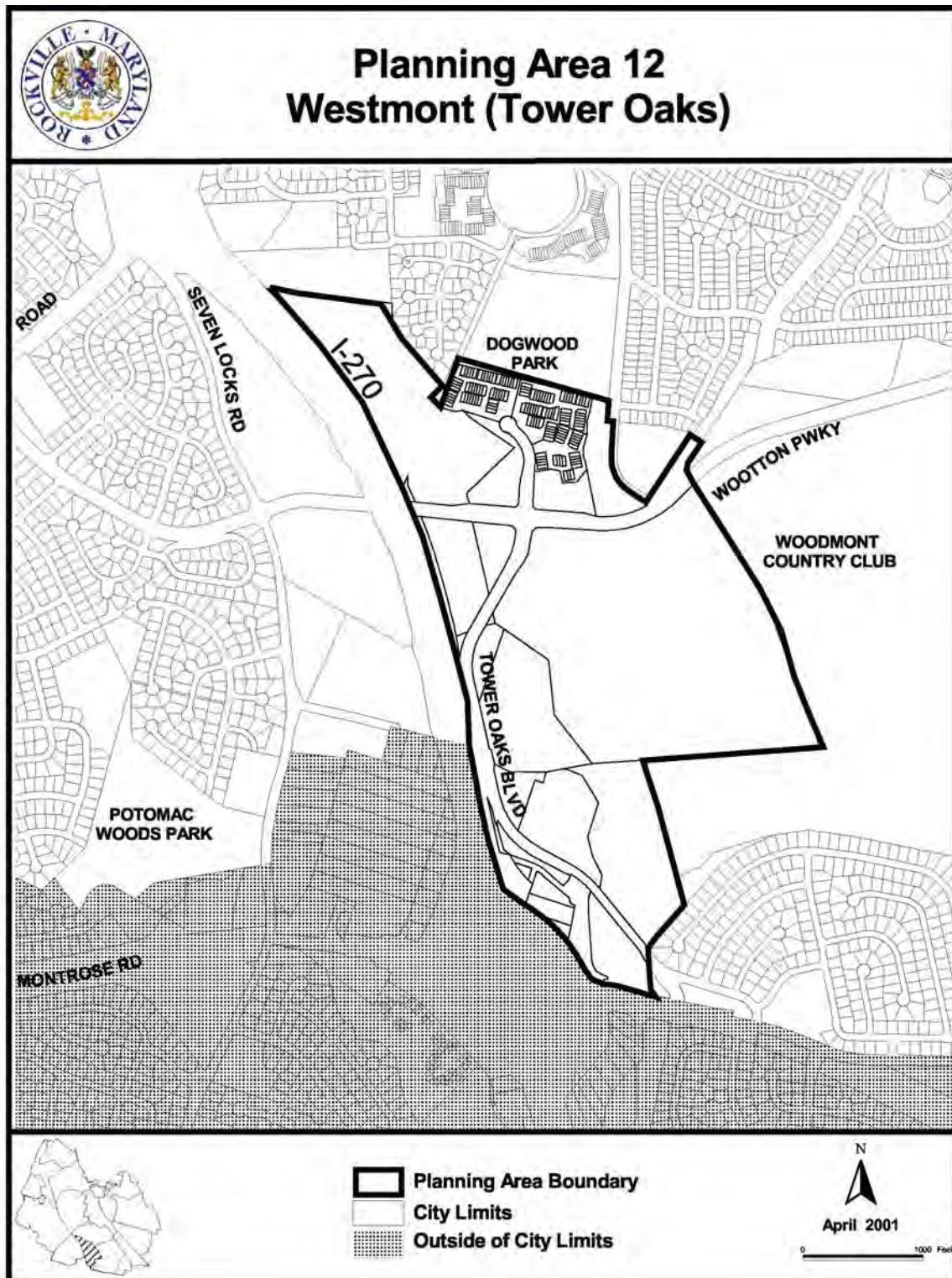
Rockville Pike is a major transportation corridor for Montgomery County. Local commercial, residential and commuter traffic all use the Pike and it continues to be an automobile-oriented environment. Rockville Pike absorbs much of the pressures of increasing traffic volume and congestion as development and redevelopment continues. Continuing analysis is needed to monitor traffic impacts and determine what new road alignments or improvements could be implemented to ease traffic congestion. Opportunities include public transit, pedestrian and bicycle routes.

Pedestrian circulation along the Pike and between retail establishments and public transit presents safety and convenience problems. Pedestrian activity is limited by inadequate sidewalks, heavy traffic volume and vehicular turning movements. The sidewalk system is not adequately connected to the Metro or to major shopping areas. Large front setbacks behind expansive parking lots do not encourage pedestrian use of the Pike, especially for multiple destination trips. The corridor lacks safe and efficient bicycle routes. To improve pedestrian and bicycle circulation options, any proposed development of some or all of the Woodmont Country Club site should also address the feasibility of providing a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and other bikeways designated in the City's Bikeway Master Plan. Limited bike parking capacity at Metrorail stations restricts full utilization of Metrorail. This is a particular problem at the Twinbrook Metro station because it serves as a hub for Metrobus and Ride-On bus routes in the corridor.

Efforts should be continued to increase housing opportunities within the Rockville Pike Corridor, particularly within the Metro Performance District. Inclusion of housing in mixed-use developments is encouraged through the optional method of development provisions in the RPC Zone. The RPR Zone also requires construction of housing.

Recommendations

1. Encourage a mixture of retail, residential, and office uses.
2. Encourage redevelopment and facade improvements of existing structures to improve the image of the Rockville Pike Corridor and enhance its physical appearance.
3. Review the Rockville Pike Corridor Master Plan's design recommendations and recommend changes to the Zoning Ordinance text as necessary.
4. Continue to monitor the traffic impact of the Corridor and implement improvements to ease traffic congestion.
5. Encourage greater public transit use, including Metrorail, ride-on buses, and the Rockville Pike lunchtime shuttle.
6. Improve pedestrian and bicycle circulation routes within the Corridor and encourage their use.
7. Support mixed-use development, with a strong residential component, in the Metro Performance District encompassing the Twinbrook Metrorail Station property.



PLANNING AREA 12

TOWER OAKS

CURRENT CONDITIONS

The Tower Oaks Office Park is a 192-acre tract that comprises the majority of Planning Area 12 and is located along the I-270 Technology Corridor. Two existing sites in the southern portion of the planning area were previously developed for office and light industrial use. Tower Oaks is located one mile southwest of the Town Center and is bounded on the north by the residential neighborhoods of Hungerford and New Mark Commons and Dogwood Park. Woodmont Country Club forms the majority of the eastern boundary. The North Farm residential neighborhood and Montrose Road are to the south and I-270 forms the western boundary. The Falls Road/I-270 interchange is to the north and the Montrose Road/I-270 interchange is at the southern tip of the Planning Area. Wootton Parkway and Tower Oaks Boulevard are the major arterials.

The Tower Oaks development is one of the major sites in the City for office in a campus-like environment. The development will eventually include up to 2.2 million square feet of offices, restaurants, hotels, small conference centers, and health club/recreational facilities.



Tower Oaks is approved for up to 2.03 million square feet of office development. Approximately 461,000 square feet in two buildings are under construction in 2001, with two more office buildings totaling 635,000 square feet approved but not yet under construction. Other development potential in Tower Oaks includes a 25,000 square foot restaurant site, a 75,000 square foot health and recreation facility, a 170-room Residence Inn and a 300-room hotel. Rates for office space in Tower Oaks are slightly less than rates for comparable space in Bethesda and Northern Virginia. Tower Oaks is also attractive to tenants because of its access and visibility along the busy I-270 corridor.

CRITICAL ISSUES

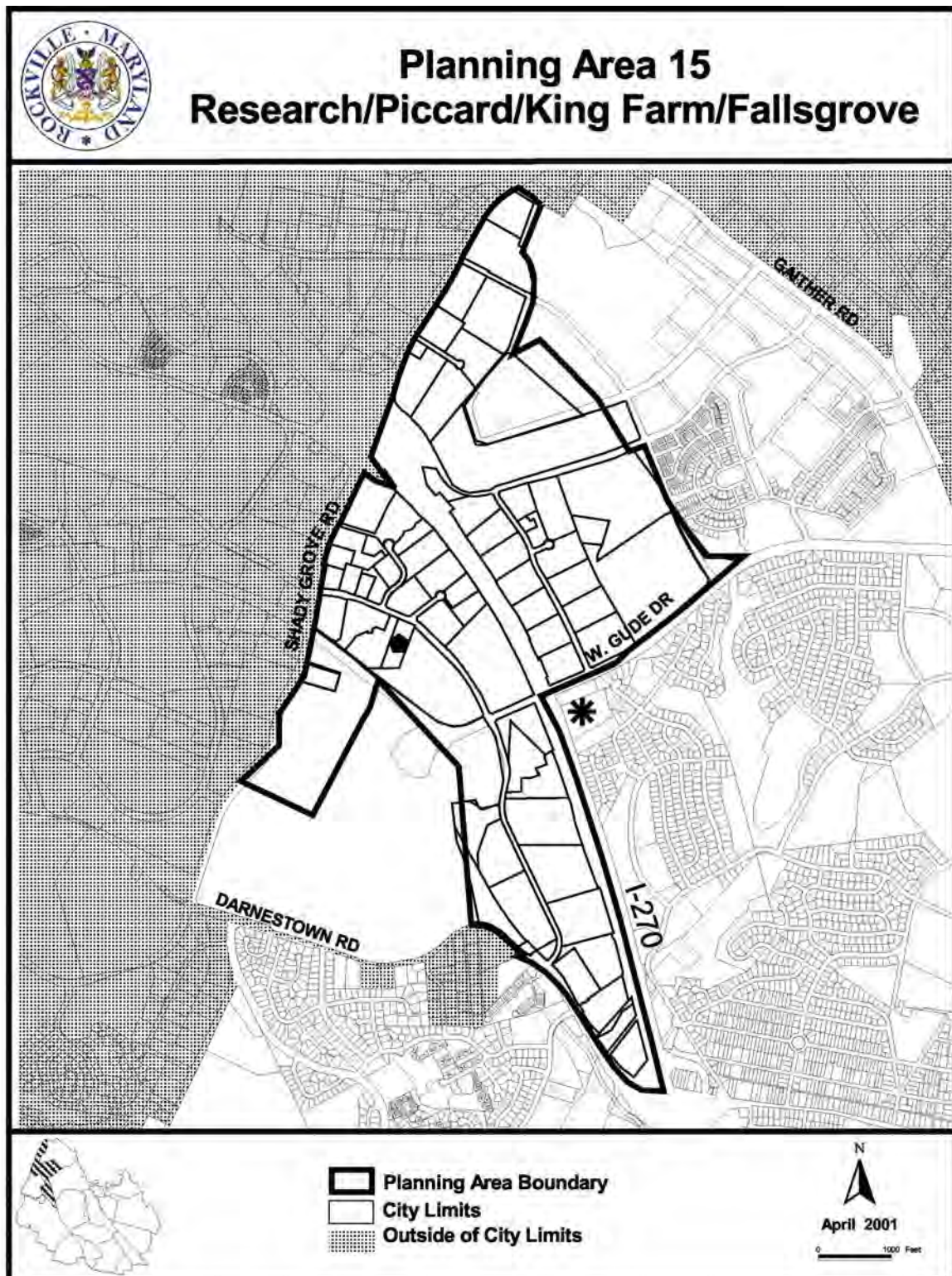
As Tower Oaks continues to build out, the traffic impact of the development will become increasingly apparent to surrounding neighborhoods. Although the traffic improvements required by the developer were constructed more than ten years ago, office development on the site is just underway. The City must be vigilant in monitoring key road connections to surrounding areas as well as internal intersections to ensure that traffic continues to flow

smoothly. In addition, enhanced transit opportunities via Ride-On bus service can help to reduce vehicular traffic levels if the service is convenient for employees in Tower Oaks.

Tower Oaks performs a vital role in signaling Rockville's presence on the I-270 corridor. The scale and massing of the buildings will be reviewed by the City to ensure that the vision for Tower Oaks as a high quality office campus is upheld while the concerns of the surrounding neighborhoods are addressed.

Recommendations

1. Endorse the recommendations of the 1985 Westmont Plan and the relevant portions of the 1993 City Master Plan.
2. Work with the County and private developers to ensure the availability of bus service to Tower Oaks to reduce dependency on automobiles for commuting to the site.



PLANNING AREA 15

RESEARCH/PICCARD/KING FARM/FALLSGROVE

CURRENT CONDITIONS

The Research /Piccard area is part of the Montgomery County High Technology Corridor that stretches along I-270 from Bethesda to Frederick County. It is composed of three industrial parks, including the I-270 Industrial Park, the Washington National Pike Industrial Park, and the Danac Technologic Park. The area is characterized as a science center, and is the location for high technology industries and office facilities. The I-270 Corridor is the high technology and biotechnology center of Maryland. It houses the research and development activities of many nationally known corporations as well as electronic and computer-oriented businesses. The development of a vast fiber optics network convinced many companies to establish regional operations centers along the I-270 Corridor. The Montgomery County Life Sciences Center, a prestigious biotech office park, is located in this area, just outside the City limits.

Zoning in the corridor permits certain commercial service activities, such as banks and restaurants to support the office/industrial development. An open, attractive, well-landscaped environment is prevalent. Minimum five-acre lot sizes are required by City zoning to maintain an open campus setting. There is redevelopment potential in the area on sites that were developed in the 1970s to a lower density than is currently allowed.

Development in the Research/Piccard Planning Area is accessible to I-270 via the Shady Grove and West Montgomery Avenue interchanges and it is located within a mile of the Shady Grove Metro station. A transitway to connect the Metrorail Red Line with Clarksburg is planned to traverse the King Farm development and head north of Shady Grove Road and west of I-270. The City has a contract with the Federal Transit Administration to study the area for increased transit opportunities.

The 430-acre King Farm, bounded by Route 355, Gude Drive, Redland Boulevard and Shady Grove Road, will include more than 3 million square feet of Class A office space. Office development will be concentrated at Irvington Center, at the northern and western portion of the development, adjacent to existing office park development. The first office building was



completed in

December 1999. Approximately 125,000 square feet of retail shopping space and restaurants and 3,200 residential units also will be included at King Farm.

Fallsgrove is a 254-acre Comprehensive Planned Development located on a former dairy farm along West Montgomery Avenue west of I-270. It is bounded by Darnestown Road (Route 28) to the south, Shady Grove Road to the west, and Research Boulevard to the east. Fallsgrove will contain 950,000 square feet of office and R&D space, a retail center, and 1,530 residences.

CRITICAL ISSUES

Several parcels that were developed in the 1970s in the Research/Piccard area are built substantially below the maximum allowable FAR in the zone. As the demand for office and research and development space increases, there will be opportunities to maximize the use of these parcels. The Research/Piccard area is well-suited to higher density office space given its location and visibility in the I-270 corridor. The I-3 Zone contains an optional method of development which allows a greater mix of uses and increased density in proximity to planned or programmed transit stations in order to encourage use of those facilities. Approval of the optional method should be considered only after careful consideration in view of the principles of this Plan and analysis of the impacts on surrounding developments.

The relatively low current density of the office uses and the expansive siting of buildings in the Research/Piccard area make it difficult to provide traditional transit services. A bike path along Research Boulevard is included in the Bikeway Master Plan. Alternative transit options include shuttle services, van and carpools, and transit subsidies. Making transit more accessible to this area will require private employers and property owners to work in partnership with the public sector.

Parcel 870 is bisected by I-270 and Redland Boulevard; Parcel 44 is a 2.09-acre site that is zoned C-2, although it is adjacent to property in the I-3 zone and across the street from the office area of the King Farm CPD (See Map). Changing the property's zoning would be acceptable only if it were combined with an adjacent I-3 property because the site does not meet the acreage requirements of the I-3 zone. While the property is recommended for office use to complement the adjacent office area, the City does not have an office zone that is well suited for this site due to its size and configuration. This site may be appropriate for a new or modified zone that can be applied at a later time. If developed under the provisions of the C-2 zone, it should still be developed with offices, in combination with permitted retail uses on the ground floor or free-standing retail uses. Certain special exception uses, such as an automobile filling station, restaurant with drive-through, or mechanical car wash, would not be appropriate. Any use on the site should be designed to be compatible with the traditional development pattern of the King Farm, and not be highway-oriented toward Interstate 270. Regardless of the use of the property, it should be provided with full access to the adjacent roadway network being developed nearby, including but not limited to, full access to Redland Boulevard.

Both the King Farm and the Fallsgrove developments are being developed in such a way as to reduce automobile traffic by providing a mixture of complementary uses within walking distance of each other. Access to transit will still be necessary to reduce vehicular traffic as residents of these developments will not all work there as well.

Recommendations

1. Amend the development standards of the I-3 Zone to improve transit serviceability.

2. Encourage public-private cooperation in providing alternative modes of transit.
3. Monitor the effects of increased traffic due to redevelopment and new development.

PLANNING AREA 16

SOUTHLAWN/REDGATE

CURRENT CONDITIONS

Service industrial facilities are concentrated in the north-central part of the City. Industrial development has been limited to uses that will have minimal impact on nearby neighborhoods. Rockville does not have a heavy industrial zone. Services permitted in the service/industrial zone include medical and dental laboratories, wholesale businesses, automotive repair and servicing, personal and business services, assembly and processing, and warehousing and storage.

The Red Gate Industrial Park covers 25.6 acres and is zoned for a range of office and industrial uses including general, medical, and professional offices, research laboratories, restaurants, commercial recreational facilities and some retail, wholesale, and light industrial businesses. Biomedical and technological activities at Red Gate are mainly contracted by the federal government. Other research and development activities are supported by both general and specialized computer services located in the area.

Access to the Southlawn and Red Gate areas is along Gude Drive, which connects Maryland Route 28 with the Piccard Drive/Research Boulevard area, and is the core of one of Montgomery County's major industrial areas.

CRITICAL ISSUES

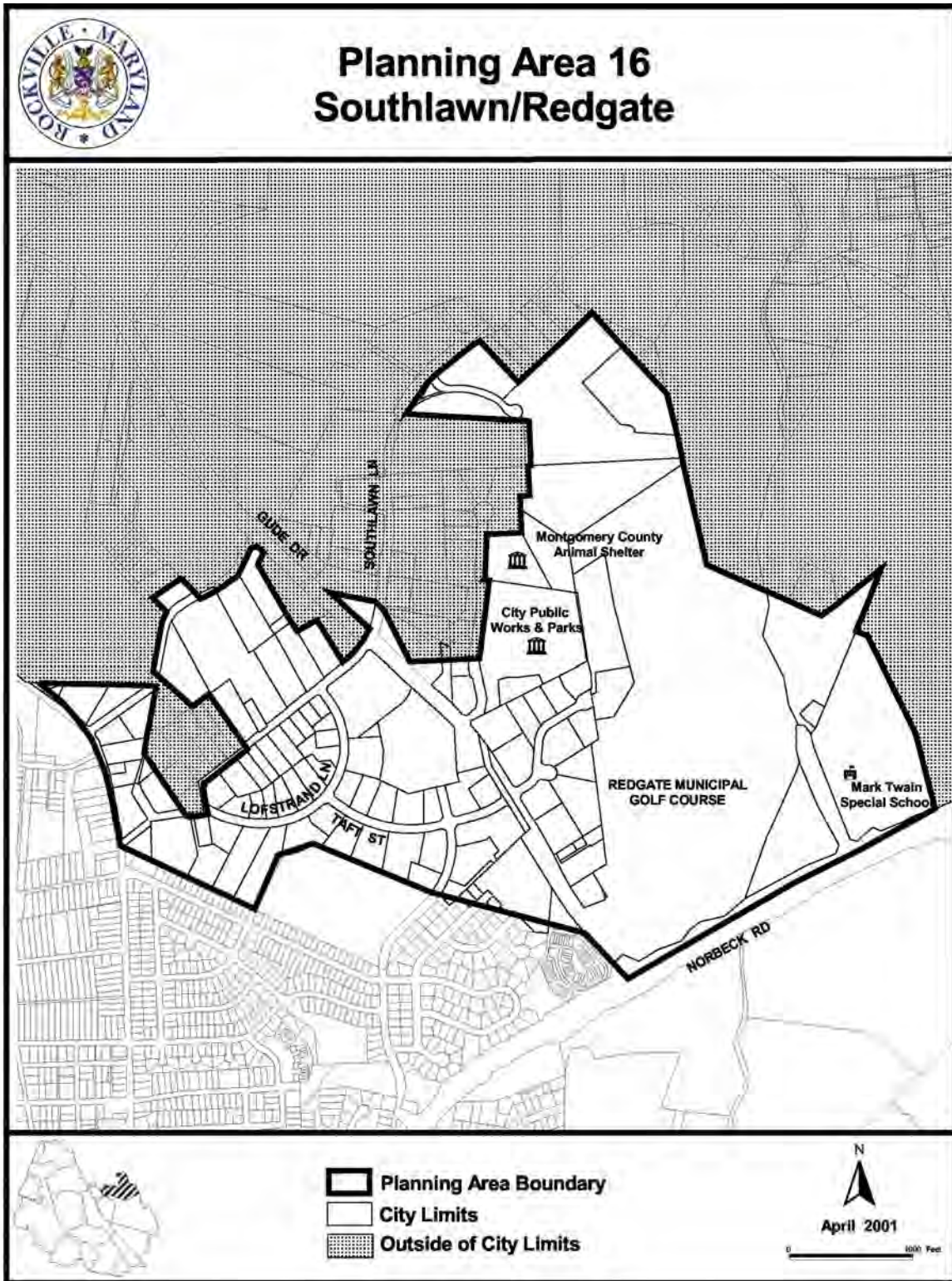
There is a large industrial area located in Montgomery County that is within the City's designated Urban Growth Areas. Development approvals in these areas need to be coordinated with Montgomery County. In 1999, a joint study of the Gude Drive-Southlawn Lane Industrial Area was conducted by the City and the County to establish a policy for determining which properties in this area are appropriate for reclassification from the County's I-2 zone to the City's I-1 Zone after annexation. Following the study, the Montgomery County Council adopted a resolution stating that properties generally east of Gude Drive are not appropriate for reclassification to the City's I-1 Zone and properties generally west of Gude Drive are considered consistent with the City's I-1 Zone and are appropriate for reclassification.

Industrial uses abut portions of the Lincoln Park and Maryvale residential neighborhoods. Efforts must be made by businesses and residents to minimize the negative effects of this proximity. Screening with landscaping, walls and fences can mitigate negative visual blight and noise. Truck traffic is routed along the main arterial roadways and away from residential areas but enforcement is difficult.

Recommendations

1. Consider annexing industrial land in the City's designated growth areas.

2. Minimize negative impact of industrial and residential use proximity.
3. Evaluate amending the zoning ordinance to create a heavy industrial zone based on the County's I-2 zone to be applied along Southlawn Lane, north/east of Gude Drive.



FACT SHEET

Memorandum of Understanding Between Montgomery County and the Cities of Rockville and Gaithersburg

The following is the full text of the Memorandum of Understanding about Urban Growth Areas that was signed by the Montgomery County Executive and the Mayors of Rockville and Gaithersburg. This document was signed on July 23, 1992.

All parties to this Memorandum of Understanding share the conviction that the area's quality of life is dependent upon the maintenance of economic vitality. It is the economic base that helps provide the resources to support the services which make living in this area so attractive.

In order for Rockville, Gaithersburg, and Montgomery County to continue to enjoy the quality of life people have come to expect, it is essential that all jurisdictions support well-managed economic development and housing initiatives which will be mutually advantageous to all parties, and agree to the goals and principles of the General Plan.

Therefore, the Montgomery County Executive and the County Council of Montgomery County, sitting as the District Council, the Mayor and Council of the City of Rockville, and the Mayor and Council of the City of Gaithersburg agree to the following:

1. The City Councils, the County Council, and the Executive agree to work cooperatively to determine logical urban growth areas and to established boundaries which will serve as guidelines for a twenty-year planning horizon regarding:
 - 1) Land use and required community facilities,
 - 2) Capital investment responsibilities, and
 - 3) Logical and efficient operating service areas.
2. Montgomery County will base its position of support on annexations upon the above three considerations and the designation of logical urban growth areas by Rockville and Gaithersburg. The Cities and the County

will develop procedural guidelines for handling annexation agreements.

3. Rockville and Gaithersburg recognize the County's goal of requiring adequate public facilities in order to assure managed growth and acknowledge their accountability for the cooperative achievement of such goals. Within its boundaries each City will, however, assume responsibility for and determine how those goals should be measured and attained. It is the mutual intent of all parties that project funding and staging will relate to the timing of public facility availability and to that end will consult with each other as necessary to assure attainment of desired goals.

4. The County recognizes the ability of the two Cities to develop and implement public interest solutions to growth management concerns. City or County development plans for land located within the urban growth areas and on adjacent areas should seek to achieve the land use, transportation, and staging objectives of each of the affected jurisdictions, as defined in duly Approved and Adopted master, Sector, or Neighborhood Plans. Every effort should be made by all parties to reconcile any differences in those objectives.

5. The City Councils, the County Council, the Executive, and the Montgomery County Planning Board agree to work on a cooperative basis in the development of plans and programs, including development districts, that affect parcels within the

urban growth areas. Changes in land uses, staging, or zoning proposals for parcels within the urban growth areas will only be undertaken after the participation and consultation of the other parties. Any land annexed by either Gaithersburg or Rockville should include a staging component in the annexation agreement.

6. Rockville and Gaithersburg endorse the R & D Village concept outline in the Shady Grove Study Area Adopted Plan as being in the best interest of both Cities and the County.

7. Rockville and Gaithersburg recognize the importance of creative development initiatives such as Moderately Priced Dwelling Units (MPDU) and Transferable Development Rights (TDR). The Cities will continue to utilize these and other appropriate innovative concepts to further the common development goals for the area.

8. The Cities will cooperate in a master traffic control plan and transportation (including transit) system for the County.

9. The principles contained within this Memorandum are meant to apply to all future actions pertaining to land in the Cities or on or near the Cities' borders.

10. We recognize the importance of moving ahead on an early basis to establish a schedule of action and agree to meet frequently on these important issues.

Rockville City-wide Master Plan Draft Addendum and Errata Sheet

**Approved by the Planning Commission
December 19, 2001**

Chapter 1, Introduction

Underlying Principles (p. 1-1)

6. Respects the natural environment and historic resources, and promotes the responsible, sustainable use of natural resources for present and future populations;

Legal Authority of the Plan (p. 1-3, 1st paragraph)

These visions are based on the widely accepted visions....to address the impact of rapid population growth and development. This landmark agreement was updated in June, 2000 with the signing of the new "Chesapeake 2000" agreement. The Chesapeake 2000 agreement will guide the Bay cleanup effort over the next decade and has the primary goal of improving water quality sufficiently to sustain the living resources of the Chesapeake Bay and to maintain that water quality into the future. This is seen as the most comprehensive and far-reaching goal in the Bay Program's history. A major commitment of the new agreement is creating a watershed in a shared vision. The City of Rockville shares in this commitment through its policies and land use practices, and participation in the Middle Potomac Tributary Strategy development process.

Chapter 2, Land Use

Critical Parcel/Area Analysis (p. 2-12)

....where there are other land use or zoning alternatives to achieve either smart growth initiatives or environmental protection. To that end, some properties are recommended for development as either Comprehensive Planned Development (CPD) or as a Planned Residential Unit (PRU). As previously noted, CPDs allow large areas to be developed as a single development containing a mix of uses and housing types and open space. PRUs allow for a mix of residential unit types and common open space areas, while providing for flexibility in site design through a waiver of normal zoning development standards. In general, only sites above five acres...

Critical Area #2, Buckingham Property, 522 West Montgomery Avenue (p. 2-15)

...saving trees would be very difficult. The parcel site is under the five-acre minimum site requirement in the Zoning Ordinance for a special development procedure, but could meet the requirement if combined with the two residential properties that have access through the Buckingham property.

Recommendation (p. 2-15)

This Plan recommends maintaining the R-S Zone for the property. ~~and amending the Zoning Ordinance to reduce the five-acre minimum requirement for a special development in order to conserve important environmental features for sites identified in the Master Plan.~~ The preservation of the trees.....

Critical Area #3, Carver Educational Services Center

...and access to Rock Terrace is on Martins Lane. ~~Currently, the Board of Education is discussing development options for a 20-acre portion site including the construction of administrative office facilities.~~ The site is zoned.... (p. 2-15)

Recommendation (p. 2-16)

An institutional use, which may include an educational facility, is the preferred use for the site that keeps the Carver name. Retaining a portion of the Carver school north and east façade (if structurally feasible) and commemorating.....a restriction should also be implemented such as requiring an expanded setback requirement from the residential development adjacent to south of and located across the street from the site.

Critical Area #7 – Woodmont Country Club

Recommendation (p. 2-19)

If no longer used as a country club developed, it is recommended that the site be developed as a “Comprehensive Planned Development”.....and historically significant to the City of Rockville. The CPD should address the provision of a street network that provides for appropriate east-west circulation and adequate dispersal of site-generated traffic through it is recommended that East Jefferson Street be extended north to Wootton Parkway and that any future development be designed with other roadway connections to other roads, in addition to Rockville Pike. The CPD, or any proposed development in the R-S Zone of some or all of the site, should also address the feasibility of providing a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City’s Bikeway Master Plan. Within the Comprehensive Planned Development, commercial uses.....Residential uses should be set back from Rockville Pike ~~along the proposed East Jefferson Street extension.~~

Text Amendments (p. 2-22)

One recommended potential text amendment would be to evaluate the permitted and special exception uses in the C-1 (local commercial) zone. It is likely that any additional uses permitted in the C-1 Zone would have size and locational restrictions associated with them. ~~to allow Planned Residential Developments (PRU) on properties with less than the required five acres where it was recommended in the Master Plan in order to protect the environmental features on the property.~~

Potential Zone Changes (p. 2-23)

8. Redland Technology Park: change the I-2 portion of the site to I-3, so that the entire record lot (known as PEPCO-Rockville Service Center, Parcel E) is in the I-3 Zone.

Chapter 3, Urban Growth Areas

Introduction (p. 3-1)

The Urban Growth Area boundaries are adopted by the City in the Master Plan. However, a “Memorandum of Understanding” was signed by the Montgomery County Executive and the Mayors of Rockville and Gaithersburg in 1992 (See Appendix).

Chapter 4, Transportation

Proposed Transportation Improvements – Other (p. 4-32)

18. King Farm Boulevard and MD 355 – bike and pedestrian crossing to Shady Grove Metro
24. East Jefferson Street — Road and A pedestrian and bikeway connection between the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City’s Bikeway Master Plan, should any development be proposed on some or all of the Woodmont Country Club property. ~~greenway (pedestrian, bike and transit only) that extends north to Wootton Parkway (greenway may be in separate right of way).~~

Chapter 5, The Environment – Sensitive Areas and Critical Issues

Goal: Integrate ~~Consider~~ the protection of the environment.....

Policies (p. 5-1)

6. Pursue sustainable practices to protect environmental quality and natural resources for the use and enjoyment of future generations.

Sustainable Practices and Policies (p.5-8)

Sustaining and enhancing the quality of life and environmental health in our community is a central goal in Rockville’s vision for the future and cuts across many of the underlying principles of this Master Plan. Sustainable practices and policies are those that synergistically support environmental health and quality, economic well-being, and community equity and vitality. A fundamental feature of the concept of sustainability is the responsibility of current generations to ensure the ability of future generations to share an equal or higher quality of life as currently exists. As noted in Chapter One, this vision for the future is also articulated in the Maryland Planning Act which mandates that a community’s master plan include measures that foster conservation of resources, including a reduction in resource consumption. Rockville can achieve

this and the larger vision of sustaining and enhancing its quality of life and environmental health by pursuing the following:

Recommendations

1. Work with City Boards and Commissions, such as the Science, Technology and Environment Commission, and the residents of Rockville to develop a community-based approach for a sustainable Rockville.
2. Promote the use of energy-efficient materials and site design in new development proposals.
3. Identify and pursue opportunities to improve the conservation of natural resources and reduce resource consumption in City maintenance and operational practices.
4. Promote EPA Energy Star building certification where appropriate in new and redevelopment and in City operations.
5. Work with the local community and the Greater Rockville Partnership to develop and promote education and recognition programs, such as the Businesses for the Bay and Leadership in Energy & Environmental Design (LEED) green building rating system, to make information available and promote the transfer of ideas and technology.

Chapter 8, Historic Preservation

Eligibility Criteria for Historic District Designation (p. 8-2)

Rockville's eligibility criteria for historic district designation ~~criteria~~ are based on similar standards employed by the U.S. Department of the Interior for properties eligible to be placed on the National Register of Historic Places, ~~U.S. Department of the Interior~~. However, these designations and associated designation processes are entirely separate. Potential historic districts...

Historic District Chart (p. 8-4)

541 Beall Avenue (Allnut House)	1974	Yes	Single Site Residential	Built 1890
S. Washington Street	<u>19749</u>	Yes	Commercial/ Institutional	Late 19 th - early 20 th Century

National Register Sites Not in City Historic Districts (p. 8-4)

<u>Farmers Banking and Trust Company (now Allfirst Bank)</u>	1979	Commercial	Built 1930

Historic Preservation Programs (p. 8-5)

The City partners with Peerless Rockville Historic Preservation, Ltd. Inc., the Montgomery County Historic Society,

Change list of “Preservation Education/Publications” to “City Preservation Publications” (p. 8-5)

Historic District Detailed Locations Map (p. 8-8)

5. 541 Beall Avenue

Historic District Detailed Locations Map (p. 8-9)

Note existence of St. Mary’s Church and Cemetery within the Baltimore Road and Railroad Station Historic District, and indicate that the Baltimore Road district and the Dawson Farmhouses are also on the National Register of Historic Places.

Expansion of Historic Districts (p. 8-10)

The former Farmers Banking and Trust Company (now Allfirst Bank) ~~First National Bank~~-Building is recommended

Potential Designation of New Historic Districts (p. 8-12)

Haiti/Martins Lane.....Margaret Beall sold a large tract of her land on the northern section of her property to the freedu family slaves.....

Rockville Cemetery.....erected a small Chapel of Ease here in 1739-~~1734~~. Several churches....

Potential Designation of New Historic Districts, Recommendations (p. 8-13)

3. Work with neighborhood associations and nonprofit groups to generate historic district nominations.

Enhancement of the Individual Character of Historic Districts, Recommendations (p. 8-15)

7. Explore the development of, or participation in, a revolving loan program to help citizens finance expensive renovations ~~and replacement of historic materials.~~

Chapter 11, Residential Neighborhood Planning Areas

Planning Area 2, Croydon Park/East Rockville

Document should refer to Planning Area 2 and the neighborhood at large as “East Rockville”, not “Croydon Park”.

Current Conditions (p. 11-7)

East Rockville-Croydon Park is a residential neighborhood that consists... Historic homes dating from the late 1800s line Baltimore Road, but the majority of houses were built beginning in the 1940s. These were ~~tract~~ houses developed for the building boom that occurred after World War II....

Planning Area 3, Hungerford, Stoneridge and New Mark Commons Neighborhoods

All references to “Hungerford, Stoneridge and New Mark Commons” should be changed to “Hungerford, Lynfield and New Mark Commons”.

History and Current Conditions (p. 11-11)

....It forms the largest neighborhood in the planning area and contains over 650 ~~600~~ single family detached homes, with no institutional and business uses within the area. (paragraph 3)

There are three parks within the area....Elwood Smith Park and Community Center, the only gathering place for the community, is located on 7.5 acres...This park also provides playing fields, courts and playing equipment. In addition to park facilities, the Hungerford Stoneridge Forest Preserve and City Stormwater Management Pond at the end of Cabin John Parkway buffer the neighborhood from Wootton Parkway. (p. 11-12)

Neighborhood map to include Curtis Place and Wootton Oaks Drive. (p. 11-13)

Adjacent Areas (p. 11-14)

Adjacent commercial areas that are located along the boundaries also cause some concern to Planning Area 3 residents. The planned extension of Fleet Street between the neighborhood and commercial properties on Rockville Pike will heighten this concern. Appropriate landscaping will be necessary for a buffer when the street is constructed. Current neighborhood residents...

Planning Area 4, West End and Woodley Gardens East West

History (p. 11-15)

The West Montgomery Avenue Historic District comprises buildings located along portions of West Montgomery Avenue, Forest Avenue, Upton Street, Laird Street, and Harrison Street....

Current Conditions (p. 11-16)

.....Although the interstate highway just skirts the planning area, there is access to I-270.....In addition, traffic noise from I-270 and sections of West Montgomery Avenue is distinctly quite audible in some parts of the planning area. (paragraph 1)

.....Located in part along the east side of North Adams Street.....(paragraph 3)

Current Conditions (p. 11-19)

Public schools include Beall Elementary School and Julius West Middle School, with the Washington Waldorf School expected to establish a private school on the former Chestnut Lodge property. Rock Terrace Special School, a special educational ,....(paragraph 1)

Chestnut Lodge Hospital had been is located on 20.4 acres off of West Montgomery Avenue....trying to escape the summer heart of the city of Washington DC.In the 1990s some of the original property was sold and subdivided for residences. The Chestnut Lodge facility closed when CPC Health filed for Chapter 11 protection and the property and buildings were purchased by the Washington Waldorf School. The expected future use of the property is as a private educational institution.

Town Center (p. 11-19)

The Town Center is the major retail area for the neighborhood and how it is redeveloped will have and impact on West End community. Some would like to see more residential uses, restaurants, and low rise office buildings within the Town Center. ~~Whether these uses are economically viable will be evaluated under t~~ The Town Center Master Plan proposes a development concept that includes residential uses, restaurants, and both low and high rise office buildings. Since the West End lies directly between the Town Center and Interstate 270, the potential for cut-through traffic and additional traffic noise will increase. Specific plans to deal with this problem may be required.

Traffic and Pedestrian Issues (p. 11-19)

Current and available methods to control cut-through traffic are through the establishment of “no entrance” zones during certain times of the day, one way streets, speed humps, and strict enforcement of traffic laws. These should be continued and implemented where practical.

Because the streets are narrow....not having a place to walk safely can be dangerous to today’s pedestrian. Therefore, the existing plan for completion of the sidewalk network in the West End should be implemented. If sidewalks are necessary....

Another are of concern for pedestrians....and multiple lanes for vehicles coming from numerous directions. Crosswalks and pedestrian signals should be installed where necessary to promote safe passage at intersections. (p. 11-20)

522 West Montgomery Avenue (Buckingham Property) (p. 11-22)

....The four acre site is zoned R-S (one half acre lots) which is a lower density than ~~of~~ the most proximate adjacent surrounding neighborhoods (R-60) but is consistent with the existing zone.... There is potential access to the property from West Montgomery Avenue and from Brent Road.

However, future access from Brent Road is recommended only if no other feasible access alternatives exist. ~~However, the R-S zoning was never changed and the property is too small to meet the Planned Residential Unit (PRU) minimum tract size.~~ This property is discussed....

Chestnut Lodge, 500 West Montgomery Avenue (p. 11-22)

...and that of a turn-of-the century mental health institution. ~~Any~~ Reuse of the facility as a private school or other institution would need not only to be compatible with the surrounding residential neighborhoods....

Recommendations (p. 11-23)

1. Continue to explore and implement various traffic-calming and control techniques ~~and other methods~~ within the neighborhood to discourage cut-through traffic.
8. ~~Change the Zoning Ordinance to allow the Planned Residential Unit process to be allowed on sites less than five acres under certain conditions (See Land Use Chapter)~~

Planning Area 5, Woodley Gardens and College Gardens

History and Current Conditions (p. 11-25)

There are only two institutional uses....Major Traffic routes to the college are along Route 355, Mannakee Street, and Nelson Street (which connects to West Montgomery Avenue at the I-270 interchange).

Stormwater Management Facilities (p. 11-28)

....In developing stormwater management facilities for the planning area, the City ~~Public Works Department~~ is attempting to balance engineering needs...

Traffic Issues (p. 11-28)

There is an ongoing concern of the neighborhood regarding excessive speed and cut-through ~~does not appear to be any through-traffic issues~~ within the residential neighborhoods. ~~However,~~ College Parkway, Nelson Street and Mannakee Street are popular east-west routes for non-neighborhood traffic. Specific neighborhood traffic.....

Recommendations (p. 11-28)

2. Ensure that adequate buffers are created between any future development, including the Carver Center site, and residential areas within the neighborhood. Close coordination with the adjacent civic associations shall be maintained to ensure that public input on the proposed buffers is received.

Planning Area 10, Montrose Neighborhood

Traffic Issues (p. 11-44)

~~Concerns about cut-through traffic between from Rockville Pike, to Montrose Road and onto I-270 are is currently addressed through restricted turning movement restrictions. to vehicles that have destinations in the neighborhood. This is accomplished through a series of one-way streets and turn restrictions. Although this can create inconvenience....~~

~~Another possible pedestrian and bicycle transportation improvement for the Montrose area is a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City's Bikeway Master Plan. the extension of East Jefferson Street north through the Woodmont Country Club property. This would provide a local traffic route parallel to the Rockville Pike to improve circulation that may help to alleviate some of the congestion on Rockville Pike. Consequently, the future construction of the roadway continues to be recommended.~~

Planning Area 14, Rockshire and Fallsmead Neighborhoods

Current Conditions (p. 11-54)

~~...The planning area includes Rockshire, Fallsmead, Fallswood, Saddlebrook, Fallsbend, Horizon Hill, Watts Branch Meadows, Cambridge Heights, Carter Hills, Griffith Oaks and Glenora Hills subdivisions.....(paragraph 1)~~

~~Planning Area 14 was developed....Houses are generally in good condition, although property maintenance may become more of an issue during the life of this Plan, and are generally larger than in older neighborhoods....Traffic within the subdivisions is limited to the neighborhood, although residents are concerned about the potential for cut-through traffic as congestion increases on primary routes in and around the planning area. (paragraph 2)~~

~~The Rockshire Giant Shopping Center was developed as part ...devoted to serving the needs of the local community, with the. Major tenants include a grocery store, restaurant and bank. (paragraph 5)~~

Traffic Issues (p. 11-56)

~~Because there are so few entrances.....end in cul-de-sacs, and have speed bumps. Increasing congestion on primary roads in the vicinity have raised concerns about increased traffic on neighborhood streets. However, specific neighborhood traffic concerns...~~

~~Wootton Parkway is scheduled to be widened in the future years 2002 and 2003 between Hurley Avenue and Scott Drive. The Millennium Trail...~~

Chapter 12, Economic Development/Nonresidential Neighborhood Areas

Planning Area 9, Rockville Pike Corridor

Critical Issues (p. 12-8, paragraph 4)

.....The corridor lacks safe and efficient bicycle routes. To improve pedestrian and bicycle circulation options, any proposed development of some or all of the Woodmont Country Club site should also address the feasibility of providing a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and other bikeways designated in the City's Bikeway Master Plan. Limited bike parking....

Planning Area 15, Research/Piccard/King Farm/Fallsgrove

Critical Issues (p. 12-20, paragraph 3)

....Parcel 44 is a 2.09 acre site that is zoned C-2, although it is ~~surrounded~~ adjacent to property in the by the I-3 Zone and across the street from the office area of the King Farm CPD (See Map). Changing the property's zoning would be acceptable only if it were combined with an adjacent I-3 property....While the property is recommended for office use to complement the adjacent office area, the City does not have an office zone that is well suited for this site due to its site and configuration. This site may be appropriate for a new or modified zone that can be applied at a later time. If developed under the provisions of the C-2 Zone, it should be developed with offices, in combination with permitted retail uses on the ground floor or free-standing retail uses. ~~rather than a~~ Certain special exception uses, such as an automobile filling station, restaurant with drive-through, or mechanical car wash, would not be appropriate. Any use on the site should be designed to be compatible with the traditional development pattern of the King Farm, and not be highway-oriented toward Interstate 270.

Note: Underlined Text is to be added to the Plan
~~Strikethrough text is to be deleted from the Plan~~

Comprehensive Master Plan City of Rockville

Mayor and Council Addendum and Errata Sheet

Chapter 2: Land Use

Policies, p. 2-1

1. New development should positively impact the quality of life for existing residents, and contribute to making Rockville a unique and special place to live and to raise a family.
2. In accordance with Smart Growth principles, new growth should be concentrated in Town Center to reinforce the need for Town Center to serve as the heart of the community;
3. Continue to protect residential areas adjoining growth areas by providing buffer and transition areas;
4. Promote private and public development of the Town Center (part of a separate Town Center Master Plan);
5. Ensure new growth does not occur without adequate public facilities, especially schools;
6. Ensure a mix of housing types and price ranges to meet diverse needs of different sectors of the City's population, with an emphasis on the importance of owner-occupied housing;
7. Foster greater cooperation/coordination between the City and the State, the County Board of Education, and the County's planning and construction efforts;
8. Economic development efforts should focus on attracting and fostering high-tech and related businesses to locate and prosper in Rockville;
9. Citizen involvement and residents' interests should be given priority in the development process; and
10. Encourage residential land use within the City so that the "Jobs to Houses" ratio is reduced.

Rockville Pike (p. 2-6, new paragraph):

A balance in the mix of retail, residential and office uses in the Rockville Pike corridor and at the Twinbrook Metro station is the preferred land use pattern. The Rockville Pike Neighborhood Plan should be reviewed and revised, along with the Zoning Ordinance, to ensure that the corridor is transitioning toward this balance and away from the predominance of retail uses.

Added Text is shown in **bold underline**

Deleted Text is shown in bold ~~striketrough~~

Office Land Use (p. 2-11, third paragraph):

There has been a trend toward redevelopment.... Floor Area Ratio (FAR) for the zone (0.5 FAR). * **The I-3 Zone contains an optional method of development which allows a greater mix of uses and increased density in proximity to planned or programmed transit stations in order to encourage use of those facilities. Approval of the optional method should be considered only after careful consideration in view of the principles of this Plan and analysis of the impacts on surrounding developments.**

Chestnut Lodge Property (p. 2-15):

There are a variety of development options for the property, **including utilizing the current buildings in an institutional use, a hotel or spa use, an adult living facility, single family housing under the provisions of the R-S Zone, development under a Special Development Procedure such as variable lot size development, cluster development, or Planned Residential Unit (PRU), or Comprehensive Planned Development (CPD) with restrictions.** ~~The following discusses the major options that have been evaluated. The Plan's recommendations are contained in the paragraph following the bullets.~~

- ~~Maintain the current..~~
- ~~Utilize the current...~~
- ~~A hotel or spa use...~~
- ~~Adult living facility....~~
- ~~Single family housing...~~
- ~~Development under one...~~
- ~~Development using the~~

Recommendation

This plan recommends that the site be maintained in an institutional use and retain its R-S Zone in order to offer as much protection as possible for the site's historic buildings and mature trees. A residential use on the property may be acceptable if the historic buildings and trees are protected. **Development under a Special Development Procedure, such as a variable lot size development, cluster development or Planned Residential Unit (PRU), is recommended if the historic and tree preservation goals are achieved.** Development under the Planned Residential Unit development procedure is preferred for its flexibility in site design.

However, the number of new residential dwellings on the property should be limited to the base level of development afforded by the R-S Zone, and by the goal of this plan to retain the setting of the historic structures and treed area along West Montgomery Avenue with as little disturbance as possible. An increase in density above the R-S zone may be possible on the site only if all of the objectives in this Plan are achieved. The governing minimum lot size, maximum lot coverage and minimum setback requirements that apply to the property shall be those of the R-90 Zone in order that the new development be compatible with existing surrounding neighborhoods. In addition, landscaped buffer areas must be provided on the eastern, southern and western property boundaries, adjacent to existing residential dwellings. Given the property's relationship to the historic character of the West Montgomery Avenue streetscape, it is appropriate for an expanded portion of the property to be located within the West Montgomery Avenue Historic District, and for additional design review of new structures on the remainder of the site by the HDC to ensure their compatibility. However, This plan recommends against allowing C-1 uses that are normally permitted in a planned residential unit development. Finally, a hotel/spa use in the Main Lodge Building may be an acceptable use as long as it is limited primarily to the existing buildings, without major additions, and is buffered from the adjacent neighborhoods, and protects the site's historic buildings and trees. This would require either a text amendment or the creation of a new zone to provide for this option.

Buckingham Property (p. 2-16):

This Plan recommends maintaining the R-S Zone for the property, and supports the development of the property at the base density afforded by the R-S Zone. ~~and amending the Zoning Ordinance to reduce the five-acre minimum requirement for a special development in order to conserve important environmental features for sites identified in the Master Plan.~~ However, given that the preservation of the trees is an important objective for the site, a the Planned Residential Unit Development process, with single family detached housing only and without allowing C-1 uses, could be considered is recommended in order to maximize the preservation of preserve the trees. However, the number of new residential dwellings on the Buckingham property itself will should be limited to 10 (ten) units, with an additional 3 (three) units possible to be located on the Baker and Yates properties if they are included as part of a PRU. By allowing modification(s) to the minimum lot area requirement In conjunction with the protection of as many trees as possible within common or public open space areas, an increase in density above the R-S zone may be possible on the site if all of the objectives in this Plan are achieved. The governing minimum lot size and maximum lot coverage and minimum setback requirements that apply to the property generally shall be those of the R-90 Zone in order that the new development be compatible with existing surrounding neighborhoods. In addition, landscaped buffer areas must be provided on the eastern, southern and

western property boundaries, adjacent to existing residential dwellings. Given the property's relationship to the historically significant Chestnut Lodge and the historic character of the West Montgomery Avenue streetscape, it is ~~may be~~ appropriate for a portion of the property to be located within the Historic District, and for additional design review of new structures by the HDC on the site to ensure their compatibility. It is also recommended that there be no street connection to Brent Road ~~unless there is no other feasible way to gain access to the property.~~

Carver Educational Services Center (p. 2-17)

An ~~institutional use, which may include an~~ educational facility, ~~which may include the Montgomery County Board of Education administrative offices, or facilities serving Montgomery College or other education-related or public safety purposes,~~ is the preferred use for the site. ~~that keeps the Carver name~~ Retaining a the original portion of the Carver school ~~north and east façade (if structurally feasible)~~ and commemorating the cultural significance of the George Washington Carver High School and Junior College is also recommended for the site. Development of the site should not exceed an FAR of 0.4 for the entire property, and development of private offices and commercial uses is prohibited. ~~under the Comprehensive Planned Development procedure with certain limitations is recommended for the site.~~ A suitable location for a new administration building or other new construction should respect significant views of the original Carver structure. ~~would be along Hungerford Drive because of nearby office and retail uses. A text amendment would be necessary to allow a height greater than the 40' height limitation in the RS zone unless the property is developed under the Comprehensive Planned Development procedure.~~ The property is situated in close proximity to two of the City's residential planning areas, West End and Woodley Gardens East-West, and Woodley Gardens-College Gardens. In order to minimize any adverse effect of the scale and massing of a new structure or structures ~~height of a building over 40' to~~ adjacent to residential neighborhoods, a building setback restrictions should also be implemented to allow for such as requiring an expanded setback buffers requirement from the residential development ~~adjacent to south of~~ and located across the street from the site. For instance, a setback of twice the proposed building height ~~would could~~ be required ~~so that a 50' high building would be required to be set back 100' from the property line~~ adjacent to a residential property line. In addition, a minimum of one-half of setback areas should be comprised of a landscaped buffer area to screen new construction from existing neighborhoods. ~~However,~~ In no case could the building height exceed the maximum height limit in the R-S Zone. 75', and any height increase over 40' could only be granted after review and approval of a specific site plan and building design.

Twinbrook Metro Station (Recommendation, p. 2-18):

This Plan recommends that the property on the west side of the tracks should retain its RPC/Metro performance District designation. ~~If~~ The property on the east side ~~should be is~~ annexed, and it is preferred that the site be placed in the Metro Performance District and zoned RPC and RPR zones to be developed under the Optional Method of Development. The RPC Zone should be located closest to the tracks.....

Montgomery County Detention Center (p. 2-19):

The Plan recommends that criminal justice uses be removed from the site as soon as possible. When the Seven Locks Detention Center is closed, it is recommended that the property be developed as a Comprehensive Planned Development (CPD) with a mixed office and residential use. Preferably, the Detention Center and Technical Center properties would be redeveloped as a CPD concurrently..... Residential use is appropriate adjacent to the current area that is zoned R-90. Appropriate transitions and/or buffers between planned or existing residential uses and planned office uses should be provided.

Woodmont Country Club property (p. 2-20):

The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, if no longer used as a country club developed, it is recommended that the site be developed as a "Comprehensive Planned Development". The property is envisioned to be developed in its entirety as a mixed-use community, with development densities not to exceed a maximum of .5 FAR for buildable land in nonresidential areas and 6.5 dwelling units per buildable acre. A neighborhood retail center may also be appropriate. A minimum of 35% 20% open space is recommended for both passive and active recreation use on the property, including in addition to any wetland, stream buffer, and/or floodplains that are on the site. The Lyddane-Bradley House, built in 1858, also should be preserved because it is architecturally and historically significant to the City of Rockville. Development options that preserve trees and historic structures are preferred. Another important development parameter is the provision of adequate buffers from adjacent residential communities. At a minimum, the buffers should follow the required setbacks for CPDs found in the Zoning Ordinance, and may exceed those requirements based on site conditions and environmental features. These buffers should include existing tree stands and forested areas, and shall not be provided within private lots. The CPD should address the provision of a street plan network that provides for appropriate east-west circulation and adequate dispersal of site-generated traffic through it is recommended that East Jefferson Street be extended north to Wootton Parkway and that any future development be designed with other roadway connections to other roads, in addition to Rockville Pike. The CPD, or any

proposed development in the R-S Zone of some or all of the site, should also address the feasibility of providing a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City's Bikeway Master Plan. ~~The City may pursue construction of a bikeway and pedestrian path in advance of development on the site, if it can be determined that the path will not significantly impact the operations of the Country Club and adequate buffers and separation can be maintained between the path and adjacent residential communities.~~ Within the Comprehensive Planned Development, commercial uses should be located away from existing residential neighborhoods outside the CPD. However, a well-designed mix of uses within the CPD is encouraged. ~~oriented toward Rockville Pike. Residential uses should be set back from Rockville Pike~~ along the proposed East Jefferson Street extension.

Lakewood Country Club (p. 2-21, par. 1):

The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, should the property no longer be used as a country club, this Plan recommends the 1993 Master Plan recommended that it be developed under the Planned Residential Unit (PRU) zoning regulations, without allowing C-1 uses on the property. ~~This plan reaffirms that recommendation. A plan for the entire site should be prepared prior to any approvals, and~~ Due to the environmental features on the site, careful site planning that preserves these features will be critical. A minimum of 35% ~~20%~~ open space is recommended for both active and passive recreation, including in addition to preserving the streams, wetlands, and floodplains on the site. Generous landscaped buffers, of a minimum width of 50 feet, adjacent to existing residential neighborhoods is also a critical element of a development plan for the property. The landscaped buffer shall not be provided within private lots. The use of private streets within the PRU shall be minimized. It is recommended that the site retain its R-E designation because of environmental restrictions on the site.

Potential Changes to Zoning Ordinance (p. 2-21):

The Zoning Ordinance contains many of the regulations that control how properties will develop and the uses that may be allowed. Although the Zoning Ordinance has been modified in relation to specific zoning issues through text amendments, a comprehensive review is underway warranted. This review is recommended to:

Floating Zones (p. 2-23):

State law permits the City to develop and use floating zones. A floating zone typicallyto provide flexibility, where desired, that is beneficial to achieving the goals of the Plan. An example of where this may be appropriate is the

Coordinated Planning Area between the West End and Town Center Planning Areas, with the potential for the O-2 (Transitional Office) Zone to function as a floating zone. Implementation of a floating zone on North Stonestreet Avenue north of the Rockville Metro station may also be appropriate.

Potential Zone Changes (p. 2-27).

7. ~~Redland Technology Park: change the I-2 portion of the site to I-3, so that the entire record lot (known as PEPCO Rockville Service Center, parcel E), is in the I-3 Zone.~~

Chapter 3: Urban Growth Areas

North Bethesda Area (p. 3-4)

Sub-area 1: This is the WMATA site adjacent to the Twinbrook Metro Station. **Joint development options are currently being explored by WMATA. and Annexation of the site into Rockville is strongly recommended because of the property's proximity to the Twinbrook neighborhood and the City's desire for the station property to develop under the City's plans in its entirety. to the Rockville Pike Corridor. This Plan recommends that the property on the west side of the tracks should retain its RPC/Metro performance District designation. If the property on the east side is annexed, it is preferred that the site be placed in the Metro Performance District and zoned RPC and RPR zones to be developed under the Optional Method of Development.** The County is currently studying revisions to its North Bethesda/Garrett Park Master Plan for the Twinbrook WMATA site. ~~(See the recommendations in the Critical Areas Section of the Land Use Chapter.)~~

Subarea 2: This area is west of....and Parklawn Drive. **This sub-area should be placed within the Metro Performance District if annexed.**

Subarea 3: This is a triangular area....Master Plan recommendations are affirmed. **This sub-area should be placed within the Metro Performance District if annexed.**

Chapter 4: Transportation

Description of Existing Roadway Network (p. 4-2)

.....Congestion is measured by the relationship between volume and capacity. For roadways, congestion is determined by comparing hourly or daily vehicular demand to lane capacity. Levels of service range from A to F and represent the ratio of actual traffic volumes to the designed capacity of a roadway or intersection. Page 4-6 displays the level of service on roadway links throughout the City.

Bikeways, p. 4-12

In 1998, the City of Rockville adopted ~~released an updated version of~~ the Bikeway Master Plan to address these and other issues. The accompanying map shows the Bikeway Master Plan routes and facilities. **This Master Plan adopts that document, including any adopted amendments, by reference.**

Bicycle racks and lockers can be found at several locations throughout the City. Currently, the Rockville Metro station contains **40 bike lockers and 70 bike racks**, Twinbrook contains **26 bike lockers and 68 bike racks**,

Objective 4, p. 4-21

....On the supply side, roadway improvements expected to be available on opening day of the proposed development are included in the study.

Objective 4, p. 4-22

With or without new development in Rockville, traffic conditions will continue to decline over the next twenty years due to the regional growth and lack of new planned roadways. Future development constraints in Rockville may limit the growth of internally-generated traffic in the city. However, unless growth is managed outside the City limits, this will have minimal effect on increased through-traffic generated by developments outside the city boundaries. Thus, decisions on the location of new development and creating viable activity centers with access by all modes of transportation becomes an essential part of City policy.

Objective 2, p. 4-24

With improvements in bicycle accessibility, it is likely that residents will more often choose to bike during work-related and discretionary trips. Although this is not the sole answer to the City's traffic problems, it is "a piece of the puzzle" in providing transportation alternatives to the citizens of Rockville.

Objective 3, p. 4-24

...Cities Transitway. **Other neighborhood oriented shuttle services should be added to complement the local transit authorities' service.**

Objective 3, p. 4-24

.....to transit. It is important to provide adequate multi-modal access to the Metro stations including adequate commuter parking at the Rockville Metro station.

Objective 5, p. 4-26

Tools from the City's GIS model and data from the TCSP grant will be used to identify weaknesses in multi-modal access to development sites in order to implement improvements to the transit, bike and pedestrian networks. Also, the new Standard Traffic Methodology, called the Comprehensive Transportation Review (CTR), shall acquire and maintain such mitigation from developers. Issues such as pedestrian, bike, and transit on-site and off-site improvements will be strengthened in the new procedure. The CTR will be a subset of the City's adequate public facilities ordinance.

Objective 2, p. 4-30

In order to address transportation related noise impacts in existing neighborhoods, a comprehensive City-wide assessment of current and projected noise levels is recommended that will enable the City to develop objective criteria for identifying problem areas and setting priorities. Based on this assessment, a strategy can be developed to apply a range of alternatives to address problem areas, including the potential for utilizing alternative paving materials to reduce road noise, roadway design measures, berms, landscaping, noise walls, and mitigation efforts such as building envelope and window treatments to reduce sound transmission. The broad spectrum of alternatives available needs to be evaluated for specific problem areas in terms of effectiveness, impact on adjacent communities, aesthetics, and cost.

Approved text modification for Proposed Transportation Improvements, Other (p. 4-37-8):

24. Woodmont Bikeway: should Woodmont Country Club redevelop, a bikeway and pedestrian connection to the Millennium Trail along Wootton Parkway and to other bikeways shown in the Bikeway Master Plan should be provided.
27. Wootton Parkway: not recommended for widening within the time horizon of the Plan. However, the existing right-of-way should be preserved for future improvements, to be determined through study and a collaborative process with affected neighborhoods.

Chapter 5 – The Environment – Sensitive Areas and Critical Issues

Water Quality: Streams, Stream Buffers, and Stormwater Management (p. 5-3):

Rockville is located within the Cabin John Creek,.....one of the most important environmental policies of the City. **Rockville supports the goals outlined in the Chesapeake Bay Agreement and Chesapeake 2000 commitments and will continue to implement policies and programs in support of regional efforts to restore and maintain the Chesapeake Bay and our local watersheds and streams.**

Rockville adopted a Stormwater Management Program in 1978 that is designed to protect and restore streams and water quality through the comprehensive management of stormwater runoff. **The City SWM Program has been updated in 2002 to comply with new state requirements.** The two major components of the program are: 1) manage the stormwater runoff for all new development to state-approved standards for both water quantity and quality control; and 2) ~~provide regional stormwater management for~~ **retrofit runoff control measures into** older neighborhoods and commercial areas that ~~predate 1978~~ **were built prior to 1978 or are without adequate stormwater controls.** Watershed studies are conducted that culminate in Watershed Management Plans that address technical issues, neighborhood concerns, recreational impacts, ~~and tree and wetland preservation, and~~ **overall watershed management objectives.** ~~The plan's Watershed Planning objectives are~~ **include measures such as** decreased **stream** erosion, improved aquatic habitat, improved water quality by removing excess nutrients and pollutants from the stream and watershed, **public education and involvement opportunities, and habitat improvement and stewardship projects.** **Watershed-based plans provide a balance between the pursuit of stormwater improvement projects that benefit streams and overall watershed health, and the needs of the community for active and passive recreational and parkland resources.**

Recommendations (p. 5-3)

10. **Pursue innovative strategies, including demonstration projects in appropriate cases, to** minimize the area of impervious surfaces within all new, infill, or redevelopment projects ~~after~~ **and for** meeting the minimum zoning requirements for parking and access.
13. ~~Continue to Pursue retrofitting stormwater~~ **comprehensive watershed** management strategies within all of the watersheds **including the use of innovative approaches and demonstration projects to address local stream health needs.**
14. **Implement stormwater management retrofit projects in a manner that balances consideration of overall local and regional watershed restoration**

goals with the need to preserve public land for multiple recreational and conservation uses and maintain public safety. Seek retrofit opportunities that avoid significant compromise to existing open space and recreational amenities in public parkland except when there are no feasible alternatives.

Tree Preservation, Recommendations (p. 5-7)

1. Continue to implement regulations associated with the Maryland Forest Conservation Act and the Rockville Forest and Tree Preservation Ordinance. The first order of priority for forest and tree preservation, reforestation, or afforestation measures is to meet these requirements on the affected development site.

Air Quality and Noise (p. 5-7)

....utilize an alternative fuel source. In addition, Rockville's efforts to promote a vibrant Town Center and Rockville Pike corridor will provide opportunities to live and work in the same community that will aid in regional efforts to meet air quality goals. Efforts to improve the energy efficiency of buildings and construction practices also have a positive impact on regional efforts to reduce air emissions produced by the generation of power.

Air Quality and Noise (p. 5-8):

.....helpful in reducing noise from highways, ~~but noise cannot be entirely eliminated.~~ however, these measures do not entirely eliminate noise and in many instances may exacerbate the noise problem elsewhere. New development adjacent to existing noise sources should be evaluated to determine potential noise impacts and designed in such a way as to minimize impacts on interior spaces and exterior recreational areas. Addressing excessive noise affecting existing developed areas requires a consistent City-wide approach to identify current noise levels, and any areas that may potentially be subject to significant increases in noise level. This will enable the City to identify "hot-spots" and develop alternatives and a strategy for improving the quality of life in those areas affected by excessive noise.

Recommendations (p. 5-8):

8. Promote energy efficient, "green" building practices through the development of incentives and recognition or award programs for developers and homeowners.
9. Install noise barriers along highways where appropriate and consistent with an overall City-wide strategy.
10. Where possible, plant street trees and establish wide vegetated buffers along major highways to help to reduce air and noise pollution.

11. Undertake City-wide evaluation of existing transportation-related noise levels, the potential for increases in noise levels, and develop alternatives and a strategy for addressing noise in existing developed areas.
12. Evaluate the application of current County Noise Ordinance criteria as it applies to the City, and determine need for separate or additional City noise control regulatory mechanisms.
13. Implement site design practices and building construction methods to reduce the impacts of noise both within new structures and on adjacent areas.

Chapter 6 – Parks, Recreation and Open Space

Social/Cultural Factors (p. 6-1):

.....Recreation programs can play an important role in helping youth to make the best of their non-school hours. Programming that responds to the needs of male and female children of all ages will be critical.

Leisure Trends (p. 6-2)

Six of the top ten sports and recreation activities among women are fitness-related. Recreation and Parks staff constantly monitor participation trends and offer programs for males and females in response to interest.

Economic Factors (p. 6-3):

As resources are constrained....of arts-related projects and special events. Rockville's relationship with the Montgomery County Public School system is a positive example of a valuable and supportive partnership.

Parks and Open Space System (p. 6-4):

Parks traditionally fall into three basic categories: active parkland, which contains recreation facilities; passive parkland, which includes open space for general public use; and natural areas, which preserve environmental features such as stream valleys and forested areas. A well-rounded system of public parkland, recreation, and open space areas includes a variety of facilities, which may include one or more facilities in these categories. The traditional park classification system defines parks facilities further, and includes the....

Parks and Open Space System (p. 6-6):

Garden Passive Parks are small green spaces that may have a quiet seating area, a garden and perhaps a pleasing view. ~~include small gardens with simply a place~~

~~to sit within a quiet green oasis or a pleasing view and vista.~~ As areas of the City become more urban in character, access to these spaces will be critical for residents.

Parkland Acquisition (p. 6-6):

As more parcels are developed in Rockville, it is very important that the City identify all possible ways to preserve open space. All undeveloped parcels within existing neighborhoods should be evaluated for parkland acquisition before they are developed as infill. This is especially critical in the City's older established neighborhoods in order to increase the amount of park land in these communities. The City's policy....

Many communities require developers to pay a "payment-in-lieu" feegiven to adopting such a requirement to apply only in cases where dedication is not practical or feasible. Another option.....

Recommendations (p. 6-7)

1. Require allocation of a minimum of 20% of development area for parkland. The requirement should ~~or~~ provide appropriate payment-in-lieu only if ~~when~~ the allocation of parkland is not feasible or desirable.
2. Prepare a Park, Recreation and Open Space (PROS) plan for all major developments and redevelopments. Open space and recreational amenities must ~~should~~ be provided commensurate with the scale of the proposed development.
12. Seek opportunities to acquire land and create mini-parks to serve as ~~a~~ green oases, particularly within neighborhoods or other areas where adequate parkland does not exist or in areas where these types of facilities are not present.

Private Urban Forest (p. 6-9)

Currently, residents within Historic Districts must receive permission from the City Forester to remove any trees on their property. Replacement trees are required when appropriate. Owners of commercial and industrial sites must acquire a permit prior to removing trees greater than 12 inches in diameter. The City will continue to monitor private urban forests and implement environmentally sound programs to control to stay abreast of invasive exotic plants and gypsy moth populations. Invasive exotic [non-native] plants are a problem because they eventually replace native species, changing the structure of natural plant and animal habitats.

Strategies for conservation and enhancement of the City's private urban forest resources should be explored. These strategies may include incentives for

property owners to place private forested areas in forest conservation easements where none exist, as well as programs to assist property owners in creating treed and forested areas on their properties.

Critical Issues - Recommendations (p. 6-10)

1. **Develop an Exotic and Invasive Plant Control Program.**
2. **Develop a strategy for enhancing and expanding the City's Private Urban Forest.**

Future Facility Development (p. 6-14)

Dog Park

Parks or park sections dedicated as an off-leash recreational area for dogs are becoming popular throughout the U.S. These facilities have proven to be community builders, as well as dog recreation areas. Considerable interest has been expressed by Rockville residents for the addition of a dog park within an existing park or open space area. The park would consist of a fenced-in area with an easily maintainable surface or surfaces, signage and "mutt-mitt" dispensers. It is desirable to create a "friends of the dog park" group who would work with the city to establish and monitor usage policies, and other issues that arise.

Chapter 7 – Community Facilities

Post Office (p. 7-6, after first full paragraph):

The “Old” Post Office in Town Center is a significant historical and architectural feature in Town Center. In the event that the facility is no longer used as a post office, the City strongly supports preservation of the structure and desires reuse of the facility that respects the character of the building.

Recommendations

3. **Preserve the Old Post Office in Town Center with a sensitive adaptive reuse that respects the character of the building.**

Chapter 8 – Historic Preservation

Critical Issues: Expansion of Historic Districts (p. 8-7)

The Recommended Historic Preservation Actionin the West Montgomery Avenue District. **A planned, systematic approach to evaluation and potential expansion of the existing historic districts is desired, given the age and architectural significance of much of the adjacent housing stock.**

Critical Issues: Expansion of Historic Districts (p. 8-11):

South Washington Street District

~~The block along South Washington Street from Vinson Street to Maryland Avenue represents what remains of the rural character of post World War II downtown Rockville. Extension of the South Washington Street district to include these houses would protect the streetscape.~~

Recommendation (p. 8-12)

1. Expand existing historic districts to include historically, culturally and architecturally **significant** ~~important~~ sites and properties, **by undertaking a thorough evaluation of prospective sites and working with property owners.**
2. **Expand educational efforts to provide a better understanding of the benefits of historic designation by prospective historic district property owners.**

Potential Designation of New Historic Districts (p. 8-11)

There are several areas in Rockvilleassociated with designation, and other factors. **Although Rockville's housing stock built 50 or more years ago should be evaluated, the priority areas for new districts should be given to structures that were built prior to 1945.**

Recommendations (p. 8-13)

1. Evaluate neighborhoods, structures and sites that may have historical, cultural, architectural and/or design significance for possible designation as local historic districts **within the next several years, with particular emphasis on structures built prior to 1945.**
4. **Evaluate neighborhoods for potential designation as part of the neighborhood planning process when appropriate.**

Clarification of HDC Jurisdiction (p. 8-15)

The City's policies and ordinances....HDC review of any structure or site "more than 50 years of age, or possessing architectural significance, or associated

with a person or event of importance to local, state or national history or development” should also be required.... **The priority areas for new districts and sites should be given to structures that were built prior to 1945**

Promotion of Education, Economic Development, and Heritage Tourism (p. 8-16)

Appreciation for the City’s history,associated with maintaining the resources, **as well as the benefits of historic designation and preservation.**

Chapter 9 – Community Appearance and Design

Streetscape (p. 9-2, par. 2)

...and technology for communication devices. ~~While there is the technical ability to bury most of the wires, there are significant costs to do so.~~ **The goal of the City is to provide priority locations for relocating existing power lines underground.**

Design Standards for Non-residential Structures (p. 9-7, par. 1)

...the development of written and illustrated design guidelines can be used to provide a common vision for the appearance of non-residential areas in the City. **A preferred source for new design guidelines is the historic architectural styles built in Rockville’s past.**

Design Standards for Public Buildings (p. 9-8, par. 2)

...Other public buildings that are more utilitarian in nature (maintenance facilities) may need to be screened from adjoining properties. **In addition, the appearance of all publicly-owned properties, particularly those in or adjacent to residential neighborhoods, should be maintained as a compliment to the community.**

Chapter 10 - Housing

Goal (p. 10-1)

Provide broader economic selection **and homeownership opportunities** ~~range of housing alternatives~~ for owners and renters of every age group.

Policies (p. 10-1)

7. **Increase opportunities for homeownership for persons of all income levels.**

8. Maintain an appropriate mix of ownership and rental opportunities in the City.
9. Encourage construction of innovative and unconventional housing types, including but not limited to live-work units and loft housing.

Recent Demographic Trends (p. 10-2)

Census 2000 provided a timely snapshot of Rockville's demographic characteristics, with some interesting trends noted below. ~~The 2000 Census data was not available for this study. However, the Maryland National Capital Park and Planning Commission published a "Rockville Profile" from the 1997 Census Update survey. Although the final population figures may vary, the Update does indicate some interesting trends.~~

Size of Households (p. 10-2)

The average size of the City's households has continued to decrease. In 1970, the size estimated at 3.59 persons per household. That number dropped to 2.77 in 1990, and again to 2.65 in 2000. ~~In continued to drop to an average of 2.62 in 1997.~~ It should be noted, however, that there is a range of household composition used to determine population. For instance, 2.88 ~~2.97~~ is the multiplier used for single family houses while 1.54 ~~1.65~~ is used per high-rise apartment unit.

Household Composition (p. 10-2)

Household composition has also changed. There was a decrease ~~slight increase~~ in households with married couples from 59.1% in 1990 to 56.6 ~~61.9~~% in Census 2000~~the 1997 Update~~. Single parent households comprised 6.3 ~~9.3~~% of the population, and one-person households comprised 23.8 ~~24.5~~% of the population.

Age of Residents (p. 10-2)

The average age of the population has also risen. In 1970, the average age was 23.9. In 1990, it was 34.6, while in 2000 ~~1997~~, it was 37.8 ~~36.3~~. In 1990, only 14% of the population were over 60, but by 2000, that figure had risen to 17.3%.

Detached and Attached Single-family (p. 10-3, par. 2)

Until recently, new housing construction...only one type of housing. The City has adopted amendments to the Building Code to require sprinklers in single family dwellings in order to increase safety for residents.

Multi-Family (p. 10-3)

The 2000 Census ~~1997 Census Update~~ identified 2,574 ~~2,030~~ units of garden apartments in the City. In addition, there were 1,590 ~~1,665~~ apartments located in high

rise buildings. The high rise apartment buildings are located in the Town Center and on the southern end of Rockville Pike. Although garden apartments are located throughout the City, they tend to be located along major roadways and in or adjacent to the Town Center. It should be noted that approximately 11.1 ~~8~~% of single family detached homes and 29.8 ~~20~~% of townhouses are also rental properties.

In some redevelopment areas of the City, unconventional housing types may be appropriate. These types may include dwellings not currently existing in Rockville, such as live-work units and loft housing. Live-work units allow a business owner to “live above the store”, or to conduct a business on the ground floor with the proprietor’s residence in the upper floors. Loft housing typically involves the conversion of an existing building, such as an industrial or commercial building, into residential units while retaining the previous character of the building. These types of units would be considered multifamily units by the Zoning Ordinance.

Rockville Housing Enterprises (RHE) (Public Housing, p. 10-6)

To promote homeownership for low income residents rather than traditional public housing units, currently RHE has entered into an agreement with a private developer is exploring options to redevelop the Lincoln Terrace site from rowhouses apartment buildings into single family houses and townhouses that would be ownership opportunities rather than rental units. These could then be sold to current tenants under the Hope 6 program....

Maintenance of Housing Stock and Property Maintenance Code Enforcement (p. 10-7 after par. 2)

Because the standards from the Property Maintenance Code date from 1978, the need for review of its requirements and revision as necessary has become apparent. This should be accompanied by an educational program to ensure that all property owners are aware of the code requirements. Incentives to ensure compliance should also be considered, in addition to enforcement across the City’s neighborhoods.

Recommendations (p. 10-8)

5. Review the standards of the Property Maintenance Code and revise if necessary to foster compliance, including exploration for potential incentives.

Housing for the Elderly (p. 10-9)

Closely related to affordable housingwho remain in their own homes or apartments. It is a goal of the City to ensure that housing choices exist for

residents to retire in Rockville, rather than being forced to relocate to find an appropriate housing opportunity. In an effort to determine needed services for the elderly in Rockville, ~~Senior Center staff is in the process of sponsoring a comprehensive~~ Needs Assessment Study should be accomplished ~~which will be completed in late spring of 2001.~~

Given the long waiting lists, there appears to be a current need for low to moderate income elderly housing. The MPDU ordinance has been ~~is currently being~~ modified to give....

Recommendations (p. 10-9)

1. Ensure a full range of housing opportunities are available for elderly residents, including rental, ownership, assisted living, and non-assisted living choices.

Chapter 11 – Residential Neighborhood Planning Areas

Policies (p. 11-1)

1. Review existing neighborhood plans upon adoption of this Plan to ensure they reflect current conditions, goals and policies.
2. Develop new neighborhood plans that replace existing plans if it is determined to be appropriate.
3. Develop appropriate mechanisms so that priorities and concerns of neighborhoods are communicated and understood by City government.

Introduction (p. 11-2, new par.)

Some neighborhoods have existing neighborhood plans that were adopted in response to challenges from within or adjacent to the neighborhood that would significantly impact the quality of life in the community. These neighborhood plans provide more detailed recommendations than would be afforded by a general Master Plan, and can include land use, transportation and policies to address issues specific to a neighborhood.

Due to the amount of time that has passed since most residential neighborhood plans were adopted, the Plan recommends that all existing neighborhood plans be reviewed to ensure the neighborhood vision is still appropriate. This may result in updates to Plans, new Neighborhood Plans being developed, or Plans being developed where there are currently no neighborhood plans.

Institutional Uses (p. 11-5)

Increased traffic during the hours of operation and parking on residential streets can also be intrusive for the neighborhood. For instance, **institutional uses churches** (which **often can be** ~~are~~ permitted uses) **may traditionally have** not ~~have had~~ buffered parking lots. Traffic and off-site parking **during operating hours on the day of worship** is increased, **while** ~~non-residents church attendees~~ may not be cognizant of neighborhood traffic patterns or concerns. ~~Other institutional uses may cause similar traffic problems at peak times.~~ And, many **institutional uses churches** are now operating throughout the week with daycare and various outreach programs, some of which require special exceptions.

West End Neighborhood, Residence at 100 South Adams Street (p. 11-21):

The 1989 *West End Plan* recommends **that the properties on the east side of South Adams Street, south of West Jefferson Street, these** remain in the R-90 Zone. However, the house at 100 South Adams Street (the corner) is only five or six feet from Jefferson Street, and noise from Jefferson Street (MD 28) makes it poorly suited for residential use. The properties on either side of the house along Jefferson Street are zoned transitional office (O-2), so that rezoning this particular property to O-2 would not interfere with the continuity of the overall zone. **Future rezoning of the property to the O-2 Zone may be appropriate, but should only be considered if recommended in an update to the West End Neighborhood Plan.** However,...

Twinbrook Neighborhood – Current Conditions (p. 11-40):

Cut-through traffic issues have become a concern in the Twinbrook neighborhood, specifically on streets that are connections between sections of the neighborhood.

Recommendations (p. 11-41):

8. **Cut-through traffic through the neighborhood should be discouraged by exploration and implementation of traffic calming and control methods.**

Montrose Neighborhood (p. 11-44):

~~Although it has not been constructed, Martha Lane is designated as a future road to lead directly to the Woodmont Country Club property. Martha Lane could provide access to the Woodmont site if it is ever developed. Traffic would be directed to Martha Terrace, Evelyn Drive, Rollins Avenue or Congressional Lane.~~

North Farm Neighborhood (p. 11-47):

The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, if no longer used as a country club developed, it is recommended that the site be developed as a “Comprehensive Planned Development”. The property is envisioned to be developed in its entirety as a mixed-use community, with development densities not to exceed a maximum of .5 FAR for buildable land in nonresidential areas and 6.5 dwelling units per buildable acre. A neighborhood retail center may also be appropriate. A minimum of 35% 20% open space is recommended for both passive and active recreation use on the property, including in addition to any wetland, stream buffer, and/or floodplains that are on the site. The Lyddane-Bradley House, built in 1858, also should be preserved because it is architecturally and historically significant to the City of Rockville. Development options that preserve trees and historic structures are preferred. Another important development parameter is the provision of adequate buffers from adjacent residential communities. At a minimum, the buffers should follow the required setbacks for CPDs found in the Zoning Ordinance, and may exceed those requirements based on site conditions and environmental features. These buffers should include existing tree stands and forested areas. The CPD should address the provision of a street plan network that provides for appropriate east west circulation and adequate dispersal of site-generated traffic through it is recommended that East Jefferson Street be extended north to Wootton Parkway and that any future development be designed with other roadway connections to other roads, in addition to Rockville Pike. The use of private streets within the CPD shall be minimized. The CPD, or any proposed development in the R-S Zone of some or all of the site, should also address the feasibility of providing a pedestrian and bikeway connection to the Millennium Trail along Wootton Parkway, and to other bikeways designated in the City’s Bikeway Master Plan. The City may pursue construction of a bikeway and pedestrian path in advance of development on the site, if it can be determined that the path will not significantly impact the operations of the Country Club and adequate buffers and separation can be maintained between the path and adjacent residential communities. Within the Comprehensive Planned Development, commercial uses should be located away from existing residential neighborhoods outside the CPD. However, a well-designed mix of uses within the CPD is encouraged. oriented toward Rockville Pike. Residential uses should be set back from Rockville Pike along the proposed East Jefferson Street extension.

Rockshire and Fallsmead Planning Areas – Infill and Other Developable Properties (p. 11-55)

The other property with the largest land area that could be developed is the 213 acre Lakewood Country Club. The City does not anticipate or desire development of the Country Club property within the planning horizon of this Plan. However, should the property no longer be used as a country club, this

Plan recommends the 1993 Master Plan recommended that it be developed under the Planned Residential Unit (PRU) zoning regulations, **without allowing C-1 uses on the property.** ~~This plan reaffirms that recommendation. A plan for the entire site should be prepared prior to any approvals, and~~ **Due to the environmental features on the site, careful site planning that preserves these features will be critical.** A minimum of ~~35%~~ **20%** open space is recommended for both active and passive recreation, ~~including in addition to~~ preserving the streams, wetlands, and floodplains on the site. **Generous landscaped buffers, of a minimum width of 50 feet, adjacent to existing residential neighborhoods is also a critical element of a development plan for the property. The landscaped buffer shall not be provided within private lots. The use of private streets within the PRU shall be minimized.** It is recommended that the site retain its R-E designation because of environmental restrictions on the site.

Rockshire and Fallsmead Planning Areas – Infill and Other Developable Properties (p. 11-55)

It is possible that the institutional uses within the planning area could be expanded. Indeed, there is a need for some school expansion. It is recommended that adequate buffers between the institutional use and adjacent residential uses be maintained or strengthened as necessary. **One institutional use in the planning area, a 5-acre parcel known as Karma Academy, potentially could impact the neighborhood if expanded or redeveloped. Careful site planning and buffering will be critical in either scenario.**

Rockshire and Fallsmead Planning Areas – Traffic Issues (p. 11-56)

Wootton Parkway **is not recommended for widening within the time horizon of this Plan. However, the existing right-of-way should be preserved for future improvements, to be determined through study and a collaborative process with affected neighborhoods.** ~~is scheduled to be widened in the future between Hurley Avenue and Scott Drive.~~ The Millennium Trail **has recently been is also planned to be** constructed along **the existing** Wootton Parkway.

Chapter 12: Economic Development/Nonresidential Development Areas

Introduction (p. 12-2)

Montgomery County and the City of Rockville have gained worldwide recognition...making it a very attractive industry for the City. **This Plan strongly supports the continued location and expansion of high technology and biotechnology businesses in the City.**

Recommendations (p. 12-3)

2. Encourage the location and expansion of high technology and biotechnology businesses in the City through recruitment, retention and incentive programs.

Planning Area 15: Research/Piccard/King Farm/Fallsgrove – Critical Issues (p. 12-15 end par. 1)

...location and visibility in the I-270 corridor. The I-3 Zone contains an optional method of development which allows a greater mix of uses and increased density in proximity to planned or programmed transit stations in order to encourage use of those facilities. Approval of the optional method should be considered only after careful consideration in view of the principles of this Plan and analysis of the impacts on surrounding developments.

Planning Area 15: Research/Piccard/King Farm/Fallsgrove – Critical Issues (p. 12-15 par. 3)

.....Parcel 44 is a 2.09-acre site.....Any use on the site should be designed to be compatible with the traditional development pattern of the King Farm, and not be highway oriented toward Interstate 270. Regardless of the use of the property, it should be provided with full access to the adjacent roadway network being developed nearby including, but not limited to, full access to Redland Boulevard.

/rjw