

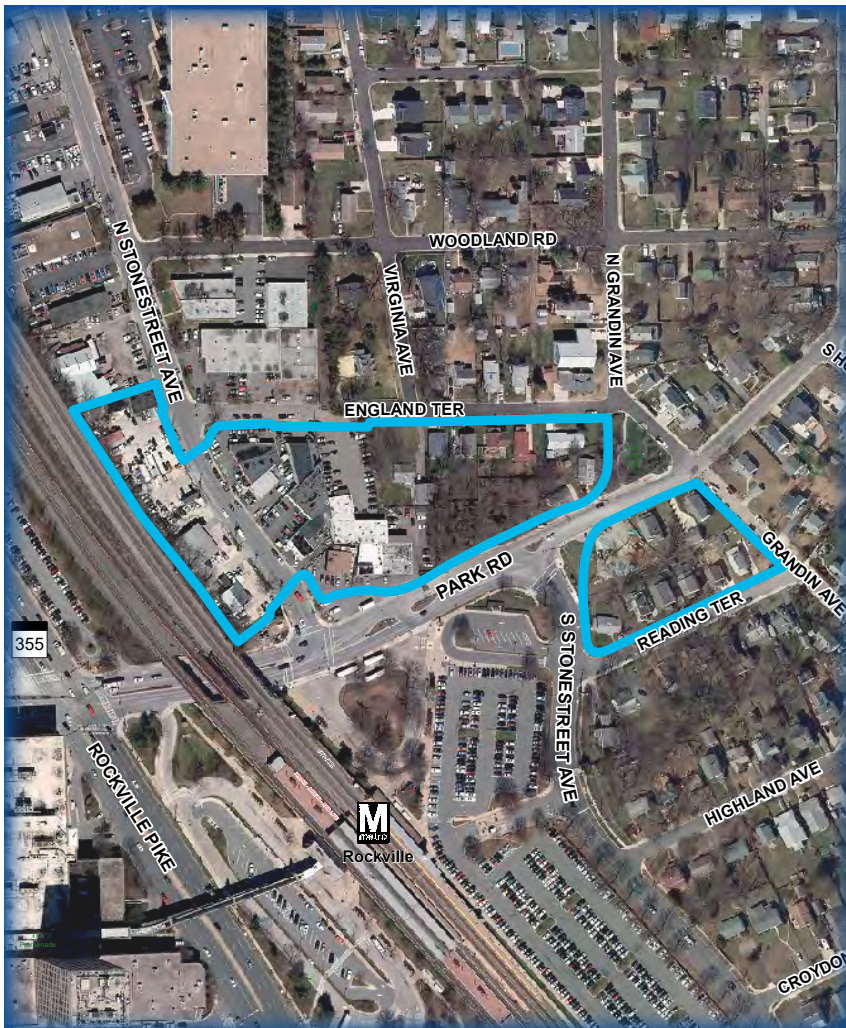


City of
Rockville
Get Into It

Approved and Adopted

PARK ROAD AND NORTH/SOUTH STONESTREET AVENUE AREA

Comprehensive Master Plan Amendment



July 13, 2020



CITY OF ROCKVILLE
MARYLAND

CITY OF ROCKVILLE

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1.1 SUMMARY

The purpose of this amendment to the 2002 Comprehensive Master Plan for the City of Rockville is to change the Planned Land Use for a specific set of properties around the intersection of Park Road and North Stonestreet Avenue, between the rail lines to the west and North Grandin Avenue to the east (see Map 1), and provide additional design guidance for redevelopment. The properties north of Park Road are bound on the west by the rail lines and on the east by North Grandin Avenue, extending north to England Terrace. The properties south of Park Road are bound by South Stonestreet Avenue on the west and North Grandin Avenue on the east, extending south to Reading Terrace.

Through the 2018 Stonestreet Corridor Study (2018 Study) public engagement process and planning analysis, key issues along the corridor were identified and confirmed. Park Road near its intersection with North Stonestreet Avenue is the first introduction to the east side after passing under the railroad overpass from the west. The Rockville Metro station is located on the south side of Park Road, a significant advantage for any future east side transit-oriented development. As in previous plans, the 2018 Study recognized this area as a priority for a transition to a more walkable and neighborhood-oriented place. This plan amendment reflects an updated vision for the subject area.

Specifically, this amendment:

- Changes the Planned Land Use classifications for a set of properties that have been, until now, designated for a mix of commercial and service industrial uses as well as detached residential to designations that promote a walkable, transit-oriented mix of residential and commercial development (page 7).
- Provides additional design guidance that includes placing the more intense development nearest the Rockville Metro Station and appropriately scaling down new development that would be adjacent to the existing residential areas (page 8).

Map 1: Subject Area Aerial + Existing Land Uses



1.2 BACKGROUND

On February 6, 2017, the Mayor and Council approved a Scope of Work for the Stonestreet Corridor Study, which was completed in July 2018. The 2018 Study area included approximately 145 acres of land, generally encompassing the east and west sides of North and South Stonestreet Avenues, from the northern boundary at Westmore Road, south to where South Stonestreet Avenue terminates. The process for the 2018 Study was community-driven and resulted in recommendations for land use, zoning, and infrastructure in five key opportunity areas within the Corridor.

This plan amendment area (subject area) was one of the five key opportunity areas identified by the 2018 Study (see Map 2, Area 1). On August 1, 2018, the Mayor and Council directed staff to expedite three of the five opportunity areas: the MCPS and County sites (Area 2); the North Stonestreet Avenue infrastructure improvements (Area 4); and the Park Road and South Stonestreet Avenue infrastructure improvements (Area 5). At that time, it was also

decided that the remaining two opportunity areas, 1000 Westmore Avenue (Area 3) and Park Road and North Stonestreet Avenue (Area 1) would be addressed as part of the Rockville 2040 Comprehensive Plan Update.

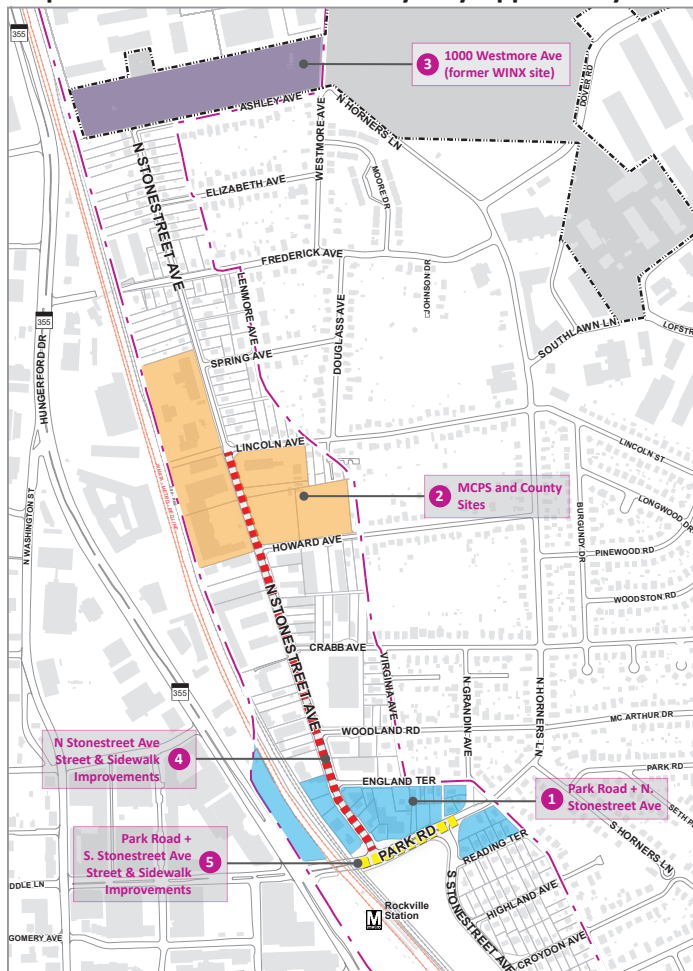
Shortly after receiving Mayor and Council direction, Planning staff submitted the Comprehensive Master Plan Amendment for the MCPS and County properties to Planning Commission for their review and approval. On March 25, 2019, after following the formal process, the Mayor and Council adopted the plan amendment, which laid a foundation for a future rezoning to allow a mix of uses, should the properties become available for redevelopment. In addition to the plan changes, progress has also been made on the recommended infrastructure improvements for North and South Stonestreet Avenues and Park Road. On May 6, 2019, the Mayor and Council adopted the FY 2020 budget, which includes capital improvement funds for the design of the North Stonestreet Avenue streetscape project and the reconfiguration of the intersection at Park Road and South Stonestreet Avenue.

In early summer 2019, representatives from the East Rockville Civic Association expressed concern at a Mayor and Council Community Forum about the timing of the Park Road and North Stonestreet Avenue area land use recommendations. In response, at their meeting on July 8, Mayor and Council directed staff to initiate the plan amendment process for this key opportunity area from the Stonestreet Corridor Study.

1.3 PLANNING FRAMEWORK

Recommendations for the subject area have been a component of several plans, including the 2001 Town Center Master Plan; the 2004 East Rockville Neighborhood Plan (2004 ERNP); the 2007 Lincoln Park Neighborhood Plan (2007 LPNP); and the 2002 Comprehensive Master Plan. Both the 2004 ERNP and the 2007 LPNP

Map 2: Stonestreet Corridor Study: Key Opportunity Areas



called for changes to the North Stonestreet Avenue corridor. They sought to add community-serving uses to the existing light industrial base, south of Howard Avenue, and to improve the infrastructure for pedestrians to establish greater compatibility with the adjacent neighborhoods.

The 2004 ERNP described in detail a redevelopment concept for North Stonestreet Avenue that was "to transform the corridor into a mixed-use area of neighborhood serving retail, residential and small-scale office uses" (pages 17-19). It also included guidance about new development taking advantage of the area's location next to a transit stop (page 24). The 2004 ERNP was frank about the contrast between the vision for the corridor and its existing conditions. The plan stated that the preferred approach for the existing service industrial businesses was that they be grandfathered and not displaced, and that certain incentives should be considered to motivate upgrades to service industrial properties that would be in line with plan objectives (page 19).

The Planned Land Use map from the 2004 ERNP designated the properties fronting North Stonestreet Avenue, and at the corner of North Stonestreet and Park Road, for mixed-use development. The remaining properties in the

subject area were designated for detached residential housing, which, along with the accompanying single-family residential zoning, prohibits a mix of housing types that would better maximize the area's adjacency to transit and meet some of the housing demand pressures that the east side of the city is currently experiencing.

1.4 AREA AND CONTEXT

Park Road is a critical, and one of only a few, east/west connections within the city. The area is busy not only with cars, trucks, and buses utilizing Park Road, but also with walkers and bikers traveling to and from the Rockville Metro Station. There are crosswalks at the intersection, but the sidewalk that exists on the west (rail) side of North Stonestreet Avenue discontinues after less than 100 feet north of Park Road. People often walk in the street on the west side of North Stonestreet Avenue. Although there is a sidewalk on the east side, it is sub-par and often crowded by vehicles from the auto repair shops.

Also on the north side of Park Road, is a mix of one-story buildings set back from the street, overgrown vacant properties, and single-family homes. The commercial uses include a convenience store, a restaurant, multiple auto repair and body shops, and retail sales businesses. There is no open public use or gathering space within the commercial area, and access is vehicle-oriented. The closest green space is Mary Trumbo Park at the corner of Park Road and North Grandin Avenue. It is passive, landscaped space geared toward the residential neighborhood.

To the east of the Rockville Metro Station and South Stonestreet Avenue is the East Rockville neighborhood, predominantly comprised of single-family detached homes. Due in part to its proximity to transit, East Rockville has experienced increased development pressure over the past decade to accommodate new residents seeking relatively affordable housing near transit. Small homes have been demolished and have been replaced by large houses, some of which are used as rentals for multiple occupants.

Service industrial is the predominant existing land use on North Stonestreet Avenue, south of England Terrace. The properties are smaller in size and the lots are often maximized with parked vehicles, which



Park Road at N. Stonestreet Ave



N. Stonestreet Ave near the Park Road intersection



Park Road viewing west, near S. Stonestreet Ave

at times spill onto the street. This area is in need of up-grades to ensure that walking and biking are viable modes of travel on their own, as well as safe and comfortable connections to transit.

Progress has been made in recent years to improve pedestrian and bicycle infrastructure in the area. A new sidewalk and bicycle lane was recently installed adjacent to the Rockville Metro Station along South Stonestreet Avenue. Both travel lanes on North Stonestreet Avenue include painted "sharrows" (share-the-road painted bike and arrow markings) to indicate a shared road with bicyclists. On a more transformative level, the adopted FY2020 Capital Improvements Program includes the design of the North Stonestreet Avenue streetscape project and the reconfiguration of the intersection at Park Road and South Stonestreet Avenue, as recommended in the Stonestreet Corridor Study. Proposed improvements include enhanced sidewalks on both sides of the street, improved street lighting, landscaping, and improved bicycle infrastructure. These proposals, when constructed, will provide a much needed shift on North and South Stonestreet Avenues and Park Road toward better accommodating walkers and bikers, along with vehicles.

1.5 COMMUNITY ENGAGEMENT

The 2018 Stonestreet Corridor Study, the precursor planning process that led to this amendment, included five well-attended community meetings and several small group and civic association meetings in 2017 and 2018. The subject area was identified as a priority area for action at the first meeting. Some of the comments expressed about the area included:

- Improve pedestrian security on N. Stonestreet Avenue from the Rockville Metro Station to the neighborhoods, especially at night--- better lighting, complete sidewalks, better crosswalks;
- Encourage upgrades to existing businesses. Park Road at N. Stonestreet is the gateway to the east side;
- Add more housing options and vibrancy closest to the Metro with improved access to the station;
- Allow businesses to stay where they are;
- Improve safety for bicyclists and walkers on N. Stonestreet Avenue and at the Park Road and S. Stonestreet Avenue intersection;
- Construct sidewalks on both sides of N. Stonestreet Avenue;
- Address traffic management, congestion and parking that may result with new development;
- Redesign intersections near Rockville Metro Station to protect and encourage pedestrian access.

The subject area was one of the primary topics of the third meeting at which street improvement preferences were discussed for both North Stonestreet Avenue and Park Road, in particular its intersection with South Stonestreet Avenue. At the fourth community meeting on December 5, 2017, based on input up to that point, an example redevelopment concept was presented and discussed for the subject area that included a mix of housing types, mixed-use buildings with ground floor commercial, and improved



Park Road viewing east



Crowded sidewalk on N. Stonestreet Ave



Improvements on S. Stonestreet Ave near Metro

pedestrian and open space connections. The concept was presented again as a component of the draft recommendations at the final public meeting. Feedback about the illustrative concept was generally enthusiastic. Some of the responses from the meetings included: appreciation for the pedestrian-friendly concept; more housing and more housing types made sense so close to transit; and liking the idea that there would be more places and activities within walking distance. Some of the concerns were about parking, additional traffic, and what certain infrastructure improvements or redevelopment could mean for existing businesses.

1.6 PROPOSED COMPREHENSIVE MASTER PLAN CHANGES

A. Area Goals

In the event that the subject properties become available for redevelopment, they should bring about:

- A revitalized area and focal point at the corner of Park Road and North Stonestreet Avenue, establishing an anchored entrance to Rockville's east side, integrating such elements as building form and design, public art, landscaped open spaces or plazas, and wayfinding.
- Redevelopment that takes advantage of transit proximity, is well-connected, and that transitions appropriately to the East Rockville neighborhood.
- An upgraded pedestrian environment, including enhanced sidewalks, landscaping, street trees, public/civic gathering spaces, and pedestrian-scale lighting.
- A mix of walkable, local-serving commercial uses and multi-unit residential, and residential attached uses at the North Stonestreet Avenue and Park Road intersection.
- A range of new, high-quality residential attached housing types, designed to be compatible with the scale of adjacent detached residential homes.

The city should seek creative approaches to meeting these goals, including public/private partnerships, infrastructure investments, financing mechanisms, and/or others.

B. Land Use

A new set of planned land uses for the subject area are proposed with Map 4. In addition, the text from the Area Goals, Design Guidance, and Implementation sections will also be adopted as components of the Comprehensive Master Plan.

The changes to the proposed land use, pursuant to this plan amendment include the new land use categories that have been proposed as part of the Rockville 2040 Comprehensive Plan process. The categories and descriptions are:

RA: Residential Attached

Allows a variety of house types that share party walls. Types of permitted construction include rowhouse, duplex, triplex, fourplex, and small apartment buildings with up to six units total in a single structure. Detached houses are also allowed.

RRM: Retail Residential Mix

Expresses the city's interest in retaining or introducing retail in specific locations mixed with multiple-unit residential and/or residential attached types. The mix can be horizontal, with stand-alone retail next to apartment buildings on a development site; or the mix can be vertical, with retail on the ground floor and apartments above. In some locations, the plan indicates where retail is strongly preferred along a street front.

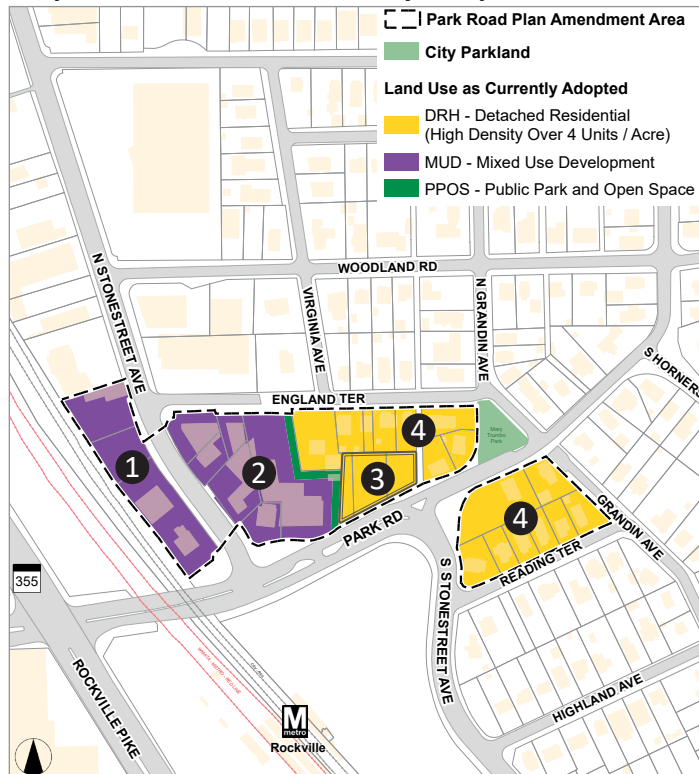
OR: Office or Retail

Allows either or both uses.

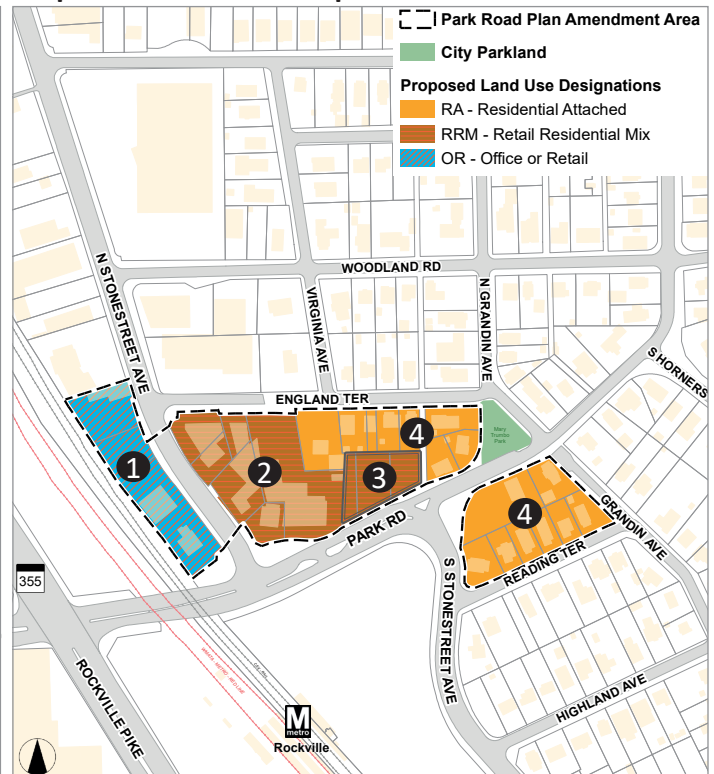
The numbers to follow correspond to the numbers on Maps 3 and 4 on the following page.

- ① Amend the Land Use from **Mixed Use Development (MUD)** to **Office or Retail (OR)** to promote walkable retail, office and services uses, with building heights up to 4-5 stories (or 50-65 ft).
 - In addition to office and retail, artisan and craft/maker spaces are also encouraged at this location.
 - No new Service Industrial uses would be encouraged, but existing uses would be allowed to remain.
- ② Amend the Land Use from **Mixed Use Development (MUD)** and **Public Parks and Open Space (PPOS)** to **Retail Residential Mix (RRM)** with building heights up to 4-5 stories (or 50-65 ft) to promote a mix of local retail and service uses and multi-unit residential across from the Rockville Metro Station.
 - No new Service Industrial uses would be encouraged, but existing uses would be allowed to remain.
- ③ Amend the Land Use from **Detached Residential - High Density Over 4 Units Per Acre (DRH)** to **Retail Residential Mix (RRM)** to promote a greater mix of uses, including smaller-scale multi-unit residential, rowhouses, and limited commercial at this transit node.
 - Explore options for the City to facilitate the development of these properties consistent with plan goals. Street improvements for the Park Road and South Stonestreet Avenue intersection have been proposed for inclusion in a future Capital Improvements Program, and the City may also want to consider options to coordinate the development of these properties with any future street reconstruction.
- ④ Amend the Land Use from **Detached Residential - High Density Over 4 Units Per Acre (DRH)** to **Residential Attached (RA)** to promote a mix of infill housing types, compatible in scale with single-family homes, including duplexes, triplexes, fourplexes, and rowhouses. Multiplexes of greater than four units are not appropriate in this area.
 - Buildings should blend well with the surrounding residential detached neighborhood, transition well in scale, mass, and height to surrounding homes, provide enhanced connections to the Rockville Metro Station, and limit curb cuts on Park Road so as to focus vehicular access and parking to the rear of the building.
 - Particular consideration should be given to how stormwater is managed for any new development on the south side of Park Road. The area is lower in elevation and residents have raised concerns about backyard flooding, under current conditions.

Map 3: Land Uses as Currently Adopted



Map 4: Land Uses as Proposed



C. Design Guidance

The recommendations in this section provide guidance for new development in both the private and public realms. They also promote compatibility with adjacent homes in East Rockville. Every effort should be made to integrate new development with the surrounding neighborhoods to further strengthen the existing community fabric.

- a. **Neighborhood Transitions:** Provide sensitively scaled transitions between new development and existing neighborhood homes.
 - Orient maximum building heights along Park Road and North Stonestreet Avenue, away from the existing single-family residential.
 - New buildings should taper down in height and scale toward existing single-family homes to establish a compatible relationship between buildings.
 - Exterior lighting for new buildings should utilize a cut-off design to minimize light spillover onto surrounding properties.
- b. **Public Realm Improvements:** Enhance pedestrian and bike connections to the Rockville Metro Station, to new open spaces, and to the surrounding neighborhoods through improved sidewalks, bike infrastructure, signage, landscaping, lighting, and public art.
 - Ensure that streetscape improvements that result from the redevelopment of individual properties are compatible with the overall street and sidewalk improvement recommendations from the 2018 Stonestreet Corridor Study.
 - Consider additional street connections and pathway crossings to break up block sizes and to create greater ease of access and pedestrian safety within the area.
 - Any new street connections or pathways should be well-landscaped and designed for pedestrian safety.

- Consolidate and reduce the number of curb cuts where possible to minimize conflicts between vehicular access points and pedestrian and bicycle areas.
 - Explore burying utility lines at the time of new development and/or street and sidewalk reconstruction.
- c. **Building Orientation:** In general, orient the primary facades of buildings and front doors parallel to the street or to a public open space to frame the edges of streets, parks and open spaces, and to activate pedestrian areas. Establish building frontages along Park Road and North Stonestreet Avenue to include ground-floor retail, enhanced pedestrian areas and amenities, landscaping, and bicycle infrastructure.
 - d. **Facade Articulation:** Create an architecturally enhanced feature at the corner of North Stonestreet Avenue and Park Road by focusing new development at that intersection, incorporating high-quality design components, and enhancing the public realm.
 - e. **Parks and Open Space:** Incorporate accessible community use space, including parks and other contiguous outdoor green space into the overall redevelopment concept.
 - f. **Parking:** In general, parking areas should be set back behind front building lines, away from the public realm and screened from public view. For attached dwellings, rear garage access is preferred, whether the garage is integrated into the primary structure or whether it is a separate structure. Avoid front loaded garages whenever possible. For multi-unit dwellings, parking requirements should take into account the area's transit proximity.
 - g. **Rail Line Impact Mitigation:** Mitigate impacts on new development, particularly residential developments, related to the area being proximate to the rail line, in such areas as safety hazards, noise, vibrations and odors. The purpose is to safeguard residents, customers, and employees of these new buildings.

D. Implementation: Zoning

The land use plan amendment is one component of implementing the goals and recommendations from the 2018 Stonestreet Corridor Study for this area. If this plan amendment is approved by the Mayor and Council, the zoning will need to be updated, through a separate public process, to be consistent with the land use changes.

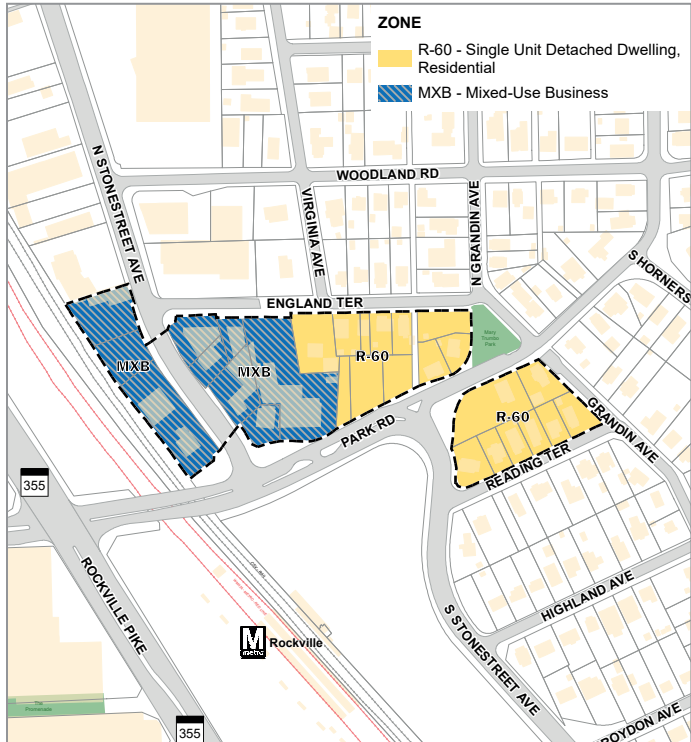
The potential zoning is as follows:

Property Specific (the numbers below correspond to the numbers on Map 6):

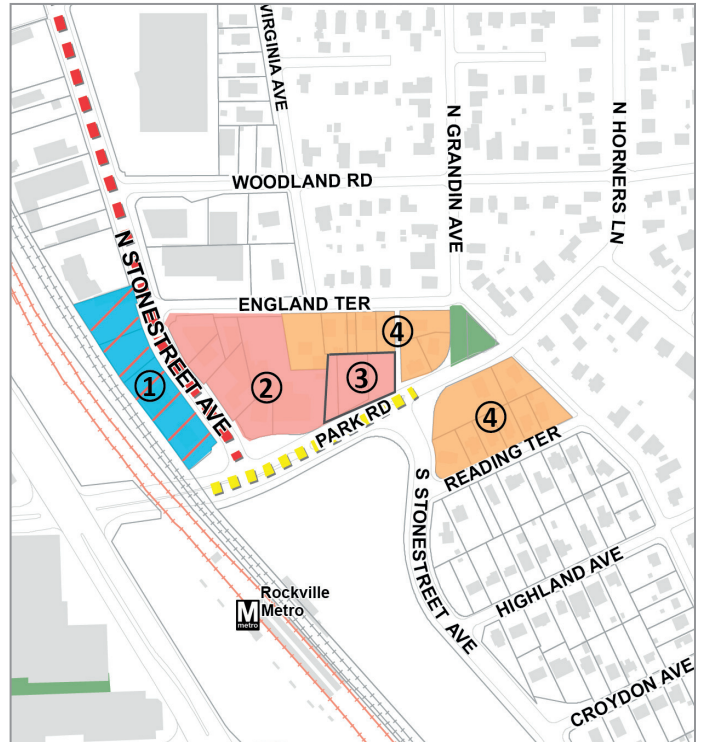
1. Rezone the properties from Mixed Use Business (MXB) to a mixed-use zone that allows for uses including retail, office, neighborhood services, and artisan/craft manufacturing.
 - Artisan and craft/maker manufacturing spaces are light-impact uses that have their operations generally enclosed within a building and produce little-to-no noise, vibrations or fumes outside of the building.
 - No new Service Industrial uses should be permitted, but existing uses should be allowed to remain.
2. Rezone the properties from Mixed Use Business (MXB) to a mixed-use zone to promote a mix of local retail and service uses and multi-unit residential across from the Rockville Metro Station.
 - No new Service Industrial uses should be permitted, but existing uses should be allowed to remain.

3. Rezone the properties from Single-Family Residential (R-60) to a mixed-use zone to promote a greater mix of uses, including smaller-scale multi-unit residential, rowhouses, and limited commercial at this transit node.
4. Rezone the property from Single-Family Residential (R-60) to a zone specifically designed for infill residential attached development.

Map 5: Existing Zoning



Map 6: Potential Zoning Recommendations



MAYOR AND COUNCIL ORDINANCE

Ordinance No. 15-20

ORDINANCE: To adopt the Park Road and North/South Stonestreet Avenue Area Comprehensive Master Plan Amendment as an amendment to the Adopted and Approved Comprehensive Master Plan for the City of Rockville, Maryland.

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

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

WHEREAS, on August 1, 2001, the Commission did approve, and on October 22, 2001, the Mayor and Council did adopt a Town Center Master Plan (the "2001 Town Center Master Plan") and subsequently adopted the 2001 Town Center Master Plan by reference in the 2002 Comprehensive Plan; and

WHEREAS, on December 17, 2003, the Commission did approve, and on March 8, 2004, the Mayor and Council did adopt an East Rockville Neighborhood Plan (the "2004 East Rockville Neighborhood Plan") as an amendment to the 2002 Comprehensive Plan; and

WHEREAS, on July 12, 2006, the Commission did approve, and on February 26, 2007, the Mayor and Council did adopt a Lincoln Park Neighborhood Plan (the "2007 Lincoln Park Neighborhood Plan") as an amendment to the 2002 Comprehensive Plan; and

WHEREAS, the Mayor and Council did instruct the Commission to make and approve, and recommend to the Mayor and Council an amendment to the 2002 Comprehensive Plan, including the 2001 Town Center Master Plan, the 2004 East Rockville Neighborhood Plan, and the 2007 Lincoln Park Neighborhood Plan (collectively referred to herein as the "Plan") for the Park Road and North/South Stonestreet Avenue Area of the Plan; and

Ordinance No. 15-20

WHEREAS, the City staff prepared, consistent with Section 3-201 *et seq.* of the Land Use Article of the Annotated Code of Maryland, an amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area; and

WHEREAS, in connection with the preparation of the amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area, the Commission and City staff did carefully and comprehensively survey and study present conditions and projections of future growth; and the relation of the Park Road and North/South Stonestreet Avenue plan amendment area to neighboring jurisdictions; and

WHEREAS, the amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area has been prepared for the purpose of guiding and accomplishing coordinated, adjusted and harmonious development of the City; and

WHEREAS, the amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area complements the visions as provided in Section 1-201 of the Land Use Article of the Annotated Code of Maryland; and

WHEREAS, after the preparation of said amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area, the Commission gave notice of the time and place of the public hearing to be held on said amendment by giving notice in a newspaper of general circulation in the City; and

WHEREAS, the Commission did refer copies of said amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area to all adjoining planning jurisdictions and to all state and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area at least sixty (60) days prior to the public hearing; and

WHEREAS, the Commission held a public hearing on said amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area on January 8, 2020; and

Ordinance No. 15-20

WHEREAS, the Commission took into consideration the testimony presented at said public hearing and in the written public record and made modifications to the amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area; and

WHEREAS, pursuant to Section 3-202 of the Land Use Article of the Annotated Code of Maryland, the Commission, by Resolution No. 1-20, adopted February 12, 2020, approved and recommended for adoption by the Mayor and Council the amendment to the Plan for Park Road and North/South Stonestreet Avenue Area as an amendment to the 2002 Comprehensive Master Plan for the City of Rockville, Maryland and the amendments to the 2002 Comprehensive Master Plan entitled "Town Center Master Plan," dated October 22, 2001; "East Rockville Neighborhood Plan," dated March 8, 2004; and "Lincoln Park Neighborhood Plan," dated February 26, 2007; and

WHEREAS, the Commission certified an attested copy of the recommended amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area to the Mayor and Council on March 25, 2020; and

WHEREAS, pursuant to Section 3-204 of the Land Use Article of the Annotated Code of Maryland, the Mayor and Council, as the legislative body, may adopt, modify, remand, or disapprove an amendment to the Plan; and

WHEREAS, pursuant to Section 3-204 of the Land Use Article of the Annotated Code of Maryland, the Mayor and Council shall hold a public hearing before adopting or modifying an amendment to the Plan; and

WHEREAS, the Mayor and Council gave notice that a public hearing would be held on the recommended amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area on June 8, 2020, said notice having been published once a week for two consecutive weeks and at least ten days prior to the public hearing, in a newspaper of general circulation in the City of Rockville; and

Ordinance No. 15-20

WHEREAS, the Mayor and Council did hold a public hearing on the Commission's recommended amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area on June 8, 2020; and

WHEREAS, pursuant to Section 3-204 of the Land Use Article of the Annotated Code of Maryland, the Mayor and Council must approve, modify, remand, or disapprove the recommended plan within 90 days after the date that the Commission certifies an attested copy of the recommended plan to the legislative body or the recommended plan is considered approved; and

WHEREAS, pursuant to Section 3-204, Land Use Article of the Annotated Code of Maryland, if the Mayor and Council determines that there are exigent circumstances so that it is unable to act within the 90 days, the Mayor and Council may extend the deadline for no more than one 60-day extension; and

WHEREAS, the Mayor and Council determined that there were exigent circumstances so that it was unable to act within 90 days; and

WHEREAS, the Mayor and Council extended the deadline to approve, modify, remand or disapprove the recommended plan by 60 days to August 22, 2020 by Resolution No. 05-20, adopted on June 22, 2020; and

WHEREAS, the Mayor and Council modified the Commission's recommended plan during a work session following the June 8, 2020, public hearing; and

WHEREAS, it is the desire of the Mayor and Council to approve the recommended amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area with certain modifications.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, that the amendment to the Plan for the Park Road and North/South Stonestreet Avenue Area be, and the same is hereby, adopted as an amendment to the 2002 Comprehensive Master Plan for the City of Rockville, Maryland and the amendments to the 2002

Ordinance No. 15-20

Comprehensive Master Plan entitled “Town Center Master Plan,” dated October 22, 2001; “East Rockville Neighborhood Plan,” dated March 8, 2004; and “Lincoln Park Neighborhood Plan,” dated February 26, 2007.

* * * * *

I certify that the above is a true and correct copy of
an Ordinance adopted by the Mayor and Council of
Rockville at its meeting of July 13, 2020.



Sara Taylor-Ferrell
City Clerk/Director of Council Operations

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**Park Road and North/South Stonestreet Avenue Area
Comprehensive Master Plan Amendment
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**City of Rockville
Maryland**