

4. Transit Oriented Designation (TOD) Plan Questions (<https://forms.mdot.maryland.gov/TOD>)

Question 1: Please describe and provide documentation of the land use plan and/or development proposal if applicable for the proposed designation area. The land use plan should include a mix of uses and target densities. If there is any intention for land use/zoning changes for the site area, please share.


The location as proposed for the TOD designation is comprised of properties within approximately half-mile radius from Rockville Metro Station, on the Washington Metropolitan Transit Authority (WMATA) red line. The station also serves intercity MARC and Amtrak trains. The proposed area for TOD designation is a part of the City's [Town Center Master Plan](#) (Planning Area 1) and the [East Rockville Planning Area](#) (Planning Area 2) and includes residential and commercial properties adjacent the Metro Station, and also includes WMATA-owned properties at Rockville Metro Station.

The City partnered with WMATA, Montgomery County Department of Transportation (MCDOT), Maryland Department of Transportation (MDOT), MDOT State Highway Administration (MDOT SHA) and the Rockville Community to develop a concept plan for redeveloping the WMATA-owned properties at and surrounding the Metro Station and incorporate the various transit services that serve the area. On December 6, 2024, the Mayor and Council adopted a resolution to approve a concept design plan for Rockville Metro Station, with a mixed-use development of 1,180 residential units, 1,850 sf of retail, 10,000 sf of open space, a train hall, transit plaza and other amenities that serves as a gateway to Rockville and a central point between various transit services. The Concept Plan provides clear guidelines for WMATA and a future potential developer.

As a result, the [WMATA Joint Development work plan](#), released in June 2025, notes that there is interest in moving forward with joint development planning at the station in the near-term. The Joint Development Plan notes that to facilitate the implementation of the project, Rockville must identify funding for the train hall as proposed in the concept design. The Mayor and Council also directed staff to identify funding sources for the vision in the concept design that treats the extension of the pedestrian bridge as an add-on option over the station platform (eliminating the up and down movements that currently exist).

City staff is collaborating with MDOT, Amtrak, MARC and CSX on a collective plan to facilitate improvements the Rockville Station with a National Railroad Partnership Program/ Federal-State Partnership for Intercity Passenger Rail (FSP) Grant application. The grant, if awarded, would potentially support the construction of the train hall, replacement of the pedestrian bridge with direct platform access, and other improvements to the MARC station.

Figure 1- WMATA Joint Development Plan (June 2025)

Joint Development Work Plan (Station-Specific Actions) June 2025 				
Station	Prioritization Grouping	Completed Actions (2022-2024)	Near-Term Actions (2025-2028)	Mid-Term Actions (2029-2032)
North Bethesda (Parcel H – LCOR)	-	1. Closed on ground lease. 2. Construction.	1. Delivery of residential development.	
Rockville	2	1. Mayor & Council endorsed Metro's joint development concept plan & approved Town Center Master Plans. 2. Completed Joint Development Planning Study.	1. Finalize transit facility requirements. 2. Conduct Compact Public Hearing to Amend the Mass Transit Plan. 3. City of Rockville to identify funding for train hall. 4. Coordinate with MCDOT on Viers Mill Rd BRT project. 5. Issue Joint Development Solicitation.	1. Execute Joint Development Agreement. 2. Support development planning & entitlement activities; approve plans. 3. Construction.
Shady Grove	3	1. Coordinated with Montgomery County and the City of Rockville on surrounding development opportunities.	1. Complete Joint Development Planning Study for the west side. 2. Transfer Metro Access Road to Montgomery County to support development.	1. Conduct a Compact Public Hearing to Amend Mass Transit Plan. 2. Issue a Joint Development Solicitation.
Silver Spring	3		1. Complete Joint Development Planning Study.	3. Issue a Joint Development Solicitation.

Source: [2025-Workplan-Final.pdf](#) page 6

Rockville's Mayor and Council adopted the [Town Center Master Plan in January of 2025](#) (TCMP), which envisions higher density residential development and more multimodal transportation. The Rockville Town Center plan constitutes a major part the TOD designation area.

One of the goals of the TCMP is to build higher density development seeking 3,000 new residential units by 2040. The Plan further reinforces transit-oriented development by recommending the existing surface parking lots surrounding the train station as high-intensity mixed-use development.

Key recommendations of the TCMP include:

- More residential density, acknowledging the increasing need for affordable housing.
- More diversity in retail options and fewer retail vacancies.
- Improved bicycle and pedestrian infrastructure.
- Improved wayfinding throughout Town Center.
- Reduce required parking and better leverage existing surface and structured parking
- Improved parking garage signage and accessibility.
- Additional parks and green spaces.
- More events in Town Center.

The East Rockville Plan also supports more density near the Metro Station, including smaller-scale multi-unit residential, attached townhouses/row houses, ADU's and missing middle housing. Since the East Rockville Plan was adopted, the community has expressed a desire to allow additional density in the planning area. As a result, a Rockville Mayor and Council strategic priority for FY27 is to update the East Rockville Neighborhood Plan (Planning Area 2 of the City's Comprehensive Plan). This plan will update zoning on the

east side of the Rockville Metro Station explore how to best increase residential density within walking and rolling distance of the Rockville Metro Station.

[Rockville's Comprehensive Plan](#) was adopted by the Mayor and Council in August of 2021 after an extensive public outreach and engagement process. The city has introduced a Zoning Ordinance Rewrite (ZOR) and Comprehensive Map Amendment (CMA) to implement land use and zoning recommendations of the Comprehensive Plan, scheduled for adoption in summer of 2026. On March 2025, Rockville's Mayor and Council adopted a zoning text amendment (ZTA) supported by the TCMP to move forward in advance of the ZOR and CMA adoptions scheduled for 2026, that specifically provides for increased building heights including the associated incentives, no minimum parking requirements, and clarifying that ground floor retail shall not be required in Town Center.

[The following attachments are intended as an FYI and will be included in the TOD application web portal, and are therefore not included in the Legistar packet:

- Attachment 1– M&C Resolution approving Rockville Metro Station Plan (omitted)
- Attachment 2-Proposed zoning for the designated area (Figure 3) (omitted)
- Attachment 3-[Comprehensive Plan -Land Use Element](#) (pages 39-45) highlighting the City's Goals and Policies that are applicable to the proposed TOD area (omitted).]

Question 2: Please describe and provide documentation of pedestrian, bicycle and personal mobility connectivity plans or strategies within the proposed designation area.

The City of Rockville Mayor and Council approved the [Pedestrian Master Plan](#) in October 2023 to help guide the expansion and enhancement of pedestrian infrastructure in Rockville. The plan also directs staff to refine transportation and land use policies to better accommodate and consider pedestrian needs in the built environment. The Pedestrian Master Plan sets out 46 different action items to improve pedestrian access and mobility and increase overall pedestrian travel. As illustrated in the plan, the City recognizes the connection between pedestrian travel and Transit Oriented Development and specifically seeks to expand the sidewalk network, inventory existing sidewalk quality and reconstruct damaged sidewalks, improve intersections for pedestrians, build crosswalks, and ensure new development supports pedestrian travel. As part of implementing this plan, the City regularly evaluates and constructs pedestrian improvements in the proposed TOD area. Lastly, the plan specifically includes a recommendation to improve the Unity Bridge, a pedestrian bridge located at the northern point of the proposed TOD area, that connects East Rockville with Montgomery College and Town Center.

The [Vision Zero Action Plan](#) was approved by the Mayor and Council in July 2020 and provides 30 action items to help the City improve transportation safety and eliminate crashes that result in fatalities or serious injuries. The plan explicitly directs the City to

build out the multimodal transportation network, including sidewalks and bicycle facilities, to review and improve transit stops for accessibility and safety, and improve roadway crossings for vulnerable roadway users. Through this plan, the City understands that people are more willing to walk, ride a bike, roll, and use transit for their daily travel needs if they feel safe doing so. The City regularly constructs traffic calming improvements in the proposed TOD area. New development in Rockville that provides convenient access to high-capacity transit benefits from a safe and surrounding multimodal transportation network.

[Rockville's Bikeway Master Plan](#) was approved in April 2017 and proposes different bicycle facilities throughout the City as well as bicycle policies to help increase bicycling in Rockville. This plan emphasizes the need to build a comprehensive and safe bicycle network for Rockville residents and visitors. The plan recognizes the importance of dedicated bike routes as alternatives to driving and provides a vision for a safe and efficient multi-modal transportation system within Rockville. Within the proposed TOD area, the City has already constructed shared use paths, standard bicycle lanes, separated bicycle lanes, shared roadways, permanent bicycle counters, and bicycle parking. Moreover, the plan provides for additional bicycle facilities in the proposed TOD area, which is not only a key bicycling destination in Rockville, but also the nexus of multiple Bikeway Master Plan Crosstown Routes; people bicycling in Rockville to the proposed TOD area will be able to find safe bicycle routes to everywhere else in the City. Additionally, as redevelopment occurs in the proposed TOD area, the city requires new developments to provide bicycle facilities such as parking and shower facilities and implement on-road bikeway recommendations. The city also constructs bicycle facilities as opportunities arise during street resurfacing or road rehabilitation projects.

City staff regularly conducts audits and analysis to identify gaps with the bikeways and pedestrian infrastructures. Staff also implements education and safety campaigns regularly to coordinate alongside other pedestrian and bicycle initiatives. The city encourages bicycling through programs such as the annual Bike to Work Day event, and interaction with school children with the Safe Routes To School program. In addition, an interdepartmental team successfully applied for the Bloomberg Philanthropies Asphalt Art Project grant, which was used to improve pedestrian safety on Beall Avenue with separated bicycle lanes, a bus boarding platform, and asphalt art; all within the proposed designated area. The artwork was completed in Fall of 2024.

The City's master plans and action plans provide direction and guidance to City staff to provide comprehensive pedestrian, bicycle, transit, and personal mobility options throughout the proposed TOD area. These plans help set goals for the city to achieve as well as the tools to implement projects over time to improve this area's connectivity.

[Question 3: Please describe and/or provide documentation of a rationalized parking strategy for the proposed designation area. This can include allowable parking under zoning, or the amount of parking being proposed through a development proposal.](#)

The proposed designation area includes several forms of public transportation. The area is served by the WMATA Red Line, multiple bus routes operated by WMATA and Ride On, MARC intercity rail, and Amtrak. Since 2013, Montgomery County has planned to construct Bus Rapid Transit (BRT) routes along MD355 (Hungerford Drive and Rockville Pike) and MD586 (Veirs Mill Road) as a part of a larger envisioned countywide BRT network. Both BRT routes intersect at Rockville Metro station and are included in the county's FY23-FY28 Capital Improvements Plan (CIP). The Veirs Mill BRT is currently at 95% design and the MD355 BRT is at 35% design. The County intends to secure construction funding for the Veirs Mill BRT through the Federal Transit Administration (FTA)'s Capital Investment Grant Small Starts program, and for the MD 355 BRT through the FTA's Capital Investment Grant New Starts program. Both projects have been granted entry into their respective Capital Investment Grant programs.

Additional information on the Montgomery County 2026 budget document for both BRT's can be found below at the following links:

https://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy26/cip_pdf/P501913.pdf

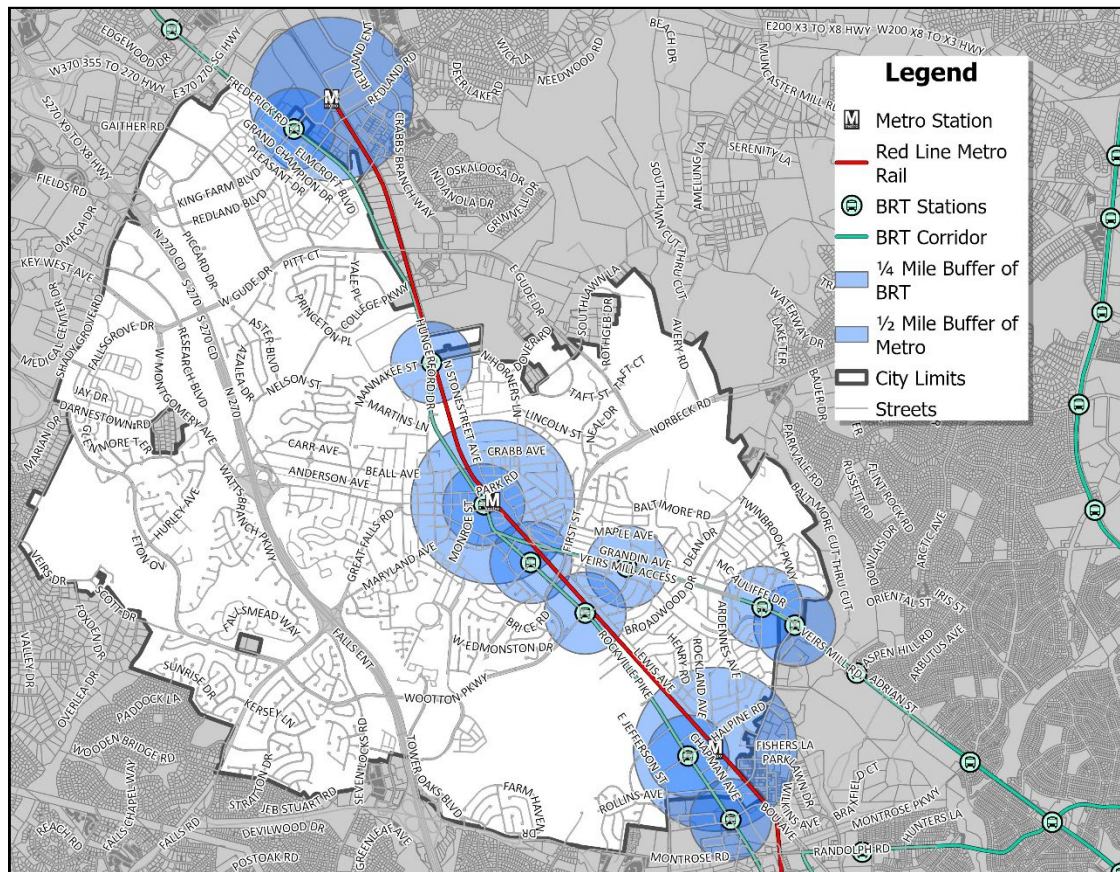
https://www.montgomerycountymd.gov/OMB/Resources/Files/omb/pdfs/fy26/cip_pdf/P502005.pdf

There are seven publicly owned and operated parking lots and garages within the proposed designation area. Three of the garages are owned by the City of Rockville and offer a total of 1,688 parking spaces, of which 973 are unrestricted public parking spaces. Montgomery County offers a juror parking lot and County Council Office Building garage to the public, providing additional parking spaces.

WMATA owns two parking lots in the planning area offering 524 spaces for transit riders. The Rockville Metro Station concept study reimagines the surface parking lots as high-density mixed-use developments while maintaining parking spaces for riders. WMATA has planned to repurpose these surface parking lots with dense residential and commercial development.

The city is currently undergoing a comprehensive rewrite/update of its zoning ordinance. Through this project, Rockville is proposing to update parking minimums within the MXTD (Mixed-Use Transit District) zone and within Town Center, so that properties within ½ mile of rail transit or ¼ mile of planned or existing bus rapid transit would have no minimum parking requirements.

Figure 2 – Properties within ½ mile of Metro Station and ¼ mile of BRT Stations in Rockville



The zoning rewrite also aims to amend the parking requirements to be reflective of a transit-oriented area and to prioritize development that proposes human-centered activity instead of automobile storage. The revised zoning will reflect the area's proximity to the Rockville Metro Station by reducing parking minimum requirements, improving accessibility and walkability within the built environment, promoting transit usage and creating people-friendly spaces that do not rely on automobile usage to access and enjoy.

In the interim period, as new developments come in, the parking requirements are assessed on a case-by-case basis. The Mayor and Council adopted [a Town Center Interim Comprehensive Plan Floating Zone](#) [Sec. 25.14.35(c)] on March 24, 2025 to implement the 2025 Town Center Master Plan recommendations before the planned zoning ordinance rewrite and comprehensive map amendment, to waive parking requirements for any property located within 0.5 miles of Rockville Metro Station (within the proposed TOD area). As an example, parking requirements were waived for a project with 147 multifamily affordable housing units at 41 Maryland Avenue due to the site's limited size, prime location and limited parking options.

Mixed use areas proximate to, but outside of, the Town Center can have reduced parking requirements based on proximity to rail and bus stations, pedestrian and bike routes and

public parking facilities. In addition, small properties that cannot accommodate all the required parking spaces can request to reduce their parking minimum requirement. Additionally, in single family areas that are within 7/10 mile of the Metro station, no parking is required for Accessory Dwelling Units (ADUs).

In 2023, the city constructed “Complete Streets” on N. Washington Street between MD-355 and MD-28, as well as along E. Middle Lane from N. Washington Street to MD-355. This project repurposed the existing right-of-way to provide additional on-street parking, separated and protected bicycles lanes, widened sidewalks, and made additional enhancements to improve the pedestrian realm. These facilities not only make it more comfortable for people walking and bicycling, but also improve traffic safety for everyone, including motorists.

[Question 4: Please describe and/or provide documentation of a strategy for connectivity to different modes of transit within the proposed designation area.](#)

The proposed TOD area surrounds the Rockville Metro Station, MARC and Amtrak Station, and is envisioned as a sustainable, walkable, vibrant, multicultural, diverse, and inclusive community celebrating a high quality of life and sense of place.

Rockville Station is also served by Amtrak and Maryland Area Regional Commuter (MARC) rail. The Amtrak Capitol Limited provides daily service between Washington, D.C. and Chicago and serves Rockville Station. Other notable stops along the route include Pittsburgh, PA and Cleveland, OH. Rockville Station is on MARC’s Brunswick Line, which connects Union Station in Washington, D.C. to Martinsburg, West Virginia, with a branch to Frederick, Maryland. Service only operates southbound in the morning and northbound in the afternoon and evening.

The proposed area is served by multiple bus routes operated by WMATA and Ride On, Montgomery County Department of Transportation’s (MCDOT) bus system. Metro Access and Ride On Flex provide shared-ride, door-to-door paratransit services from and to most places within the proposed area to eligible riders whose disability prevents them from using bus or rail.

Since 2013, Montgomery County has planned to construct Bus Rapid Transit (BRT) routes along MD355 (Hungerford Drive and Rockville Pike) and MD586 (Veirs Mill Road) as a part of a larger envisioned countywide BRT network. Both routes intersect at Rockville Metro Station.

The first phase of the MD-355 BRT is the “central phase” phase which is between Montgomery College in Rockville to Montgomery College in Germantown. It is currently in the 35% design stage and construction is expected to be completed between FY 2028-2031. Further phases are in the preliminary design phase but have not yet been funded for construction.

The Veirs Mill BRT will extend from Montgomery College Rockville to the Wheaton Metro Station. It is currently in the final design stage (95%) with construction expected to be completed in FY 2027.

As redevelopment at the Rockville Metro Station occurs, the city continues to prioritize improving connections to various transit services and providing safe access for vulnerable roadway users. Completed multimodal transportation projects from the City's master plans in the proposed TOD area include:

- Separated bicycle lanes and new on-street parking on N. Washington Street and E. Middle Lane,
- Separated bicycle lanes and asphalt art on Beall Avenue,
- Bicycle lanes and shared roadways on Maryland Avenue,
- Bicycle lanes on S. Stonestreet Avenue, and
- New sidewalk on Virginia Avenue.

There are also multiple projects from the approved plans that are currently in the planning, design, and upcoming construction phases, including:

- Sidewalks along Highland Avenue,
- Shared use path along Park Road,
- Complete streets improvements along N. Stonestreet Avenue,
- Bicycle lanes and shared roadways along Martins Lane,
- Shared use path and cycle track along Fleet Street and Monroe Street,
- Enhanced sight lines and access at N. Washington Street and Hungerford Drive (MD 355), and
- A mural and pedestrian safety improvements under the CSX overpass.

The zoning rewrite reflects the area's proximity to Rockville Metro Station, modifies parking requirements, improves accessibility and walkability, promotes transit usage and reduces reliance on automobile usage.

Question 5: Please describe and/or provide documentation of goals for housing creation (number of intended units and type) and affordability within the proposed designation area.

Increasing affordable and market-rate housing is one of the key focus areas for Rockville's Mayor and Council. The Town Center Master Plan (TCMP) set a goal to approve new higher density developments and to create 3,000 residential units by 2040 to accommodate different income levels and housing types. Other TCMP recommendations include rezoning over 600 properties to allow for a significant increase in the number of housing units permitted. Currently, Rockville's code requires 15 percent of residential units be provided as MPDUs (Moderately Priced Dwelling Units) when a development includes 20 or

more units. Within the MXTD family of zones, bonus heights will be awarded in return for the project providing MPDUs beyond the minimum requirement of 15 percent.

To achieve the housing goal, the Zoning Ordinance Rewrite (ZOR), anticipated to be adopted in Spring 2026, provides further flexibility by creating a ‘family’ of MXTD (Mixed-Use Transit District) zones, as follows (see Figure 3 for reference):

- MXTD-235: Will allow a by-right height of 235’, with a bonus of 100’ for the provision of affordable housing above the minimum required by code.
- MXTD-200: Will allow a by-right height of 200’, with a bonus of 100’ for the provision of affordable housing above the minimum required by code.
- MXTD-85: Will allow a by-right height of 85’, with a bonus of 50’ for the provision of affordable housing above the minimum required by code.

These zones will permit administrative site plan approvals and do not have any limitations or FAR requirements that could limit development.

On the east side of the proposed TOD area, properties are zoned mixed use and residential, including the Residential Medium Density (RMD) zone, which permits duplexes, small multi-unit dwellings up to four units and townhouses as a matter of right. The RMD-Infill Zone has been implemented in single family neighborhoods in close proximity to the Metro station on what had previously been single family lots. In addition, missing middle housing is possible in other RMD zones that allow for higher density on larger tracts near Metro.

As of April 9, 2024, attached accessory dwelling units (ADUs) are allowed to be constructed either within or as an addition to single unit detached homes, if certain conditions are met. ADUs allow homeowners to create new rental opportunities while building wealth and expanding affordability within existing neighborhoods without altering their character. By encouraging the development of ADUs, and incremental “missing middle” development in the proposed TOD area, the City will maximize the value of public investments in transit while reducing household transportation costs, a major driver of overall affordability. The effort is consistent with the [Governor’s Housing Expansion and Affordability Act](#) in TOD planning.

In general, the zoning ordinance rewrite (ZOR) strives to increase residential densities and building heights in infrastructure rich areas.

Rockville’s development review process recognizes that the city and the nation are in a housing crisis and the process to review residential development needs to be streamlined and to better provide applicants with predictability and certainty. In October 2018, the Mayor and Council endorsed the FAST (**F**aster, **A**ccountable, **S**marter, and **T**ransparent) initiative to identify Improvements for the Permitting and Development Review Processes

to attract more economic development and significantly increase the market rate and affordable housing in the City. FAST consists of several action items to be implemented in the Zoning Ordinance Rewrite, including:

- Straightforward administrative approvals for residential developments
- Administrative review of certain plats and historic preservation cases
- Combining and/or eliminating redundant public meetings
- Streamlining zoning approval processes

In addition to these, other FAST action items outside of the ZOR include:

- Establishing and tracking review timeframes for permit reviews
- Additional administrative approvals for transportation related items such as road code waivers

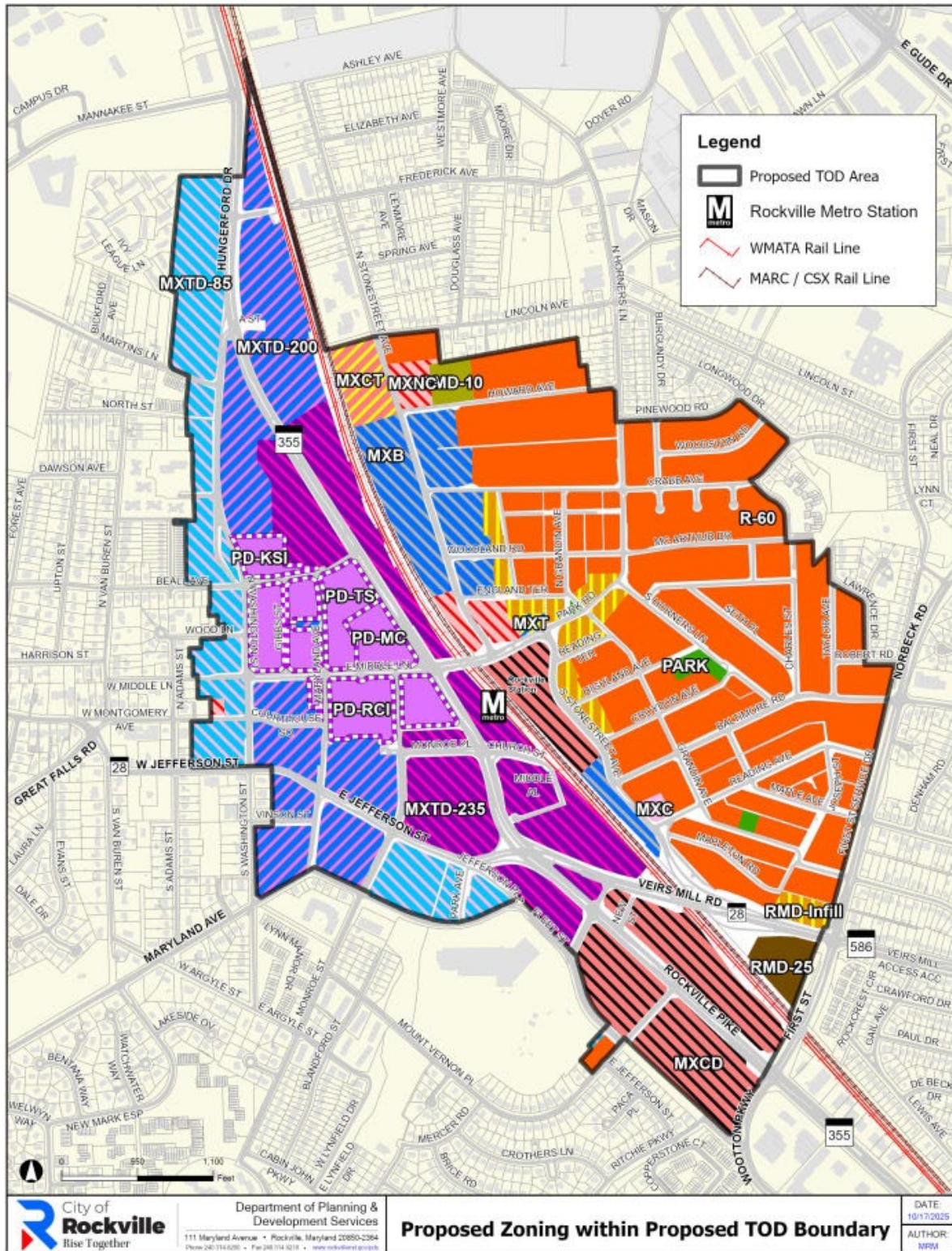
These changes result in a more affordable and efficient process, which will help remove barriers to housing production.

Residential properties within a half mile of Rockville station are included as a strategic and equitable approach to fostering affordable, walkable neighborhoods. Prioritizing development near transit ensures that new affordable housing units are not isolated but integrated into thriving, connected neighborhoods, creating long-term opportunities for residents to live, work, and thrive without dependence on personal vehicles.

Collectively, these approaches support intergenerational, income-diverse communities and gradually grow housing supply in a resilient, human-scaled manner. Concentrating them near transit magnifies their impact, ensuring equitable access to mobility, opportunity, and economic security while demonstrating a long-term commitment to sustainable and inclusive neighborhood growth.

The map [here](#) shows the current and proposed zoning map citywide. The current zoning will be on the left side of the slider and the proposed on the right. Figure 3 below outlines the zoning changes in the proposed TOD area.

Figure 3- Zoning within the proposed TOD area with the ZOR



Question 6: Please explain how and/or provide documentation showing that proposed developments are consistent with local and regional land use and comprehensive plans.

The Mayor and Council adopted the Rockville Comprehensive Plan in August 2021. A key recommendation of the Comprehensive Plan was to update the 2001 Town Center Master Plan. As a result, the new Town Center Master Plan, reflecting the Comprehensive Plan's vision was adopted in January 2025. This plan proposes a greater diversity of land uses and increase density in the areas surrounding the Rockville Metro Station and the proposed TOD area.

As a parallel effort to the Rockville Town Center Plan, the City and WMATA, developed a redesign for the Rockville Metro Station, which envisions the Metro Station as an iconic gateway and multi-modal hub that enhances the experience of downtown Rockville and maximizes safety for users. Rockville's Mayor and Council endorsed this new vision for the Metro Station and TOD area in December 2024 (Attachment 1).

The focus of development for the station revisioning is exclusively on property owned by WMATA, largely the surface parking lots on the east and west sides of the railroad tracks. The concept plan anticipates the potential to develop 1,850 square feet of retail frontage, 1,200 residential units and 10,000 square feet of open space, in addition to a train hall and transit plaza that would serve as gateways between the various transit services provided on site. The concept plan introduces new development opportunities, including housing at a desirable transit-oriented location, improves vitality in the Town Center, adds public amenities, accommodates Montgomery County's planned Bus Rapid Transit (BRT) and creates an iconic gateway into the city.

The Mayor and Council also endorsed an extension of the pedestrian bridge over the station platform as an add-on option and as a separate project for the city, from that of the potential development on WMATA property. The design is consistent with the 2021 City's Comprehensive Plan and the 2025 Town Center Master Plan. As a result, the WMATA Joint Development work plan, released in June 2025, shows Rockville Station has elevated in priority for redevelopment compared to the [2022 10-year Strategic Plan](#). Near-term actions are expected to begin in 2025-2028 and the City is actively seeking funding sources to participate as a partner in the development.

Besides the potential development at Rockville Metro Station, other projects currently underway in the proposed TOD area include:

- Momentum at Rockville Station, 41 Maryland Avenue, a project for a 12-story multifamily building to include 147 affordable housing units with all parking requirements waived.
- Conversion of an office building at 255 Rockville Pike from office to 550 residential units.
- Conversion of retail space in an existing building at 198 E. Montgomery Avenue to 13 residential lofts.

- Demolition of two existing office building at 414-416 Hungerford Drive to construct 291 multifamily units.
- Demolition of office suites at 622 Hungerford Drive to construct 48 two-over two condominium residential units.
- Redevelopment of a single-family home directly across from Rockville Metro Station into eight townhomes at 205 Park Road.

The proposed developments are consistent with the Comprehensive Plan's vision to create opportunities for more affordable and market-rate housing, enhance public transportation systems and leverage growth for increase economic development.

Recently, two office properties in the proposed TOD area (51 Monroe Street, 256,119 square feet and 600 Jefferson Plaza, 113,035 square feet) were auctioned, and the new owners will likely be considering redevelopment. The owner of another property at 121 Rockville Pike, 197,400 square feet with over 95% vacancy rate has discussed converting the office building into residential with city staff. A TOD designation will help spur economic and housing activity for these properties.

Question 7: Please describe and/or provide documentation of plans or strategies for developing green infrastructure within the proposed designation area or through jurisdiction wide policies. Examples of green infrastructure include rain gardens, permeable pavement, green roofs and enhanced or restored natural landscape features.

[Rockville's Climate Action Plan](#), adopted in January 2022, incorporates strategies to reduce greenhouse gases, prioritize equity and build resiliency. The City regularly provides updates on the progress of the climate action goals with [a dashboard and an annual report](#).

The City of [Rockville RainScapes Rebate Program](#) offers rebate incentives for single-family and townhome residences, homeowners associations, condominium associations, religious institutions, private schools, and other nonprofits for installing practices to reduce stormwater pollution and improve the water quality in local streams. Eligible practices include rain barrels, cisterns, conservation landscaping, rain gardens, tree canopy, green roofs, pavement removal, and permeable pavers. Properties can receive up to a lifetime maximum of \$5,000 in rebates. Projects installed in the proposed TOD area include:

- 10 conservation landscapes
- 13 tree plantings
- 16 rain barrels
- 1 pavement removal

Other types of green infrastructure facilities (both private and public) in the proposed TOD area include Dry Wells, Micro-Bioretention, Green-Roof-Intensive, Green Roof-extensive, and others as showing in the following [map](#).

[Rockville Town Center Master Plan](#) promotes the expansion of electric vehicle charging in alignment with the city's Electric Vehicle Readiness Plan. The City continues to work with developers and existing property owners to promote strategies to mitigate urban heat impacts, such as providing shade structures, incorporating trees and native plants into landscaping, building green roofs, and establishing a connected network of green spaces throughout the proposed TOD designation area. The stormwater management facilities as located in the proposed TOD area can be viewed [here](#).

In addition, Rockville's Department of Housing and Community Development administers the Single-Family Rehabilitation Program, using Community Development Block Grant funding. Under this program, income-eligible Rockville homeowners may apply for forgivable loans to make repairs such as roof replacement, plumbing and electrical upgrades, furnace replacement, and kitchen and bathroom rehabilitation. The City has partnered with a non-profit receiving funding from the Maryland Energy Administration's (MEA) Low-to-Moderate Income Grant Program to fund repair needs that involve energy and water efficiency upgrades.

Montgomery County is proposing to phase in net zero commercial and residential building code requirements by the 2030 building code cycle. In alignment with the County, Rockville continues to educate and prepare the development community to transition to net zero construction through gradually strengthened building codes with the amendment cycles.

Walkable, transit-oriented communities not only expand access to jobs, education, and services but also reduce congestion and emissions, aligning with sustainability and climate goals.

Question 8: Please provide an action plan for the 10-year designation period providing timeline, community engagement strategy, enabling projects, zoning, potential funding sources and commitments for proposed development within the proposed designation area. Applicants can include community engagement work that has already occurred.

The Comprehensive Plan was developed with extensive outreach and community engagement with over 200 listening sessions and meetings. Robust community outreach was also conducted with the Town Center Master Plan update utilizing the [Engage Rockville](#) website throughout the planning process as the primary location for public feedback and commentary on the plan.

The city of Rockville ZOR refers to the Zoning Ordinance Rewrite and Comprehensive Map Amendment project, which is a major initiative to modernize and update the city's zoning code and map. The project, which is scheduled to conclude in spring 2026, aims to align Rockville's zoning with the city's long-term vision laid out in the 2040 Comprehensive Plan.

The rewrite will implement goals and policies from the Rockville 2040 Comprehensive Plan as well as other supporting documents, including the Climate Action Plan, Pedestrian Master Plan, and the Town Center Master Plan update.

Many of Rockville's Bikeway Master Plan (2017), Climate Action Plan (2022), Pedestrian Master Plan (2023) and Vision zero plan recommendations as described more with Questions #2, #4 and #7 are regularly implemented. Additionally, the Bikeway Master Plan is scheduled for an update in 2027, and the Vision Zero Action Plan is scheduled for an update in 2030.

The City is working with WMATA and actively seeking partners and funding options to redevelop Rockville Metro Station. WMATA started due diligence on this site in spring 2025 and is targeting the necessary board approvals to release a solicitation in late 2026/early 2027.

A Rockville Mayor and Council strategic priority for FY27 is an update of the East Rockville Neighborhood Plan. The main goal of this plan update is to look at zoning on the east side of the Rockville Metro Station and suggest Land Use Policy Map and Zoning Map changes to allow for increased residential density within walking distance of Rockville Station. We anticipate extensive online and in-person community input to drive the recommendations within this Plan.

Question 9: Please describe how current planning and/or planned development supports economic development in the proposed designation area, including any anchor employers, business attraction or expansion efforts, and financial incentives or investment for economic development.

City staff is coordinating with Maryland Transit Administration (MTA) and MDOT (Maryland Department of Transportation (MDOT)), in applying to the FY 2024-2025 Federal State Partnership for Intercity Passenger Rail Program grant to fund a cost-benefit analysis and preliminary design for accessibility improvements at the Rockville Station, a pedestrian bridge to improve connectivity between the Rockville Town Center and direct access to WMATA and MARC/Amtrak platforms, development of a Train Hall as proposed with the WMATA's concept design for redevelopment at Rockville Metro Station, and the expansion of MARC rail service, including a third track at the station. While long term, these improvements are expected improve direct access between the residential and commercial properties in the proposed TOD area and the multiple transit modes at the station, as well as increase the frequency of intercity and regional rail service in Rockville. These improvements are also expected to trigger development interest within surrounding properties, as noted under Question # 6 and other areas describing land-use and zoning policies and recommendations.

City staff is also coordinating with Secretary Jacob R. Day of the Maryland Department of Housing and Community Development (DHCD) to develop an MOU that will support affordable housing at this TOD location.

Rockville Economic Development, Inc (REDI) is a public-private partnership formed by the City of Rockville to strengthen and broaden the city's economic base through business entrepreneurship, expansion, retention and recruitment programs. Key areas for REDI's economic development activities with the City include attracting new businesses,

marketing, partnering with stakeholders, and others. Below are listed recent updates of REDI's business attraction or expansion efforts, and financial incentives or investment for economic development in the proposed TOD area:

- **Partner Engagement:** Regularly liaise with local property owners on City initiatives and co-develop business attraction/retention projects.
- **Grant Facilitation:** Administer a grant program supporting both new and existing businesses. (MOVE, Expansion, and Small Business Impact Fund)
<https://rockvilleredi.org/business-grants-loans/>
- **Recent Successes:**
 - Opened: Trader Joe's (June 2025) & New Uyger restaurant
 - In Pipeline: New retail to backfill vacant spaces
- **Small Business Incubation:**
 - Provide technical assistance via the Maryland Women's Business Center.
 - Operate the "Shop Local" incubator, providing brick-and-mortar retail opportunities.

Morguard, a large property owner within Town Center, regularly works with its tenants and partners, including the city to create vitality in the area with murals, events, marketing, rebranding and other efforts. Examples of events include Taiwan Bubble Tea Festival, Summer Concert Series, Outdoor Ice-Skating Rink, and many others

Major employers in the proposed TOD area include Montgomery County Government and the Rockville city government. The proposed TOD area includes Council Office Building and County Executive Office Building, Rockville's City Hall, the Montgomery County Circuit and Maryland District courthouses, and hundreds of ancillary businesses that support the operations of those entities. Town Center is expected to continue to be an employment center for businesses as well as offices of government agencies. However, the rise of teleworking nationally has led to a weaker office market and a rising interest in adapting office buildings to residential uses where feasible.

With the zoning ordinance rewrite, the City provides the flexibility to adapt to changing market conditions and predictability in the development process so that projects may move forward quickly.

5. Has your local legislative body passed a resolution in support of a State Transit-Oriented Development Designation? (Note: applicants are strongly encouraged to share their proposed TOD Designation boundary with MDOT for feedback before including it in a final legislative resolution)

Scheduled for December 15, 2025

