



PLANNING COMMISSION

Meeting No. 06-25
Wednesday, May 14, 2025 - 7:00 PM

AGENDA

Jaime Espinosa, Chair

Susan Pitman
Eric Fulton

Shayan Salahuddin
Meng Sun

Jim Wasilak, Staff Liaison
Nicholas Dumais, Senior Assistant City Attorney

Rockville City Hall 111 Maryland Ave and
Virtually via WebEx

Watch LIVE on Comcast Cable Rockville Channel 11 and online at <https://www.rockvillemd.gov>

See page 2 for more information

1. **Convene**
2. **Briefing**

Briefing on Project Plan Amendment PJT2025-00023, to Amend the Planned Development for Rockville Center, Inc. to Permit construction of a 12-story multifamily building containing 147 affordable housing units and a parking waiver to provide zero on-site parking spaces located at 41 Maryland Avenue in the PD-RCI (Planned Development - Rockville Center, Inc.) Zone; SCG Development Holdings, LLC, Comstock 41 Maryland LLC, Comstock 44 Maryland LLC, Applicants

3. **Commission Items**

- A. Staff Liaison Report
- B. Old Business
- C. New Business
- D. Minutes Approval
 - November 13, 2024
 - December 11, 2024

- February 19, 2025
 - February 26, 2025
 - March 26, 2025
 - April 9, 2025
- E. FYI/Correspondence

4. Adjourn

PLANNING COMMISSION

HYBRID MEETING AND PUBLIC HEARING PROCEDURE

The Planning Commission meets in person in the Mayor and Council Chambers at Rockville City Hall, 111 Maryland Avenue. The public is invited to participate in person or virtually via Webex. Anyone wishing to participate virtually may do so per the instructions below.

HYBRID MEETING AND PUBLIC HEARING PROCEDURE

1. Pre-meeting Platform: Webex

- A. Applicant Access: Provided by Community Planning and Development Services/IT
- B. Access for Oral Testimony and Comment: Provided by CPDS/IT (see below)

2. Pre-Meeting Preparations/Requirements:

A. Written Testimony and Exhibits

Written testimony and exhibits may be submitted by email to Jim Wasilak, Staff Liaison to the Planning Commission, at jwasilak@rockvillemd.gov or by regular mail to:

Jaime Espinosa, Chair
 Rockville Planning Commission
 111 Maryland Avenue
 Rockville, MD 20850

Written testimony must be received no later than nine (9) days in advance of the hearing in order to be distributed with the Planning Commission briefing materials. Written testimony and exhibits received after this date, until 4:00 pm on the day before the hearing, will be provided to the Planning Commission by email.

B. Webex Orientation for Applicants

- i. Applicants must contact the planning case manager assigned to the Application no

later than five(5) days in advance of the hearing in order to schedule Webex orientation, which must be completed prior to the hearing.

C. Oral Testimony by Applicants and the Public

- i. Applicants – Applicants must provide to the planning case manager a list of presenters and witnesses who will testify on behalf of the Application to the planning case manager no later than five (5) days prior to the date of the hearing.
- ii. Public Testimony/Comment on an Application – Any member of the public who wishes to comment on an application must submit their name and email address to the Staff Liaison Jim Wasilak (jwasilak@rockvillemd.gov) no later than 9:00 am on the day of the hearing to be placed on the testimony list.

Members of the public who seek technical assistance from City staff must submit their name and email address to Jim Wasilak no later than two (2) days in advance of the hearing so that an orientation session may be scheduled.

If a member of the public is unable to meet the deadline to be placed on the testimony list, they can submit written testimony to the Staff Liaison to the Planning Commission by email to jwasilak@rockvillemd.gov.

3. Conduct of Online Meeting and Public Hearing

A. Rules of Procedure

The Meeting and Public Hearing will be held in accordance with the Planning Commission Rules of Procedure, including the order of testimony and applicable time limits on testimony. The Rules may be viewed here: <https://www.rockvillemd.gov/DocumentCenter/View/2023/Planning-Commission---Rules-of-Procedure>

B. Oral Testimony

During the hearing, the Chair will sequentially recognize each person on the testimony list and ask the host to allow the speaker to speak. Each speaker must wait to be specifically recognized by the Chair before speaking.

If during the hearing a party wishes to speak, or a speaker wishes to request the opportunity to engage in cross-examination following specific testimony, the party must contact the Staff Liaison/Host by email at jwasilak@rockvillemd.gov with the specific request. The Host/Staff Liaison will inform the Commission. The Chair will determine if the party may be heard.

C. Continuance of Hearing

The Planning Commission, at its discretion, reserves the right to continue the hearing until another date.

HELPFUL INFORMATION FOR STAKEHOLDERS AND APPLICANTS

A. GENERAL ORDER OF SESSION FOR DEVELOPMENT APPLICATIONS

1. Staff presentation
2. City Board or Commission comment
3. Applicant presentation (10 min.)
4. Public comment (3 min, or 5 min for the representative of an association)
5. Planning Commission Discussion and Deliberation
6. Decision or recommendation by vote

The Commission may ask questions of any party at any time during the proceedings.

B. PLANNING COMMISSION BROADCAST

- Watch LIVE on Comcast Cable Rockville Channel 11 and online at: www.rockvillemd.gov
- Replay on Comcast Cable Channel 11:
 - o Wednesdays at 7:00 pm (if no live meeting)
 - o Sundays at 7:00 pm
 - o Mondays, Thursdays and Saturdays at 1:00 pm
 - o Saturdays and Sundays at 12:00 am (midnight)
- Video on Demand (within 48 hours of meeting) at: www.rockvillemd.gov/VideoOnDemand.

C. NEW DEVELOPMENT APPLICATIONS

- For a complete list of all applications on file, visit: www.rockvillemd.gov/DevelopmentWatch.

D. ADDITIONAL INFORMATION RESOURCES

- Additional resources are available to anyone who would like more information about the planning and development review process on the City's web site at: www.rockvillemd.gov/cpds

Maryland law and the Planning Commission's Rules of Procedure regarding ex parte (extra-record) communications require all discussion, review, and consideration of the Commission's business take place only during the Commission's consideration of the item at a scheduled meeting. Telephone calls and meetings with Commission members in advance of the meeting are not permitted. Written communications will be directed to appropriate staff members for response and included in briefing materials for all members of the Commission. Wednesdays at 7:00 pm (if no live meeting)



PLANNING COMMISSION Meeting Date: May 14, 2025

Agenda Item Type: BRIEFING

Department: CPDS - DEVELOPMENT REVIEW

Responsible Staff: CHRISTOPHER DAVIS



Overview

Case: Project Plan PJT2025-00023

Location: 41 Maryland Avenue

Staff: Chris Davis, Senior Planner
Community Planning and Development Services
240.314.8201
cdavis@rockvillemd.gov

Applicant: SCG Development Holdings, LLC, Comstock 41 Maryland, LLC, Comstock 44 Maryland, LLC

Filing Date: April 3, 2025

Discussion

SCG Development Holdings, LLC along with Comstock 41 Maryland LLC and Comstock 44 Maryland, LLC (collectively known as the “Applicant”) has filed a Project Plan application to permit redevelopment of the existing surface parking lot located at 41 Maryland Avenue (the “Property”) into a 12-story multi-family residential building containing a maximum of 147 dwelling units for affordable housing. In order to allow this project as proposed, an amendment to the Rockville Center Inc., Planned Development (“PD”) is required pursuant to Section 25.14.07 of the Zoning Ordinance. The PD was initially approved by the Planning Commission on April 27, 1994, as Preliminary Development Plan PDP94-00001 with several amendments following in subsequent years.

PD amendments require the filing of a Project Plan amendment application, which may be approved only if the Mayor and Council find that approval of the application will not:

- a. Adversely affect the health or safety of persons residing or working in the neighborhood of the proposed project;
- b. Be in conflict with the Plan;
- c. Overburden existing and programmed public facilities as set forth in Article 20 of the Zoning Ordinance and as provided in the adopted Adequate Public Facilities Standards (APFS);
- d. Constitute a violation of any provision of the Zoning Ordinance or other applicable law; or
- e. Adversely affect the natural resources or environment of the City or surrounding areas.

In accordance with Section 25.07.07 of the Zoning Ordinance, the Mayor and Council and Planning Commission are required to be briefed on project plan applications. The purpose of this briefing is for the Applicant to inform officials about the proposal, including a project overview and review schedule. During the briefing, the Applicant will be available to answer questions from officials on specific elements of the proposed project. The Planning Commission will have an opportunity to make a recommendation on the application at a future meeting. Should the Mayor and Council ultimately approve the amendment to the PD and Project Plan, the Planning Commission will consider a site plan for the development project at a future meeting.

Site Description

Location: 41 Maryland Avenue

Planning Area: Planning Area 1 – Town Center

Land Use

Designation: OCRM – Office Commercial Residential Mix

Zoning District: PD-RCI (Planned Development – Rockville Center Inc.) with MXTD (Mixed-

Use Transit District) Equivalent Zone

Existing Use: Surface Parking Lot

Proposed Use: 12-story multifamily building with 147 affordable housing dwelling units

Site Area: 0.42 acres (18,150 square feet)

Building Height: 135.25 feet (Maximum 120 feet above the 448' elevation)

Surrounding Land Use and Zoning

	Zoning	Planned Land Use	Existing Use
North	PD – TS (Planned Development – Town Square)	CRM – Commercial Residential Mix	Multifamily Residential & Commercial
East	PD – RCI (Planned Development – Rockville Center Inc.)	CRM – Commercial Residential Mix	Multifamily Residential & Commercial
South	MXTD (Mixed-Use Transit District) & PARK (Park Zone)	OCRM – Office Commercial Residential Mix & P – Public Park	Commercial & Public Park
West	MXTD (Mixed-Use Transit District)	OCRM – Office Commercial Residential Mix	Multifamily Residential

The Property is identified as Parcel 2-H of the Rockville Town Center subdivision (Plat No. 20464) recorded on June 4, 1997. The Property is approximately 0.42 acres (18,150 square feet) and is located at the southwest corner of Maryland Avenue and East Middle Lane. The Property is a narrow corner lot that is rectangular in shape and mostly flat with a slight upward sloping occurring along its Maryland Avenue frontage. The Property’s frontage along East Middle Lane is approximately 82 feet and the Maryland Avenue frontage is approximately 296 feet. The Property is within the PD-RCI (Planned Development – Rockville Center Inc.) Zone with an equivalent zone of MXTD (Mixed-Use Transit District) and is subject to the Rockville Center Inc. Planned Development governing documents.

The site is currently improved with a privately owned surface parking lot that has existed since the late 1990s and appears to have been used as a parking facility for the town center area as well as the temporary location of a bank branch during such time. The site immediately abuts the Victoria Condominiums building at 24 Courthouse Square to the west while also abutting the rear of a commercial building to the south at 30 Courthouse Square. A chain-link fence lines the edge of the parking lot with a landscaped area, mature trees and sidewalks occurring beyond along both frontages.

Project Description

The Applicant is proposing to remove the existing parking lot and redevelop the Property with a 12-story multifamily building that will contain up to 147 dwelling units for affordable housing. The footprint of the proposed building will envelop most of the property while maintaining the existing sidewalks along both its Maryland Avenue and East Middle Lane frontages. The Applicant's plans show the building's main access points will be via pedestrian entrances located near the corner of Maryland Avenue and East Middle Lane and accompanied by expansive window openings along the street frontages at the ground level to engage with the abutting pedestrian areas. The Applicant has also indicated that the building will employ a variety of exterior materials and projections to create a structure with dynamic massing and vibrant architectural styling consistent with the urban town center area. The building will be approximately 140 feet tall. Areas for loading and service vehicles will be provided within the building via a curb cut and vehicular driveway along Maryland Avenue at the southern end of the Property.

The proposed development will include residential amenities such as a fitness room, clubroom, pet spa, bike and package storage as well as a lobby gathering space. The Applicant also proposes to provide off-site improvements including an accessible ADA curbside parking space and curbside drop-off space along the site's Maryland Avenue frontage. Approximately 27% (4,920 square feet) of the Property will remain as open space, located along the E. Middle Lane frontage, along the western side, and along the southern stem of the property. As the project is proposed entirely for affordable housing, the Applicant proposes not to provide public use space, pursuant to Section 25.17.01 of the Zoning Ordinance.

As the original PD designated the Property for a minimum of 11,260 square feet of commercial space and a minimum of 117 dwelling units, the Applicant also proposes to modify such uses and intensities, to provide the proposed residential development of 147 units. The PD also specified the required massing and heights for the five blocks within the PD and established the 448-foot elevation as a key reference point for which the buildings would be measured from. This elevation generally corresponds to the elevation of Promenade Park and the connected pedestrian overpass to the Rockville Metro Station which were key components for open space and pedestrian access within the development at the time of the original approval. The PD designated a maximum height of 100 feet above the 448-foot elevation for the subject property and the Applicant proposes to increase the height to 120 feet above such elevation to allow for flexibility in final engineering of the building. The Applicant has provided a graphic depiction of the proposed elevation of the building height in relation to the 448-foot elevation within their submitted materials (See Attachment #4 – Site Plan).

The Applicant indicates that the proposed affordable units will be available to a range of households with qualified incomes under the Federal Low Income Housing Tax Credit (LIHTC) and other local housing programs. As part of this application, the Applicant requests modifications to the MPDU Declaration of Covenants encumbering the adjacent 44 Maryland Avenue property to

allow for certain existing MPDUs from the 44 Maryland Avenue property to be replaced with certain units included in this project. No new construction or physical modifications are proposed on the 44 Maryland Avenue property as part of this application. Details on the proposed MPDU modifications are provided in the Applicant's submitted narrative (See Attachment #6 – Project Narrative).

In considering the proposed Project Plan, the Mayor and Council must determine that the application meets certain findings as specified in Section 25.07.01 of the Zoning Ordinance. Further review of this application and compliance with applicable sections of the city code will be included in future reports on this project.

Parking Waiver

As part of this Project Plan application, the Applicant requests a parking waiver pursuant to Section 25.16.03 of the Zoning Ordinance to reduce the required number of parking spaces to zero on-site spaces. The Applicant does not propose any dedicated off-site parking spaces and has provided justification for the parking waiver with this Project Plan application (See Attachment #7 – Parking Waiver).

Comprehensive Planning

The project is located within Planning Area 1 (Town Center) of the City of Rockville's Comprehensive Plan, Rockville 2040 ("Plan") and the Land Use designation applied to the site is OCRM – Office Commercial Residential Mix. The definition of OCRM in the Plan is described as, "a wide choice in mixing office, commercial, and residential uses. Uses such as research & development, breweries, distilleries, and small manufacturing may be appropriate if they do not adversely impact surrounding properties. In some locations, the Plan indicates where commercial is strongly preferred along street frontage."

The Comprehensive Plan calls for the development of additional affordable housing throughout Rockville. This project is proposing the development of 147 new affordable housing units. There are several other compatibilities within the proposed project and the Housing chapter of the Comprehensive Plan, including:

- Housing Action 2.3: "Work with neighborhoods to promote small-scale infill and redevelopment projects that will diversify the housing stock and lower per unit land costs for new housing, including townhouses, rowhouses, duplexes, triplexes, fourplexes, and small multiple-unit properties." Page 199
- Housing Action 3.1: "Allow new housing in locations where amenities and infrastructure already exist, and that are compatible with the existing neighborhood." Page 200
- Housing Action 10.5: "In areas near transit, consider reducing parking requirements to build parking spaces for MPDU units in exchange for more affordable units; while requiring that occupants of MPDUs have equal access to parking spaces built in the overall project." Page 209

On January 27, 2025, the Rockville Mayor and Council adopted the 2025 Town Center Master Plan as an amendment to the Rockville 2040 Comprehensive Plan and as a replacement to the Planning Area 1 chapter of the Comprehensive Plan. The adopted Town Center Master Plan includes goals, policies and actions that are relevant to this development proposal:

- Focus Areas: 41 Maryland Avenue: “Encourage residential development of at least 100 units. If the existing, approved planned development for the parcel is modified, encourage the development of even more residential units on site. Ground floor retail should not be required. Any on-site parking requirements should be waived due to the site’s limited size, prime Town Center location, nearby structured parking options, and transit access.” Page 36.
- Housing Goal 8: “Increase the number of affordable homes with Town Center.” Page 64
- Housing Action 8.1.5: “Actively work with public, private, and philanthropic institutions to assist in the development of affordable housing in Town Center.” Page 64

Public Notification and Engagement

Notifications of the Project Plan application and this Planning Commission briefing were made consistent with City Code requirements. In addition, the Applicant held a virtual pre-application area meeting on January 21, 2025 for which 29 members of the public attended. The Applicant held a virtual post-application area meeting on April 29, 2025 for which 15 members of the public attended.

Among the items discussed at both meetings, attendees voiced concerns about the lack of parking proposed with the project, visual and privacy impacts to abutting properties, potential negative impacts to neighboring property values, adequate public facilities and possible disturbances to neighbors during the construction phase of the project.

The Applicant also held an in-person meeting at the neighboring Victoria Condominiums on February 13, 2025 to discuss the project further with resident condo owners.

As of the date of this report, staff has received 26 emails from the public providing commentary on the project, including several residents of the abutting Victoria Condominiums, many of whom have expressed either concerns and/or opposition to the project (See Attachment #8 – Public Testimony). Additional public engagement opportunities will be scheduled at a later time as describe in the ‘Next Steps’ section of this staff report.

Next Steps

In accordance with Section 25.07.07.6. of the Zoning Ordinance, the Mayor and Council will also receive a briefing on the development proposal. Following the Mayor and Council briefing, the applicant is encouraged to make any revisions to the proposal as needed, pursuant to comments received at the briefing sessions. Such plan revisions will be made before the request is scheduled

for consideration by the Planning Commission at a regularly scheduled meeting. The Planning Commission must review the Project Plan application, as revised, at a public meeting and provide an opportunity for public comment. After its review, the Commission shall prepare and transmit its comments and recommendation on the application to the Mayor and Council. Following the Commission review, the Project Plan application will be scheduled for a public hearing by the Mayor and Council. At this stage, the applicant is encouraged to revise plans based on comments and recommendations received from the Planning Commission. If directed by the Mayor and Council, the applicant must hold another area meeting and receive comments on the proposed plan. Upon hearing all such evidence from the public hearing and area meeting, the Mayor and Council will render a final decision on the proposed Project Plan as an amendment to the Planned Development via adoption of a resolution, incorporating the findings as required by Section 25.07.01.b.2 of the Zoning Ordinance. If the application is approved, the Mayor and Council will establish a time period in which construction of the development approved by the Project Plan must commence. Following Project Plan approval, the applicant would then submit an application for Site Plan, pending approval from the Planning Commission.

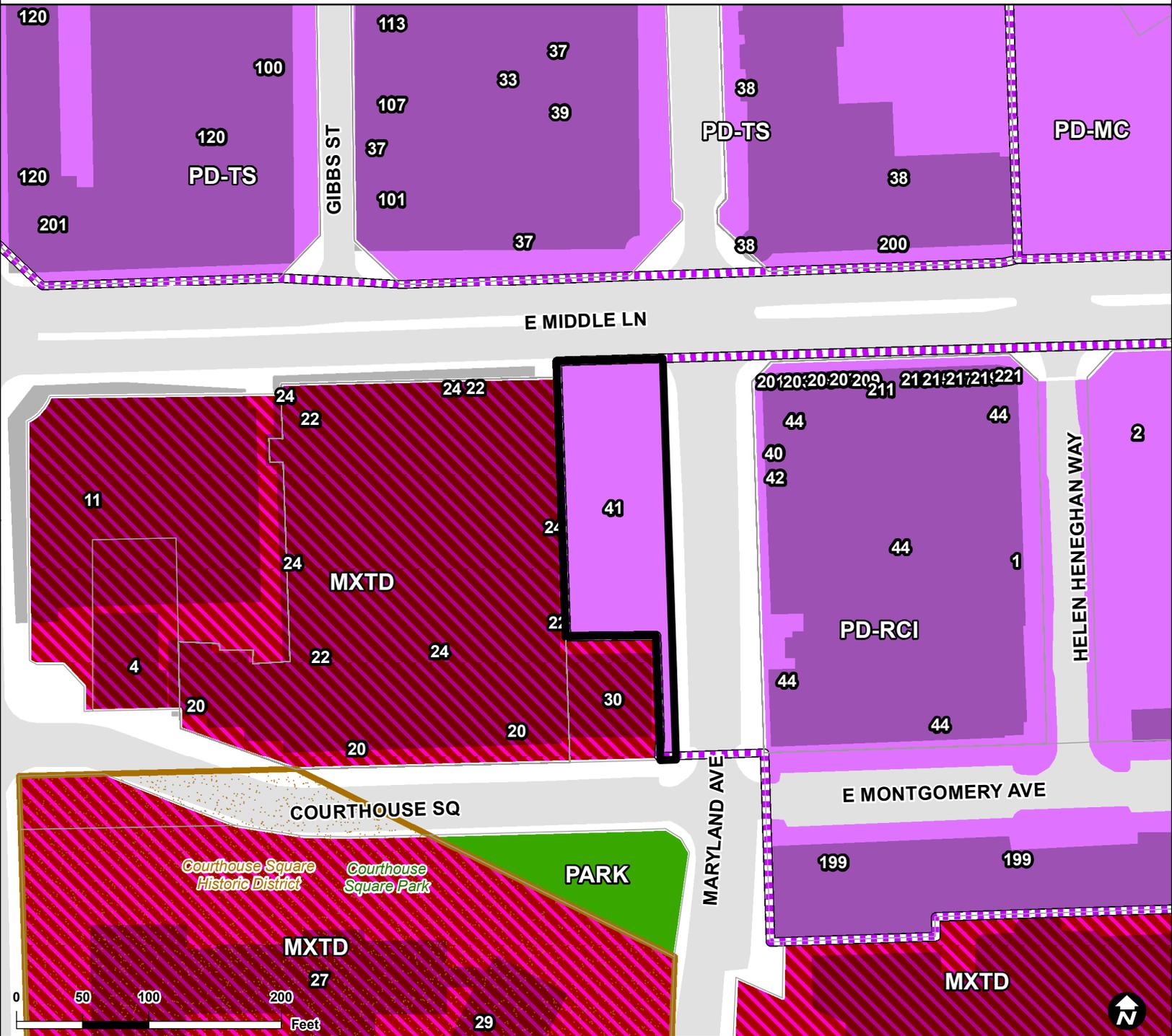
Attachments

Attachment #1 - Aerial Map, Attachment #2 - Land Use Map, Attachment #3 - Zoning Map, Attachment #4 - Site Plan, Attachment #5 - Project Plan Application, Attachment #6 - Project Narrative, Attachment #7 - Parking Waiver, Attachment #8 - Public Testimony



Land Use Policy Designations

- | | | |
|--------------------------------|---|--|
| RD - Residential Detached | O - Office | I - Private Institution |
| RA - Residential Attached | C - Commercial | P - Public Park |
| RF - Residential Flexible | CRM - Commercial and Residential Mix | OSP - Open Space Private |
| RM - Residential Multiple Unit | OCRM - Office, Commercial and Residential Mix | SI - Service Industrial |
| RO - Residential and/or Office | CI - Civic and Public Institutional | SRM - Service Industrial and Residential Mix |
| | | Potential Future Park Asterisk |



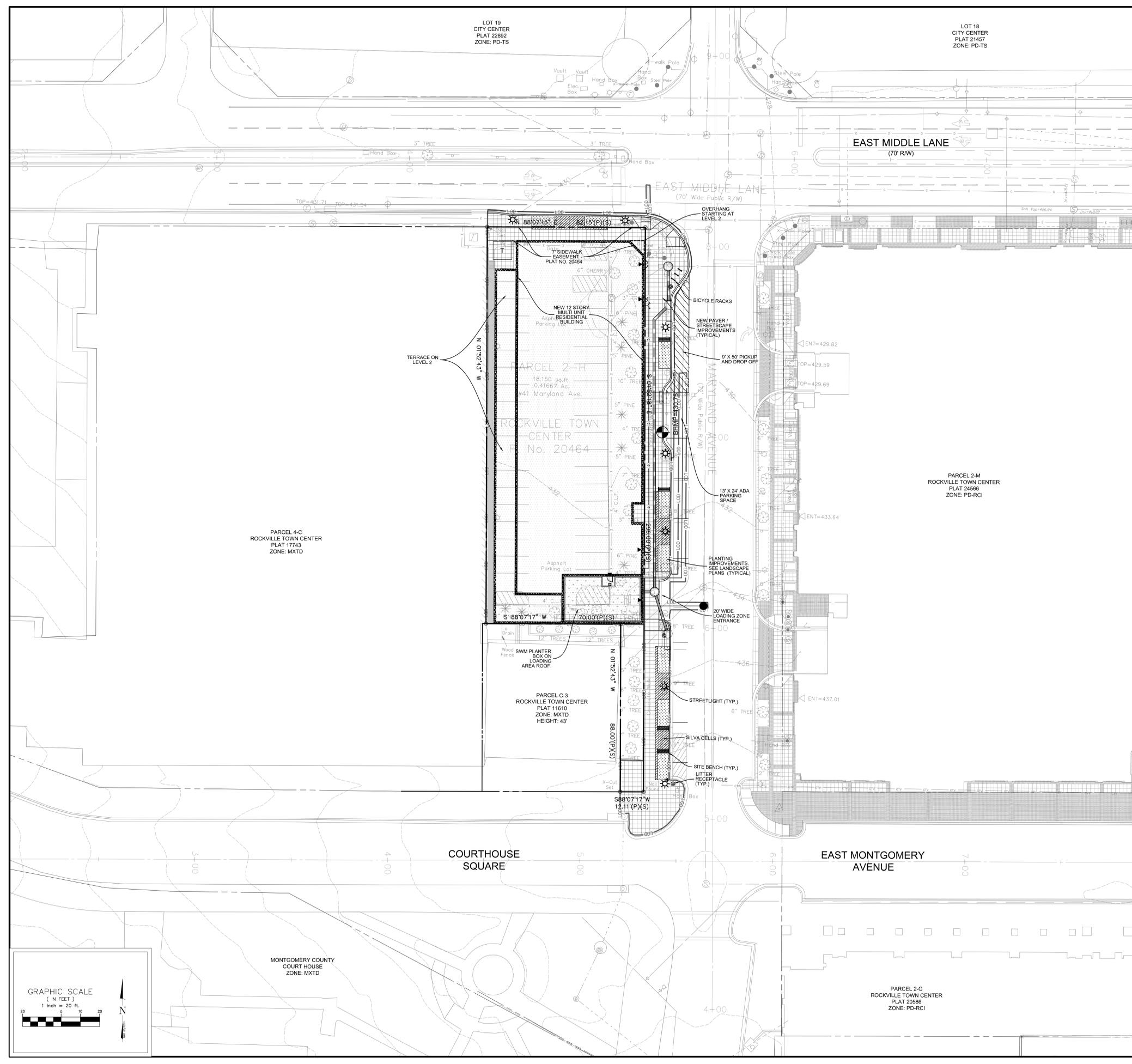
Zoning Overlays	Zoning Districts	
Town Center Performance District	R-400 - Residential Estate	PD - Planned Development
South Pike	R-200 - Suburban Residential	MXB - Mixed-Use Business
Rockville Pike Core	R-150 - Low Density Residential	MXC - Mixed-Use Commercial
Twinbrook Metro Performance District	R-90 - Single Unit Detached Dwelling, Restricted Residential	MXCT - Mixed-Use Corridor Transition
Lincoln Park Conservation District	R-75 - Single Unit Detached Dwelling, Residential	MXCD - Mixed-Use Corridor District
Planned Developments	R-60 - Single Unit Detached Dwelling, Residential	MXE - Mixed-Use Employment
Residential Clusters	R-40 - Single Unit Semi-detached Dwelling, Residential	MXNC - Mixed-Use Neighborhood Commercial
Local Historic Districts	RMD-Infill - Residential Medium Density, Infill	MXT - Mixed-Use Transition
* Special Exceptions	RMD-10 - Residential Medium Density	MXTD - Mixed-Use Transit District
	RMD-15 - Residential Medium Density	PARK - Park Zone
	RMD-25 - Residential Medium Density	IL - Light Industrial



VICINITY MAP
SCALE 1" = 2,000'

SITE DATA	
SUBJECT PROPERTIES:	PARCEL 2-H ROCKVILLE TOWN CENTER PLAT 20464
PROPERTY ADDRESSES:	41 MARYLAND AVENUE
TAX ID NUMBERS:	04-03198603
PROPERTY OWNER:	COMSTOCK 41 MARYLAND, LLC 1900 RESTON METRO PLAZA, 10TH FLOOR RESTON, VA 20190
EXISTING / PROPOSED SITE AREA:	18,150 SF (0.41667 AC)
ZONING CLASSIFICATION:	PD-RCI (ROCKVILLE CENTER INC.) & TOWN CENTER PERFORMANCE OVERLAY
EXISTING USES:	SURFACE PARKING LOT
PROPOSED USES:	MULTI-FAMILY RESIDENTIAL (147 UNITS TOTAL)

Owner: Comstock 41 Maryland, LLC
Address: 1900 Reston Metro Plz., 10th fl.
Reston VA 20190
Contact: Robert Demchak
Phone: 703.230.1985
Email: rdemchak@comstock.com
Applicant: SCG Development Holdings, LLC / Comstock 41 Maryland, LLC c/o SCG Development Holdings, LLC
Address: 8245 Boone Blvd #640, Vienna, VA 22182
Contact: Kirk Salpini
Phone: 703-942-6610 x.200
Email: kas@scgdevelopment.com



- GENERAL NOTES**
- THE EXISTING CONDITIONS AND PROPERTY BOUNDARY SHOWN FOR PARCEL 2-H ARE TAKEN FROM TOPOGRAPHIC & BOUNDARY SURVEYS PREPARED BY MHG, LAST UPDATED IN JANUARY OF 2025.
 - EXISTING UTILITIES SHOWN ARE BASED ON VISIBLE SURVEYED APPURTENANCES, MARKINGS BY MISS UTILITY, ACCESSIBLE STRUCTURES AND PLANS OF RECORD.
 - THE PROPERTY IS WITHIN THE ROCK CREEK WATERSHED.
 - THE PROPERTY DOES NOT CONTAIN "WATERS OF THE UNITED STATES", WETLANDS, STREAMS, SEEPS, SPRINGS, FLOODPLAINS OR THEIR ASSOCIATED BUFFERS.
 - THE PROPERTY IS NOT IDENTIFIED IN THE CITY OF ROCKVILLE'S HISTORIC BUILDINGS INDEX.
 - A NATURAL RESOURCES INVENTORY / FOREST STAND DELINEATION (NR/FSI) FOR THIS PROPERTY WAS SUBMITTED UNDER 2025-24-NRI ON 12/20/2024.
 - THE PROPERTY IS WITHIN THE CITY OF ROCKVILLE WATER AND SEWER SERVICE AREA.
 - REFER TO FINAL SITE PLAN FOR GRADING, UTILITIES AND ADDITIONAL SITE DEVELOPMENT DETAILS.

DEVELOPMENT STANDARDS - PD-RCI/MXTD ZONE 1

	PERMITTED/REQUIRED	PROVIDED
MAXIMUM BUILDING HEIGHT 25.13.05 (b)	300 FT ²	135.25 FT
MINIMUM OPEN AREA 25.13.05 (b)	15% (2,722 SF)	27% (4,820 SF) ²
MINIMUM PUBLIC USE SPACE 25.13.05 (b)	0%	N/A
MINIMUM LOT WIDTH AT FRONT LOT LINE: 25.13.05 (b)	10 FT	296 FT (MARYLAND AVE)
PUBLIC RIGHT-OF-WAY ABUTTING SETBACK: 25.13.05 (b)	NONE REQ'D.	0 FT
MINIMUM SIDE YARD SETBACK: 25.13.05 (b)	NONE REQUIRED ³	N/A
MINIMUM REAR YARD SETBACK: 25.13.05 (b)	NONE REQUIRED ³	N/A
MINIMUM AUTO SPACES: 25.16.03	PARKING WAIVER REQUESTED	0 SPACES
MINIMUM BICYCLE SPACES - SHORT TERM: 25.16.03	3 SPACES	6 SPACES
MINIMUM BICYCLE SPACES - LONG TERM: 25.16.03	49 SPACES	49 SPACES OR MORE

- FOOTNOTES**
- DESIGNATED EQUIVALENT ZONE FOR PD-RCI IS THE MXTD ZONE.
 - PURSUANT TO AMENDED SECTION 25.14.35 UNDER 1/22/2025-0029, THE MAXIMUM BUILDING HEIGHT FOR PROPERTIES WITHIN THE CORE CHARACTER AREA FLOATING ZONE IS 200 FEET TO THE HIGHEST POINT OF THE FLAT ROOF FROM THE APPROVED STREET GRADE, OPPOSITE THE MIDDLE OF THE FRONT OF THE BUILDING (MARYLAND AVENUE), WITH AN ADDITIONAL 100 FEET OF HEIGHT ALLOWED FOR RESIDENTIAL DEVELOPMENTS WITH 20% OR MORE AFFORDABLE HOUSING. SINCE THE PROJECT IS 100% AFFORDABLE HOUSING THE MAXIMUM HEIGHT IS 300'.
 - SEE OPEN AREA EXHIBIT FOR BACKUP. IN ADDITION, THE PROPERTY IS PART OF THE ORIGINAL COMPREHENSIVE PLAN OF THE PD-RCI-001 THAT IMPROVED AND DEDICATED A COMPREHENSIVE LINKED SET OF OPEN SPACES AND FUNCTIONAL GATHERING AREAS FROM THE EAST JEFFERSON STREET AND THE RED BRICK COURTHOUSE PARK AREAS UP TO PROMENADE PARK AT THE TIME OF ORIGINAL DEVELOPMENT OF THE BLOCKS, IN LIEU OF SMALL OPEN SPACES ON EACH BLOCK.
 - AS NOTED IN 25.17.01.6, THE PROJECT IS EXEMPT FROM PUBLIC USE REQUIREMENTS SINCE THIS IS A 100% AFFORDABLE HOUSING PROJECT.
 - PROJECT IS A CORNER LOT AND THE PROPERTY AT PARCEL C-3, IS A COMMERCIAL USE AND IS LESS THAN 40' TALL, THEREFORE NO SIDE SETBACK REQUIRED.
 - PARCEL 4-C HAS A COMMERCIAL USE, THEREFORE THERE ARE NO REAR SETBACKS.
 - CONCURRENT WITH THIS APPLICATION, THE APPLICANT IS SUBMITTING A WAIVER REQUEST TO PURSUE FLEXIBLE PARKING STANDARDS PURSUANT TO SECTION 25.16.03.1 OF THE ZONING ORDINANCE.

REVISIONS

NO.	DESCRIPTION	DATE

TAX MAP GR342 WSSC 218RW07

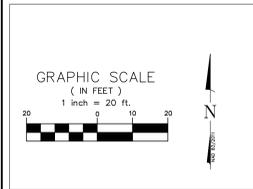
PLAT 20464
4TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

PARCEL 2-H
ROCKVILLE TOWN CENTER

PROJ. MGR KJH
DRAWN BY KJH
SCALE 1" = 25'
DATE 04/01/2025

MOMENTUM AT ROCKVILLE STATION
PROJECT PLAN

PJ2.01
PROJECT NO. 24.271.11



MHG

CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
LAND PLANNING

9220 Wightman Road, Suite 120
Montgomery Village, MD 20886
Phone: 301.870.0940
www.mhga.com

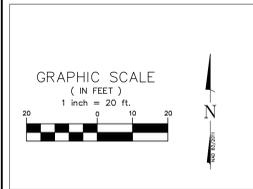
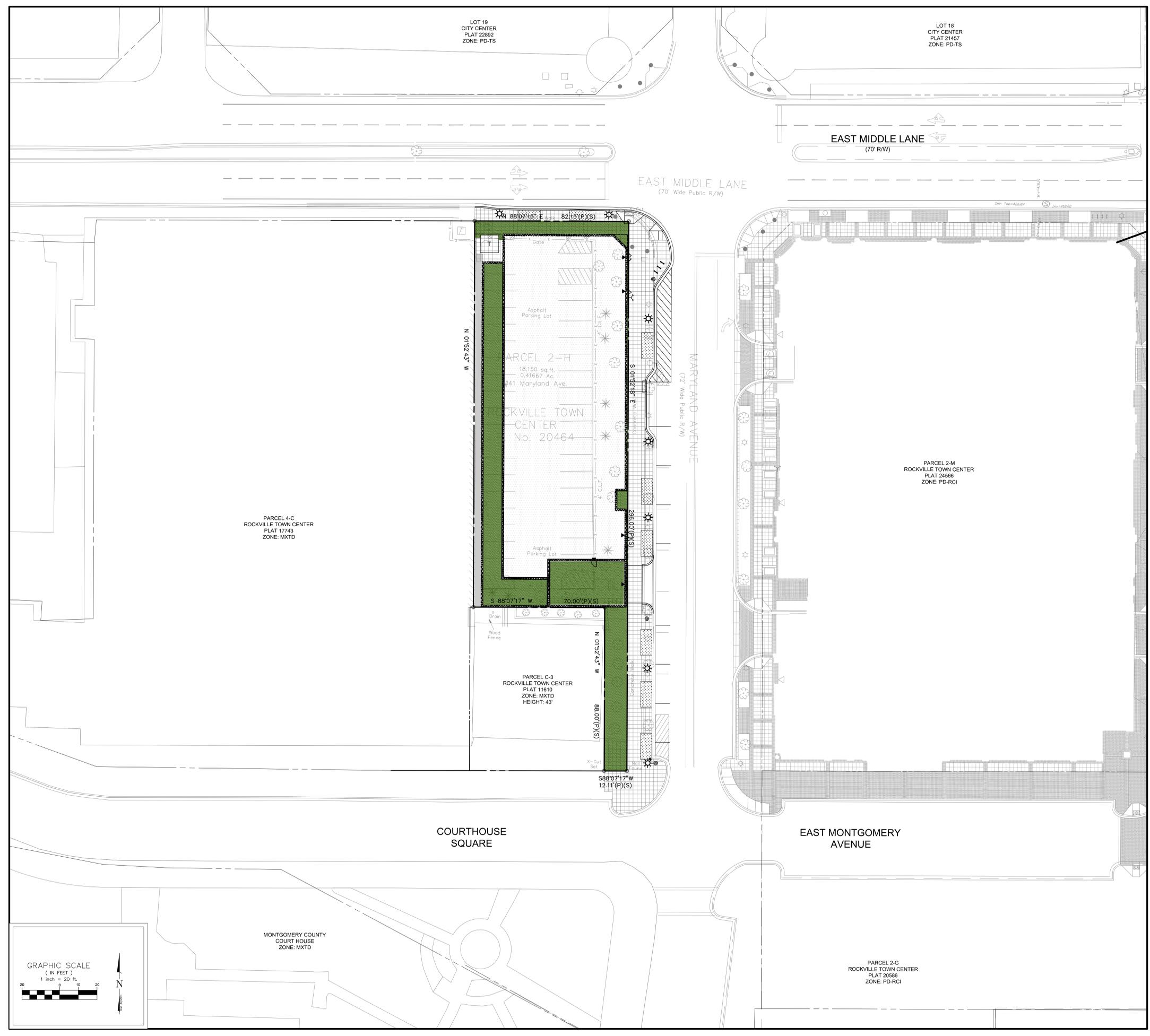
Copyright © 2024 by Maris, Hendricks & Glascock, P.A. All Rights Reserved



VICINITY MAP
SCALE 1" = 2,000'

Owner: Comstock 41 Maryland, LLC
Address: 1900 Reston Metro PLZ, 10th fl.
Reston VA 20190
Contact: Robert Demchak
Phone: 703.230.1985
Email: rdemchak@comstock.com

Applicant: SCG Development Holdings, LLC / Comstock 41 Maryland, LLC c/o SCG Development Holdings, LLC
Address: 8245 Boone Blvd #640, Vienna, VA 22182
Contact: Kirk Salpini
Phone: 703-942-6610 x.200
Email: kas@scgdevelopment.com



OPEN AREA = 4,920 SF

REVISIONS		
NO.	DESCRIPTION	DATE

TAX MAP GR342 WSSC 218RW07
PLAT 20464
4TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

**PARCEL 2-H
ROCKVILLE TOWN CENTER**

PROJ. MGR	KJH
DRAWN BY	KJH
SCALE	1" = 20'
DATE	04/01/2025

**MOMENTUM AT
ROCKVILLE STATION**

OPEN AREA EXHIBIT

PJ2.21

PROJECT NO. 24.271.11



Planting Notes for Landscape Plans

JULY 2018

INSTALLATION OF PLANT MATERIAL

1. The Permittee is responsible for obtaining the approved Landscape Plan and providing a copy to the Landscape Contractor. The Permittee shall ensure that the Landscape Contractor can secure the plants shown on the Landscape Plan. Plant substitutions are not allowed. It is strongly recommended that plant material be secured from supplier by the project start date.

2. A pre-planting meeting is required before installation of landscaping. The applicant must schedule an on-site pre-planting meeting with the City Forestry Inspector. Attendees must include the Permittee, landscape contractor, and Forestry Inspector. Trees and shrubs shall conform to the current edition of the American Standard for Nursery Stock (ANSI Z60.1).

3. Comply with appropriate City Soil Specification:

- I. Soil Specification FOR TREE PLANTING WHERE EXISTING PAVEMENT OR OTHER IMPERVIOUS SURFACES WERE PREVIOUSLY LOCATED OR WHERE EXISTING GREENSPACE HAS BEEN SEVERELY DEGRADED¹
 - Site Preparation
 - Demolish existing impervious surface and remove all existing asphalt, concrete, stone and construction materials to expose subsoil free of debris.
 - Excavate so that final planting bed will provide quality soil to a depth of forty-eight (48) inches, and to a radius of 10' minimum or to new hard edge of planting bed, whichever is less.
 - Loosen exposed subsoil below 48" by ripping 18" into the sub grade elevation.
 - Test to ensure that planting bed drains at a rate of at least 1 inch per hour.
 - Install imported soil to fill excavated planting bed. Imported soil shall consist of 50% top soil, 40% coarse washed sand, and 10% matured compost, by volume, and have a chemical composition compatible with healthy growth. When installing the soil, it should be installed in lifts or layers of < 12 inches (30 cm), tamping or watering (not both) between lifts to minimize potential settling.
 - Immediately prior to installation of plant material, the soil must be tested and must have a pH range between 6 and 7 and a nutrient content which corresponds to an adequate rating, per current industry standards. Amend soil, if necessary to achieve the current industry standard.
 - The Forestry Inspector may require additional soil specifications, based on site conditions.

II. Soil Specification FOR PLANTING WHERE EXISTING GREEN SPACE HAS NOT BEEN PROTECTED FROM CONSTRUCTION IMPACTS BUT IS NOT SEVERELY DEGRADED.

- 1. Site Preparation:
 - Remove all construction debris and top four to six inches of existing soil.
 - Test remaining existing soil to verify a pH range between 6 and 7, and has a nutrient content which corresponds to an adequate rating, per current industry standards.
 - Apply four (4) inches of mature compost evenly over the entire planting surface. Provide compost supplier information and specifications to the City Forestry Inspector for approval prior to install. (4" = 12 c.y. p./1,000s.f.)
 - Till the compost into the existing soil to a minimum depth of thirty-six (36) inches for trees, using the city's soil profile rebuilding specification. Depth to eighteen (18) inches for shrubs; twelve (12) inches for herbaceous groundcover, and to eight (8) inches for lawn.
 - If soil does not meet nutrient standards, mitigate soil chemistry to meet the chemical parameters.

¹ See definitions section of City Soil Profile Rebuilding Specification
² See definitions section of City Soil Profile Rebuilding Specification
³ See definitions section of City Soil Profile Rebuilding Specification

2. The Forestry Inspector may require additional soil specifications, based on site conditions.

III. Soil Specification FOR PLANTING WITHIN EXISTING GREEN SPACE AREAS WHICH HAVE BEEN PROTECTED FROM CONSTRUCTION IMPACTS (One of two options, as determined by Forestry Inspector) Refer to approved City of Rockville Detail A-7

- 1. Test existing soil to verify it has a pH range between 6 and 7, and a nutrient content which corresponds to an adequate rating, per current industry standards. If soil does not meet nutrient standards, one of two options will be performed to mitigate the soil:
 - Option 1 - Till Method: Depth of tilling for planting must be at least twenty-four (24) inches:
 - Apply four (4) inches of mature compost evenly over the entire planting surface. Provide compost supplier information and specifications to the City Forestry Inspector for approval prior to install. (4" = 12 c.y. p./1,000s.f.)
 - Till the compost into the existing soil to a minimum depth of twenty-four (24") inches.
 - Option 2 - Aeration and Vertical Mulching
 - Using a 2-3" Auger, drill a series of holes in the soil to a depth of twenty-four (24) inches.
 - Begin at the edge of the hole dug for the root ball, and continue drilling at one-foot intervals (maximum), in concentric rings around the tree out to ten (10) feet from the tree, or two and a half (2.5) feet for shrubs, and for the entire bed of herbaceous groundcover. Aerate/vertical mulch to eight (8) inches for lawn areas.
 - Each hole must be refilled with mature compost.
- The Forestry Inspector may require additional soil specifications, based on site conditions.

IV. Soil testing of the existing soil may be conducted with PRIOR approval from the City's Forestry Inspector to determine the number and location of the samples. The above requirements may be reduced if soil testing shows the following:

- Soil pH is between 5.5 and 7
- The top 24" of existing soil contains a minimum of 4-6% organic matter by weight
- The soil is free of contaminants
- The soil texture is sandy loam or loam
- The soil has an infiltration rate not less than 1" per hour
- The soil does not contain debris or stones greater than one inch
- The soluble salt content is less than 3 dS/m
- Consult the University of Maryland Extension website: <http://extension.umd.edu/> for a listing of commercial soil testing facilities.

V. Soil preparation is required for street trees planted within the city's rights-of-way and private street trees, if they are part of the approved plan.

4. The depths and grades shown on plan drawings are final grades after settlement and shrinkage of the organic material. The contractor shall install the soil mix at a higher level to anticipate this reduction of volume. Lawn areas shall be installed one (1) inch higher than the design grades. Soil mix under parking surfaces shall be installed one half (0.5) inch higher than the design grades. All grade increases are assumed to be as measured to be prior to the addition of any surface compost till layer or mulch or sod.

- 5. All details of the planting plans regarding plant quality and proper planting will be discussed including but not limited to:
 - Plant quality.
 - Proper form for species.
 - Proper ratio of caliper size/height to container size/root ball size.
 - Proper pruning cuts if applicable in accordance with current ANSI A300 pruning standards (generally there should be no recent pruning).
 - No co-dominant stems or multiple trunks (unless approved by FCP or by The Forestry Inspector).
 - Sound graft union.
 - Free of girdling roots, or the ability to remove girdling roots without damaging the tree.
 - Trees shall be healthy, vigorous, insect/disease free, and without cankers/cracks or trunk damage.

- 6. Proper Installation
 - Root flare no higher than three (3) inches from existing grade.
 - Exposed root flare (not graft); removing more than several inches of soil to expose the root flare may result in the rejection of the plant material.
 - Wire baskets/twine/burlap removed from at least the top half of root ball, or as directed by Forestry Inspector.
 - All burlap or twine removed completely.
 - No hose and wire, staking and strapping per City planting detail.
 - Planting Hole a minimum of twice the width of the root ball; could be greater. Planting detail assumes soil has been prepared per the city's specifications (Planting, #3).
 - Mulched properly, per City planting detail.
 - Wildlife protection installed, if required; type approved by the Forestry Inspector.

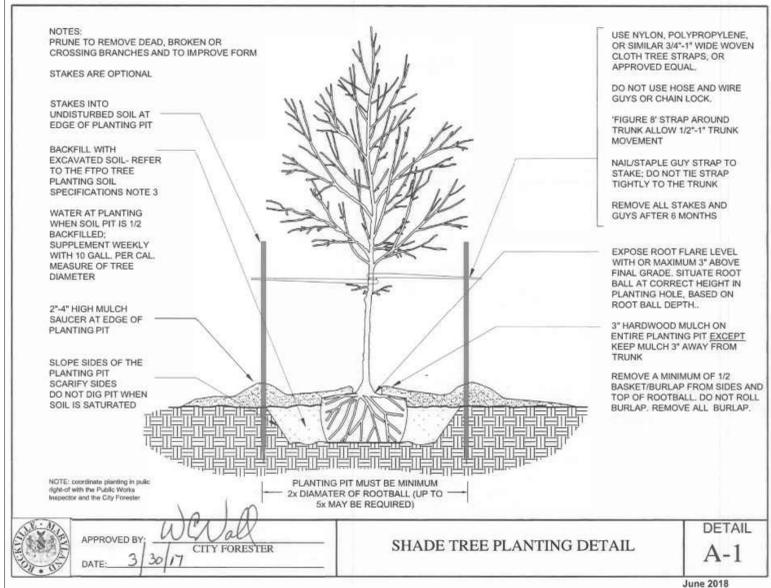
7. Plant material not complying with the above requirements may be rejected at the discretion of the City Forestry Inspector.

8. Tree planting will generally not be permitted between the dates of June 1 and September 1, or when the ground is frozen. Warranties for bonded plant material will not commence during these periods.

Post Planting:

The permittee shall notify the City Forester IN WRITING when the planting is complete and request a post-planting inspection. The inspection must include the permittee, landscape contractor and Forestry Inspector. The maintenance and warranty period will not begin until the City Forester has accepted all plantings. Trees will be inspected for plant quality and proper planting in accordance with City specifications and nursery standards. Once the maintenance period has begun, the applicant is responsible for maintaining plant health in accordance with the Stated Warranty and Maintenance Agreement. Routine inspections will be conducted throughout the warranty period and the applicant will be notified in writing when corrective measures are required. Failure to complete the corrective measures by the given date may result in fines being issued, permits revoked, extension of warranty period or other punitive measures. Such maintenance shall include, when appropriate, but not necessarily be limited to:

- Watering, fertilizing and control of competing vegetation throughout the maintenance period as necessary.
- Pruning, mulching, loosening of strapping, resetting of plants to proper grades or upright position.
- Fertilizing and applying pesticides or other items necessary to thwart damage from insects and diseases.
- Providing protection measures such as fencing and interpretive signs as necessary, to prevent destruction or degradation of the planting site.
- Replacement of dead and dying trees. Survival standards contained in the State Forest Conservation Manual shall be followed for the protection and satisfactory establishment of forest where applicable.
- Identify, suppress and control non-native and invasive plant species during the maintenance period to the satisfaction of the City Forester.
- Installing and maintaining devices to protect against wildlife damage.
- Removal of staking and strapping after six months.



MANUFACTURER: LANDSCAPE FORMS
WEBSITE: LANDSCAPEFORMS.COM
PRODUCT NAME: PARC VUE BENCH, 6' LENGTH
COLOR/MATERIAL: ALUMINUM, FOG FINISH
QUANTITY: 4
NOTES: INSTALL PER MANUFACTURER'S INSTRUCTIONS.
SITE BENCH NOT TO SCALE



MANUFACTURER: LANDSCAPE FORMS
WEBSITE: LANDSCAPEFORMS.COM
PRODUCT NAME: PLAINWELL RECEPTACLE, 35 GAL. CAPACITY
COLOR/MATERIAL: ALUMINUM, FOG FINISH
QUANTITY: 3
NOTES: INSTALL PER MANUFACTURER'S INSTRUCTIONS.
LITTER RECEPTACLE NOT TO SCALE



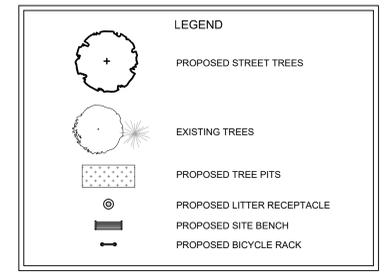
TO MATCH EXISTING STREET LIGHT (TYP.) NOT TO SCALE



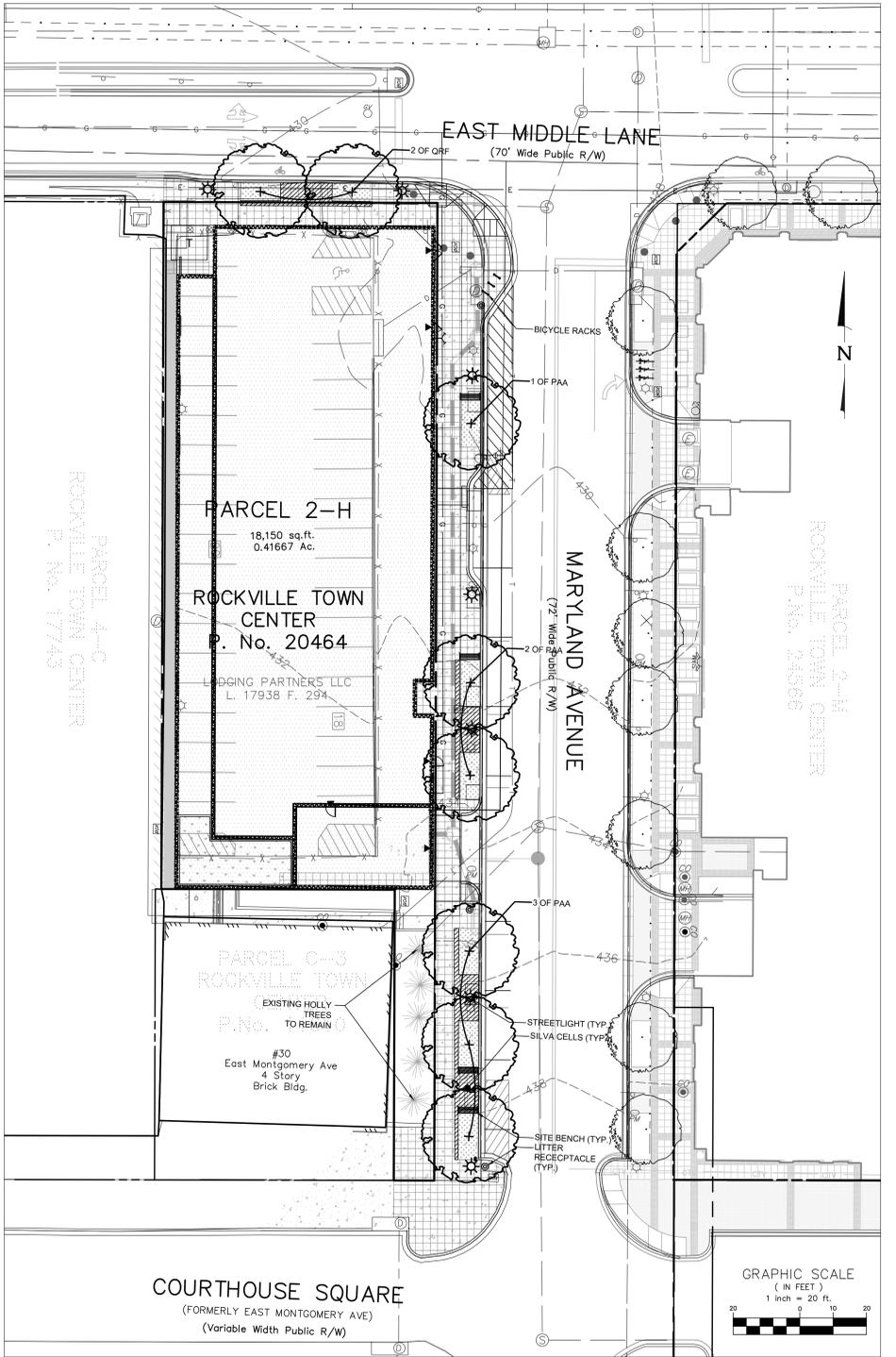
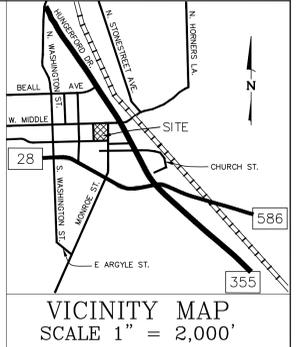
MANUFACTURER: LANDSCAPE FORMS
WEBSITE: LANDSCAPEFORMS.COM
PRODUCT NAME: RIDE BICYCLE RACK
COLOR/MATERIAL: ALUMINUM, FOG FINISH
QUANTITY: 3
NOTES: INSTALL PER MANUFACTURER'S INSTRUCTIONS.
BICYCLE RACK NOT TO SCALE

STREET TREE LIST							
KEY	QTY	BOTANICAL NAME	COMMON NAME	CAL	HGT	ROOT	SPACING
SHADE TREES							
ORF	2	Quercus robur 'Fastigiata'	Columnar English Oak	2 1/2"-3" cal.		B&B	AS SHOWN
PAA	6	Platanus x acerifolia	London Planetree	2 1/2"-3" cal.		B&B	55' o.c.

Note: Plant counts are provided for the convenience of the contractor. The plan dominates on any discrepancies between the table and the plan. Contractor is responsible for verifying the counts and bringing any discrepancies to the attention of the landscape architect and client before proceeding. The planting plan must be carefully followed to ensure good plant survival and acceptance of landscaping upon completion of the project. Failure to install the specified plants in the specified locations will result in the rejection of the entire planting area, and the contractor will be required to reinstall the plantings as shown on the plans at their own expense. Substitutions are not allowed without prior approval of the landscape architect.



Community Planning & Development Services
April 3, 2023



MHG

CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
LAND PLANNING

9220 Wightman Road, Suite 120
Montgomery Village, MD 20886
Phone: 301.870.0840
www.mhga.com

Copyright © 2024 by Morris, Hendrick & Giescock, P.A. All Rights Reserved
Exp. Date: 09/10/2025

Professional Certification
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Landscape Architect under the Laws of the State of Maryland, Lic. No. 615
Exp. Date: 09/10/2025

Comstock Companies Reston Station
1900 Reston Metro Plaza
10th Floor
Reston, VA 20190
mndaugard@comstock.com

REVISIONS		
NO.	DESCRIPTION	DATE

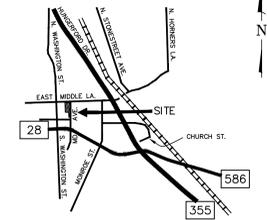
TAX MAP GR342 W58C 218RW07
PLAT 20464
4TH ELECTION DISTRICT
MONTGOMERY COUNTY
MARYLAND

PARCEL 2-H
ROCKVILLE TOWN CENTER

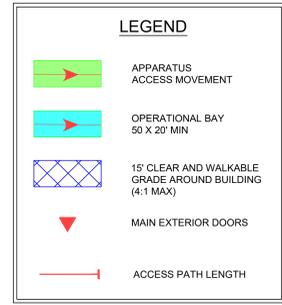
PROJ. MGR KJH
DRAWN BY CEB
SCALE 1"= 20'
DATE 04.01.2025

MOMENTUM AT ROCKVILLE STATION
LANDSCAPE PLAN

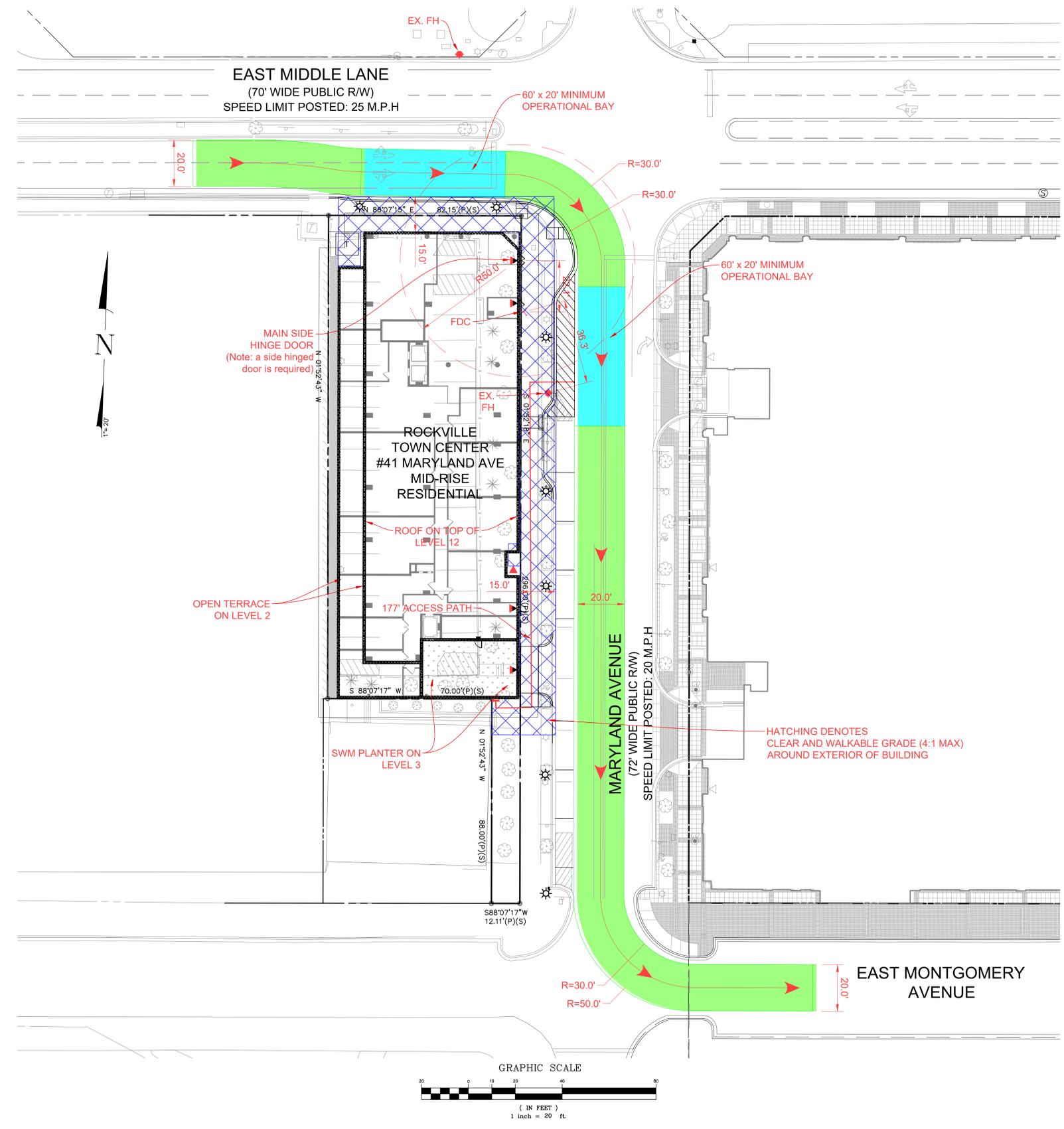
L1.01
PROJECT NO. 24.271.11



VICINITY MAP
 SCALE 1" = 2,000'



Owner: Comstock 41 Maryland, LLC
 Address: 1900 Reston Metro PLZ, 10th fl.
 Reston VA 20190
 Contact: Robert Demchak
 Phone: 703.230.1985
 Email: rdemchak@comstock.com
 Applicant: SCG Development Holdings, LLC
 LLC / Comstock 41 Maryland, LLC c/o
 SCG Development Holdings, LLC
 Address: 8245 Boone Blvd #640, Vienna,
 VA 22182
 Contact: Kirk Salpini
 Phone: 703-942-6610 x.200
 Email: kas@scgdevelopment.com



REVISIONS

NO.	DESCRIPTION	DATE

TAX MAP GR342 WSSC 218RW07
 PLAT 20464
 4TH ELECTION DISTRICT
 MONTGOMERY COUNTY
 MARYLAND

PARCEL 2-H
ROCKVILLE TOWN CENTER

PROJ. MGR KJH
 DRAWN BY JDP
 SCALE 1" = 20'
 DATE 04/01/2025

FIRE DEPARTMENT SITE PLAN

PJ2.31
 PROJECT NO. 24.271.11

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



DRAWING INDEX

- A-01 - COVER
- A-02 - SITE PLAN
- A-03 - GROUND LEVEL
- A-04 - LEVEL 1
- A-05 - LEVEL 2
- A-06 - TYPICAL LEVEL
- A-07 - ROOF LEVEL
- A-08 - ELEVATION
- A-09 - ELEVATION
- A-10 - ELEVATION
- A-11 - ELEVATION
- A-12 - SECTION
- A-13 - PERSPECTIVES
- A-14 - PERSPECTIVES
- A-15 - PERSPECTIVES
- A-16 - PERSPECTIVES
- A-17 - PERSPECTIVES
- A-18 - PERSPECTIVES
- A-19 - PERSPECTIVES

41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT

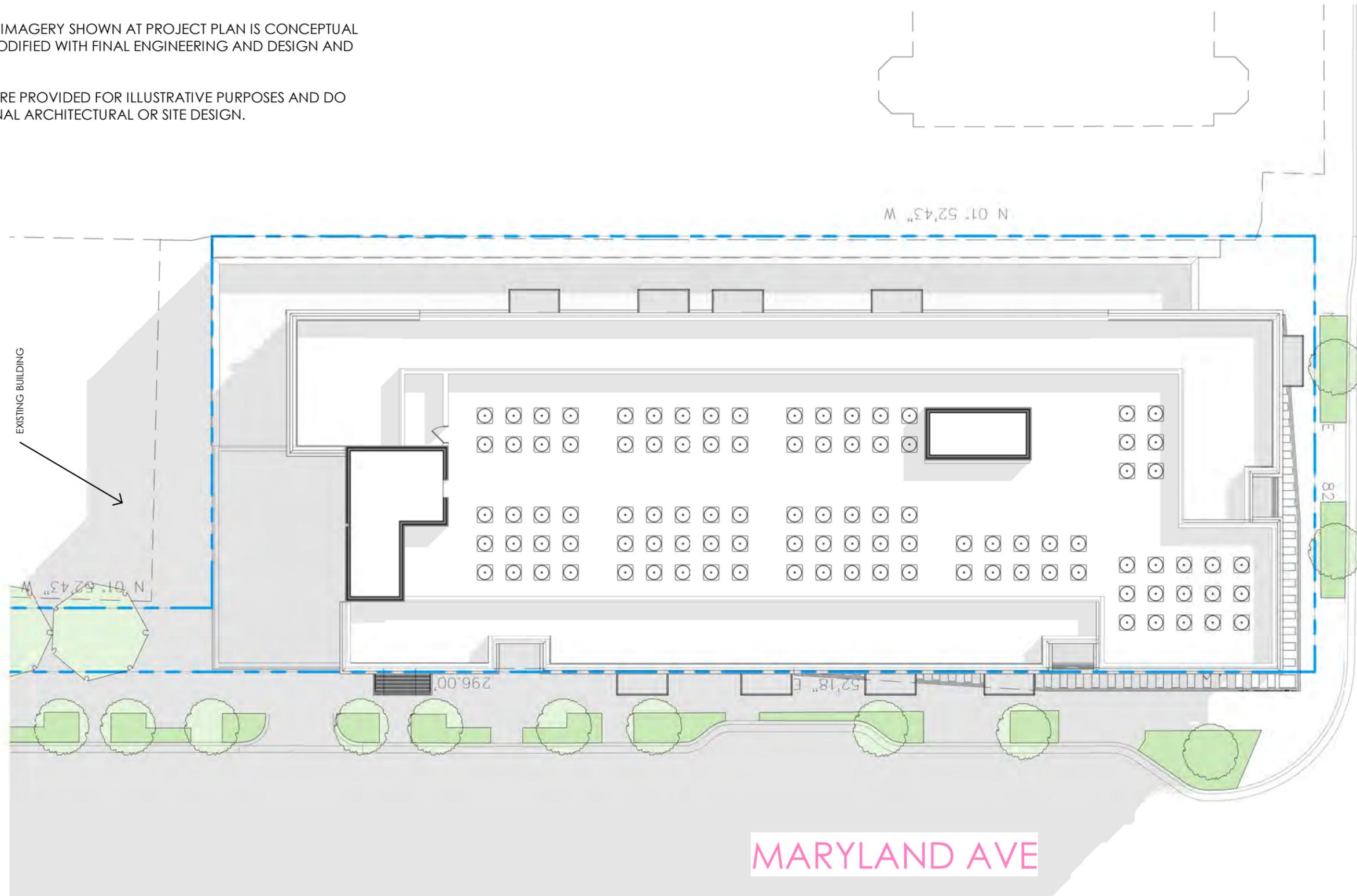
COVER **dc**s DESIGN
A-01
3/31/2025 6:16:29 PM

DAVIS
CARTER
SCOTT LLC

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



ARCHITECTURAL SITE PLAN SCALE: 1" = 20'-0"

41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT

ARCHITECTURAL SITE PLAN



SCALE: 1" = 20'-0" **A-02**
3/31/2025 6:16:52 PM

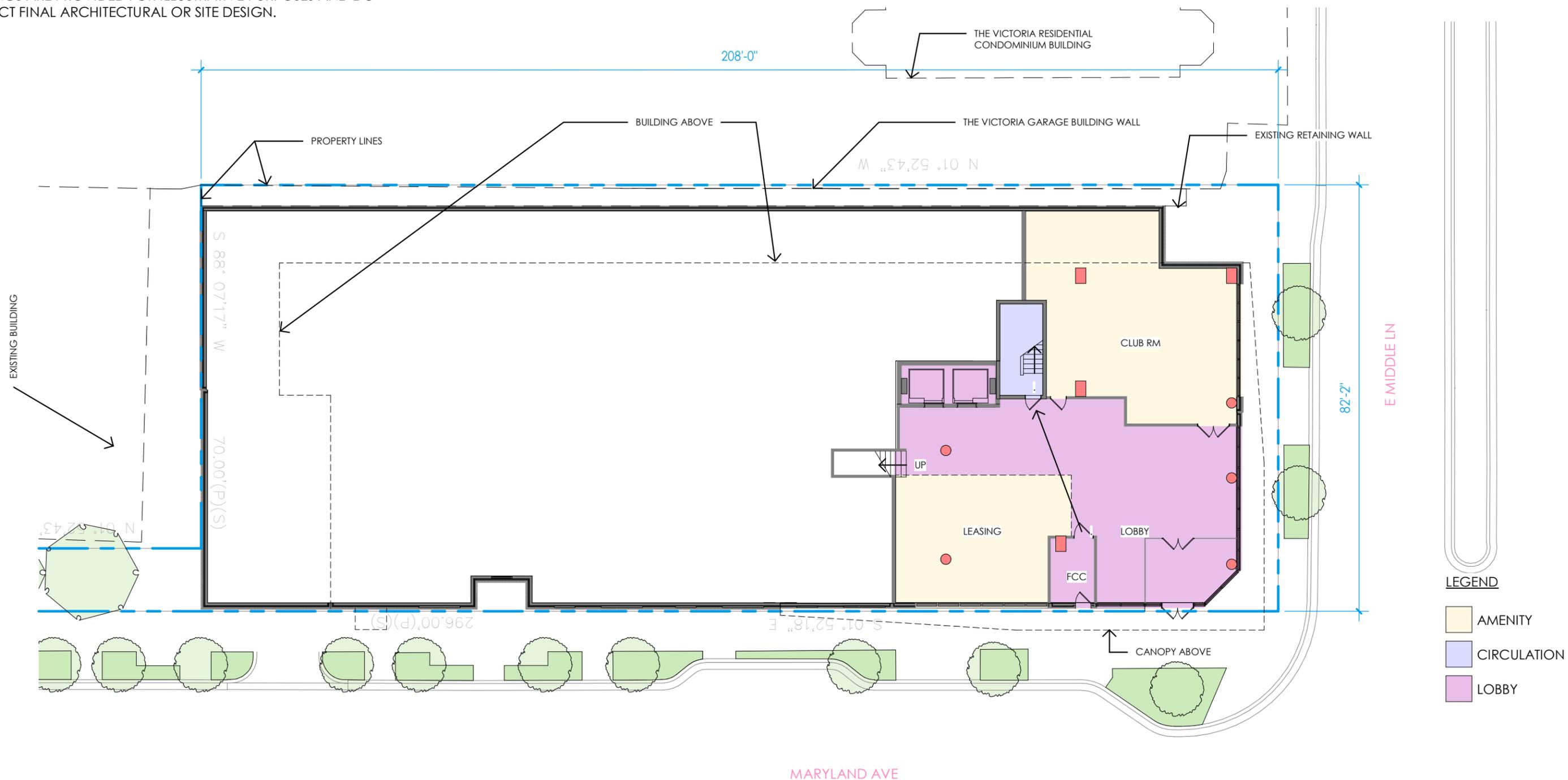


C:\Revit\Local\MARYLAND AVE V2023_Hier7.rvt
© 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



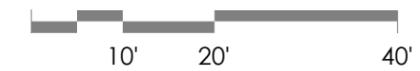
LEGEND

- AMENITY
- CIRCULATION
- LOBBY

GROUND LEVEL PLAN SCALE: 1" = 20'-0"

41 MARYLAND AVE
 ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0" A-03
 3/31/2025 6:16:57 PM

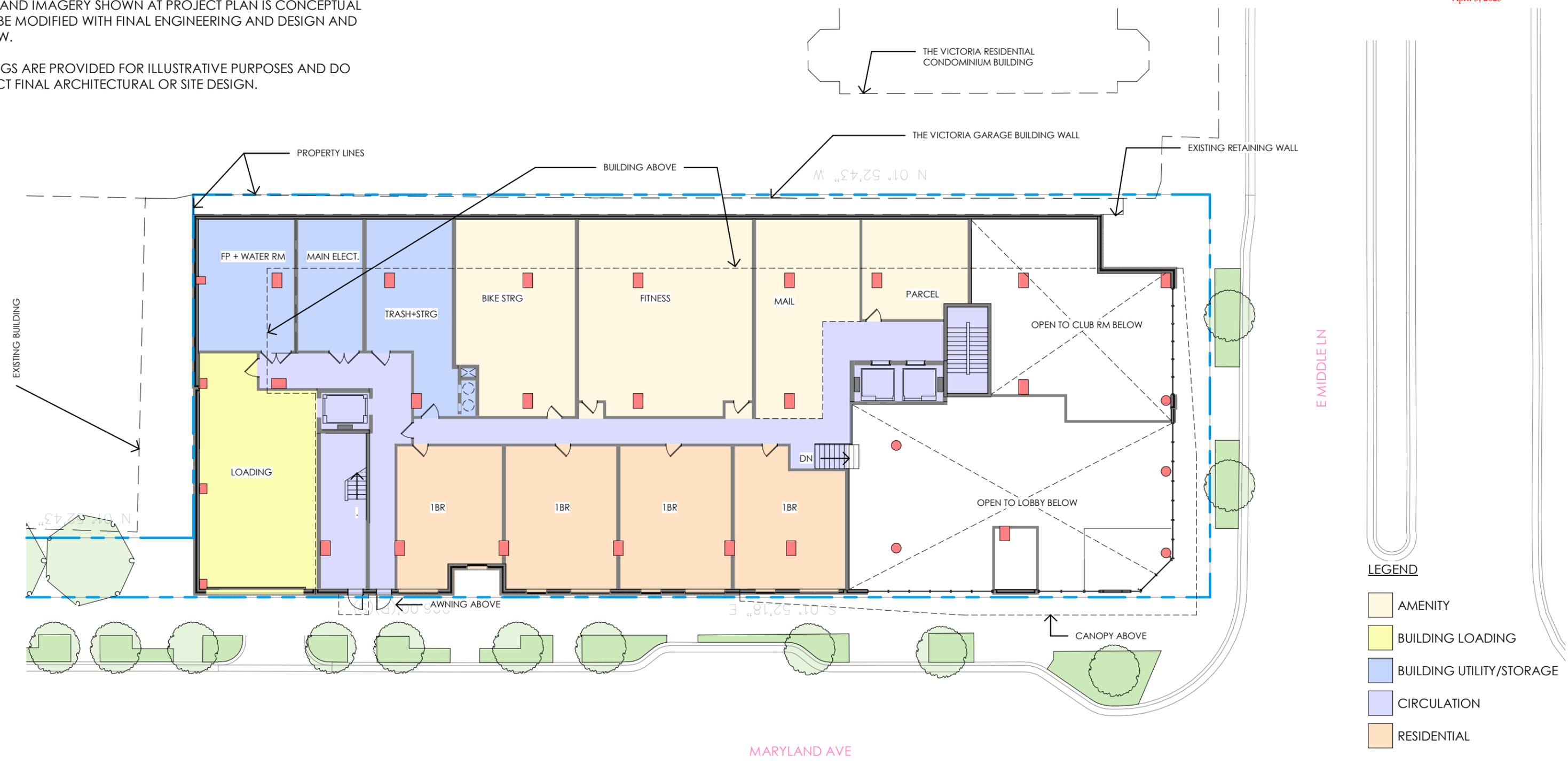


C:\Revit\Local\MARYLAND AVE V2023_fri171.rvt © 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



LEGEND

- AMENITY
- BUILDING LOADING
- BUILDING UTILITY/STORAGE
- CIRCULATION
- RESIDENTIAL

LEVEL 1 PLAN SCALE: 1" = 20'-0"

41 MARYLAND AVE
 ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



LEVEL 1 PLAN
 SCALE: 1" = 20'-0"
 A-04
 3/31/2025 6:16:58 PM

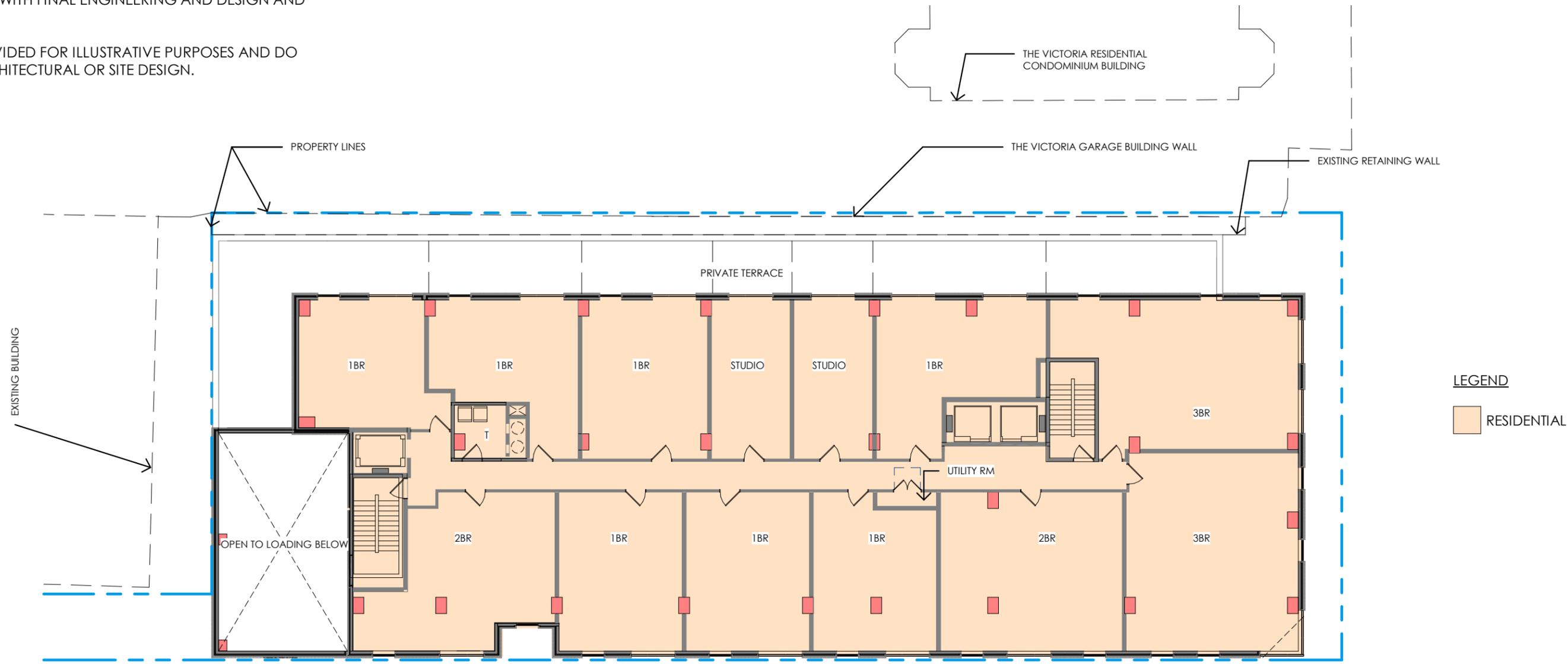
dcS DESIGN
 DAVIS
 CARTER
 SCOTT

C:\Revit\Local\MARYLAND AVE V2023_04\1.rvt © 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



LEVEL 2 PLAN SCALE: 1" = 20'-0"

41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



LEVEL 2 PLAN
SCALE: 1" = 20'-0"
A-05
3/31/2025 6:17:00 PM

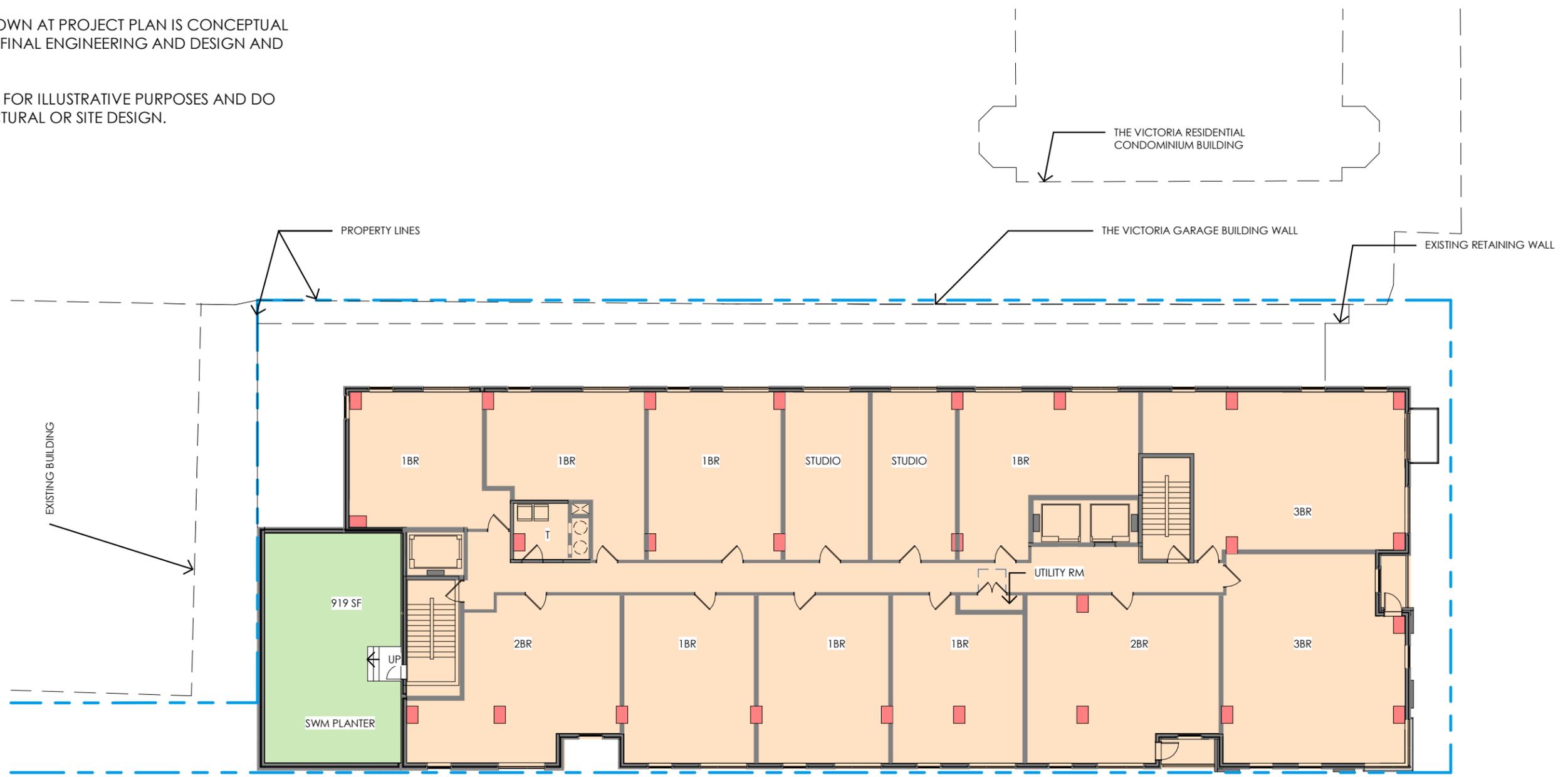
A north arrow pointing upwards and the logo for dcs DESIGN, with 'DAVIS CARTER SCOTT' written vertically to the right.

C:\Revit\Local\MARYLAND AVE V2023_t1e171.rvt
© 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



LEVEL 3 SCALE: 1" = 20'-0"



41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0"
A-06
3/31/2025 6:17:03 PM

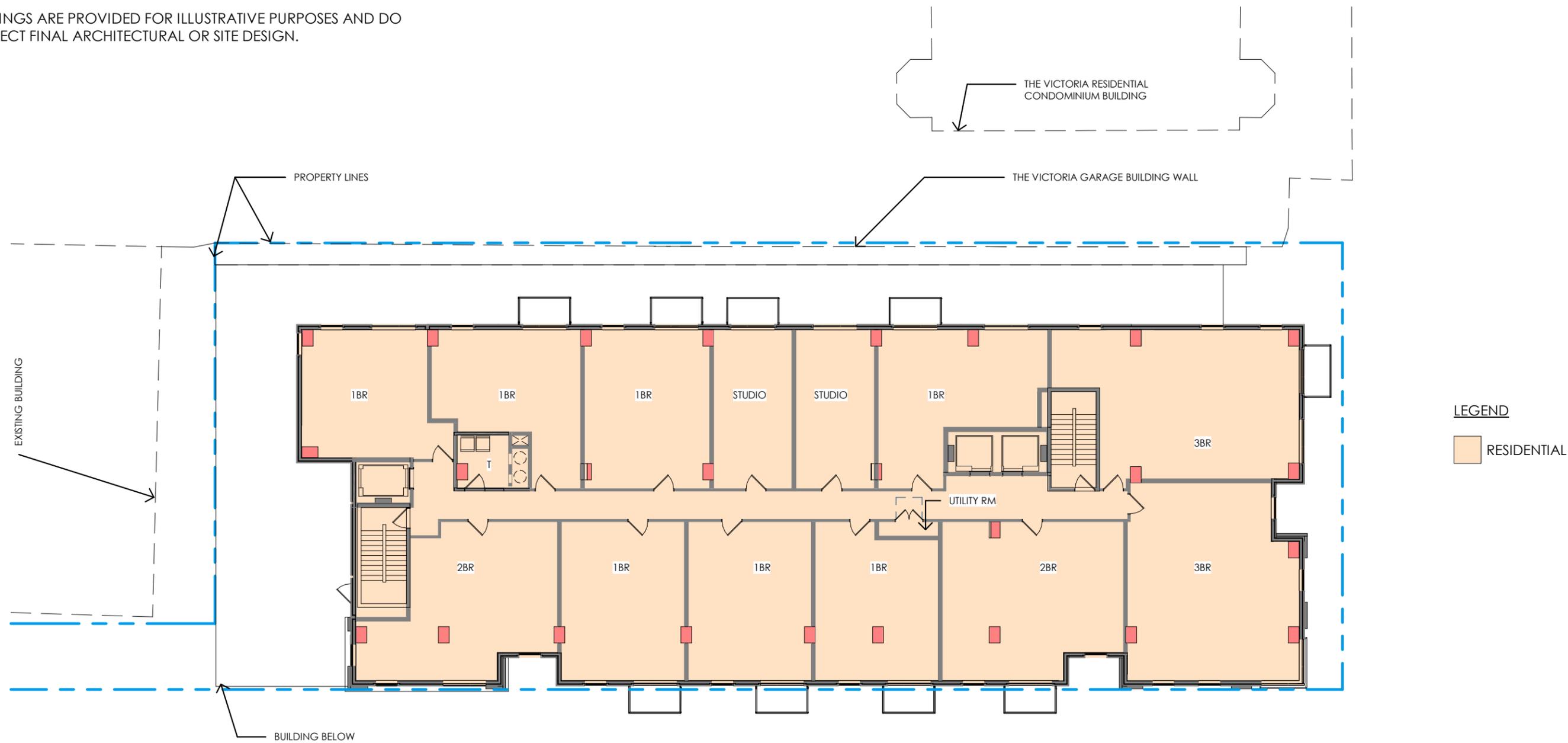


C:\Revit\Local\MARYLAND AVE V2023_01\171.rvt
© 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



TYPICAL LEVEL PLAN SCALE: 1" = 20'-0"

C:\Revit\Local\MARYLAND AVE V2023_tfr171.rvt
© 2021 Davis Carter Scott, Ltd.

41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0"

A-07

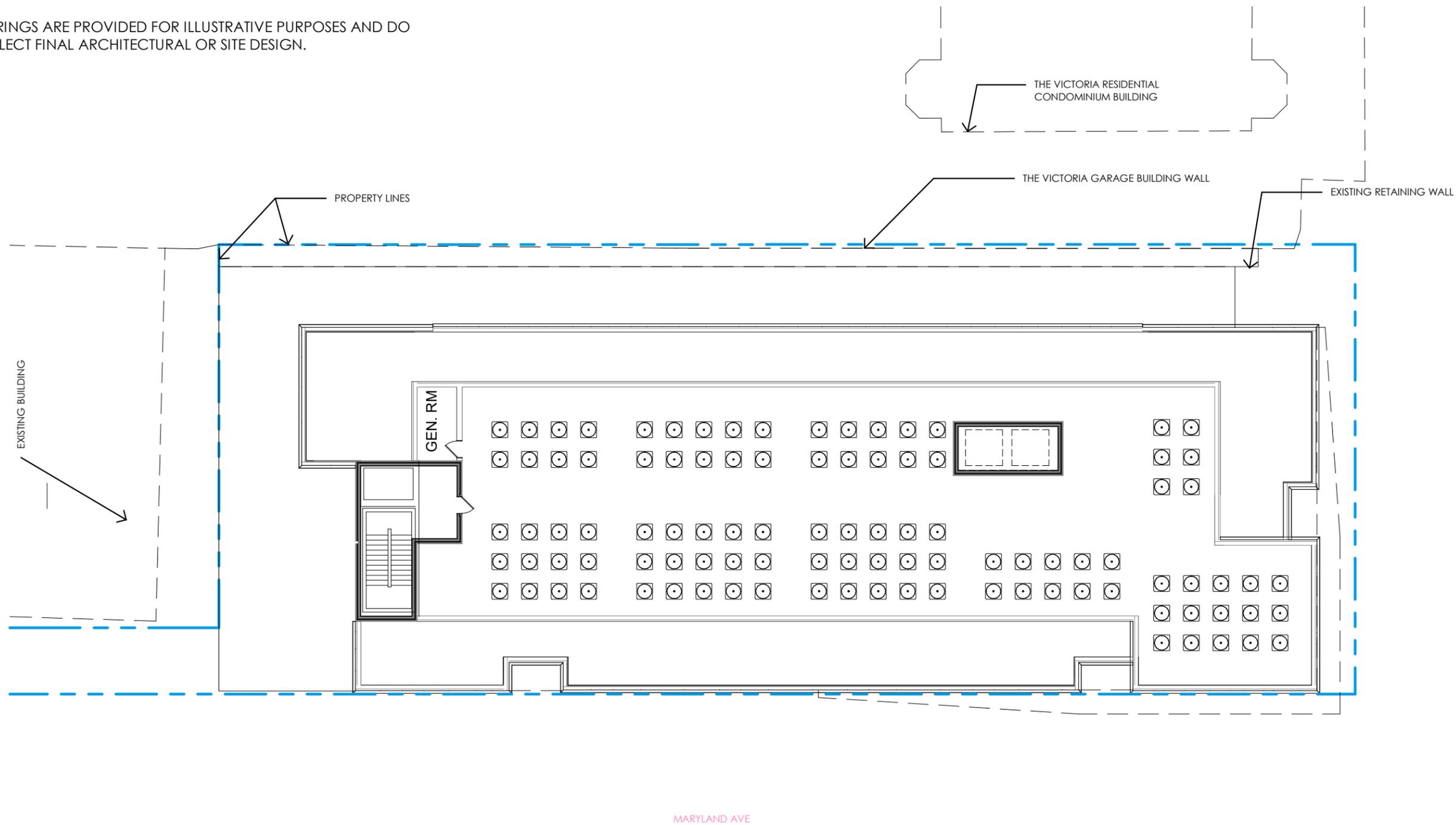
3/31/2025 6:17:05 PM



NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



ROOF PLAN SCALE: 1" = 20'-0"

41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT

ROOF LEVEL PLAN



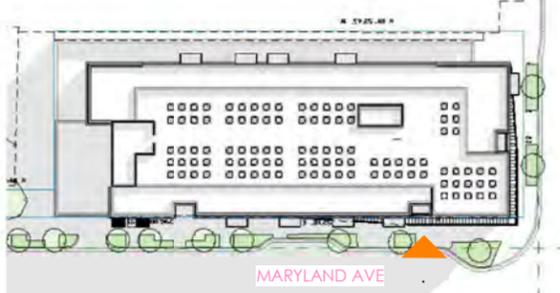
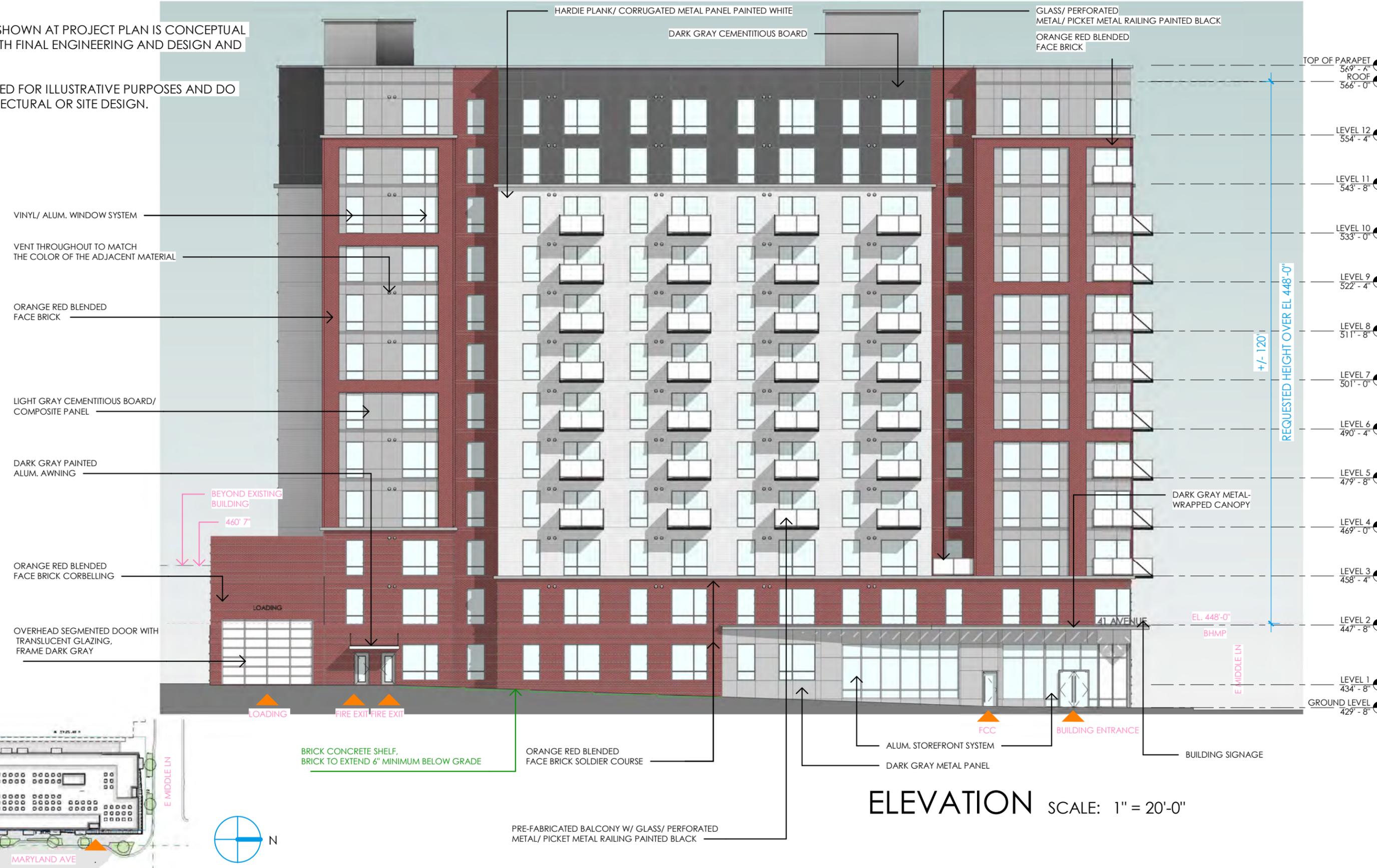
SCALE: 1" = 20'-0" A-08
3/31/2025 6:17:07 PM



NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



ELEVATION SCALE: 1" = 20'-0"

41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0" **A-09**
3/31/2025 6:18:45 PM



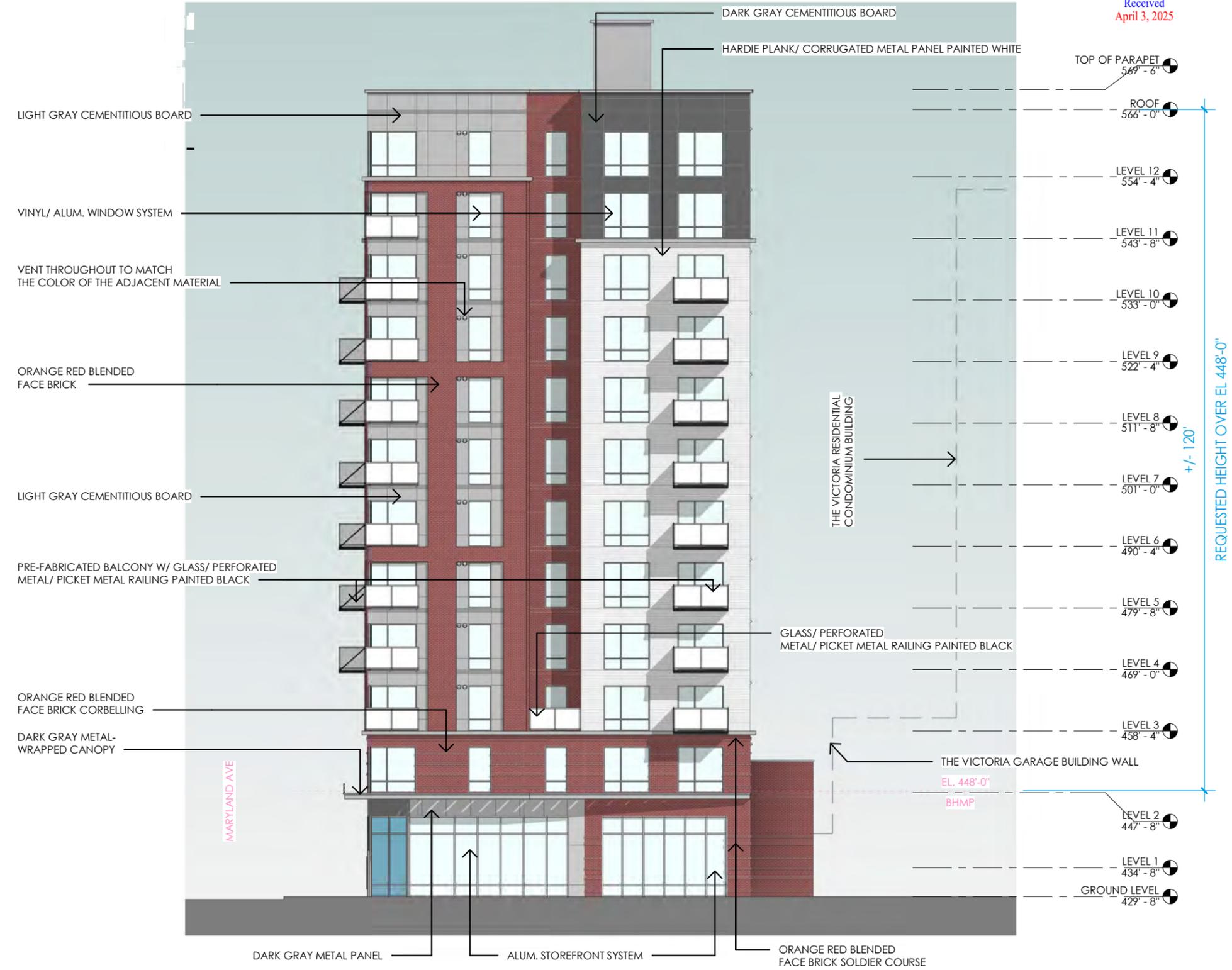
C:\Revit\Local\MARYLAND AVE V2023_11e171.rvt
© 2021 Davis Carter Scott, Ltd.

Community Planning & Development Services
Received
April 3, 2025

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



REQUESTED HEIGHT OVER EL 448'-0" +/- 120'

ELEVATION SCALE: 1" = 20'-0"



41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0" A-10
3/31/2025 6:19:12 PM



HARDIE PLANK/ CORRUGATED METAL PANEL PAINTED WHITE

DARK GRAY CEMENTITIOUS BOARD

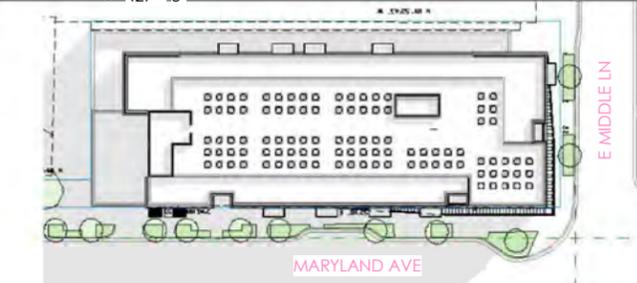
NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.

REQUESTED HEIGHT OVER EL 448'-0"

MARYLAND AVE



ELEVATION

SCALE: 1" = 20'-0"

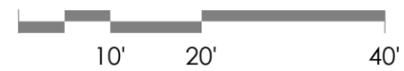
- TOP OF PARAPET 569'-6"
- ROOF 566'-0"
- LEVEL 12 554'-4"
- LEVEL 11 543'-8"
- LEVEL 10 533'-0"
- LEVEL 9 522'-4"
- LEVEL 8 511'-8"
- LEVEL 7 501'-0"
- LEVEL 6 490'-4"
- LEVEL 5 479'-8"
- LEVEL 4 469'-0"
- LEVEL 3 458'-4"
- EL. 448'-0"
- BHMP
- LEVEL 2 447'-8"
- LEVEL 1 434'-8"
- GROUND LEVEL 429'-8"

- VINYL/ ALUM. WINDOW SYSTEM
- VENT THROUGHOUT TO MATCH THE COLOR OF THE ADJACENT MATERIAL
- LIGHT GRAY CEMENTITIOUS BOARD
- ORANGE RED BLENDED FACE BRICK
- LIGHT GRAY CEMENTITIOUS BOARD
- PRE-FABRICATED BALCONY W/ GLASS/ PERFORATED METAL/ PICKET METAL RAILING PAINTED BLACK
- ORANGE RED BLENDED FACE BRICK CORBELLING
- DARK GRAY METAL-WRAPPED CANOPY
- ORANGE RED BLENDED FACE BRICK SOLDIER COURSE

41 MARYLAND AVE

ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0" A-11
3/31/2025 6:20:22 PM

Community Planning & Development Services
Received
April 3, 2025

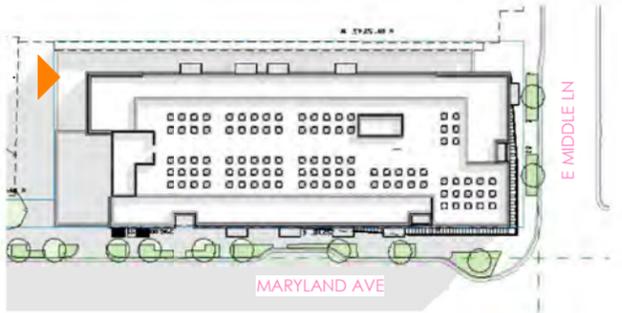
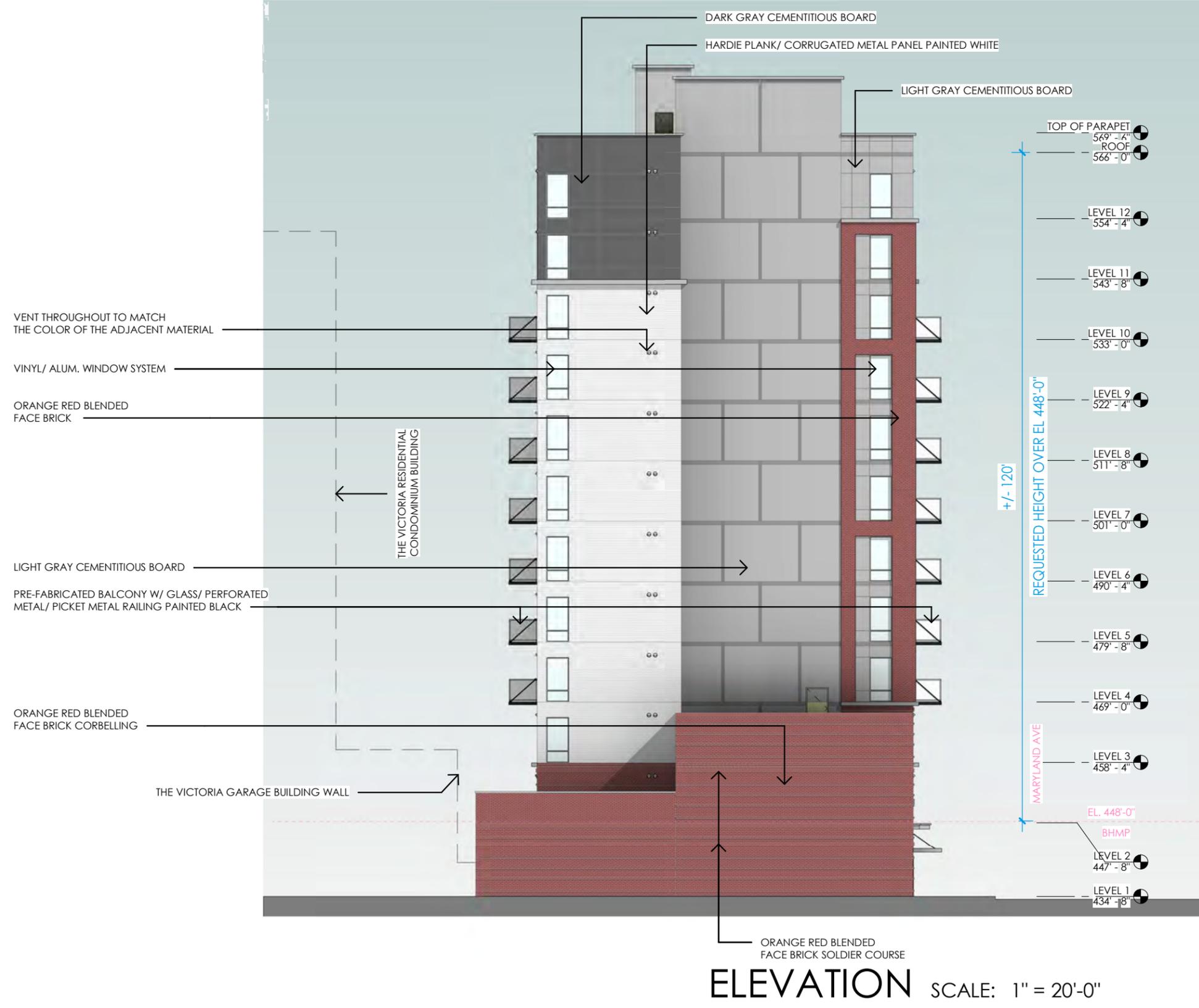


C:\Revit\Local\MARYLAND AVE V2023_frie17.rvt
© 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE
 ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0"

A-12

3/31/2025 6:21:19 PM

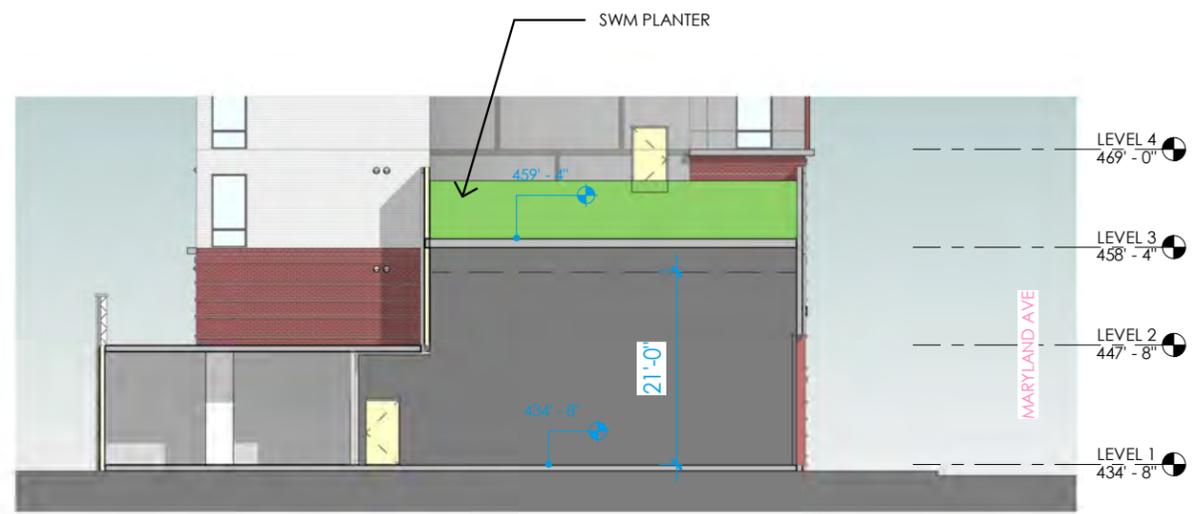


C:\Revit\Local\MARYLAND AVE V2023_11\171.rvt
 © 2021 Davis Carter Scott, Ltd.

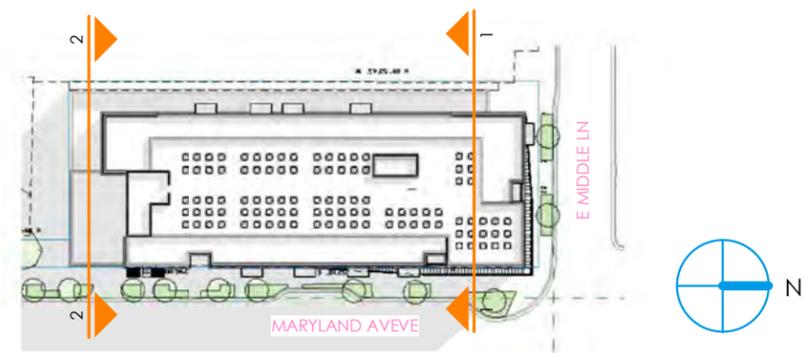
NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



SECTION 2 SCALE: 1" = 20'-0"



41 MARYLAND AVE
 ROCKVILLE, MD 20850



SECTION 1 SCALE: 1" = 20'-0"

PROJECT PLAN CONCEPT



SCALE: 1" = 20'-0"

A-13

3/31/2025 6:22:00 PM



C:\Revit\Local\MARYLAND AVE V2023_11\171.rvt
 © 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT

PERSPECTIVES
A-14
3/31/2025 6:22:04 PM
dcs DESIGN
DAVIS CARTER SCOTT

Community Planning & Development Services
Received
April 3, 2025

C:\Revit\Local\MARYLAND AVE V2023_11e171.rvt
© 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE
ROCKVILLE, MD 20850

PROJECT PLAN CONCEPT

PERSPECTIVES



Community Planning & Development Services
Received
April 3, 2025

A-15
3/31/2025 6:22:04 PM

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE
ROCKVILLE, MD 20850

Community Planning & Development Services
 Received
 April 3, 2025



PERSPECTIVES



A-16
 3/31/2025 6:22:05 PM

C:\Revit\Local\MARYLAND AVE V2023_11e171.rvt
 © 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE

ROCKVILLE, MD 20850

Community Planning & Development Services
Received
April 3, 2025

PERSPECTIVES



A-17
3/31/2025 6:22:06 PM

C:\Revit\Local\MARYLAND AVE V2023_11e171.rvt
© 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE

ROCKVILLE, MD 20850

Community Planning & Development Services
Received
April 3, 2025

PERSPECTIVES

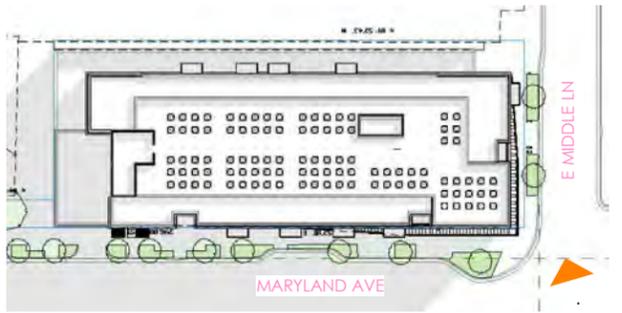


A-18
3/31/2025 6:22:07 PM

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE
ROCKVILLE, MD 20850

Community Planning & Development Services
Received
April 3, 2025

PERSPECTIVES



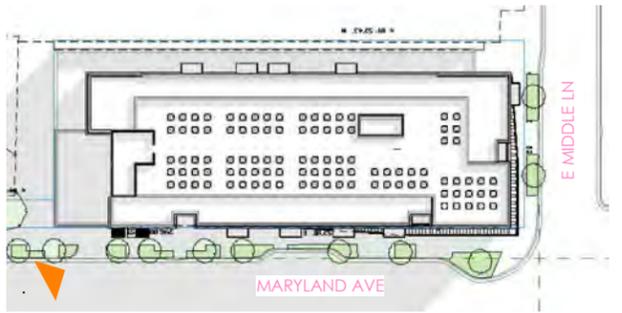
A-19
3/31/2025 6:22:08 PM

C:\Revit\Local\MARYLAND AVE V2023_1116171.rvt
© 2021 Davis Carter Scott, Ltd.

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND DESIGN AND CITY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.



41 MARYLAND AVE
ROCKVILLE, MD 20850

PERSPECTIVES



Community Planning & Development Services
Received
April 3, 2025

A-20
3/31/2025 6:22:08 PM

C:\Revit\Local\MARYLAND AVE V2023_111171.rvt
© 2021 Davis Carter Scott, Ltd.



Application for

Project Plan Application/Amendment

PJT

3/25

City of Rockville

Department of Community Planning and Development Services

111 Maryland Avenue, Rockville, Maryland 20850

Phone: 240-314-8200 • Fax: 240-314-8210 • E-mail: cpds@rockvillemd.gov • Web site: www.rockvillemd.gov

Type of Application: Amendment PDP94-001/E

Project Plan

Project Plan Amendment (major)

Project Plan Amendment (minor)

Please Fully Complete

Property Address information 41 Maryland Avenue/44 Maryland Avenue

Subdivision Rockville Town Center Lot (S) Par 2-H, Par 2-M - Residential Unit Block

Zoning PD-RCI Tax Account (S) 03198603 , 03753453

Applicant Information:

Please supply Name, Address, Phone Number and E-mail Address

Applicant SCG Development Holdings, LLC/Comstock 41 Maryland, LLC/ Comstock 44 Maryland, LLC
c/o SCG Development Partners, 8245 Boone Blvd #640, Vienna, VA 22182 attn: Kirk Salpini, 703-942-6610 x 200, kas@scgdevelopment.com

Property Owner Comstock 41 Maryland, LLC/Comstock 44 Maryland, LLC
c/o Comstock, 1900 Reston Metro Plaza 10th Floor, Reston, VA 20190, Attn: Robert Demchak, 703-230-1985, rdemchak@comstock.com

Architect Davis Carter Scott Ltd Design
8614 Westwood Center Drive #800, Tysons, VA 22182 Attn: Douglas Carter, AIA, 703-556-9275, dcarter@dcsdesign.com

Engineer Macris Hendricks Glascock
9220 Wightman Road, Montgomery Village, MD 20886, Attn: Kyle Hughes, 301-67-0840, khughes@mhgpa.com

Attorney Shulman Rogers PA
12505 Park Potomac Avenue #600, Potomac, MD 20854, Attn: Nancy Regelin, Esquire, 301-230-5224, nregelin@shulmanrogers.com

Project Name Momentum at Rockville Station

Project Description Up to 147 DU Multi-family residential affordable mixed income housing project and amendments to PDP1994-00001E, and to PJT2014-003 with respect to 44 Maryland Avenue/Par 2-M Residential Unit

STAFF USE ONLY

Application Acceptance:

Application # PJT2025-00023

Application Intake:

Date Received April 3, 2025

Reviewed by Fee: \$13,519.50

Application Information:

Level of review and project impact:

This information will be used to determine your projects impact, per section 25.07.02 of the Zoning Ordinance for Project Plan and Site Plan applications only.

Tract Size 0.42 + 1.45 acres, # Dwelling Units Total 147 Square Footage of Non-Residential zero

Residential Area Impact 10% %

Traffic/ Impact/trips net loss -45/-115

Proposed Development:

Retail _____ Sq. Footage Detached Unit _____ Parking Spaces zero
 Office _____ Sq. Footage Duplex _____ Handicapped _____
 Restaurant _____ Sq. Footage Townhouse _____ # of Long Term TBD
 Other _____ Sq. Footage Attached _____ # of Short Term TBD
 Multi-Family 147
 Live _____
 MPDU 15% after LIHTC term

Existing Site Use(s) (to include office, industrial, residential, commercial, medical etc.) surface parking lot 41 Maryland/ Multi-family 44 Maryland

Estimated Points Total:

To complete the table below, use the information that you provided above to calculate your total points from the chart below.

Points/Elements	1	2	3	4	Points
Tract size - Acres	1 or fewer	1.1 to 2.5	2.6 to 5	5.1 or greater	3
Dwelling Units	5 or fewer	6 to 50	51 to 150	151 or greater	3
Square Footage of Non-Residential Space	5,000 or fewer square feet	5,001 to 10,000 square feet	10,001 to 50,000 square feet	50,001 or greater square feet	zero
Residential Area Impact	No residential development in a residential zone within 1/4 mile of the project	35% of area within 1/4 mile of the project area is comprised of single-unit detached residential units	65% of area within 1/4 mile of the project area is comprised of single-unit detached residential units	Development is within single-unit detached unit area.	1 (10%)
Traffic Impact - Net new peak hour trips	Fewer than 30 trips	30-74 trips	75-149 trips	150 or more trips	1
Points Total*					
The total of the points determine the level of notification and the approving authority .					

Based on The Impact Total Your Project will be:

- Project Plan Amendment
- Project Plan Amendment (major)
- Project Plan Amendment (Minor)

Waiver of Equivalent Zone Development Standards

The Approving Authority for a Project Plan being reviewed with a floating zone map amendment application may waive one (1) or more of the development standards of the designated equivalent zone.

Are you applying for a waiver of equivalent zone development standards?

- Yes (If yes, continue below)
- No (If no, continue to next section "Previous Approvals")

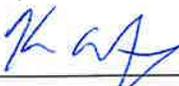
Such waiver request must provide a statement of justification demonstrating good cause for waiving the equivalent zone development standards based on the following criteria:

1. Whether the waiver of the development standard of the equivalent zone permits the application to meet the intent of the Plan
2. Whether the waiver of the development standard results in development that is compatible with development on adjacent properties;
3. Whether applying the development standard of the equivalent zone is consistent with good planning and design principles;
4. Such other factors as the Approving Authority reasonably deems appropriate.

Previous Approvals: (if any)

Application Number	Date	Action Taken
PDP94-001-001E/PJT2014-00003	1994/2005/2014	PI Comm & M&C Approved
STP2012-00105	2012	Approved

A letter of authorization from the owner must be submitted if this application is filed by anyone other than the owner.
I hereby certify that I have the authority to make this application, that the application is complete and correct and that I have read and understand all procedures for filing this application. SCG Development Holdings, LLC

By:  3/27/25
Please sign and date Kirk Salpini, Authorized Signatory

Owner's Authorization Attached

Application Checklist:

The following items are to be furnished as part of this application:

- Completed Application
- Filing Fee (to include Sign Fee)
- Pre-Application Meeting Number PAM2025-00156 and Documentation (Development Review Committee Mtg. notes)
- Proposed Area Meeting Date 4/22 - 4/24 including location Webex virtual
- Concept Site development plan, prepared and certified by a professional engineer. (Twelve (12) copies - Fifteen (15) if on a state highway: (size 24 x 36)(folded to 8 1/2 X 11)
- Approved NRI/FSD (Natural Resources Inventory/Forest Stand Delineation Plan)
- Conceptual Building Elevations & Floor Plan (3 copies)
- CTR (Comprehensive Transportation Review) Report –with fee acceptable to Public Works (copy to CPDS).
- Concept Landscape Plan (6 copies) (size 24" X 36") (folded to 8 1/2" X 11").
- Preliminary Forest Conservation Plan (FCP)
- Pre-Application Storm Water Management Concept Package with Fee via Separate Check (Unless Previously Submitted with the Pre-application Materials)
- Water and Sewer Authorization Application
- Project narrative to include statement of justification that addresses compliance with all relevant Sections of the Zoning Ordinance, including but not limited to:
 - Comprehensive Master Plan and other plan regulations
 - Master Plan other Plans and Regulations
 - Mixed Use Development Standards, including Layback slope and shadow study (Section 25.13)
 - Landscape, Screening and Lighting Manual
 - Adequate Public Facilities (Section 25.20)
 - Parking (Section 25.16)
 - Signs (Section 25.18)
 - Public use space (Section 25.17)
- Additional information as requested by staff
- Electronic Version of all materials (pdf format acceptable)
- Fire protection site plan
- Statement addressing criteria for waiver of equivalent zone development standards (if applicable) INCLUDED IN SOJ

Comments on Submittal: (For Staff Use Only)

Property Owners Letter of Authorization and Consent
41 Maryland Avenue/ 44 Maryland Avenue Applications

"Momentum at Rockville Station"

To: City of Rockville, Maryland
From: Comstock 41 Maryland, LLC, Owner of 41 Maryland Avenue
Comstock 44 Maryland, LLC, Owner of 44 Maryland Avenue/ BLVD Forty Four
Apartments
Property: 41 Maryland Avenue, Rockville, Maryland 20850 ("**Property**")
Parcel 2-H, Tax ID No. 03198603
44 Maryland Avenue, Rockville, Maryland 20850 ("**BLVD Forty Four Property**")
Parcel 2-M, Tax ID No. 03753453

Comstock 41 Maryland, LLC, as the Owner of the Property and Comstock 44 Maryland, LLC as the Owner of the BLVD Forty Four Property improved with the BLVD Forty Four Apartments, hereby authorizes SCG Development Holdings, LLC ("SCG"), SCG President, Stephen Wilson, SCG Director of Construction Kirk Salpini and SCG's Professional Consulting team of Macris Hendricks Glascock, Davis Carter Scott Architects, and Gorove Slade Transportation Engineers, and its land use counsel Shulman Rogers, P.A., to sign and file any and all permit applications in connection with the development entitlements, variances, waivers, and permits related to the development of the Momentum at Rockville Station and amendment to development entitlements for the affordable units at BLVD Forty Four Apartments, subject to advance review of Owners (collectively, the "Permit Applications"). The foregoing authorization is limited to the permit applications and does not include the authority to bind the Owners to conditions of approval, grants of interests in the real estate, or monetary obligations without further authorizations.

This authorization includes preparing the Applications and all related materials needed to support the Applications, and filing and processing the Applications and all supporting materials with the applicable governmental bodies for the work to be undertaken on the Property and securing of approval amendments on the BLVD Forty Four Property.

COMSTOCK 41 MARYLAND, LLC,
a Delaware limited liability company
By: Comstock Holding Companies, Inc.,
its Manager

By: _____
Name: Christopher Clemente
Title: Authorized Signatory



COMSTOCK 44 MARYLAND, LLC,
a Delaware limited liability company
By: Comstock Holding Companies, Inc.,
its Manager

By: _____
Name: Christopher Clemente
Title: Authorized Signatory



Owner Contact:
Mr. Robert Demchak, General Counsel/Corporate Secretary

STATEMENT OF JUSTIFICATION
Project Plan Amendment
41 Maryland Avenue - Momentum at Rockville Station
March 2025

I. INTRODUCTION

SCG Development Holdings, LLC, contract purchaser of Parcel 2-H, Rockville Town Center subdivision with address of 41 Maryland Avenue with the consent of Comstock 41 Maryland, LLC, property owner of 41 Maryland Avenue, and **Comstock 44 Maryland, LLC**, property owner of the multi-family condominium unit and other commercial units in the building on Parcel 2-M, Rockville Town Center subdivision (generally referred to here as 44 Maryland Avenue), (together as joint “**Applicant**”), submits this Project Plan Amendment Application pursuant to Sections 25.07.01 through 25.07.04 of the Rockville Zoning Ordinance for the amendments to existing PDP approvals for the proposed “Momentum at Rockville Station” affordable residential development at 41 Maryland Avenue including, a modification to the massing, waiver of required parking, reduction in commercial space, and confirmation of the total number of dwelling units, as well as modifications to the MPDU Declaration of Covenants encumbering 44 Maryland Avenue as a key element of the affordable housing capital stack for 41 Maryland Avenue. A Waiver application with justifications for parking reduction and requested height included in both this Statement and supplemental documentation.

II. PROPERTY

- A. **Property Identification.** The subject property is Parcel 2-H, Rockville Town Center subdivision per Plat 20464, with address of 41 Maryland Avenue, Rockville, Maryland 20850 (“**Property**”).

The Property is zoned PD-RCI and lies within the Town Center Planning Area, specifically the Central Town Center and Core Character areas. Within the governing documents of PD-RCI, the Property has been referred to from time to time as “Parcel 2-H” and/or “Block 4”.

The property identification for the property subject to the proposed amendment of the MPDU Declaration of Covenants (recorded at Liber 48595 at folio 408) is the Residential Unit, Rockville Town Center Phase 1 Master Condominium per Declaration recorded in Book 50182 Page 278 et seq, as amended, and shown on Plat 11252 through 11276, encumbering Parcel 2-M, Rockville Town Center subdivision (“**44 Maryland Avenue**” or “**44 MD MPDU Property**”).

- B. **Property Location and Characteristics.** The Property is located in Rockville Town Center approximately 790 feet west of Maryland Route 355-Hungerford Drive and bounded by East Middle Lane, Maryland Avenue, and East Montgomery Avenue. The Property is currently improved as a surface parking lot with finished sidewalks along

Middle Lane, Maryland Avenue and E. Montgomery Avenue. The Property is part of a five block planned development PD-RCI per PDP94-001, as amended, that includes 255 Rockville Pike on Parcel 2-F/Block 1, Regal Row on Parcel 2-G/ Block 5, BLVD 44 and the Cambria Suites Hotel on Parcel 2-M/ Block 3, BLVD Ansel and Residences on the Lane on Parcel 2-L/Block 2, and the surface parking lot at 41 Maryland Avenue on Parcel 2-H/ Block 4.

To the west, the Property is adjacent to, and shares a common property line with, the Victoria Condominiums zoned MXTD. To the east across Maryland Avenue, the Property confronts the BLVD Forty-four apartment building with street level retail and restaurants zoned PD-RCI at 44 Maryland Avenue. To the north across Middle Lane, the Property confronts the mixed-use district Rockville Town Square zoned PD-TS, specifically the Lunette building of the Fenestra apartment group and the first floor retail Starbucks space. To the south across East Montgomery Avenue, the Property confronts the Courthouse Square Park zoned Park Zone and beyond that the Red Brick Historic Courthouse zoned MXTD, and to the south east across the East Montgomery Avenue/Maryland Avenue intersection, the two story Regal Row retail/office/theatre pavilion at 199 E. Montgomery Avenue zoned PD-RCI. To the south the Property also shares common property lines with the office building at 32 Courthouse Square zoned MXTD.

The Montgomery County Circuit Court is one block south and the Maryland District Court is two blocks further south along Maryland Avenue at East Jefferson Street.

The Property is within walking distance of transit along existing sidewalks approximately 1250 feet across the elevated pedestrian bridge to the station entrance of the Rockville Metro Station on the WMATA Redline, and approximately 1000 feet along Middle Lane across Rockville Pike to the station sidewalk. Several bus stops are proximate on Middle Lane servicing multiple bus routes. Bike lanes exist on the south side of Middle Lane adjacent to the Property.

The Property is surrounded by sidewalks, street trees and street-lights connected to the established grid of sidewalks and streets throughout Town Center via pedestrian crosswalks at each corner of Maryland Avenue. A curb cut for the existing parking lot is on Middle Lane. On-street City-metered parking is along the frontage on Maryland Avenue. A marked handicapped on-street space is located on the south property line curbside on East Montgomery Avenue.

Per the NRIFSD, the Property is within the Rock Creek watershed and drains to the Croydon Park Tributary. The site is not associated with any areas of forest, wetlands, 100-year flood plain, streams, stream buffer, or steep slopes. No rare, threatened, or endangered species were observed on the site. There are no known or recommended

historic properties on or adjacent to the site per the Rockville Historic master plan or the Maryland Inventory of Historic Properties. The closest historic assets to the west and south are the West Montgomery Avenue and Courthouse Square Historic Districts.

- C. **Neighborhood.** The Property lies within Rockville Town Center. It is in the block south of the Rockville Town Square mixed-use residential, retail and institutional/cultural development in the heart of Town Center. Within Rockville Town Square is Rockville Town Center Park with the Music Pavilion, Ice Skating Rink, Public Library as well as the VisArts Gallery, Buchanan Room and Rooftop entertainment venues. In the block south of the Property is Courthouse Square Park at the Red Brick Historic Courthouse. The Property is within walking distance of the historic West End residential district to the west of North Washington Street known as the West Montgomery Avenue Historic District and the Courthouse Square Historic District. It is within walking distance of the Lincoln Park/East Rockville residential district to the east at Park Avenue east of the Rockville Metro Station. The Building lies on the main pedestrian spine through Town Center along Maryland Avenue north through the main retail district of town center.

The Property is within walking distance of Rockville Town Center Park, Courthouse Square Park and James Monroe Park.

The Rockville Volunteer Fire Station No. 3 that includes fire and rescue as well as ambulance, medic equipment, and staff is located two blocks northeast of the Property at the intersection of Hungerford Drive at Beall Avenue.

The extensive transportation and public transit network proximate to the Property (MD 355, MD 28, I-270, MD 526, MD 200 and more) provides convenient regional access to the rich employment, services, government, cultural, historic, entertainment, and retail opportunities in all directions.

- D. **Prior Approvals.**

Planned Development PDP94-001 through PDP94-001E – density, massing, uses, 40% reduction required commercial parking, traffic mitigation requirements
Use Permit USE2006-00699A

PDP94-001 through PDP94-001E, included land use allocations by block, as well as massing diagrams with maximum heights and reserved shadow case areas. See **Attachment A** for the original PDP94-001 land use allocation, massing diagram, and relevant excerpt of the amended PDP94-001 land use allocation for Block 4 – Parcel 2-H 41 Maryland. The PDP land use allocation was amended for Blocks 2 and 3 by later Project Plans but did not change the approvals for the Property on Parcel 2-H/Block 4.

Parcel 2-H – 41 Maryland

Record Plat 20464 Resubdivision Parcel 2-H, Rockville Town Center
Use Permit USE94-00531 – surface parking lot

Parcel 2-M – 44 Maryland

PDP94-001E

Site Plan STP2012-00105, STP2016-00279

Record Plat 24566 for Parcels 2-M and 2-L, Rockville Town Center

The Project lies within Planned Development PD-RCI which previously delivered street dedication and construction of the surrounding street grid, traffic mitigation improvements and contributions to City traffic improvements in the surrounding area, construction of stairs and elevator to the elevated Promenade Plaza connection to the Metro station, dedication of and construction of Courthouse Square Park, contributions to improvements at James Monroe Park, among other improvements and contributions under PDP94-001, as amended. APFO valid per Code Section 25.20.04 to November 1, 2030, subject to extensions.

III. PROPOSED DEVELOPMENT

A. Project – Momentum at Rockville Station 41 Maryland

The Project proposes:

- i. Multi-family residential development: Up to 147 dwelling units in a mix of studio, one-bedroom, 2-bedroom and 3-bedroom units;
- ii. 100% Affordable Units: 100% affordable to a range of households with qualified incomes under Federal LIHTC or local programs and affordability conditions are only subject to the terms of those programs during their compliance period; upon the expiration of the LIHTC or local program compliance period, all units that have been designated to satisfy the city's MPDU requirements will be subject to covenants or other long-term protective measures ensuring that such units will meet the city's remaining affordability control period and all other requirements of City Code Chapter 13.5.
- iii. No commercial space: Ground floor space will be activated with resident activity centers and amenity spaces anchored by a corner lobby with window walls along both Middle Lane and Maryland Avenue and residential units along part of Maryland Avenue;
- iv. Massing: 12-story building with maximum height over the 448 ft elevation of up to 120 feet for flexibility on floor-to-floor dimensions and construction methodology;
- v. Building Amenities: Lobby gathering space, fitness room, clubroom, pet spa, bike storage and package storage.
- vi. Interior Loading: Interior loading dock and waste management accessed from Maryland Avenue;

- vii. Parking Waiver: Zero on-site parking; Flexible Parking reduction to zero required parking for the Project requested per 25.16.03.h.1. Waiver Application and Parking Justification Memo submitted concurrently;
- viii. Off-site Improvement: (i) Proposed ADA accessible curbside parking space along the Maryland Avenue right-of-way in front of the building and (ii) proposed curbside drop-off space along the Maryland Avenue right-of-way near the lobby entrance with extended intersection pedestrian safety zone;

The Project delivers an affordable housing asset to Rockville Town Center in a transit rich location with a Walk-Score of 92%, indicating residents are able to easily access local amenities without a car. With the wide range of unit sizes, and a broader range of qualifying household incomes under Federal and local programs, the Project will be an in-demand housing choice, especially for housing cost-constrained tenants that desire a location that will also allow them to shed the financial burden of car ownership.

B. Architecture and Urban Design

Located in the heart of Rockville Town Center at the intersection of Maryland Avenue and East Middle Lane, the Project will significantly contribute to the urban fabric of the vibrant Rockville community and town center. As proposed, this 12-story all-affordable residential high-rise development will fulfill the planned development mixed-use town center vision on the last PD-RCI block that has yet remained undeveloped. The Project offers a modern architectural design with large expanses of glazing along the ground level to further activate the neighborhood pedestrian experience. The main entrance is located at the high-profile corner at the northeast portion of the site to take full benefit of the lowest level of grading, further accentuating the connection between the lively main lobby and clubroom and neighborhood life.

This dynamic design provides modern ceiling heights necessary to meet market demands while providing for an elegant architectural massing arrangement. As depicted in the submission, a myriad of façade materials have been utilized to seamlessly integrate the building into the Rockville Town Center architectural tapestry, further animating a community rich in diverse and substantial developments. This project will provide significant value to the neighborhood by adding much-needed affordable rental apartments while gracing the skyline with a thoughtful, upscale architectural design.

C. Affordable Housing.

The Project is proposed as a 100% affordable housing development as defined by the financing programs to be utilized for construction of the Project.

The Project will seek financing and equity from various sources, including Federal programs for Low Income Housing Tax Credits and state and county affordable housing programs, which allow for a broad range of qualifying household incomes. The financial “capital stack” for construction of the Project includes a proposed contribution of part of the land value tied to an amendment of the remainder of the term of the existing MPDU Declaration of

Covenants encumbering 44 Maryland Avenue, owned by an affiliate of the property owner of the 41 Maryland Avenue land.

The total number of units in the Project includes a proposed 46 affordable units to replace the 40 MPDUs proposed to be released at 44 Maryland Avenue in addition to the base Project of 101 units (46 +101 = 147 total units). The existing 44 Maryland Avenue MPDUs are encumbered with a 30-year MPDU Declaration recorded in 2014. The remaining validity period at 44 Maryland will be significantly reduced by the time the Project is first occupied on or about 2028, and will have fully expired by the time an initial LIHTC compliance period at the Project will have expired. The proposed amendment of the 44 Maryland MPDU Declaration is for termination and release of the encumbrance at 44 Maryland in exchange for significantly more affordable units at 41 Maryland Avenue that will be encumbered initially according to the terms of the federal or other affordable program compliance period, and any program renewal period. The City's 99-year control period will be deemed to run-down concurrently, not added consecutively, with the federal or other affordable program compliance period (including any renewal periods) credited against the City's 99-year control period for calculation of the remainder of the City's control period. Upon the expiration of the LIHTC or other affordable program compliance period, the City's MPDU program will thereafter control the intended and designated MPDUs at 41 Maryland Avenue totaling 62 MPDUs, (which includes the 46 units discussed above plus 16 units calculated as 15% of the Project's 101 base units) to satisfy the City MPDU program for the remainder of the City's control period.

The Federal and state and local affordable housing financing programs will govern during the term of their programs. Upon the expiration of the LIHTC compliance period, all units intended and designated to satisfy the city's MPDU requirements will be subject to covenants or other long-term protective measures ensuring that such units will meet the city's affordability control period and all other requirements of City Code Chapter 13.5.

The Mayor and Council can amend the 44 Maryland MPDU Declaration upon findings under Code Section 13.5-5.f (1) and (2) that:

(f)(1) Instead of building the required number of MPDUs an applicant may offer to: a. Build Significantly More MPDUs at one or more other sites in the City; b. Convey land in the City that is suitable in size, location and physical condition for Significantly More MPDUs; c. Contribute to the Moderately Priced Housing Fund an amount that will produce Significantly More MPDUs; or d. Do any combination of these alternatives that will result in building Significantly More MPDUs.

In exchange for the termination of the Declaration of Covenants for 40 MPDUs at 44 Maryland Ave, the Applicant is proposing to build “Significantly More MDPUs” (as defined in the Code) at 41 Maryland Ave (46 MPDUs versus 40 existing MPDUs). Further, the City will gain the difference between the remainder of the 30-year term on the existing MPDUs and the current Code 99-year term.

In addition to the 46 MPDUs from 44 Maryland Ave, this project will be subject to 16 additional MPDUs required for the 101 new units (147 units less 46 MPDUs from 44

Maryland Ave times 15%). The property will be required to have a total of 62 MPDUs or equivalent affordable for the 99-year term.

The Applicant is proposing to build a total of 147 affordable units. All units will be administered in accordance with the LIHTC program requirements serving an average of 60% Area Median Income (AMI). While under the LIHTC program, the units will fulfill the project's MPDU commitments as equivalent affordable units. If the LIHTC compliance period (as may be extended) expires before the 99-year term, the intended and designated 62 units will thereafter be administered through the MPDU program for the remaining duration of the 99-year term.

2) *The Mayor and Council has the option to accept the offer if it finds that:*

a. 1) In the project or subdivision originally proposed by the applicant, an indivisible package of resident services and facilities to be provided to all households would cost the occupants of the MPDUs so much that it is likely to make the MPDUs effectively unaffordable by eligible households; or 2) Extraordinary circumstances make building the required number of MPDUs as part of the project impractical; and b. An offer made by an applicant under subsection (f)(1) will achieve Significantly More MPDUs or units which low and moderate-income households can more easily afford; and c. Acceptance of the applicant's offer will achieve the objective of providing a broad range of housing opportunities throughout the City.

An alliance of a property owner concerned about housing affordability in the region and an experienced affordable housing developer has created an extraordinary and innovative opportunity for Applicant to provide significantly more MPDUs at the Project at 41 Maryland Avenue encumbered for decades longer than the remaining term of the MPDUs at 44 Maryland Avenue when its original 30-year term expires in about 20 years. The affiliated ownership of 41 Maryland and 44 Maryland creates an extraordinary and unique circumstance. While any extension of the MPDU control period is impractical at 44 Maryland, the early termination of the 30-year control period at 44 Maryland makes possible a contribution of part of the 41 Maryland land value to the capital stack for development of a 100% affordable Project that will include an extended control period at 41 Maryland for significantly more affordable units at the Project. Acceptance of the Applicant's offer will achieve the objective of providing a broad range of housing opportunities throughout the City, especially at a transit-rich location in Rockville Town Center, with: i) an extended term encumbering all of the intended and designated MPDUs at 41 Maryland (including 46 MPDUs created from the release of 40 MPDUs from 44 Maryland and 16 MPDUs for the 41 Maryland 101 du base development), initially under the federal and/or local financing programs, followed by any remainder of the City MPDU term under the current Code, ii) for significantly more MPDUs – 46 MPDUs in lieu of 40 MPDUs released from 44 Maryland, and 3) in a newly built Project with a broader range of dwelling unit sizes including 3-bedroom units serving both a broader range of household sizes and qualifying incomes.

D. Offstreet Loading

The Project is proposing a curb cut and driveway to an interior loading dock for trash management, building operation services, and resident move-in, move-out activities in a high ceiling, one story interior loading space with doors at the south end of the building. The loading dock will be back-in, head-out. The on-street parking spaces along Maryland Avenue are proposed to be re-marked and signed to provide for an appropriate sized loading dock drive with adequate sight-lines at the driveway curb cut for safe maneuvering and visibility of vehicles and pedestrians in the right-of-way.

E. Parking Waiver/ Reduction to Zero Parking.

The Project does not propose any onsite or required parking. This is consistent with the recommendation for the Property as a Focus Area property in the recently adopted 2025 Town Center Master Plan:

*41 Maryland Avenue. Encourage residential development of at least 100 units. If the existing, approved planned development for the parcel is modified, encourage the development of even more residential units on site. Ground floor retail should not be required. **Any on-site parking requirements should be waived due to the site's limited size, prime Town Center location, nearby structured parking options, and transit access.** [page 36, Town Center Master Plan]*

The Property is narrow making it impossible to design an efficient double-loaded parking structure with ramps and two-way drives within a high-rise building. The Project as a 100% affordable residential community does not require onsite parking for marketability and sustainable success. The Property location was selected for its advantages of being walkable to transit, jobs, goods and services for its resident community with a Walk Score of 92%. The Property is: i) proximate to a ZIP car sharing location across the street as well as multiple car rental locations one Metro stop south and north, ii) serviced by both Uber and Lyft ride-sharing car services, iii) surrounded by street parking that is free overnight, and iv) conveniently located near over 3000 parking spaces available to the public nearby (next door, across the street, and within 2 blocks) in structured parking facilities with available monthly parking options for any resident who chooses to own a vehicle. Further details and justification for a parking reduction to zero required parking is set forth in a Parking Justification Memo prepared by Gorove Slade dated March 2025 included in the application submission.

The Mayor and Council as part of their approval of a Project Plan Amendment for a property in a PD zone has the authority to reduce the number of parking spaces required, pursuant to Zoning Ordinance Section 25.16.03.h.1:

h. *Flexible parking standards.* The Approving Authority may permit reductions in the number of parking spaces required, if certain standards and requirements are met as set forth below.

1. *Mayor and Council and Planning Commission reductions.* The Mayor and Council, in the approval of a project plan, or the Planning Commission in the approval of a site plan within the

MXTD, MXCD, MXE, MXNC and PD zones, have the authority to reduce the required number of parking spaces for uses in the building or buildings to be constructed provided that:

(a) A major point of pedestrian access to such building or buildings is within seven-tenths of a mile (3,696 feet) walking distance of a transit station entrance shown on the Washington Metropolitan Area Transit Authority Adopted Regional Rail Transit System;

The Property is within 1500 feet walking distance along existing sidewalks to the Rockville Station entrance via either, Middle Lane, or, E. Montgomery Avenue to the pedestrian overpass, and satisfies this condition.

(b) There are three (3) or more bus routes in the immediate vicinity of the building or buildings;

The Property is served by 4 bus routes in the immediate vicinity of the building as noted more specifically in the Gorove Slade Parking Justification and satisfies this condition. The future BRT stop on Rockville Pike at Middle Lane will further enhance the transit options for the residents.

or

(c) There is a major public parking facility available to the public within one thousand (1,000) feet of a building entrance;

The City's public parking facilities in Rockville Town Square available to the public are within 1000 feet of a building entrance, with the closest Garage C being across Middle Lane within 350 feet, and the largest City parking facility Garage A one block north on Maryland Avenue within 500 feet. Additional private parking facilities with parking available to the general public are likewise located conveniently, next door, across the street, and within two blocks of the Property.

(d) Where the size of the lot is so small that meeting the parking requirement would prevent redevelopment;

The Property's narrow dimension of 82 feet depth does not allow an efficient double-loaded structured parking design. Requiring on-site parking would be cost prohibitive, an insurmountable obstacle for an affordable housing project, and prevent redevelopment of the site.

(e) Where there is a bikeway in close proximity to the site and the applicant demonstrates that the uses in the proposed development are conducive to bicycle use; or

The City's system of bike lanes, shared use paths and shared roadways through Town Center, from the point of access to the bike lane that runs along the frontage of the Property on Middle Lane, provides access to Project residents to the Metro system, goods and services throughout Town Center and along Route 355, education opportunities at Montgomery College, recreational amenities at the City Swim Center and local parks, and to regional points further north, east and west, via the Millenium Trail.

(f) For any other good cause shown.

The Project is a 100% affordable multi-family residential development that is marketable without the need for on-site parking. The requirement for the Project to incur significant cost for parking is an unreasonable obstacle to the development of affordable housing in this location where the transit-oriented site is walkable to jobs, transit, goods, and services, in contravention of Maryland's Housing Expansion and Affordability Act (HB 538), effective January 1, 2025, that restricts unreasonable requirements of local zoning codes, including limitations on or requirements concerning: (1) height; (2) setback; (3) bulk; (4) parking; (5) loading, dimensional, or area; or (6) similar requirements. Over 3400 parking spaces available to the public are available within two blocks in each direction. Furthermore, handicapped parking exists on the northside of the Property on East Montgomery Avenue, 100 ADA spaces are available within 1000 ft in the publicly accessible garages across the street of both Maryland Avenue and Middle Lane and nearby in Town Square, and the Project proposes to modify an on-street Maryland Avenue curbside space along the building into one of the only ADA parking spaces with full accessibility for a lift chair to the sidewalk. For good cause shown and consistent with the recommendation of the 2025 Town Center Master Plan, parking should not be required and the requested full reduction of required parking be approved.

F. Stormwater Management

A preliminary stormwater management plan has been filed for the Property.

G. Forest Conservation

The existing Building has an approved Forest Conservation Plan FTP2006-0019. The updated NRIFSD reflects the eight street trees in the streetscape adjacent to the Property planted as well as numerous trees on-site planted for credit at the time of the original construction of the planned development remain in place. A forest conservation plan amendment will be submitted for the proposed land disturbance for construction of the Project and for the removal and mitigation of landscape trees.

H. Landscape and Lighting

The Project's landscape and lighting plan will be as shown in the Site Plan submission as part of the Architectural plans. A conceptual landscape plan is included in the submission.

I. Publicly Accessible Art in Private Development

The 100% affordable Project is exempt from Chapter 4 of the City Code (Publicly Accessible Art in Private Development) ordinance.

IV. ADEQUATE PUBLIC FACILITIES

A. Schools

The Montgomery County Public Schools assigned to the Property are:

Beall Elementary
Julius West Middle School
Richard Montgomery High School

Based on the adopted Montgomery County student generation rates for Housing Types FY2024-2025 for Multi-Family High-rise project in an Infill Area, the Project's 147 dwelling units are projected to generate a total of eleven K-12 student (10.73 students) made up of 2.6 high school students, 2.4 middle school students, and 5.7 elementary school students.

Per the City APFO Standards FY2024-2029 Supplemental School Data published July 2024, projected capacity at all school levels of the assigned schools are deemed Adequate, at or below 120% Program Capacity*.

Beall Elementary School is projected for the test year 2028-2029 to have a 254-seat surplus and operate at 61.7% Program Capacity and therefore the school is adequate to absorb the projected 5.7 elementary students generated by the Project.

Julius West Middle School is projected for the test year 2028-2029 to have an 81-seat surplus and operate at 94.3% Program Capacity and therefore the school is adequate to absorb the projected 2.4 middle school students generated by the Project.

*While Richard Montgomery High School current projection is 122.4% Program Capacity, the School is deemed conditionally adequate for test year 2028-2029 due to an approved CIP project now fully funded and under construction that will reassign students among Gaithersburg HS, Richard Montgomery HS, Quince Orchard HS, Thomas S. Wootton HS, and the new Crown HS in Fall 2027. Richard Montgomery High School is adequate to absorb the projected 2.6 high school student generated by the Project.

Based on the foregoing, the Project will be subject to Montgomery County Development Impact Tax regulations, as applicable, at the standard rate in effect at the time of building permit issuance without any Utilization Premium Payment.

B. Transportation Statement

The Transportation Scoping Form prepared by Gorove Slade dated December 2024 finds that:

- i. The Project as proposed for 147 dwelling units generates a net reduction in new peak hour trips from the existing approval of a minimum of 117 dwelling units and 11,260 sf of commercial space. Therefore, under the CTR only an on-site review would be required for the Project. The Project is part of Planned Development PDP94-001, as amended. Existing Approvals in the PD-RCI Governing Documents set forth traffic mitigation for the PDP that was satisfied in part at the initiation of the development, and to be satisfied in part at certain specified phases of development. No additional traffic mitigation is required under the PD-RCI Governing Documents for the Property/Block 4 and development of the Project. When the APFO ordinance was adopted, the PD-RCI

area was grandfathered as adequate under the APFO standards until November 2030, subject to certain additional extensions per Section 25.20.04. The Grove Slade CTR statement will provide additional information as part of the Project Plan submission.

C. County Impact Tax Credit/ City Transportation Improvement Fee

The Project will be subject to applicable requirements of the Montgomery County Development Impact Tax that provides for certain exemptions for affordable housing projects. The City Transportation Improvement Fee will be paid to the extent applicable.

D. Water/Sewer

The City APFO Standards require water and sewer service adequacy to be determined by the service provider. The City is the Project's Water and Sewer service provider.

The Project has applied for a water and sewer authorization for the Project. Based on a review by Macris Hendricks Engineers, water and sewer capacity infrastructure in the Project area is anticipated to be adequate to serve the Project.

V. ZONING ORDINANCE DEVELOPMENT COMPLIANCE

The Project substantially complies with the applicable standards and specific development standards and design regulations of the Governing PD-RCI Documents and the equivalent MXTD zone, subject to the modifications, reductions, and waivers requested as part of this Application.

1. Development Standards PD-RCI

- a. **Street and Streetscape.** The Property met all of the Development Standards in the Governance Documents of PD-RCI at the time of construction with sidewalks and streetscape that conformed to the road sections in the PD-RCI Governing Documents. No changes to the pedestrian path of the sidewalks are proposed. However, an ADA handicapped parking space and drop-off space are proposed, as well as an extended pedestrian intersection crossing peninsula along Maryland Avenue that will update the street section.

Excerpt from 1994 PDP94-001:

C. Monroe Street and Maryland Avenue north of Montgomery Avenue

The street width will be 44'0" curb to curb. The roadways will include a 8'0" parking lane on each side of the street and one 14'0" travel lane in each direction. In addition, a 14'0" sidewalk will be located on each side of the street. Parking shall be allowed wherever possible, but shall not interfere with building, loading and parking entrances or required turn lanes onto Middle Lane. The sidewalks shall be paved in a similar design to Montgomery Avenue (see accompanying drawing). This shall include a 4'0" band of rougher paving such as cobble stone along the curb which delineated the zone for street furniture and street trees. 4'0" by 6'0" planting beds will be maintained around the street trees on cross streets, tree grates will not be used in these location. The parking and travel lanes on the cross streets will be paved using asphalt, specified to City standards. Street markings for center lines and parking stalls shall be marked using standard City specification.

- b. **Massing**. The Application requests a modification to the massing diagram for Block 4 that indicates the maximum height of the building on the Property to be 100 feet over the 448-foot elevation. The 448' elevation is generally the elevated Promenade Park connected to the pedestrian overpass to the Rockville Metro Station, which was a key elevation at the time of original approvals in 1994. The original PDP allowed heights up to 235 feet above the 448' elevation within the PDP area.

The proposed amendment requests flexibility for final engineering and design of the Project to allow a final choice of the most cost effective structural system for the building at the time of construction, to respond to a variable and future unknown construction cost market, with an increase in maximum height to **120 feet over the 448' elevation** to accommodate changes in current floor-to-floor standards compared to 1994 design standards and dimensional requirements of optional construction structural systems.

Applicant believes that this modification to massing for maximum height is within the purview of development standards set within the Governing Documents and remains within the discretion of the Mayor & Council to set. A waiver request of equivalent zone standards of the MXTD zone for height has been filed on a technical timing basis. The Application is being filed before TXT2025-00269 becomes effective on April 3, 2025 to implement the recommendations of the 2025 Rockville Town Center Master Plan for changes to the MXTD zone development standards. By the time this Application is under review and considered for approval, the increased maximum height standard for the equivalent zone MXTD will be effective and a waiver of equivalent zone standards will not be necessary. Pursuant to amended Section 25.14.35 under TXT2025-00269, the maximum building height for properties within the Core Character Area Floating Zone is 200 feet to the highest point of the flat roof from the approved street grade opposite the middle of the front of the building (Maryland Avenue), with an additional 100 feet of height allowed for residential developments with 20% or more affordable housing.

The proposed increase by twenty feet from 100 feet to 120 feet over the 448' elevation is significantly below the maximum 300 foot height in the Town Center Core Character Area Floating Zone for its equivalent MXTD zone.

- c. **Density/Dwelling Units**. The Application requests an update to the Land Use Plan under the Governing Documents that require a **minimum** of 117 dwelling units, to confirm the maximum number of residential dwelling units in the Project at 147 dwelling units. This increase is in substantial compliance with the 2025 Rockville Town Center Master Plan recommendation for the Property, encouraging an increase the number of dwelling units on the Property. The Applicant is not proposing commercial space in the Project at this time.

- d. **Parking.** The PD-RCI Governing Documents did not set a required number of parking spaces, but rather provided for parking calculations per City Code, including any reductions for shared parking and other provisions of the parking chapter. The code required parking for the blocks in PD-RCI has evolved over time by project approval with previous reductions granted and zoning ordinance revisions to code required parking standards. Therefore, the requested parking reduction to zero onsite and required parking per the Chapter 16 Parking section will be consistent with the PD-RCI Governing Documents. The approval of Flexible Parking Standards to reduce the required parking for the Project to zero: i) meets the criteria for approval in 25.16.03.h.3 as justified below and supported in the Gorove Slade Parking Memo, ii) is consistent with the specific recommendations of the 2025 Rockville Town Center Master Plan for the Property, and iii) is consistent with the Core Character Area Floating Zone to the MXTD equivalent zone which provides for a parking standard of “no minimum parking”. The Project location also satisfies (and exceeds) the requirement for the minimum number of accessible parking spaces within 1000’.

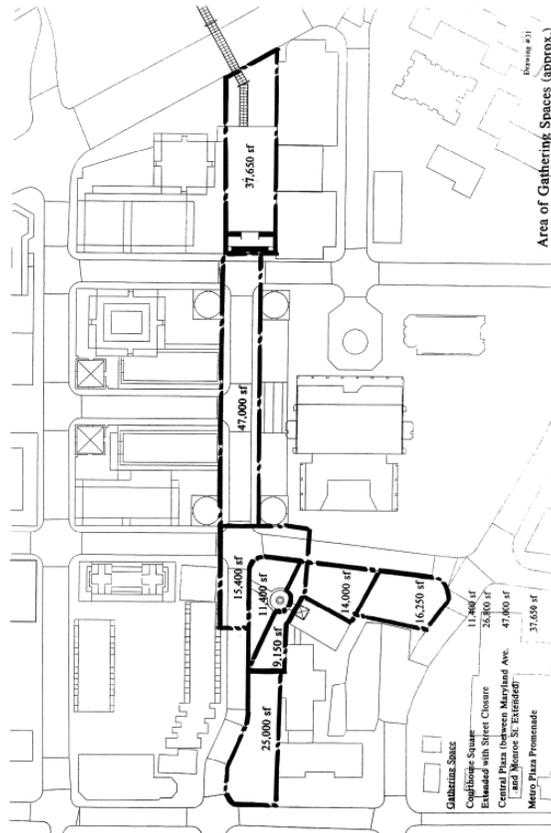
At Application, the overall parking within the PD-RCI area is at a surplus at peak parking demand periods and all other periods. See PDP Parking Table attached.

2. Additional Design Guidelines for Mixed Use Zones

The Project is in substantial conformance with the intent and purpose of the equivalent MXTD zone to the extent applicable as the PDP Governing Documents address necessary development standards as may be amended by the Mayor & Council (and as the MXTD zone is amended effective April 3, 2025 under the CCA-FZ). Conformance with certain MXTD development standards and the applicable Additional Guidelines for Mixed Use Zones in Section 25.13.06 are addressed as follows:

- a. MXTD Development Standards.

The Project is in substantial compliance with the Open Space and Public Use Space requirements as the PDP Area delivered significant open spaces and public use spaces upfront in the late 1990s under regulations and approvals at that time when the old Rockville Mall was redeveloped. This allowed the creation of significant consolidated open space and public use spaces, in lieu of small areas by block, through dedication, easements, and construction/installation as shown on the following gathering space exhibit from the PD-RCI Governing Documents.



b. Per Section 25.13.06 , the following addresses certain of the additional development standards generally for Mixed-Use zones:

- i. *25.13.06.b.1.a Aesthetic and visual characteristics for all zones. Facades and exterior walls including sides and backs. Buildings should be designed in a way that avoids massive scale and uniform and impersonal appearance and that will provide visual interest consistent with the community's identity, character, and scale. It is recommended that building walls greater than one hundred (100) feet long include projections, recessions, or other treatments sufficient to reduce the unbroken massing of the facade along all sides of the building facing public streets.*

The Project proposes an articulated building façade with a defined base, middle and top. Generous window walls at grade, characterized by fine detailing, offer expansive transparency, enhancing the sense of activity and safety while promoting increased interaction between the public spaces of the sidewalk/street and the building activity centers. The middle section and top section of the building proposes projections, recessions, and material changes to reduce the massing of the façade along Maryland Avenue and Middle Lane.

- ii. *25.13.06.b.1.b Along any public street frontage building, design should include windows, arcades, awnings or other acceptable features along at least sixty (60) percent of the building length. Arcades and other weather protection features must be of sufficient depth and height to provide a light-filled and open space along the building frontage. Architectural treatment, similar to that provided to the front facade must be provided to the sides and rear of the building to mitigate any negative view from any location off-site and any public area (e.g. parking lots, walkways, etc.) on site.*

The Project’s lobby and activity center frontages include generous window walls and repetitive glass fronts to active resident spaces. All four sides of the building have similar architectural treatment reflecting finished facades. Projecting balconies are provided on the west side of the building in the area parallel to the Victoria courtyard and not directly confronting Victoria condominium residential windows at the request of the Victoria Condominium residents to extend the building-to-building/unit to unit separation at the higher floors above the height of the Victoria Condominium garage wall on the common property line.

- iii. *Buildings should include architectural features that contribute to visual interest at the pedestrian scale and reduce the massive aesthetic effect by breaking up the building wall along those sides fronting on public streets with color, texture change, wall offsets, reveals, or projecting ribs.*

The corner lobby entrance at Middle Lane/Maryland Avenue and continuous building activity centers along each of those facades enrich the visual interest and pedestrian experiences on the sidewalks. The building has a strong base, articulated middle, and building top enhanced with color, building material and texture changes, wall offsets and reveals, projecting balconies, and vertical window patterns, to break-up the massing of the building wall. To accommodate the narrow site and maximize the building to building separation to the Victoria Condominium on the west side, the building façade along the public streets rises to the full height but with strong horizontal delineation of the building base, middle and top, with articulated cornices and building material and color changes.

- iv. *25.13.06.6.2. Roofs. Roof design should provide variations in rooflines where appropriate and add interest to, and reduce the massive scale of, large buildings. Roof features should complement the architectural and visual character of adjoining neighborhoods. Roofs should include two (2) or more roof planes. Parapet walls should be architecturally treated to avoid a plain, monotonous look. For energy-saving purposes, roof design should also include a light color surface or be planted with vegetation.*

The Project proposes a strong building roofline that complements the visual character of other buildings within the PDP area. The parapet

wall appears to be part of the building wall with the same architectural treatment, to screen roof-top equipment. Final design of the roof will be reviewed at Site Plan.

v. 25.13.06.b.3 *Materials and color. General provisions. Buildings should have exterior building materials and colors that are compatible with materials and colors that are used in adjoining neighborhoods. Certain types of colors should be avoided such as fluorescent or metallic, although brighter colors may be considered at the discretion of the Planning Commission. Materials not desired. Construction materials such as tilt-up concrete, smooth-faced concrete block, prefabricated steel panels, and other similar materials should be avoided unless the exterior surface is covered.*

The Project proposes residential building materials of brick, cementitious plank siding, extensive glazing and metal trim in standard urban colors and trims compatible with the building architecture and the overall tapestry of buildings within Town Center.

vi. 25.13.06.c.7 *Delivery and loading spaces, hours of operation. (a) Design. Delivery and loading operations must be designed in accordance with the provisions of [article 16](#) and located so as to mitigate visual and noise impacts to adjoining residential neighborhoods. If there is a residential use or residentially zoned property adjacent to the site, ... If the delivery and loading spaces are located within an enclosed building or underground, no such setback and buffer area shall be required.*

The Project proposes a high-ceiling one-story enclosed loading dock building with doors at the south end of the building with driveway access to Maryland Avenue. This is intended to mitigate visual and noise impacts to the adjoining mixed-use neighborhood, and nearby residential and office uses.

Additional Design Guidelines for Mixed Use Zones

The Project is consistent with the intent and purpose of the applicable Additional Guideline for the equivalent Mixed Use Transit District Zone in Section 25.13.07 as follows:

3. *Uses by floor. The ground floor must contain retail or public-related service uses along those streets designated in the master plan as major pedestrian spines. Ground floor retail is the preferred use along other streets, but is not required. The ground floor should normally have a ceiling height of at least fifteen (15) feet. At the time of site plan review or project plan review, the Approving Authority may consider a lower ceiling height if appropriate in the particular circumstance. The upper floors may be additional retail, office, residential, or a combination of uses. If the building contains only residential units, the ground floor may consist of residential units, but should be designed to facilitate conversion to retail or other commercial uses.*

The Project ground floor proposes a high ceiling height of greater than 15 feet with expansive glazing to be occupied by the main lobby/gathering space as well as resident amenity and activity areas along both Maryland Avenue and Middle Lane, the main pedestrian spine through Town Center. The Building otherwise contains only residential uses. Part of the Maryland Avenue frontage contains residential units that are permitted by TXT2025-00269.

Additional Guidelines for Interim Floating Zones

This section addresses additional guidelines per Section 25.14.35.g for development within the Core Character Area of the 2025 Rockville Town Center Master Plan.

g. Aesthetic standards. Any development within an interim comprehensive plan floating zone must comply with the following aesthetic standards:

1. Façades and massing.

(a) Buildings shall be designed in a way that avoids massive scale and uniform and impersonal appearance and provides visual interest consistent with the community's identity, character, and scale. Building design shall provide attractive, well-proportioned orientation to the public realm of streets, plazas, and parks. Building walls greater than one hundred (100) feet long must include projections, recessions, or other treatments sufficient to reduce the unbroken massing of the façade along all sides of the building facing public streets.

The Project has been designed with high quality design and materials to integrate into the tapestry of building built over time as Town Center has evolved. The building is oriented with its entrance at the key corner of Middle Lane at Maryland Avenue with large expanses of ground level glazing to engage the public realm and pedestrian at sidewalk level along a main pedestrian spine. The design is articulated with projections, recessions and material and color changes to reduce the massing of the façade.

(b) Any façade facing a public street must include windows, arcades, awnings, or other acceptable features along at least sixty (60) percent of the building length. Arcades and other weather protection features must be of sufficient depth and height to provide a light-filled and open space along the building frontage. Architectural treatment, similar to that provided to the front façade must be provided to the sides and rear of the building to mitigate any negative view from any location off-site and any public area (e.g., parking lots, walkways, etc.) on site.

The building is designed with the similar architectural treatment on all four sides. The building engages Middle Lane and Maryland Avenue with windows along each façade as well as a canopy to define the entrance at the key corner.

(c) Buildings must include architectural features that contribute to visual interest at the pedestrian scale and reduce the massive aesthetic effect by breaking up the building wall along those sides fronting on public streets with color, texture change, wall offsets, reveals, or projecting ribs.

The building has a strong articulated building base with a well defined entrance lobby to engage the public realm at the pedestrian level. Each façade is articulated with recesses, projections, color and material changes to reduce the perception of the massing of the building.

2. Roofs. Roof design must provide variations in rooflines where appropriate and add interest to, and reduce the massive scale of, large buildings. Roof features should complement the architectural and visual character of adjoining neighborhoods. Roofs should include two (2) or more roof planes. Parapet walls must be architecturally treated to avoid a plain, monotonous look. For energy-saving purposes, roof design should also include a light color surface or be planted with vegetation.

The parapet wall is integrated into the building utilizing the same architectural treatment of the top section of the building which varies in color, texture, material, and height. Roof top sustainable design will be addressed at site plan.

3. Entryways. Commercial building design must include design elements which clearly indicate to customers where the entrances are located, and which add aesthetically pleasing character to buildings by providing highly visible customer entrances.

The Project lobby entrance is at the key intersection building corner of Middle Lane at Maryland Avenue with generous views into the lobby and an architectural canopy to draw people to a welcoming front entrance.

h. Public benefits. 1. Any development approved within an interim comprehensive plan floating zone must provide public benefits that enhance or contribute to the objectives of the Plan and that are proportionate to the scale of the proposed development. Public benefits may include, but are not limited to, providing Moderately Priced Dwelling Units (MPDUs) or public use space above the minimum required, streetscape improvements, wayfinding, and environmental building efficiency standards or other benefits that exceed code requirements.

The Project proposes a 100% affordable residential development for a broad range of qualified household incomes under federal and local affordable housing programs, with a range of unit sizes up to 3-bedrooms, in a transit-oriented, walkable location, providing critical housing options to Rockville households.

VI. **MASTER PLAN COMPLIANCE**

A. The 2040 Plan. The City-wide Comprehensive Plan was adopted August 2, 2021. The Project is in substantial conformance with and implements many of the applicable principles, visions and goals of the 2040 Plan as set forth below.

i. Visions

a. LAND USE AND URBAN DESIGN Vision

Rockville is a city that encompasses comfortable neighborhoods where residents can walk, bike, and roll to amenities; mixed-use urban areas where residents, businesses and institutions thrive together; commercial and residential corridors where daily needs and wants are met; and areas for offices, laboratories, and industry where employment can be found.

The Project is part of the implementation of the vision for an integrated mixed-use urban area that provides housing, services, culture, recreation and employment opportunities in Rockville Town Center. The Project adds new residents to support the existing retail and employment district. The Project replaces an inactive existing surface parking lot.

b. TRANSPORTATION. *Rockville’s transportation system will provide residents, businesses, employees, and visitors with multiple options for moving about the city through a variety of modes and paths while ensuring access for persons of all abilities and mobilities. The city’s commercial vitality, and position as a regional hub and employment center, will be supported by infrastructure investments that enhance connections to the broader region, while managing traffic and congestion. Rockville will continue to transition to a more-walkable community and contribute to regional efforts to create safe, efficient, and environmentally sustainable mobility.*

The Project provides additional affordable housing with a high walkability score via a developed sidewalk and street grid to Metro, bus and future BRT public transit, goods and services, entertainment and institutional uses, public parks, and historic assets. The extensive transportation and public transit network proximate to the Property (MD 355, MD 28, I-270, MD 526, MD 200 and more) provides convenient regional access to the rich employment, services, government, cultural, historic, entertainment, and retail opportunities in all directions.

- c. *RECREATION AND PARKS.* Rockville will continue to have a vibrant, beautiful, and easily-accessible park system with a wide variety of recreation facilities and programs, as this system is critical to supporting the health and well-being of the people of Rockville and its natural environment. Parks and recreation facilities will meet the needs and desires of Rockville's diverse users.

The Project is part of the Planned Development PD-RCI that delivered Courthouse Square Park and the Promenade Park, as well as incorporated the street design for East Montgomery Avenue between Maryland Avenue and Monroe Street to facilitate East Montgomery Avenue closures for City community events, such as Hometown Holidays, a farmers market, or outdoor seating for entertainment uses, to support the health and well-being of the residents of Rockville, including new residents of the Project.

- d. *ENVIRONMENT.* Rockville strives to assure clean land, air and water, and efficient use of resources, to foster healthy, sustainable, and resilient environments for living, working, and recreation.

The Project will have a positive impact on the environment. It is replacing an asphalt surface parking lot with a development that conforms to current standards of stormwater management and sustainable building design.

- e. *ECONOMIC DEVELOPMENT.* Rockville will proactively adapt to the changing business environment and strategically leverage its assets and position as the County seat within a dynamic region to enable an innovative and thriving local economy. It will do so to advance equitable economic development, creative and diverse jobs creation, the quality of life for its residents and workforce, and to enhance the long term fiscal standing of the city.

The Project will develop an underutilized surface parking lot to provide an affordable housing asset adding residents to patronize existing businesses and talent to the employment pool in the Town Center Core Area.

- f. *HOUSING.* Ensure that current and future Rockville residents have a diverse array of quality housing choices that are affordable and livable, at all socio-economic levels.

The Project delivers 147 units of affordable housing to the housing options available in Rockville Town Center, providing qualified households of a broad range of income levels and household sizes an opportunity to live at a transit-oriented location with jobs, goods and services within walking distance.

Planning Area 1 Rockville Town Center

...Street-level commercial activity has experienced challenges due to increased competition in the region, the advent of e-commerce, which has greatly reduced the amount of commodities sold in physical stores...an overall shift in consumer preferences. Policies in this Plan section represent adjustments to the 2001 Town Center Master Plan...and the changing circumstances since that time.

The Project addresses the over-supply of commercial space with a proposed residential building that activates the sidewalk with a corner lobby and resident activity centers along Maryland Avenue and Middle Lane, and delivers additional residents to support the vitality of the existing retail in adjacent buildings and the Town Square business district.

B. 2025 Rockville Town Center Master Plan - 2040 Amendment

An Amendment to the 2021 Comprehensive Plan (2040 Plan) to update the Town Center Master Plan was adopted by the Mayor and Council on January 27, 2025. The Project is in substantial conformance with the recommendations for the Property and supports of the vision and goals of the Town Center Plan as noted below.

Town Center Master Plan Goal

#1 Target appropriate areas for higher density residential developments to reach 3000 new residential units by 2040. Provide for a variety of development types to adapt to market demands and to address missing-middle housing.

The Project proposes 147 new dwelling units to help the City reach its goal, ranging from studios to three bedrooms, and provides a new housing choice for income qualified households many of which may elect not to own a car yet desire affordable and convenient urban living, in a location with a high Walk Score to transit, goods, and services.

Town Center Vision

Rockville Town Center will continue to grow as a vibrant, multicultural, diverse and inclusive community that celebrates a high quality of life and sense of place. A neighborhood at its core, Town Center will be a hub within the region for sustainable, walkable, transit-oriented living.

The Project replaces an underutilized surface parking lot with 100% affordable dwelling units for residents and their families adding to the neighborhood character of transit-oriented living in Town Center.

Area Vision – Central Town Center

...The design of this area should take into consideration a sense of arrival and draw the visitor in. Town Square is likely to continue as the “heart” of Town Center in many ways.

The Project expands the sense of arrival to a vibrant Town Center for visitors from the Metro and Rockville Pike, whether arriving via the Promenade Park pedestrian bridge and plaza to East Montgomery Avenue or via Middle Lane, by completing Middle Lane and Maryland Avenue frontages with an active development and new residents. The Project supports the vitality of pedestrian connections to Town Square in the next blocks north, east, and west.

Town Center Plan Focus Areas

The Property is identified as a “Focus Area” of the Town Center Master Plan.

41 Maryland Avenue. Encourage residential development of at least 100 units. If the existing, approved planned development for the parcel is modified, encourage the development of even more residential units on site. Ground floor retail should not be required. Any on-site parking requirements should be waived due to the site’s limited size, prime Town Center location, nearby structured parking options, and transit access”.

The Project proposes an increase in the number of dwelling units to 147 affordable housing units, no commercial, and no parking consistent with the Master Plan recommendations.

Town Center Housing

The City encourages the development of a wide variety of unit types – this refers to different housing typologies-(such as townhomes and multi-family apartment buildings), but also provides a mix of units within those typologies. The City encourages unit mixes in development projects to contain a full range of unit types that the market can support of different sizes and layouts to accommodate the greatest variety of households.

The Project will add studios through three-bedroom affordable dwelling units to Town Center. The Project will expand the affordable housing choice for a greater variety of household sizes and broader range of qualified income levels.

Town Center Economic Development & Business

...Town Center is a hub of retailers that provide goods and services...Rockville Town Center cannot truly thrive without residential growth surrounding and supporting its existing retail.

The Project will add additional residents to support the existing retail in adjacent buildings and the Town Square business district.

VII. FINDING REQUIRED FOR PROJECT PLAN APPROVAL

The Zoning Ordinance Section 25.07.01.b.2. contain the findings that the Mayor and Council must make prior to approving the Project Plan Amendment Applications. The following demonstrates how the Application complies with these required findings:

- i. The Project Plan Amendment will not adversely affect the health or safety of the persons residing and working in the neighborhood of the proposed project:

The Project will replace an underutilized surface parking lot and fulfill its original 1994 entitlements for residential on the Property. The Project will add 147 affordable dwelling units to Town Center, adding a new housing choice to a broad range of income qualified households as well as new residents to support the surrounding business district. The addition of residential use will not affect the health or safety of persons in the neighborhood but will add to the vision of Town Center being a neighborhood of transit-oriented living. Overall, the Project will add to the visual vitality of Town Center by completing the final block of the original PD-RCI.

- ii. The Project Plan will not be in conflict with the Plan.

As noted in more detail in Section VI above the Project Plan supports the goals and visions of both the 2040 Plan and the 2025 Town Center Master Plan. The 2040 Plan provides the following Overarching Principles:

- a. Foster a vibrant, multi-cultural and successful downtown.*

The Project will enhance the vitality of Rockville Town Center by providing the opportunity for a broad range of household sizes and

qualified household incomes to live in a transit-oriented building with a Walk Score of 92 with convenient access to goods and services, especially to households who wish not to be burdened with car ownership.

b. Steer the most-dense development to mixed-use, transit served locations.

The Project is located within the Core Character Area within the commercial retail, restaurant and cultural district of Town Center and within walking distance of three-blocks to transit of both the WMATA Rockville Redline Station and Montgomery County bus service along Hungerford Drive. It is proximate to the future southern section of the proposed 355 Bus Rapid Transit system within the right-of-way of Hungerford Drive/Rockville Pike.

c. Encourage a variety of housing types that are accessible to a wide range of household needs and incomes.

The Project provides a new affordable housing choice including larger 2-bedroom and 3-bedroom units, perfect for qualified income families, individual, and empty-nester households who want to live in a Town Center location walkable to goods, services and entertainment, as well as abundant transit options.

g. Maintain and promote safe, attractive, welcoming, and amenity-rich neighborhoods.

The Project will add to the rich urban fabric of Town Center as it continues to evolve as a vibrant mixed-use livable neighborhood by developing an underutilized surface parking lot into a new residential community.

VIII. COMMUNITY OUTREACH

The City hosted a virtual Pre-Application Meeting community meeting at which the Applicant presented its proposed Project via WEBEX on January 21, 2025. Notice was properly given by Applicant by mail and electronic notice in accordance with the Zoning Ordinance and Development Manual. Signs were posted on the Property on all frontages. The meeting was attended by a range of interested parties from Town Center multi-family buildings and nearby neighborhoods. A sign-in sheet and the meeting transcript were filed by the Applicant. The video of the Pre-Application Meeting is available on the City's website development page.

A follow-up meeting for the Victoria Condominium residents was held by the Applicant and attended by a City representative at the Victoria on February 13, 2025 at that community's request. Notes of the meeting have been filed in the PAM record.

A Post-Application Community Meeting will be conducted in accordance with the Zoning Ordinance. Notice of public hearings and meetings and the signs will be posted in accordance with the Zoning Ordinance.

IX. CONCLUSION

As demonstrated by the Statement of Justification, the Project Plan submission, and Application, the Project is consistent with the intent and purpose of the PD-RCI Governing Documents, substantially complies with all applicable requirements of the Zoning Ordinance and other applicable City Code and regulations, and is in substantial conformance with the recommendations of the Rockville 2040 Comprehensive Plan, the Town Center Master Plan, and other administrative and functional master plans.

The Project will advance the goals of the 2040 Plan, the Town Center Master Plan, and the strategic goals of the Mayor and Council, to increase affordable housing, strengthen the Town Center neighborhood with increased residential density and new housing typologies to provide greater choice to a wider range of households, and enhance the overall vibrancy and quality of life in the Town Center and the City generally.

For all these reasons, the Project Plan Application should be approved.

Shulman Rogers, P.A.
Nancy P. Regelin, Esquire
Counsel for Applicant

Attachment A
Prior relevant PDP Approval Excerpts



City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364

Community Development
(301) 309-3200
TDD (301) 309-3187
FAX (301) 762-7153

Economic Development
(301) 309-3240

Inspection Services
(301) 309-3250

Planning Division
(301) 309-3200

MAYOR
James F. Coyte

COUNCIL
Robert E. Dorsey
Rose G. Krasnow
James T. Marrinan
Nina A. Weisbroth

CITY MANAGER
Bruce Romer

CITY CLERK
Paula S. Jewell

CITY ATTORNEY
Paul T. Glasgow

April 28, 1994

Mr. Mark Troen, Vice President
Rockville Center, Incorporated
250 Hungerford Drive, Suite 195
Rockville, MD 20850

Dear Mr. Troen:

Re: Preliminary Development Plan Application PDP94-0001- Rockville Center, Incorporated

At its meeting of April 27, 1994, the Rockville Planning Commission reviewed and conditionally approved the above referenced application for redevelopment of the former Rockville Mall area. Approval includes the following elements:

(1) Development parcels, road locations, and road right-of-way widths as shown on the "Concept Preliminary Plan" dated April 8, 1994 in the application file;

(2) Building uses and sizes as follows:

BLOCK	USE	GROSS FLOOR AREA (SQ.FT.)
1	Office	459,675
	Retail	<u>34,150</u>
		493,825
2	Office	480,375
	Retail	<u>27,525</u>
		507,900
3	Office	334,575
	Retail	27,750
	Theater	<u>43,000</u>
		405,325
4	Residential	min. 117 units
	Retail	<u>11,260</u> 11,260
5	Retail	48,312
TOTAL FOR PLAN		<u>1,466,622</u> (sq. ft.)

Excerpt from PDP94-001E Amendment:

Resolution No. 10-05

RESOLUTION:

To approve, with conditions,
Amendment to Preliminary
Development Plan
Application No. PDP1994-
0001E, Rockville
Renaissance West, Applicant

C. LAND USES AND DENSITIES BY BLOCK.

The Amended Allowable Uses and densities by block are:

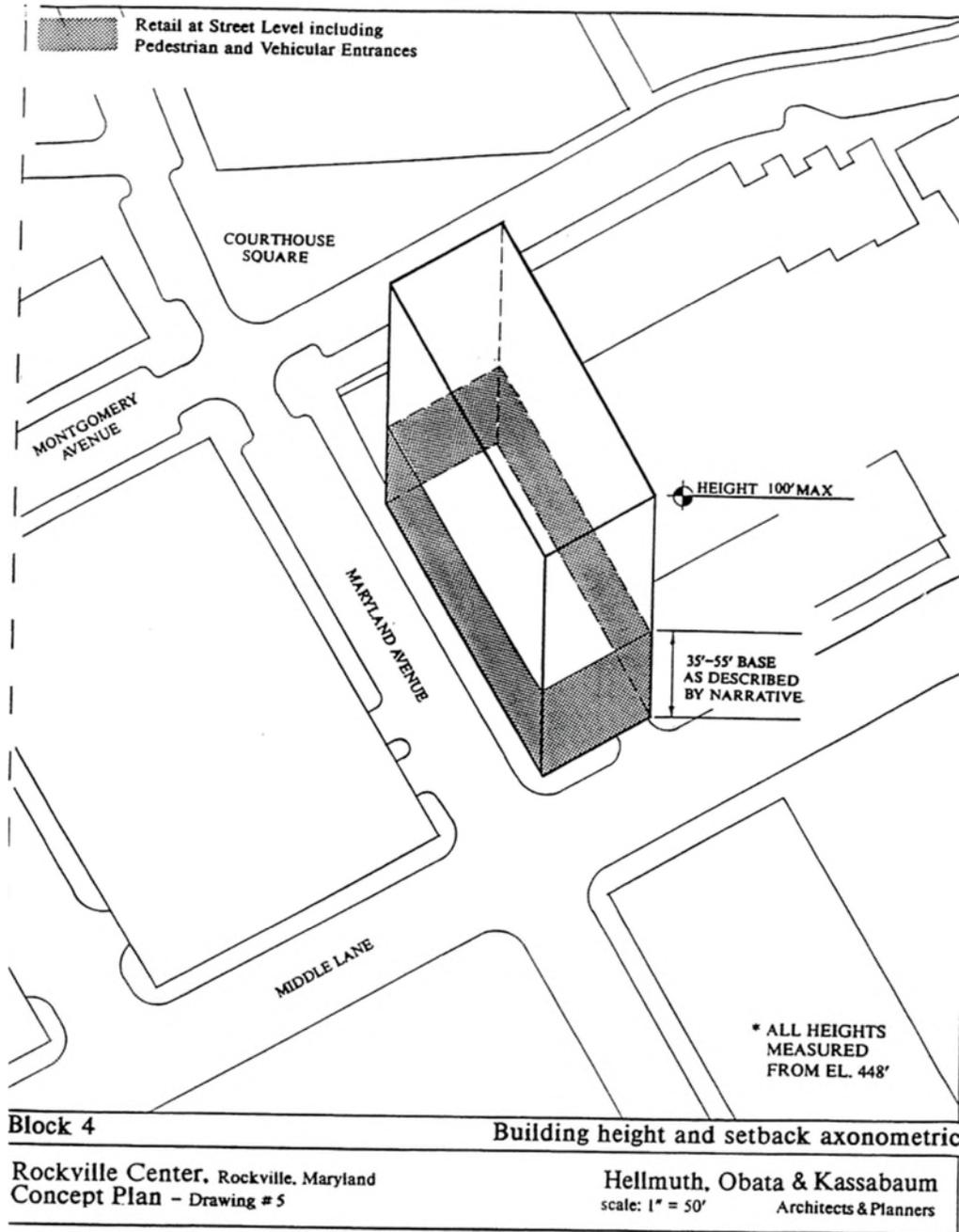
Block	Land Uses	Prior Approved Gross Floor Area	Approved Gross Floor Area/DU
1	Office	394,261 SF	394,261 SF
2-F	Retail / Restaurant	36,700 SF	36,700 SF
	Subtotal	430,961 SF	430,961 SF
2	Office	480,375 SF	
2-K	Residential		255 DU**
	Retail (Restaurant)	32,025 SF	17,000 SF
	Subtotal	507,900 SF	255 DU/17,000 SF
3	Office	362,875 SF	
2-J	Residential		230 DU**
	Retail/ Restaurant	36,750 SF	23,000 SF
	Subtotal	405,325 SF	230 DU/23,000 SF
4	Residential	117 DU (min)	117 DU (min)
2-H	Retail	11,260 SF	11,260 SF
	Subtotal	117 DU/ 11,260 SF	117 DU/ 11,260 SF
5	Retail /Restaurant	19,306 SF	19,306 SF
2-G	Office	25,700 SF	25,700 SF ***
	Theatre	67,370 SF	67,370 SF
	Subtotal	112,376 SF	112,376 SF
Total	Office	1,263,321 SF	419,961 SF
1-5	Retail	137,241 SF	107,266 SF
	Theatre	67,370 SF	67,370 SF
	Residential	117 DU	602 DU
	Hotel *		

** Total aggregate number of approved DU for Parcel 2-K Lot 2 and Parcel 2-J Lot 3 is 485 DU. Units can be shifted between Parcel 2-J Lot 3 and Parcel 2-K Lot 2 so long as the total number does not exceed the total aggregate number of DU approved for Parcel 2-J Lot 3 and Parcel 2-K Lot 2 and can be constructed within approved heights.

***By City administrative approval, retail space was converted to office on Parcel 2-G Lot 5 resulting in the total allowable PDP office square footage on Parcel 2-G Lot 5 of 25,844 square feet. The permitted use for such converted space under the PDP is either office or retail without further amendment of the PDP.

* A Hotel is an allowable use in addition to the other allowable uses on any of the Preliminary Development Plan lots. The PDP retains additional traffic capacity over and above the other allowable uses for a Hotel use within the Preliminary Development Plan area of: 100 am peak hour trips and 100 pm peak hour trips.

Massing under PDP94-001:



PDP-RCI AREA Parking

Time of Day Calculation All Existing PDP Uses + Comstock BLVD Lofts Project (Pre-41 MD Project)

Use	Base	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening	Nighttime
Office	333	333	35	35	21	21
Retail	11	13	22	48	24	3
Restaurants	305	153	305	305	305	31
Theatre	383	153	383	307	383	38
51 Monroe St.	138	138	138	14	7	7
Deli	1	1	1	1	1	0
Hotel	38	27	38	27	38	27
Residential	546	328	492	437	492	546
Institutional	50	25	50	50	15	3
Total Pkg Required		1171	1464	1224	1286	676
Total PDP Parking Provided		1667	1667	1667	1667	1667
Surplus Parking		+496	+203	+443	+381	+991

Highest Parking Required at Weekday Evening totaling 1464 spaces within the PDP; 1667 spaces provided within the PDP; 203 Surplus Spaces at Peak Parking Demand Period within PDP upon completion BLVD Lofts Project Bldg 2; 991 Surplus Spaces Nighttime Period within PDP.

The foregoing parking calculations do not include on-street parking spaces on East Montgomery Avenue, Maryland Avenue, Monroe Street or Helen Heneghan Way within PD-RCI Area that provide an additional convenient short term parking spaces to the general public doing business within the PDP and town center. Within two blocks of the PD-RCI Area, there are approx. 2000 additional parking spaces in garages and lots open to the general public.



Application for Waiver Request

City of Rockville

Department of Community Planning and Development Services

111 Maryland Avenue, Rockville, Maryland 20850

Phone: (240)-314-8200 * Fax: (240)-314-8210 * Email: cpds@rockvillemd.gov * Website: www.rockvillemd.gov

Purpose: The Zoning Ordinance, and the Landscape and Lighting Manual, identify specific standards that may be waived by the Approving Authority. The process is intended to provide flexibility to address constraints unique to a particular site or project. Each of the following waiver types is unique in terms of submittal requirements and criteria for approval. Please refer to the applicable Zoning Ordinance section (provided on this form) for more information.

It is strongly encouraged that you meet with Planning Division staff in CPDS prior to submitting an application.

Waiver Type: Please identify the type of waiver requested

Zoning Ordinance

- 25.08.08.c.2.b.vi** Planning Commission waiver of current parking requirements for non-conforming alteration approvals
- 25.09.06.c** Planning Commission waiver of restrictions placed on height exemptions for certain architectural elements.
- 25.10.05.d** Approving Authority waiver of impervious surface requirements for institutional uses in single dwelling unit residential zones.
- 25.14.07.d.4** Approving Authority waiver of the application of one or more development standards of the designated equivalent zones for Planned Developments.
- 25.16.02.b.3** Approving Authority waiver of the requirements of Section 25.16.02.b.3; 25.16.04.b; and Section 25.16.07.a and b for projects within the MXTD Zone.
- 25.16.03.h.1 & 3** Parking reductions within the MXTD, MXCD, MXE, MXNC and PD Zones.
- 25.17.03.c** Planning Commission waiver of the requirement to underground, or enclose, utility equipment.
- 25.17.05.b** Approving Authority waiver of private sidewalk widths for short portions.

25.17.08.b.3

Approving Authority waiver of building restriction line requirements.

Landscaping and Lighting Manual

4.d.3.c

Buffering and / or Screening Requirements. The Board of Appeals or Planning Commission has the authority to grant a waiver of the buffering and / or screening requirements of the Manual.

Please Print Clearly or Type

Property Address Information 41 Maryland Avenue

Subdivision Rockville Town Center Lot(s) Par 2-H Block _____

Zoning PD-RCI Tax Account(s) 03198603

Applicant Information:

Please supply name, address, phone number and e-mail address for each.

Applicant SCG Development Holdings, LLC c/o SCG Development Partners, 9245 Boone Blvd #640, Vienna, Va 22182 Kirk Salpini, 703-942-6610 x200, kas@scgdevelopment.com

Property Owner Comstock 41 Maryland, LLC, c/o Comstock 1900 Reston Metro Plaza 10th Floor Reston VA 20190 Attn: Robert Demchak 703-230-1985, rdemchak@comstock.com

Architect Davis Carter Scott Ltd Design, 8614 Westwood Center Drive #800, Tysons VA 22182 Douglas Carter, AIA, 703-556-9275, dcarter@dcsdesign.com

Engineer Macris Hendricks Glascock, 9220 Wightman Road, Montgomery Village MD 20886 Kyle Hughes, 301-670-0840, khughes@mhapa.com

Attorney Shulman Rogers PA, 12505 Park Potomac Avenue #600 Potomac MD 20854 Nancy Regelin 301-230-5224 nregelin@shulmanrogers.com

LEED AP Davis Carter Scott Ltd Design

Project Name Momentum at Rockville Station

Project Description: Provide a written narrative that fully describes the project; the nature of the waiver requested; and the justification for the requested waiver. Please refer to the applicable section of the Zoning Ordinance for the waiver type and provide a response to any and all findings that might be associated with the waiver. Additional information such as reports and / or studies that provide justification of the waiver request are encouraged.

STAFF USE ONLY

Application Acceptance:

Application # _____

Date Accepted _____

Staff Contact _____

OR

Application Intake:

Date Received _____

Date of Checklist Review _____

Deemed Complete: Yes No

Zoning Ordinance

25.08.08.c.2.b.vi

vi. **For nonconforming alteration approvals** that trigger conformance with current parking requirements pursuant to Article 16, the Planning Commission may waive the current parking requirement and allow the maintenance of the existing nonconforming parking status through the grant of the nonconformity alteration approval, if the Commission finds that:

- A. It is not practicable to provide the required parking onsite in a manner that preserves neighborhood character;
- B. Preserving the nonconforming parking status is the best solution to provide consistency with the goals, policies, and intent of the Plan.

25.09.06.c

c. **Waiver**

- 1. The Planning Commission may permit a waiver from any or all of the restrictions set forth in subsections b.1 through b.3 of this section upon finding that the size, scale, and dimensions of any non-habitable architectural structure listed above are:
 - (a) Architecturally compatible with both the building on which it is to be erected and the adjacent buildings; and
 - (b) Not contrary to the intent and purpose of the Plan or this Chapter.
- 2. In granting any such waiver, the Planning Commission may impose such conditions as may be reasonable and necessary so that the non-habitable architectural structures are consistent with the Plan, including, but not limited to, the screening of rooftop structures and the shadow regulations set forth in Section 25.17.06.
- 3. The person requesting the waiver must provide notice of the request in accordance with Section 25.05.03 of this Chapter.

25.10.05.d

- d. **Exclusions from Impervious Surface Requirements** – Institutional uses in the Single Dwelling Unit Residential Zones must normally meet the requirements set forth in Section 25.10.05.a, above for the maximum impervious surface area in a front yard. However, through site plan review in accordance with the provisions of Article 7, the Approving Authority may waive this requirement if it finds that such a waiver will reduce impacts of paved areas on adjoining residential uses, provide more efficient on-site traffic circulation, or address practical difficulties.

25.14.07.d.4

- 4. **Waiver of Equivalent Zone Standards**- The Approving Authority may waive the application of one (1) or more of the development standards of the designated equivalent zone upon a finding that the applicant has shown good cause as to why the development standard should not apply to any portion of the Planned Development project. In determining whether the burden of establishing good cause has been met, the Approving Authority must consider the following:
 - (a) Whether the development standard of the equivalent zone is compatible with the completed portions of the Planned Development;
 - (b) Whether applying the development standard of the equivalent zone is consistent with good planning and design principles;
 - (c) Whether applying the development standard of the equivalent zone is reasonable and practically feasible. The cost of applying the standard may, but does not necessarily, demonstrate that applying the development standards of the equivalent zone is reasonable or practically feasible, and;
 - (d) Such other factor as the Approving Authority reasonably deems appropriate.

25.16.02.b.3

- 3. **MXTD Zones** - In the MXTD Zone, limited off-street parking of motor vehicles between the front building line and the front lot line may be allowed by the Approving Authority in accordance with the provisions of Section 25.13.07.a.6. The Approving Authority also has the authority to waive the requirements of this Section, Section 25.16.04.b, and Section 25.16.07.a and b provided that:

- (a) A previously existing single unit detached dwelling is being converted to a permitted use in the MXTD Zone;
- (b) Due to the location of the existing structure or structures on the lot, compliance with the parking, loading, and access requirements of this Sections 25.16.02, cannot be reasonably accomplished; or
- (c) Such a waiver would enable the proposed use to better satisfy the parking space requirements of Section 25.16.03.

25.16.03.h.1

h. ***Flexible Parking Standards*** – The Approving Authority may permit reductions in the number of parking spaces required, if certain standards and requirements are met as set forth below.

1. Mayor and Council and Planning Commission Reductions The Mayor and Council, in the approval of a Project Plan, or the Planning Commission in the approval of a site plan within the MXTD, MXCD, MXE, MXNC and PD Zones, have the authority to reduce the required number of parking spaces for uses in the building or buildings to be constructed provided that:
 - (a) A major point of pedestrian access to such building or buildings is within seven-tenths of a mile (3,696 feet) walking distance of a transit station entrance shown on the Washington Metropolitan Area Transit Authority Adopted Regional Rail Transit System; or
 - (b) There are three (3) or more bus routes in the immediate vicinity of the building or buildings; or
 - (c) There is a major public parking facility available to the public within 1,000 feet of a building entrance; or
 - (d) Where the size of the lot is so small that meeting the parking requirement would prevent redevelopment; or
 - (e) Where there is a bikeway in close proximity to the site and the applicant demonstrates that the uses in the proposed development are conducive to bicycle use; or
 - (f) For any other good cause shown.

25.16.03.h.3

3. **Reductions with Proximity to a Transit Station** - Within any mixed-use zone where the building entrance is more than seven-tenths of a mile (3,696 feet) walking distance from a transit station entrance as shown on the Washington Metropolitan Area Transit Authority Adopted Regional Rail Transit System, a reduction of not more than ten (10) percent of the required parking spaces may be approved if a parking management plan approved by the Approving Authority will be implemented with occupancy of the building or buildings using such features as car and van pooling and public or private transit. A Transportation Demand Management strategy must be submitted with the goal of reducing parking demand by the building to meet the amount of reduction requested. The effectiveness of this plan must be demonstrated periodically after the use has been operating, as determined by the Approving Authority.

25.17.03.c

c. **Waiver of Requirements**

1. Upon finding that installing utility equipment within an enclosed building is not feasible, the Planning Commission may grant a waiver of any requirement of this Section for any of the following reasons:
 - (a) A unique or peculiar site condition provides a physical impediment to installing equipment underground; or
 - (b) It would be unsafe to locate the equipment underground; or
 - (c) The equipment cannot successfully operate below ground.

25.17.05.b

1. Minimum widths may be waived by the Approving Authority for short portions of a private sidewalk for a good cause shown.

25.17.08.b.3.(b)

- (b) Where the applicable master plan recommends a greater or lesser building restriction line than set forth herein, the plan recommendation takes precedence over the requirements set forth in subsections a and b above. Where there is no master plan recommendation, the Approving Authority may waive building restriction line requirements if the waiver will result in a better form of development consistent with the intent of the master plan and the development standards for mixed-use zones set forth in Article 13.

Landscaping and Lighting Manual

4.d.3.c

The Board of Appeals or Planning Commission has the authority to grant a waiver of the buffering and / or screening requirements of the Manual.

TECHNICAL MEMORANDUM

To: Kirk Salpini
SCG Development

From: Anila Moorthy, EIT
William Zeid, PE
Katie Wagner, PE, PTOE

Date: March 26, 2025

Subject: Momentum at Rockville Station Parking Reduction Justification Memo

Introduction

This memorandum has been prepared in support of a proposed Flexible Parking Requirement Reduction to Zero under Section 25.16.03.h that would allow the 41 Maryland Avenue residential development to be constructed without any on-site parking. The Project includes redevelopment of the existing parking lot into an all-affordable apartment building with approximately 147 units and no on-site parking. On-site loading would be provided within the building, and ample curbside parking is available adjacent and proximate to the building and within close-by public garages for short-term visitor and elective long-term permit parking. The nearby public garages were surveyed on a typical weekday where a total of approximately 3,479 parking spaces were counted with occupancy overall appearing to be below 50 percent. With significant occupancy during the daytime weekday peak, it is expected that even greater availability would be present during evenings and weekends. The project is bordered by E Middle Lane to the north, Maryland Avenue to the east and existing buildings to the west and south.

Note that the site has original Preliminary Development plan approval through PDP94-001, as amended, for a minimum of 117 dwelling units and 11,260 sf of retail on this parcel, and all transportation improvement requirements of the PDP for this site have been satisfied. The requested Parking Reduction is only for the individual calculation for the subject building. The remaining developed Blocks 1, 2, 3 and 5 of the PDP currently meet their parking requirements, as set by the Mayor & Council in prior approvals, and per the most recently approved amendment to the PDP, PJT2014-00013 for Block 2, the overall PDP area has a parking surplus at all, including peak, parking demand periods under Section 25.16.03.h.6.

The objective of this assessment is to identify whether the proposed development could operate efficiently and without detrimental impact to surrounding public facilities and justify the grant of the proposed full parking reduction under Section 25.16.03.h.3. The Project's proximity to transit, pedestrian friendly location and availability of ample public and privately rentable parking spaces nearby make it an excellent candidate for a no on-site parking condition, as is specifically recommended for the property in the adopted 2025 Rockville Town Center Master Plan update. Further, the proposed all-affordable residential building meets all criteria for flexible parking standards under City of Rockville Zoning Ordinance Sec. 25.16.03.h.

The subject site is perfectly situated within the Rockville Town Center area proximate to transit, bike and pedestrian facilities, served by car-sharing and car-rental services, as well as walkable to goods and services, to support a community of residents not reliant on auto-ownership. The high Walk Score of the location of the proposed affordable housing development will allow a qualified household to have the choice to shed the financial burden of auto-ownership. Should a resident choose to live at the 41 Maryland Avenue development while owning a vehicle, there are numerous parking options in garages within a short walking distance of the site where monthly paid secure parking is available. Notably, there are over 3,400 public and privately owned publicly available parking spaces available for rent on both an hourly and monthly basis within three blocks, including in the adjacent Victoria Condominium parking garage as well as the City's Town Square parking garages across Middle Lane and BLVD Forty-Four's parking garage across Maryland Avenue. Moreover, a field verification on March 25, 2025 indicated that the

parking occupancy appeared to be less than 50% during normal business hours on a typical weekday. With additional capacity becoming available in the evening, it is expected that significant capacity will be available for evening and overnight parking in these garages, where hours of operations allow. For prospective tenants owning one or more vehicles where on-site parking is an imperative for their household, there are alternative affordable housing residential options available in the City and the County with on-site parking. Further, it is not likely that residents would attempt to park in the nearby West End neighborhood in lieu of renting an available garage space given the existing parking restrictions which require a City of Rockville issued permit to park in the majority of the West End neighborhood, which 41 Maryland Avenue residents would not be eligible for. Therefore, the proposed condition reducing required parking to zero would be supported by proposed and existing area infrastructure that would allow a resident to not be reliant on auto-ownership, or if they choose to own a vehicle, have convenient options to accommodate their vehicle.

This report reviews required parking rates, the project site's transit-oriented context and multimodal access to support the Project's parking waiver request. The conclusions of this assessment are as follows:

- The site's small footprint precludes the ability to construct on-site parking to serve the building.
- Per the City of Rockville Parking Requirements, 169 parking spaces are required on site prior to any potential reductions. It should be noted that these baseline ratios do not take into account proximity to transit.
- The Project is located within immediate vicinity of four (4) bus routes, 0.3 miles from the Rockville Metrorail Station and MARC station, existing bicycle lanes along E Middle Lane and N Washington Street and established walking paths for residents.
- In addition, there are in excess of 3,400 public/private rentable parking spaces available in 10 parking facilities within 1,000 feet from the site building. These facilities include approximately 100 ADA spaces. Some of these garages also include monthly parking permit options with 24-hr access. Additionally, a total of at least five (5) publicly accessible curbside street parking ADA spaces are present within 1,000 sf of the site.
- The structured publicly available parking was field verified on March 25, 2025. It was a typical weekday with public schools and government in session, and observations included that parking was generally available in all garages, with the overall parking occupancy appearing to be less than 50%. Significant parking was available during the daytime during normal business hours. With additional capacity becoming available in the evening, it is expected that significant capacity will be available for evening and overnight parking in these garages, where hours of operations allow.
- The project includes constructing an ADA accessible public parking space along the site frontage as well as a convenient pick-up/drop-off zone curbside to facilitate rideshare and short-term deliveries.
- The Project's proposed zero required parking condition is consistent with the recently adopted Rockville Town Center Master Plan that recommends no on-site parking for this property specifically, and generally recommends residential uses within the plan area be exempt from minimum parking requirements.
- Moreover, the proposed development meets all of the criteria for flexible parking standards per City of Rockville Zoning Ordinance Sec. 25.16.03.h.
- The Project is expected to naturally have a lower reliance on single occupancy vehicle travel based on the building being an all-affordable community with convenient access to Metrorail, MARC, bus service and bike lanes.

Given that the development meets the criteria for a parking reduction under 25.16.03.h.3 together with the small footprint of the site that prevents development if parking is required, the availability of paid street and garage short-term parking to accommodate visitor demand, and free overnight street parking and nearby long-term monthly parking options for residents who decide to move in owning a vehicle, the Project's parking demand is not expected to negatively impact the surrounding public infrastructure and the proposed parking reduction to zero is justified.

Parking Demand and Justification for Zero Required Parking Use Case

A review of data available in Public Use Microdata Areas (PUMAs) from the US Census for the area covering Rockville (Central Montgomery County), indicates the following:

- Total data set for renters living in apartment buildings with 50 or more units: 20,341
- Total respondents with access to zero owned vehicles: 2,866 (14.1%)
- For those in the workforce:
 - o Ride in vehicle to work: 21%
 - o Use public bus to work: 29%
 - o Use subway or rail to work: 24%
 - o Work from home: 26%

With the subject site located 1,500 feet from a WMATA Red Line Metrorail Station and 800 feet from the future Viers Mill and 355 BRT Stations, residents at this location will have the ability to rely on non-auto mode shares to travel to and from employment. With 14.1 percent of respondents in the overall area, which includes buildings much further from Metrorail, living without owning a vehicle, there is clear demand for units where parking on-site is not available.

Further, a study prepared by the District of Columbia Department of Transportation¹ investigating parking demand and the impacts of parking supply within an urban setting provided the following within its conclusions:

“The most significant neighborhood variable was a combination of walkability (measured by block size) and frequency of transit service within walking distance. As walkability and transit frequency increased, parking utilization decreased.”

The site’s existing walk-score of 93 and future further improved frequency of transit service with the planned BRT stop and existing metro station nearby will naturally drive a lower parking demand for the site.

Walk and Bike Score

Walkscore.com is a website that provides scores and rankings for walking, biking, and transit conditions within neighborhoods of the County. Based on this website, the site is in the Central Rockville neighborhood in Rockville. Using the existing address (41 Maryland Avenue), the site has a walk score of 93 (or “Walker’s Paradise”), a transit score of 73 (or “Excellent Transit”), and a bike score of 69 (or “Bikeable”). The following conclusions can be made based on the data obtained from Walkscore.com:

- The site is situated in an area with a “Walker’s Paradise” walk score so most daily errands do not require a car;
- The site is situated in an area with a “Good Transit” transit score due to its proximity to Metrobus and RideOn routes, and the Rockville Metrostation. This score should further improve with the planned Viers Mill and 355 BRT lines that will have a station nearby at East Middle Lane and MD 355; and
- The site is situated in an area with a “Bikeable” bike score due to its proximity to a few bicycle facilities including separated bicycle lanes along the site frontage along E Middle Lane. Further, future bike lanes are planned along Monroe Street that will further improve bikeability in the area.

Overall, the site and surrounding neighborhood have adequate pedestrian, transit, and bicycle accessibility.

Carsharing

ZipCar is a private company that provide registered users access to a variety of automobiles. Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved car sharing space. Currently, there is one (1) location within a quarter mile walk. The locations, number of available vehicles, and walking distances are listed in Table 1.

Table 1: Zipcar Locations

Zipcar Location	Number of Vehicles	Walking Distance
26 Maryland Avenue	1 vehicle	0.1 miles (3 minutes)

Car Rentals

In addition to ZipCar, there are other private companies that allow customers to temporarily borrow a car for a set period of time. There are multiple car sizes and models to pick from depending on the location and company. The location and walking distances to such car rental locations within a 15-minute radius are listed in Table 2.

Table 2: Car Rental Locations

Car Rental Company	Location	Walking Distance
Mobilis Car Rental	199 E Montgomery Avenue	0.1 miles (3 minutes)
Enterprise Rent-A-Car	702 Rockville Pike	0.6 miles (15 minutes)
Rent-A-Wreck	621 Hungerford Drive	0.6 miles (15 minutes)

Micromobility

As of February 2025, micromobility service in the County is provided by three (3) private dockless companies operating e-bikes and electric scooters (e-scooters). These include Lime, Spin and Bird. These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. They are typically parked in public space, most commonly in the “furniture zone” or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program provides additional bicycle options for residents of the 41 Maryland Avenue development. The program has placed over 700 bikeshare stations across the Washington metropolitan area with over 7,000 bicycles in the fleet. Three (3) Capital Bikeshare stations are located within a half mile of the site:

- An existing 14-dock Capital Bikeshare station is available within 5-minute walk near the Monroe Street and Monroe Place intersection;
- An existing 18-dock Capital Bikeshare station is available within 10-minute walk near the Rockville Metro Station West; and,
- An existing 12-dock Capital Bikeshare station is available within 10-minute walk near the Rockville Metro Station East

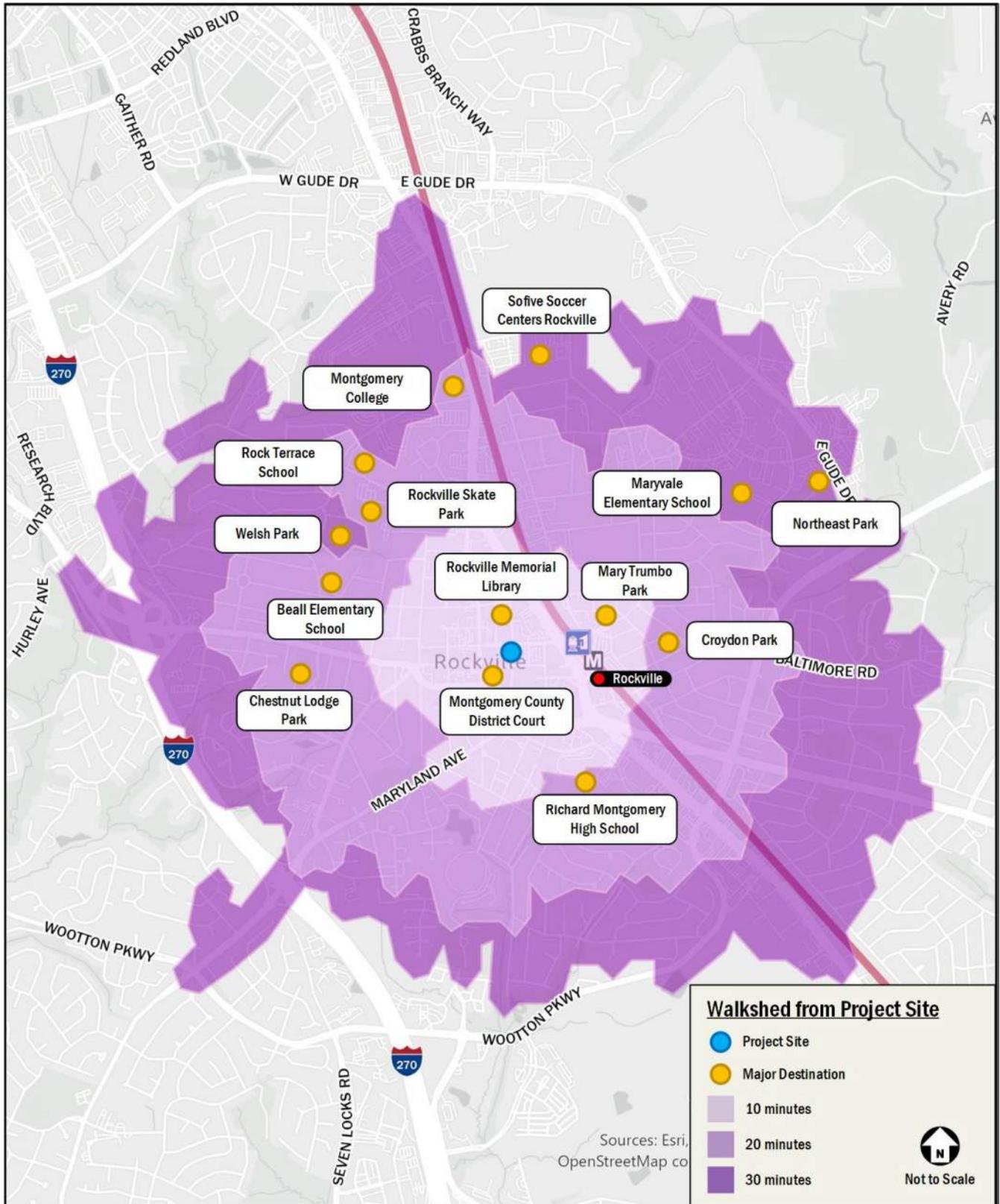


Figure 1: Walkshed from Project Site

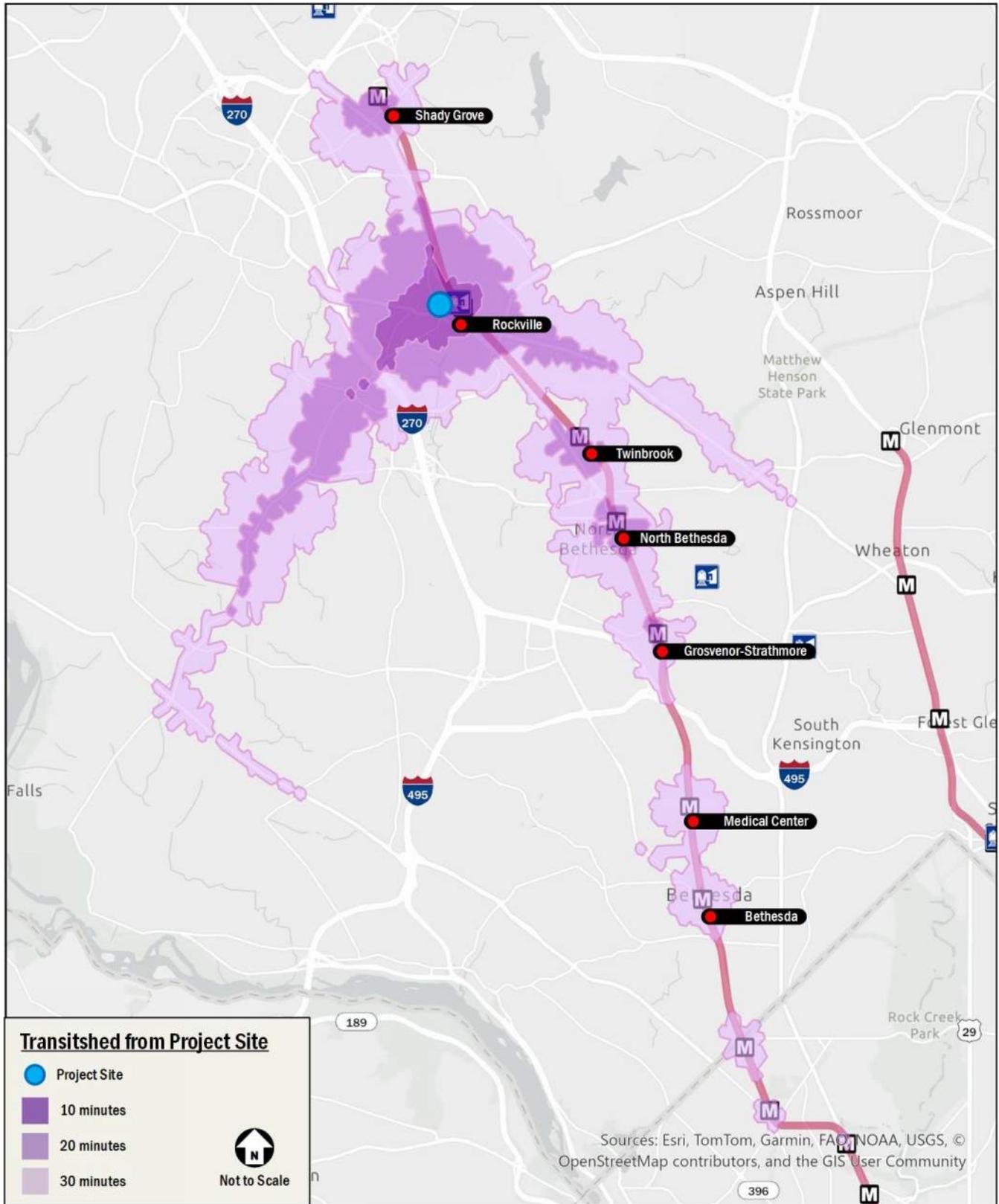


Figure 2: Transitshed from Project Site

City of Rockville Parking Design Standards and Lot Limitations

Under the City of Rockville Zoning Ordinance Sec. 25.16.06, drive aisles within a parking structure must be at least 20-feet wide, and parking spaces must be at least 18-feet deep for 90-degree parking. This results in a baseline clear width requirement of 56-feet to have parking on both sides of a drive aisle. With the building width limited to approximately 82 feet and the need to provide an internal loading bay, a building lobby and leasing space, elevators and stairs, utilities, and other infrastructure, very little space would remain to potentially place parking in the building, and utilization of this space for parking would require eliminating all ground floor amenities and units and substantially affecting building structural column spacing resulting in both inefficiency of upper level floor unit yields and additional building cost, to gain only approximately 21 parking spaces on the ground floor level. The cost to continue such inefficient parking layout either below grade or above grade would not be feasible with the addition of ramps, be prohibitively expensive, and an insurmountable obstacle to development for this all-affordable housing community.

Further, the addition of parking would necessitate a second curbcut, which would result in a driveway crossing the pedestrian space and elimination of curbside metered parking on Maryland Avenue.

As shown in the exhibit below, the parking would conflict with structural columns and render the majority of the ground floor unusable for residential amenities and critical building infrastructure.

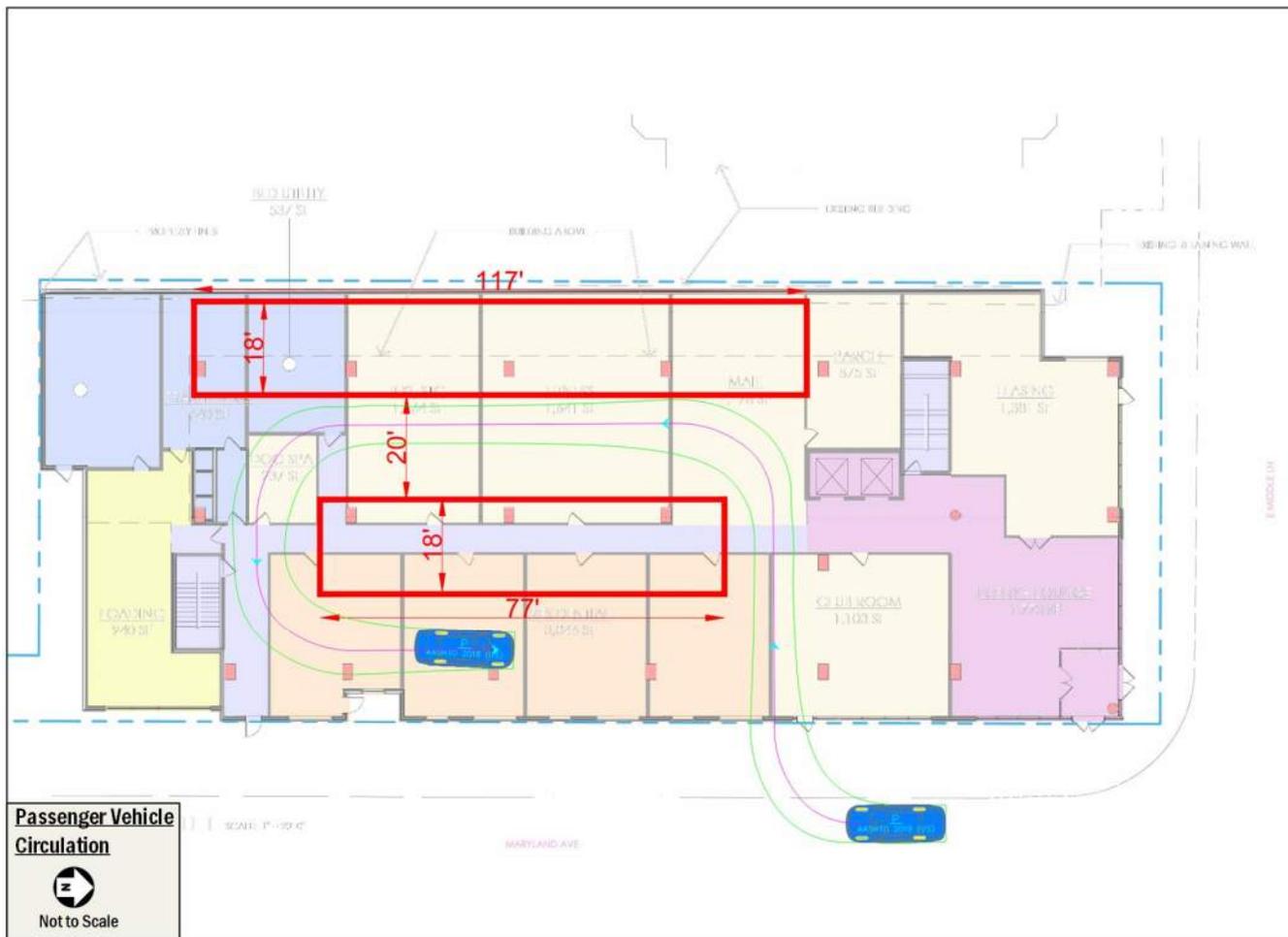


Figure 3: Passenger Vehicle Circulation Illustrative on-site structured parking

City of Rockville Parking Requirements

Under the City of Rockville Zoning Ordinance Sec. 25.16.03.d. the proposed residential land use is subject to the parking ratios presented in Table 3, dependent on the number of bedrooms of each size.

The baseline parking minimum ratios listed in Table 3 are applicable for all residential developments in all locations within the City of Rockville, regardless of the proximity of the building to existing transit, bike and pedestrian infrastructure. Additionally, no code adjustment is provided between market rate and affordable dwelling units. The baseline parking requirement for the Project, prior to any allowable reductions, is 169 parking spaces per the City Code, based on current Project concept unit mix.

Table 3: City of Rockville Base Parking Minimums for Residential Multi-Family Land Use

Land Use	Minimum Parking Requirement	Number of Units	Required Parking Spaces
Residential Dwelling, Multiple unit	1 space for 0 (zero) bedrooms	22	22
	1 space for 1 bedroom	81	81
	1.5 spaces for 2 or more bedrooms	44	66
Total		147 units	169 spaces

Flexible Parking Standards

The Project is subject to equivalent development standards of the PD Zone. Consistent with City of Rockville Zoning Ordinance Sec. 25.16.03.h., the project may request flexible parking standards and reductions from the parking rates established in Sec. 25.16.03.d. based on the following criteria:

“h. Flexible parking standards. The Approving Authority may permit reductions in the number of parking spaces required, if certain standards and requirements are met as set forth below.

1. *Mayor and Council and Planning Commission reductions. The Mayor and Council, in the approval of a project plan, or the Planning Commission in the approval of a site plan within the MXTD, MXCD, MXE, MXNC and PD zones, have the authority to reduce the required number of parking spaces for uses in the building or buildings to be constructed provided that:*
 - *A major point of pedestrian access to such building or buildings is within seven-tenths of a mile (3,696 feet) walking distance of a transit station entrance shown on the Washington Metropolitan Area Transit Authority Adopted Regional Rail Transit System;*
 - *There are three (3) or more bus routes in the immediate vicinity of the building or buildings; or*
 - *There is a major public parking facility available to the public within one thousand (1,000) feet of a building entrance;*
 - *Where the size of the lot is so small that meeting the parking requirement would prevent redevelopment;*
 - *Where there is a bikeway in close proximity to the site and the applicant demonstrates that the uses in the proposed development are conducive to bicycle use; or*
 - *For any other good cause shown.”*

The subject Project exhibits numerous characteristics, making it a prime candidate for significant relief from parking requirements. As shown below, the Project meets all sets of criteria justifying the application of the Flexible Parking Standards:

- A major point of pedestrian access to the proposed building is approximately three-tenths of a mile (1,584 feet) from the Rockville Metrorail Station as shown in Figure 4. This is significantly closer than the maximum distance of 3,696 feet, and it should also be noted that a pedestrian bridge is located approximately 800 feet from the building which provides uninterrupted connectivity over Rockville Pike (MD 355) to the Rockville Metro Station and future northbound 355 BRT station.

- The Project is located in the immediate vicinity of one (1) Metrobus (Bus route T2) and three (3) Ride-On bus routes (301, 45, 55) as shown in Figure 4. In addition, the Rockville Metro and the Rockville MARC Station connects the site to the Greater Washington Metropolitan Area. The future Viers Mill and MD 355 Flash BRT services will upgrade the bus service along MD 355 with stations located proximate to the site at the East Middle Lane intersection. The site is well served by existing and proposed bus routes, Metro and MARC, all of which will support reduced auto ownership for residents living at the building.
- There are in excess of 3,400 public/private rentable parking spaces available in Parking Facilities within 1,000 feet of the site as shown in Figure 5. The City-owned public garages in Town Square are proximate with one within 350 feet east of Maryland Avenue, and the largest garage 750 feet east of Maryland Avenue, with both hourly and monthly parking permits available. In addition, monthly and hourly spaces are available to rent in the confronting BLVD 44 building, with the garage entrance within 300 feet along existing sidewalks east of the site. The parking facilities and available spaces are listed in Table 4 below. As noted below, several of these garages offer monthly parking options, thus allowing residents of the 41 Maryland Avenue site to live in the building and reliably and legally park a vehicle off-site in a secure parking garage. Spaces are also available in the adjacent building for rent during the daytime on a monthly and hourly basis.
 - In addition, there are 2-hour on-street parking spaces along the block. 12 spaces are located along Maryland Avenue (8 southbound, 4 northbound spaces) and 18 spaces including one (1) space reserved for ADA along westbound Courthouse square. There are 55 on-street parking spaces within approximately 500 feet of the site entrance including three (3) spaces reserved for ADA as shown in Figure 6. Two (2) additional ADA spaces are available curbside at the Monroe Place intersection with Monroe Street. Thus providing a total of at least five (5) publicly accessible ADA spaces within 1,000 sf of the site.
 - It should be noted that the structured publicly available parking was field verified on March 25, 2025. It was a typical weekday with public schools and government in session, and observations included that parking was generally available in all garages, with the overall parking occupancy appearing to be less than 50%. Significant parking was available during the daytime during normal business hours. With additional capacity becoming available in the evening, it is expected that significant capacity will be available for evening and overnight parking in these garages, where hours of operations allow.
 - The project is proposing to construct an ADA accessible space adjacent to the building along Maryland Avenue as well as a pick-up/drop-off zone to facilitate rideshare loading and unloading as well as short term deliveries.

Table 4: Parking Facilities near the Project

Location	Availability	Parking Spaces		Hours of Operation	Approximate Distance from Site Entrance
Park X BLVD 44 (44 Maryland Avenue)	Monthly and Hourly Parking	Standard	296	24/7	~300 feet
		ADA	11		
		Total	307		
Colonial Rockville Town Square - Garage A	Monthly and Hourly Parking	Standard	610	24/7	~750 feet
		ADA	18		
		Total	628		
Colonial Rockville Town Square - Garage B	Monthly and Hourly Parking	Standard	114	24/7	~300 feet
		ADA	5		
		Total	119		
Colonial Rockville Town Square - Garage C	Monthly and Hourly Parking	Standard	129	24/7	~500 feet
		ADA	6		
		Total	135		
Park X Ansel (33 Monroe Street)	Monthly and Hourly Parking	Standard	344	24/7	~550 feet
		ADA	9		
		Total	353		
One Metro Square (51 Monroe Pl)	Monthly and Hourly Parking	Standard	349	24/7	~1000 feet
		ADA	5		
		Total	354		
USP Victoria (24 Courthouse Square)	Monthly and Hourly Parking	Standard	65**	Mon-Friday 7AM-6PM	~250 feet
		ADA	0		
		Total	65		
USP 11 North Washington Street	Monthly and Hourly Parking	Standard	262	Mon-Friday 7AM-6PM	~300 feet
		ADA	8		
		Total	270		
Colonial Rockville Metro Plaza I & II (111 Rockville Pike)	Monthly and Hourly Parking	Standard	785	Mon-Friday 6AM-7PM Saturday 8AM-2PM	~400 feet
		ADA	24		
		Total	809		
Park X 255 Rockville Pike	Monthly and Hourly Parking	Standard	426	Mon-Fri 7am-11pm Sat-Sun 10am-11pm	~900 feet
		ADA	13		
		Total	439		
		Total	3479		
		Total ADA	99		

* Field verified and excludes residential spaces within secluded areas of garages and spaces reserved for specific tenants

**Additional spaces are located within the area currently under construction, which could not be counted for this review.

- The proposed building dimensions are approximately 205' by 82' and is located at the northwest corner of Maryland Avenue and E Middle Lane intersection. The limited size of the site and building would make it infeasible to provide parking within the building footprint, much less additional ramping to multiple parking levels. This site is specifically called out in the new Rockville Town Center Master Plan update as a candidate for no on-site parking requirement due to the limited lot size. Providing any parking within the building on the first floor would eliminate amenities, units, on-site loading and other critical ground-floor uses and prohibitively affect development of the site due to cost.
- Separated bike lanes exist along E Middle Lane along the site frontage and signed shared roadways exist along Maryland Avenue. These bike access points at the Site connect to a continuous system of City and County bike lanes, shared paths, and shared roadways with an extensive regional reach. The project will include a bike storage room for residents' use conveniently located on the first floor of the building.
- The Rockville Town Center Master Plan specifically focuses on the site area and encourages residential development of at least 100 units and recommends no on-site parking due to the site's size, prime Town Center location, nearby structured parking options, and easy access to transit.

With the Project meeting all criteria for application of the Flexible Parking Standards, the Applicant requests a full parking reduction under 25.16.03.h.3 that would allow for the site to be constructed without any required parking.

Regional Municipal Parking Comparison

For reference purposes, it is noted that Montgomery County has recently adopted, through ZTA 23-10, the elimination of parking requirements for residential developments located within a half-mile of a Metro or Purple Line Station and all residential developments within a quarter-mile of an existing or funded-for-construction BRT Station. The subject site would meet this criteria through proximity to the Rockville Metro Station. Further, once fully funded for construction, the site would also meet the BRT proximity criteria with the planned Viers Mill/355 BRT station at East Middle Lane, which is currently under design.

Further, the District of Columbia allows for developments within similar "Downtown" zones (D Zone) to be constructed without providing any on-site parking. Several buildings have been approved within the District with no on-site parking provided due to lot size constraints and the infeasibility of constructing parking within the building, as is the case with the subject site.



Figure 4: Site Location

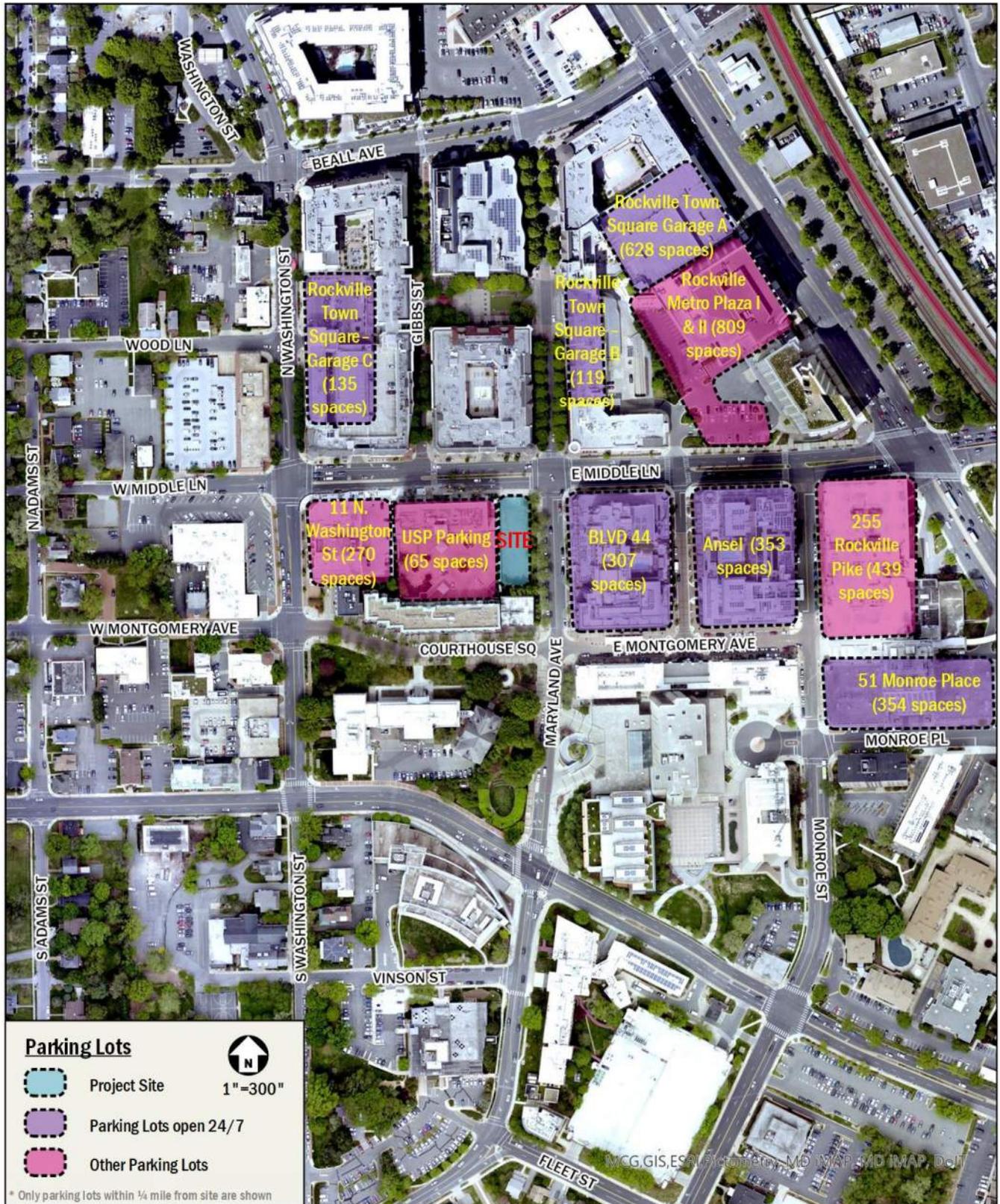


Figure 5: Parking Lots

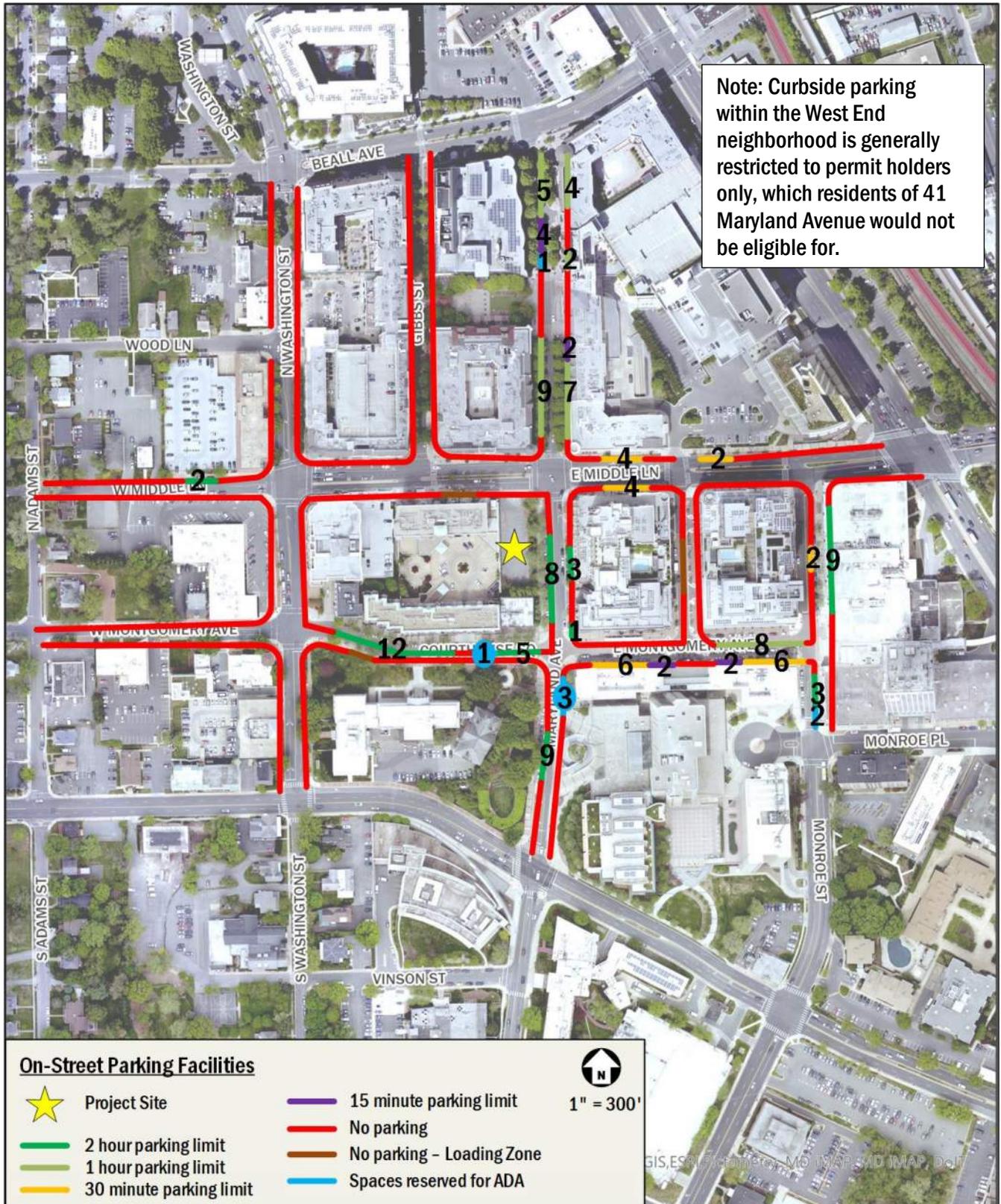


Figure 6: Nearby On-street Parking

From: [Amy Wanner](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Wednesday, January 15, 2025 1:41:12 PM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156). This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy. Furthermore, the fire safety risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents. Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,
Amy Wanner

[Sent from Yahoo Mail for iPhone](#)

From: [Anna H](#)
To: [cpds](#)
Subject: Great Concerns Regarding Proposed Development at 41 Maryland Avenue (PAM2025-00156) – 12 Story Building
Date: Saturday, January 11, 2025 1:50:41 AM

WARNING - External email. Exercise caution.

Dear Community Planning and Development Services,

I am writing as a resident of Victoria Condominiums to express my deep concern and strong opposition to the proposed housing development at 41 Maryland Avenue (PAM2025-00156).

I am aware that the project aims to expand affordable housing options (which I wholeheartedly support as a first time home owner myself), but surely it can be achieved without grossly compromising current residents' dwellings and structural integrity of the neighborhood.

The current plan has so many obvious drawbacks that I am baffled as to why it is even being considered. Below are some of my main concerns regarding the proposed project that I'd like to bring to your attention.

Loss of sunlight and privacy: The mass and height of this development will cast permanent shade on both buildings and courtyard of Victoria, replacing open space with a stark, imposing concrete structure. My unit specifically (along with other units in the same tier) will directly face the new building, boxing us behind a high rise building. The proposed building will block my windows and balcony, and I will also have to keep my curtains closed at all times for privacy because of the very close proximity of the new building. All of these will drastically alter quality of life for myself and fellow residents of Victoria and diminish the value of our properties.

Structural Integrity and Congestion: The area has changed significantly since 1994 (original approval of the project). Our neighborhood has high traffic of both pedestrians and vehicles and is already surrounded by numerous residential, commercial and other buildings. Building another high rise building on such a small surface raises many safety, drainage and structural issues. The proposed lack of on-site parking will also intensify already strained parking situation in the area. Keeping this small pocket of space open is vital and much needed for the vibrancy and livability of our neighborhood.

I look forward to the virtual pre-application meeting on Jan 21st and hope that these concerns will be addressed then.

Sincerely,
-Anna

From: [Barbara Hart](#)
To: [cpds](#)
Subject: Pre-Application Area Meeting Notice PAM 2025-00156, Project Plan to Amend PDP94-001E 41 Maryland Avenue
Date: Monday, January 13, 2025 1:31:21 PM

WARNING - External email. Exercise caution.

I have lived at the Victoria Condominium since 1991. Obviously there have been many changes to downtown Rockville since 1991. This email is the first time I have commented on a proposed project, which demonstrates how strongly I am opposed to this project as presented by the Applicant.

My comments, which I respectfully request be considered by the deciding body as part of the public hearing on this application, are as follows:

1. I oppose amending the original Planned Development approval for 117 units. The proposed increase is accomplished in large part by eliminating any on-site parking. I further STRONGLY oppose all of the proposed units being affordable. The project should be consistent with the 15% MPDU units in the proposal for 255 Rockville Pike.

I have worked on affordable housing since the late 1980's and support the City of Rockville having more affordable housing. However, the Town Center already has a couple of apartment buildings that are affordable. This is in addition to the MPDU's in existing buildings built or at various stages in the development process in Town Center. Residents in affordable housing usually care about bus routes, rather than the proximity to a Metro station. This fact was confirmed for me when the medical clinic recently relocated from Middle Lane.

Affordable housing can be built in the City along a bus routes, it doesn't need to be solely located in Town Center.

2. I STRONGLY oppose the elimination of on-site parking. I note that the Momentum at Shady Grove has on-site parking for cars and bicycles despite its proximity to the Shady Grove Metro Station and numerous bus routes.

The convenient access to multiple public parking garages and on-site parking referenced in the Application is for patrons using the library, going to the movies, restaurants and the soon to open Trader Joe's. These patrons generate tax dollars for the City, and sustain/provide jobs in Town Center. The City cannot afford to have Town Center be another dismal failure by not providing adequate parking for Town Center patrons.

I appreciate your consideration.

Respectfully submitted,

Barbara Wolf

[Sent from the all new AOL app for iOS](#)

From: [Carl Schreyer](#)
To: [cpds](#)
Subject: re: 41 Maryland Ave, case # PAM 2025-00156
Date: Friday, January 17, 2025 9:24:07 AM

WARNING - External email. Exercise caution.

Good morning,

I'm writing to express my concern about the size of the proposed Momentum apartment building at 41 Maryland Avenue. The proposed size and proximity will substantially impact the quality and character of the physical environment at the Victoria.

Also, I'm concerned about the impact tenant/visitor parking generated by a 147 unit apartment building (located at the intersection of Middle Lane and Maryland Avenue) will have on traffic flow around the Town Square. Whether the parking is off-site or on-site.

I strongly support a significant size reduction to the building proposal or denial of the proposal.

Thank you for your consideration.

Sincerely,
Carl Schreyer
Victoria resident renter

[Sent from Yahoo Mail for iPhone](#)

From: [Caitlin Pennington](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Thursday, February 6, 2025 11:01:29 PM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156). This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy. Furthermore, the fire safety risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents. Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,

Catie Pennington
Sent from my iPhone

From: [Cristina Di Poto](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Monday, January 20, 2025 2:48:01 PM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I am writing to you as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156). This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion while removing retail and green spaces reduces the neighborhood's vibrancy. Furthermore, the fire safety risks posed by dense construction so close to existing buildings are particularly alarming, especially given California's recent devastating urban fires. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents. Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,
Cristina Di Poto

From: [David Brett](#)
To: [cpds](#)
Subject: Proposed new building at 41 Maryland Avenue
Date: Wednesday, January 15, 2025 3:18:04 PM

WARNING - External email. Exercise caution.

We live in an apartment in 22 Courthouse Square facing onto the inner plaza of the Victoria Apartments. We are concerned about plans for a 12 floor apartment building on the vacant lot immediately to the East of the Victoria.

We completely accept that the vacant lot is suitable for development and welcome new low cost housing withing walking distance of the Rockville Metro Station.

We also understand that planning permission for a development was originally granted in 1994.

But we are concerned at the height of the proposed building. Although there are some structures of this height nearby, most of central Rockville is 6 floors or less. A building of, say, 6 floors, given the relatively small size of the lot, would be more appropriate in terms of ensuring light and relative privacy for neighboring bulidings.

We are also concerned about the noise and general inconvenience for near neighbors during construction. If building on this site does proceed, will there be a provision for temporary abatement of property taxes for those living nearby during construction?

thank you

David and Carol Brett
22 Courthouse Square, Apt 415

15 January 2025

From: [Devan Stuart](#)
To: [cpds](#)
Subject: Project at 41 Maryland Ave
Date: Thursday, January 16, 2025 10:26:25 AM

WARNING - External email. Exercise caution.

Hello, As a local citizen I have two questions related to the proposed multi-family housing project at 41 Maryland Avenue.

Noise:

What noise management actions will be taken? Will there be any monitoring or enforcement of these actions (if any)?

This is a particularly noisy neighborhood already, and we will have another large project within 2 blocks at roughly the same time.

Air quality:

Will there be any effort to reduce impact on air quality in the Rockville Town Square area? As it is, too many times large diesel engines are left idling in the area. I can myself say I have chosen on occasion not to patronize restaurants such as El Mercat due to this issue, for example. But also, air quality in our neighborhood is already an issue due in part to proximity to Rockville Pike. When I open my windows, air quality in my apartment already plummets.

Thank you for your consideration of these matters. I will try to attend the meeting on the 21st.

Devan S.
Maryland Ave

From: [D.H](#)
To: nregel@shulmanrogers.com; [cpds](#)
Subject: Concerned Neighbor in Rockville Town Square - Project Plan Amendment for 41 Maryland Ave, Rockville, MD
Date: Monday, January 20, 2025 12:58:28 PM

WARNING - External email. Exercise caution.

Greetings,

I'm a resident at 38 Maryland Ave, which is a building with a similar amount of units to the proposed project. I am writing to let you know about my concern about the amendments to the project plan for 41 Maryland Ave, specifically, the waiver to eliminate parking.

Since I have lived here, guest parking in and around Rockville Town Square has been a challenge. Now with the road diet, we have even less lanes for traffic to pass through our already congested neighborhood. Parking on the street is very hard to find, and the parking garages are pretty full. The parking garages are only free for 2 hours, and then you pay hourly so I don't see how this is a solution. Maryland Ave gets backed up frequently with double-parked cars blocking Maryland Ave in the Town Square, and I typically see little to no parking enforcement. Weekends and evenings are the worst.

How are residents of 41 Maryland Ave supposed to find parking without backing up the roads in and around our building and neighborhoods? My building has 152 units, and we have a full private parking garage with well over 150 parking spaces and even an overflow lot. Residents of the newly proposed building could add an extra 100+ cars to the community with no place to park.

Regardless of how close people are to the metro, people in this community own cars. What evidence do you have to show that prospective renters of this type of building won't have vehicles?

Please reconsider your waiver to not provide parking for this building.

Sincerely,

Don Hatch
38 Maryland Ave, #603
Rockville, MD 20850

From: [DORIE NEWMAN](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Thursday, January 16, 2025 8:09:15 AM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156). This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy. Furthermore, the fire safety risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents. Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,
Dorie Newman

From: ESchwimmer@aol.com
To: [cpds](#)
Subject: Concerns about Development of 41 Maryland Ave (PAM2025-00156)
Date: Sunday, January 19, 2025 12:57:18 PM

WARNING - External email. Exercise caution.

To: Development Review Committee of Rockville, MD 1-14-2025

Re. 41 Maryland Avenue (PAM2025-00156) Project

As residents of the Victoria Condominium, we are directing ourselves to you to express our concern regarding this construction project as it currently stands.

Our concerns are as follows:

1. The construction for this project is of excessive height. Due to the height and proximity to our building planned in the current design, it would cause reduction of daylight, a reduction of views, create a walled-in environment for all the residents on that façade of the building and it would diminish the quality of life of our residents.
2. The building is being designed with no parking for their residents, which will cause an unusual burden for the occupants of the building and create parking congestion in the neighborhood.
3. The proximity of the building to the Victoria poses an alarming fire risk to both the structures.
4. Furthermore, the presence of this building so close to the Victoria will reduce the property values of our current residences.

It is our belief that the current proposal disregards the community interest of Rockville if the project is allowed to proceed as is. We urge the City of Rockville to reject the proposal as is currently and work to revise the proposed project to reflect community interests of Rockville.

Thank your consideration,

Elaine & Enrico Schwimmer
24 Courthouse Square
Apt. 705
Rockville, MD 20850

From: [Ellen Palma](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Wednesday, January 15, 2025 5:18:45 PM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at **41 Maryland Avenue** (PAM2025-00156). This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy. Furthermore, the fire safety risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents. Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,
Ellen Palma

From: [JC](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Tuesday, January 14, 2025 11:58:30 AM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I've been living at 24 Courthouse Sq, unit 809, Rockville, MD of the Victoria Condominium since 1992. I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156).

This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy.

Furthermore, the fire safety and construction risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents.

Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,

Jesse Chou

From: [Ekaterina Bondarenko](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 E. Maryland Avenue (PAM2025-00156)
Date: Friday, January 10, 2025 6:44:21 PM

WARNING - External email. Exercise caution.

Dear Members of the Rockville Community Planning Team,

As a resident of Victoria Condominiums, I am writing to share my deep concerns about the proposed 12-story development at 41 E. Maryland Avenue (PAM2025-00156). I understand the importance of development for a growing community, but this project, as proposed, poses numerous challenges that I believe have not been adequately considered.

This proposal to construct a 12 story building in such a small space, directly adjacent to our building, raises significant concerns that would not only disrupt the quality of life for nearby residents but also negatively impact the broader Rockville Town Center Community such as:

1. Unreasonable Height and Scale

- The height of the proposed 12-story structure is excessive for the limited space available. Positioned so close to our condominium, this building would essentially wall in our property, cutting off sunlight and creating a feeling of confinement.

2. Fire and Safety Concerns

- Fires in high-density urban areas are becoming increasingly common, as seen with recent events in California. A building of this size, with minimal spacing from existing structures, heightens the risk of fires spreading quickly. Additionally, the lack of on-site parking raises concerns about emergency response access.

3. Traffic and Parking Challenges

- The elimination of parking spaces in the proposal ignores the already strained parking situation in the area. Increased traffic congestion in small streets near the town center will worsen daily commutes and impact visitors.

4. Health Risks During Construction

- Construction of such a large building in close proximity to residential units will bring dust, debris, and air pollution, potentially affecting the health of residents, especially those with respiratory issues.

5. Lack of Transparency in Community Engagement

- It is concerning that some residents I've spoken to were unaware of this project. Clearer communication and broader community engagement are necessary for a project of this magnitude.

Beyond these specific issues, this development seems misaligned with the vision of Rockville Town Center as a vibrant, open, and welcoming space. Adding yet another large apartment building without retail or community-friendly amenities, contributes to a sense of overdevelopment and diminishes the appeal of our town center.

There are better ways to use this space to benefit the community, such as a small 1 story commercial building, a daycare facility, or even a public recreational area. These options may not maximize developer profits, but they would enhance the livability and sustainability of the neighborhood.

I urge the Community Planning Department to carefully reevaluate this proposal, considering its long-term impact on residents and the overall character of Rockville.

Thank you for taking the time to review my concerns.

Sincerely,
Katerina Bondarenko

From: [Lisa Luchsinger](#)
To: [PDS](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Tuesday, January 21, 2025 11:35:29 AM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville, Maryland:

I am writing as a concerned resident of The Victoria Condominiums (24 Courthouse Square, Rockville) regarding the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156).

This project's proposed excessive height and proximity to our residential and commercial buildings will create numerous and significant issues, including:

1. The Victoria Condominiums were built on top of a previous structure/garage in the early 1990s. This situation created a variety of structural and foundational issues for these buildings, resulting in the unit owners, such as myself, having to pay for a multi-million dollar reconstruction of the garage and other building areas. There are significant concerns that constructing a new building directly adjacent to and using the same overall land/infrastructure will further jeopardize the structural integrity of the Victoria Condominium property.
2. We have yet to see any public impact studies, such as for the environment, water/sewer/electric, traffic, how it will affect nearby structures, etc. What studies have been conducted and when will they be shared with the public?
3. There is an existing Rockville Town Center Master Plan in development; it would be extremely premature to move forward with a new, extensive construction plan before this Town Center Master Plan has been developed/approved for implementation.
4. The existing PAM2025-00156 plan does not include on-site parking which will increase traffic, parking congestion, and affect the safety of pedestrians in the Town Center. As Rockville and Montgomery County have both stated that pedestrian safety is a top priority, this proposed building would go against the priority of keeping Rockville's citizens and visitors safe.
5. There is also concern re: the potential fire safety risks posed by this proposed dense construction so close to existing buildings, as the recent California fires have demonstrated. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency responses.
6. The proposal will also create multi-year construction noise, debris, and pollution in extremely close physical proximity to existing residential buildings which will cause significant health and safety risks to the owners/residents of the Victoria Condominiums and other nearby residential properties/residents.

In sum, this proposal disregards the health, safety, and community interests of the Rockville

Town Center residents and visitors and instead, it prioritizes the developers' profits at the extreme detriment of Rockville's citizens.

I strongly urge the committee to reject this proposal and prioritize the health, safety and sustainability goals of Rockville's citizens.

Sincerely,
Lisa Luchsinger

From: [M.FAN](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Tuesday, January 14, 2025 12:13:59 PM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I've been living at [24 Courthouse Sq, unit 809, Rockville, MD](#) of the Victoria Condominium since 1992. I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at [41 Maryland Avenue](#) (PAM2025-00156).

This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy.

Furthermore, the fire safety and construction risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents.

Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,

Mei Chi Fan

From: [Melanie Schwartz](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Monday, January 27, 2025 6:42:44 AM

WARNING - External email. Exercise caution.

Dear Development Review Committee of Rockville,

I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at [41 Maryland Avenue](#) (PAM2025-00156). This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy. Furthermore, the fire safety risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents. Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

To be clear, I am against building this new building.

Sincerely,
Melanie Schwartz

--

Melanie M. Schwartz

Spelman College | Class of 2017

B.A. International Studies

Phone: 407.403.3376 | Email: melaniemcschwartz@gmail.com

From: [n.g](#)
To: [cpds](#)
Subject: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Thursday, January 16, 2025 7:05:04 AM

WARNING - External email. Exercise caution.

Development Review Committee of Rockville,

I am writing as a concerned resident of Victoria Condominiums regarding the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156). This project's excessive height and proximity to our building will block sunlight, diminish views, and create a walled-in environment for residents. The lack of on-site parking will worsen traffic and parking congestion, while the removal of retail and green spaces reduces the neighborhood's vibrancy. Furthermore, the fire safety risks posed by dense construction so close to existing buildings are particularly alarming, especially given recent devastating urban fires in California. Such incidents highlight how closely spaced high-density structures can amplify fire spread and hinder emergency response. Combined with construction noise, debris, and pollution, will harm the health and safety of residents. Additionally, this project will reduce our property values and negatively affect the quality of life for residents. This proposal disregards community interests and prioritizes developer profits, undermining the character and appeal of Rockville Town Center. I strongly urge the City to reject or significantly revise this proposal to align with the community's needs and sustainability goals.

Sincerely,
Nanci Gottlieb
Victoria Resident

From: [Nicholas Psaltakis](#)
To: [cpds](#)
Cc: [mayorcouncil](#)
Subject: Concern about PAM 2025-00156
Date: Monday, January 13, 2025 8:44:01 PM

WARNING - External email. Exercise caution.

REFERENCE: Pre-Application Area Meeting Notice PAM 2025-00156: *"Project Plan to Amend PDP94-001E 41 Maryland Avenue and Project Plan Amendment to PJT2014-0003 44 Maryland Avenue,"* dated January 3, 2025

Dear Sir or Madam,

I am writing to express my concern over what I read in referenced document.

Specifically, my concern is over the last sentence in the second paragraph of the project description where it states, *"...No on-site parking is proposed and a parking waiver will be sought."* I would appreciate an explanation and clarity on this issue.

Does this mean the proposed 12-story apartment building [with up to 147 dwelling units] will have no parking garage of its own for the residents?

I raised this question because the second paragraph of the project description mentions the *"...direct walking access"* to the Rockville Metro Redline Station and *"...convenient access to multiple public parking garages and on-street parking."* However, there is no mention of parking for the residents of the 12-story apartment building.

I am in favor of affordable housing. I am also in favor of maintaining safe streets and avoiding on-street congestion. If this new apartment building has no parking garage or on-site parking for the residents, then I am strongly opposed to referenced document.

Sincerely,

Nicholas Psaltakis
20 Maryland Avenue
Rockville, MD, 20850

From: [Singh Padam](#)
To: [Shaun Ryan](#)
Cc: [Paula Hubble](#); [cpds](#)
Subject: Fw: Petition: Proposed Development at 41 Maryland Avenue (PAM2025-00156)
Date: Tuesday, January 21, 2025 8:22:05 PM
Attachments: [FINAL-Petition 41 Maryland Ave with Signatures.pdf](#)

WARNING - External email. Exercise caution.

Dear Mr. Ryan,

We previously submitted the attached petition, along with the signatures of many Victoria Condominium residents, to CPDS prior to this meeting. I am forwarding the email below for your reference.

While we appreciate that the comments were noted during the meeting, many of the concerns raised by Victoria residents were not adequately addressed. We hope these issues will be carefully considered moving forward or that the proposal will be revised. As it stands, the current proposal feels unfair and one-sided.

We look forward to working with the City and the Developer on the next steps to find a solution that better aligns with the needs of our community.

Thank you for your attention to this matter.

Best regards,
Padam Singh

----- Forwarded Message -----

From: Singh Padam <padam23@yahoo.com>
To: cpds@rockvillemd.gov <cpds@rockvillemd.gov>; mayorcouncil@rockvillemd.gov <mayorcouncil@rockvillemd.gov>
Cc: Paula Hubble <paulahubble@gmail.com>
Sent: Tuesday, January 21, 2025 at 05:22:38 PM EST
Subject: Petition: Proposed Development at 41 Maryland Avenue (PAM2025-00156)

Dear Planning Services, Mayor, and City of Rockville Council,

I am a resident of the Victoria Condominiums, and on behalf of my fellow residents, I am writing to share our collective concerns regarding the proposed development at 41 Maryland Avenue (PAM2025-00156).

Victoria Condominium residents have important questions and concerns about the potential impact this project may have on our community. Attached to this email, please find our petition with resident signatures, which includes a detailed list of the concerns shared by our residents. We respectfully request that this petition be

entered into the official records.

In addition, I have also attached a picture I took today morning to illustrate a key issue: our morning sunlight will be blocked during the winter, casting a full morning shadow. In the summer, I noticed that the Sun's angle is different, which means we'll experience both morning and early afternoon shadow during those months.

We value the opportunity to work collaboratively with the Mayor, Council, City of Rockville, and the Developer to address these concerns and explore changes that will better align with the needs and character of our neighborhood.

Thank you for your attention to this matter, and we look forward to your response.

Sincerely,

Padam Singh
Resident, Victoria Condominiums

Petition Against Proposed Development at 41 Maryland Avenue (PAM2025-00156)

To: cpds@rockvillemd.gov | 240-314-8200

Subject: Petition: Opposition to Proposed Development at 41 Maryland Avenue (PAM2025-00156)

The City of Rockville Community Planning and Development Services,

We, the undersigned residents of the Victoria Condominiums, strongly oppose the proposed 12-story development at 41 Maryland Avenue (PAM2025-00156).

While we recognize the importance of affordable housing, this proposal introduces significant drawbacks that would adversely impact our community.

Key Concerns:

1. **Unreasonable Height:** The proposed 12-story height is excessive and disproportionate to the surrounding buildings, resulting in a structure that feels out of scale and visually dominant. It will fundamentally alter the character of our neighborhood and make the area feel congested and claustrophobic.
2. **Loss of Sunlight and Views:** The towering height of the proposed building would block natural sunlight and significantly reduce the scenic views that are essential to our quality of life.
3. **Parking and Traffic Issues:** No on-site parking would exacerbate the already strained parking situation and worsen traffic congestion on nearby roads, causing daily inconvenience to residents and visitors.
4. **Fire Safety Risks:** With the proposed structure built so close to existing buildings and no on-site parking, emergency access for fire response would be compromised. The lack of adequate spacing and infrastructure poses a serious risk to residents' safety.
5. **Impact on Neighborhood Character:** The mass and height of this structure would dominate the area, creating a less inviting and more congested environment, reducing the charm of Rockville Town Center. This openness would be replaced by a large concrete structure, diminishing property values and reducing community appeal.
6. **Noise and Pollution During Construction:** Construction activities will create excessive noise, air pollution, and debris, significantly affecting residents' health and daily lives, with potential long-term consequences.
7. **Elimination of Green and Retail Spaces:** The removal of retail and green spaces would reduce the vibrancy and usability of our neighborhood, making it less appealing and functional for residents and visitors.
8. **Privacy Concerns:** The proximity and height of the proposed building would significantly infringe on residents' privacy, with windows and balconies overlooking our homes and shared spaces. This intrusion would diminish the sense of security and comfort within our community.

We urge the City of Rockville to prioritize the well-being of current residents and reject the current proposal in favor of a development that aligns with the needs and character of our neighborhood. Together, let us preserve the livability and vibrancy of Rockville Town Center.

We respectfully ask the city to carefully consider the long-term impacts of this development and to prioritize decisions that protect our community's safety, quality of life, and neighborhood character. Your support in rejecting or revising this proposal is crucial to ensuring Rockville remains a desirable and sustainable place to live. We welcome the opportunity to collaborate with the City on alternative proposals that better align with our community's needs and character.

Please find attached the signatures of Victoria Condominium residents who support this petition.

<Resident Signatures Attachments>

Petition

Resident Signatures:

NAME	UNIT NUMBER	SIGNATURE
JESSE CHOU	809	A R
MRI C FAN	809	M Fan
Satvik Mishra	208	Satvik
Wanda Caporaletti	811	Wanda Cg
Natalia Vrotnikova	402 - 22	Natalia
Elliott PROSE	402 - 22	Elliott
DONALD GOLD	607	Donald Gold
MAGDA ABDEL SAYED	606	Magda Abdel Sayed
DAVID BRETT	415 - 22	David L Brett
ANTOINETTE HEATHCOTE	710	Antoinette Heathcote
Neil Robb	908	Neil Robb
Lee Maust	401 - 22	Lee Maust
James Demma	22 - 405	James Demma
Josh Brown	103	Josh Brown
Hirel Poplacean	1008 - 24	Hirel Poplacean
Matt Thomas	801	Matt Thomas
LEAH THOMAS	801	Leah Thomas
Tien Chen	910	Tien Chen
Cindy Chen	910	Cynthia Chen
Amy Wanner	611	Amy Wanner
Ken Stork	1002	KEN STORK
Winnie Razon	911	Winnie Razon
Charles Kluepfel	412 - 24	Charles Kluepfel
JANICE CRUZ	911	Janice Cruz
DORIE NEWMAN	1010	Dorie Newman

Resident Signatures:

NAME	UNIT NUMBER	SIGNATURE
Sheila Bolabi	604	Sheila Bolabi
Anna Hakim	610	Anna Hakim
Alvaro Villatoro	# 707	Alvaro Villatoro
Lizell Chen	701	Lizell Chen
CONRAD SMITH	802	CONRAD SMITH
Mark Thomas	801	Mark Thomas
LEAH THOMAS	801	Leah Thomas
Robert Kirchira	808	Robert Kirchira
TC Chen	910	TC Chen
Cindy Chen	910	Cindy Chen
Angy Liu	906	Angy Liu
Krishnamurthy Goviindaraj	1001	Krishnamurthy Goviindaraj
MICHAEL	1012	MICHAEL
G.L. Sean Lindaman	1011	G.L. Sean Lindaman
Rose Marie R. Hays	22-403	Rose Marie R. Hays
Alan Hays	22-463	Alan Hays
Marianne Keiff	22/406	Marianne Keiff
Jonathan Rosenberry	22/417	Jonathan Rosenberry
Michael Wood	22-502	Michael Wood

Resident Signatures:

NAME	UNIT NUMBER	SIGNATURE
Padam Singh	110	Padam Singh
Katrina Singh	110	Katrina Singh
Tanay Hardiker	308	Tanay Hardiker
NATALIA FEMINYTEK	310	N. Feminytek
Eurwen Chang	203	Eurwen Chang
Vedat Olgac	205	V. Olgac
Aysen Olgac	205	Aysen Olgac
Carl Schreyer	211	Carl Schreyer
Josh Brown	103	Josh Brown
Shannon Hurley	106	Shannon Hurley
Ty DeMont	108	Ty DeMont
MARY NATHAN	105	Mary Nathan
Clay Boldeau	202	Clay Boldeau
Athene Fearholy	201	Athene Fearholy
Jeff Jeffrey Boye	210	Jeff Jeffrey Boye
Zay Zuij	303	Zay Zuij
Caitlin Pennington	182	Caitlin Pennington
Yizhen Zhang	502	Yizhen Zhang
Mozoni	503	Mozoni
Ned & Maria Hoang	505	Ned & Maria Hoang
Xu Ya Fan	403	Xu Ya Fan
Lisa Luchsinger	404	Lisa Luchsinger
Cristina DiPato	212	Cristina DiPato



From: [Singh Padam](#)
To: [cpds](#); [Shaun Ryan](#); [Mary Grace Sabol](#)
Subject: Patio and Terrace Block Proposed Development at 41 Maryland Avenue (PAM2025-00156) – 12 Story Building
Date: Monday, February 3, 2025 12:11:04 PM

WARNING - External email. Exercise caution.

The City of Rockville Community Planning and Development Services,

I am writing as a resident of Victoria Condominiums to express the significant and direct impacts of the proposed affordable housing development at 41 Maryland Avenue (PAM2025-00156) facing directly to my patio unit. Without meaningful revisions, this project will negatively affect Victoria Condominium residents, particularly those whose units directly face the proposed building.

Attached are photos from my patio/terrace to illustrate the scale of this impact:

- **Pic 1 – My Patio.jpg**
- **Pic 2 – Building Against My Patio.jpg**
- **Pic 3 – Proposed Building Against Patio.jpg**
- **Pic 4 – Proposed Building 2.jpg**

As shown in the attachments, my patio will face a 12-story wall of windows positioned extremely close, with almost no space in between. This will eliminate privacy, block sunlight, and obstruct views, leaving my outdoor space and patio in permanent shade. The structure will overwhelm my unit, effectively boxing me in behind a towering wall and significantly reducing my property value. Every unit above me facing this proposed building will be directly affected in the same way.

While I support the need for affordable housing, this project appears to benefit only future residents—who have yet to move in—while disregarding the needs of current residents who have established their homes and families here. The well-being of Victoria Condominium residents is being overlooked in favor of developer profits and future tenants, with little regard for the daily lives of those families who will be directly impacted by this 12-story structure.

Furthermore, Rockville Town Center (RTC) already has numerous apartment buildings, many of which currently have vacant units, as shown on platforms like Zillow. This raises an important question: why is there a pressing need for yet another large, 12-story, 147-unit apartment complex that removes valuable open space and contributes to overbuilding with massive concrete structures?

To illustrate, I've attached photos of current rental and housing vacancies in RTC as of Feb 3, 2025:

- **Pic 5 – Zillow Rental Vacancies.jpg** - Approximately 76 rental units are vacant within RTC, with an additional 22 units available at the border of RTC, totaling 98 rental vacancies in the surrounding area.
- **Pic 6 – Zillow Sale Housing Vacancies.jpg** - Approximately 7 housing units are for sale within RTC, with an additional 8 units available at the border of RTC, totaling 15 housing vacancies in the surrounding area.

Many Victoria Condominium residents have signed a petition expressing these concerns, which was previously submitted. We respectfully ask that our voices not be ignored. We strongly urge the City to prioritize the well-being of current residents over the interests of developers. This proposal must be reevaluated with careful consideration of its long-term impact on the surrounding community.

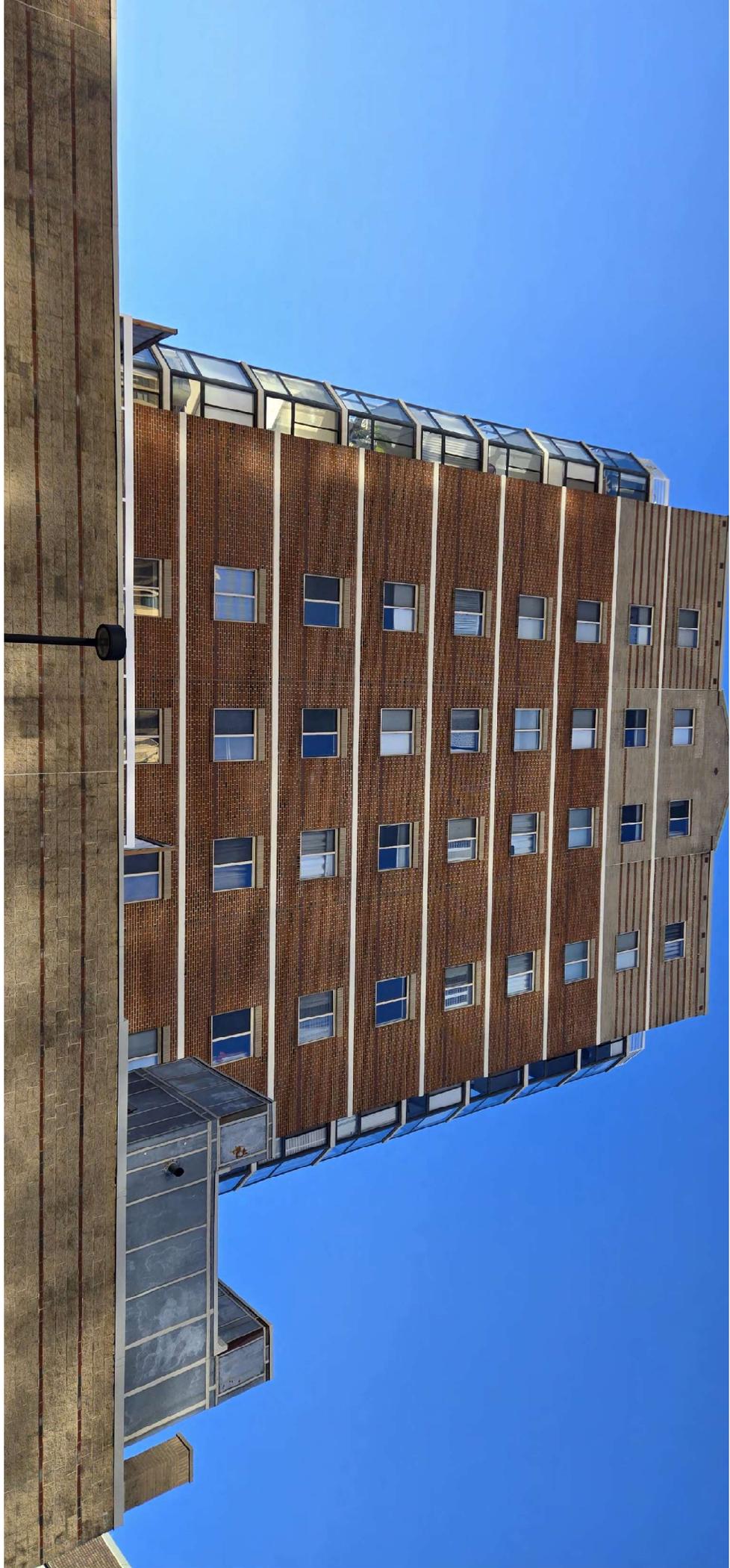
I kindly request that this email, along with the attached pictures, be documented with confirmation and taken into consideration as part of your decision-making process.

I look forward to your thoughtful consideration of this issue.

Sincerely,

Padam Singh
Resident, Victoria Condominiums
padam23@yahoo.com





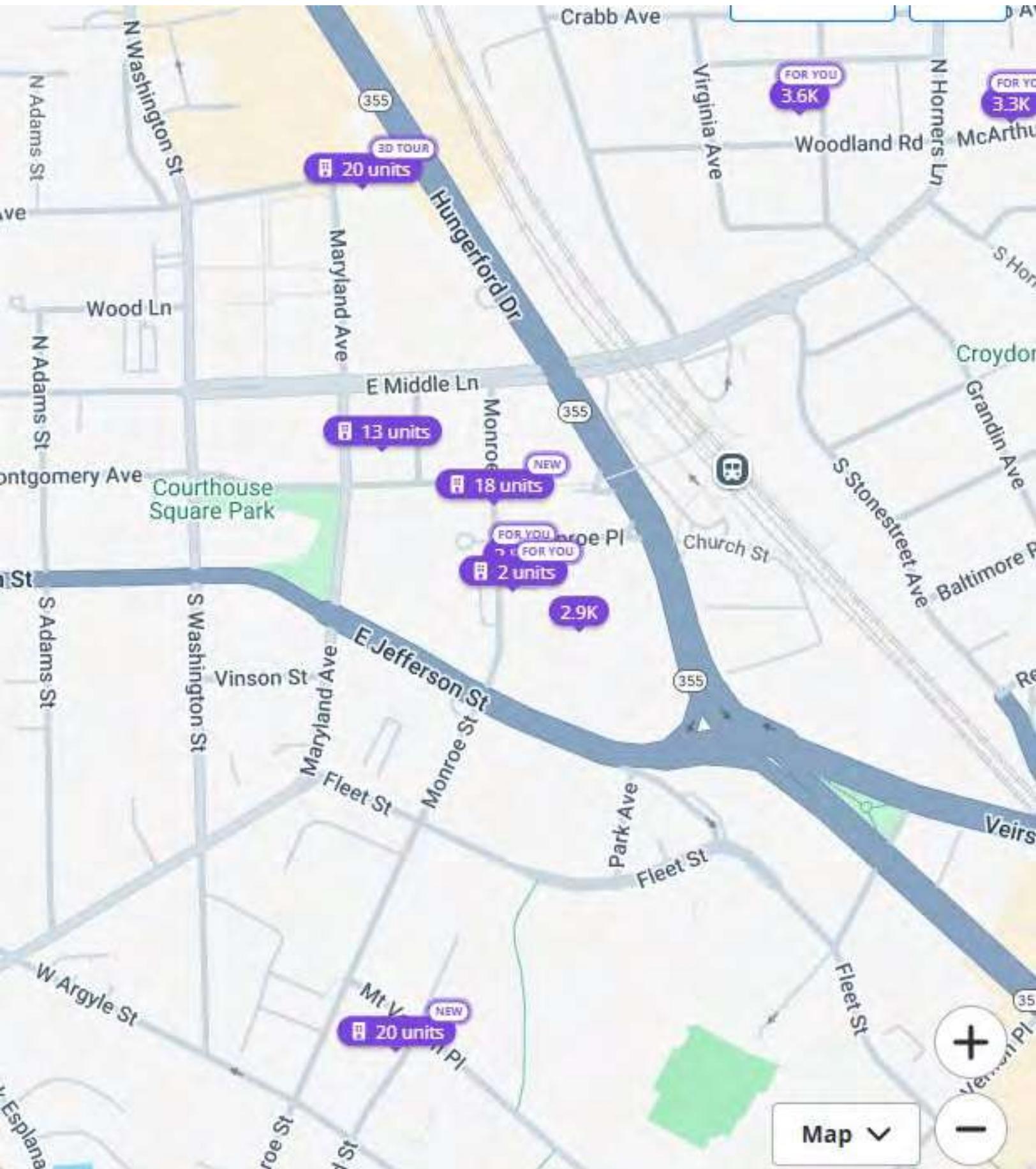


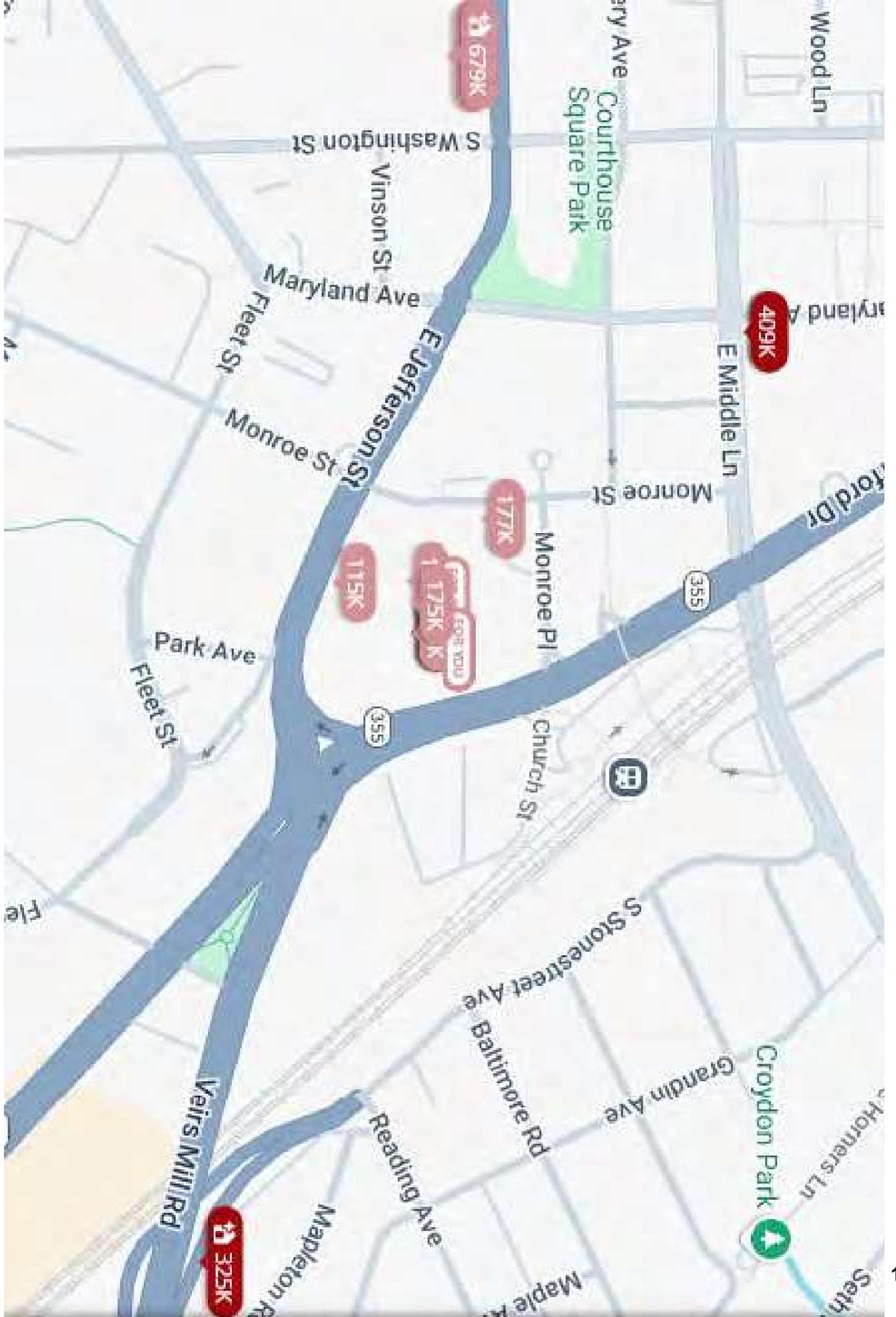
MARYLAND AVE

E MIDDLE LN









From: [Singh Padam](#)
To: [cpds](#)
Subject: Strong Concerns Regarding Proposed Development at 41 Maryland Avenue (PAM2025-00156) - 12 Story Building
Date: Thursday, January 9, 2025 11:25:30 AM

WARNING - External email. Exercise caution.

Re: City of Rockville's Community Planning and Development Services at cpds@rockvillemd.gov or 240-314-8200

Dear Community Planning and Development Services,

I am writing as a resident of Victoria Condominiums to express my strong opposition to the proposed affordable housing development at 41 Maryland Avenue (PAM2025-00156). While I support the goal of providing affordable housing, this particular proposal is deeply flawed and raises critical issues that will severely and negatively impact the neighboring community, especially our building.

Attached is a photo of our patio, which illustrates how this proposed 12-story structure would completely overwhelm our property. As you can see, there is already a large building close in front of us; this new building would create yet another wall in between. This project would box us in behind a massive wall, blocking sunlight and views, and casting our building in permanent shadow. We at Victoria Condominiums are shocked and dismayed that such a proposal is even being considered without apparent regard for the significant harm it will cause to nearby residents. By forgoing parking and retail, the developer prioritizes profit over community well-being, proposing to increase units from 117 to 147 and raising the height to 12 stories.

Key concerns include:

1. Loss of Sunlight and Views
The proposed 12-story building will overshadow our building, cutting off sunlight and views that are vital to the quality of life for Victoria residents.
2. Parking and Traffic Congestion
The complete lack of on-site parking in the proposal is unacceptable and will intensify the already strained parking situation in the area. It will lead to increased congestion, inconvenience for residents and visitors, and worsen traffic on small, already busy streets.
3. Elimination of Retail and Green Space
The removal of first-floor retail and green spaces detracts from the vibrancy and livability of our neighborhood. These features were part of the original approved plan and should not be disregarded for the sake of additional units.
4. Impact on Neighborhood Character
The mass and height of this development would fundamentally alter the character of our neighborhood, replacing open space with a stark, imposing concrete structure that diminishes property values and the sense of community.
5. Noise and Pollution During and After Construction
The construction of this project would result in significant noise and pollution, with debris potentially falling onto our properties. This would directly and negatively impact the health and daily lives of residents.

6. Increased Fire Risk

Recent catastrophic wildfires in urban areas across the U.S., including California, have highlighted the dangers posed by high-density construction in tight spaces. The proposed proximity of this massive structure to our building could create significant fire safety risks. If a fire were to occur in either building, the close distance and lack of adequate spacing could hinder emergency response, evacuation efforts, and firefighting access, putting lives and property at risk. This risk is magnified by the lack of on-site parking, which would further complicate emergency vehicle access.

Many Victoria Condominium residents share these concerns, and we strongly urge the City to prioritize the well-being of current residents over the interests of developers. This proposal must be reevaluated with careful consideration of its long-term impact on the surrounding community.

I will attend the virtual pre-application meeting on January 21, 2025, and I look forward to seeing these concerns addressed during the discussion.

Thank you for your attention to this critical matter.

Sincerely,
Padam Singh
Resident, Victoria Condominiums
padam23@yahoo.com

Hello Chris,

I hope this message finds you well. As a resident of Rockville for 22 years, I fully support the Rockville Master Plan to bring more housing, especially affordable housing to Rockville.

I am writing to follow up on the meetings with the project developer, held at The Victoria Condominium on 2/13/25 and online 1/21/25, about the proposed 41 Maryland Ave property. I truly appreciate the dialogue with the Developer and the City of Rockville.

However, it's clear from these discussions that the concerns raised—particularly by residents whose balconies and windows directly face the proposed project—have not been sufficiently addressed. Despite bringing up the potential effects on our privacy, views, and overall living conditions, these concerns don't seem to have been given much consideration in the current plans.

Despite bringing these concerns up at the 1/21 meeting, there does not appear to be any changes to the project in the current plans. In fact, in the 2/13 meeting two items were mentioned at that meeting that were not mentioned at the previous meeting: that the proposed development property boundary line would be touching The Victoria condo property boundary line and there would be balconies overlooking The Victoria.

I cannot overstate the adverse effects having balconies literally a few feet from our balconies have, not just to Victoria residents, but also to residents of 41 Maryland Ave.

I am especially concerned about the 1st floor Victoria resident who has an outdoor patio that touches the property line. I'm afraid someone can quite literally jump down from their balcony at 41 Maryland onto this terrace.

I believe there are adjustments to the project to mitigate these issues and lessen the impact on Victoria condo residents:

- Remove the proposed balconies from the side that faces The Victoria.
- Back-set the units that overlook The Victoria.
- Development of an outdoor terrace.
- A mural or other creative way to minimize the impact of looking at a brick wall or into another person's apartment or balcony.

I have attached photos to this letter at the bottom to illustrate some of my ideas.

As residents, we hope that our perspectives can be acknowledged and that efforts will be made to mitigate the negative effects of this development on our daily lives. We respectfully urge the Rockville Government to support the residents by requesting the developer to reassess certain aspects of the project that will impact those of us in the affected units

We look forward to hearing how the developer plans to address these concerns and would appreciate an update on any actions being taken.

Sincerely

Paula Hubble

24 Courthouse Square, #309

Rockville, MD

20850

240-447-3883

paulahubble@gmail.com

Attachment

Creative Ways to make the proposed apartments visually more appealing, to the Victoria Condo Residents

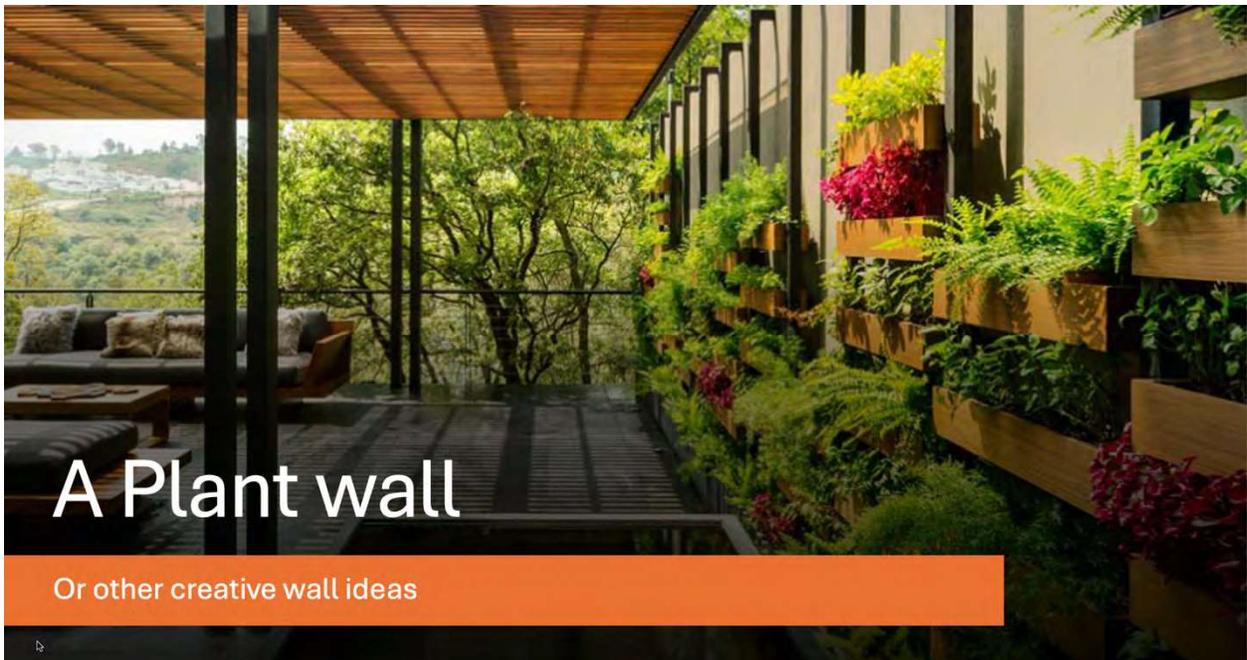


Urban Recessed Terrace Concepts





Commission a Mural



A Plant wall

Or other creative wall ideas



Outdoor-Rooftop Terrace

Victoria Condo Concerns



The yellow outline is where The Victoria condo is.

We need to see an accurate depiction of how far the proposed property is to the Victoria.

Will tenants from the proposed apartments, look directly in our window

View from outdoor terrace

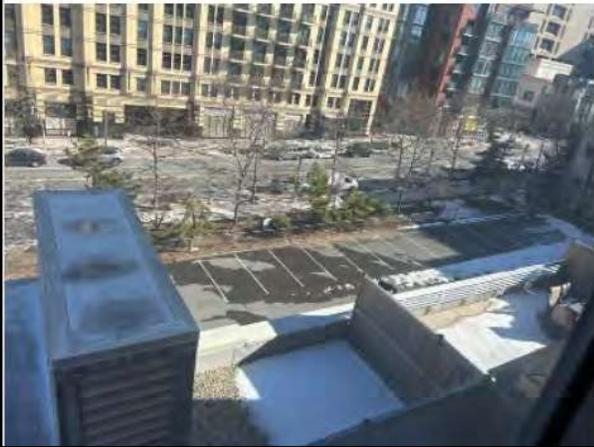


the white fence is how far from the proposed property?

Will tenants from the proposed property be able to jump from their apartments onto this terrace?

Will the residents of this terrace look at a brick wall?

View from my window to outdoor terrace below. You can see the terrace goes all the way to where the white fence is.



From: [Rahima](#)
To: [cpds](#)
Subject: Strong Concerns Regarding Proposed Development at 41 Maryland Avenue (PAM2025-00156) – 12 Story Building
Date: Wednesday, January 15, 2025 4:43:18 PM

WARNING - External email. Exercise caution.

Dear Members of the Rockville Community Planning Team,

I am writing as an owner of a unit in Victoria Condominiums in which my aging mother resides, to express my strong opposition to the proposed affordable housing development at 41 Maryland Avenue (PAM2025-00156). I highly support the goal of providing affordable housing, however this specific proposal is missing aspects critical for the success of affordable housing goals and raises key concerns that will negatively impact not only the Victoria Condominiums, but the community as a whole. I kindly ask that these concerns below be adequately considered.

1. Social Inequities Due To Lack of Parking In The Proposal

- Affordable housing should be promoting economic mobility, supporting workforce housing, and advancing equity and inclusion. Creating 147 unit structure in such a small space without parking would perpetuate social inequities to future tenants of this proposed development in comparison to all their neighbors in the area who all generally have access to their own parking. Though it would be labeled as ‘affordable housing’, in reality, it would be limiting tenant’s access to only certain jobs/places to go and/or creating additional economic hardship by causing tenants to have to pay for off-site parking and adding to their expenses. Ultimately, the current project as is would be prioritizing developer’s profit at the cost of those the project should be servicing.

2. Neighborhood Parking Challenges and Excessive Traffic

- Lack of parking in the new development would also increase demand for existing limited public parking and lead to congestion and tension among neighbors/guests/shoppers.
- The elimination of existing parking spaces in the proposal to create this massive structure ignores the already strained parking situation in the area. Increased traffic congestion in small streets near the town center will worsen daily commutes and impact visitors.

3. Unreasonable Height/Scale & Unclear Impact To Victoria Condominium Facade and Structure

- The height of the proposed 12-story structure is excessive for the limited space available. Positioned so close to the Victoria condominium, this building would essentially wall in our property, cutting off sunlight and creating a feeling of confinement.
- It is generally known that constructing a new large building at a very close proximity to an existing one especially if the new building is larger, could result in structural and façade-related issues in the existing building. The proposed 12-story structure is proposed to be directly adjacent to Victoria Condominium which is only 10 resident-story structure. Structural/façade risks may be at worst case safety related or at best case cause damage that would create financial hardship to owners/residents. There has been no

communication on what is being done to mitigate these potential key risks and what studies/risk assessments support the conclusions:

- Excavation for the new building's foundation causing disturbance in soil and causing settlement/shifting causing cracks in Victoria Condominium's structure.
- Vibrations caused from construction damaging structural integrity of Victoria Condominium
- Stability concerns for Victoria Condominium due to the proposed structure's large weight altering surrounding soil and causing localized settling.
- Damage to Victoria Condominium's façade caused by dust and debris during extreme proximity construction
- Façade degradation due to increased moisture and impeded drainage because of close proximity

4. Fire and Safety Concerns

- Fires in high-density urban areas are becoming increasingly common, as seen with recent events in California. A building of this size, with minimal spacing from existing structures, heightens the risk of fires spreading quickly. Additionally, the lack of on-site parking raises concerns about emergency response access.

5. Health Risks During Construction

- Construction of such a large building in such close proximity to residential units will bring dust, debris, and air pollution, potentially affecting the health of residents, especially the most vulnerable (seniors OR those with respiratory issues).

6. Lack of Transparency & Community Engagement

- I was unaware of this project and have only heard of it from another resident. Clearer communication and broader community engagement are necessary for a project of this magnitude.

I urge the Community Planning Department to thoroughly evaluate this proposal with concerns I've raised, considering its long-term impact on current and any future residents.

Thank you for taking the time to review my concerns.

Sincerely,

Rahima Mohamed

From: [Sally Sarah Duffy](#)
To: [Christopher Davis](#)
Subject: 41-44 Maryland Avenue, PAM 2025-00156
Date: Wednesday, January 29, 2025 5:49:34 PM

WARNING - External email. Exercise caution.

Dear Mr. Davis,

I attended the pre-application area meeting for the proposed Monument at Rockville Station project and reviewed the related documents.

I fully comprehend the necessity of such a project and concur that Rockville Town Center has much to offer the intended residents. However, I do have some reservations about the proposed plans. My primary concern, as I mentioned during the meeting, is the plan to provide no on-site parking for the residents of or visitors to the building.

I appreciate that there will be an effort to explore alternative parking options for residents who desire it, albeit at an additional cost. Nevertheless, I believe the City should insist on the developer presenting a comprehensive and guaranteed plan. For instance, while there may be ample parking now, what about when the storefronts fill up as anticipated? I recall instances when parking in Rockville Town Square was extremely challenging, deterring people from visiting. Even during the week, finding street parking is difficult, and double parking has become increasingly prevalent.

While I acknowledge that many residents may not require cars, some will have them. Without a responsible and realistic plan to accommodate them, they may resort to illegal parking on other properties, such as the Victoria's Plaza. Although we have authorized towing and installed appropriate signage, we still encounter issues with illegal parking on the Plaza. Notably, a request to install a parking gate several years ago was denied by the City due to concerns about cars backing onto Courthouse Square.

Another concern I have about the 41 Maryland Avenue plan, as currently proposed, is the lack of parking for visitors, workers servicing the building, and delivery vans. This could lead to increased congestion at the already busy intersection where the new building will have a front door.

Furthermore, the proposed loading dock design seems to require drivers to back out onto the street, which could further exacerbate traffic congestion.

In my opinion, it would be irresponsible for the City to approve a building with no accommodations for residents' and visitors' cars and limited parking for trucks associated with the project. This would impose unreasonable costs on both the proposed residents and the surrounding neighborhood.

Sure, we have good public transportation options in Rockville, but this is still a mostly suburban area. Buses cover many routes, but they come relatively infrequently, which can be frustrating when you miss one. Some routes don't even run on weekends. The Metro is great, but it's likely to be crowded during commuting times, especially as Federal workers return to the office after the widespread adoption of work-from-home. This could mean residents have to wait for multiple trains to pass before they can get on, as used to happen before.

Thank you for the opportunity to share my concerns, and I look forward to hearing how they may be addressed as the development approval process progresses.

Sincerely,

Sarah Duffy
22 Courthouse Square 503
Rockville, MD

From: [Bill Loewy](#)
To: [Christopher Davis](#)
Subject: Momentum at Rockville Station lack of Parking
Date: Monday, January 6, 2025 2:56:38 PM

WARNING - External email. Exercise caution.

Good Day,

We live in the Americana Centre.

While we are all for more affordable housing in Rockville and rode the Metro to work almost every day for 30 years, we cannot understand how this project has no parking. Parking in Rockville is a nightmare already and this project will bring hundreds more cars.

Please build more affordable housing but build it with enough parking. I am aware that the developers don't like parking as it does not make revenue but they don't like here.

We need more parking, not less.

William & Lynne Loewy
4 Monroe St #903
Rockville MD 20850