



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

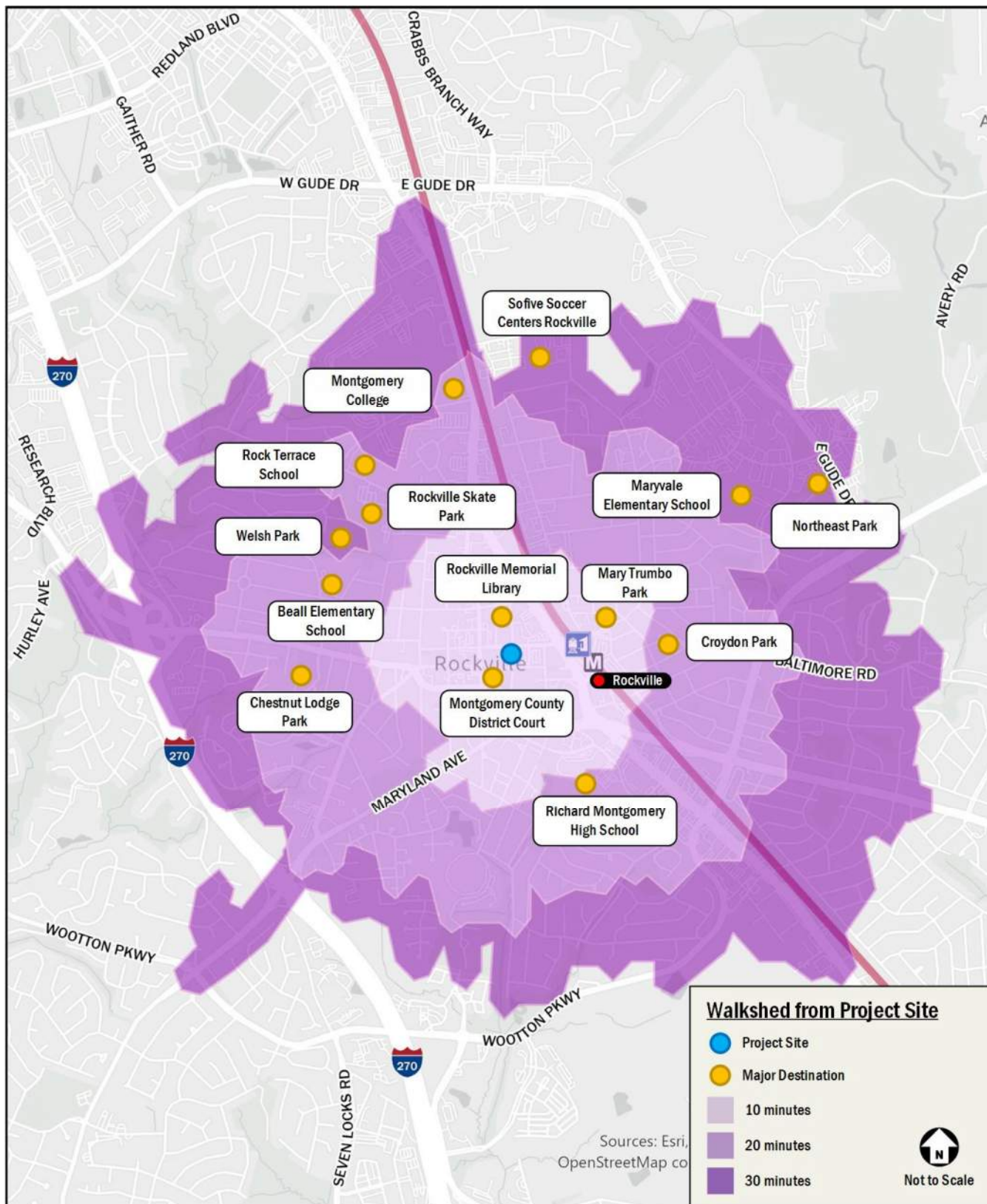


Figure 1: Walkshed from Project Site

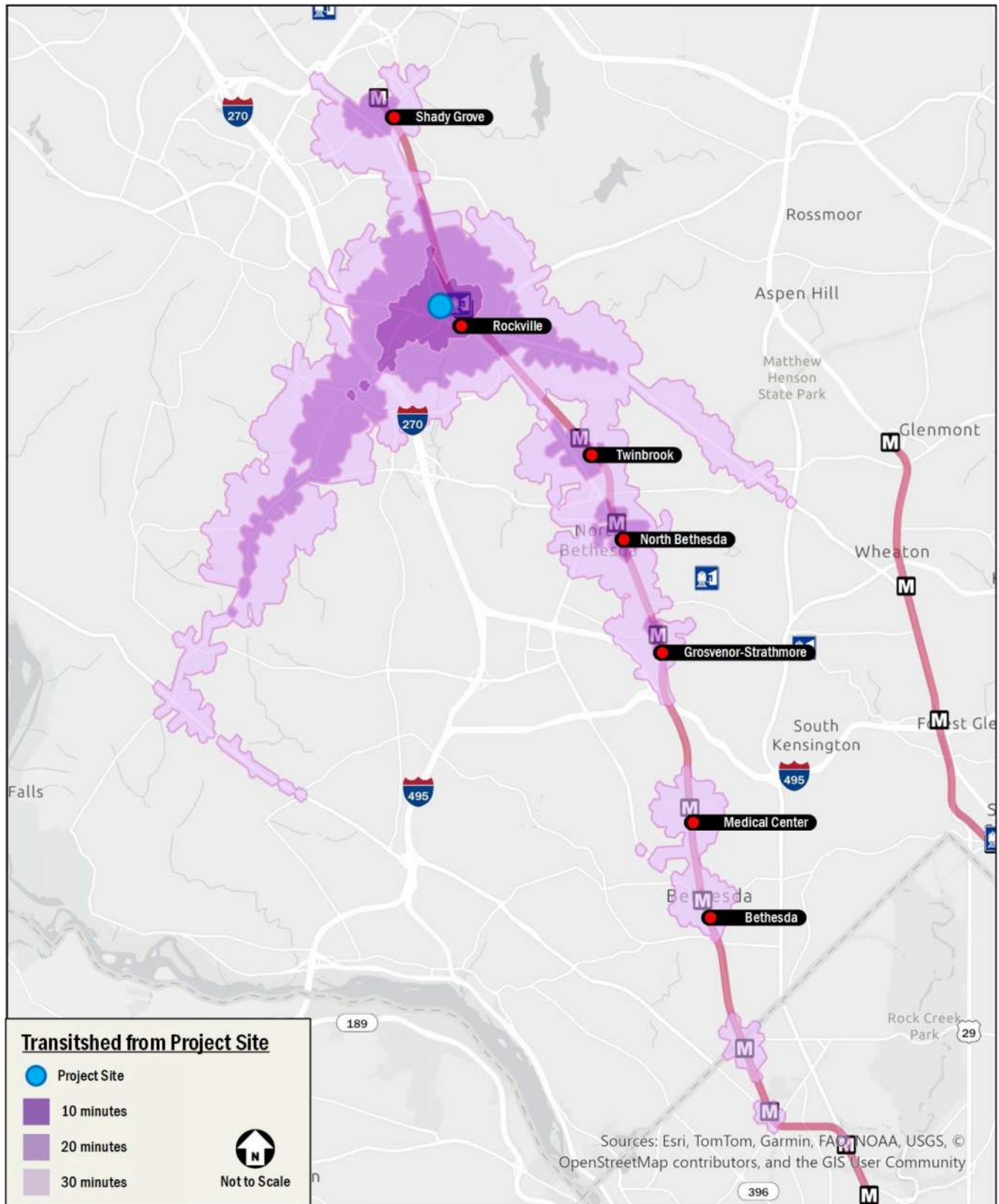


Figure 2: Transited from Project Site

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.

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.

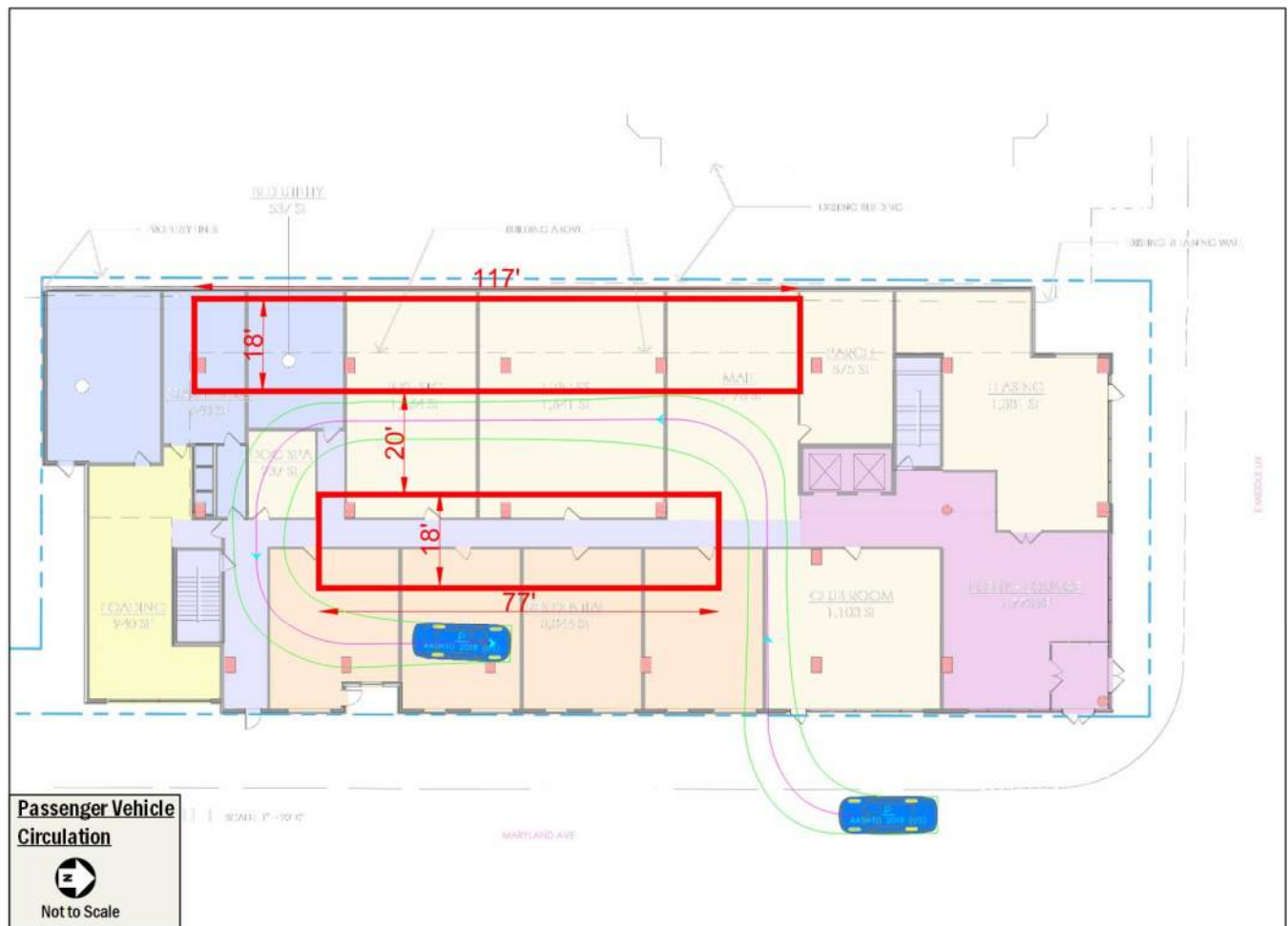


Figure 3: Passenger Vehicle Circulation Illustrative on-site structured parking

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.



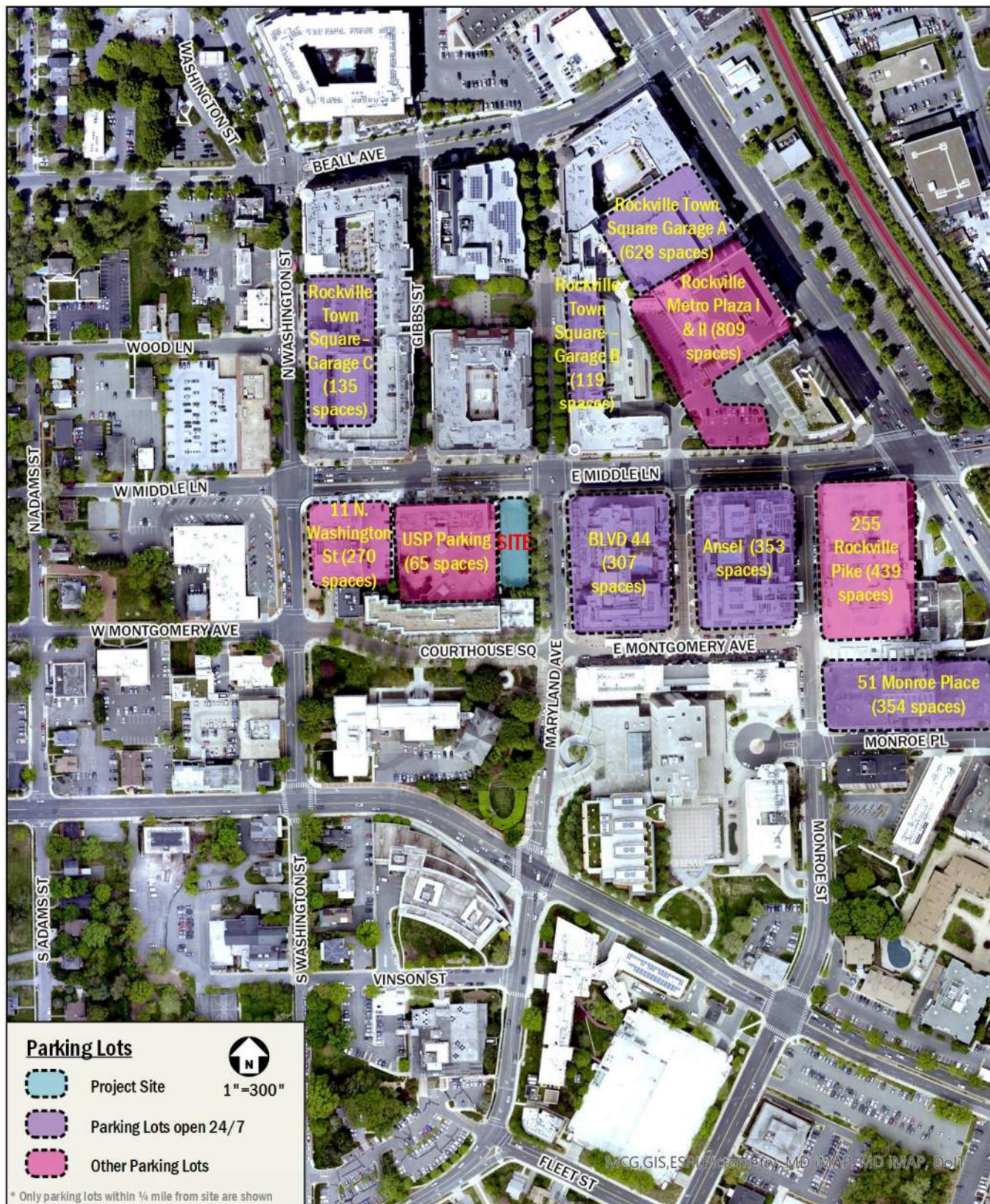


Figure 5: Parking Lots

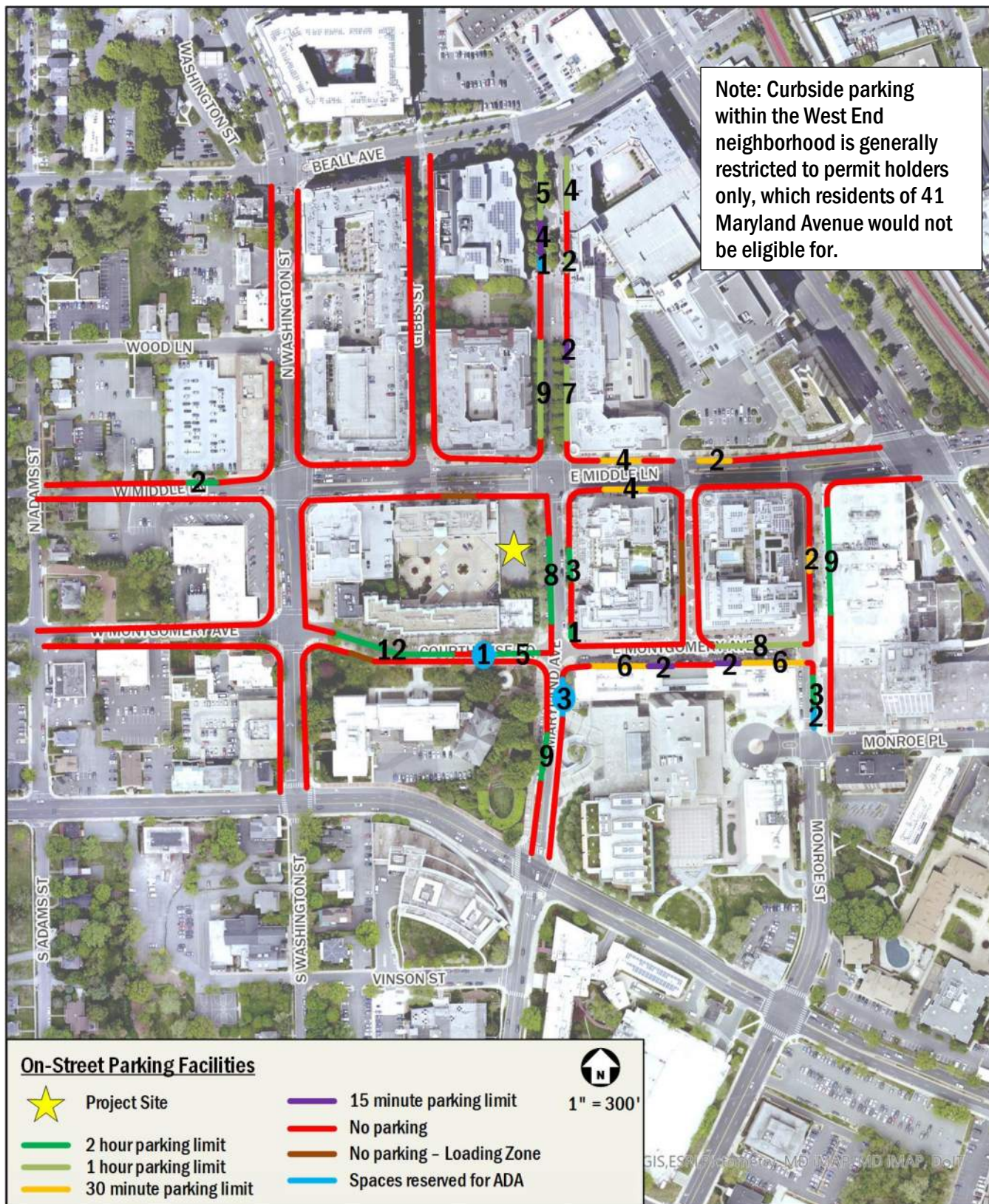


Figure 6: Nearby On-street Parking