



PLANNING COMMISSION

Meeting No. 04-25
Wednesday, April 9, 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. Review and Action

Waiver Application WAV2025-00013 to Permit a Reduction of 44 Parking Spaces at 1251 West Montgomery Avenue, located in the MXE (Mixed-Use Employment) Zone, Rockville Motel Associates, LLC c/o Jeff Wilder, Applicants

3. Briefing

Briefing on Project Plan PJT2025-00021 and Level 2 Site Plan STP2025-00505, Applications to Amend the Planned Development for Rockville Center, Inc. to Permit a Change of use from Office to Residential and/or Commercial, with up to 550 Dwelling Units at 255 Rockville Pike in the PD-RCI (Planned Development - Rockville Center, Inc.) Zone; 255 Rockville Pike LLC, Applicants.

4. Commission Items

- A. Staff Liaison Report
- B. Old Business
- C. New Business

- D. Minutes Approval
 - February 19, 2025
 - February 26, 2025
 - March 12, 2025
- E. FYI/Correspondence

5. 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: April 9, 2025
Agenda Item Type: REVIEW AND ACTION
Department: CPDS - DEVELOPMENT REVIEW
Responsible Staff: CHRISTOPHER DAVIS



Overview

Case: Parking Waiver WAV2025-00013

Location: 1251 West Montgomery Avenue

Staff: Christopher Davis
Community Planning and Development Services
240.314.8201
cdavis@rockvillemd.gov

Applicant: Rockville Motel Associates, LLC c/o Jeff Wilder

Filing Date: December 16, 2024

Background

On May 11, 1968, the Board of Appeals granted a Special Exception (S-129-68) to construct and operate a motel and restaurant on the subject property. Subsequently, On September 25, 1968, the Planning Commission conditionally approved Use Permit U-398-68 for a seven-story motel and restaurant to implement the approved special exception. At the time, the hotel was required to provide 339 parking spaces to meet the requirements of the Zoning Ordinance. In 2017, the Planning Commission approved Level 2 Site Plan Application STP2017-00300 which approved construction of a self-storage warehouse to occupy a portion of the rear of the subject site. During the application review, it was expressed that the restaurant use had been removed. With the addition of the self-storage warehouse, parking for the hotel was reviewed and found to be compliant with the Zoning Ordinance, as the parking requirement for a hotel had decreased since the time of the original approval and the restaurant use had been removed.

On December 11, 2019, the Planning Commission approved a waiver (WAV2020-00017) for the reduction in required parking to allow for the reuse of the existing 4,779 square feet within the hotel as an accessory restaurant used by patrons of the hotel. The reestablishment of the restaurant use would have required a total number of 222 parking spaces for the hotel. The Commission, having found that the request met the required criteria, approved a 29-space parking waiver for the hotel and reestablished restaurant use. The approved waiver application was accompanied by approval of minor site plan amendment application STP2020-00404 on March 5, 2020, which allowed for the redesign of the interior of the existing hotel to accommodate the 4,779 square foot accessory restaurant associated with the parking waiver.

Project Description



The applicant proposes a change of use on the subject site to replace an existing accessory restaurant with a proposed 5,500 square foot full-service restaurant on the ground floor within the Best Western Hotel on the subject property. The changes from an accessory restaurant to a full-service restaurant will mostly focus on interior fit-out modifications including an increase of square footage from 4,779 square feet to 5,500 square feet along with other minor modifications such as the relocation of an exterior along the southwest façade to a more central exterior access point for the restaurant. No further exterior modifications are proposed to complete the change of use. As detailed below, the change in use from an accessory restaurant to a full-service restaurant initiates an increased parking requirement for the site.

The applicant seeks to accommodate parking for both the hotel and the proposed full-service restaurant with the existing 194 parking spaces currently provided on the site, below the required 266 parking spaces. As a result, the applicant is seeking a reduction from the required number of parking spaces pursuant to Section 25.16.03.h.1 of the Zoning Ordinance. This section allows for the Planning Commission to consider a reduction in the number of required parking spaces for projects within the MXTD, MXCD, MXE, MXNC and PD Zones, subject to specific criteria. The subject property is located within the MXE (Mixed Use Employment) Zone.

The requested waiver seeks a further reduction of 44 spaces in order to operate the proposed full-service restaurant on the site. Taking into account the previously approved 29 space parking waiver, approval of the subject 44 space parking waiver would allow the proposed site and uses to operate with the provided 194 parking spaces on the site currently.

Previous Related Actions

- S-129-68, approved on May 11, 1968, allowed for the construction and operation of a motel and restaurant on the subject property.
- U-398-68, approved on September 25, 1968, allowed for the construction of a seven-story motel and restaurant to implement the previously approved special exception.
- USA68-398A, approved on March 20, 1995, allowed for conversion of 30 hotel sleeping rooms into 30 office suites on the third floor of the Clarion Hotel & Suites located on the subject property. This approval specified 132 hotel guest rooms and a 9,200 square foot accessory restaurant on the site.
- USA1968-0398B, approved on December 16, 1999, allowed construction of Sprint PCS telecommunication equipment cabinets and associate improvement to the rear of the subject property.
- USA1968-0398C, approved on March 30, 2000, allowed for construction of cellular antennas with an accompanying equipment shed on the roof of the building on the subject property.
- USA1968-0398D, approved on June 13, 2002, allowed for addition of a 40,829 square foot adjoining parcel to the property covered with the original use permit. This amendment did not approve any site changes or additional development.
- STP2017-00300, approved on April 26, 2017, allowed for the development of a 122,854 square foot self-storage facility to the rear of the subject property. The Planning Commission

also approved a deferral in bicycle parking spaces and a waiver for the location of electrical transformer equipment above ground.

- WAV2020-00017, approved on December 11, 2019, to allow a parking waiver of 29 spaces associated with the reestablishment of a 4,779 square foot accessory restaurant within the existing hotel on the subject property.
- STP2020-00404, approved on March 5, 2020, allowed for the redesign of the interior of the existing hotel to accommodate a 4,779 square foot accessory restaurant.

Discussion/ Analysis

The applicant is proposing to convert the existing 4,779 square foot accessory restaurant into a 5,500 square foot full-service restaurant within the on-site Best Western hotel. As a result, an additional 44 spaces are required for the site. Given the observed and anticipated utilization of parking for the proposed uses, the applicant indicates that parking need at the site can be adequately addressed with the current 194 parking spaces provided on the site. The current required parking tabulation for the existing hotel use is as follows:

1251 West Montgomery Best Western Hotel Use As it Currently Operates

Use	Rooms/Sq. Feet	Employees	Required Parking
Hotel	164 Rooms	34	164
Assembly Space	4,800 square feet		12
Accessory Restaurant	4,779 square feet		29*
Employees		34	17
Parking Required (*Includes Approved Parking Waiver WAV2020-00017 to reduce the required number of spaces by 29 spaces)			193
Parking Provided			194

With the proposed interior conversion of the accessory restaurant into a full-service restaurant space, the revised calculation results in the following parking requirement:

As Proposed (with Interior Conversion to Full-Service Restaurant)

Use	Rooms/Sq. Feet	Employees	Required Parking
Hotel	164 Rooms	34	164
Assembly Space	4,800 square feet		12

Employees		34	17
Full-Service Restaurant		5,500 square feet	73
Parking Required (*Includes Approved Parking Waiver WAV2020-00017 to reduce the required number of spaces by 29 spaces)			238
Parking Provided			194
Waiver Required			44 Spaces

As part of this application, the applicant conducted a month-long parking assessment in August of 2024. This analysis found that at different times during the day there was not one instance in which 90 or more spaces were occupied at any one time. The applicant’s analysis additionally showed that at any given time, more than 64% or approximately 124 parking spaces on the site are empty. The applicant indicates that part of the parking space vacancy can be explained by trends in decreasing hotel occupancy experienced since the COVID-19 Pandemic. The applicant also observed in their analysis that the parking demand generated by the existing assembly space (i.e., hotel banquet rooms) was negligible (See Attachment 4 – Parking Waiver Statement of Justification).

Findings

Section 25.16.03.h.1

This section of the Zoning Ordinance gives the Planning Commission the authority to reduce the required number of parking spaces provided that a site meets one or more of the criteria identified below. The applicant has provided their justification for the request (See Attachment A: Parking Waiver Statement of Justification). Staff’s analysis of the request and recommendation are provided below.

(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;

Staff Response: The site does not meet this criterion, as the site is located well beyond this walking distance from a Metro station.

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

Staff’s Response: This criterion is met. There are approximately three (3) Ride-On bus routes with multiple stops within approximately ¼ of a mile or less from the subject site.

The following stops are along West Montgomery Avenue, Hurley Avenue and Research Boulevard: Ride-On routes 45, 54 and 63.

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

Staff's Response: The site does not meet this criterion. There are no major public parking facilities within 1,000 feet of the building entrance.

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

Staff's Response: The site does not meet this criterion. Provision (d) above provides for waiver consideration when the lot is so small that compliance with parking requirements would prevent redevelopment of the site. The size of the subject lot is 3.9 acres, so it is not restricted by its size.

- (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*

Staff's Response: The site does not meet this criterion. There are existing bicycle facilities in the area of the site that include a shared use path along either side of West Montgomery Avenue to the north of the site. However, the applicant has not demonstrated that the uses in the proposed development are conducive to bicycle use.

- (f) *For any other good cause shown.*

Staff's Response: The applicant has provided a justification in their submittal to support the request based on "other good cause shown." The applicant has indicated a history of operating both a hotel and restaurant use on the site without any deficiencies of parking with either use. Furthermore, the site was previously granted approval of a parking waiver for a similar mixture of uses and staff is not aware of any adverse impacts to available parking on the site since such waiver was approved.

The analysis provided by the applicant for the month-long parking use analysis indicates that a substantial number of spaces are available at any given time. This, in combination with the application explanation and observation of a decreased occupancy in hospitality and hotel uses with little expectation of increase in the future, leads staff to accept the applicant's argument that there will be a minimal increase in parking demand on the site as a result of the proposed full-service restaurant.

Community Outreach

No public notification is required for Parking Waiver requests.

Conditions

There are no conditions associated with the staff recommendation.

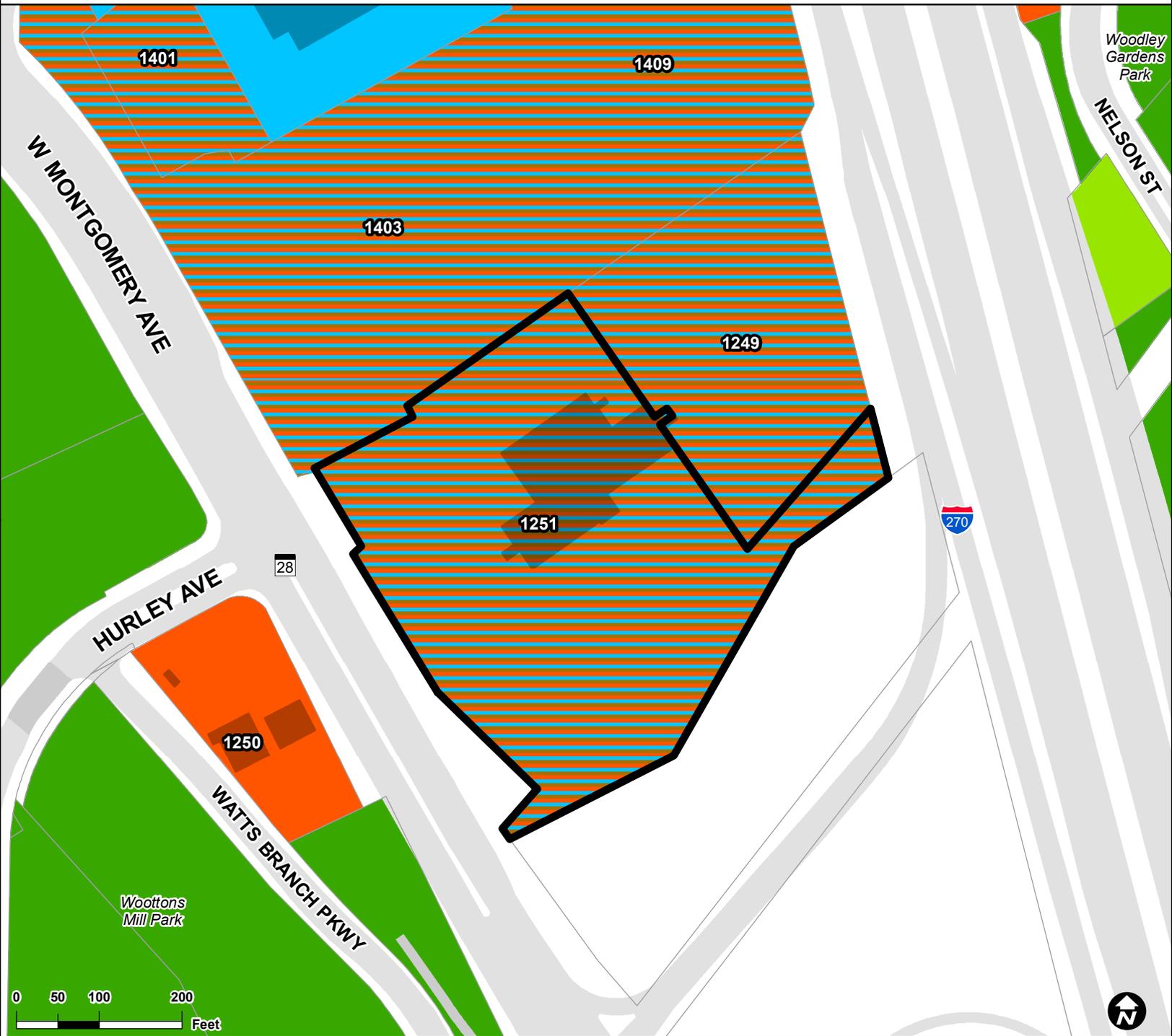
Conclusion and Recommendation

As stated above, parking waivers are a discretionary action by the Planning Commission and reviewed on a case-by-case basis as authorized under Sec. 25.16.03.h.1. Each request is evaluated based on a number of factors, including compliance with aforementioned findings for approval of a waiver, the proposed use of the site, and the extent of the proposed waiver. The subject request is for an existing building located within a mixed-use district, with access to several bus options to service the subject site. Analysis of the longstanding uses on the site indicate that there is availability on the site to service the proposed uses at approximately any time of day, and such uses are a similar mix to what has historically been on the site for several years. Furthermore, the applicant's analysis of trends in the proposed uses does not suggest a significant increase in parking demand in the future. The parking reduction request is supported by the above-referenced findings, two of which have been met, and staff recommends approval of the parking waiver request.

Attachments

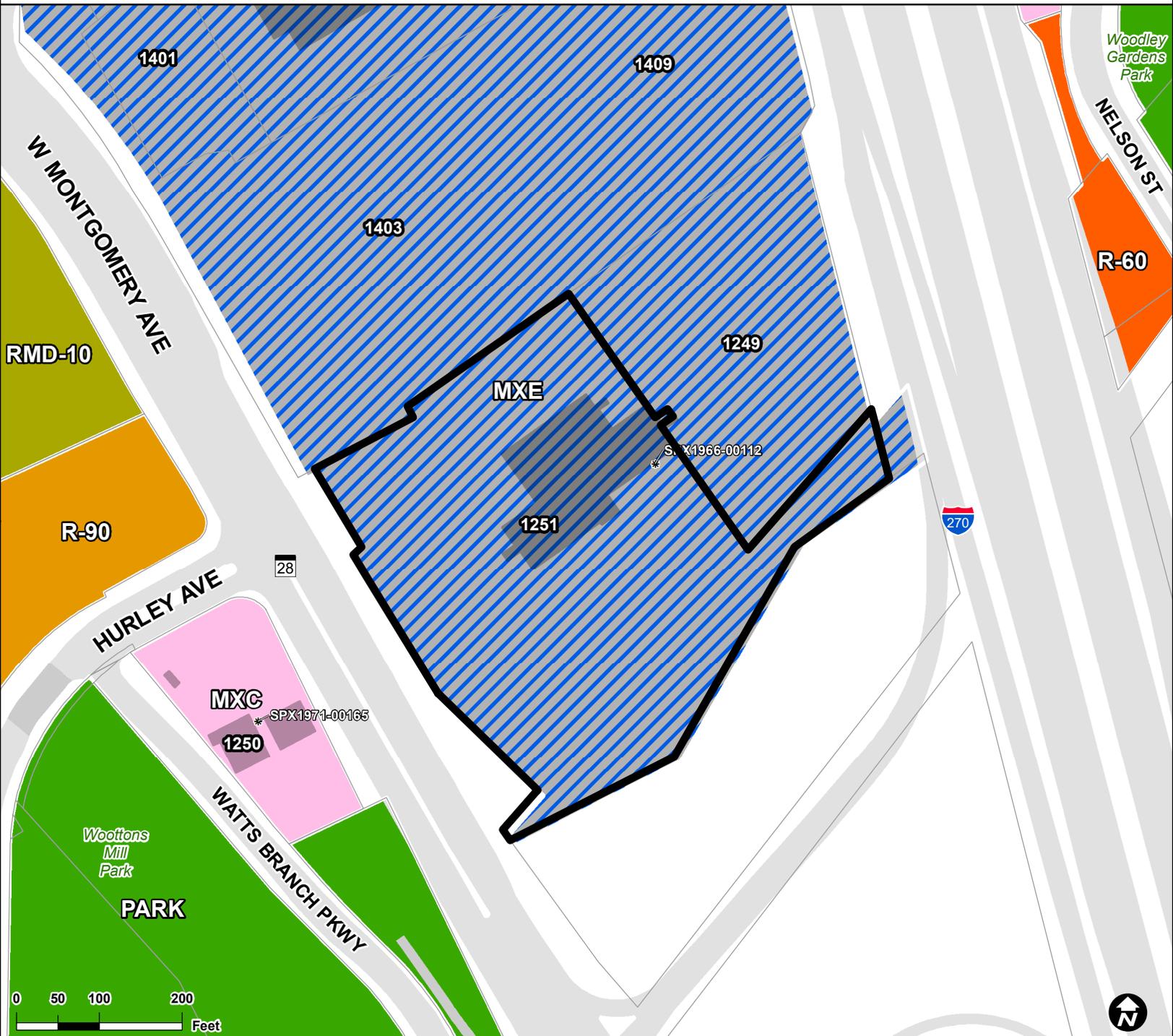
Attachment 1 - Aerial Map, Attachment 2 - Land Use Map, Attachment 3 - Zoning Map, Attachment 4 - Parking Waiver Statement of Justification, Attachment 5 - Parking Waiver Application, Attachment 6 - Parking Waiver Exhibit - Site Plan





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

Community Planning & Development Services

Received

December 16, 2024

Patricia A. Harris

Attorney

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Attorney

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December 13, 2024

Via E-Mail

James Wasilak, AICP
Chief of Zoning
City of Rockville
111 Maryland Avenue
Rockville, Maryland 20850

Re: 1251 West Montgomery Avenue
Minor Site Plan Amendment – Restaurant Use & Parking Waiver

Dear Jim:

On behalf of Rockville Motel Associates (the “Applicant”) we respectfully request (1) a Minor Site Plan Amendment for a change in use for the existing Accessory Restaurant within the Best Western hotel and (2) a Parking Waiver for a reduction of 44 spaces to accommodate the establishment of a Full-Service Restaurant on site. Accordingly, enclosed please find a completed Application for a Minor Site Plan Amendment and Parking Waiver Request.

I. Background

The existing Best Western hotel is located on ownership Lot 19C, comprised of 210,880 square feet of land area (the “Property”). The Property is zoned MXE. In 2017, the eastern portion of the land area originally associated with the Best Western was transferred to JSF West Montgomery, LLC and developed to accommodate a self-storage facility.¹

The Property is currently improved with a hotel containing 164 guestrooms and 4,500 square feet of assembly space, as well as a 4,900 square foot accessory restaurant. The hotel employs approximately 34 people. Pursuant to the Zoning Ordinance, and absent any reductions, the hotel use (without any accessory restaurant use) requires 193 parking spaces and the Property has 194 spaces on the Property.²

¹ The self-storage use requires 18 spaces, and 18 spaces are located on the self-storage ownership lot.

² Pursuant to Zoning Ordinance section 25.16.03, 1 space is required for each guestroom (164 spaces), 1 space for every 400 square feet of assembly space (12 spaces), and 1 space for every 2 employees (17 spaces).

In December 2019, the Planning Commission approved a Parking Waiver for 29 spaces to accommodate an accessory hotel restaurant use within the existing Best Western hotel.³ With the approved Parking Waiver, 193 parking spaces are required for the existing development on site – inclusive of the hotel, assembly space, and accessory restaurant – and 194 parking spaces are provided.

II. Minor Site Plan Amendment – Change in Use

Due to changing economic conditions in the hospitality industry, the Applicant is proposing minor modifications to the existing restaurant to convert the use into a full-service restaurant. This change in use will be facilitated through minor improvements to the existing accessory restaurant structure on-site. Namely, an existing door on the southwest façade that currently leads from the lobby to the outdoors will shift slightly to provide the restaurant with direct access to the outdoors and windows will be added or repositioned to accommodate fit out for a new restaurant tenant. The resulting restaurant will be approximately 5,500 square feet.⁴

Notably, the restaurant has effectively functioned as a full-service restaurant since opening in 1978. For more than 40 years, the on-site restaurant has served both hotel guests and patrons who are not staying on-site. To this end, the existing restaurant within the hotel is open to the public, has always been open to the public, and will continue to be open to the public with the proposed modifications. There is no functional change in the operation of the restaurant between the existing condition and the proposed condition.



Figure 1: Current direct-exterior access doorway at the southwest facing façade of the restaurant. The Applicant is proposing to slightly move this primary doorway entrance to the area of this façade that is currently improved with windows, to create a more central exterior access point directly to the restaurant.

³ See Exhibit A, “Parking Waiver WAV2020-00017.” The Planning Commission approved WAV2020-00017 in December 2019. The approved parking waiver was formally implemented through approval of Site Plan Amendment STP2020-00404, which reflected the amended parking calculation, in March 2020.

⁴ See Exhibit B, “Amended Floorplan of Proposed Full-Service Restaurant Area.” The approximate area of the proposed restaurant use is outlined in blue on the attached amended floorplan. Approximate locations of the existing exterior accessway and proposed new accessway are labeled accordingly.

A. Prior Site Plan Amendment

The Chief of Zoning approved Site Plan Amendment (STP2020-00404) for the Property in March 2020, as an amendment to application U-398-68.⁵ The previous Site Plan Amendment was approved for the redesign of the interior of the hotel to accommodate an accessory restaurant and to reflect an approved Parking Waiver (WAV2020-00017) for 29 surface parking spaces. The Applicant is proposing this Minor Site Plan Amendment as an amendment to the previously approved plan for the Property.

B. Required Site Plan Amendment Findings

The proposed change in use satisfies each of the required findings stipulated in Sec. 25.07.01.a.3(a) of the Zoning Ordinance for approval of a Minor Site Plan Amendment. Each required finding is addressed in turn below:

(a) A site plan application that does not impair a project plan or a special exception, may be approved only if the applicable Approving Authority finds that the application will not:

i. Adversely affect the health or safety of persons residing or working in the neighborhood of the proposed development;

The proposed Minor Site Plan Amendment will not adversely affect the health or safety of residents or employees in the surrounding neighborhood. The Applicant is proposing minor modifications to the existing restaurant building to accommodate a change in use from the existing accessory restaurant to a full-service restaurant. This change is limited to interior renovations and adjusting the location of an existing door to create a new “primary” door from the restaurant to the building’s exterior. These changes are minor in nature and will not create any adverse impact. Importantly, as demonstrated in Lenhart Traffic Consulting Inc.’s November 2024 Scoping Memorandum, the proposed Minor Site Plan Amendment and Parking Waiver will not adversely impact traffic or parking demand.⁶ The proposed Minor Site Plan Amendment will benefit the surrounding neighborhood by providing a new dining option in the area.

ii. Be detrimental to the public welfare or injurious to property or improvements in the neighborhood;

The proposed Minor Site Plan Amendment will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood. The Applicant is proposing minor modifications to the existing restaurant space on-site to accommodate a new dining option for the neighborhood. As demonstrated by Lenhart Traffic Consulting Inc.’s November 2024 Scoping Memorandum submitted along with this application, the change in use and proposed parking waiver of 44 spaces will not impact the surrounding neighborhood. This application is proposing

⁵ See Exhibit C “STP2020-00404 Resolution of Approval.”

⁶ See Exhibit D “Lenhart November 2024 Scoping Memorandum.” Pursuant to the November 2024 Scoping Memorandum, the parking impacts and traffic generation associated with this Minor Site Plan Amendment are de minimis.

a new, quality dining option on-site to the benefit of nearby residents and employees working within the surrounding area. In sum, the full-service restaurant at this location represents more efficient land use in better utilizing this currently under utilized property.

- iii. *Overburden existing and programmed public facilities as set forth in article 20 of this chapter and as provided in the adopted adequate public facilities standards;***

This application is minor in nature and will not overburden existing and programmed public facilities. The proposed changes are limited to interior renovations and implementation of a new “primary” entrance for the existing restaurant. These changes are minor and will not impact public facilities serving the Property.

- iv. *Adversely affect the natural resources or environment of the City or surrounding areas;***

The proposed interior renovations and minor changes to the exterior entrance will not impact the natural resources or environment of the City or surrounding areas. As detailed herein, this application proposes a minor redesign to accommodate a change in use from the current accessory hotel restaurant. No changes to the existing building’s footprint or exterior site area are proposed. As such, these changes are limited to the existing development on site and will not impact natural resources or the environment.

- v. *Be in conflict with the Plan;***

This Amendment is limited to minor modifications to the existing restaurant space and implementation of the requested Parking Waiver. This application does not conflict with the Plan. Moreover, the proposed Minor Site Plan Amendment represents a minimal change to the prior Site Plan Amendment, which was approved by the Chief of Zoning in March 2020 to reflect an approved Parking Waiver (WAV2020-00017) for 29 surface parking spaces.

- vi. *Constitute a violation of any provision of this chapter or other applicable law; or***

The proposed Minor Site Plan Amendment complies with the applicable zoning regulations and does not constitute a violation of the Zoning Ordinance or other applicable law.

- vii. *Be incompatible with the surrounding uses or properties.***

The proposed restaurant use is compatible with the surrounding uses and properties. As noted, up until recently, the existing restaurant on-site functioned as a full-service restaurant and included a door directly to the exterior of the building. This change in use is consistent with the existing development, which the Chief of Zoning found to be compatible with the surrounding uses and properties in the March 2020 approval of STP2020-00404.

III. Requested Parking Waiver

The Property is currently improved with 194 parking spaces. Pursuant to Sec. 15.16.03.h.1 of the Zoning Ordinance, the Applicant is requesting a parking waiver of 44 spaces to accommodate conversion of the existing restaurant on-site into a full-service restaurant.

A. Applicable Parking Requirements

Below is a summary of the applicable minimum parking requirements for the existing hotel use, accessory restaurant, and proposed full-service restaurant.

1. Hotel

The existing hotel includes 164 guest rooms, 4,500 square feet of banquet or assembly space, and has 34 employees. Pursuant to Sec. 25.16.03 of the Zoning Ordinance, the hotel requires 1 space for each guest room (164 spaces), 1 space for every 400 SF of assembly space (12 spaces), and 1 space for every 2 employees (17). As such, the hotel use (without any restaurant) requires a minimum of 193 parking spaces.

2. Accessory Restaurant

The Property is currently improved with a 4,900 SF accessory restaurant use. Pursuant to Sec. 25.16.03, the accessory restaurant (within a hotel), requires 1 space for every 200 square feet of gross floor area, and 1 space for every 2 employees. This accessory use requires a minimum of 29 parking spaces. The Applicant requested a parking reduction of 29 spaces and the City approved a Parking Waiver of 29 spaces in spring 2020.

3. Proposed Full-Service Restaurant

Pursuant to Sec. 25.16.03 of the Zoning Ordinance, a full-service restaurant requires 1 space for every 50 SF of patron area (excluding restrooms), 1 space for every 80 SF of outdoor patron use area, 1 space for every 2 employees, and 1 space for every 15 SF of bar patron area where the bar patron area exceeds 10% of the total patron use area. The proposed restaurant use will not include outdoor patron area or a bar with patron area that requires parking. The proposed ±5,500 SF full-service restaurant will include approximately 3,300 SF of patron use area (60% of total GFA) and is anticipated to employ 14 employees. Accordingly, the full-service restaurant will require 73 parking spaces. Factoring in the previous 2020 Parking Waiver of 29 spaces for the Property, a reduction of 44 spaces is required to accommodate the proposed full-service restaurant on site.

B. Parking Waiver Justification

Section 25.16.h of the Zoning Ordinance provides that the Planning Commission has the authority to reduce the required number of parking spaces for uses in the buildings that meet a number of criteria, including (b) there are three or more bus routes in the immediate vicinity of the building; or (f) for any other good cause shown.

The Property is served by three bus routes immediately adjacent to the Property. Moreover, for the reasons set forth below, there is good cause for the Planning Commission to grant the parking reduction.

1. The Property has an Abundance of Vacant Parking Spaces

The Applicant has experienced low parking utilization since the COVID-19 Pandemic. Even before the Pandemic, the existing hotel experienced decreasing occupancy. The onset of the Pandemic exacerbated this trend, resulting in lower utilization. Due to current conditions in the Rockville subregion hospitality industry, the Applicant does not anticipate that hotel occupancy will ever return to pre-Pandemic levels. Today, the site is consistently over parked, as the existing 194 spaces are more than adequate to accommodate current demand and there are always a significant number of vacant parking spaces available.

The Applicant observed on-site parking demands at three different times of day throughout the month of August 2024.⁷ With observation at peak hours (7 AM & 7 PM) and mid-day (12 PM), there was not one instance in which 90 or more spaces were occupied at any one time. At any given time, more than 64% of the parking spaces on site are empty.

With an average occupancy of 84 rooms (51%), an average of 70 spaces were utilized at 7 AM, 32 spaces at 12 PM, and 71 spaces at 7 PM. On average, more than 120 parking spaces were available during peak hours of demand. The highest parking utilization (89 spaces and 1 bus) coincided with the highest hotel occupancy during the month (120 occupied of 164 total rooms (73%)). Thus, even at relatively significant occupancy (nearly 20% more than average), over 100 parking spaces remained empty and available on-site.

Best Western Premier Rockville MD		Occupied	7AM		12 Noon		7:00 PM	
		Rooms	Vehicles	Bus	Vehicle	Bus	Vehicle	Bus
	8/6/24	103						
Wed	8/7/24	74	81		30		49 4 trucks	
Thur	8/8/24	69	53 4 trucks		25		60 4 trucks	
Fri	8/9/24	84	70 4 trucks		34		68 3 trucks	
Sat	8/10/24	113	50		39		79	1
Sun	8/11/24	92	80	1	35		81 2 trucks	1
Mon	8/12/24	78	63 2 trucks	1	30		51 1 trucks	1
Tue	8/13/24	97	66 2 trucks	1	28		64 2 trucks	1
Wed	8/14/24	81	69	1	37		70	
Thur	8/15/24	69	68		24		57 4 trucks	
Fri	8/16/24	59	47 4 trucks		23		56 5 trucks	
Sat	8/17/24	62	38 4 trucks		18		49 4 trucks	
Sun	8/18/24	75	45 2 trucks		24		66	
Mon	8/19/24	94	60		34		67	4
Tue	8/20/24	91	78	4	67		78 2 trucks	
Wed	8/21/24	120	66 3 trucks		36		89 2 trucks	1
Thur	8/22/24	76	81 1 truck	1	32		74	

Note: Panel vans and pick ups are counted as vehicles. Trucks are cargo, delivery and tractor trailer trucks.

Figure 2: Applicant’s Observed Parking Utilization Data for the Month of August 2024

⁷ See Exhibit E, “August 2024 Parking Utilization.” The month of August consistently represents the highest parking lot utilization due to hotel guests using more individual vehicles for hotel parking. Although the hotel occupancy is highest during the Spring, parking lot utilization is typically lower during these months than in August due to a relatively high number of hotel guests travelling to and from the hotel using tour bus services.

Additionally, the existing assembly space (i.e., hotel banquet rooms) generate negligible parking demand on-site. Unlike most hotel banquet spaces, these facilities are typically not utilized by groups or individuals who are not staying at the hotel. As such, any practical parking demand generated by this assembly space usually overlaps with parking generation of the hotel use. This overlap also contributes to the abundance of vacant surface parking spaces on site.

2. The Northern Parking Lot Area is Under Utilized

There is sufficient surface parking adjacent to the existing accessory restaurant to accommodate the proposed full-service restaurant. Demand for on-site parking has consistently been concentrated around the hotel use – opposite from the location of the proposed restaurant on-site. As shown outlined in teal in Figure 3 below, parking for the hotel use largely occupies the southern side of the existing surface lot. This area of the parking lot is closer to the hotel use and provides quicker access to guest rooms. Conversely, the area of the parking lot closest to the restaurant use (shown outlined in green) is the most underutilized portion of the lot. As such, a substantial number of parking spaces proximate to the restaurant are always available.



Figure 3: Aerial Imagery of On-Site Parking Utilization Areas

3. No Surrounding Residential Areas will be Adversely Impacted by Parking Reduction

No residential uses will be impacted by future parking demands from the proposed full-service restaurant use. The closest residential street is more than 800 feet from the proposed restaurant, down a steep hill and across six lanes of traffic on West Montgomery Avenue. It would be difficult to imagine any instance where a restaurant or hotel patron would park on any residential street or surface lot due to (1) the abundance of available on-site parking and (2) the functional distance of residential areas from the hotel and restaurant.

4. The Existing Hotel Use will have Sufficient Parking

Due to a significant amount of motor coach business and ride-share app utilization by hotel guests, parking space availability is not an issue for the hotel use. Regardless of the time of year or day, the existing hotel use is over parked to the extent that parking on-site is never fully occupied. To this end, the Applicant would not jeopardize the viability of the hotel and request a waiver of an additional 44 parking spaces (for a total of 73 spaces in combination with WAV2020-00017) if doing so would create a shortage of parking for guests of the hotel. However, there is so much available parking that a total reduction of 44 spaces does not remotely infringe upon available parking for hotel guests. Accordingly, even with the requested waiver, on-site parking is more than sufficient to market and adequately serve guests and future restaurant patrons in practice.

5. The Requested Waiver is Appropriate Under the Montgomery County Zoning Ordinance & the City's Anticipated Zoning Ordinance Update

The requested Waiver for 44 spaces is consistent with the parking requirements for a restaurant use in a similarly zoned property in Montgomery County. In addition, it is anticipated that the forthcoming Rockville Zoning Ordinance update will lower the minimum parking requirements to bring them more in line with the surrounding jurisdictions.

The City's minimum parking requirements for full-service restaurants is outsized compared to Montgomery County's current parking requirements. In the City of Rockville, a full-service restaurant requires 1 space for every 50 SF of patron area (excluding restrooms), 1 space for every 80 SF of outdoor patron use area, 1 space for every 2 employees, and 1 space for every 15 SF of bar patron area where the bar patron area exceeds 10% of the total patron use area. When applied to the proposed restaurant on-site, the Rockville Zoning Ordinance requires a minimum of 73 parking spaces for this use.

In Montgomery County's Commercial / Residential and Employment Zones (which are comparable to the subject property's MXE Zone) a minimum of 4 parking spaces are required for every 1,000 square feet of patron use area in a restaurant. Montgomery County also institutes a maximum of 12 parking spaces for every 1,000 square feet of patron use area in Commercial / Residential and Employment Zones that are also located within a designated (1) Parking Lot District or (2) Reduced Parking Area. Under these Montgomery County parking standards, the proposed full-service restaurant would require a minimum of 13 parking spaces – which is 60 spaces less than that required by the Rockville Zoning Ordinance. Rockville's minimum of 73 parking spaces for this use are even more than the maximum allowed by Montgomery County in peer zones, as the County Ordinance would limit parking for the proposed restaurant to 40 parking spaces.

Additionally, it is anticipated that the City will reduce its minimum parking requirements with its forthcoming Zoning Ordinance update. It is anticipated that parking minimums will be lowered to align with overarching planning goals to reduce car dependency, lower housing costs, improve walkability, and promote sustainable development. This Parking Waiver request for a reduction in 44 surface parking spaces aligns with the City's goals for parking reform as part of the upcoming Zoning Ordinance update.

IV. Conclusion

For the reasons set forth, we respectfully request that the Planning Commission support the requested Minor Site Plan Amendment and Parking Waiver. We greatly appreciate your attention to this request.

Very truly yours,



Patricia A. Harris



Vincent G. Biase

Enclosures

EXHIBIT A



111 Maryland Avenue | Rockville, Maryland 20850-2364 | 240-314-5000
www.rockvillemd.gov

March 5, 2020

Mr. Jeff Wilder
Rockville Motel Associates
200 Old Palisades Road, Apt. 29GH
Fort Lee, NJ 07024

Ms. Patricia A. Harris
Lerch, Early and Brewer
7600 Wisconsin Avenue, Suite 700
Bethesda, Maryland 20814

Re: Parking Waiver WAV2020-00017 – 1251 West Montgomery Avenue

Dear Mr. Wilder and Ms. Harris,

At its December 11, 2019 meeting, the City of Rockville Planning Commission considered and voted to approve a 29 space parking waiver for the above-referenced application. The proposal was submitted and processed in accordance with the applicable laws and procedures outlined in the City's Zoning Ordinance. The approved parking waiver is contingent on the submission of an amended site plan reflecting the new parking calculation.

Findings

As stated, Section 25.16.03.h.1 of the Zoning Ordinance gives the Planning Commission the authority to reduce the required number of parking spaces provided that a site meets one of the criteria identified. The Planning Commission made the following findings:

- (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*

Finding: The site does not meet this criterion, as the site is located well beyond this walking distance from a Metro station.

Best Western Hotel
WAV2020-00017 Approval Letter
March 5, 2020
Page 2

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

Finding: This criterion is met. There are approximately five (5) Ride-On bus routes with multiple stops within approximately $\frac{3}{4}$ of a mile or less from the subject site, with the closest being approximately 0.6 miles. Each of these bus routes provides service to either the Shady Grove, Rockville or Twinbrook Metro stations.

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

Finding: The site does not meet this criterion, as there is no public parking facility nearby.

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

Finding: The site does not meet this criterion. Provision (d) above provides for waiver consideration when the lot is so small that compliance with parking requirements would prevent the redevelopment of the site. The size of the subject lot is 3.9 acres, so it is not restricted by its size.

(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

Finding: This criterion has been met. Existing bicycle facilities in the area of the site include the shared use path along the southwest side of West Montgomery Avenue providing access to the Falls Grove to Rock Creek crosstown bicycle route. This path connects to the Friendship Bridge for pedestrians and bicyclists over I-270, and to Woottons Mill Park via a bike lane along Watts Branch Parkway. Staff notes that the use of bicycles to access the site may be limited to employees.

Best Western Hotel
STP2020-00404 and WAV2020-00017 Approval Letter
March 5, 2020
Page 3

(f) For any other good cause shown.

Finding: The applicant has provided a justification in their submittal to support the request based on "other good cause shown". Although the site is located well over a mile from the nearest Metro Station, the applicant has a demonstrated history of operating a shuttle that goes between the hotel site and the Metro Station. The hotel's data indicates that approximately 20% of all hotel guests do not drive to the site, but instead use the hotel shuttle.

In addition, the numbers provided by the applicant for the week-long parking use study indicate that a substantial number of spaces are available at any given time. This, in combination with the hotel operator's desire to primarily serve existing hotel customers, leads staff to accept the applicant's argument that there will be a minimal increase in parking demand on the site as a result of the proposed accessory restaurant.

Per. Sec. 25.04.02.f of the Zoning Ordinance, any person aggrieved by a final decision of the Planning Commission may appeal same to the Circuit Court of Montgomery County, taken according to the Maryland Rules as set forth in Title 7, Chapter 200.

Sincerely,



R. James Wasilak, AICP
Chief of Zoning

Best Western Hotel
WAV2020-00017 Approval Letter
March 5, 2020
Page 4

Note: A building permit may be issued only when the conditions of approval have been met and a copy of the following acknowledgement, signed and executed by the applicant, has been returned to the Planning Division office. Be advised that Commission approval does not constitute approval by any department or agency having jurisdiction over this development project.

I ACKNOWLEDGE RECEIPT OF THIS LETTER REGARDING PARKING SPACE APPLICATION WAIVER WAV2020-00017 AND AGREE TO FULLY COMPLY WITH CONDITIONS UPON WHICH APPROVAL WAS GRANTED. I FURTHER ACKNOWLEDGE THAT FAILURE TO COMPLY WITH THESE CONDITIONS MAY CAUSE APPROVAL TO BE REVOKED BY THE PLANNING COMMISSION.

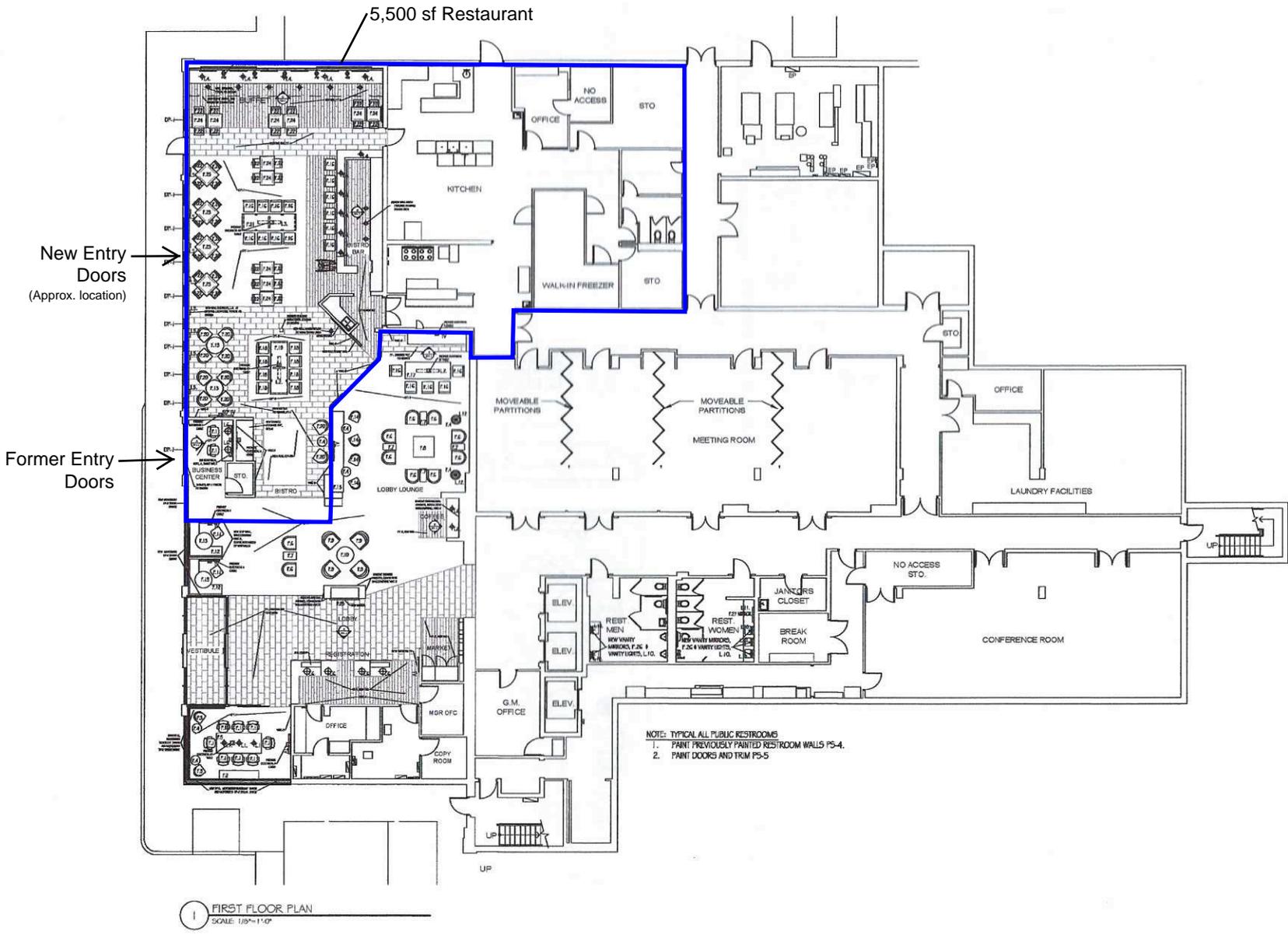


(Applicant's Signature)

Jeffrey S Wilder

(Applicant's Printed Name)

EXHIBIT B



Spaces
 DESIGN GROUP, INC.
 2711 Wehala Drive 004276-0943
 Richmond, ESTHCOOY@spaces.com

DRAWN BY: TWP
 DATE: 12.01.2021
 REV1: 12.16.2021
 REV2: 02.11.2022
 REV3: 03.12.2022
 FILE: SDG-BW-RMD-2021

FIRST FLOOR PLAN

BW | Best Western.
 Hotels & Resorts
 1251 WEST MONTGOMERY AVENUE
 ROCKVILLE, MARYLAND 20850-3133

SHEET
ID1.0
 OF -

EXHIBIT C



City of
Rockville
Get Into It

111 Maryland Avenue | Rockville, Maryland 20850-2364 | 240-314-5000
www.rockvillemd.gov

March 5, 2020

Mr. Jeff Wilder
Rockville Motel Associates
200 Old Palisades Road, Apt. 29GH
Fort Lee, NJ 07024

Ms. Patricia A. Harris
Lerch, Early and Brewer
7600 Wisconsin Avenue, Suite 700
Bethesda, Maryland 20814

Re: Site Plan Amendment Application STP2020-00404 – 1251 West Montgomery Avenue

Dear Mr. Wilder and Ms. Harris,

In accordance with Section 25.07.01 of the City of Rockville Zoning Ordinance, the Chief of Zoning has determined that the minor site plan amendment (STP2020-00404) reflecting the approved parking waiver is consistent with the Zoning Ordinance and has been approved as an amendment to application U-398-68, as amended. This constitutes approval for the following site improvements:

- The redesign of the interior of the existing hotel to accommodate a 4,779 square foot ancillary restaurant.

Section 25.07.06 of the Zoning Ordinance requires that construction or operation must commence within two (2) years of the effective date of the Chief of Zoning approval letter or the application approval shall expire. If the applicant can show just cause, a maximum of two (2) time extensions may be granted by the Chief of Zoning, one (1) year for the first extension and six (6) months for the second extension. However, time extensions are not automatically approved, and sufficient detail and justification will be required in order for the Chief of Zoning to consider granting an extension.

Mayor Bridget Donnell Newton | Councilmembers Monique Ashton, Beryl L. Feinberg, David Myles, Mark Pierzchala
City Manager Robert DiSpirito | City Clerk/Director of Council Operations Sara Taylor-Ferrell | City Attorney Debra Yerg Daniel

Best Western Hotel
STP2020-00404 Approval Letter
March 5, 2020
Page 2

Sincerely,

R. James Wasilak

R. James Wasilak, AICP
Chief of Zoning

I ACKNOWLEDGE RECEIPT OF THIS LETTER REGARDING SITE PLAN AMENDMENT APPLICATION STP2020-00404 AND AGREE TO FULLY COMPLY WITH CONDITIONS UPON WHICH APPROVAL WAS GRANTED. I FURTHER ACKNOWLEDGE THAT FAILURE TO COMPLY WITH THESE CONDITIONS MAY CAUSE APPROVAL TO BE REVOKED BY THE CITY OF ROCKVILLE.

Jeffrey S Wilder

(Applicant's Signature)

Jeffrey S Wilder

(Applicant's Printed Name)

EXHIBIT D

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: November 12, 2024

TO: Faramarz Mokhtari

FROM: Nick Driban

RE: 1251 West Montgomery Avenue – Scoping Memorandum/Comment Response

The purpose of this memorandum is to provide a comment-response relating to the scoping comment received for the site located at 1251 W. Montgomery Avenue in Rockville. **Exhibit 1** provides a map showing the site's location.

The originally-submitted scoping package included information from the ITE Trip Generation Manual's definition for the Hotel land use (ITE-310) documenting that hotel trip generation rates are inclusive of trips generated by "the sleeping accommodations" themselves, as well as "supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities." Therefore, since the number of rooms within the hotel is not proposed to change, there is no net change in trips associated with the proposed modifications to the restaurant. We still believe this information to be the correct interpretation of the relevant technical documents (ITE Trip Generation Manual), i.e. that the proposed restaurant modifications will not generate any additional trips to/from the site.

However, in response to the originally-submitted Scoping Intake Form, we received the following comment:

The proposed change is to separate the existing hotel-related dining and breakfast area and replace it with a full-service restaurant that will be operated by a different operator and functions as a standalone restaurant. Since this is no longer an ancillary use to the existing hotel, please make the needed changes to scoping intake or provide additional support to justify it as hotel ancillary use.

In essence, the City's comment is based on the contention that the existing restaurant is only serving 'hotel-related dining' so it is therefore ancillary to the hotel, whereas the proposed restaurant will function as a standalone restaurant, thereby making it no longer ancillary to the hotel. Not only is this contention not supported by the ITE Trip Generation Manual's Hotel land use definition, as quoted above, but the facts of this case also do not support this assertion for the following reasons:

- The existing restaurant within the hotel is open to the public, has always been open to the public, and will continue to be open to the public with the proposed modifications. There is no functional change in the operation of the restaurant between the existing condition and the proposed condition. Therefore, the comment's contention that the use of the

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

restaurant is somehow being modified is factually not supported. As shown on **Exhibit 2**, the proposed restaurant represents a decrease in square footage compared to the previously-existing restaurant and, therefore, will result in a net decrease in trips.

- As further evidence that the contention that the existing restaurant is only ‘hotel-related’ is incorrect, a timeline of the restaurant’s use follows:
 - For more than 40 years, from 1978 to 2021, the site operated as a 7,000 square foot restaurant, known as Callaway’s, which was open to the public and had direct-exterior access from the restaurant to the outside. The photo below shows the exterior access from Callaway’s, as well as the Callaway’s logo emblazoned on the exterior facing windows. Page 8 includes additional information and photos of Callaway’s. As shown, the site was advertised on Yelp and was open to the general public.



Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

- Subsequent to Callaway's closing, the site was converted to Bogart's. Pages 9 & 10 include information demonstrating that Bogart's has been advertised to the general public by both the Maryland Office of Tourism as well as the Explore Rockville promotion website. Additionally, Bogart's was previously included on the Toast website, with options for food pickup by the public. This indicates that the existing restaurant is not only open to the public, but is actively being advertised to a market extending well beyond the hotel.

It is important to emphasize that trip generation rates are determined by the ITE Trip Generation Manual and this manual specifically includes a full-service restaurant as part of the hotel trip generation rates. The fact that the City's Zoning Ordinance distinguishes between a hotel restaurant and a standard restaurant for purposes of parking calculations, has no bearing on the ITE trip generation rates or actual traffic coming to/from this site; the number of parking spaces is entirely separate from the trip generation and is an irrelevant factor.

In Conclusion:

- As demonstrated, the site has always operated as a full-service restaurant, open to the public, and advertised to a wide-audience extending well beyond just hotel guests. Trips associated with this use must be considered existing trips for the site. As shown on Exhibit 2, the proposed restaurant represents a decrease in square footage compared to the previously-existing restaurant and, therefore, will result in a net decrease in trips.
- As an alternative to the bullet, above, the scoping package initially submitted included information from the ITE Trip Generation Manual's definition for the Hotel land use documenting that Hotel trip generation rates are inclusive of trips generated by "the sleeping accommodations" themselves, as well as "supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities." Therefore, since the number of rooms within the hotel is not proposed to change, there is no net change in trips associated with the proposed modifications to the restaurant.
- Based on the above, one of the following two things must be true. Either:
 - A) The restaurant always has been and will continue to be entirely ancillary to the hotel use, as specifically stated by the ITE Trip Generation Manual's Hotel land use definition; or
 - B) The restaurant has never been and will never be ancillary to the hotel use and must be analyzed as a stand-alone land use, in which case the decrease in proposed square footage relative to the full-service, public-facing restaurant that has operated on-site for more than 40 years demonstrates a decrease in the number of trips to/from the site associated with the proposed modification.

Based on the summation of the information presented above, the net change in trips associated with the currently-proposed modification to the site is either 0 net-new trips, assuming the use is ancillary to the hotel (Case A), or less-than-zero, based on the decrease in square footage of the restaurant (Case B). As such, no further transportation information should be required for the modifications currently being proposed to the restaurant.

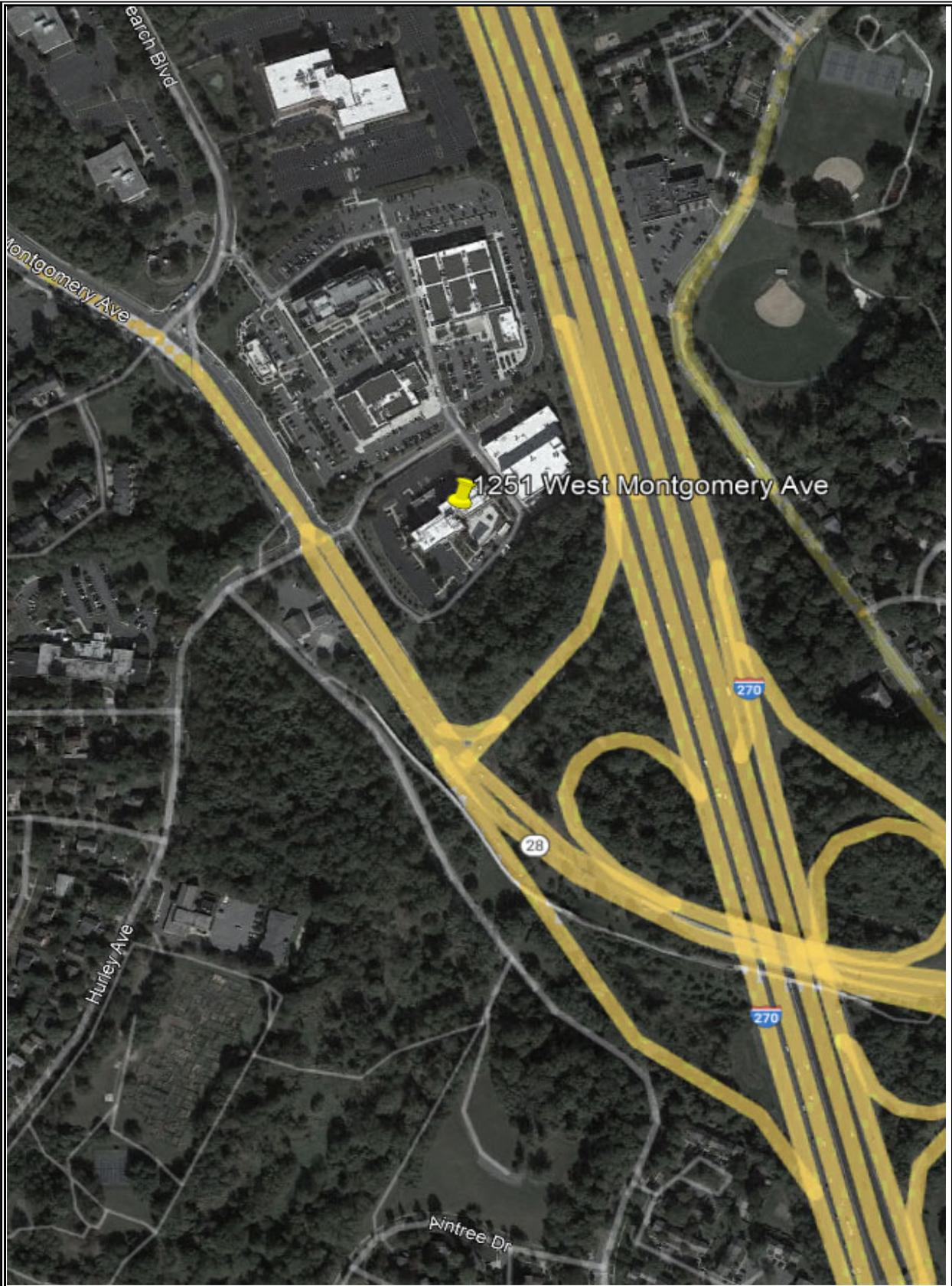
Appendix B: Scoping Intake Form



City of Rockville

Comprehensive Transportation Review Scoping Intake Form

Project name:	Best Western Premier Rockville - Restaurant Modification							
Permit number, if available:								
Property address:	1251 W. Montgomery Avenue, Rockville, MD 20850							
Contact person:	Nick Driban							
Contact phone number:	410-294-7195							
Contact e-mail address:	ndriban@lenhartraffic.com							
Existing and proposed land use density:	Use				Square Footage / Dwelling Units			
	Existing: High-Turnover (Sit-Down) Restaurant (ITE-932)				7,000 square feet			
	Proposed: High-Turnover (Sit-Down) Restaurant (ITE-932)				5,500 square feet			
Trip generation:	Peak Hour Site Trips							
Land use code: ITE-932 ITE or LATR:	Peak Period	In Prop	(Ex)	Out Prop	(Ex)	Total Prop (Ex)		=> Net
	AM	29	(37)	24	(30)	53	(67)	-14
	PM	30	(38)	20	(25)	50	(63)	-13
	SAT	32	(40)	30	(38)	62	(78)	-16
Proposed study area, including boundaries and intersections:	N/A							
Proposed access points:	No changes proposed to existing access points along Hurley Avenue							
Projected build out date:	ASAP - Early 2025							
Statement of operations:	Please see preceding memo							



<p>Traffic Impact Analysis</p>	<p>Site Location Map</p>	<p>Exhibit 1</p>
 <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>	<p>- Site Location</p>	

Trip Generation Rates

High Turnover (Sit-Down) Rest. (ksf, ITE-932)

Morning Trips = 9.57 x ksf
 Evening Trips = 9.05 x ksf
 Midday Sat. Trips = 11.19 x ksf

Trip Distribution (In/Out)

55/45
 61/39
 51/49

Trip Generation Totals

			AM Peak			PM Peak			Saturday Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Existing	High Turnover (Sit-Down) Rest. (ksf, ITE-932)	7,000 sq.ft.	37	30	67	38	25	63	40	38	78
Proposed	High Turnover (Sit-Down) Rest. (ksf, ITE-932)	5,500 sq.ft.	29	24	53	30	20	50	32	30	62
Net Trip Generation Totals:			-8	-6	-14	-8	-5	-13	-8	-8	-16

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition.

Traffic Impact Analysis

Trip Generation
for Site

**Exhibit
2**



LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
 SEVERNA PARK, MD 21146
 www.lenharttraffic.com

Land Use: 310

Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

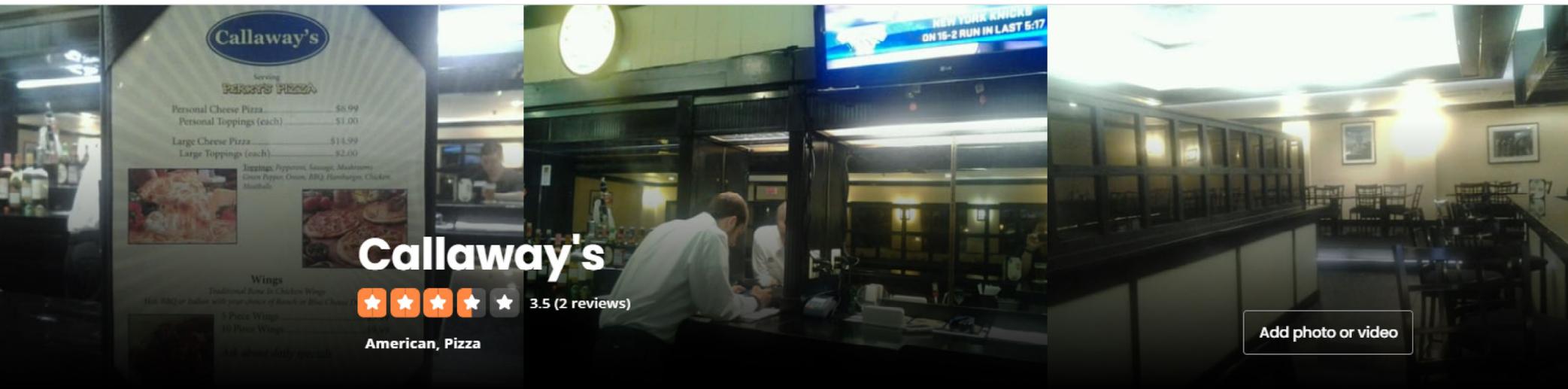
The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

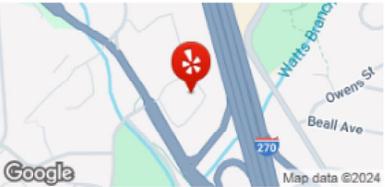


⚠️ Yelpers report this location has closed. Find a similar spot.

- ★ Write a review
- 📷 Add photo
- 📄 Share
- 🔖 Save

Location & Hours

Suggest an edit ✎



1251 W Montgomery Ave
 Best Western Plus
 Rockville Hotel & Suites
 Rockville, MD 20850

Get directions

(301) 424-4940

Get Directions
 1251 W Montgomery Ave Best Western Plus Rockville Hotel & Suites
 Rockville, MD 20850

Suggest an edit

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"This was my first time at this location and my husband and I



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BOGART'S FOOD & SPIRITS

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[Get Directions](#)

DETAILS

Located on the lobby level of the Best Western Premier Rockville, Bogart's offers breakfast and dinner service at value-oriented pricing. Great for private luncheons and happy hours.

HOURS

See website for hours.

LOCATION

1251 W Montgomery Ave.
Rockville, MD
20850

[GET DIRECTIONS](#)

CONTACT

MAP

[CAPITAL REGION](#)

Bogart's

Place Categories:

[Eat & Drink](#)

[Global Bites Dining Days](#)

[Global Bites](#)

Place Tags:

[global bites](#)

[Global Bites Dining Days](#)

[Profile](#)

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[Map](#)

Offering fine spirits and food in the Rockville Best Western Premier Rockville Hotel & Suites.

[Website](#)

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[Previous](#)

[Next](#)

Rockville, MD United States	Mon Oct 14 2024	1 NIGHT	Tue Oct 15 2024	Best Rate	1 Adult 0 Children
DESTINATION	CHECK-IN	CHECK-OUT	RATES	ADULTS	

VIEW ROOMS EDIT



CAPTIONS

VIEW GALLERY



4.3/5 1,512 Reviews VERIFIED

There are no rooms currently available. Please modify your search.

- Overview
- Guest Rooms
- Amenities
- Hotel Policies
- Location
- Nearby Attractions

Hotel Overview

Located in Rockville, Maryland, Best Western Premier Rockville Hotel & Suites is a contemporary hotel for business, leisure, and government travelers. Just off Interstate 270 Exit 6B and Route 28/West Montgomery Avenue, easy access to the Rockville, Gaithersburg, Potomac, and Bethesda area. The hotel is 12 miles from Washington, DC, and a 10-minute drive to the Rockville Metro Red Line trains.

Indulge in a delightful start to your day with our tempting breakfast options at Bogart's, available for an additional fee. Alternatively, wind down your evening with a relaxing dinner and drinks at the same venue.

Our full-service hotel offers unmatched service, art-filled spaces, and modern amenities, including a business center, gym, and a seasonal outdoor pool. Host meetings, gatherings, and weddings in 4,200 square feet of event space and one of the top banquet halls in Rockville, MD.

Relax in 164 spacious accommodations, including king and double queen rooms, studio suites, and two-room suites - the largest in Rockville. Enjoy walk-in showers, plush bedding, 55-inch TVs with cable, free Wi-Fi, and the We Care fresh air system for a healthy, comfortable stay.

Know Before You Go

Just 12 mi. to DC! Free Wi-Fi & parking. Reserve your rooms now!



CITY OF ROCKVILLE PLANNING DIVISION
STAFF REPORT

JUNE 23, 1995

SUBJECT:

Special Exceptions SPX95-0227 & SPX95-0228

Applicant: West Montgomery Hotel Holdings, Inc.
Manor Care, Inc.
10750 Columbia Pike
Silver Spring, Maryland 20901

Counsel: Howard J. Thomas, Esquire
Bradshaw, Thomas & Yeatman
8720 Georgia Avenue, Suite 706
Silver Spring, Maryland 20910

Property Location: 3 Research Court
Rockville, Maryland 20850

Planning Commission Review Date: June 28, 1995
Board of Appeals-Public Hearing Date: July 15, 1995

PERVIOUS RELATED ACTION:

- Special Exception S-15-76, request to construct a 173 unit motel/hotel with restaurant and banquet facilities on the subject property, approved by the Board of Appeals on April 3, 1976.
- Use Permit U-36-76, development proposal for a 176 unit motel with restaurant and banquet facilities on the subject property, approved by the Planning Commission on May 28, 1976.
- Appeals Application A-55-77, request for a height variance to construct a 20 foot tall pylon sign, dismissed by the Board of Appeals on February 4, 1978.
- Special Exception S-175-90, request to redevelop site and construct new 128 unit all suites hotel on the subject property, approved by the Board of Appeals on July 7, 1990. (EXPIRED DUE TO NON-IMPLEMENTATION)
- Annexation Petition X-106-89, request to annex 27,137 square feet of land located at the southeast quadrant of the Shady Grove Road and I-270 Interchange, approved by the Mayor and Council on July 14, 1986.

EXHIBIT E

BEST WESTERN PREMIER - ROCKVILLE, MD

		Occupied	7AM		12 Noon		7:00 PM	
		Rooms	Vehicles	Bus	Vehicle	Bus	Vehicle	Bus
	8/6/2024	103						
Wed	8/7/2024	74	81		30		49 4 trucks	
Thur	8/8/2024	69	53 4 trucks		25		60 4 trucks	
Fri	8/9/2024	84	70 4 trucks		34		68 3 trucks	
Sat	8/10/2024	113	50		39		79	1
Sun	8/11/2024	92	80	1	35		81 2 trucks	1
Mon	8/12/2024	78	63 2 trucks	1	30		51 1 trucks	1
Tue	8/13/2024	97	66 2 trucks	1	28		64 2 trucks	1
Wed	8/14/2024	81	69	1	37		70	
Thur	8/15/2024	69	68		24		57 4 trucks	
Fri	8/16/2024	59	47 4 trucks		23		56 5 trucks	
Sat	8/17/2024	62	38 4 trucks		18		49 4 trucks	
Sun	8/18/2024	75	45 2 trucks		24		66	
Mon	8/19/2024	94	60		34		67	4
Tue	8/20/2024	91	78	4	67		78 2 trucks	
Wed	8/21/2024	120	66 3 trucks		36		89 2 trucks	1
Thur	8/22/2024	76	81 1 truck	1	32		74	

Note: Panel vans and pick ups are counted as vehicles. Trucks are cargo,delivery and tractor trailer trucks.



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 _____

Subdivision _____ Lot(s) _____ Block _____

Zoning _____ Tax Account(s) _____

Applicant Information:

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

Applicant _____

Property Owner _____

Architect _____

Engineer _____

Attorney _____

LEED AP _____

Project Name _____

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 # WAV2025-00013

Date Accepted _____

Staff Contact _____

OR

Application Intake:

Date Received December 16, 2024

Date of Checklist Review \$513.00

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.



PLANNING COMMISSION Meeting Date: April 9, 2025

Agenda Item Type: BRIEFING

Department: CPDS - DEVELOPMENT REVIEW

Responsible Staff: KIMIA ZOLFAGHARIAN



Overview

Case: 255 Rockville Pike – Project Plan PJT2025-00021 and Level 2 Site Plan STP2025-00505

Location: 255 Rockville Pike

Staff: Kimia Zolfagharian, Principal Planner
Community Planning and Development Services
240.314.8224
kzolfagharian@rockvillemd.gov

Applicant: 255 Rockville Pike LLC

Filing Date: March 11, 2025

Discussion

255 Rockville Pike LLC (the “Applicant”) has filed Project Plan and Level 2 Site Plan applications to convert an existing office building into a multi-family residential building with up to 550 units. As of the date of this staff report, the applicant is also proposing a potential commercial component on the subject property. 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 established by the Mayor and Council on April 27, 1994 with approval of Preliminary Development Plan (“PDP”) PDP94-00001 for Rockville Center Inc., and allowed redevelopment of the former Rockville Mall property into a

phased, multiple building, mixed use development known as Rockville Center on 5 record lots (originally subdivided as Parcel 2-F, 2-G, 2-H, 2-J and 2-K within the Rockville Town Center subdivision), located at the southwest corner of Rockville Pike (MD355) and East Middle Lane intersection. This PDP includes 255 Rockville Pike, 199/198/196 East Montgomery Avenue, and 41 Maryland Avenue. The subject property is a record lot, being Lot 2-F of the Rockville Town Center subdivision.

The PDP as originally approved included a mixed-use structure containing 493,825 square feet of office and retail, with a maximum building height ranging from 158 feet to 217 feet (see page 55 of Resolution 10-05 for PDP1994-00001). Subsequent amendments to the PDP changed land uses and densities within the five blocks, with the density of Block 1, Lot 2-F reduced to a total of 430,961 square feet (394,261 square feet of office, 36,700 square feet of retail/restaurant). The changes as approved in the latest amendment of the original PDP did not include residential.

PD amendments require the filing of a Project Plan application, and the application 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. 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, which has been submitted by the Applicant for the project at a future meeting.

Site Description

Location: 255 Rockville Pike
Planning Area: Planning Area 1 – Town Center
Land Use
Designation: OCRM – Office, Commercial and Residential Mix
Zoning District: PD-RCI (Planned Development – Rockville Center, Inc.) with MXTD (Mixed-Use Transit District) Equivalent Zone
Existing Use: Office Building (144, 609 square feet)
Proposed Use: Multi-Family Residential Building (up to 550 units) and/or Commercial
Site Area: 2.5 acres (109,107 square feet)
Building Height: 217 max.

Surrounding Land Use and Zoning

	Zoning	Planned Land Use	Existing Use

North	PD-MC (Planned Development – Metro Center)	O (Office)	Commercial
East	MXTD (Mixed-Use Transit District)	OCRM (Office Commercial Residential Mix)	Commercial
South	MXTD (Mixed-Use Transit District)	O (Office) P (Public Park)	Commercial
West	PD-RCI (Planned Development – Rockville Center, Inc.)	CRM (Commercial and Residential Mix)	Residential/Commercial

The Project Plan site is identified as Parcel 2-F of the Rockville Town Center and is approximately 2.5 acres (109,107 square feet). The property is generally trapezoidal in shape and is bounded by East Middle Lane to the north, Monroe Street to the west, Truck Street to the south and Rockville Pike (MD-355) to the east. The site is relatively flat with a slightly downward slope occurring from East Montgomery Avenue towards East Middle Lane. The property is improved with an office building and a parking garage. At the street level, the building is surrounded by sidewalks, street trees and furniture. The property is within the PD-RCI (Planned Development – Rockville Center, Inc.) Zone, and has an equivalent zone of MXTD (Mixed-Use Transit District), and is subject to the Rockville Center, Inc. PD governing documents. The subject property has a direct connection to the Rockville Metrorail/MARC/Amtrak station via the Rockville Pike pedestrian bridge. A portion of the walkway to the metro pedestrian bridge (south of the subject property) includes a public access easement on the subject site. The land use designation for the Plaza is P - Public Park.

Project Description

The applicant is proposing to amend the PDP by allowing the phased redevelopment of the subject property with residential and/or commercial uses. The first phase of the proposed Project Plan Amendment would include up to 300 multifamily units in a building approximately 83 feet in height, constituting an adaptive reuse of and vertical addition to the existing structured parking garage. A possible second phase of development would replace a portion of the building proposed in the first phase with a new residential tower, increasing the total proposed units up to 550 dwelling units. The maximum building height of the second phase would be a maximum of 217 feet in accordance with the approved PDP and the 2014 Resolution. The concurrent Level 2 Site plan application includes the first phase of the Project Plan Amendment proposal. The Applicant has indicated that the first phase involves demolishing the office levels in the subject property’s existing commercial structure, modifying columns, footings, and the podium slab to permit the adaptive reuse of the existing parking garage, and constructing a new multi-family residential building with a maximum height of 83 feet. The Applicant also indicates that the first phase improvements will include a lobby entrance from Rockville Pike, offer ground floor dwelling units with direct pedestrian access to and from Monroe Street, integrate new enhanced public spaces (including the portion of Promenade Park on the Property), and contain private amenities for tenant use. The Site Plan also proposes that the building will maintain the three existing access points from Rockville Pike. The proposed first phase would include a wide range of apartment homes (junior one-bedroom units, one-bedroom units, one-bedroom units with a den, two-bedroom units, and three-bedroom units).

The Applicant has indicated a request for including commercial uses in the proposal; as of the date of this staff report, staff is awaiting additional information regarding a commercial use proposal for the property. Additional information will be provided at or prior to the Commission at the meeting.

The proposed Project Plan will require a finding of adequate public facilities for the proposed Rockville Center, Inc., PD amendment.

Comprehensive Planning

The subject property is located within Planning Area 1 (Town Center) of the City of Rockville's Comprehensive Plan, Rockville 2040 and the Land Use designation applied to the site is OCRM (Office, Commercial and Residential Mix). The subject property is identified by the Comprehensive Plan as a Focus Area and is also directly adjacent to two identified Projects – Rockville Metro station re-design (including the pedestrian bridge) and the re-design of Promenade Park. It also forwards the general policy recommendation for the planning area to “Increase the number of residents and housing density in Town Center, to provide additional housing options for residents across the full range of income levels and to provide additional demand for the commercial uses in this mixed-use environment.” - page 263. The proposal is also consistent with many of the broader objectives and goals within the housing element of the Comprehensive Plan. In addition, as the BRT system continues to move forward with MCDOT, it will be important to have discussions with the property owner on the design of the proposed station nearby.

On January 27, 2025, the Rockville Mayor and Council adopted the 2025 *Rockville Town Center Master Plan* as an amendment to the Comprehensive Plan, adopted in August 2021. Adoption of this updated plan repeals and replaces the Planning Area 1 chapter of the Plan and the 2001 *Town Center Master Plan*. With the exception of several specific properties, the 2025 *Town Center Master Plan* retains the existing land use policy established in the Plan for most properties in Town Center.

255 Rockville Pike is identified as a Focus Area within the Plan. Specifically, the Plan says the following about the property, *"These properties are desired for high-intensity, mixed-use development and have a land use designation of office commercial residential mix. Require new buildings and, in the case of adaptive reuse, encourage existing buildings, to activate Promenade Park by incorporating ample fenestration, exterior lighting, building entrance(s), wayfinding signage, egress, elevator(s), and/or building amenity spaces on their property fronting Promenade Park to complement the public amenity space (see Action 9.1.1)." - page 36.* Additionally, the Plan does reference the property in Action 9.1.1 of the Parks, Recreation and Community Facilities chapter, saying, *"Redesign Promenade Park as a pleasant and inspiring public space and connection between the Town Center core and the pedestrian bridge to the Rockville Metro Station. Partner with WMATA, SHA, and Maryland Transit Administration, MCDOT, and surrounding property owners, and consult with all stakeholders to redesign the park. If redevelopment occurs at either 51 Monroe Street or 255 Rockville Pike, developers should provide any required open space for the project adjacent to Promenade Park in order to expand the area and make it a higher quality amenity. If redevelopment does not occur at either 51 Monroe Street or 255 Rockville Pike, work with building ownership to improve access and provide increased connections from their buildings to Promenade Park." - page 70.*

Additionally, the proposed application is consistent with several other goals, policies and actions outlined in the Town Center Master Plan, including:

- Goal 1, Land Use: *"Target appropriate areas for higher density residential developments to reach 3,000 new residential units by 2040. Provide a variety of development types to adapt to marketplace demands and to address missing middle housing." - page 41.*

- Housing Chapter: *“The city encourages the development of a wide variety of unit types - this refers to different housing typologies (such as townhomes and multifamily apartment buildings), but also provides a mix of units within those typologies (studios, 1-bedroom units, 2-bedroom units, etc.). The city encourages unit mixes in development projects to contain the full range of unit types that the market can support of different sizes and layouts to accommodate the greatest variety of households.”* - page 60.
- Policy 12.1, Sustainability: *“Encourage the adaptive reuse of buildings and coordinate with property owners to increase efficiency within existing buildings.”* - page 91
- Action 12.1.1, Sustainability: *“Encourage and allow flexibility for the adaptive reuse or rehabilitation of commercial properties as market demand changes over time. Work with property owners to find creative solutions to meet the city’s regulatory requirements when adaptive reuse projects are proposed.”* - page 92.

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 October 29, 2024. The Applicant also held a virtual post-application area meeting on March 18, 2025.

As of the date of this report, staff has received 1 email from the public providing comments of support on the proposed project (See “Public Testimony” attachment).

Next Steps

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 recommendations 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 Planning Commission would then review and consider a Level 2 Site Plan application for the project.

Attachments

Aerial Map, Land Use Map, Zoning District Map, Project Plan Application, Project Narrative,
Project Plan, Public Testimony



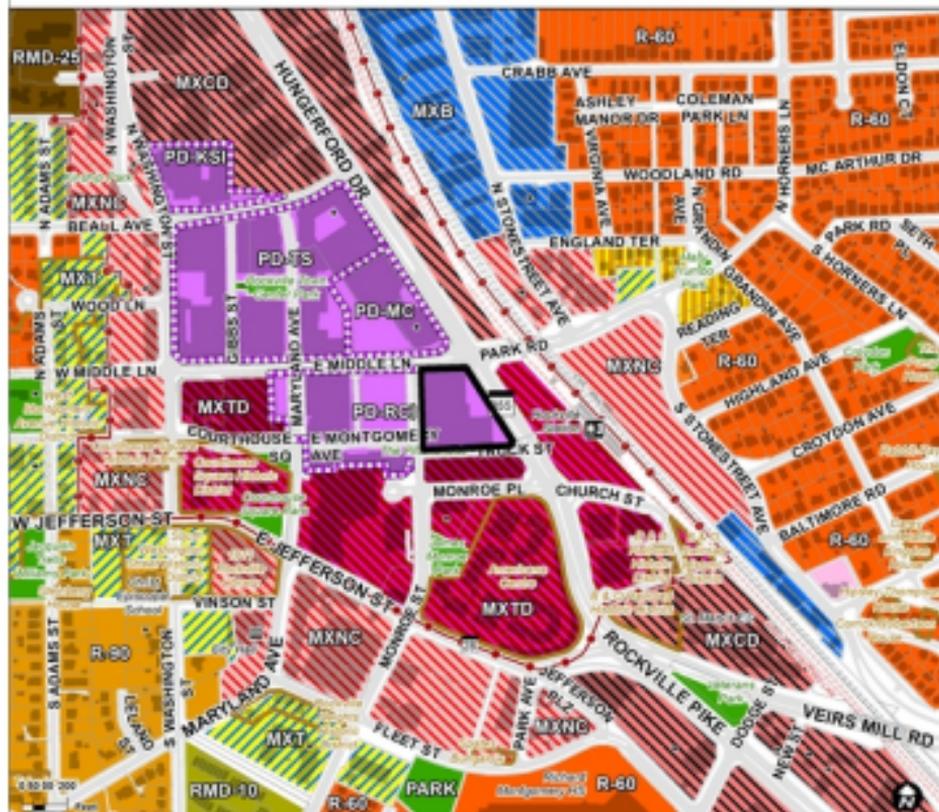


Land Use Policy Designations

- RD - Residential Detached
- RM - Residential Multiple Unit
- RF - Residential Flexible
- CR - Residential Attached
- CRM - Commercial and Residential Mix
- OCRM - Office, Commercial and Residential Mix
- CI - Civic and Public Institutional
- O - Office
- C - Commercial
- CRM - Commercial and Residential Mix
- OCRM - Office, Commercial and Residential Mix
- CI - Civic and Public Institutional

- P - Public Park
- OSP - Open Space Private
- SI - Service Industrial
- SIM - Service Industrial and Residential Mix
- Potential Future Park Asterisk

- I - Private Institution
- OSP - Open Space Private
- SI - Service Industrial
- SIM - Service Industrial and Residential Mix


Zoning Overlays

- Town Center Performance District
- South Pike
- Rockville Pike Core
- Feedback Metro Performance District
- Lincoln Park Conservation District
- Planned Developments
- Residential Clusters
- Local/Historic Districts
- Special Exceptions

Zoning Districts

- R-400 - Residential Estate
- R-200 - Suburban Residential
- R-150 - Low Density Residential
- R-80 - Single Unit Detached Dwelling, Restricted Residential
- R-75 - Single Unit Detached Dwelling, Residential
- R-60 - Single Unit Detached Dwelling, Residential
- R-40 - Single Unit Semi-detached Dwelling, Residential
- RMD-140 - Residential Medium Density, Int'l
- RMD-10 - Residential Medium Density
- RMD-15 - Residential Medium Density
- RMD-25 - Residential Medium Density

- PG - Planned Development
- MXB - Mixed Use Business
- MKC - Mixed Use Commercial
- MXCT - Mixed Use Corridor Transition
- MXCD - Mixed Use Corridor District
- MXE - Mixed Use Employment
- MXNC - Mixed Use Neighborhood I
- MXT - Mixed Use Transition
- MKTD - Mixed Use Transit District
- PAKK - Park Zone
- L - Light Industrial



Application for

Project Plan Application/Amendment

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:

- Project Plan
 Project Plan Amendment (major)
 Project Plan Amendment (minor)

Please Fully Complete

Property Address information _____

Subdivision _____ Lot (S) _____ Block _____

Zoning _____ Tax Account (S) _____ , _____ , _____

Applicant Information:

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

Applicant _____

Property Owner _____

Architect _____

Engineer _____

Attorney _____

Project Name _____

Project Description _____

STAFF USE ONLY	
Application Acceptance:	Application Intake:
Application # <u>PJT2025-00021</u>	Date Received <u>March 11, 2025</u>
	Reviewed by <u>Fee: \$21,781.00</u>

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 _____ acres, # Dwelling Units Total _____ Square Footage of Non-Residential _____
 Residential Area Impact _____ %
 Traffic/ Impact/trips _____

Proposed Development:

Retail _____ Sq. Footage Detached Unit _____ Parking Spaces _____
 Office _____ Sq. Footage Duplex _____ Handicapped _____
 Restaurant _____ Sq. Footage Townhouse _____ # of Long Term _____
 Other _____ Sq. Footage Attached _____ # of Short Term _____
 Multi-Family _____
 Live _____
 MPDU _____

Existing Site Use(s) (to include office, industrial, residential, commercial, medical etc.) _____

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	
Dwelling Units	5 or fewer	6 to 50	51 to 150	151 or greater	
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	
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.	
Traffic Impact - Net new peak hour trips	Fewer than 30 trips	30-74 trips	75-149 trips	150 or more trips	Net reduction of 27 trips

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

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.



March 6, 2025

Please sign and date

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 _____ and Documentation (Development Review Committee Mtg. notes)
- Proposed Area Meeting Date _____ including location _____
- 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)

Comments on Submittal: (For Staff Use Only)

DRAFT

December __, 2024

Scott C. Wallace
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301.517.4813

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Mayor Monique Ashton, and
Councilmembers of the Rockville City Council

Chair Shayan Salahuddin, and
Commissioners of the Rockville Planning Commission

111 Maryland Avenue
Rockville, Maryland 20850

Re: 255 Rockville Pike - Project Plan Amendment and Level 2 Site Plan Applications

Dear Mayor Ashton and Councilmembers of the Rockville City Council and Chair Salahuddin and Commissioners of the Rockville Planning Commission:

Our firm represents 255 Rockville Pike LLC (the “Applicant”), which owns 255 Rockville Pike (the “Property”) in the City of Rockville (the “City”). Applicant submits this project narrative for Applicant’s project plan amendment for the phased redevelopment of the Property with a maximum of approximately 550 multifamily units (the “Project Plan Amendment”) and a Level 2 site plan applicant for the first phase of redevelopment with approximately 285 multifamily units (the “Site Plan,” and collectively with the Project Plan Amendments, the “Applications”). The Applications seek to transform the Property’s vacant and obsolete building with new residential units while adaptively reusing the Property’s existing structured parking facilities. The Applications will provide much needed housing (including moderately priced dwelling units) within the core of Rockville Town Center, along the Rockville Pike commercial corridor, and across the street from the Rockville Metrorail/MARC/Amtrak station. As discussed in greater detail below, the Applications comply with the relevant provisions of Chapter 25 of the City Code (the “Zoning Ordinance”).

Background

The Property

The Property is generally bounded by E. Middle Lane to the north, Rockville Pike (Maryland Route 355) to the east, Truck Street to the south, and Monroe Street to the west. The Property is addressed 255 Rockville Pike and is more specifically known as Parcel 2-F, Rockville Town Center subdivision as shown on a plat of resubdivision recorded among the Land Records for Montgomery County as Plat No. 19531 on October 18, 1994. According to publicly available information from the Maryland State Department of Assessments and Taxation, the Property has a property land area of 109,107 square feet (2.50474 acres) and is improved with an 144,609 square foot office building. The City’s zoning map depicts the Property as classified in the PD-RCI (Planned Development-Rockville Center, Inc.) zone. The recommended equivalent zone for PD-RCI is Mixed Use Transit District (MXTD). Although the Property is subject to the recommendations of the 2001 Rockville Town Center Master Plan (the “2001 Master Plan”), the Planning Commission transmitted a comprehensive update of that document to the Mayor and City Council on September 25, 2024 (the “2024 Draft Master Plan”).¹

The Property is located within the core of Rockville Town Center and along the Rockville Pike commercial corridor. It is convenient to a wide array of uses, including residences, offices, retail, restaurants, public facilities, and Rockville Town Square. The Project has a direct connection to the Rockville Metrorail/MARC/Amtrak station via the Rockville Pike pedestrian bridge. This includes what is commonly known as Promenade Park, a portion of which is located on the Property (and therefore privately owned by Applicant) where public access is provided by easement. The balance of Promenade Park is controlled by the City as part of the right-of-way dedication for Truck Street. The Rockville transit station offers heavy rail service between Shady Grove and Glenmont (Metrorail Red Line), Washington, DC and Martinsburg, WV/Frederick, MD (Brunswick Line), and Washington, DC and Chicago, IL (Capitol Limited), as well as bus service on several Metrobus lines (Routes T2, Q1, Q2, Q4, Q5, and Q6) and RideOn lines (Routes 45, 46, 47, 48, 49, 52, 54, 55, 56, 59, 63, 81, 101, 301 and FLEX). The Property also has direct access to Rockville Pike, which serves as the prominent commercial corridor between Bethesda and Gaithersburg.

¹ It is anticipated the Mayor and Council will adopt the final version of the 2024 Rockville Town Center Master Plan on January 13, 2025.

An aerial image of the Property outlined in red from MC Atlas is shown below:



The Property is the last remaining vestige of the Rockville Mall, which was constructed in the early 1970s as part of a federally supported urban renewal program that closed within a decade of opening. The Property was thereafter redeveloped in the 1980s as the Commons at Courthouse Square and then Rockville Metro Center. A significant portion of the Rockville Mall structure was demolished by 1996 and redeveloped with the Rockville Center, Inc. (RCI) project starting in the

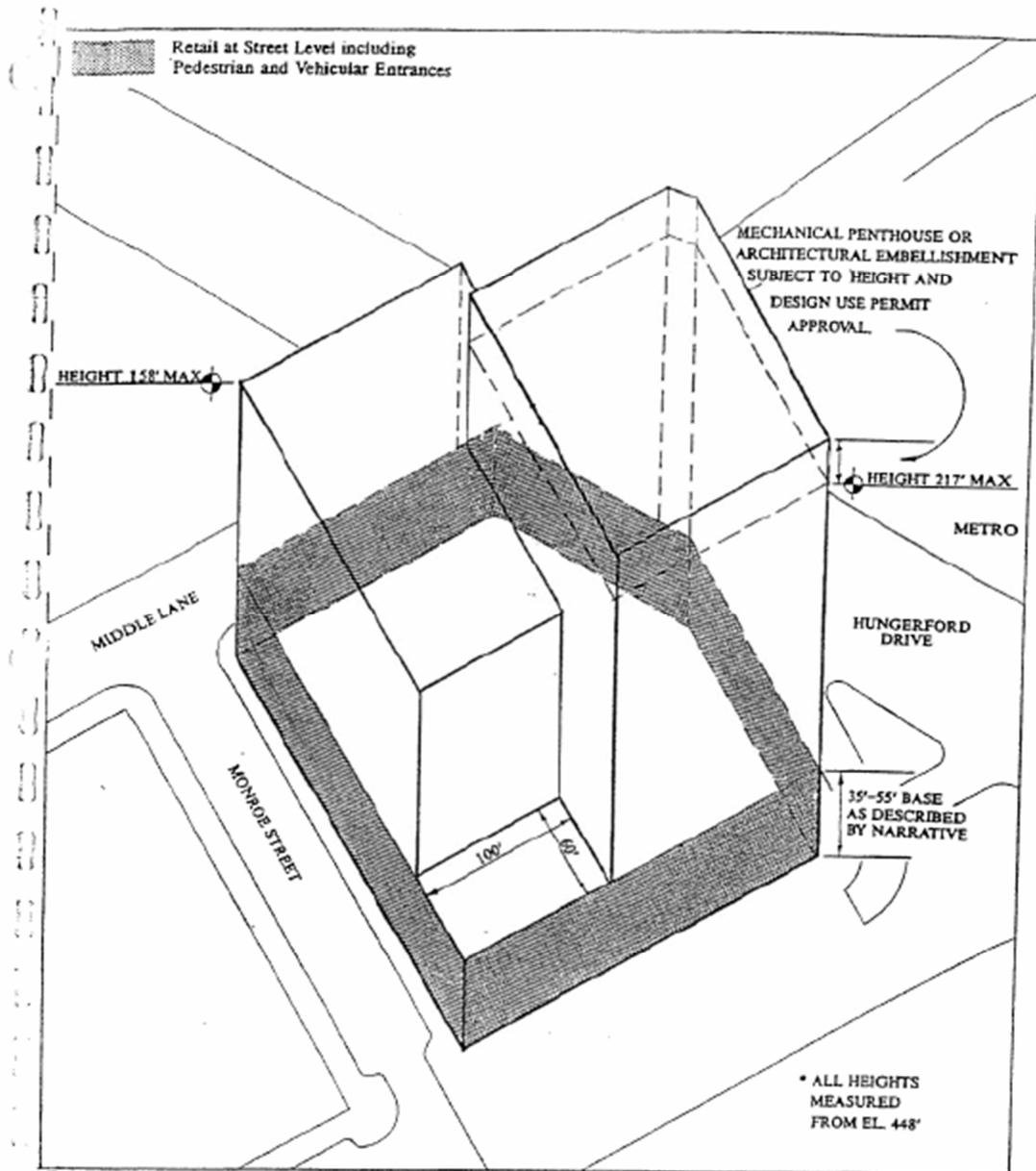
late 1990s and with the Rockville Town Square project in 2007. The Property's improvements, however, remained and were used by Montgomery County government as office space. Montgomery County eventually relocated these offices to other locations and the Property has been vacant since 2021. Applicant purchased the Property at auction in 2024.

Prior Development Approvals

As the Property is zoned in one of the City's planned development zones, it is regulated by certain governing documents with specific terms for how development will proceed. § 25.14.07.d.1 of the Zoning Ordinance. Specifically, the Property's PD-RCI zoning is regulated in accordance with the amended preliminary development plan approved by the Mayor and Council by Resolution No. 10-05 on May 2, 2005 (the "2005 Resolution"). The 2005 Resolution constitutes an approved amendment to Preliminary Development Plan PDP94-0001 (the "PDP"). The PDP, as initially approved, permitted redeveloping the Property (identified therein as Parcel 2-F) as one of five blocks in the Rockville Town Center subdivision (identified therein as Block 1) with a mixed-use structure containing 493,825 square feet of office and retail and a maximum building height of 217 feet:

Resolution No. 10-05

-55-



Block 1

Building height and setback axonometric

Rockville Center, Rockville, Maryland
Concept Plan - Drawing # 2

Hellmuth, Obata & Kassabaum
scale: 1" = 50'
Architects & Planners

A subsequent 1996 PDP amendment (PDP94-0001A) shifted land uses and densities among the five blocks, with the density of Block 1 reduced to a total of 430,961 square feet:

BLOCK	LAND USES	GROSS FLOOR AREA
1	Office	403,461 SF
	Retail	<u>27,500 SF</u>
	Subtotal	430,961 SF

A March 7, 2001 amendment to the PDP (PDP94-001C) reduced the approved amount of office uses to permit 9,200 square feet of restaurant uses while maintaining the overall amount density:

BLOCK	LAND USES	GROSS FLOOR AREA (PREVIOUSLY APPROVED)	APPROVED GROSS FLOOR AREA
1	Office	403,461 SF	394,261 SF
	Retail	27,500 SF	27,500 SF
	Retail (Restaurant)		9,200 SF
	Subtotal	430,961 SF	430,961 SF
2	Office	480,225 SF	

These uses and densities for Block 1 were then reaffirmed in the 2005 Resolution:

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

The City thereafter approved an amendment to the PDP on December 8, 2014 by adopting a Resolution No. 21-14 for granting a project plan amendment (the “2014 Resolution”), which once again affirmed the uses and densities for Block 1:

Block	Land Uses	Approved Gross Floor Area/DU
1	Office	394,261 SF
2-F	Retail / Restaurant	36,700 SF
	Subtotal	430,961 SF

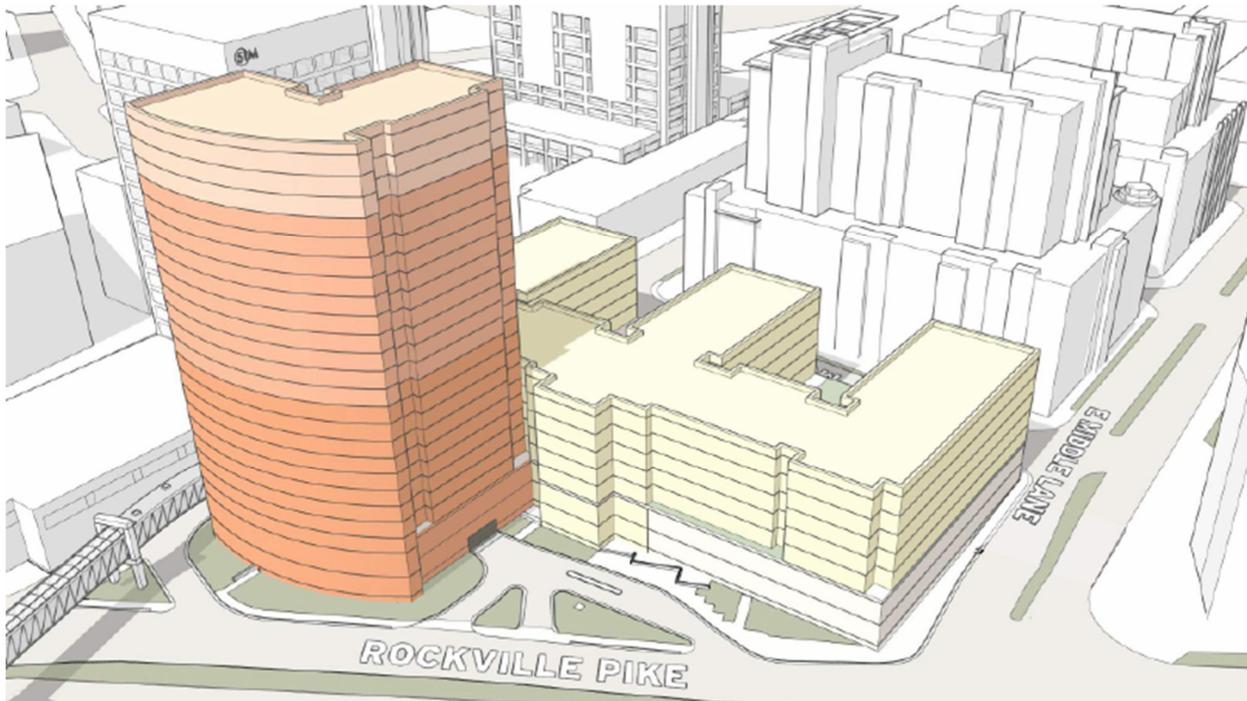
City staff have confirmed the PDP has not been amended since the approval of the 2014 Resolution. As a result, the PDP governing documents currently permit the Property’s redevelopment with 394,261 square feet of office uses and 36,700 square feet of retail/restaurant uses (for a combined total of 430,961 square feet) in a commercial building with a maximum building height of 217 feet.

The Applications

The Project Plan Amendment seeks to amend the PDP by allowing the phased redevelopment of the Property with entirely residential uses. (Multi-family development is permitted in the PDP and the MXTD Zone, which is the equivalent zone under the PD-RCI. However, this amendment is necessary because the PDP shows the use of the Property as office.) The initial phase of redevelopment is expected to contain approximately 300 multifamily units in an apartment building approximately 83 feet in height with adaptive reuse of the Property’s existing structured parking facilities (“Phase 1”). A potential second phase of redevelopment would replace a portion of the first phase apartment building with a new apartment tower for a net increase of approximately 250 multifamily units for a total redevelopment of approximately 550 dwelling units (“Phase 2,” and collectively with Phase 1, the “Project”). The maximum building height of the Project’s potential second phase will be a minimum of 217 feet as currently permitted under the PDP and the 2014 Resolution, with potential height increases allowed by the final adopted version of the future Rockville Town Center Master Plan and implementing sectional map/zoning text amendments.² The Property’s redevelopment with both the initial

² The 2024 Draft Master Plan recommends building heights of 200 feet in the Town Center core (which includes the Property), with a bonus height program that permits 35 additional feet of height for providing 5% additional affordable housing and an additional 15 feet for providing an additional 5% open space/public use space with climate resilience features (for a combined total bonus height of 50 feet, thereby permitting a maximum building height of 250 feet in the Town Center core). This bonus height program would be implemented through the adoption of sectional map/zoning text amendments subsequent to the approval of the Town Center Maste Plan.

phase (shown in yellow) and the potential second phase (shown in peach) is illustrated in the following image:



The procedure for amending the PDP's governing documents to accommodate the Project requires filing the Project Plan Amendment. § 25.14.07.e.2 of the Zoning Ordinance.

The Site Plan comprises Phase 1 anticipated in the Project Plan Amendment. As noted above, Phase 1 involves demolishing the office levels in the Property's existing commercial structure, modifying columns, footings, and the podium slab to permit the adaptive reuse of the Property's existing structure parking facilities, and constructing a new apartment building with a maximum height of 83 feet. As shown

Applicant has submitted testimony requesting the Mayor and Council increase the potential 50 feet of bonus height in the Town Center Core (for a maximum of 250 feet as described in the 2024 Draft Master Plan) to 90 feet (for a maximum building height of 290 feet), as well as permit achieving the entirety of bonus height for projects that adaptively redevelop strategically important Town Center sites like the Property. Permitting an additional 90 feet of bonus height for such developments like the Project provides a sufficient economic incentive and recognizes the desirable public benefit associated with the adaptive reuse of obsolete buildings in the core of Town Center.

in the materials shown in the Site Plan application, the Project's Phase 1 apartment building will include a prominent lobby entrance from Rockville Pike, offer ground floor dwelling units with direct pedestrian access to and from Monroe Street, integrate new enhanced public spaces (including the portion of Promenade Park on the Property), and contain private amenities for tenant use. The Site Plan also proposes Phase 1 will maintain the three existing access points from Rockville Pike to permit safe and efficient circulation for a variety of users (tenants, visitors, package/food deliveries). (The Applicant is in discussion with the County Department of Transportation and City Public Works staff to possibly accommodate a stormwater management facility on the Property's Rockville Pike frontage needed for the County's proposed Bus Rapid Transit stations along the Pike. Included in the Application is an alternate plan for the entrance driveways that close one existing curb cut to allow for a stormwater management facility. The County would be responsible for implementing this alternate design, including obtaining any necessary approvals from the City.) The preliminary building elevations and floor plans included with the Site Plan illustrate Phase 1 will serve as an attractive and engaging gateway to Town Center along Rockville Pike, encourage pedestrian connections between Town Center and the Rockville transit station, convey a modern architectural style harmonious with the BLVD Ansel apartment building across Monroe Street, and include a wide range of apartment homes (junior one-bedroom units, one-bedroom units, one-bedroom units with a den, two-bedroom units, and three-bedroom units).

The Project's potential Phase 2 included in the Project Plan Amendment will be the subject of a future Level 2 site plan application for review and approval by the Planning Commission. As part of such Site Plan, additional details about the building architecture and design will be provided.

Required Findings

The Zoning Ordinance contains the findings the Mayor and Council and Planning Commission must make prior to approving the Applications. §§ 25.07.01.b.2 & 25.07.01.a.3(a) of the Zoning Ordinance. The following section demonstrates how the Applications comply with these required findings.

Project Plan Amendment

1. *The Project Plan Amendment will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed project;*

The Project Plan Amendment will enhance the health and safety of those persons residing or working in the neighborhood of the proposed Project. The Project will replace an outmoded, vacant, and prominently visible structure with needed housing (including MPDUs). The Project will provide new patrons for Town Center businesses and take advantage of the Property's location by offering convenient access to robust public transportation facilities, such as Metrorail, Metrobus, RideOn, and MARC. The Project will also significantly enhance the existing built environment with improved public spaces, including the portion of Promenade Park on the Property, and new private recreation spaces for tenants. The Project will also revitalize the public realm around the Property with new ground floor units along Monroe Street with direct pedestrian access to the street, as well as a prominent lobby entrance along Rockville Pike. Additionally, the Project Plan aims to facilitate connections between the core of Town Center and the Rockville transit station. In contrast, redeveloping the Property under the existing PDP is not in the best interest of those residing or working in the neighborhood as Town Center currently has a considerable surplus of underutilized office, retail, and restaurant buildings. The Project Plan Amendment responds to the public interest by providing entirely residential uses in two development phases.

2. *The Project Plan Amendment will not be in conflict with the Plan;*

The Project Plan Amendment is also consistent with the recommendations for the Rockville Town Center planning area from the City's Comprehensive Plan Rockville 2040 (the "Comprehensive Plan"). The Project Plan Amendment's proposed change in use from office/retail to residential will "[i]ncrease the number of residents and housing density in Town Center, to provide additional housing options for residents across the full range of income levels and to provide additional demand for the commercial uses in this mixed-use environment." Comprehensive Plan, pg. 263. The Project is also consistent with the Comprehensive Plan's recognition that once Montgomery County relocates their offices and the building and its parking garage becomes vacant (as has since come to pass), "it may be considered for major redevelopment." *Id.* at 258. The Project's improvements to the existing public realm and expanded open spaces within the Property's boundaries will also advance the recommendation of the Comprehensive Plan to "[r]edesign Promenade Park as a

pleasant and inspiring public space and connection between the Town Center core and an expanded pedestrian bridge to the Rockville Transit Station.” *Id.* at 260.

Additionally, an entirely residential project, combined with Property’s location within the core of Town Center and along the Rockville Pike corridor, is harmonious with the Comprehensive Plan’s Land Use Policy Map designation of OCRM (Office, Commercial and Residential Mix), which is described as “the most flexible category, allowing a wide choice in mixing office, commercial, and residential uses,” will strengthen the horizontal mix of uses in the surrounding area. *Id.* at 20, 257. Furthermore, substituting approved but unbuilt commercial uses with new residential uses will advance the housing element of the Comprehensive Plan, which “recommends continued housing development in Rockville’s urbanizing areas” given the high cost of housing in the City, as well as implement the policies of promoting diversity in housing supply to meet market demand. *Id.* at 192, 198.

The Project Plan Amendment is also in conformance with the 2024 Draft Master Plan. New multifamily uses are consistent with the 2024 Draft Master Plan’s identification of the Property as a “focus area” with “the ability for transformational redevelopment that serves as a catalyst for Town Center.” 2024 Draft Master Plan, pg. 36. The Project’s improvements to and expansion of open spaces will also activate the portion of Promenade Park on the Property, as well as surrounding areas. *Id.* at 34, 37, 69.

Substituting the PDP’s approved yet unbuilt office/retail uses with entirely residential uses will also help realize the 2024 Draft Master Plan’s goal of 2,000 new units in the Town Center neighborhood without any accompanying requirement for ground floor retail. *Id.* at 41-42. Redeveloping the Property with needed housing while retaining the existing structured parking promotes the 2024 Draft Master Plan’s policy of “[e]ncourag[ing] and allow[ing] flexibility for the adaptive reuse or rehabilitation of commercial properties as market demand changes over time[.]” *Id.* at 88. Amending the PDP as approved in the 2014 Resolution also implements the 2024 Draft Master Plan’s recommendation “to create a flexible regulatory environment that allows Town Center to thrive by enabling development and allowing the market to dictate the ‘highest and best’ land uses over the next two decades.” *Id.* at 5; *see also id.* at 41 (“Modify zoning regulations within Town Center to allow and encourage innovative and creative development and remove unnecessary regulatory barriers to redevelopment.”).

3. *The Project Plan Amendment will not overburden existing and programmed public facilities as set forth in Article 20 of this chapter and as provided in the adopted adequate public facilities standards;*

The Project Plan Amendment will also comply with the City’s Adequate Public Facilities Ordinance codified in Article 20 of the Zoning Ordinance (the “APFO”), as well as the implementing Adequate Public Facilities Standards (“APFS”). With respect to transportation, replacing the Property’s existing approximately 145,000 square feet of office uses with 550 proposed multifamily units will result in a net reduction in AM and PM peak hour vehicle trips. The Project Plan Application includes a transportation report that offers an examination of existing conditions and a site access and circulation analysis in accordance with the City’s Comprehensive Transportation Review (“CTR”), as well as a scoping intake form detailing the trip generation, the general site access concept, and transportation features. This information demonstrates the Project will be supported by adequate transportation facilities. APFS, pg. 7.

There will also be adequate projected public school capacity in five years to serve the students generated by the Project per the APFS. Under the FY 2024-2025 Montgomery County Student Generation Rates published by the Montgomery County Planning Department, the Project will generate 22 elementary school students, 9 middle school students, and 9 high school students.³ The Project will be served by Beall Elementary School, Julius West Middle School, and Richard Montgomery High School. The FY2025 School Utilization Report prepared by the Montgomery County Planning Department notes that in the 2029 test year (five years from now), there will be projected capacity at Beall Elementary School (66.4% utilization with excess capacity of 223 students), Julius West Middle School (98.0% utilization with excess capacity of 28 students), and Richard Montgomery High School (96.3% utilization with excess capacity of 83 students), all of which is considerably less than the 120% utilization and seat deficit standards under the APFS. APFS, pg. 9. As such, the Project complies with the APFS’ school capacity requirements.

³ Specifically, these projections are based on the current infill multi-family high-rise student generation rates (0.039 ES, 0.016 MS, and 0.018 HS): 22 elementary students (0.039 x 550, rounded up to the nearest whole number), 9 middle school students (0.016 x 550, rounded up to the nearest whole number), and 9 high school students (0.018 x 550). Town Center is located within an infill area. 2024 Draft Master Plan, pg. 94

The 2024 Draft Master Plan also states “[a]ssuming all 2,000 target units within the planning area are multifamily, there is more than ample capacity within the existing school cluster to serve students generated by this new development.” *Id.* at 95.

There are also adequate water and sewer services for the Project. The Property is located within the W-1/S-1 service categories and is currently served by public water and sewer facilities. The Applicant has included a Water and Sewer Authorization Application along with this application, which will be reviewed by DPW.

4. The Project Plan Amendment will not constitute a violation of any provision of this Code or other applicable law;

The Project Plan Amendment will comply with all applicable laws and regulations. The Zoning Ordinance provides that the designated equivalent zone for the Property's PD-RCI zoning is the Mixed-Use Transit District Zone (MXTD). § 25.14.29.b of the Zoning Ordinance. The MXTD Zone is appropriately "[i]ntended for use in areas near Metro stations, it allows for high-density development of retail, office, and residential uses consistent with the recommendations of the Plan." § 25.13.02 of the Zoning Ordinance. The Project's proposed multifamily use is permitted by right in the MXTD zone and is consistent with the MXTD zone's intent. § 25.13.03 of the Zoning Ordinance.⁴ As shown on the plans submitted with the Project Plan Amendment, the Project will provide a minimum open area of 15% (based on the inclusion of residential dwellings), with a minimum of 10% of the open area provided as public use space. § 25.13.05.b.1. The Project will also meet the minimum 10-foot width at the front lot line and will not provide side or rear setbacks as permitted by MXTD development standards.⁵

With respect to building height, the Project Plan Amendment proposes a maximum building height of at least 217 feet (as currently permitted by the PDP), with potentially additional height beyond the PDP limit as may permitted by the adopted Rockville Town Center Plan and any associated sectional map/zoning text amendments. The maximum building height allowed in the MXTD zone is 120 feet, which may be increased to 150 feet by the Mayor and Council under certain conditions. § 25.13.05.b.1 & 25.13.05.b.2(a)(ii) of the Zoning Ordinance. Thus, and to the extent required, Applicant requests a waiver of the equivalent zone standards for building height based on good cause as to why the Project should be able to exceed

⁴ Under the nomenclature of the Zoning Ordinance, the Project's multifamily use is permitted by right as a "dwelling, multiple-unit" use, which includes apartment buildings. §§ 25.13.03 & 25.03.02 of the Zoning Ordinance.

⁵ To the extent the Property abuts any land, it would be considered "non-residential" under Section 25.13.05.b.1 of the Zoning Ordinance.

the MXTD zone's maximum building height standard for this portion of the PDP project. Specifically, building heights in excess of 150 feet (up to 217 as currently permitted by the PDP, up to 250 as proposed in the 2014 Draft Master Plan, and up to 290 feet as requested by Applicant) are compatible with the completed portions of the PDP, are consistent with good planning and design principles, and advance many of the goals, policies, and actions in the 2024 Draft Master Plan (including, but not limited to, supporting higher density residential developments in Town Center, promoting consistency with recommended building heights that already exceed the MXTD zone maximum, increasing the number of affordable homes within Town Center, and establishing Town Center as a well-known location brimming with diversity and activity). § 25.14.07.d.4 of the Zoning Ordinance.

The Project will comply with other relevant provisions of the City Code. The Project will provide at least 15% of the total number of dwelling units as MPDUs. § 13.5-5(e) of the City Code.

With regard to the Lot's sediment control and stormwater management law (Chapter 19), a combined Pre-Application Stormwater Management Concept and Site Development Stormwater Management Plan is being submitted to the Department of Public Works concurrently with this application. The land disturbance associated with this application is entirely replacement of existing impervious area, the majority of which is related to improvements in the public right-of-way. The disturbed areas are spread throughout the site and frontage, with no practicable area to provide stormwater management facilities. Therefore, the Project will provide a monetary contribution for the 3,190 square feet of replaced impervious area on the Project site in the amount of \$3,731.00. In accordance with the City SWM regulations, the Project will also provide SWM for the impervious area in the contiguous public right-of-way, proportional to the amount of on-site land disturbance. This is 2,316 square feet of impervious area, generating a monetary contribution of \$3,198.00.

Finally, as required by the City's Forest and Tree Preservation Ordinance (Chapter 10.5), a Preliminary Forest Conservation Plan (PFCP) is being submitted concurrently with these applications. The PFCP reflects replacement of the existing street trees on Monroe Street, and a fee in lieu for the 0.05-acre afforestation requirement. The projected fee in lieu is \$10,890.00.

The Site Plan section below demonstrates how Phase 1 specifically complies with additional and applicable regulatory requirements. This includes how Phase 1 will comply with the design guidelines applicable to all mixed-use zones, as well as the specific design guidelines for the MXTD zone (§§ 25.13.06 & 25.13.07.a of the

Zoning Ordinance), how it will provide sufficient vehicular and bicycle parking facilities (Article 16 of the Zoning Ordinance), how all public use space will be accessible for use and enjoyment by the general public (§ 25.17.01 of the Zoning Ordinance), how all required landscaping and screening will be in accordance with applicable standards (§ 25.17.02 of the Zoning Ordinance), how utility equipment will be installed and placed with applicable standards (§ 25.17.03 of the Zoning Ordinance), how lighting will be provided with applicable standards (§ 25.17.04 of the Zoning Ordinance), how sidewalks will be incorporated with applicable standards (§ 25.17.05 of the Zoning Ordinance), and how structures will comply with general regulations for shadows (§ 25.17.06.a of the Zoning Ordinance).

- 5. The Project Plan Amendment will not adversely affect the natural resources or environment of the City or surrounding areas.*

The Project Plan Amendment will support the natural resources and environment of the City, as well as surrounding areas. Specifically, the Project will replace an inefficient and long-vacant office building with new multifamily uses. This will serve as compact and infill development that also adaptively reuses existing structured parking facilities. The Project's new apartment homes, some of which will have direct access to Monroe Street, will be located within convenient walking and rolling distance of robust public transportation services, as well as a range of jobs, retail, personal services, and community facilities. This proximity will promote transit-oriented living, encourage non-auto modes of transportation, facilitate connections between the core of Town Center and the Rockville transit station, and reduce reliance on single-occupancy vehicles. The Project's new multifamily structure(s) will comply with the County's recently adopted Building Energy Performance Standards (BEPS) as applicable, in support of sustainable development strategies. New and improved open areas (both private and public) will integrate landscaped green spaces, while tree cover will be increased from existing conditions in accordance with the City's FTPO.

Site Plan

- 1. The Site Plan will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed development;*

The Site Plan's Phase 1 will improve the health and safety of those persons residing or working in the core of Town Center. Applicant adopts and incorporates the content provided above for the Project Plan Amendment that supports this finding as it relates to the Site Plan. In addition, the Site Plan will thoughtfully meet

the demand for housing with an anticipated unit mix (with MPDUs) that offers junior one-bedroom units, one-bedroom units, one-bedroom units with den, two-bedroom units, and three-bedroom units for a wide variety of household types. The Site Plan also maintains the Property's existing access points from Rockville Pike to accommodate safe and adequate vehicular circulation for residents, guests, and package/food deliveries, while move-ins will be appropriately handled with loading dock access from Truck Street. Residents living in ground-floor units along Monroe Street will have direct access to and from the street, thereby encouraging new street-level activity in this specific portion of Town Center. Phase 1 is specifically designed to serve as a new attractive gateway to Town Center, provide additional ground level activity in Town Center's core, and encourage improved connections between Town Center and the Rockville transit station along an improved segment of Promenade Park located on the Property.

2. The Site Plan will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood;

The Site Plan will enhance the public welfare, as well as property or improvements in the Town Center neighborhood. Phase 1 will transform an obsolete, vacant, and highly visible office building with new residential uses along Rockville Pike, which is the City's most prominent commercial corridor. Phase 1's multifamily apartments will help address the region's housing crisis and locate new homes (including affordable units) within close proximity to public transportation, employment, commercial uses, and community facilities. Phase 1's new residents will enliven this area of Town Center, increase the existing sense of community, and provide needed customers for surrounding businesses, including restaurants, retail, and personal services. The Project's proposed vehicular access points will accommodate safe, adequate, and efficient circulation patterns for drivers accessing the Phase 1 building's parking facilities, making deliveries, and handling move-ins, while the Phase 1 building's sidewalks will offer clear pathways for pedestrians, cyclists, and others.

The Phase 1 building will enhance the existing built environment. The new apartment building will serve as a visually appealing landmark at a prominent entry point to Town Center. Phase 1 will also improve the portion Promenade Park located within the Property, with welcoming landscaped and amenitized public spaces that will encourage walking and rolling connections between Town Center and the Rockville transit station. Private areas will be effectively incorporate for resident recreation and respite. Phase 1's ground floor units along Monroe Street will have direct access to the street, thereby increasing opportunities for interaction. Phase 1

will also incorporate an architectural design that is compatible and harmonious with surrounding structures, especially the BLVD Ansel apartment building located at 33 Monroe Street across from the Property.

3. *The Site Plan will not overburden existing and programmed public facilities as set forth in Article 20 of this chapter and as provided in the adopted adequate public facilities standards;*

The Site Plan's Phase 1 will be accommodated by adequate school capacity, transportation facilities, and water/sewer service. Applicant adopts and incorporates the content provided above for the Project Plan Amendment that supports this finding as it relates to the Site Plan. Additionally, Applicant notes that the Site Plan proposes approximately 300 multifamily dwelling units, which is within the maximum development envelope proposed for the Project Plan Amendment (550 multifamily dwelling units) and can be served by adequate public facilities in accordance with the City's APFO and APFS.

Specifically, sufficient projected capacity exists to accommodate the students generated by the Phase 1 building (and the potential future Phase 2 building) in five years' time at Beall Elementary School, Julius West Middle School, and Richard Montgomery High School.⁶ The Phase 1 building (together with the potential future Phase 2 building) will result in a net reduction in AM and PM peak hour vehicular trips when compared to the Property's existing 145,000 square foot office building. Applicant has included a Water and Sewer authorization, which will confirm that there are adequate public water and sewer facilities to serve the Phase 1 building (as well as the potential future Phase 2 building).

4. *The Site Plan will not adversely affect the natural resources or environment of the City or surrounding areas;*

The Site Plan's Phase 1 will improve the natural resources or environment of the City and surrounding areas. Applicant adopts and incorporates the content provided above for the Project Plan Amendment that supports this finding as it relates to the Site Plan. This includes, among other things, placing new housing near transportation facilities, jobs, retail, and community facilities, offering infill, compact, and transit-oriented development within the core of Town Center and along the Rockville Pike corridor, adaptively reusing a portion of an existing structure, building a modern apartment with state-of-the-art sustainability features, and

⁶ The Phase 1 building is expected to generate 12 elementary school students, five middle school students, and six high school students.

incorporating new landscaped areas within public spaces (including the portion of Promenade Park on the Property) and private amenities for residents.

5. The Site Plan will not be in conflict with the Plan;

The Site Plan is entirely consistent with the recommendations of the Comprehensive Plan and the 2024 Draft Master Plan. Applicant adopts and incorporates the content provided above for the Project Plan Amendment that supports this finding as it relates to Phase 1. This includes, among other things, increasing housing density in Town Center, providing a variety of housing options at different ranges of affordability, recognizing the Property's redevelopment potential once the County vacated the premises, enhancing open areas accessible to the public (including the portion of Promenade Park on the Property), harnessing the Property's ability for transformational redevelopment without requiring non-residential uses, and using flexibility in development review to respond to market conditions.

6. The Site Plan will not constitute a violation of any provision of this chapter or other applicable law;

Phase 1 will comply with all applicable regulatory requirements from the Zoning Ordinance and the City Code. Applicant adopts and incorporates the content provided above for the Project Plan Amendment that supports this finding as it relates to the Site Plan.

7. The Site Plan will not be incompatible with the surrounding uses or properties.

The Site Plan will be compatible with the surrounding uses and properties. The Site Plan's proposed residential use is consistent with nearby uses, including the recently constructed BLVD Ansel apartment buildings (confronting the Property at 33 Monroe Street). Phase I will strengthen the horizontal mix of uses within Town Center and along the Rockville Pike corridor by placing new housing near existing residences, offices, retail uses, personal services, and community facilities. The Site Plan constitutes infill, urban, and transit-oriented development, which is appropriate for the core of Town Center and along the Rockville Pike corridor. The Site Plan will also have a direct connection to the Rockville transit station, including Metrorail, Metrobus, RideOn, MARC, and Amtrak service), to promote alternatives to automobiles. Enhanced public spaces (including the portion of Promenade Park on the Property) and ground floor units with direct access to Monroe Street will support street-level activity and promote connections with surrounding uses, properties, and facilities. The Phase 1 apartment building will also convey a modern architectural

Mayor and Council of Rockville
Rockville Planning Commission
December __, 2024
Page 19 of 19

style that will serve as a new landmark gateway at a prominent entry point to Town Center.

Conclusion

By transforming the Property's existing commercial structure with new infill, compact, and transit-oriented residential uses and enhanced public open spaces, the Applications will advance recommendations of the Comprehensive Plan, the recommendations of the 2024 Draft Master Plan, and comply with the relevant requirements of the City Code.

Applicant looks forward to working with you and City staff during development review on this exciting development.

Sincerely,

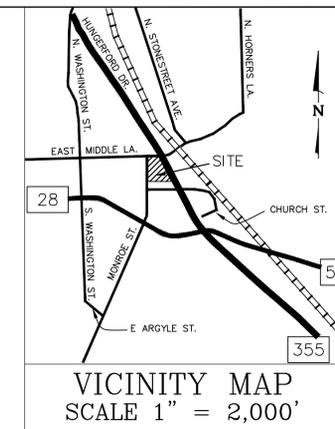
MILES & STOCKBRIDGE P.C.

Scott C. Wallace

Phillip A. Hummel

cc: Bob Elliott, 255 Rockville Pike LLC
Mike Alexander, 255 Rockville Pike LLC
Ricky Barker, City of Rockville
Jim Wasilak, City of Rockville
John Foreman, City of Rockville
Kimia Zolfagharian, City of Rockville

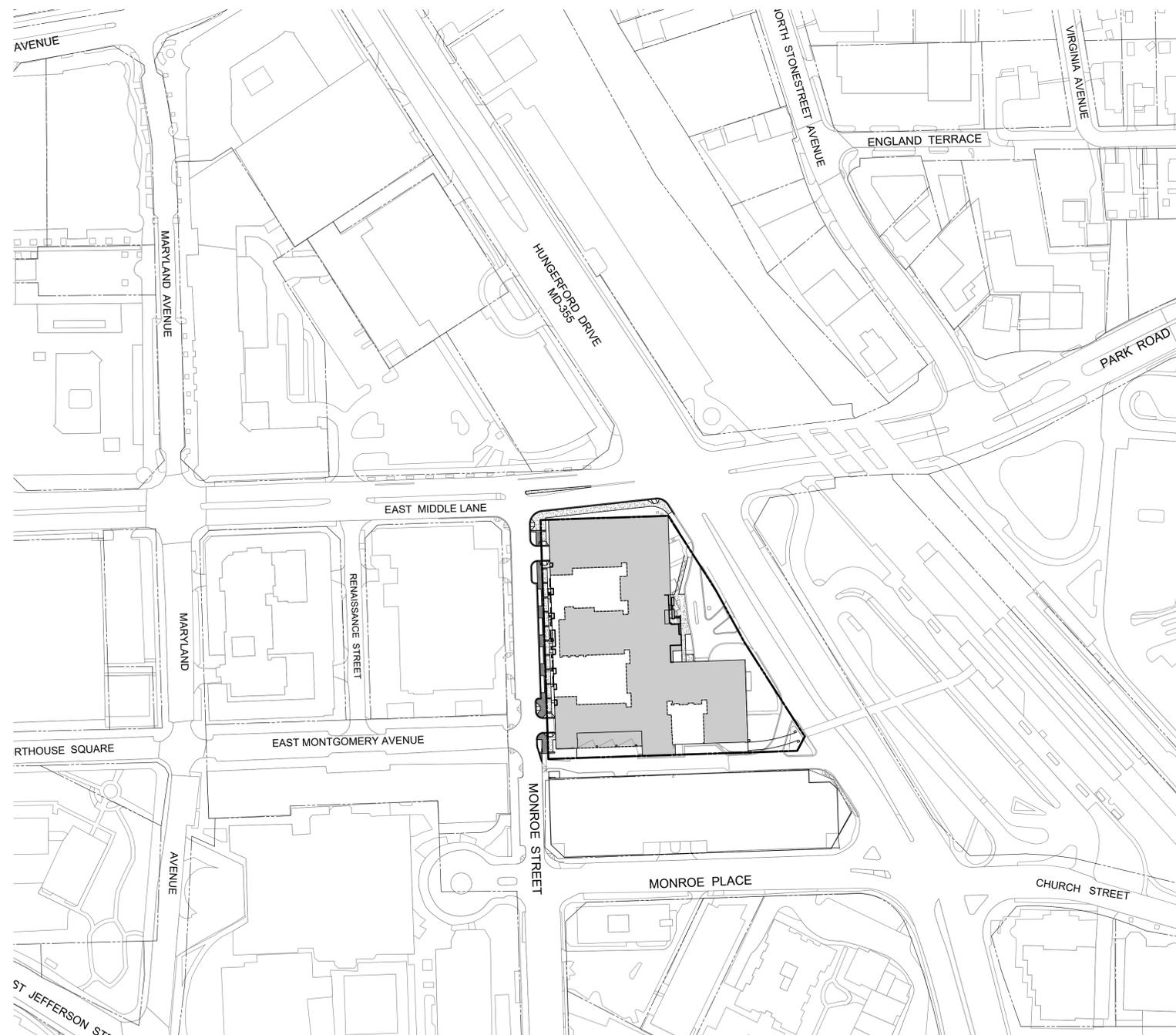
ROCKVILLE TOWN CENTER PARCEL 2-F 255 ROCKVILLE PIKE PJT#2025-XXXXX



MHG
CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE
LAND PLANNING

9220 Wightman Road, Suite 120
Montgomery Village, MD 20886
Phone: 301.670.0840
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- SHEET INDEX**
- SITE**
PJ 0.01 COVER SHEET
PJ 1.01 EXISTING CONDITIONS PLAN
PJ 2.01 PROJECT PLAN
PJ 2.11 PUBLIC USE SPACE EXHIBIT
PJ 2.12 OPEN AREA EXHIBIT
- LANDSCAPE**
L0-1 LANDSCAPE PLAN - GROUND LEVEL
L0-2 LANDSCAPE PLAN - LEVEL 02
L0-3 LANDSCAPE DETAILS
- ARCHITECTURAL**
A-1.01 EXISTING CONDITIONS PHOTOS
A-1.02 ADAPTIVE RE-USE STRATEGY
A-2.01 PHASE 1 - 3D VIEWS
A-2.02 PHASE 2 - 3D VIEWS
A-3.01 BUILDING SECTIONS
A-4.01 ADAPTIVE RE-USE CONCEPT & PHASING PLAN

255 ROCKVILLE PIKE LLC
500 N. WASHINGTON STREET,
SUITE #4408
ROCKVILLE, MD 20850
301-300-5600
BELLIOTT@LANTIANDEVELOPMENT.COM

REVISIONS

NO.	DESCRIPTION	DATE

TAX MAP GR32 WSSC 218N07
PLAT 19531
4TH ELECTION DISTRICT
CITY OF ROCKVILLE
MARYLAND

**ROCKVILLE TOWN CENTER
ROCKVILLE TOWN CENTER PARCEL 2-F**

PROJ. MGR	PGL
DRAWN BY	PGL
SCALE	1" = 100'
DATE	03.05.2025

**PROJECT PLAN
COVER SHEET**

PJ0.01

PROJECT NO.	93.395.02
SHEET NO.	1 OF 1

PROJECT TEAM
PROPERTY OWNER
255 ROCKVILLE PIKE LLC
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BETHESDA, MD 20814
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LAND USE ATTORNEY
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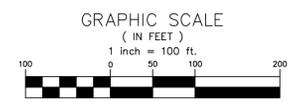
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TRODRIGUEZ@PARKERRODRIGUEZ.COM

ARCHITECT
TORTI GALLAS + PARTNERS
1923 VERMONT AVENUE, NW
GRIMKE SCHOOL, 2ND FLOOR
WASHINGTON, DC 20001
CONTACT: F. NESLI DOGRUSOZ
JOANNE.NDOGRUSOZ@TORTIGALLAS.COM

SURROUNDING AREA MAP

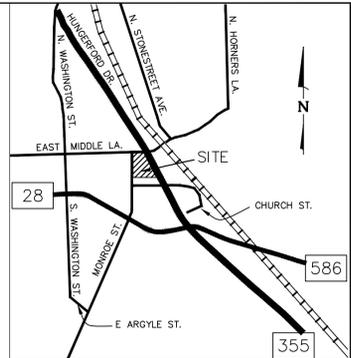




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VICINITY MAP
SCALE 1" = 2,000'

SITE DATA	
SUBJECT PROPERTIES:	PARCEL 2-F ROCKVILLE TOWN CENTER PLAT 19531
PROPERTY ADDRESSES:	255 ROCKVILLE PIKE
TAX ID NUMBERS:	04-03084266
PROPERTY OWNER:	255 ROCKVILLE PIKE LLC 4341 MONTGOMERY AVENUE BETHESDA, MD 20814
EXISTING / PROPOSED SITE AREA:	109,107 SF (2.50 AC)
ZONING CLASSIFICATION:	PD-RCI (ROCKVILLE CENTER INC) & TOWN CENTER PERFORMANCE OVERLAY
EXISTING USES:	OFFICE (145,000 SF)
PROPOSED USES:	MULTI-FAMILY RESIDENTIAL (550 UNITS TOTAL)

255 ROCKVILLE PIKE LLC
500 N. WASHINGTON STREET,
SUITE #4408
ROCKVILLE, MD 20850
301-300-5600
BELLIOTT@LANTIANDEVELOPMENT.COM

GENERAL NOTES

- THE EXISTING CONDITIONS AND PROPERTY BOUNDARY SHOWN FOR PARCEL 2-F ARE TAKEN FROM TOPOGRAPHIC & BOUNDARY SURVEYS PREPARED BY MHG, LAST UPDATED IN OCTOBER OF 2024.
- 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/FS/D) FOR THIS PROPERTY WAS APPROVED UNDER 2025-14-NR.
- 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-RCIMXD ZONE¹

	PERMITTED	REQUIRED	PROVIDED
MAXIMUM BUILDING HEIGHT 25.13.05 (b)	217 FT ³		PHASE 1: 85 FT PHASE 2: 217 FT ⁴
MINIMUM OPEN AREA 25.13.05 (b)	15% (16,366 SF)		PHASE 1: 38% (41,485 SF) PHASE 2: 35% (38,118 SF)
MINIMUM PUBLIC USE SPACE 25.13.05 (b)	10% (10,911 SF)		PHASE 1: 13% (14,415 SF) PHASE 2: 13% (14,415 SF)
MINIMUM LOT WIDTH AT FRONT LOT LINE: 25.13.05 (b)	10 FT		395 FT (HUNGERFORD DR)
PUBLIC RIGHT-OF-WAY ABUTTING SETBACK: 25.13.05 (b)	NONE REQ'D.		0 FT
MINIMUM SIDE YARD SETBACK: 25.13.05 (b)	N/A ²		N/A ²
MINIMUM REAR YARD SETBACK: 25.13.05 (b)	N/A ²		N/A ²
MINIMUM AUTO SPACES: 25.16.03	PHASE 1: 327 SPACES PHASE 2: 630 SPACES		PHASE 1: 436 SPACES PHASE 2: 416 SPACES ³
MINIMUM BICYCLE SPACES - SHORT TERM: 26.16.03	PHASE 1: 6 SPACES PHASE 2: 11 SPACES		PHASE 1: 12 SPACES PHASE 2: 12 SPACES
MINIMUM BICYCLE SPACES - LONG TERM: 26.16.03	PHASE 1: 95 SPACES PHASE 2: 184 SPACES		PHASE 1: 102 SPACES PHASE 2: 184 SPACES

FOOTNOTES

- DESIGNATED EQUIVALENT ZONE FOR PD-RCI IS THE MXTD ZONE.
- THE PROPERTY HAS PUBLIC STREET FRONTAGES ON ALL SIDES, THEREFORE IT HAS NO SIDE OR REAR YARDS.
- BUILDING HEIGHT OF UP TO 217 FEET WAS APPROVED BY PRELIMINARY DEVELOPMENT PLAN PDP94-0001.
- THE PERMITTED BUILDING HEIGHT FOR PHASE 2 IS THE APPLICABLE MAXIMUM ALLOWED BY THE ZONING ORDINANCE IN EFFECT AT THE TIME THE PHASE 2 SITE PLAN APPLICATION IS FILED, SUBJECT TO SATISFACTION OF ANY PROVISIONS FOR ADDITIONAL HEIGHT. THEREFORE, A PROJECT PLAN AMENDMENT IS NOT REQUIRED TO ACHIEVE ANY MAXIMUM BUILDING HEIGHT RECOMMENDED IN THE UPDATED TOWN CENTER MASTER PLAN AND/OR PERMITTED BY FUTURE AMENDMENTS TO THE ZONING ORDINANCE AND ZONING MAP AS MAY BE ADOPTED BY THE MAYOR AND COUNCIL PRIOR TO THE FILING OF THE PHASE 2 SITE PLAN APPLICATION.
- CONCURRENT WITH THIS APPLICATION, THE APPLICANT IS SUBMITTING A WAIVER REQUEST TO PURSUE FLEXIBLE PARKING STANDARDS FOR THE PHASE 2 EXPANSION, PURSUANT TO SECTION 25.16.03.h.1 OF THE ZONING ORDINANCE.

PHASE 1 VEHICLE PARKING CALCULATIONS (MIN REQUIRED)			
USE	DENSITY	METRIC	REQUIREMENT
RESIDENTIAL DWELLING, MULTIPLE UNIT (STUDIO)	0 UNITS	1.0/UNIT	0.0
RESIDENTIAL DWELLING, MULTIPLE UNIT (1BR)	232 UNITS	1.0/UNIT	232.0
RESIDENTIAL DWELLING, MULTIPLE UNIT (2-2BR)	83 UNITS	1.5/UNIT	124.5
TOTAL (ROUNDED)			327 SPACES
PHASE 1 BICYCLE PARKING CALCULATIONS - SHORT TERM (MIN)			
USE	DENSITY	METRIC	REQUIREMENT
RESIDENTIAL DWELLING, MULTIPLE UNIT	285 UNITS	1.0/50 UNIT	5.7
TOTAL (ROUNDED)			6 SPACES
PHASE 1 BICYCLE PARKING CALCULATIONS - LONG TERM (MIN)			
USE	DENSITY	METRIC	REQUIREMENT
RESIDENTIAL DWELLING, MULTIPLE UNIT	285 UNITS	1.0/3 UNIT	94.3
TOTAL (ROUNDED)			95 SPACES

PHASE 2 VEHICLE PARKING CALCULATIONS (MIN REQUIRED)			
USE	DENSITY	METRIC	REQUIREMENT
RESIDENTIAL DWELLING, MULTIPLE UNIT (STUDIO)	0 UNITS	1.0/UNIT	0.0
RESIDENTIAL DWELLING, MULTIPLE UNIT (1BR)	390 UNITS	1.0/UNIT	390.0
RESIDENTIAL DWELLING, MULTIPLE UNIT (2-2BR)	160 UNITS	1.5/UNIT	240.0
TOTAL (ROUNDED)			630 SPACES
PHASE 2 BICYCLE PARKING CALCULATIONS - SHORT TERM (MIN)			
USE	DENSITY	METRIC	REQUIREMENT
RESIDENTIAL DWELLING, MULTIPLE UNIT	550 UNITS	1.0/50 UNIT	11.0
TOTAL (ROUNDED)			11 SPACES
PHASE 2 BICYCLE PARKING CALCULATIONS - LONG TERM (MIN)			
USE	DENSITY	METRIC	REQUIREMENT
RESIDENTIAL DWELLING, MULTIPLE UNIT	550 UNITS	1.0/3 UNIT	183.3
TOTAL (ROUNDED)			184 SPACES

REVISIONS

NO.	DESCRIPTION	DATE

TAX MAP GR32 WSSC 218N07

PLAT 19531

4TH ELECTION DISTRICT
CITY OF ROCKVILLE
MARYLAND

ROCKVILLE TOWN CENTER
ROCKVILLE TOWN CENTER PARCEL 2-F

PROJ. MGR PGL

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SCALE 1" = 30'

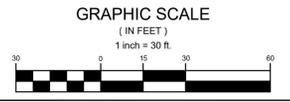
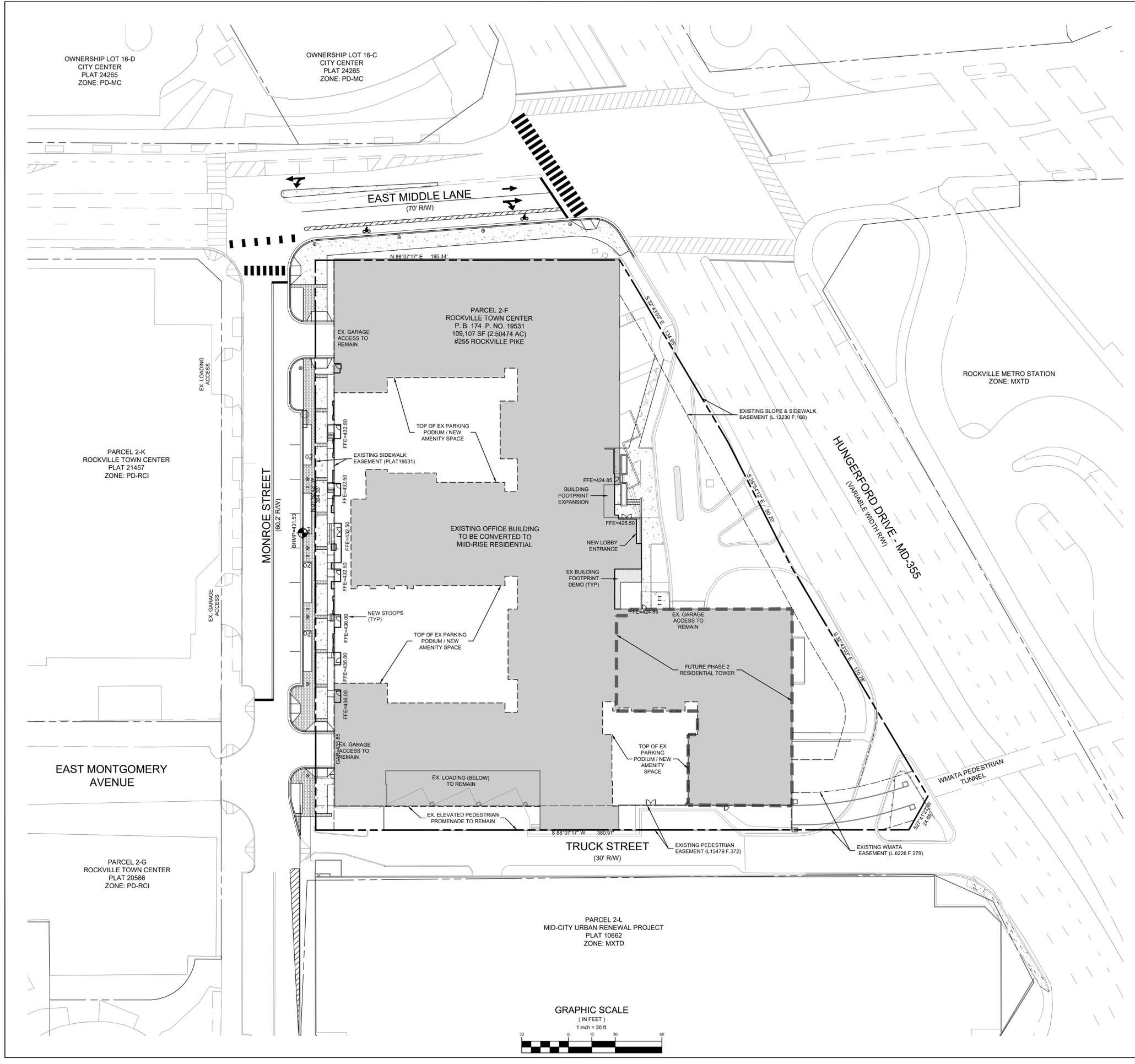
DATE 03.05.2025

PROJECT PLAN

PJ2.01

PROJECT NO. 93.395.02

SHEET NO. 1 OF 2



Community Planning & Development Services
Received
March 11, 2025

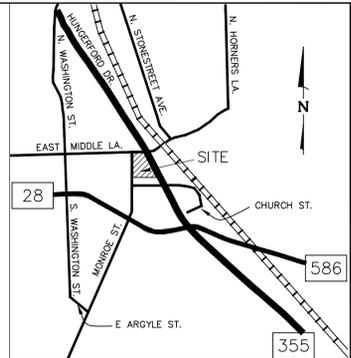
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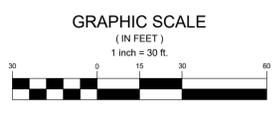
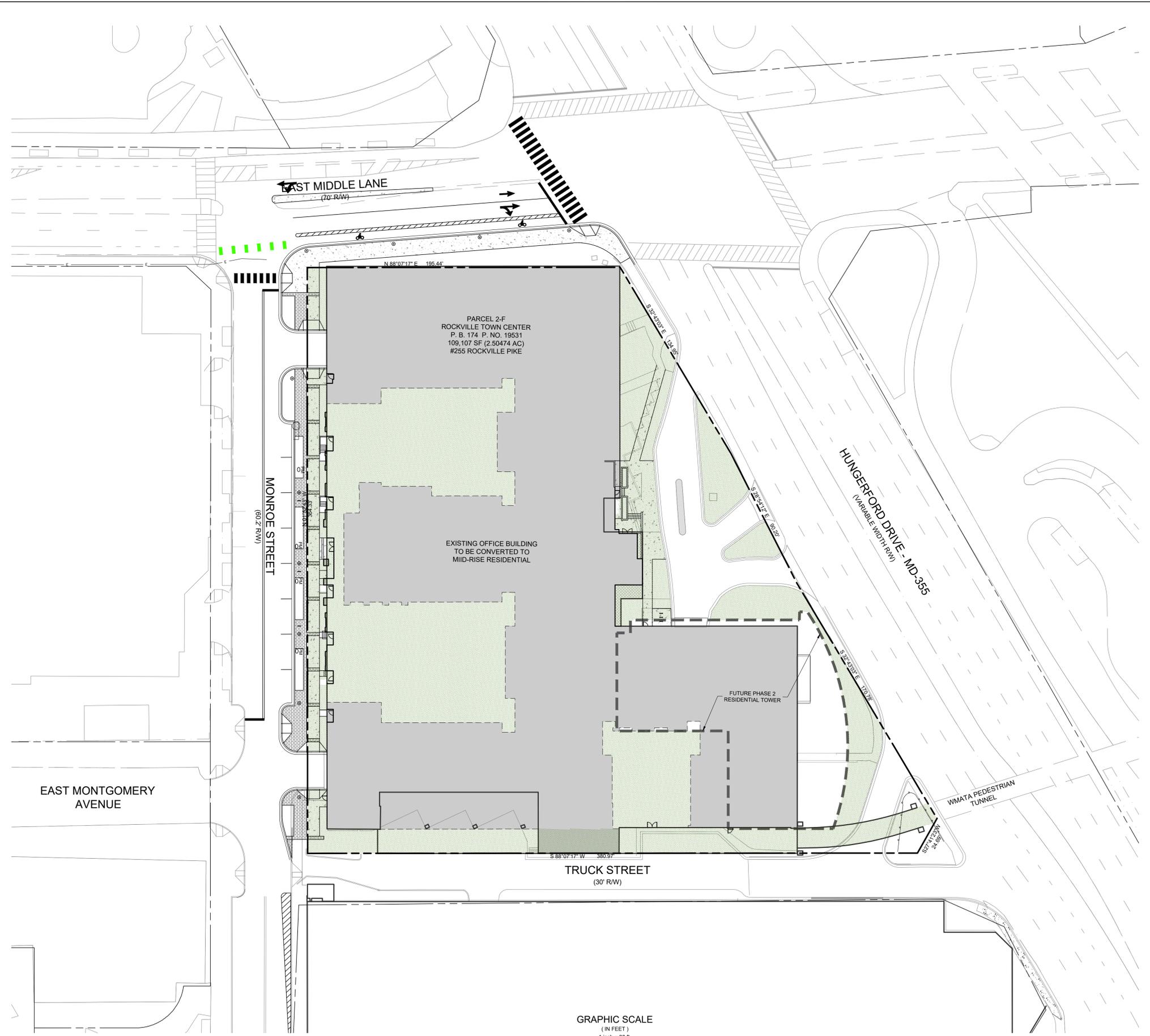
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VICINITY MAP
SCALE 1" = 2,000'



OPEN AREA = 38,118 SF

255 ROCKVILLE PIKE LLC
500 N. WASHINGTON STREET,
SUITE #4408
ROCKVILLE, MD 20850
301-300-5600
BELLIOTT@LANTIANDVELOPMENT.COM

NO.	DESCRIPTION	DATE

TAX MAP GR32 WSSC 218NW07
PLAT 19531
4TH ELECTION DISTRICT
CITY OF ROCKVILLE
MARYLAND

**ROCKVILLE TOWN CENTER
ROCKVILLE TOWN CENTER PARCEL 2-F**

PROJ. MGR	PGL
DRAWN BY	PGL
SCALE	1" = 30'
DATE	03.05.2025

OPEN AREA EXHIBIT

PJ2.12
PROJECT NO. 93.395.02
SHEET NO. 1 OF 1

Kimia Zolfagharian

From: Lyla S. Fadali <lfadali@gmail.com>
Sent: Wednesday, March 26, 2025 9:47 AM
To: Kimia Zolfagharian
Subject: Multi family development at 255 Rockville Pike

WARNING - External email. Exercise caution.

Hi,

I strongly support this project, as long as it does not add parking. There is quite enough parking in Rockville town center and this is right next to the Metro station.

Thanks,
Lyla