



Planning Area 2 EAST ROCKVILLE

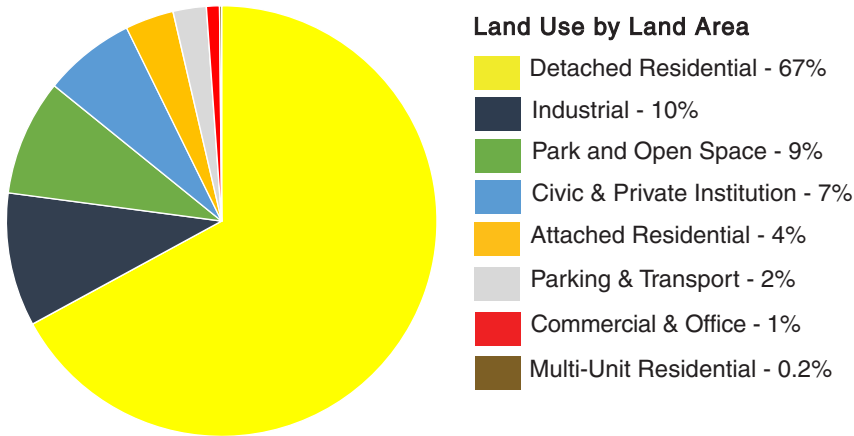
East Rockville is an established, predominantly single-unit detached residential neighborhood located just east of Rockville Town Center and the Rockville Transit Station. Residential communities located within the planning area include East Rockville and Burgundy Knolls, in addition to the townhome communities of Charles Walk and Redgate Farms. The planning area is shown in detail on Figure 47.

This Comprehensive Plan adopts by reference the *2004 East Rockville Neighborhood Plan* for portions of the 2004 Plan Area that coincide with this new planning area boundary, noting that this current planning area now includes portions of both sides of North and South Stonestreet Avenues. Policies in this Comprehensive Plan supersede any policies that are in conflict with those in the 2004 plan as well as all previous policies for the planning area in the *2002 Comprehensive Master Plan*.

Area Characteristics

Most of the housing stock in the neighborhood was built in the 1940s and early 1950s during the development boom that occurred after World War II. However, historic homes dating from the late 1800s still stand today. The *2004 East*

Existing Land Uses in Planning Area 2



Residential Dwelling Units	
Detached Residential	1,028
Attached Residential	65
Multi-unit Residential (apartment/condo)	6
Total units	1,099

Source: City of Rockville land records and GIS, 2019.



Croydon Park, adjacent to the historic Pump House. Photo courtesy of Sheila Sweeney, April 2019.

Rockville Neighborhood Plan provided a thorough history of the neighborhood's development and outlined several historic preservation goals, most of which have since been accomplished. In conjunction with the 2004 plan update effort, all buildings constructed before 1945 in East Rockville were surveyed and their resources documented. Several homes along Baltimore Road and Reading Avenue as well as the Croydon Park Pump House have been locally designated and are included in the *2011 City Historic Buildings Catalog*. In addition to local designations, the original Rockville Park subdivision was listed as a National Register Historic District in 2011.

Over the past decade, the neighborhood has experienced development pressures, common in transit-proximate, high-cost growth areas. These pressures, in addition to changing demographics and projected increases in future housing demand, have spurred fresh discussions with residents about the future of housing in the neighborhood. The increase in original-home tear-downs and rebuilds to a larger scale has raised concern. Residents have expressed concern that the height and massing of new residential development, and how it is used, is changing the character and context of the established neighborhood. Residents also acknowledge that certain locations provide opportunities for incorporating more housing types within the area, especially portions of North and South Stonestreet Avenue, properties abutting commercial and service industrial uses, and areas closest to the Rockville Transit Station. There is also a desire to see a transition to more-walkable, neighborhood-serving commercial uses near the Metro.

In addition to the primarily single-unit detached homes in the neighborhood, there are townhouse developments on Charles Street as well as the Redgate Farms townhouse community near the intersection of Norbeck Road and East Gude Drive. The only multi-unit developments in the neighborhood are two formerly single-unit detached homes that have each been converted into three-unit apartments.

Light- and service-industrial uses border residential portions of the neighborhood to the west, along North and South Stonestreet Avenues, and a portion of its northern boundary is adjacent to the Southlawn Lane light industrial area. Three local-serving commercial properties are in the neighborhood: a small retail center at the corner of Lincoln Avenue and North Horners Lane; the Maryvale Market, located at the

corner of North Horners Lane and Howard Avenue; and, further south at South Stonestreet and Reading Avenues, a former small convenience mart. Additionally, a few properties interspersed throughout the neighborhood are utilized for small commercial uses and in-home businesses under special provisions of the Rockville Zoning Ordinance.

East Rockville is home to several well-used parks and community facilities. Maryvale Park is the largest of the parks, with 7.5 acres devoted to active and passive recreation as well as a small forest preserve area. Northeast Park, located at the southwest corner of the East Gude Drive and Taft Street intersection, is nearly 7 acres and includes an urban wildlife sanctuary. Smaller parks include Mary Trumbo Park, Phyllis Kavanagh Park, and Croydon Park, the latter of which contains the historic Pump House and is a core community gathering space. Maryvale Elementary School is located along the northern boundary of the neighborhood on First Street and for which Montgomery County Public Schools completed a revitalization and expansion project in January 2020.

Planning History

The *1970 Master Plan for Rockville* organized the city into fifteen neighborhood planning areas, including Croydon Park on Rockville's east side. A neighborhood plan for Croydon Park was approved in 1982 and updated in 1986, a year after the Rockville Metro Station was completed. The City's *2002 Comprehensive Master Plan* expanded the Croydon Park planning area boundaries to include the Burgundy Knolls and Redgate Farms neighborhoods and updated the planning area name to East Rockville. In 2004, a neighborhood plan was adopted for East Rockville to replace the 1982 and 1986 plans for Croydon Park.

Prior to the adoption of this Comprehensive Plan, two plan amendments were adopted for areas identified as part of the *2018 Stonestreet Corridor Study*; the MCPS and County sites between Howard and Spring Avenues, and properties near the intersection of North Stonestreet Avenue and Park Road. Both amendments included changes to the land use map and text, including design guidance for the subject areas. The map and policy changes from those plan amendments are incorporated into this Comprehensive Plan. Additionally, the planning area boundary has been adjusted from the *2001 Town Center Master Plan* and the *2002 Comprehensive Master Plan* boundaries to incorporate

segments of North and South Stonestreet Avenues, between the rail lines and the East Rockville residential neighborhood, into Planning Area 2. This recommendation dates back to the *2001 Town Center Master Plan* and also supports recommendations from the *2018 Stonestreet Corridor Study*.

Most recently, based on recommendations from the 2004 Neighborhood Plan, the neighborhood engaged in the preparation of design guidelines for new single-unit detached homes, and additions to existing homes, in East Rockville. On February 1, 2021, the Mayor and Council adopted the East Rockville Design Guidelines, incorporating the document into the City's Zoning Ordinance. The Design Guidelines are requirements in addition to the existing base zoning standards in the neighborhood.

Key Issues

The following issues were identified during the Rockville 2040 Comprehensive Plan update effort:

- Desire to maintain and continue to improve the residential quality of life in the planning area;
- Concern with new detached residential structures built out-of-scale with adjacent homes and out-of-context with the neighborhood;
- Interest in more diverse housing types, including accessory dwelling units (ADUs), and increasing residential density in designated areas;
- Need to preserve the neighborhood's abundant mature tree canopy;
- Interest in directing more intense development, with a mix of uses, toward North and South Stonestreet Avenues;
- Desire to minimize impacts on the neighborhood from proximity to light- and service-industrial uses;
- Concern for the impacts of spill-over parking on residential streets from Rockville Transit Station users and future residential infill redevelopment;
- Interest in constructing more safe and aesthetically pleasing infrastructure for bikers and walkers in the neighborhood, such as bike lanes, bike parking, greenways, and accessible and landscaped sidewalks.

Focus Area Recommendations

These land use policies and zoning and urban design recommendations apply to specific sites in the Planning Area.

AREAS 1-3 A1 A2 A3

North Stonestreet Avenue and Howard Avenue

This area was part of the *2018 Stonestreet Corridor Study*, which was the impetus for the North Stonestreet Avenue Comprehensive Master Plan Amendment, adopted on March 25, 2019. The 2019 Plan Amendment included properties located in this planning area as well as in Planning Area 6, Lincoln Park (*see Figure 46*), and changed the land use of those properties as well as provided zoning and design guidance. The recommendations that were adopted as part of the 2019 Plan Amendment, and now incorporated into this Planning Area, are outlined in the following sections.

The Board of Education is the current owner of properties A1-A3, and office, warehouse, and storage facilities for the Montgomery County Public Schools (MCPS) Department of Materials Management are located on these sites. The

Figure 46: 2019 Plan Amendment Area

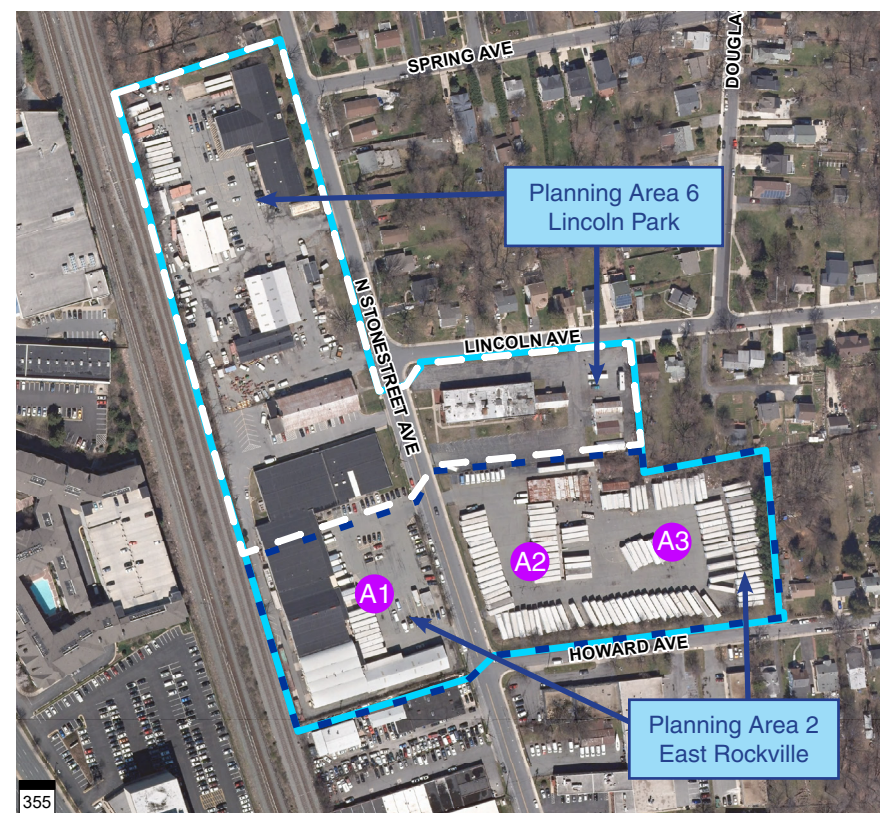
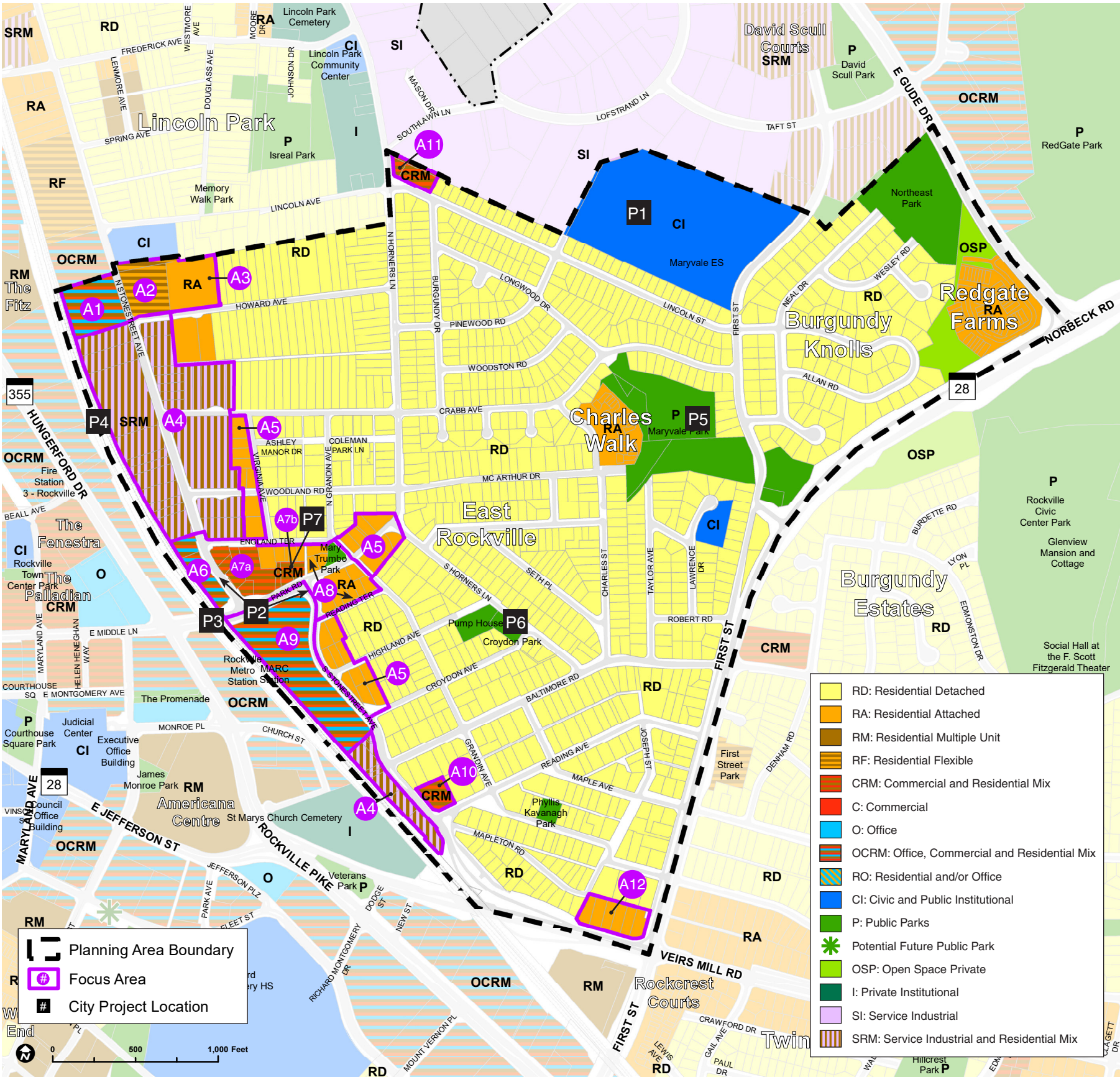


Figure 47: Land Use Policy Map of Planning Area 2



public process for the *2018 Stonestreet Corridor Study* resulted in generally strong support for setting a framework for redevelopment that promoted a mixed-use concept with moderate density potential. (See also *Action 7.2 of the Community Facilities Element*)

In the event that the subject properties become available, redevelopment should meet the following goals that were established for the larger 2019 Plan Amendment area:

- A mix of local-serving commercial, creative and maker spaces, community facilities, and diverse housing opportunities, which are well integrated with the Lincoln Park and East Rockville neighborhoods and take advantage of transit proximity.
- A range of new, well-designed housing types, ensuring compatibility in scale with adjacent single-unit detached homes in Lincoln Park and East Rockville. New housing should be diverse and build upon the eclectic nature and history of the housing stock of the neighborhoods to the east.
- A balanced mix of housing, which should include market-rate, moderately priced, and lower-priced units. New housing and other non-residential development should strengthen the surrounding neighborhoods. The housing should be accessible to existing residents as well as to new buyers or renters.
- Consideration about affordability for long-term residents in the adjacent neighborhoods. Current residents raised concerns about new development over-gentrifying the area. Given that the properties are publicly owned, prior to redevelopment, the City and the County should explore approaches to minimize potential pressures and explore the feasibility of implementing anti-displacement measures as a result of new development.
- An upgraded pedestrian environment including enhanced sidewalks on both sides of North Stonestreet Avenue, landscaping, street trees, and pedestrian-scale lighting. Underground utilities are preferred.
- Preservation and rehabilitation of the historic structures once occupied by Lincoln High School. Adaptive reuse

Figure 48: 2019 Plan Amendment Area Conceptual Scenario



This figure is a concept of one potential redevelopment scenario that graphically represents ideas and written input received during the *Stonestreet Corridor Study* process. It also illustrates a general feasibility, given certain assumptions, for this alternative. The figure is conceptual and is for illustrative purposes only. At the time of this amendment, there was no proposed development project. Actual development will be required to comply with applicable plan guidance, development regulations, and site constraints and will most likely result in a different build-out configuration. The concept was generally well received by the community when presented at two different public meetings, as it helped the public to understand visually the ideas that had been discussed.

of the historic structures should be encouraged for community use and/or access (e.g., maker/art/museum spaces, market stalls, etc.).

- New, well-connected and publicly accessible community gathering and civic spaces.

Land Use Policy Map

The area is planned for a range of mixed-use development through the **A1** OCRM (Office Commercial Residential Mix), **A2** RF (Residential Flexible), and **A3** RA (Residential Attached) designations. This plan upholds the land use designations that were adopted as part of the 2019 Plan Amendment. (See Figure 46 for the plan amendment boundary)

Zoning Recommendations

- A1** Rezone the property from R-60 (Single Unit Detached Dwelling) to a mixed-use zone that allows for uses including multi-unit residential, commercial, spaces for artists and makers, and community facilities.
- A2** Rezone the property from R-60 (Single Unit Detached Dwelling) to a neighborhood-scale mixed-use zone that allows a mix of residential and limited commercial.
- A3** Rezone the property from R-60 (Single Unit Detached Dwelling) to a zone specifically designed for infill residential.

Lincoln Park Neighborhood Conservation District (LPNCD)

Boundary Adjustment: In addition to property-specific recommendations, it is also recommended that the LPNCD boundary be amended to remove this area from the District. The LPNCD includes regulations geared toward single-unit detached development on individual lots and not large-lot, non-residential parcels. The Lincoln Park Civic Association testified in support of the boundary amendment during the public hearing process for this plan.

Urban Design Recommendations

The recommendations in this section provide guidance for new development in both the private and public realms. The following guidance was adopted as part of the 2019 Plan Amendment and considers the entirety of the Plan Amendment area, which includes the properties in this planning area as well as Planning Area 6 (Lincoln Park).



A parking lot owned by MCPS used for tractor-trailer storage on North Stonestreet Avenue. The former Lincoln High School is in the background.

Every effort should be made to integrate new development with the surrounding neighborhoods to further strengthen the existing community fabric.

Neighborhood Transitions: Provide sensitively-scaled transitions between new development and existing neighborhood homes.

- Orient maximum building heights along North Stonestreet Avenue, away from the existing single-unit residential.
- New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.

Public Realm Improvements: Enhance pedestrian and bike connections to the Rockville Transit Station, to new open spaces, and to the surrounding neighborhoods through improved sidewalks, bike infrastructure, signage, landscaping, lighting, and public art.

- Ensure that streetscape improvements that result from the redevelopment of individual properties are compatible with the overall street and sidewalk improvement recommendations from the *Stonestreet Corridor Study*.
- Consider additional street connections and pathway crossings to break up block sizes between Howard Avenue and Lincoln Avenue and between the east and west sides of North Stonestreet Avenue to create

greater ease of access and pedestrian safety within the area. Any new street connections or pathways should be well-landscaped and designed for pedestrian safety.

- Study the feasibility of a neighborhood-scale roundabout at the intersection of North Stonestreet Avenue and Lincoln Avenue to calm traffic and provide a transition to the Lincoln Park neighborhood.
- Burying utility lines should be explored at the time of new development and/or street and sidewalk reconstruction.

Building Orientation: In general, orient the primary facades of buildings and front doors parallel to the street or to a public open space to frame the edges of streets, parks and open spaces, and to activate pedestrian areas.

Facade Articulation: Create an architectural feature at the corner of North Stonestreet Avenue and Howard Avenue by focusing new development at that intersection, incorporating high-quality design features, and enhancing the public realm.

Parks and Open Space: Incorporate accessible community use space, including parks and other contiguous outdoor green space into the overall redevelopment concept. In addition to connected and accessible open space within private developments, opening and enhancing public green and community space on the grounds of the former Lincoln High School/current church would provide a central gathering area for existing and future residents.

Parking: In general, parking areas should be set back behind front building lines, away from the public realm and screened from public view. New structured parking should be located internal to new development. For attached dwellings, rear garage access is preferred, whether the garage is integrated into the primary structure or whether it is a separate structure; front-loaded garages should be avoided.

Rail Line Impact Mitigation: Mitigate impacts on new development, particularly residential developments, related to the area being proximate to the rail line, in such areas as safety hazards, noise, vibrations and odors. The purpose is to safeguard residents, customers, and employees of these new buildings.

AREA 4

A4

North and South Stonestreet Avenues

The properties within these two areas: 1) both sides of North Stonestreet Avenue between Howard Avenue to the north and England Terrace to the south; and 2) the west side of South Stonestreet Avenue, south of the WMATA Metro Station parking lot, have been zoned MXB (Mixed-Use Business) since 2009. The MXB zone is mapped in areas where service industrial is currently the main use, but allowing the incorporation of residential, commercial, office, and other uses within the area is desired.

Both the *2004 East Rockville Neighborhood Plan* and the *2018 Stonestreet Corridor Study* included language that supported the continued operation of the existing service industrial businesses in these areas. However, if the existing businesses were to relocate or to close, more-walkable, neighborhood-serving uses are preferred. Improvements to the pedestrian realm--enhanced sidewalks, landscaping, lighting, and bicycle facilities are encouraged, as well.

Land Use Policy Map

The land use designation for these properties is SRM (Service Industrial and Residential Mix), allowing the continuation of existing service industrial businesses while also allowing for the incorporation of a wider mix of uses including residential, commercial, and office. (*See also Policy 17 of the Land Use Element*)



View looking north on North Stonestreet Avenue with bicycle 'sharrows'

Zoning Recommendations

The properties within these areas are zoned MXB (Mixed-Use Business). No change to the zoning is recommended.

Urban Design Recommendations

Neighborhood Transitions: Multiple properties with service industrial uses abut properties with residential dwellings. Sensitively scaled transitions (heights, facade articulation, etc.) and ample screening between new development and existing neighborhood homes should be provided.

Public Realm Improvements: There is currently no sidewalk on the west side of North Stonestreet Avenue and the sidewalk on the east side needs improving. There is also very little landscaping or tree canopy in this portion of North Stonestreet Avenue. Streetscape improvements that result from the redevelopment of individual properties should be compatible with the overall street and sidewalk improvement recommendations from the *Stonestreet Corridor Study*.

AREA 5 A5

Residential Attached Transition Areas

These areas are generally on the edges of the neighborhood and identify locations where a mix of residential types would be appropriate transitions between single-unit detached homes and more intense, non-residential uses. They may also provide a transition from busier streets or are within a short walking distance of the Rockville Transit Station. (*See also Policy 3 of the Land Use Element*)

Land Use Policy Map

These areas are planned for a variety of attached and detached residential dwellings through the RA (Residential Attached) land use designation.

Zoning Recommendations

Rezone the properties in this area from R-60 (Single Unit Detached Dwelling) to a new zone that allows a diverse range of housing types, including duplexes, triplexes, fourplexes, and row houses, in addition to single-unit detached dwellings. Fourplexes should only be allowed on corner lots in the zone. Multiplexes of greater than four units are not appropriate in this area.

Urban Design Recommendations

Neighborhood Context

- Buildings should be designed and oriented in a manner that is inviting, promotes walkability, and contributes positively to the neighborhood context.
- Porches or enhanced entryways are encouraged and entrances should be oriented toward the street, connected by a walkway, to provide more opportunities for “eyes on the street” and community interaction.
- The siting of new buildings should be consistent with the established setback pattern along the block. If too much variation exists between existing buildings, a new building should be placed in a manner that establishes a street presence and enhances neighborhood character.
- Mature trees and tree canopy should be prioritized and preserved.

Open Spaces

- Open spaces should be consolidated into larger usable areas and designed as an integral part of the project, rather than scattered throughout the site, rendering them unusable.

Building Form

- New residential attached buildings should be proportional in height, mass, and scale with adjacent homes and blend well into the existing neighborhood.
- When adjacent to a lower-scaled structure, a gradual transition should be utilized. This recommendation can be accomplished through design elements, including stepping back upper stories, varying roof lines, recessing a portion of the wall plane, and lowering the roof pitch.
- Side elevations should include windows of consistent proportion and placement as the front elevation. Large, blank walls should be avoided.
- On corner lots, both facades should be similarly designed and detailed and have similar opening proportions, placements, and alignments.

Parking

- Parking considerations should be balanced between taking advantage of proximity to high capacity transit stops (existing and planned); keeping construction costs down by not requiring more parking than is needed at transit-proximate sites; and considering the surrounding neighborhood's parking constraints, especially in areas with limited-to-no off-street parking.
- The visibility and prominence of parking facilities should be minimized. Parking to the rear or to the side of the building is encouraged. Front yard pavement should be minimized as much as possible and permeable paving materials are highly encouraged throughout the site.

AREAS 6-8 A6 A7 A8

Park Road and North Stonestreet Avenue Area

Park Road is a critical east/west connection within the city. Its intersection with North Stonestreet Avenue is the first introduction to the east side after passing under the railroad overpass from the west. The Rockville Transit Station is located on the south side of Park Road, a significant opportunity for any future east side transit-oriented development.

This area was part of the *2018 Stonestreet Corridor Study*, which was the impetus for the Park Road / North Stonestreet Avenue Comprehensive Master Plan Amendment, adopted on July 13, 2020. The Plan Amendment changed the land use of those properties as well as provided design guidance and zoning recommendations. The goals, adopted land use, design guidance, and zoning recommendations that were adopted by the 2020 Plan Amendment, and now incorporated into this Planning Area, are outlined in the following sections.

The following goals were established for the subject area:

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

Land Use Policy Map

The area is planned for a range of mixed-use development through the following land use designations:

Area A6, OCRM (Office Commercial Residential Mix).

Areas A7a and A7b, CRM (Commercial Residential Mix).

Area A8, RA (Residential Attached) designations. (*See also Policy 9 of the Land Use Element*)

Zoning Recommendations

- A6 Rezone the properties from MXB (Mixed-Use Business) to a mixed-use zone that allows for uses including retail, office, neighborhood services, and artisan/craft manufacturing with building heights up to 4-5 stories (or 50-65 ft).
 - Artisan and craft/maker manufacturing spaces are light-impact uses that have their operations generally enclosed within a building and produce little-to-no noise, vibrations or fumes outside of the building.
 - No new Service Industrial uses should be permitted, but existing uses should be allowed to remain.
- A7a Rezone the properties from MXB (Mixed-Use Business) to a mixed-use zone that promotes a mix of local retail and service uses and multi-unit residential across from the Rockville Metro Station with building heights up to 4-5 stories (or 50-65 ft).
 - No new Service Industrial uses should be permitted, but existing uses should be allowed to remain.
- A7b Rezone the properties from R-60 (Single Unit Detached Dwelling) to a mixed-use zone that promotes a greater mix of uses, including smaller-scale multi-unit residential, attached townhouses/row houses, and limited commercial at this transit center.

A8 Rezone the properties from R-60 (Single Unit Detached Dwelling) to a zone that promotes a mix of infill housing types, compatible in scale with single-family homes, including duplexes, triplexes, fourplexes, and townhouses/row houses. Multiplexes of greater than four units are not appropriate in this area.

- New buildings should blend well with the surrounding residential detached neighborhood, transition well in scale, mass, and height to surrounding homes, provide enhanced connections to the Rockville Metro Station, and limit curb cuts on Park Road so as to focus vehicular access and parking to the rear of the building.

Urban Design Recommendations

- Orient maximum building heights along Park Road and North Stonestreet Avenue, away from the existing single-unit residential.
- New buildings should taper down in height and scale toward existing single-family homes to establish a compatible relationship between buildings.
- Exterior lighting for new buildings should utilize a cut-off design to minimize light spillover onto surrounding properties.
- Encourage an architecturally enhanced feature at the corner of North Stonestreet Avenue and Park Road by focusing new development at that intersection, incorporating high-quality design components, and improved public realm.
- Establish building frontages along Park Road and North Stonestreet Avenue to include ground-floor commercial, enhanced pedestrian areas and amenities, landscaping, and bicycle infrastructure.
- Incorporate community use space, including plazas and outdoor green space, into the overall redevelopment concept.
- Reduce the number of properties with multiple curb cuts to minimize conflicts with pedestrian and bicycle areas.
- Consider additional street connections and pathway crossings to break up block sizes and to create greater ease of access and pedestrian safety within the area. Any new street connections or pathways should be well-landscaped and designed for pedestrian safety.
- Provide upgraded pedestrian and bicycle connections to the surrounding neighborhoods and to the Rockville Transit

Station. (See the 2018 Stonestreet Corridor Study)

- Redesign the intersection of Park Road and South Stonestreet Avenue, with emphasis on improving pedestrian and bicyclist connections, but also improving driver experience. (See the 2018 Stonestreet Corridor Study)
- Explore burying utility lines at the time of new development and/or street and sidewalk reconstruction.
- In general, parking areas should be set back behind front building lines, away from the public realm and screened from public view. For attached dwellings, rear garage access is preferred, whether the garage is integrated into the primary structure or whether it is a separate structure. Avoid front-loaded garages whenever possible. For multi-unit dwellings, parking requirements should take into account the area's transit proximity.
- Mitigate impacts on new development, particularly residential developments, related to the area being proximate to the rail line, in such areas as safety hazards, noise, vibrations and odors. The purpose is to safeguard residents, customers, and employees of these new buildings.

AREA 9

Rockville Transit Station / WMATA / MDOT MTA Properties

Land Use Policy Map

This area is planned for mixed-use development through the OCRM (Office Commercial Residential Mix) designation.

Zoning Recommendations

Rezone the properties from MXNC (Mixed-Use Neighborhood Commercial) to MXCD (Mixed-Use Corridor District) to allow for higher intensity transit-oriented development if the parking lot is proposed for redevelopment.

Urban Design Recommendations

- Continue to partner with WMATA, MDOT MTA, and MDOT SHA as part of the WMATA Rockville Transit Station Study process currently underway (Summer 2021) to develop concepts and plans for site enhancements, facility improvements, and/or property redevelopment, pursuant to that Study or any subsequent efforts.
- Provide sensitively scaled transitions between new development and existing neighborhood homes.



Bike parking at Rockville Transit Station

- Orient maximum building heights toward Park Road, away from the existing single-unit detached homes.
- New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.
- Enhance pedestrian and bike connections to the Rockville Transit Station, to new open spaces, and to the surrounding neighborhoods through improved sidewalks, bike infrastructure, signage, landscaping, lighting, and public art.
- In general, orient the primary facades of buildings and front entrances parallel to the street or to a public open space to frame the edges of streets, parks and open spaces, and to activate pedestrian areas.
- Incorporate accessible community use space, including parks and other contiguous outdoor green space, into the overall redevelopment concept.
- Mitigate impacts on new development, particularly residential developments, related to the area being proximate to the rail line, in such areas as safety hazards, noise, vibrations and odors. The purpose is to safeguard residents, customers, and employees of these new buildings.
- New structured parking or parking garages should be located internal to new development and be oriented so as not to face the public street or adjacent residential homes.

AREAS 10 and 11

A10 A11

Walkable Commercial, Potential Mixed Use Areas

Area 10 is the existing commercial property at the northeast corner of South Stonestreet Avenue and Reading Avenue. The property was formerly a convenience mart and a Chinese restaurant and is currently a business for sales of hot tubs and saunas. Area 11 is the Maryvale strip shopping center which includes a mix of restaurants, a small market and a laundromat. Both areas provide the neighborhood with options for walkable, neighborhood-serving commercial, with the potential to add in additional housing. Should either of the properties redevelop, a mix of moderately dense residential development, with ground-floor commercial would be appropriate.

Land Use Policy Map

These properties are designated CRM (Commercial Residential Mix) to allow for commercial and/or mixed-use residential and commercial development.

Zoning Recommendations

No change in the current MXC (Mixed-Use Commercial) zone is recommended.

Urban Design Recommendations

If either of the areas redevelop, the following guidelines should be incorporated whenever feasible:

- Incorporate a community gathering space, which could include outdoor cafe seating where neighbors can meet, or an amenitized plaza with benches, landscaping, and public art.
- Frame the street corner with commercial uses to activate pedestrian areas and create an inviting focal point through unique and interesting design.
- Provide sensitively scaled transitions between new development and existing neighborhood homes.
 - Orient maximum building heights away from any abutting single-unit detached homes.
 - New buildings should taper down in height and scale toward existing single-unit detached homes to establish a compatible relationship between buildings.



View looking south on North Stonestreet Avenue toward Park Road and the Rockville Transit Station. Missing sidewalks on the west side of the street are a critical gap in the walking network on North Stonestreet Avenue.



Sidewalks along the Park Road where it passes under the Metro and CSX bridges are not comfortable to use for people walking and are not well-lit at night.

- Enhance the public realm through improved sidewalks, bike infrastructure, pedestrian-oriented signage and lighting, landscaping, and public art.

AREA 12 A12

800 blocks of Veirs Mill Road and Grandin Avenue

The intersection of Veirs Mill Road and First Street has been identified by the County as a potential Bus Rapid Transit

(BRT) station location. The intent of the land use policy and zoning recommendations in this area is to plan for a mix of residential housing types in this future transit area while respecting the compatibility of new development with existing residential homes. This area is adjacent to the southern edge of the Rockville Park Historic District, a National Register of Historic Places site, which includes some of the oldest homes in Rockville.

Land Use Policy Map

This area is designated RA (Residential Attached) to allow for attached and detached residential development.

Zoning Recommendations

Rezone the properties from R-60 (Single Unit Detached Dwelling) to a new zone that allows a diverse range of housing types, including duplexes, triplexes, fourplexes, and townhouses/row houses, in addition to single-unit detached dwellings. Multiplexes of greater than four units are not appropriate in this area.

Urban Design Recommendations

- Any redevelopment on this site should ensure compatibility with, and appropriate transitions to, lower-intensity residential uses, especially single-unit detached dwellings.
- Redevelopment proposals should consider creating a pedestrian-oriented streetscape that is safe and pleasant for residents and all modes of travel due to the adjacency to the intersection of Veirs Mill Road and First Street.

Recommended City Projects

These projects or studies are recommended to be undertaken by the City in specific locations within the Planning Area.

PROJECT 1 P1

Work with Montgomery County Public Schools to increase public access to Maryvale Elementary School grounds while maintaining security of the building and grounds. Allow after hours and weekend community access to the school grounds to increase park and recreational space within the community.

PROJECT 2 P2

Implement recommendations in the *2018 Stonestreet Corridor Study* for street and sidewalk improvements on North Stonestreet Avenue and Park Road, and the intersection of Park Road and South Stonestreet Avenue.

PROJECT 3 P3

Install additional and ample lighting on Park Road near the rail lines and within the underpass.

PROJECT 4 P4

Consider a pedestrian and bicycle crossing over the CSX / WMATA rail lines near Crabb Avenue to provide an additional access point to and from Town Center.

PROJECTS 5 AND 6 P5 P6

Implement safety improvements at Maryvale and Croydon Parks. Provide adequate lighting to illuminate pathways to, from, and through each park to promote greater visibility and safety. Lighting could be on timers, solar, or motion-sensitive. Explore the option of lighting play areas and courts, particularly when it darkens early, to provide youth more active recreational opportunities after school.

PROJECT 7 P7

Consider exploring a range of options to implement plan goals, including a public/private partnership or purchase, for the vacant properties on Park Road, labeled 'A7b' on the Land Use Policy Map. Street improvements for the Park Road and South Stonestreet Avenue intersection are proposed, and the City may want to consider exploring options in coordination with future street reconstruction.



Interpretive signage highlighting the stormwater and wildlife elements of Maryvale Park

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