



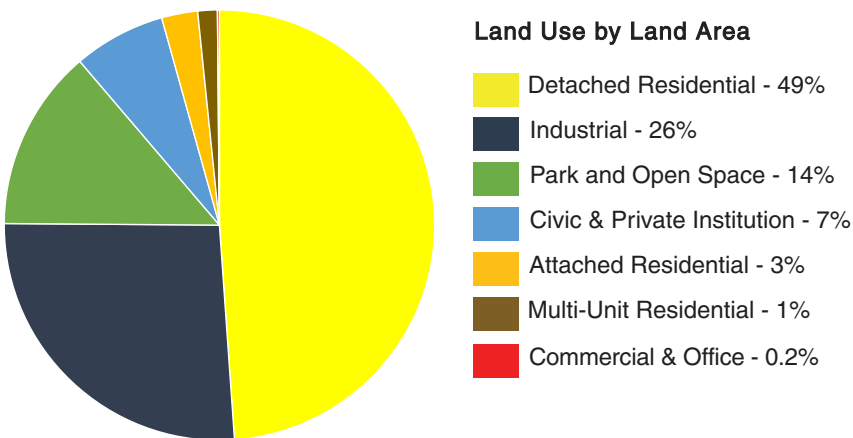
Planning Area 6

LINCOLN PARK

Lincoln Park is a well-established, predominantly residential neighborhood located in central Rockville, to the east of the WMATA and CSX rail lines. The neighborhood is one of the oldest African-American communities in Montgomery County, dating back to the 1850s. Lincoln Park has a strong neighborhood identity, due in large part to long-term residents, some of whom are part of families who have lived in the community for several generations.

This Comprehensive Plan adopts by reference the *2007 Lincoln Park Neighborhood Plan* for portions of the former neighborhood plan area that coincide with its respective new planning area boundary, noting that the current planning area includes properties on the west side of North Stonestreet Avenue as well as the Westmore Road light industrial area. Policies in this chapter supersede any policies that are in conflict with those in the 2007 plan as well as all previous policies for the planning area in the *2002 Comprehensive Master Plan*.

Existing Land Uses in Planning Area 6



Residential Dwelling Units	
Detached Residential	219
Attached Residential	57
Multi-unit Residential (apartment/condo)	59
Total units	335

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

Area Characteristics

The majority of Lincoln Park consists of single-unit detached homes, with the exception of Rocklin Apartments and Legacy at Lincoln Park. Rocklin Apartments is a compact cluster of 3- and 2-story, smaller-scaled units on Lenmore Avenue. Legacy at Lincoln Park, along Moore Drive, is a primarily townhouse development. It was completed in 2007 as a mixed-income, public-private redevelopment effort to replace the obsolete buildings of Lincoln Terrace, one of the first public housing developments in Montgomery County.

Over the past decade, there has been an increase in the number of original homes being torn down and replaced by new houses of a much larger scale. The Lincoln Park Neighborhood Conservation District (LPNCD) was adopted in 2007 as a zoning tool to attempt to retain the character of the community by addressing issues such as the height, massing, and site design of new single-unit detached homes and additions to original structures. The Lincoln Park Civic Association has expressed an interest in reviewing the existing LPNCD standards to determine whether they are achieving their purpose and whether updates to the standards are warranted to address changes in



Historically designated, former Lincoln High School building



Lincoln Park Community Center (LPCC)

residential demand and building design. The boundary of the conservation district may also need to be revisited to exclude areas of the neighborhood that are not planned for single-unit detached homes, a primary focus of the district.

Residents in Lincoln Park are within walking distance to multiple parks, including the facilities at Isreal Park, the Wilma Shelton Bell neighborhood park, and Memory Wall Park, a small commemorative green space. The Lincoln Park Community Center, within Isreal Park, provides a second home to many children in the neighborhood and is a tremendous base and resource for the community.

The non-government institutional uses in the planning area are mainly churches. Mount Calvary Baptist Church is the largest church in the neighborhood, and it owns several non-residential buildings, houses, and parking areas along North Horners Lane and Lincoln Avenue. The Clinton AME Zion Church and the Iglesia De Dios Church are located at the corners of Westmore and Elizabeth Avenues. The Crusader Baptist Church holds services in the former Lincoln High School, an historically designated building and property owned by Montgomery County government, located at the corner of North Stonestreet and Lincoln Avenues. The building is the oldest remaining structure built for African-American students within Montgomery County.

Light- and service-industrial land uses surround Lincoln Park on three sides. Montgomery County Public Schools (MCPS)

warehouses and storage facilities are located to the west on North Stonestreet Avenue, portions of the Southlawn Industrial Park are located to the east along North Horners Lane, and 1000 Westmore Avenue (former WINX site) and the Westmore Industrial Park and Washington Gas fields are located to the north. Minimizing adverse impacts from adjacent industrial uses continues to be a priority for the neighborhood. The MCPS and 1000 Westmore Avenue properties were discussed in detail as part of the *2018 Stonestreet Corridor Study*. Previous neighborhood plans have included detailed recommendations for both properties, but little change has occurred.

Planning History

The original *Lincoln Park Neighborhood Plan* was adopted in 1984 as one of the initial neighborhood efforts in the city to integrate local concerns with long-range planning policies. The City's *1993 Comprehensive Master Plan* and *2002 Comprehensive Master Plan* reaffirmed recommendations from the 1984 Neighborhood Plan, further emphasizing goals toward maintaining a secure and stable residential neighborhood, ensuring compatible infill development, restricting further encroachment from industrial areas, and improving commercial traffic circulation throughout the neighborhood.

The *2002 Comprehensive Master Plan* also included a recommendation to update the 1984 Plan. The *Lincoln Park Neighborhood Plan* update was completed in February 2007 along with the Neighborhood Conservation District. As stated at the beginning of this chapter, policies in this section supersede any policies that are in conflict with those in the 2007 plan as well as all previous policies for the planning area in the *2002 Comprehensive Master Plan*.

Key Issues

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

- Desire to maintain and continue to improve the residential quality of life in the planning area;
- Interest in designating suitable areas for diverse, well-designed, and neighborhood-affordable housing types;
- Preference for higher intensity development on the west side of North Stonestreet Avenue, along the railroad tracks;

- Desire to mitigate the impacts of neighboring light industrial uses on the residential neighborhood;
- Interest in ensuring the vitality and compatibility of small-scale commercial sites within the planning area;
- Desire to minimize the impacts of ‘cut-through’ traffic on residential streets within the planning area;
- Concern about spill-over parking on residential streets from the Rockville Transit Station and future infill redevelopment;
- Interest in expanding the Lincoln Park Community Center to meet community needs;
- Need to improve safety and ease of travel for pedestrians and bicyclists.

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 Lincoln 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 2, East Rockville (see *Figure 59*), and changed the land use of those properties as well as provided design guidance and zoning recommendations. The properties identified as A1 and A3 on Figure 60 are operations facilities for Montgomery County Public Schools (MCPS), and A2 is home to the historic Lincoln High School building, currently used by the Crusader Baptist Church.

The public engagement effort 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, with the more intense development occurring on the rail side and scaling down when adjacent to any existing single-unit detached residential use. Given the historical significance of the Lincoln High School building to the neighborhood, residents expressed a desire to see it preserved and include at least some availability for community-serving and educational uses open to the

Figure 59: 2019 Plan Amendment Area



public. The grounds around the building were envisioned as accessible green gathering spaces for the community.

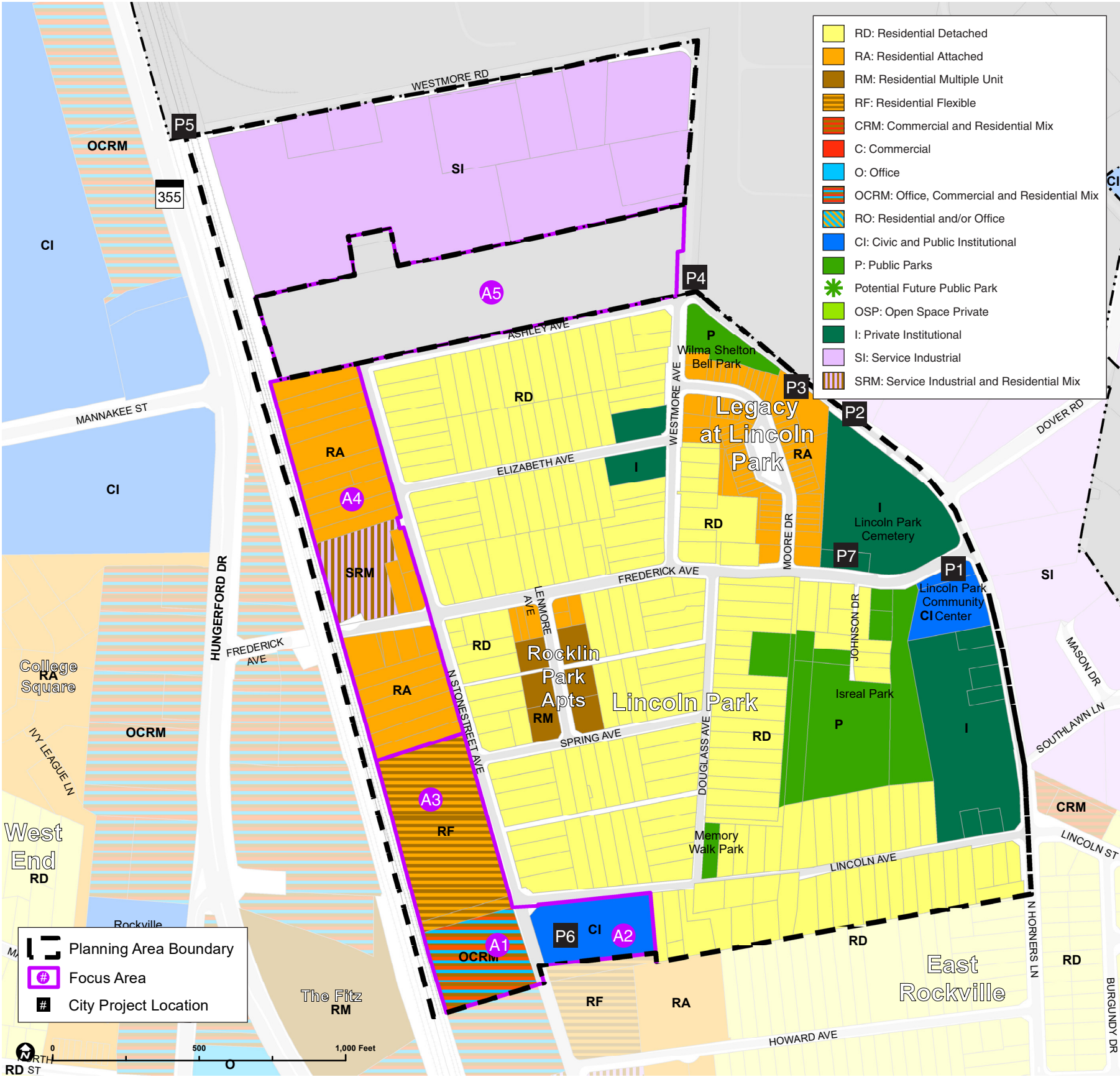
The primary point of contention over the MCPS properties are the tractor trailers at the corner of North Stonestreet and Howard Avenues that MCPS uses for storage. The trailers abut single-unit detached homes to the east and the historic former Lincoln High School building. For years, neighbors have advocated for the removal of the trailers due their incompatibility with the neighborhood. MCPS acknowledges that the facilities are less than ideal, but that funding for new schools and classroom space has taken precedence over relocating or upgrading the MCPS operations facilities, of which this is one.

The goals, adopted land use, design guidance, and zoning recommendations that were adopted by the 2019 Plan Amendment are outlined in the following sections.

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

Figure 60: Land Use Policy Map of Planning Area 6



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, high-quality housing types, designed compatible with the scale of adjacent single-unit detached homes in Lincoln Park. 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 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

Area **A1** is designated OCRM (Office Commercial Residential Mix), Area **A2** is CI (Civic and Public Institutional), and Area **A3** is RF (Residential Flexible). This plan upholds these land use designations that were adopted as part of the 2019 Plan Amendment (see *Figure 59*).

Zoning Recommendations

- A1** Rezone the property from Single Unit Detached Dwelling (R-60) to a mixed-use zone that allows for uses including multi-unit residential, commercial, spaces for artists and makers, and community facilities.
- A2** No zoning change recommended.
- A3** Rezone the property from Single Unit Detached Dwelling (R-60) to Residential Medium Density (RMD-15) or to a new zone specifically designed for infill residential to promote a mix of housing types, compatible in scale with the single-unit homes to the north and east, including townhouses and small multi-unit development.

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 since the LPNCD includes regulations geared toward single-unit detached development on individual lots rather than 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 2 (East Rockville). 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 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.

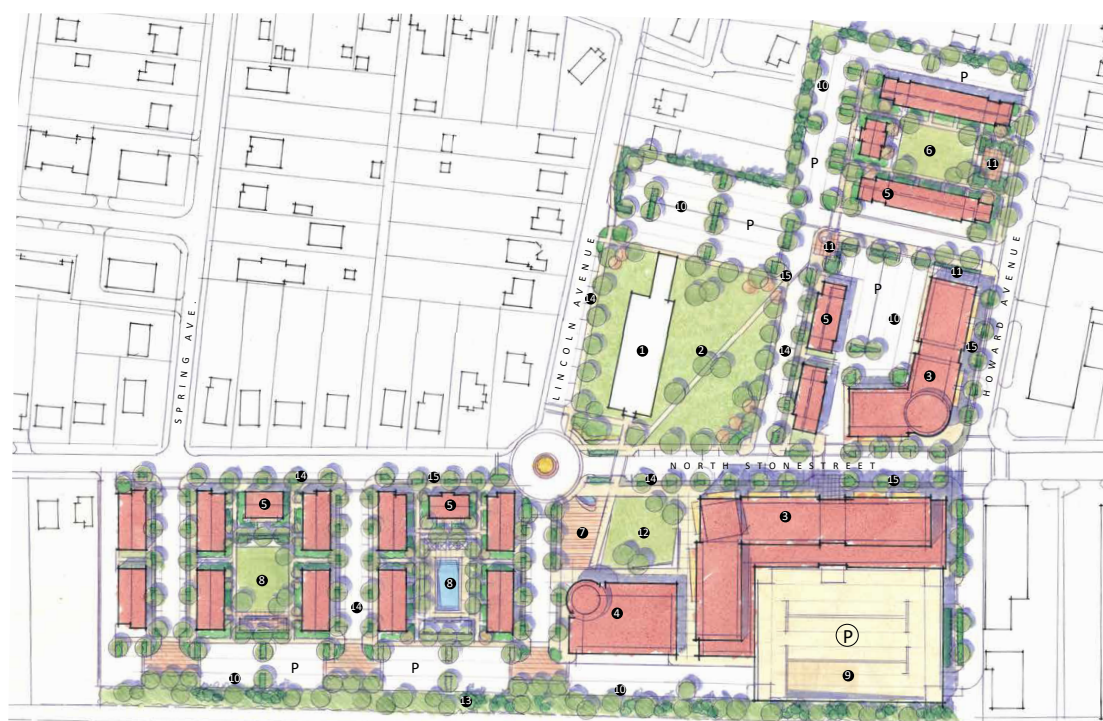
- Burying utility lines should be explored at the time of new development and/or street and sidewalk reconstruction.

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

Figure 61: 2019 Plan Amendment Area Conceptual Scenario



Potential Redevelopment Scenario

- | | | | |
|--|---|-------------------------------------|------------------------------------|
| 1 Existing Building - Church and Potential Community Space | 4 Civic Building (Arts/Sciences) or Mixed Use | 9 Parking Garage | 14 On Street Parallel Parking |
| 2 Community Park | 5 Townhomes | 10 Off Street Surface Parking Areas | 15 Streetscape Improvements |
| 3 Mixed Use Building - Ground Floor Commercial, Multi-unit residential above | 6 Pocket Park | 11 Small Courtyards/Plaza Spaces | P Off Street Surface Parking Areas |
| | 7 Public Plaza | 12 Focal Event Lawn | P Parking Garage |
| | 8 Private Residential Amenity Spaces | 13 Landscape Buffer from Rail Lines | |

This figure shows 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.

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. 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

Residential Attached Transition Areas

This area is on the edges of the neighborhood, adjacent to the rail lines, where providing the option for a greater mix of residential types would be appropriate. (*See also Policy 3 of the Land Use Element*)

Land Use Policy Map

This area is 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.

AREA 5 A5

1000 Westmore Avenue

This focus area is just outside of Rockville's city limits, and is zoned by Montgomery County government for industrial land uses. The property is approximately 10 acres and is largely undeveloped, though some areas are being utilized for outdoor storage of vehicles and equipment. The surrounding land uses are the Westmore Industrial Park to the north; the Lincoln Park neighborhood to the south; the Washington Gas fields to the east (outside city limits); and rail lines to the west. Primary access is from Westmore Avenue, though there is an emergency vehicle access easement where North Stonestreet Avenue dead ends at Ashley Avenue.

Approximately 3 of the 10 acres on the site are within a Forest Conservation Easement, primarily along the southern boundary adjacent to Ashley Ave, but also on the west next to the rail lines. The Forest Conservation Easement was established in 2012, on the plat for the property. 1000 Westmore Avenue is located outside of the Washington Suburban Sanitary Commission (WSSC) service district, and currently has a limited capacity water connection from the City of Rockville. Any additional water and sewer service provided by the City would occur, by City policy, only through annexation.

Current City policy, as outlined in the *2007 Lincoln Park Neighborhood Plan*, recommends annexation for a mix of single-unit detached and attached housing. This recommendation was established before the implementation of the Forest Conservation Easement, which now provides a buffer between industrial activity and the neighborhood. In addition to the language in the neighborhood plan, this property is also included within the boundary of the 2007 Lincoln Park Neighborhood Conservation District.



Ashley Avenue with Lincoln Park neighborhood homes on the right and the forested easement of 1000 Westmore Avenue on the left of the photo.

Public input did not result in a consensus view on the future of this property. Some participants, particularly some residents of Lincoln Park, expressed their preference for residential development, with park space, on the site. In the mid-2000s, prior to the approval of the Forest Conservation Easement and under different property ownership, there had been a proposal by a developer for residential on the site. Other participants, including the current property owner, expressed a view that residential development is not appropriate, especially considering that the location on site of the Forest Conservation Easement will likely direct any development to be adjacent to industrial uses to the north and/or the gas field to the east. Removal or relocation of the Forest Conservation Easement would require approval by the Planning Board of the Maryland-National Capital Park and Planning Commission (M-NCPPC) and, likely, off-site mitigation.

Given that the property is currently outside of city limits and opinions vary greatly about how the property should be developed, the Study recommendations for this site, should it be annexed into the city, provide options rather than establishing a specific direction. (*See also Action 3.2 of the Municipal Growth Element*)

The following goals were established as part of the *2018 Stonestreet Corridor Study* public engagement effort and are incorporated here into this plan:

- Provide feasible development options, should the property be annexed into the city;
- Minimize and mitigate any negative impacts that development may have on the Lincoln Park Neighborhood;
- Preserve the Forest Conservation Easement as a buffer between industrial activities and residential uses. If a residential development is proposed for the site, the Forest Conservation Easement, or equivalent buffer, should be shifted to the north side of the site between any new residential and the Westmore Industrial Park to the north.

Land Use Policy Map

Should the property be annexed into the city, a land use designation should be applied that allows for a mix of residential types including multi-unit, multiplexes, townhouses, row houses and single-unit homes, consistent with the Residential Flexible (RF) land use designation on the Land Use Policy Map.

Zoning Recommendations

- Amend the Lincoln Park Neighborhood Conservation District (LPNCD) boundaries to remove this property from the District.
 - The LPNCD includes regulations that are geared toward single-unit detached homes on individual lots.
- Rezone the property from its current industrial zoning (County Zoning IM-2.5) to a zone consistent with its land use designation.

Urban Design Recommendations

- Ensure that any future use will not diminish the residential character of Lincoln Park and that a significant buffer is in place to mitigate any potentially negative impact on the neighborhood.
- Improve Ashley Avenue, and establish a walkable street environment if new residential is developed.
 - For residential developments, a portion of the development's residences should front Ashley

Avenue to establish a relationship with the existing residences to the south and establish a pedestrian-friendly street presence. A contiguous sidewalk on the north side will be required with new residential development, and it should include enhanced landscaping and pedestrian-scale lighting.

- If a residential use is developed, a contiguous, well-connected park or open space, usable to the public, should be provided on this property.
- The park should be comparable in size, at a minimum, to the Wilma Shelton Bell Park, located to the southeast of 1000 Westmore Avenue
- Preserve the existing Forest Conservation Easement.
 - If any non-residential uses are developed, the forest conservation easement should remain and continue to provide a significant buffer to the existing residences to the south.
 - Should a residential use be proposed, development should be contingent on the Montgomery County Planning Board approving the Forest Conservation Easement being flipped to the north side of the site, and the development being focused to the south on Ashley Avenue to buffer any new residential from the industrial uses to the north. This Plan does not recommend approving isolated residential development adjacent to industrial uses.

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**

Evaluate the use of space and facilities at the Lincoln Park Community Center to determine which improvements will help to accommodate current and future demand.

The Lincoln Park Community Center opened in 1970 and is a key anchor for the neighborhood. Its programming and usage have grown over the years, but space, and especially parking, have not kept pace. The community would like to see an overall upgrade to the center that would include improved exercise facilities. Expansion of the community center building should also be considered to accommodate programming and space needs of the surrounding community.

Figure 62: North Horners Lane Recommended Improvements



The open space and stormwater management facility behind the Legacy at Lincoln Park community on North Horners Lane

PROJECT 2 P2

Improve North Horners Lane between Dover Road and Westmore Avenue.

One of the primary concerns for some of the residents in Lincoln Park about the development of a non-residential use at 1000 Westmore Avenue is additional commercial or industrial truck traffic through and around the neighborhood. The intent of Projects 2-4 is to provide upgrades to the roadway and protection to the neighborhood from the potential impacts of additional traffic.

- Fund proposed construction of the North Horners Lane sidewalk project as part of its Sidewalks Capital Improvements Program (see Figure 62). The City is currently designing the improvement of North Horners Lane between Dover Road and Ashley Avenue to include a sidewalk on the southwest side of the road, new curb and gutter for portions of the road, roadway resurfacing, and wider lane widths adjacent to the proposed curb and gutter.
- Explore redesign options at the intersection of North Horners Lane, Westmore Avenue, and Ashley Avenue, to reduce truck traffic through the neighborhood.

PROJECT 3 P3

Provide additional screening between the Legacy at Lincoln Park residences and North Horners Lane. Screening (landscape, fencing, or similar treatments) should be installed along the portion of North Horners Lane adjacent to the Legacy at Lincoln Park residential development, to protect homes from truck traffic (see Figure 62).

PROJECT 4 P4

Retain primary vehicular access into the industrial area off of Westmore Avenue. If a non-residential use is developed at 1000 Westmore Avenue, primary access should remain off of Westmore Avenue. Truck traffic through the neighborhood should be prohibited unless for emergency access.

PROJECT 5 P5

Re-examine an east/west vehicular crossing of the Metro/CSX rail lines to connect to MD-355. Connections at Westmore Road and Ashley Avenue have been explored in

the past after the extension of the Metro rail lines closed off the once existing railroad crossing at Frederick Avenue. (*See also Policy 17 of the Transportation Element*)

PROJECT 6 P6

Preserve the existing historic structure, formerly the Lincoln High School building.

PROJECT 7 P7

Add an historic landmark sign at Galilean Fishermen's Cemetery.

Other Policy Recommendations

The following additional items are recommended to address key issues and opportunities in the Planning Area.

Land Use & Urban Design

1. Review the existing 2007 Lincoln Park Neighborhood Conservation District (LPNCD) standards to determine whether updates or amendments are warranted.
2. Partner with the neighborhood to establish design criteria, whether through an overlay district, floating zones, or base rezoning, that provides guidance for new development within the area identified for RA (Residential Attached) land uses along North Stonestreet Avenue. (See the Land Use Policy Map for specific areas). Focus on compatibility with, and appropriate transitions, to single-unit detached residential uses.
3. Implement recommendations in the 2016 Southlawn Feasibility Study that address making improvements to the existing environment around the industrial properties to create more appropriate transitions to the abutting residential areas.

Transportation

4. Implement effective parking management and enforcement solutions to ensure adequate on-street parking for area residents where off-street parking is not available or constrained. Study the possibility of adding or expanding residential permit parking in the neighborhood, in consultation with neighborhood residents and businesses, due to its proximity to Rockville Station and future infill development.

- Consider adding new traffic calming measures on neighborhood through roads (e.g., North Stonestreet Avenue and North Horners Lane), in consultation with neighborhood residents, to increase safety and comfort of public streets, and to control excessive vehicle speeds.
5. Encourage WMATA to study the feasibility of adding a new rail station along the Metrorail Red Line in the vicinity of the Montgomery College - Rockville Campus, in consultation with the Rockville community and considering the impacts and benefits to surrounding neighborhoods. (*See also Action 8.6 of the Transportation Element*)
 6. Continuously monitor traffic management operations at the following intersections to assess delays for residents exiting and entering the neighborhood:
 - Lincoln Avenue at North Horners Lane; and
 - Dover Road at North Horners Lane.

Community Partnerships

7. Partner with the Lincoln Park Civic Association to educate residents in need about programs available for home maintenance and rehabilitation. For vacant properties, hold property owners accountable for upkeep and maintenance.
8. Continue to work with the Board of Education/ MCPS to improve the short-term maintenance and appearance of their properties on North Stonestreet Avenue. Of particular concern is the property that contains the storage trailers at the corner of North Stonestreet Avenue and Howard Avenue. In the long run, these uses should be relocated.
9. For new or expansions to existing institutional uses, examine whether shared parking agreements can be established with other institutional uses to 1) meet parking needs by sharing existing resources, and 2) minimize additional surface parking in the neighborhood.

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