



Chapter 3:

Guidelines for Rock Spring

Introduction

The Rock Spring Sector Plan envisions three distinct mixed-use districts connected by a central spine, which includes the proposed North Bethesda Transitway. The 2013 Countywide Transit Corridors Functional Master Plan recommends four potential bus rapid transit stations along the central spine, which will become nodes for concentrated development set within walkable and bikeable streets. The three districts are:

- Rock Spring East/Village Center, which includes the properties east of Rockledge Drive/Rockledge Boulevard.
- Rock Spring Central/Mixed-Use Business Campus, which includes the office park, located between the I-270 spur and Rockledge Drive.
- Rock Spring West/Mixed-Use Regional Marketplace, which includes the regional mall and retail uses west of the I-270 spur and north and south of Westlake Terrace.

The Rock Spring Sector Plan recommends that every development proposal within the plan area should be evaluated for the provision of a school site or recreational fields. The urban design recommendations for districts and key properties within the master plan do not cover the provision of a school site. General principles for providing a school and / or recreational fields are covered in the Vision Chapter under Urban Design Principles. The layout of the school / recreational fields, if provided, will be evaluated during the regulatory review or mandatory referral process, in coordination with Montgomery County Public Schools.

Urban Design Opportunities

- Accommodate infill buildings, adaptive reuse of existing structures and tear downs and rebuilding of new projects on large properties within the Rock Spring plan area.
- Support new development on swaths of land currently used for surface parking, general landscaping and surface stormwater facilities .
- Recognize the adequate structural strength of existing, well-built, Class A office buildings to undergo extensive renovations and adaptive reuse.
- Forge connections between the plan area and nearby local and regional parks.
- Realize large scale transformations of the plan area through undeveloped large parcels and vacancies within existing office buildings.

Urban Design Challenges

- Traveling on foot or bike is difficult due to wide roads throughout the plan area.
- Demolishing the large concrete office buildings to make way for new uses is expensive and challenging.
- Converting large office building floor plates into residential uses is sometimes impractical.
- Accessing isolated retail uses is difficult on foot or by bike.

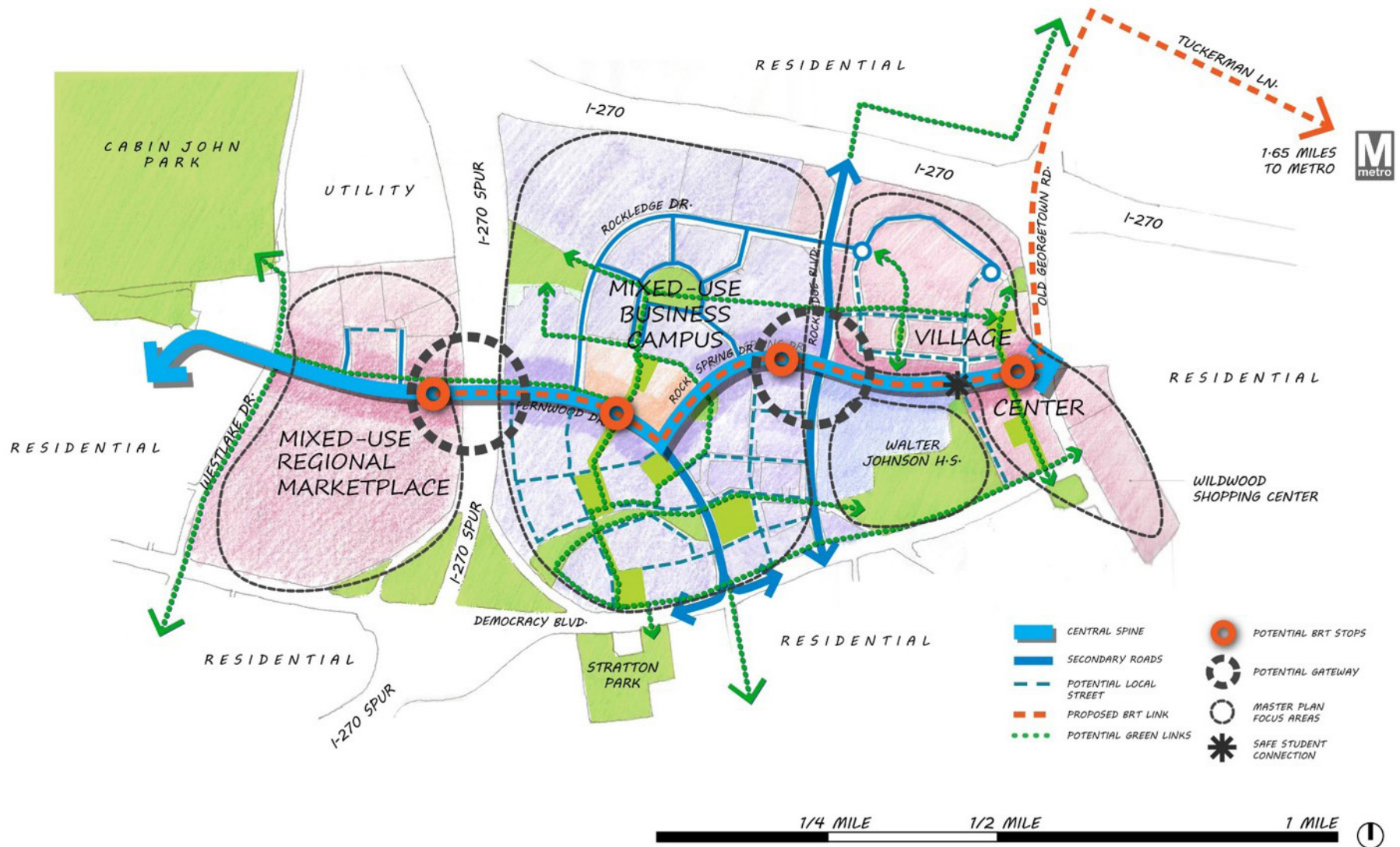


Well-built, Class A office buildings have adequate structural strength to undergo extensive renovations and adaptive reuse operations.



Underutilized assets like swaths of land currently used for surface parking, general landscaping, and surface stormwater facilities can support substantial infill development.

Figure 3.8: Rock Spring Sector Plan concept with three envisioned districts



Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Park, Trail, and Open Space System

The following section outlines the parks, trails and open space goals for the Rock Spring Sector Plan area, as envisioned by the plan recommendations:

- Increase the amount of publicly accessible green and open spaces within the plan area, including privately owned public spaces and public parkland.
- Improve the utility of existing publicly accessible open spaces.
- Strengthen pedestrian and cyclist connections to parkland and trail networks surrounding the plan area.
- Enhance pedestrian and cyclist connections between existing and proposed open spaces within the plan area.

Figure 3.9: Recommendations for major parks and open spaces within the Plan area



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3.1 District: Rock Spring East

Rock Spring East/Village Center includes the areas east of Rockledge Drive/Rockledge Boulevard. It contains strip style centers and office buildings within the Wildwood Shopping Center and the Aubinoe property east of Old Georgetown Road. Across the street lies Georgetown Square, the largely undeveloped Rock Spring Centre site and Walter Johnson High School. All commercial properties and Rock Spring Centre enjoy high visibility from Old Georgetown Road and form the gateway into the plan area from the east.

As these properties develop or redevelop over time, they should:

- Introduce a mix of uses through new development and orient these uses toward the proposed transitway stop and public and private roads.
- Create pedestrian-friendly environments and accessible amenities for new residents, retail patrons and existing neighborhoods.
- Integrate new projects into existing or pipeline development, extending the street network across properties.
- Size and proportion new buildings to provide adequate transitions to surrounding residential communities.
- Locate higher densities and taller building heights along major street frontages.
- Situate lower densities and less intense uses next to existing residential areas.
- Include building and site design sustainability features, landscaped amenity areas and public art within new development.

Pedestrian friendly environments promote walking to local destinations



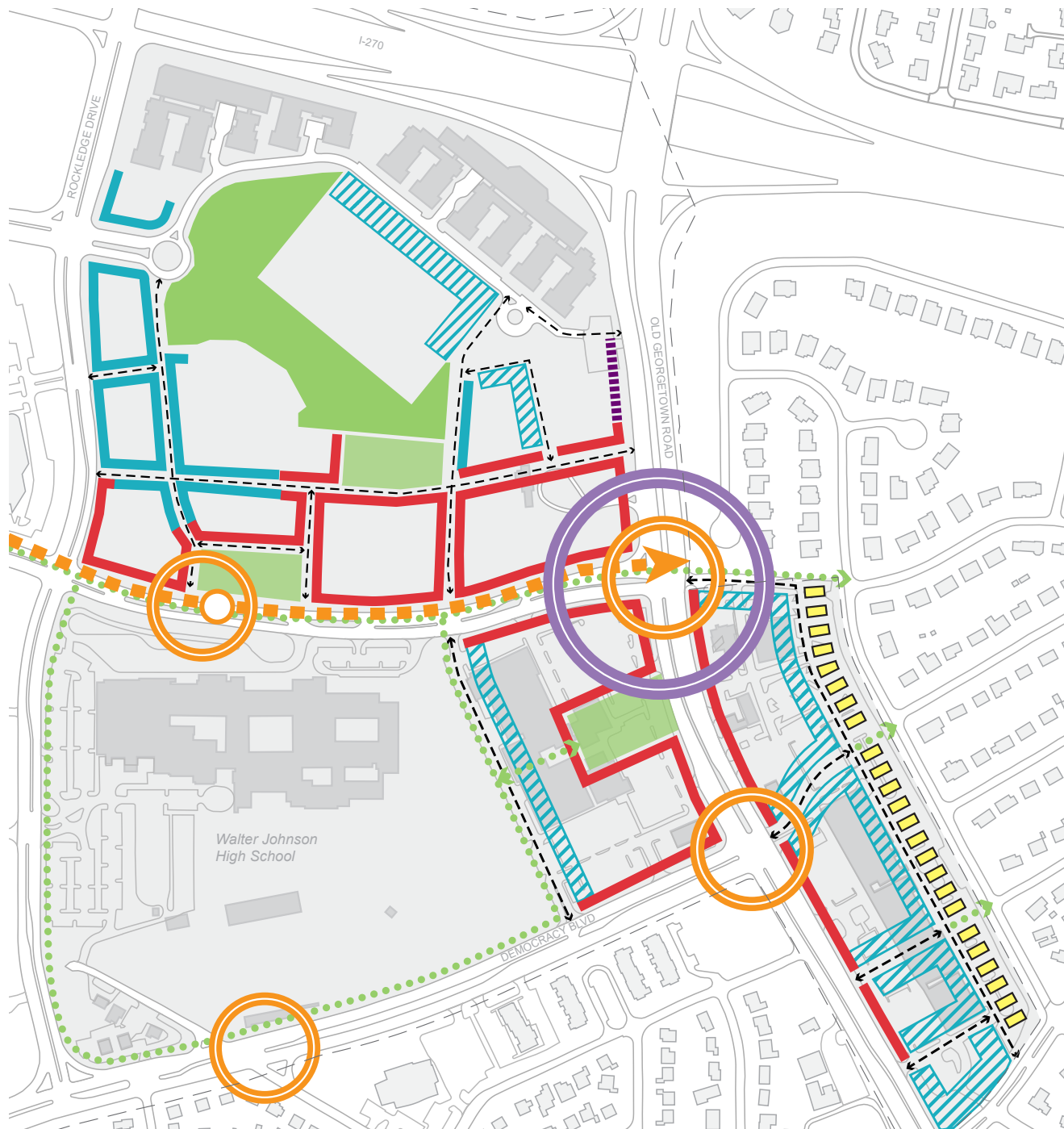


Figure 3.10: Rock Spring East Concept Diagram

LEGEND

- Potential New Road
- Build to line with activated ground floor
- Build to line
- ▨ Built to area
- ▨ Transition zone with lower heights
- Artistic and Landscape Buffer
- Recommended Open Space
- ... Green Link with pedestrian and bike connections
- Proposed BRT Line
- Potential BRT Stop
- Enhanced Intersection
- Potential Gateway

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3.1.1 Key Properties

Aubinoe Property, Wildwood Shopping Center and associated gas station

The Aubinoe property has an office building and bank developed on this site. An approval currently exists for the development of 58 multi-family units south of the existing office building on what is currently a surface parking lot.

Wildwood is a highly utilized neighborhood shopping center, configured in a traditional strip shopping center pattern with a linear row of stores located in the middle of the site, which is surrounded by surface parking. A gas station, under the same ownership as the Wildwood Shopping Center, is located on the northwest corner of the site on Old Georgetown Road.

Guidelines:

- Redevelopment adjoining or confronting existing R-90 zoned neighborhoods should be compatible with the low scale character of these residential areas.
- Lower-scale uses should be placed along Berkshire Drive, with larger commercial uses and mixed-use development concentrated along Old Georgetown Road. Building massing along Berkshire Drive should be limited to a height of 35 feet within 50 feet of the Berkshire Drive right-of-way.
- Provide a green space of at least 30 feet in width measured from the public right-of-way on the Aubinoe property along Berkshire Drive, and on the Wildwood Shopping Center, provide a green space of 40 feet in width measured from the curb along Berkshire Drive. This green space should act as a buffer to screen the adjacent single-family neighborhood from surface parking areas and other more intense commercial or mixed-uses on this property. The

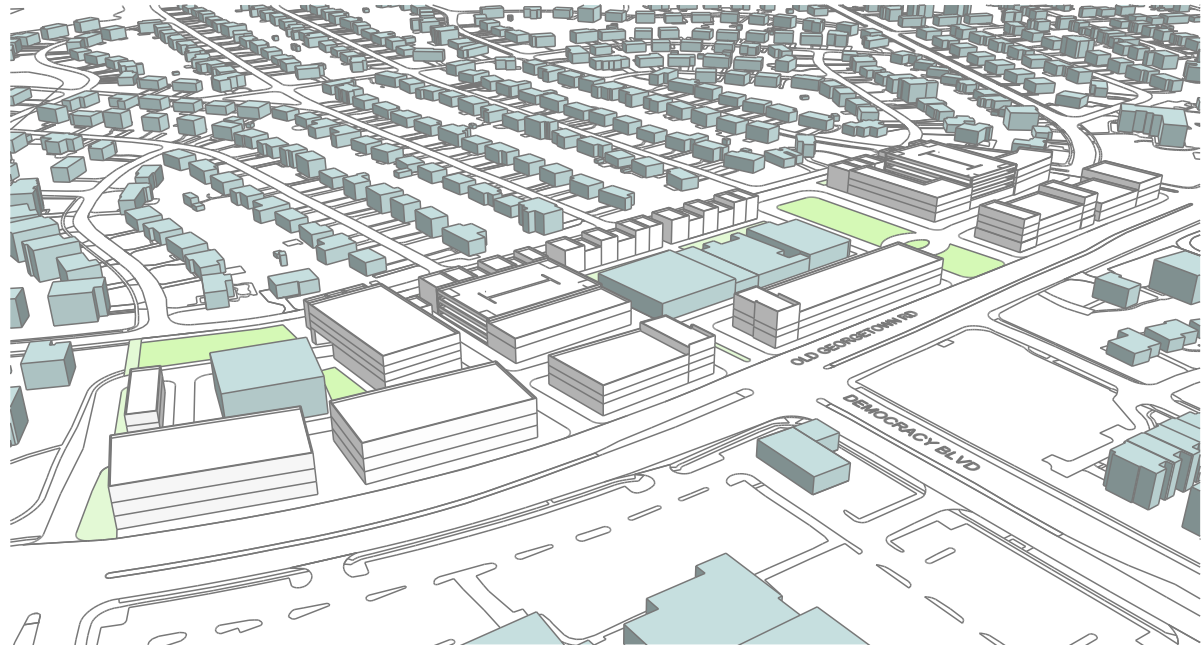


Figure 3.11: Illustrative Concept Drawing for Aubinoe Property and Wildwood Shopping Center

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only construction to be permitted within this area shall be to provide screening, landscaping, or to provide elements to support the passive recreational use of the area, such as seating areas or trails.

- If residential or mixed-use development is proposed either on the Aubinoe Property or the Wildwood Shopping Center, a centrally located public open space should be provided, accessible to shopping center patrons and Wildwood Manor residents. A pedestrian connection to the public open space from Berkshire Drive should be provided.



Figure 3.12: Illustrative Plan for Aubinoe Property, Wildwood Shopping Center, and associated gas station

- Pedestrian and bike through connection
- Neighborhood pocket park to soften transition to single family homes
- Maintain lower heights along Berkshire Drive per Plan recommendations
- Pedestrian through block connection
- Shared structured parking masked behind buildings
- Landscape buffer between new development and single family homes per Plan recommendations
- New development incorporates retained uses
- Pedestrian alley transitions between retained retail and new housing
- Urban plaza or civic green
- Pedestrian friendly network of tree-lined streets
- Mixed-use liner buildings

Existing Building
New Building

0 150' 300'

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

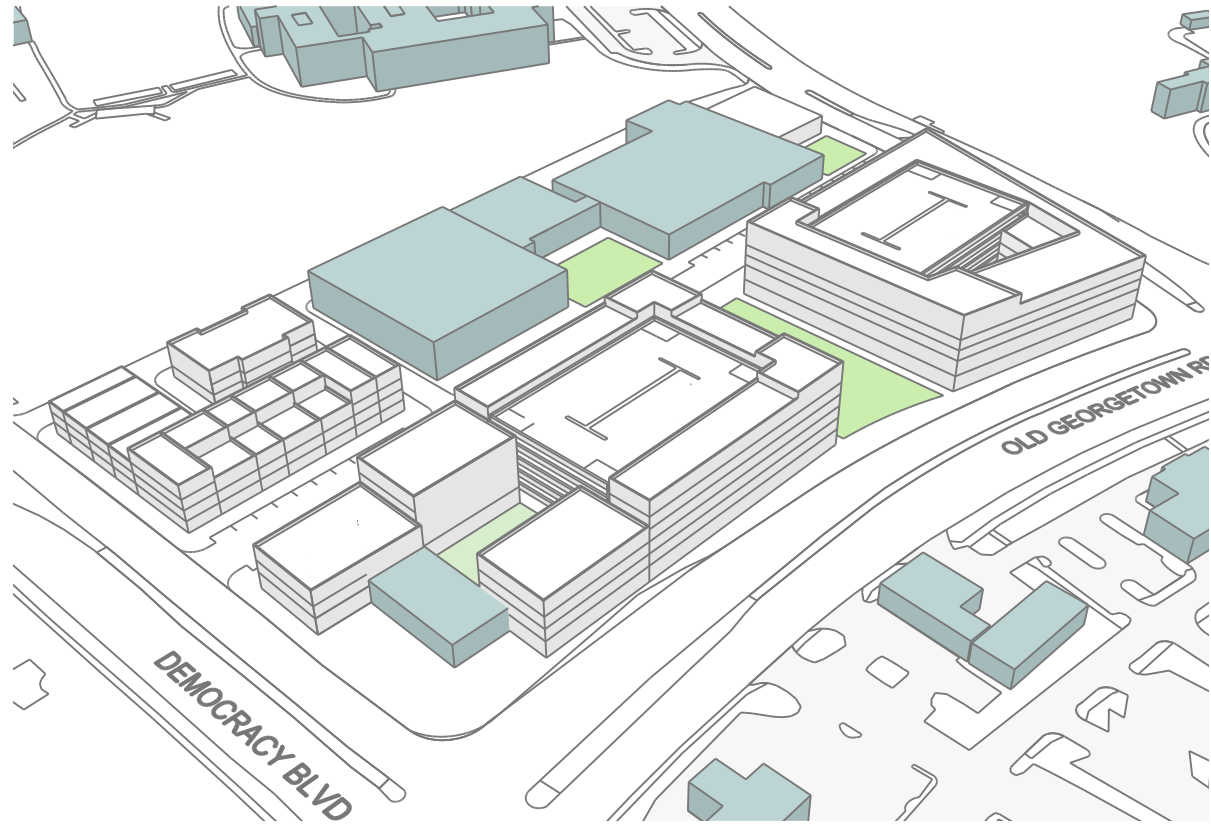
Georgetown Square Shopping Center

Georgetown Square, on the west side of Old Georgetown Road and opposite from Wildwood Manor, is anchored by a Giant grocery store as well as smaller retailers and restaurants. This community-serving shopping center is designed with its shops set back from the street and separated from the street by surface parking.

Guidelines:

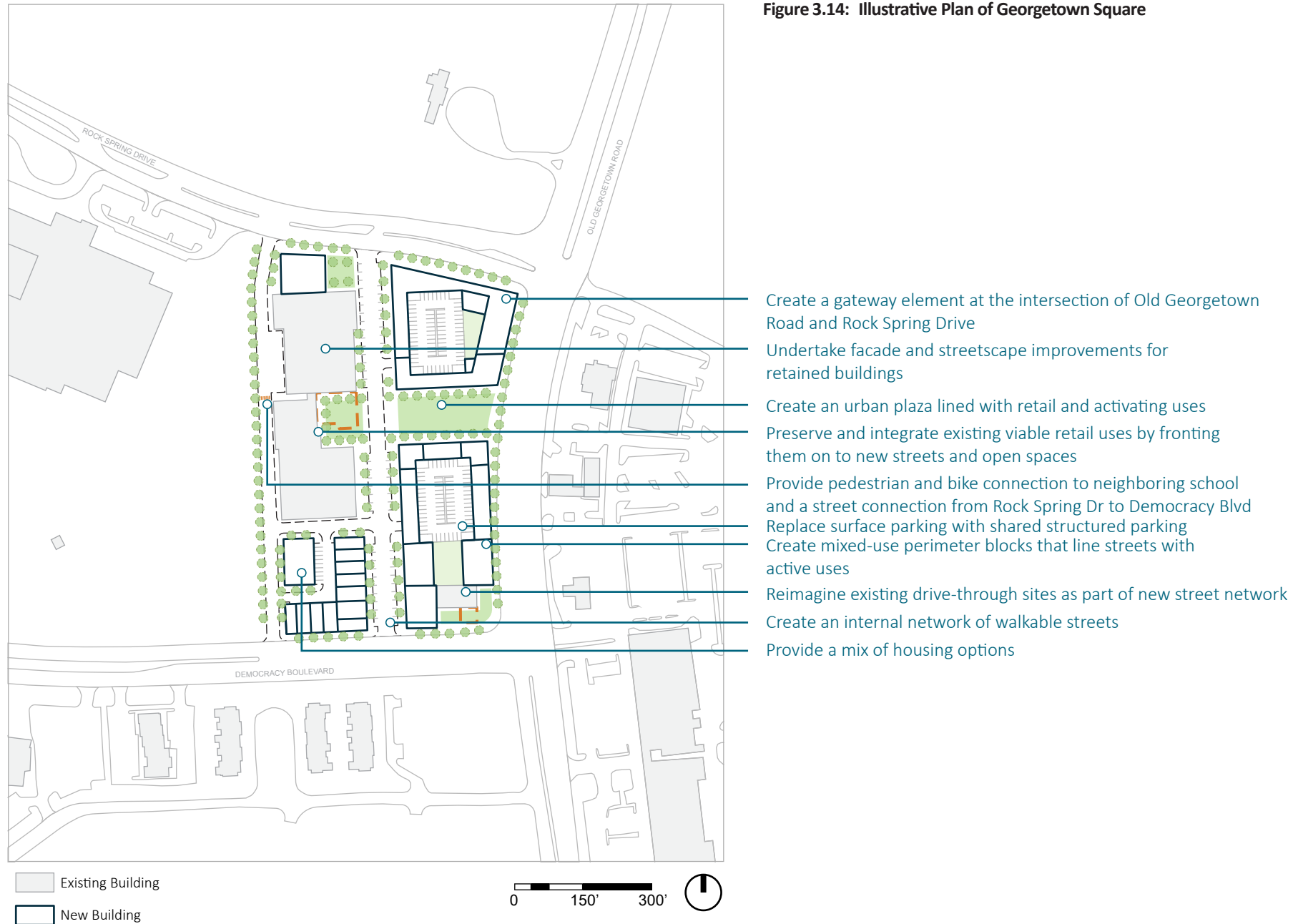
- Ensure buildings face the central spine (Rock Spring Drive) and Old Georgetown Road with active frontages and pedestrian-friendly streetscapes.
- Segment large scale redevelopment into smaller blocks to relate to the surroundings and street grid.
- Provide a street through the property to connect Rock Spring Drive to Democracy Boulevard, along the eastern edge of the Walter Johnson School Site.
- Consolidate public open space within a highly visible area and design the space as an urban plaza.

Figure 3.13: Illustrative Concept Drawing for Georgetown Square



Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Figure 3.14: Illustrative Plan of Georgetown Square



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Rock Spring Centre

Rock Spring Centre is the largest undeveloped property within the Rock Spring Sector Plan area and sits at the prominent intersection of Rock Spring Drive and Old Georgetown Road. In 1999, a preliminary plan was approved for approximately one million square feet of commercial uses and 1,250 multi-family dwelling units. The preliminary plan subdivided the large property into smaller blocks lined with a mix of uses. The first and, thus far, the only built phase of this approved plan was completed in 2004 and includes 386 apartment homes, called the Berkshires at Rock Spring. The Adequate Public Facilities (APF) validity period for the approved preliminary plan expires in November 2019. Should the APF expire or other amendments to approved plans be applied for, it is recommended that the property owners work with Montgomery Parks and Planning staff and the Planning Board to modify the project to address the following guidelines.

Guidelines:

- Locate highest intensity uses along Rock Spring Drive.
- Connect to the already built grid of streets to create smaller blocks on the property.
- Design buildings along Rock Spring Drive with appropriately sized bases that respond to the human scale.
- Consolidate and locate public open space along the central spine (Rock Spring Drive) and design the space as a civic green.
- Provide a large active recreation amenity, such as athletic fields and a dog park.
- Explore the feasibility of incorporating meeting space for current and future residents.

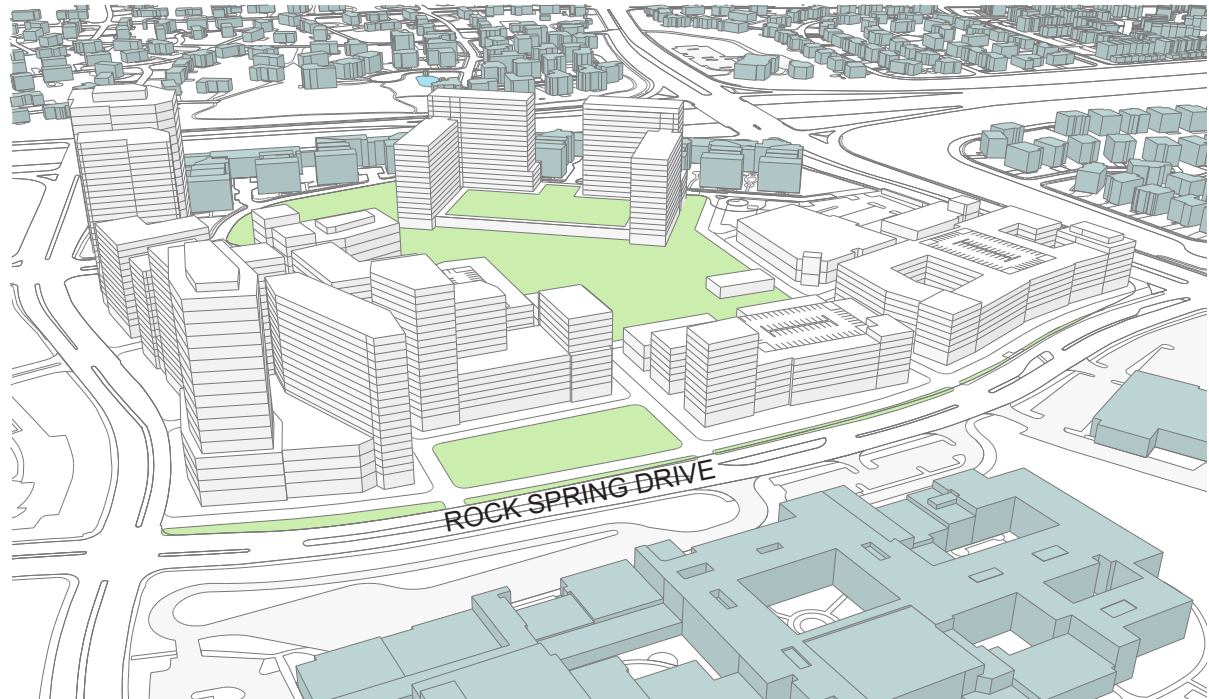


Figure 3.15: Illustrative Concept Drawing of Potential Rock Spring Centre

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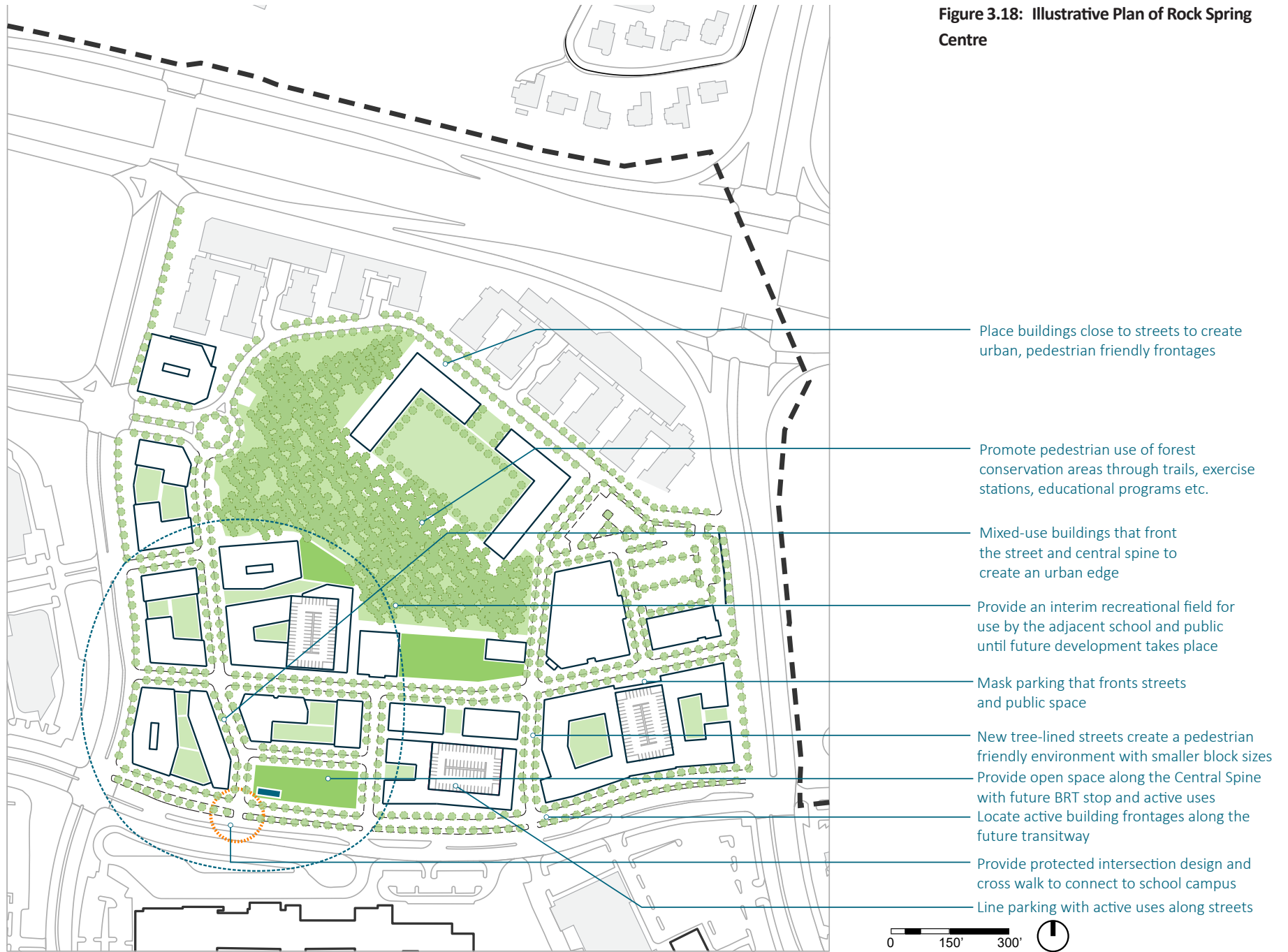


Figure 3.16: Illustrative concept plan (2010) of approved Rock Spring Centre site plan, Phases III and IV.



Figure 3.17: Illustrative drawing of approved Rock Spring Centre site plan, Phases III and IV, with previously approved Phase II residential towers in the background.

Figure 3.18: Illustrative Plan of Rock Spring Centre



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3.2 District: Rock Spring Central

Rock Spring Central includes the properties between Rockledge Drive/Rockledge Boulevard on the east and the I-270 spur on the west. This central portion of the Rock Spring Sector Plan area contains the Rock Spring office park, built between the 1970s and 1990s with more than 5 million square feet of space in 30 buildings. The recently constructed Montgomery Row townhouse development is situated in the middle of the office park, at the corner of Fernwood Road and Rock Spring Drive. Other than these 168 townhouses, all the properties in this district are office buildings with associated structured and surface parking.

As these properties develop or redevelop over time, they should:

- Prioritize the establishment of the central spine as a pedestrian-friendly environment by orienting development toward the spine and future transitway locations along it.
- Place taller buildings along the I-270 spur and Democracy Boulevard so they act as gateways into the plan area and enhance its skyline.
- Build on the existing network of open spaces by creating new parks and civic greens.
- Implement compact development patterns that introduce short blocks, a variety of interconnected open spaces and high levels of internal connectivity.
- Introduce a mix of uses and pedestrian-friendly amenities into underutilized areas like parking lots to promote walkability, especially to and from the central spine.
- Create local character by incorporating public art into new developments and retrofits that enhance public spaces, highlight architecture and screen auto-oriented uses like parking and loading.



The Mohawk Valley Gateway Overlook creates an inviting pedestrian atmosphere using landscaping, seating, lighting, and paving patterns that coordinate with public art.

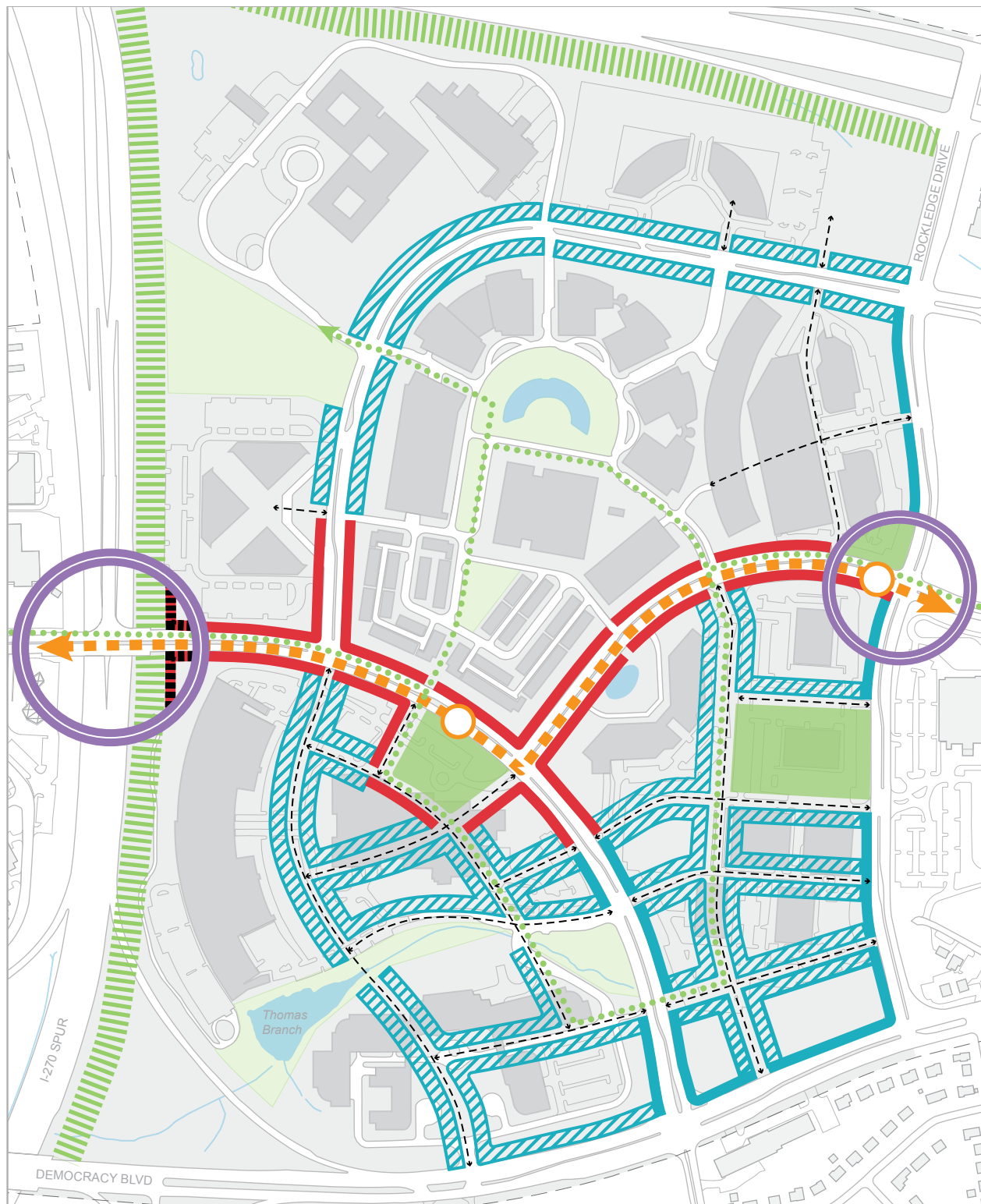
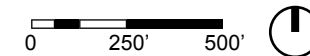


Figure 3.19: Rock Spring Central Concept Diagram

LEGEND

- ←-- Potential Road
- Build to line with activated ground floor
- Build to line
- Built to area
- Recommended Tall Building
- Recommended Park or Open Space
- Existing Park or Open Space
- Green Link
- Green Buffer
- Proposed BRT Line
- Proposed BRT Stop
- Enhanced Intersection
- Potential Gateway

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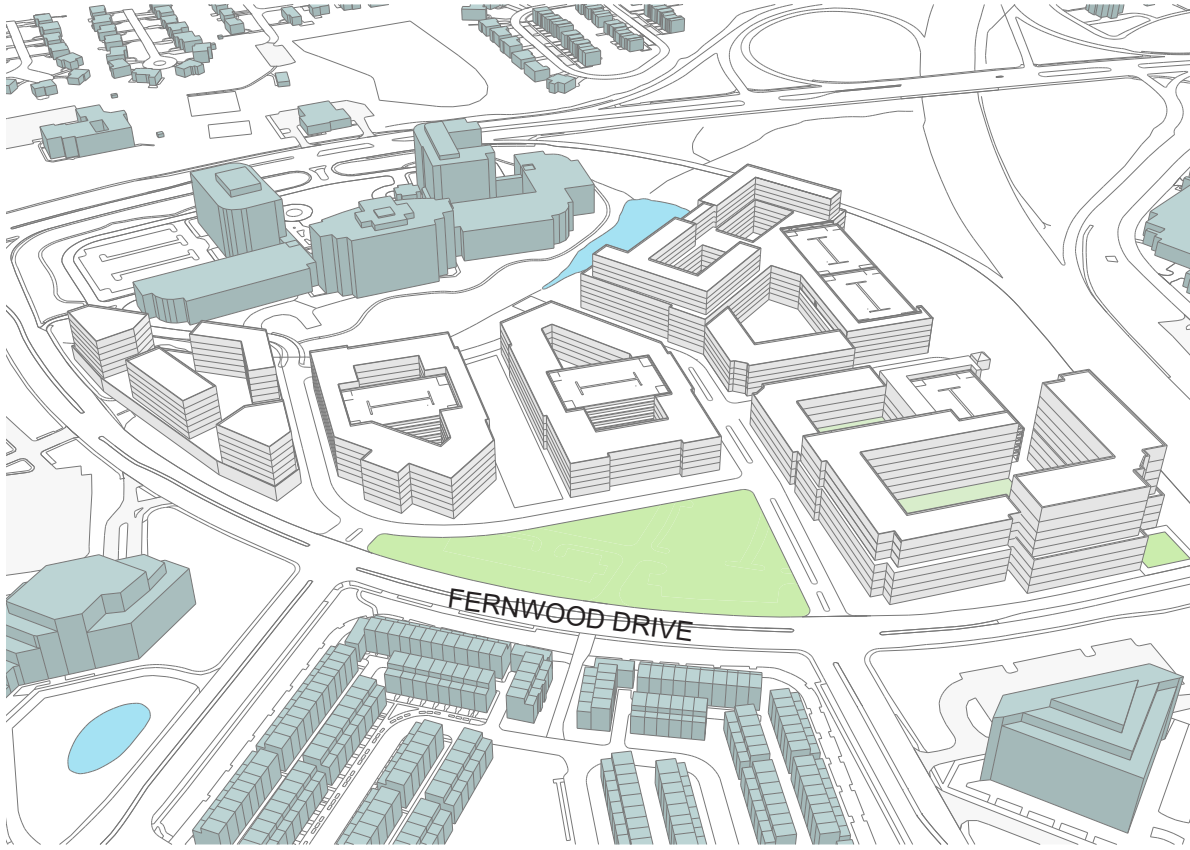


Figure 3.20: Illustrative Concept Drawing of Marriott International Headquarters Site Showing a Potential Redevelopment Scenario

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3.2.1 Key Properties

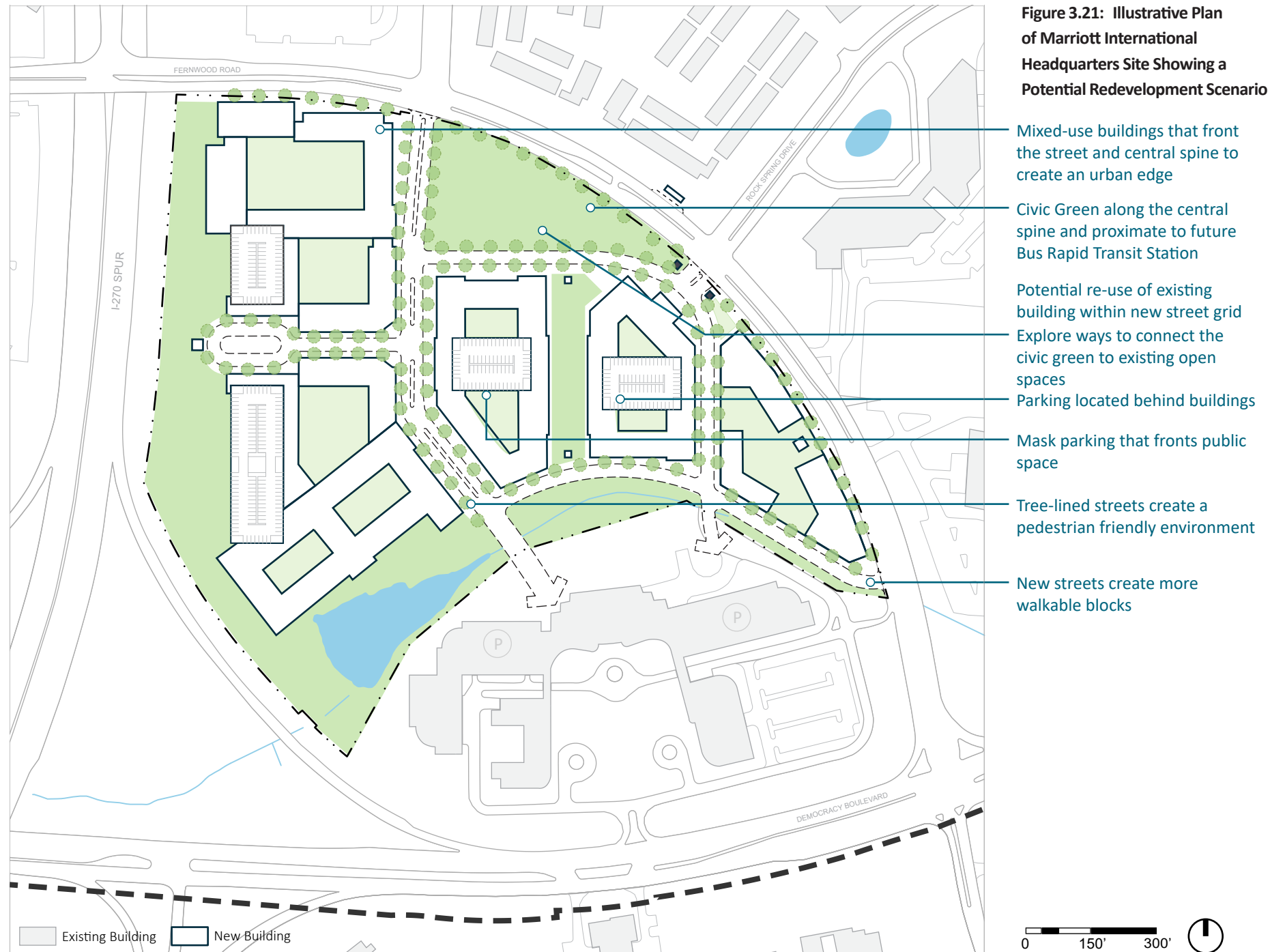
Marriott International Headquarters Site

The headquarters of Marriott International is currently located on 34 acres bounded by Fernwood Road to the north and east and the I-270 spur to the west. Marriott is currently in the process of relocating its employees to a new headquarters in downtown Bethesda. Marriott is already in the process of finding a new owner for the building and property in Rock Spring Park. This large site currently contains a 7-story tall office building, a structured parking garage, surface parking, as well as green areas. Given its large size, this property could accommodate a variety of adaptive reuse, infill or tear-down-and-rebuild strategies.

Guidelines:

- Segment the large Marriott property in Rock Spring into more walkable blocks when proposing infill and rebuilding scenarios.
- Adaptive reuse strategies should connect buildings to the surrounding streets through pedestrian-friendly open spaces and streetscapes.
- Locate the tallest buildings on site closest to the I-270 spur.
- Create pedestrian-friendly frontage along Fernwood Road with buildings opening directly on to the street with active uses, to the greatest extent possible.
- Consolidate public open space and locate it in a highly visible area along Fernwood Road. The open space should be designed as a civic green.
- Buffer new development from noise from the I-270 spur.

Figure 3.21: Illustrative Plan of Marriott International Headquarters Site Showing a Potential Redevelopment Scenario



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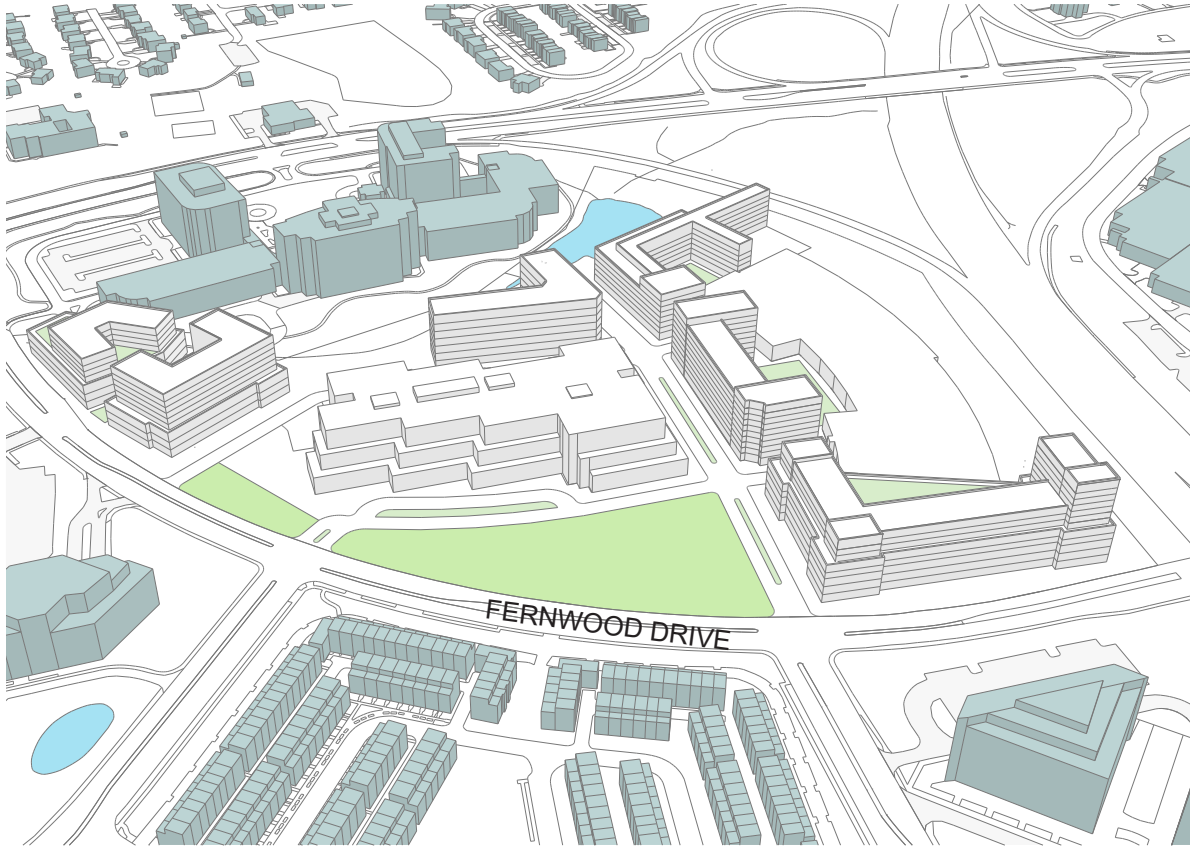


Figure 3.22: Illustrative Concept Drawing of Marriott International Headquarters Site Showing Potential Reuse of Existing Building and Parking Garage

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Figure 3.23: Illustrative Plan of Marriott International Headquarters Site Showing Potential Reuse of Existing Building and Parking Garage

- Mixed-use buildings with integrated parking front the street to make an urban edge
- Civic Green along the central spine and across from future Bus Rapid Transit Station
- Re-use of existing building within new street grid
- Connect open spaces through green links as proposed in the Master plan
- New streets create smaller block sizes
- Through block connection provides increased pedestrian access for larger blocks
- Tree-lined streets create a pedestrian friendly environment
- Re-use existing parking garage and infill around to create street frontages
- Mask exposed parking garages with buildings

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

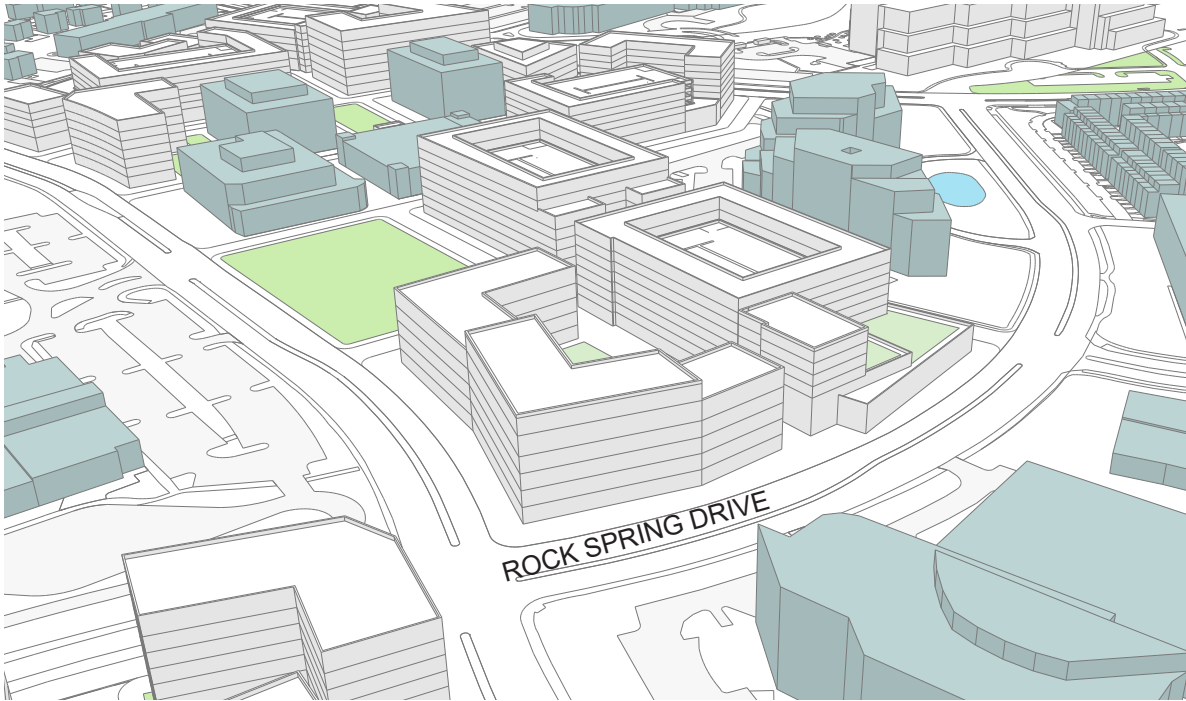


Figure 3.24: Illustrative Concept Drawing of Rock Spring Court and Rock Spring Plaza Sites

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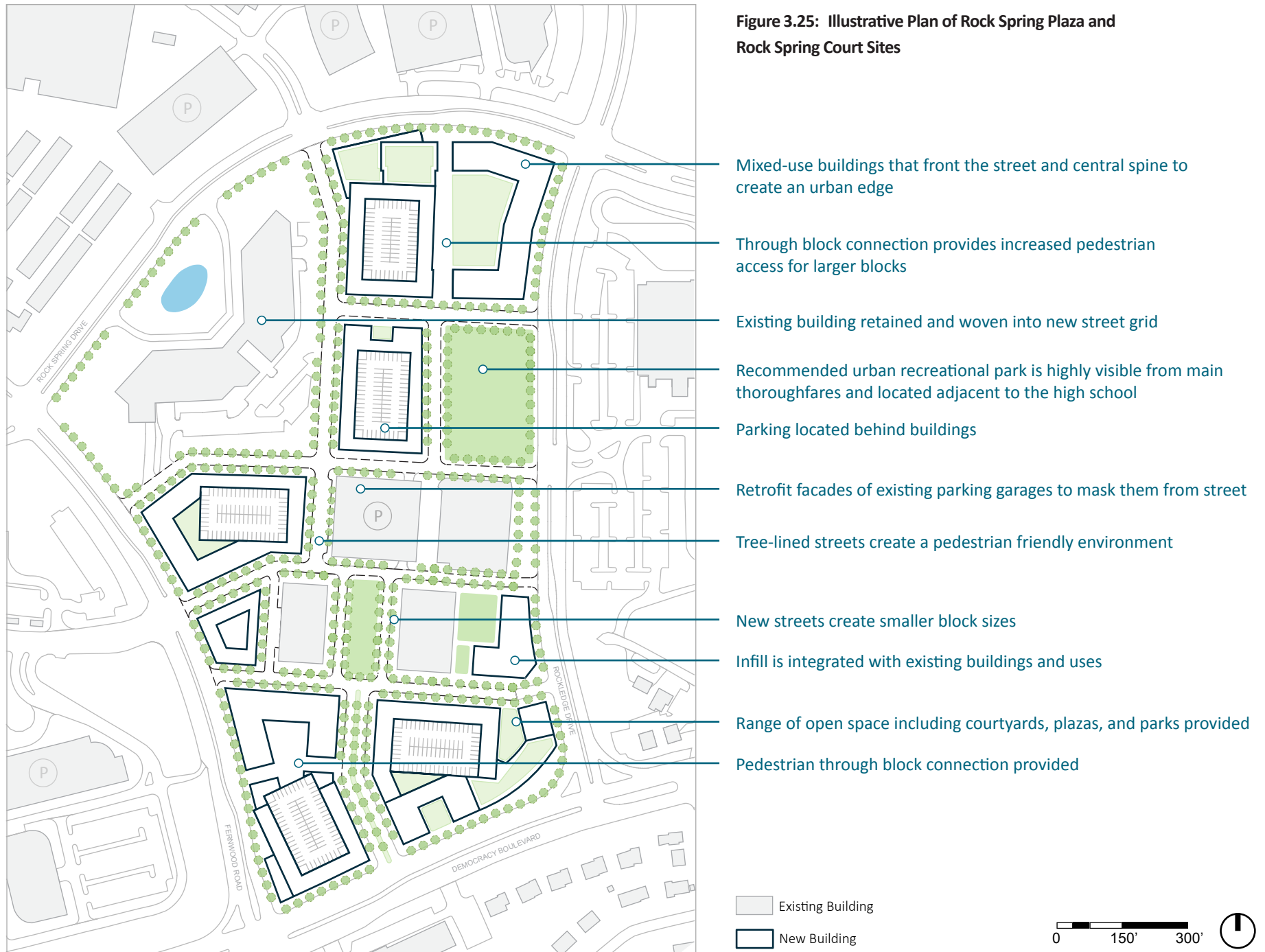
Rock Spring Plaza and Rock Spring Court Sites

The combined properties called Rock Spring Plaza and Rock Spring Court are bounded by Rock Spring Drive to the north, Fernwood Road to the west, Democracy Boulevard to the south and Rockledge Boulevard to the east. Current tenants include medical offices, insurance, real estate and financial companies. The four- to six-story office buildings are currently set back from the surrounding streets and serviced by surface parking and some parking garages. The area includes a swath of undeveloped land along Democracy Boulevard. Given the large size of these two properties, they could accommodate a range of scenarios that include adaptive reuse, infill and redevelopment strategies.

Guidelines:

- Break up the large property into smaller, more walkable blocks for all infill and rebuilding scenarios.
- Adaptive reuse strategies should connect buildings to the surrounding streets through pedestrian-friendly open spaces and streetscapes.
- Prioritize the creation of pedestrian-friendly building frontages along Rock Spring Drive and Fernwood Road. Buildings should open directly on to the street with active uses.
- Consolidate public open space and locate it in close proximity to the adjacent high school in the form of an urban recreational park.

Figure 3.25: Illustrative Plan of Rock Spring Plaza and Rock Spring Court Sites



Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

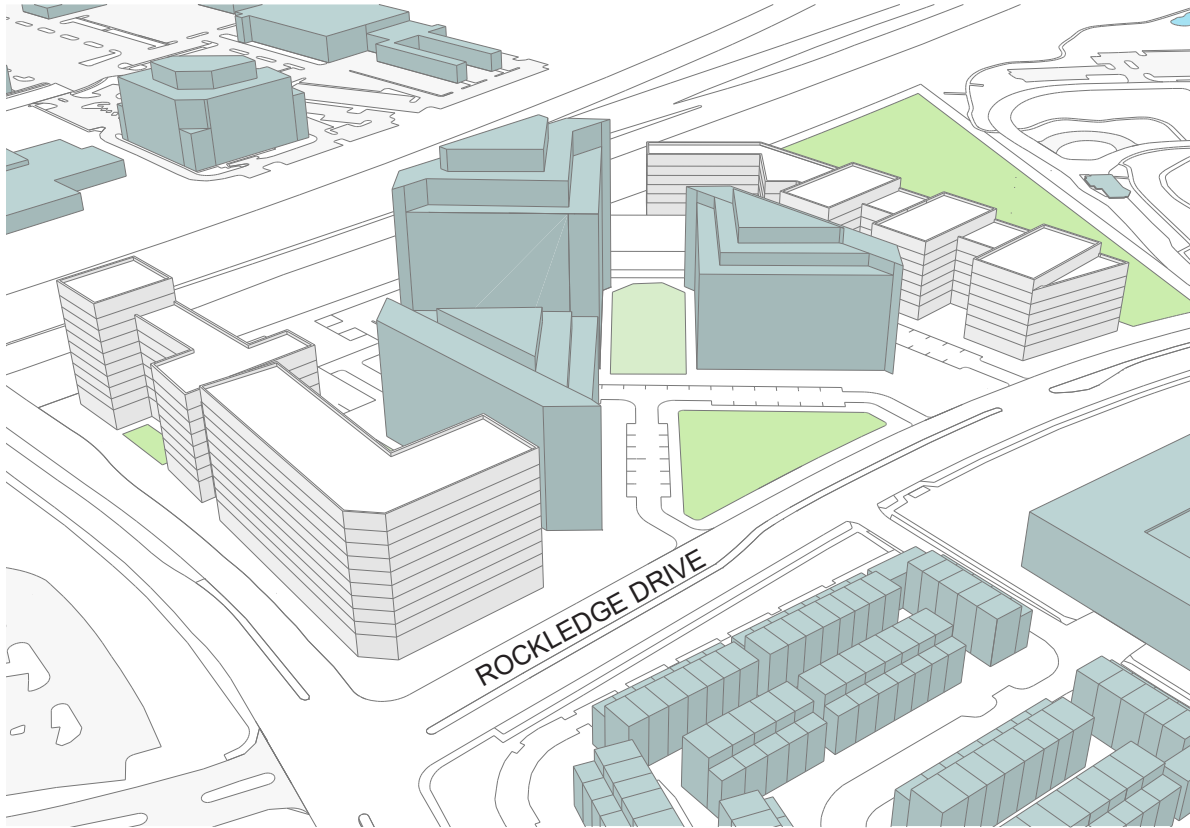


Figure 3.26: Illustrative Concept Drawing of Democracy Center

Note: Diagrams are for illustrative purposes only. Actual site, building design and location of open spaces will be evaluated during the regulatory review process

Democracy Center Site

Democracy Center comprises three office buildings bounded by Rockledge Drive to the east, Westlake Terrace to the south and the I-270 spur to the west. Two buildings, 6905 and 6901 Rockledge Drive, are 9 stories. The third building, 6903 Rockledge Drive, is 15 stories high. Current tenants consist primarily of financial services. A privately-owned open space of approximately 4.5 acres occupies the northern portion of the site. The triangular buildings are laid out in a square surrounded by surface parking, with plaza space between the buildings and a triangular, grassy area along Rockledge Drive. These existing plaza and open spaces could be retained for public use in future development. Enough space surrounds the buildings to allow for infill should redevelopment occur.

Guidelines:

- Break up the large Democracy Center property into small, walkable blocks for all infill and rebuild scenarios.
- Orient redevelopment toward the central spine and future transitway to create a well-defined street.
- Adaptive reuse strategies should connect buildings to the surrounding streets through pedestrian-friendly open spaces and streetscapes.
- Provide public access to the existing private green space, which includes a basketball court and walking trail. Retaining this open space if property is redeveloped in the future is highly encouraged.
- Create multi-family housing for infill development with a gateway feature where Westlake Terrace crosses over the I-270 spur.
- Incorporate public art into new development to enhance public spaces and highlight this property as a gateway.

Figure 3.27: Illustrative Plan of Democracy Center



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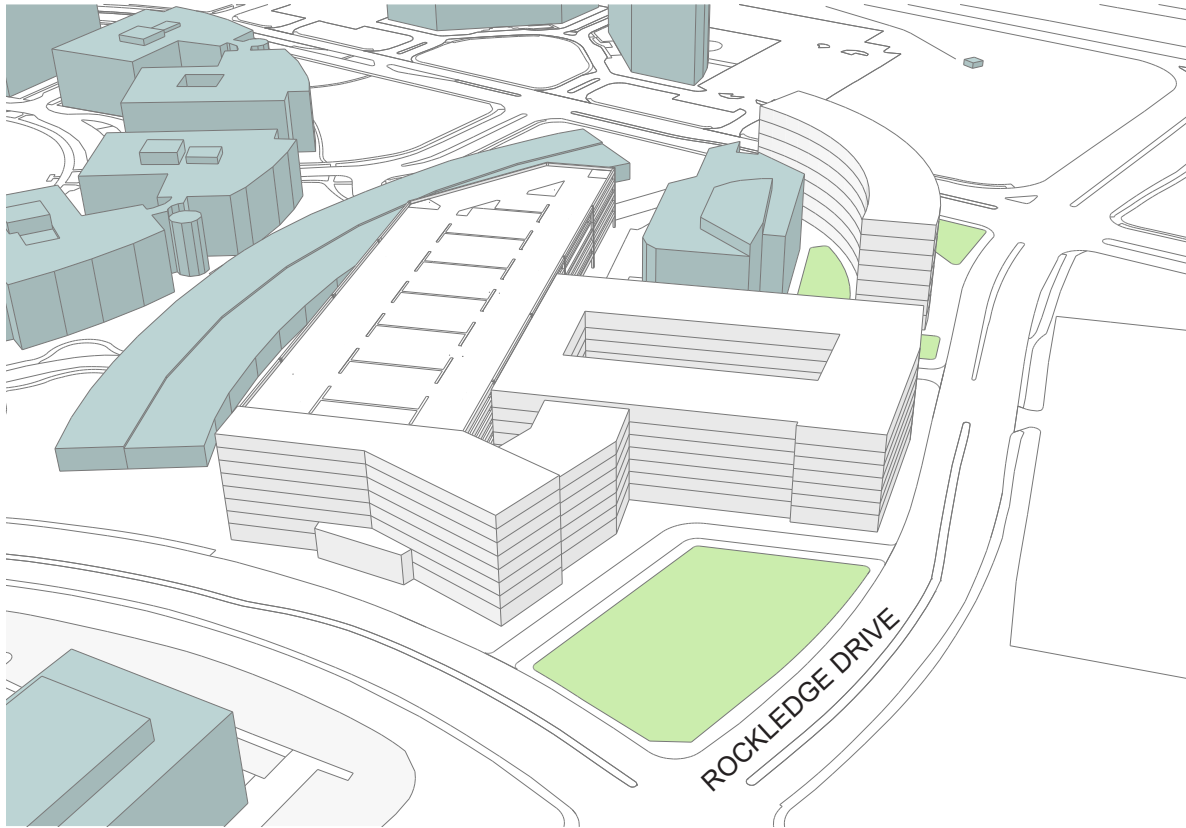


Figure 3.28: Illustrative Concept Drawing of Rockledge Executive Plaza

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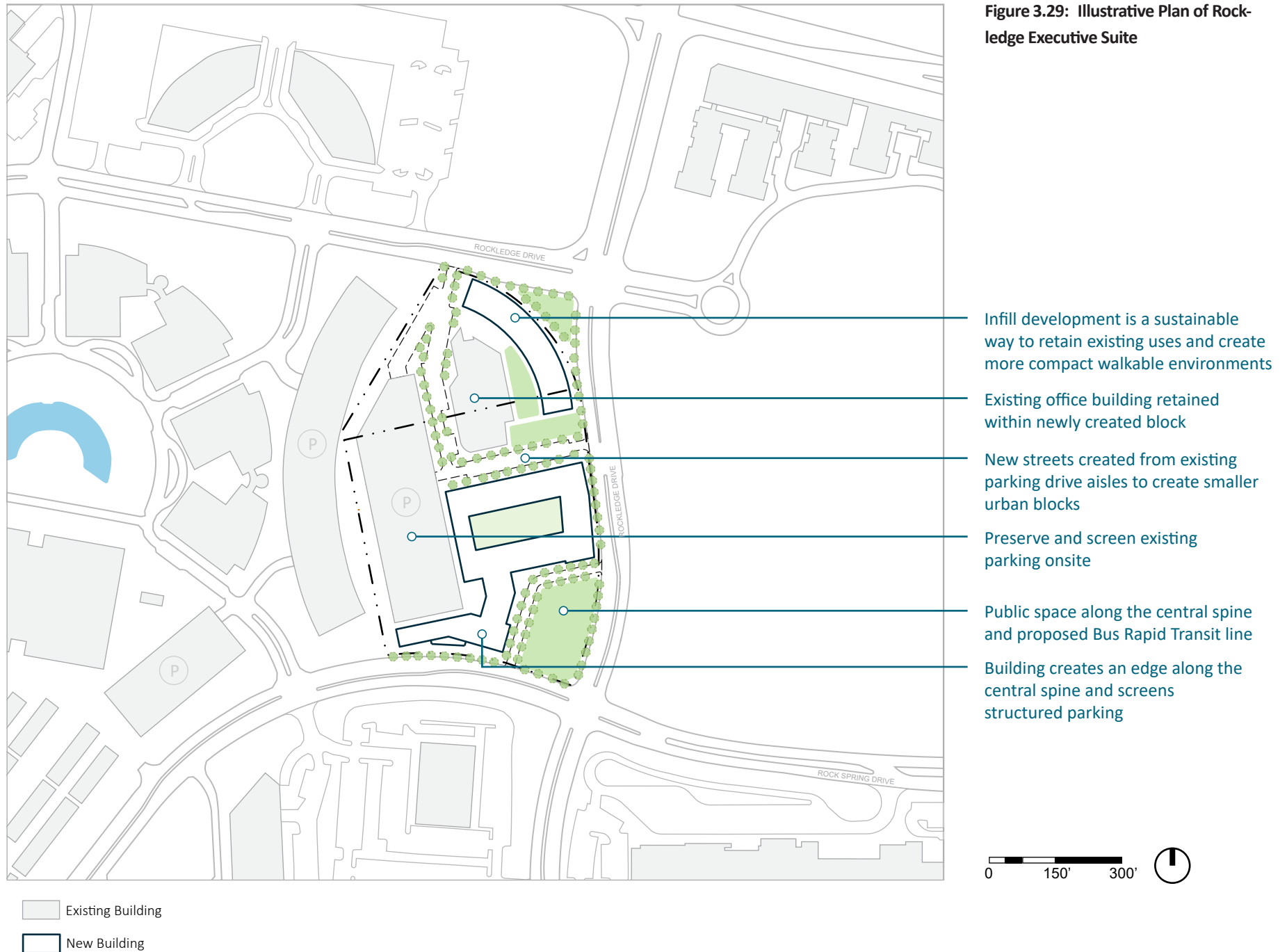
Rockledge Executive Plaza

Two office buildings and two-story parking structures exist on this site. Both buildings primarily service one tenant each, a local business corporate headquarters and a medical research institute. The property is bordered by Rockledge Drive to the north and east, and Rock Spring Drive to the south. The buildings are set back from the street, allowing for infill development in the future. Several infill and adaptive reuse strategies could be used in the future, in addition to tear-down-and-rebuild strategies.

Guidelines:

- Break up the large property into small, walkable blocks for all infill and rebuild scenarios.
- Provide highly visible public space along the central spine and proposed transitway station.
- Redevelopment should orient toward the central spine with pedestrian friendly frontages.
- Introduce compatible uses, including residential or hotel.
- Place higher density development along the central spine.

Figure 3.29: Illustrative Plan of Rockledge Executive Suite



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3.3 District: Rock Spring West

This district includes properties located west of the I-270 spur and north and south of Westlake Terrace. The area is linked to the Rock Spring office park by Westlake Terrace/Fernwood Road, which bridges the I-270 spur. This district comprises destination retailers, with Westfield Montgomery Mall located on the south side of Westlake Terrace. Across from Westfield Montgomery Mall, on the north side of Westlake Terrace, is a Home Depot, as well as automobile sales and service uses, including Jim Coleman Toyota/Infinity/Cadillac and the former site of Ourisman Ford.

Guidelines:

- Supplement existing retail by introducing compatible uses, including residential, hotel and new format office uses, such as co-working and incubator spaces.
- Focus new development intensity along Westlake Terrace and prioritize its transformation into a pedestrian-friendly environment.
- Design infill development so it fronts existing and proposed streets, while creating connections between existing uses and these street frontages.
- Create highly visible open spaces for public use along the central spine and streets that are easily accessible to workers, residents and neighboring communities.
- Enhance the existing intersections along Westlake Terrace and Westlake Drive to improve crossing conditions for pedestrians, access to Cabin John Regional Park and connectivity between north and south areas of this district.

Infill development around the Pentagon City Mall seamlessly connects to surrounding community through a central open space



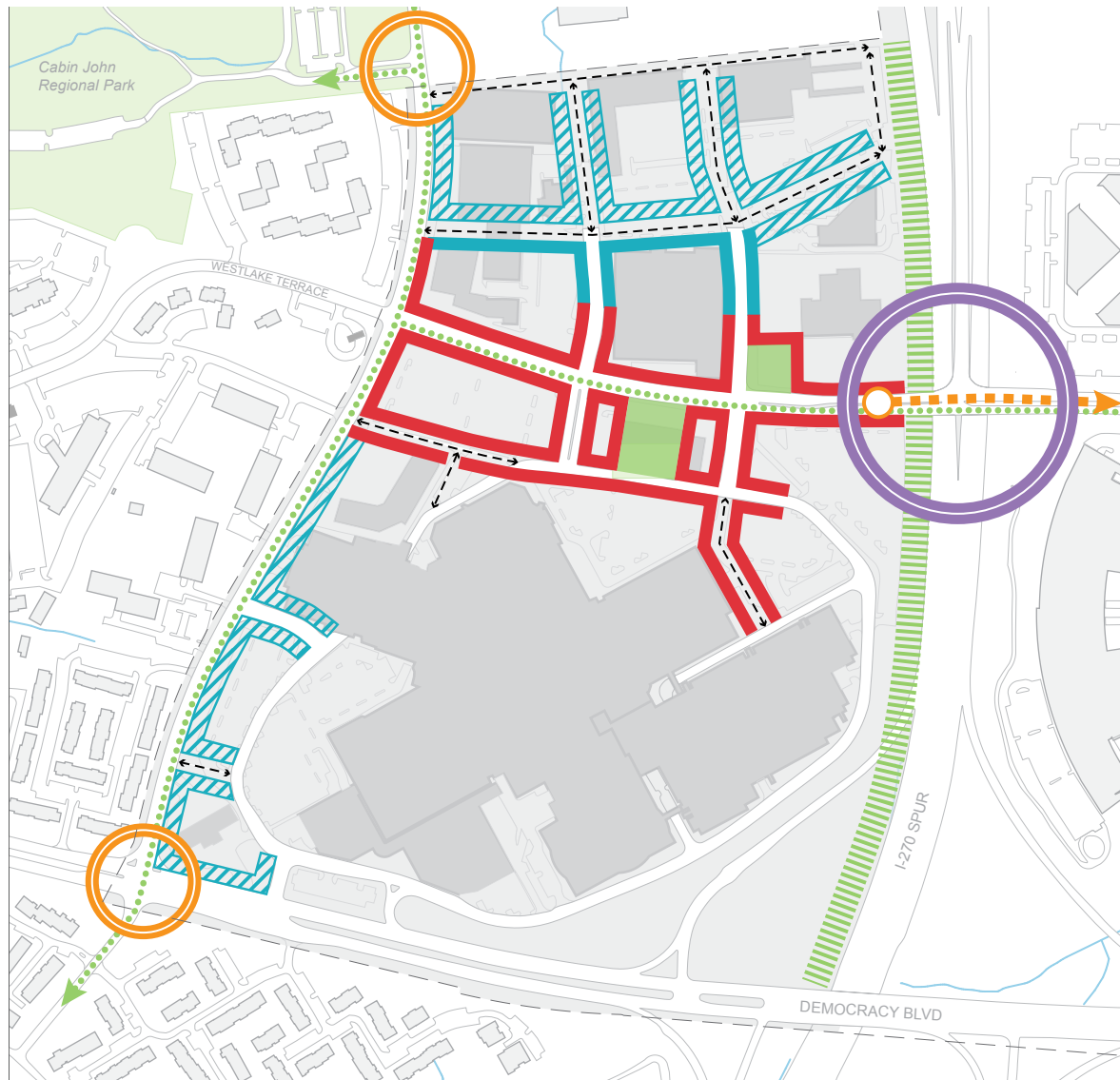


Figure 3.30: Rock Spring West Concept Diagram

LEGEND

- ←--→ Potential Road
- Build to line with activated ground floor
- Build to line
- ▨ Built to area
- Recommended Urban Plaza
- ... Green Link
- ▨ Green Buffer
- Proposed BRT Line
- Proposed BRT Stop
- ⊗ Enhanced Intersection
- ⊙ Potential Gateway

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3.3.1 Key Properties

Ourisman Ford Site

The site formerly occupied by the Ourisman Ford car dealership is one of the four approved pipeline projects in the Rock Spring Sector Plan area. A 340-unit multi-family high-rise residential building with ground-floor commercial was initially approved for the property. A subsequent revision to the site plan requested the removal of retail from the project and adjusted the number of dwelling units to approximately 344. Through the development review process, Planning staff worked with the applicant to address the following guidelines. These guidelines should continue to apply to subsequent modifications or redevelopment of the site.

Guidelines

- Create pedestrian-friendly frontage along Westlake Terrace.
- Locate public open space along Westlake Terrace and design this space as an urban plaza.
- Buffer the development on this site from noise from the I-270 spur.
- Coordinate the frontage along Westlake Terrace to incorporate the design for the future bus rapid transit station and follow the recommendations of the countywide Bicycle Master Plan.
- Mark the intersection of Westlake Terrace and the I-270 spur with an architecturally significant corner structure.
- Establish individual entrances to residential units or uses along Westlake Terrace and Motor City Drive to activate these streets.

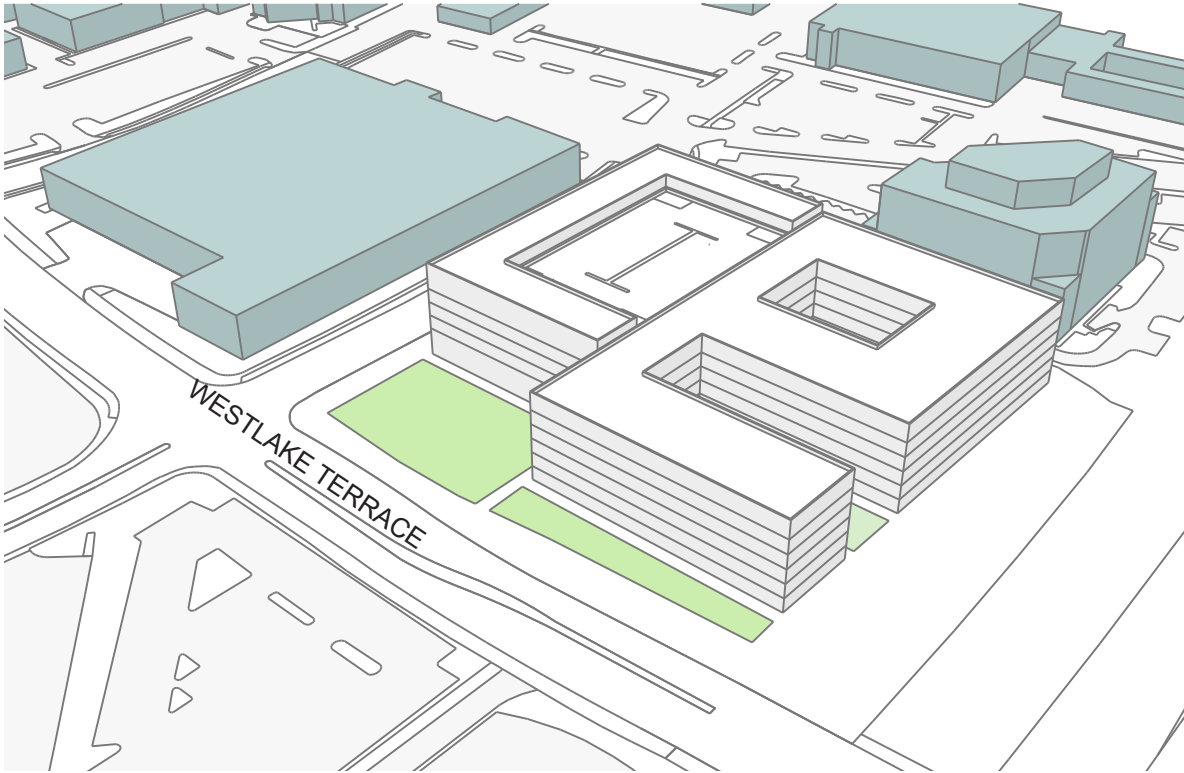
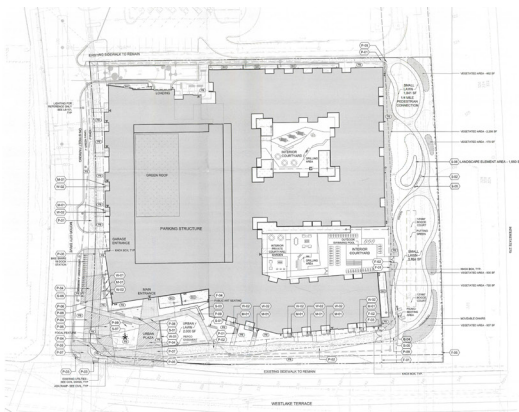


Figure 3.31: Illustrative Concept Drawing of Ourisman Ford Site

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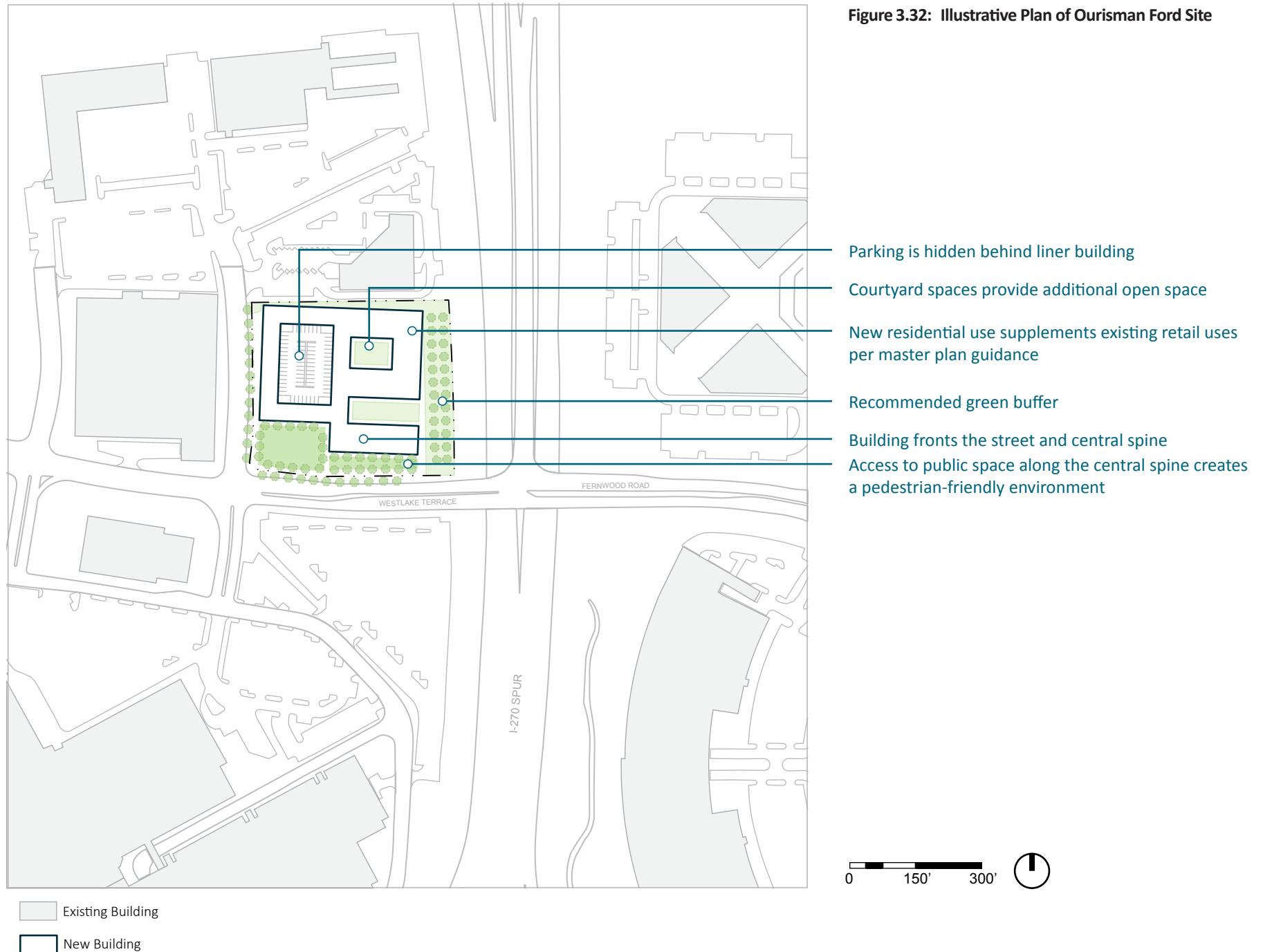


Approved Site Plan shows Public Open Space along Westlake Terrace and buffer from I-270



Approved Building Massing

Figure 3.32: Illustrative Plan of Ourisman Ford Site



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Westfield Montgomery Mall, Westlake Crossing and Gas Station Site

This site includes the Westfield Montgomery Mall, a small shopping center called Westlake Crossing and a gas station. To continue expanding the regional shopping mall, the property owner is exploring possible additions, including residential uses and / or a hotel. Such development at the mall site should address the following:

Guidelines:

- Front Westlake Terrace with new buildings incorporating active uses, frequent entrances and direct connections through pedestrian-friendly spaces to the existing mall.
- Provide access to the site from Autopark Avenue and Motor City Drive and create compact blocks that increase local connectivity.
- Create open spaces lined with active uses that front Westlake Terrace.
- Establish new development with an architecturally significant corner at the intersection of Westlake Terrace and Motor City Drive.
- Link new development to the transit station through strong pedestrian connections.
- Coordinate the frontage along Westlake Terrace to incorporate the design for the future bus rapid transit station and recommendations from the countywide Bicycle Master Plan.

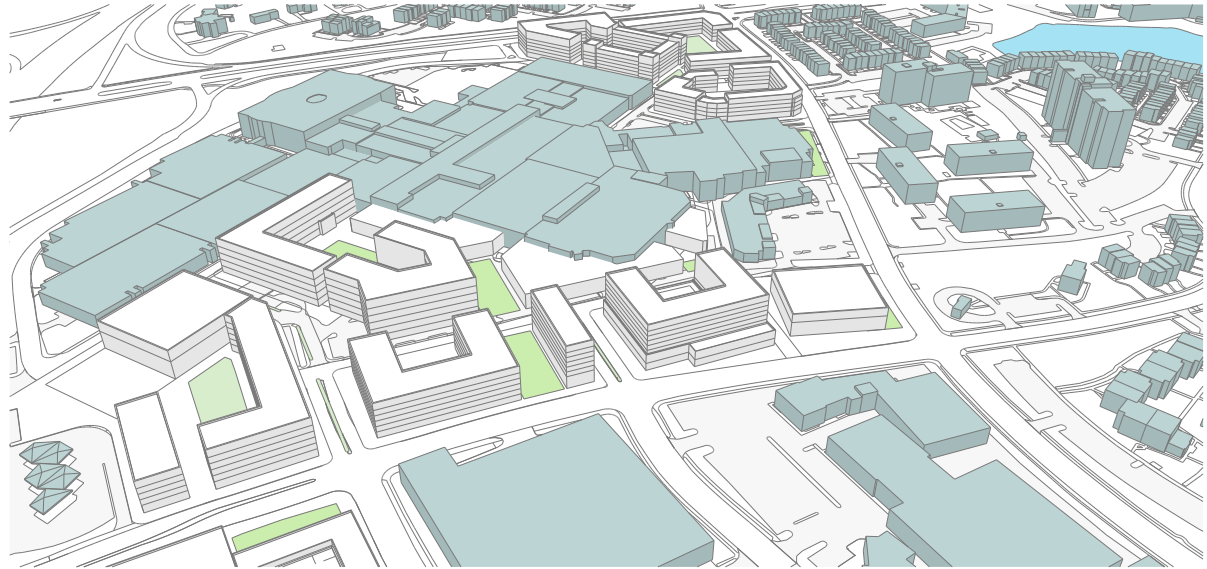
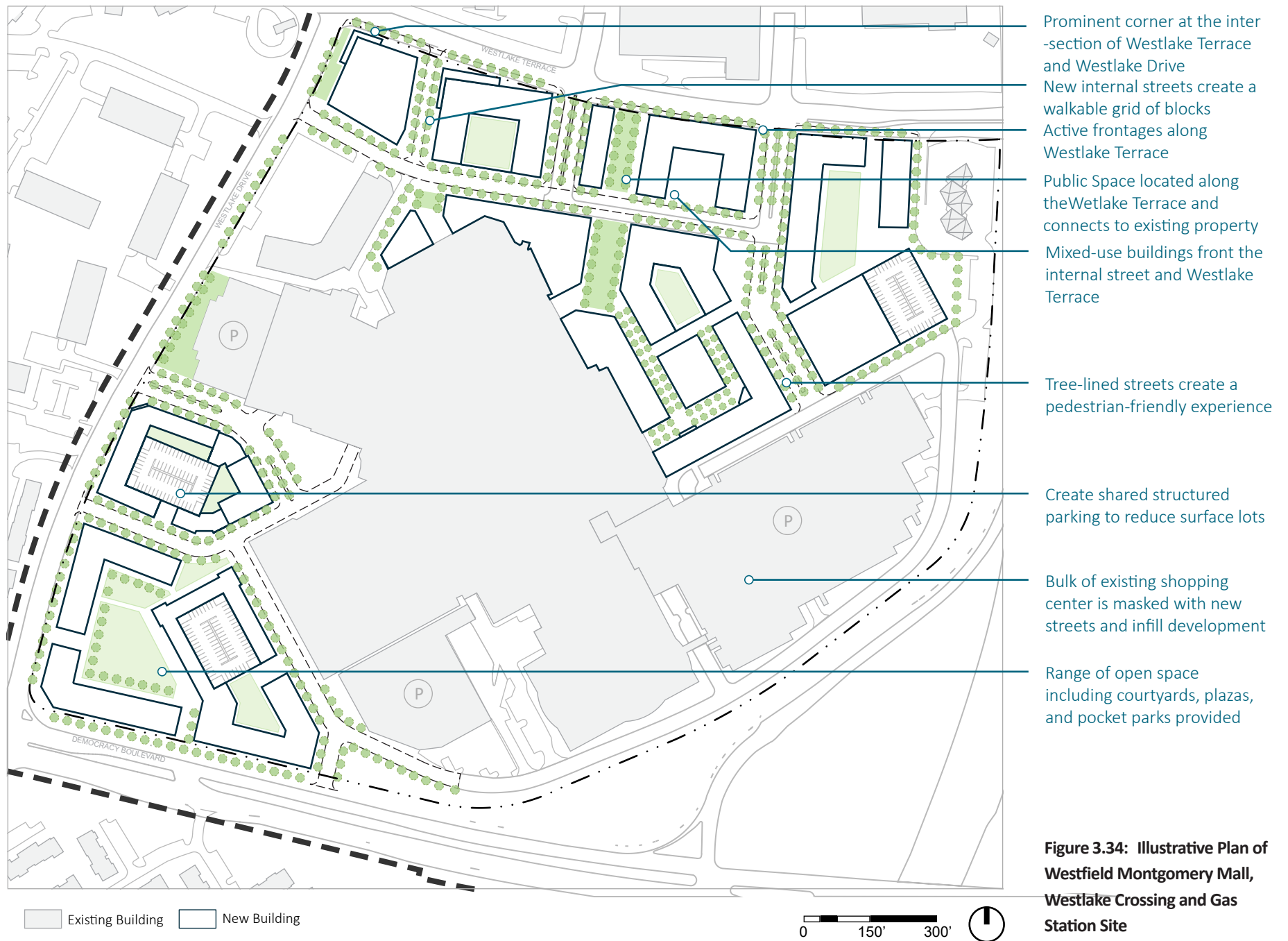


Figure 3.33: Illustrative Concept Drawing of Westfield Montgomery Mall, Westlake Crossing and Gas Station Site

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Note: Future development on these sites will need to account for ground lease agreements and property ownership of various parcels at that time

3.4 Streetscape

The following cross sections were developed by Montgomery Planning and Montgomery County Department of Transportation (MCDOT) staff with support from consultants. Draft cross sections for each street were developed based on:

- A thorough review of the Sector Plan, taking into consideration anticipated future land uses along each street.
- A review of the Design Standard assigned to that street, as outlined in on page 62 of the Rock Spring Sector Plan.
- A review of the Bicycle Master Plan and the Master Plan of Highways and Transitways, to determine where future bicycle and/or dedicated transit facilities are anticipated.
- A scan of existing conditions on the street, including number of travel lanes and estimated curb-to-curb dimensions (existing dimensions are approximate; field verification is needed).
- In some cases, a review of available traffic volume data or recent capital projects that impact the streetscape.

For those streets where cross sections were provided in the Rock Spring Sector Plan, that section was used as a starting point for the streetscape guidelines. In some cases, further evaluation led to changes in the sections compared to those in the sector plan. In those instances, the streetscape guidelines are more current and supersede the cross sections in the sector plan.

The proposed cross sections were vetted and revised through a series of workshops with staff from Montgomery Planning and MCDOT. The goal for each cross section was to implement the vision for the street from the Rock Spring Sector Plan, Bicycle Master Plan and Master Plan of Highways and Transitways, while working within the existing curb-to-curb dimensions wherever possible. Other critical objectives of this effort included improving safety for all travel modes (consistent with Montgomery County's Vision Zero goals), maximizing pavement permeability and tree canopy, accommodating goods movement and vehicle circulation, and maximizing opportunities for stormwater management.

In some cases, achieving the vision for the street within the existing curb-to-curb dimensions was not possible and the implementation of the future cross sections will require relocation and reconstruction of the curbs. Street sections shown within this document are illustrative. Implementation of street design will be finalized during regulatory review or capital improvement projects.

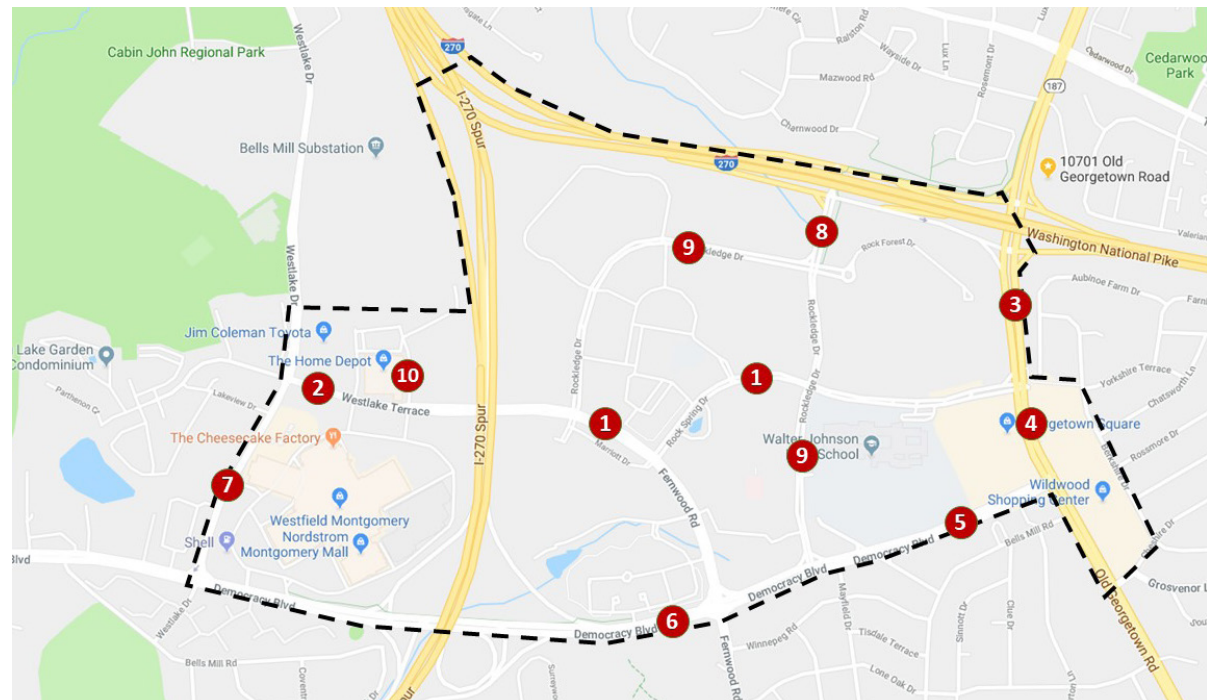
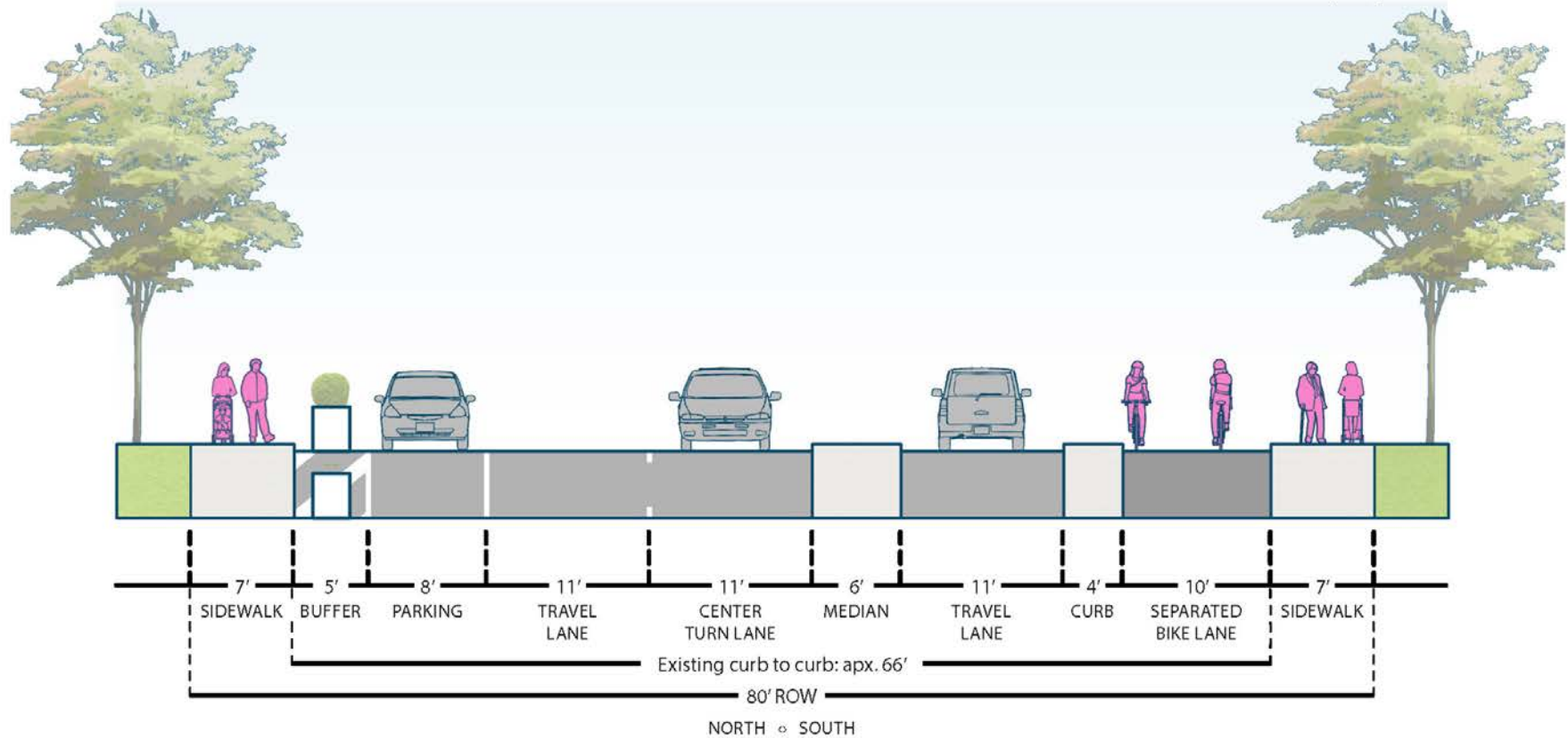


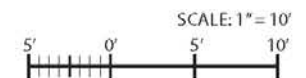
Figure 3.35: Key Plan showing location of various street sections

ROCK SPRING DRIVE/FERNWOOD ROAD

Rock Spring Sector Plan ①



- This section shows an interim / near-term condition, which could be implemented without changing curblines. Longer-term, along the central spine of Westlake Terrace, Fernwood Road, and Rock Spring Drive, the transitway is planned to operate in parallel dedicated BRT lanes within a 40-foot transit easement on the north side. The exact cross section is still under evaluation - consult with MCDOT staff for more information.
- This section includes the recommendation from the Sector Plan for a "road diet" that would reconfigure the street from four to three travel lanes. The curb separating the travel lane and cycle track should be a mountable curb.
- This section is slightly different from the interim section shown on page 70 of the Rock Spring Sector Plan and supersedes that section. The modifications were made in consultation with MCDOT and Planning Staff and achieve a better accommodation of various travel modes.
- A two-way cycle track is envisioned on the south side of the street.
- Longer-term, when the road is reconstructed, the planted buffer and the sidewalk should be switched so that the plantings provide a buffer between the pedestrians and the vehicle lanes.
- Setback may contain buildings, hardscape, or landscape, depending on the context.
- The content/design of the buffer will be determined during the regulatory review process or in association with a capital improvement project.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



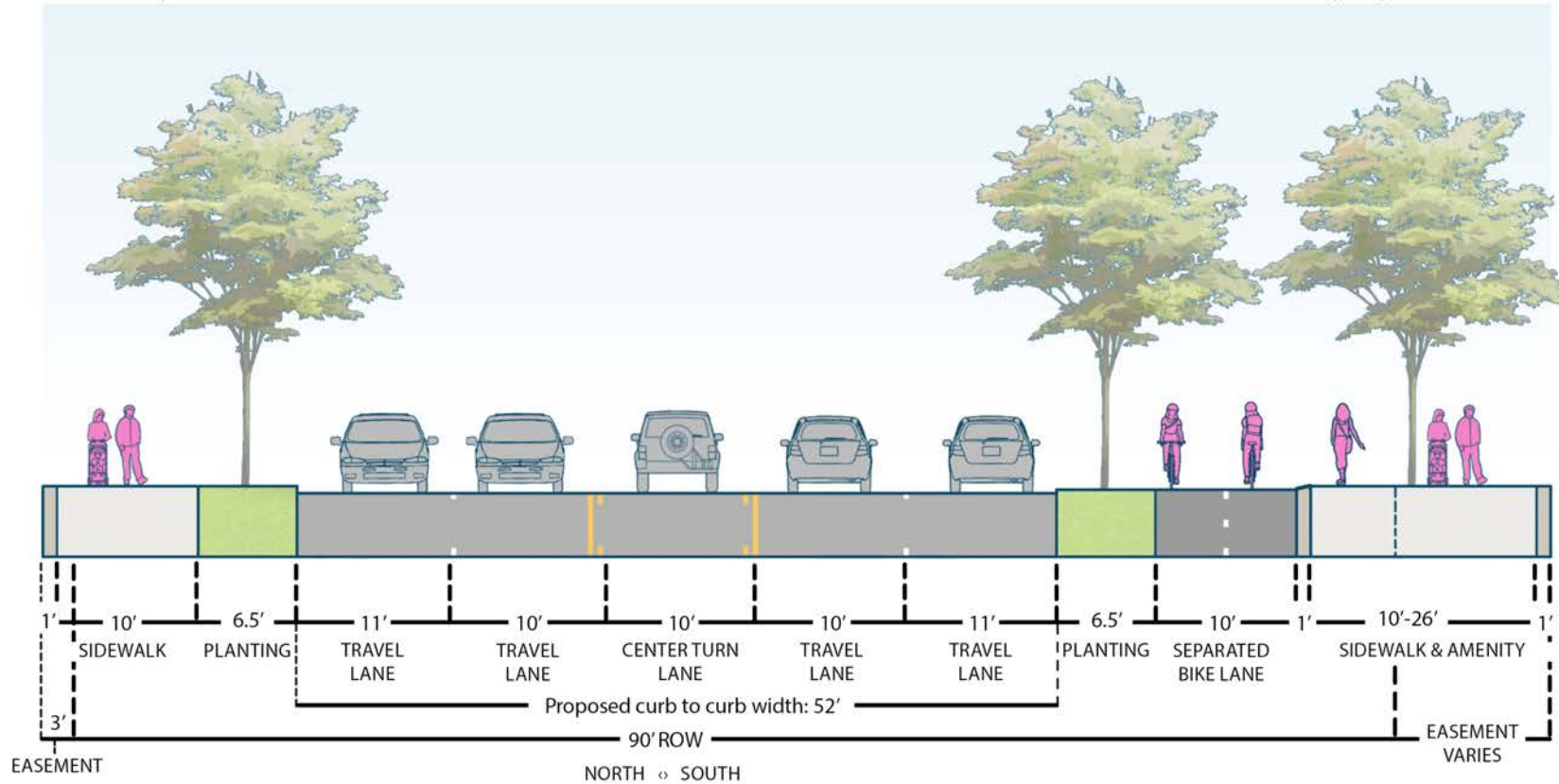
Note: Planning Staff will work with property owners during regulatory review process to finalize the implementation of the road diet concept in consultation with MCDOT.

WESTLAKE TERRACE

West of Motor City Drive

Rock Spring Sector Plan

②



- The sector plan calls for concentrated development intensity along Westlake Drive and Westlake Terrace and proximate to the transit center on the west side. To the extent possible, the goal is to activate the frontage of Westlake Terrace.
- This section includes the recommendation from the Sector Plan for a "road diet" that would reconfigure the street from four to three travel lanes. Detailed evaluation is needed to confirm the feasibility of this concept.
- The Bicycle Master Plan recommends a two-way separated bike lane on the south side of the street.
- The future cross section will need modifications at the bridge over I-270, where the right of way decreases to 80'.
- Easements may be required to implement this section. These will be finalized during the regulatory review process.

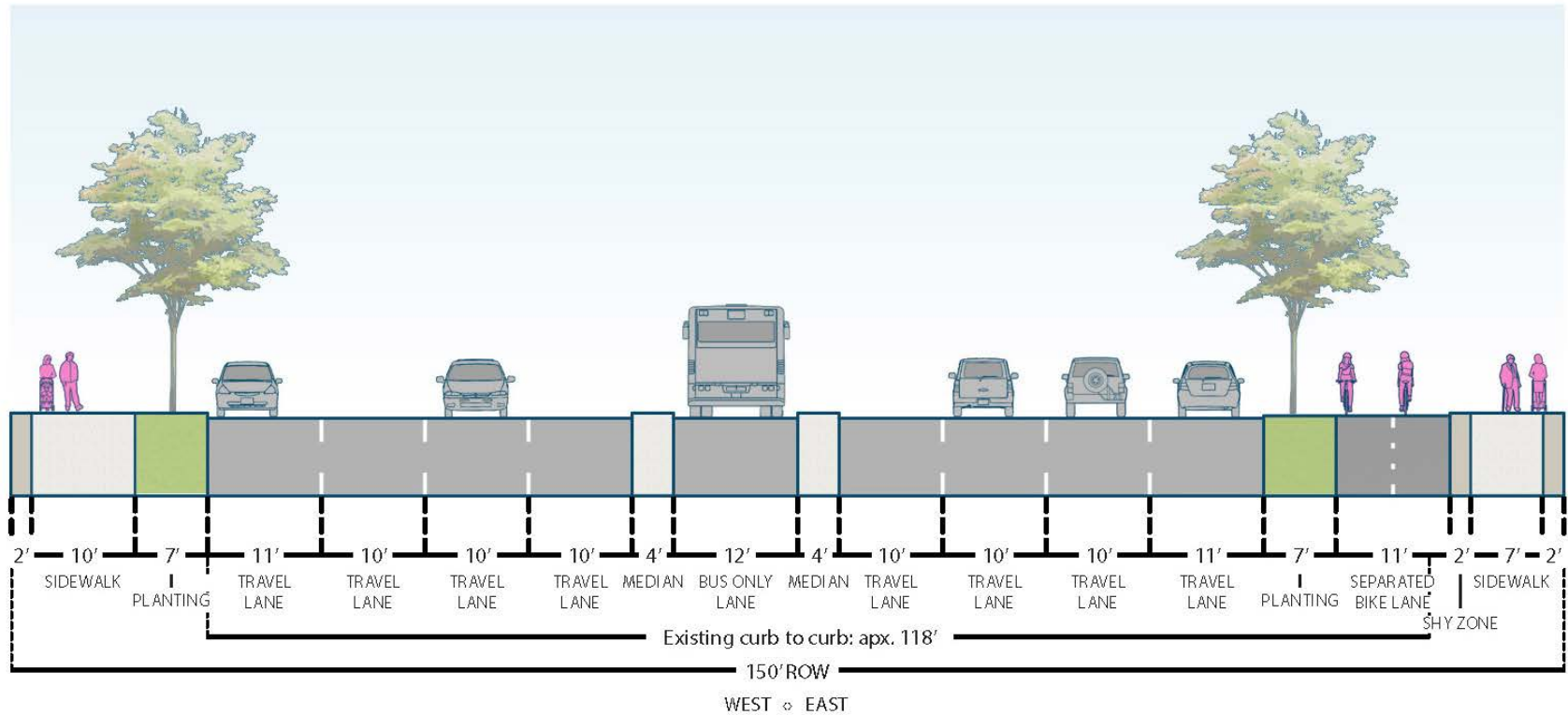


OLD GEORGETOWN ROAD

Rock Spring Drive to I-270

Rock Spring Sector Plan

3



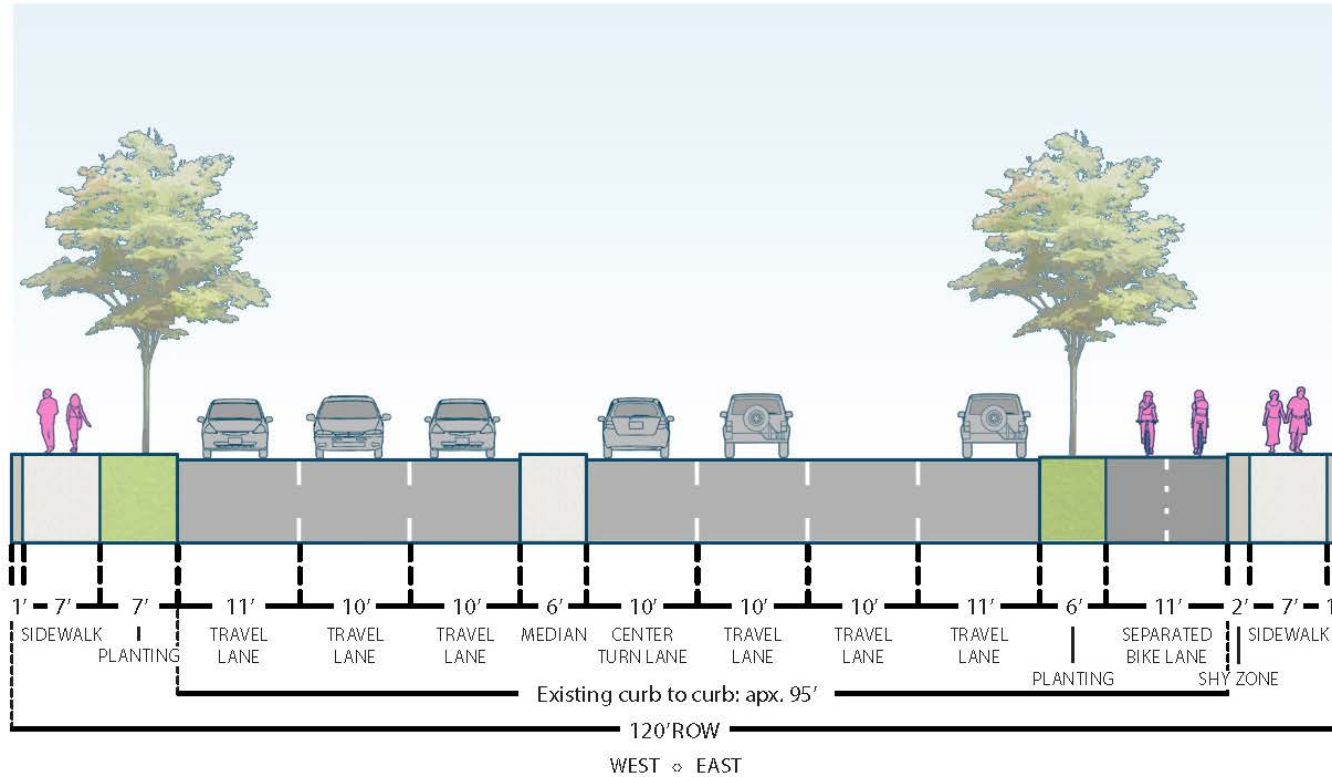
- The Bicycle Master Plan includes a breezeway on the east side of the street; specifically, a two-way separated bike lane.
- This area is under consideration for a future bus rapid transit service, which is envisioned to include a dedicated bus lane between Cheshire Drive and the I-270 SB lane. The exact cross section is under evaluation/planning - consult with MCDOT staff prior to roadway reconstruction / improvements.
- Additional right-of-way may be needed at intersections to accommodate turn lanes and pedestrian refuge islands.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



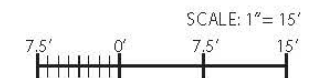
OLD GEORGETOWN ROAD

Cheshire Drive to Rock Spring Drive

Rock Spring Sector Plan ④

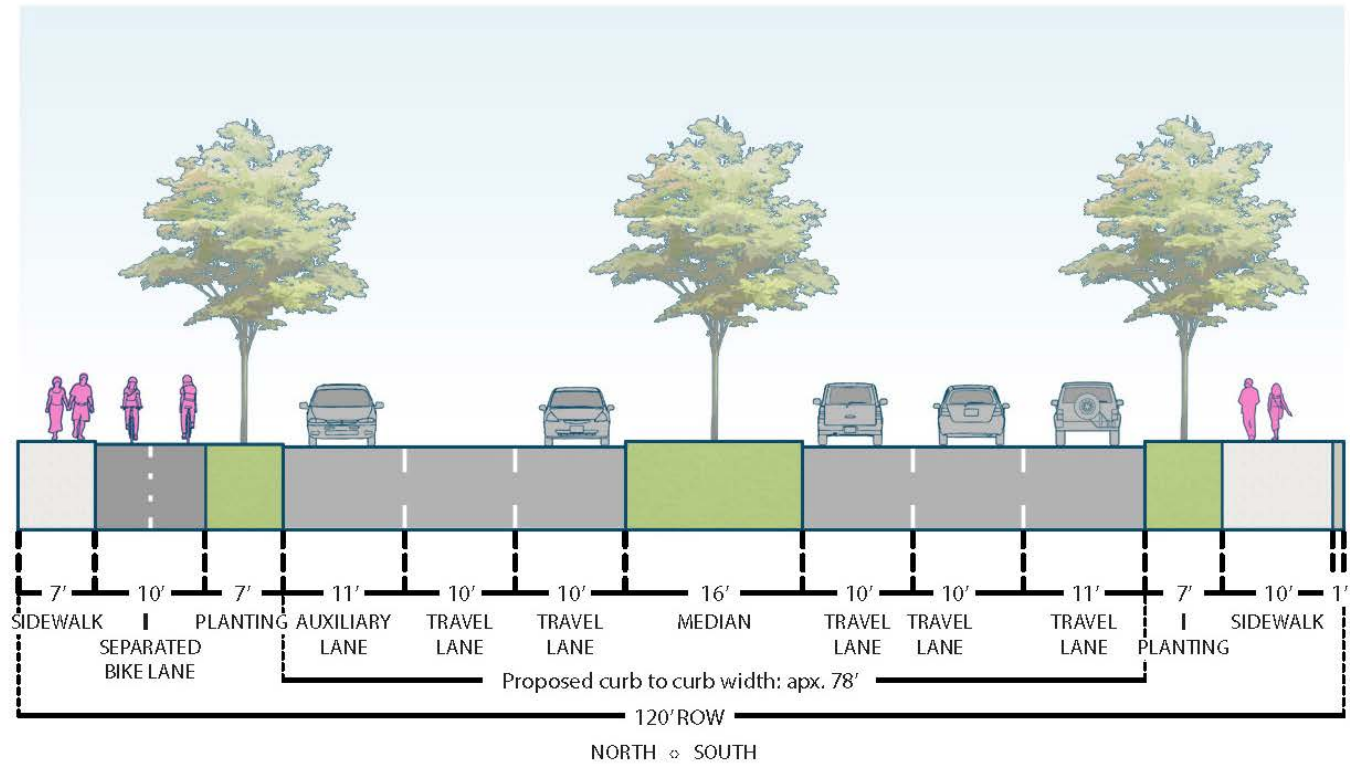


- The Bicycle Master Plan recommends a separated bike lane on east side of street.
- The cross section as shown would require removing one turn lane at Rock Spring Drive and Democracy Boulevard. Further evaluation is needed to verify the feasibility of these lane removals.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



DEMOCRACY BOULEVARD

Bells Mill Road to Old Georgetown Road



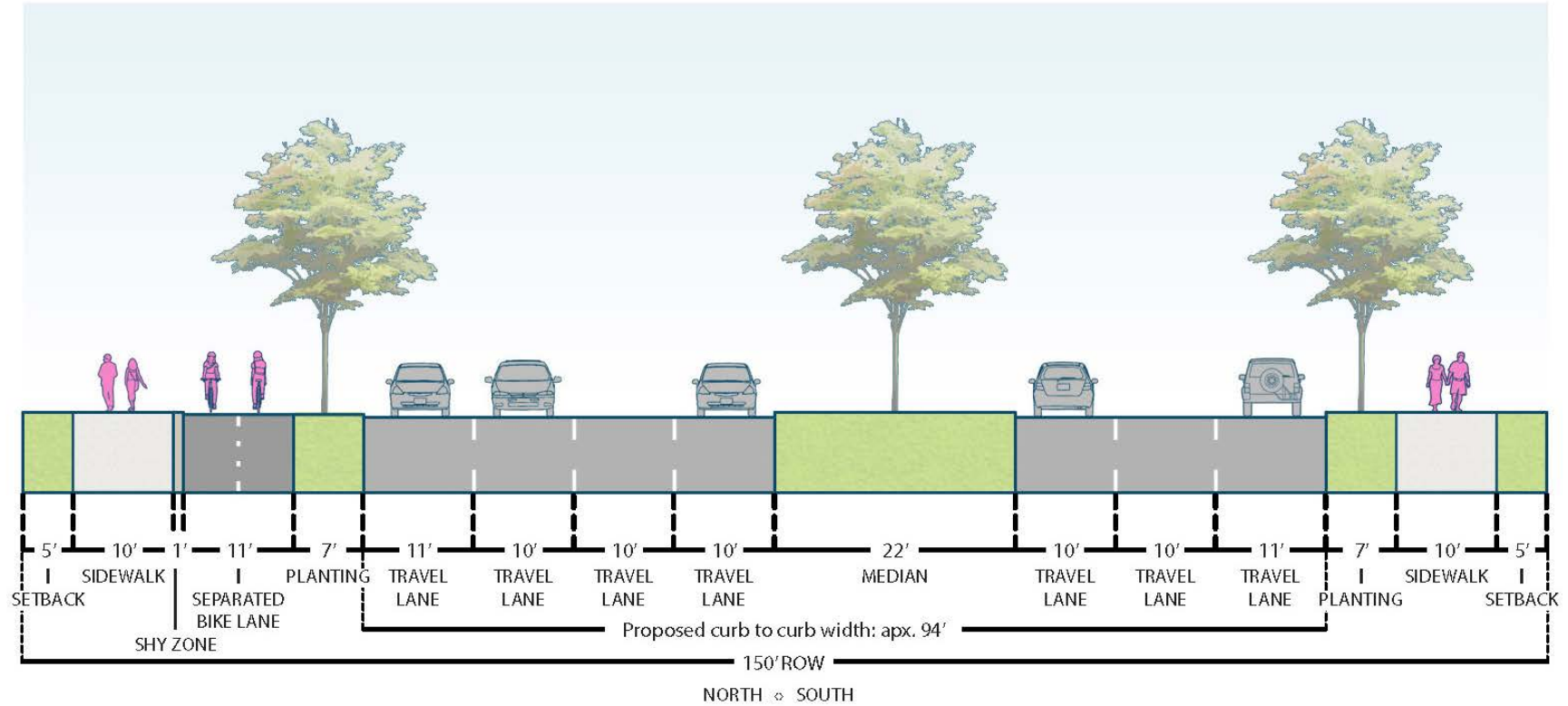
- The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



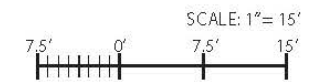
DEMOCRACY BOULEVARD

Westlake Drive to Bells Mill Road

Rock Spring Sector Plan ⑥



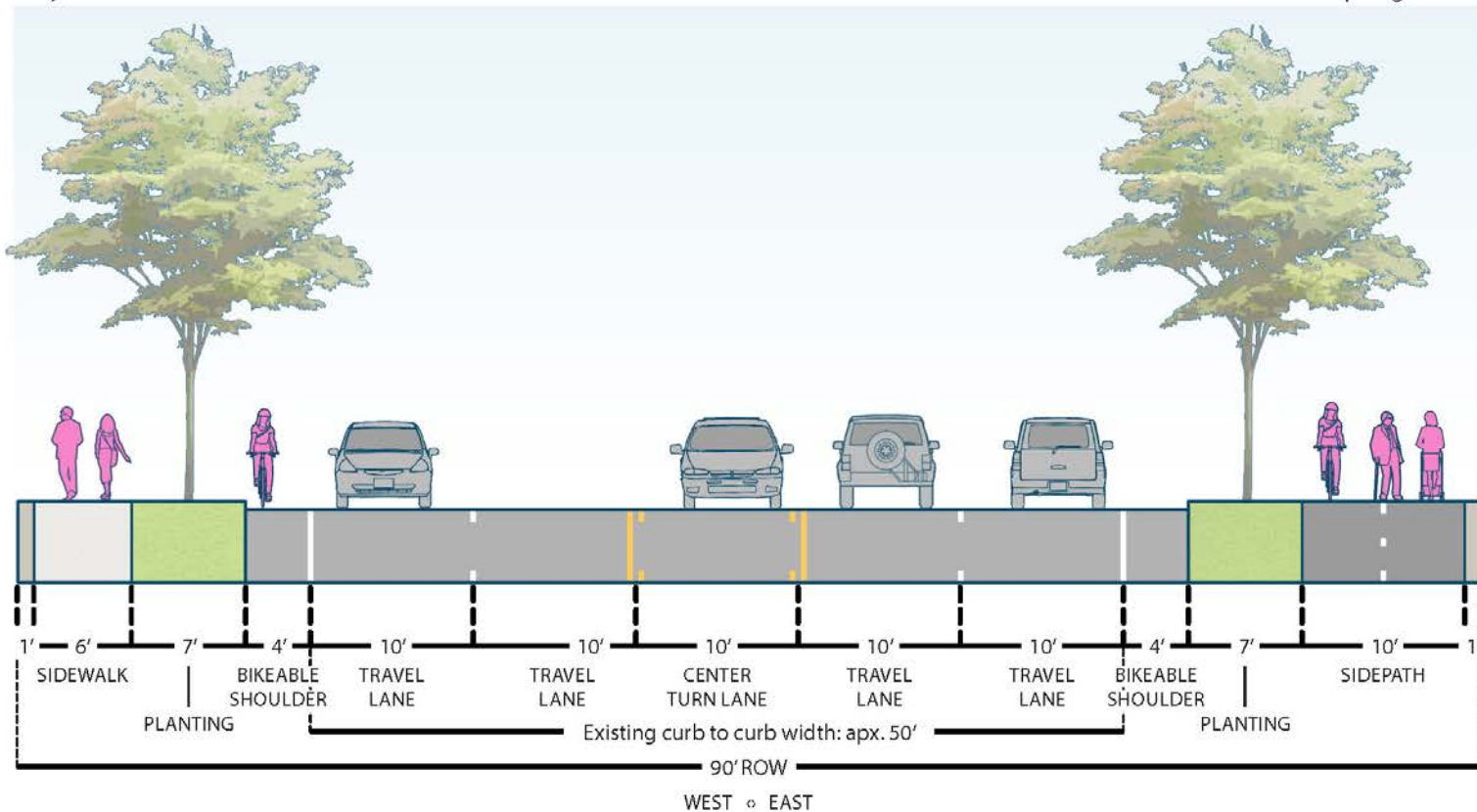
- The existing curb-to-curb width varies from approximately 100' near I-270 to approximately 90' at Old Georgetown Road.
- The Bicycle Master Plan recommends a breezeway on the north side of the street. Specifically, a shared use path.
- The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.
- The setback may contain buildings, hardscape, or landscape depending on the context.



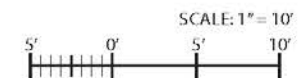
WESTLAKE DRIVE

Democracy Boulevard to Westlake Terrace

Rock Spring Sector Plan 7



- The Bicycle Master Plan calls for a sidepath on the east side and bikeable shoulders.
- The Sector Plan recommends reclassification from a two-lane primary residential to a two-lane minor arterial.
- As an interim condition, this section could be implemented within the existing curb-to-curb width if the bikeable shoulders were eliminated.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.

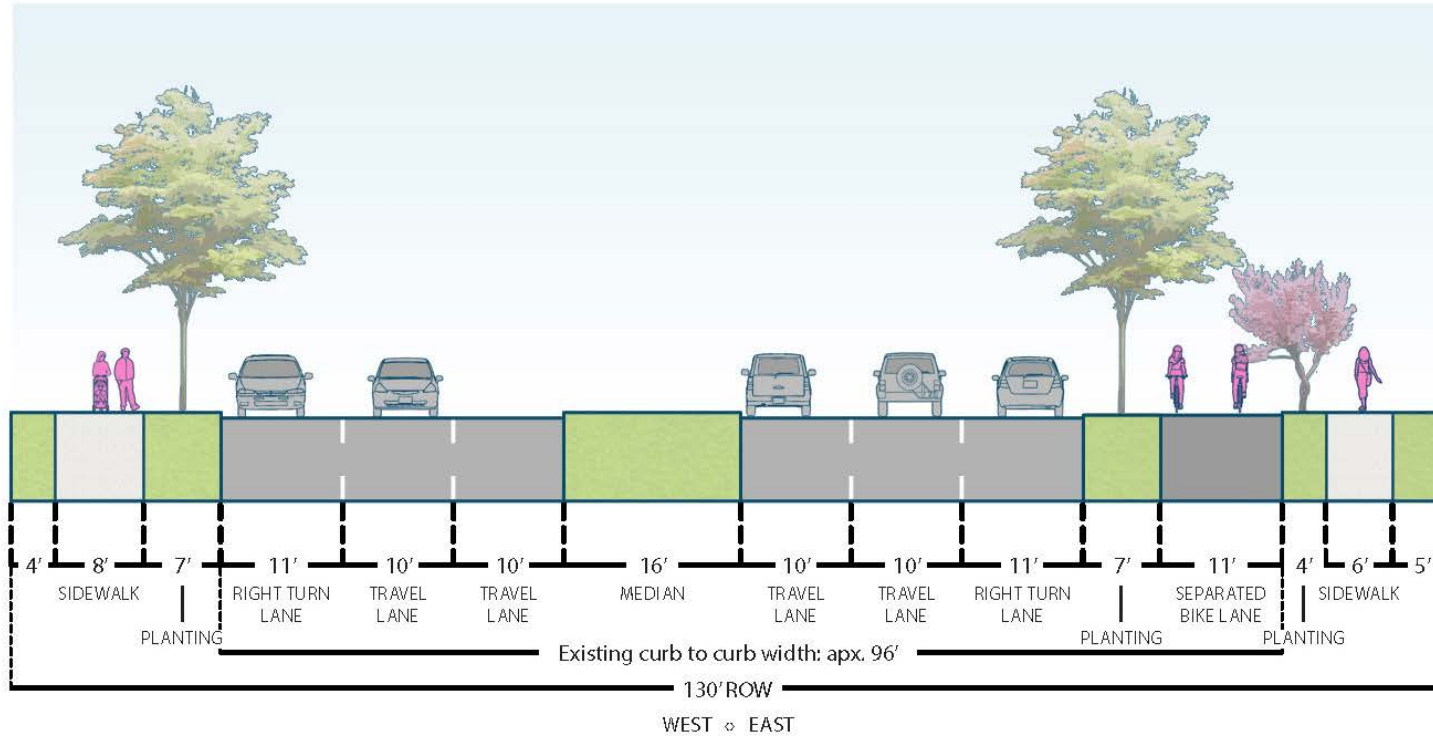


ROCKLEDGE BOULEVARD

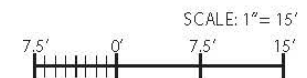
Rock Forest Drive to I-270

8

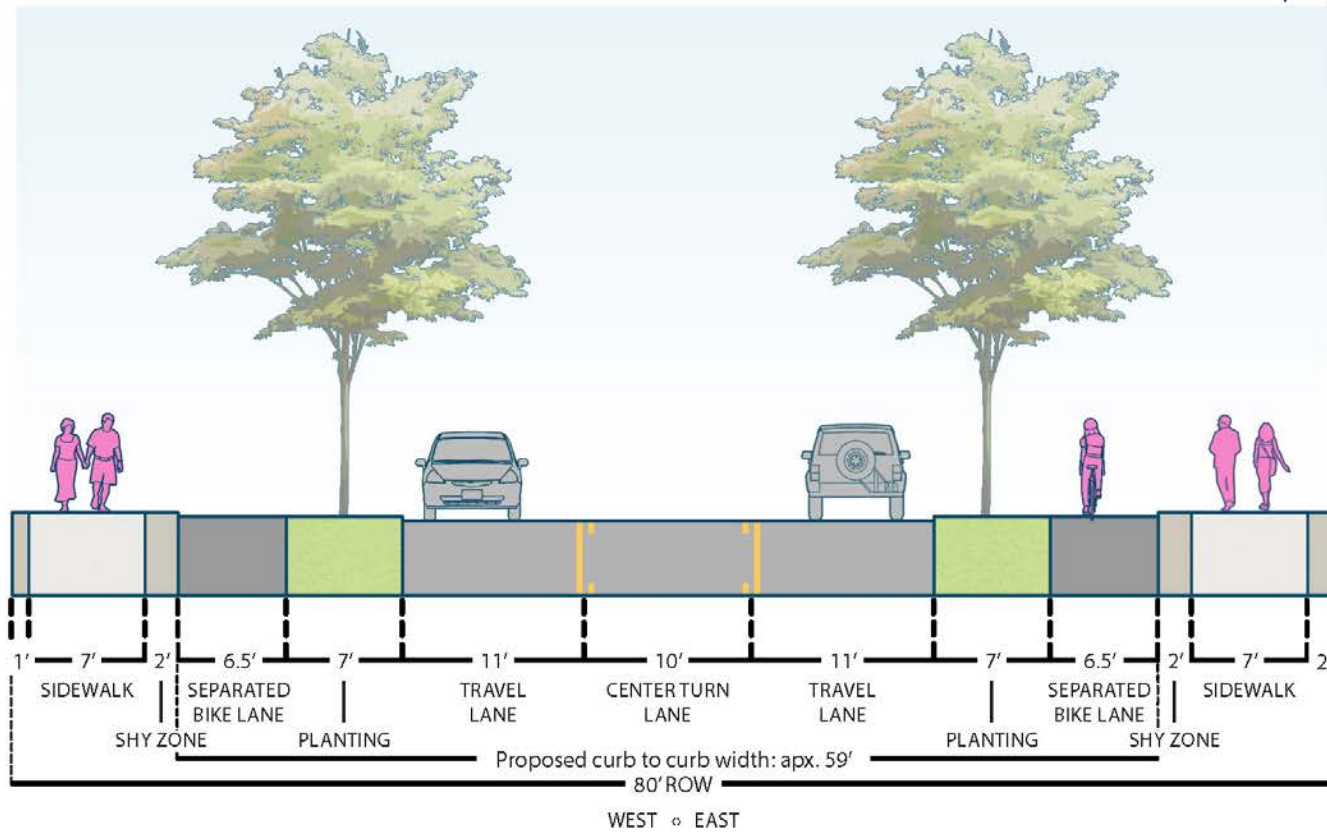
Rock Spring Sector Plan



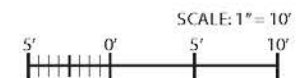
- This section includes the removal of a turn lane. Further evaluation is needed.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



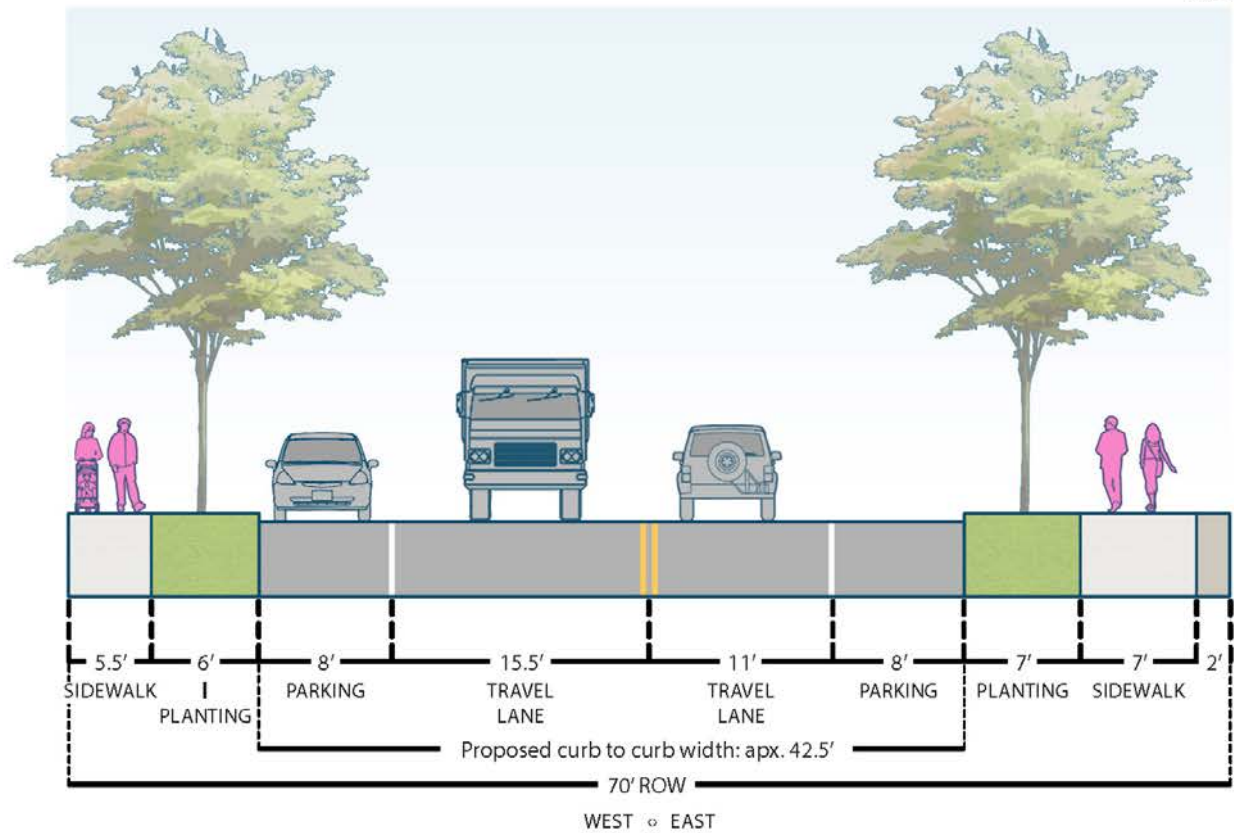
ROCKLEDGE DRIVE



- The existing curb-to-curb width is approximately 68'. This proposed section would require moving curbs.
- This section includes the recommendation from the Sector Plan for a "road diet" that would reconfigure the street from four to three travel lanes. Further evaluation is needed to confirm the feasibility of this concept.
- The Bicycle Master Plan and Sector Plan call for a one-way separated bike lane on each side of the street.
- The existing curb-to-curb width shown is an estimate for planning purposes. Field verification is needed. The right-of-way (ROW) shown corresponds to the design standard identified for this street in the Sector Plan.



MOTOR CITY DRIVE

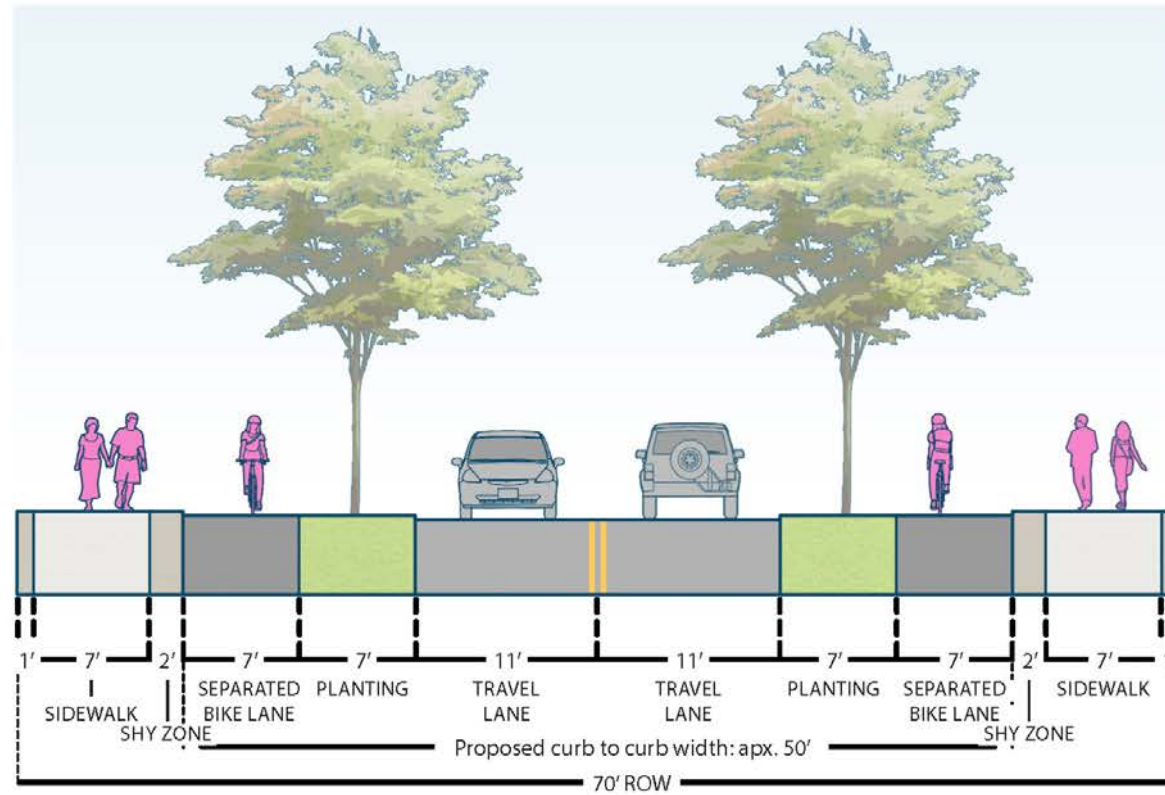


- The southbound travel lane width is provided to accommodate commercial truck serving businesses here.



AUTO PARK DRIVE/OTHER STREETS

Rock Spring Sector Plan



- This cross section is intended for new, proposed east-west and north-south streets in the area. It assumes a 70' right of way for these streets, and buffered or separated bike lanes.

