

## Appendix 1: Retained Original Conditions of Approval

As referenced in Recommendation No. 4, the same conditions of approval should be retained in the preliminary plan amendment:

1. Satisfy Local Area Transportation Review (LATR) with the following improvements:
  - a. Realign Rockledge Drive associated with the construction of the future Rockledge Connector.
  - b. Participate with the Maryland State Highway Administration (SHA) by having signed an agreement with them to participate in funding SHA's Consolidated Transportation Program Project No.151158 for the I-270-related improvements described below:

Associated with Phase II for the then-future interchange of the I-270 East Spur and the Rockledge Connector, construct the segment of the Rockledge Connector between realigned Rockledge Drive and the terminus of SHA's I-270 overpass.

Satisfying the conditions in Zoning Case No. G-713:

- 1) SHA's I-270 project had construction funding within two years from the original approval to build Phase II for the I-270 interchange at the Rockledge Connector and advance Phase III for the ramps between the I-270 split and the Rockledge Connector Interchange.
- 2) SHA had advanced the programmed construction of Phase III for the I-270 interchange with Old Georgetown Road and ramps between the Rockledge Connector and Old Georgetown Road.

The interchange with Rockledge Connector, ramps from the I-270 split, and segment to Rockledge Drive were open to traffic as an alternative route when the I-270 interchange with Old Georgetown Road was under construction.

The Rockledge Connector provides motorists a direct connection between the I-270 East Spur and the Rock Spring area which diverted a significant amount of traffic from the existing congested interchange of I-270 with Old Georgetown Road.

The construction of SHA's I-270 project was programmed to begin within two years from the original approval and was to be counted as being available for LATR.

- c. Fully bond the design and construction of the previously identified improvements below for Site Plan No. 8-89049, Rock Spring Center (or IBM, approved in April 1991) prior to issuance of building permits for the initial phase of development.

Along Old Georgetown Road, widen from four to five lanes to add the following:

- 1) A second northbound left-turn lane on Old Georgetown Road at Rock Spring Drive. Another previous IBM improvement for a third eastbound left-turn lane is not required for LATR.
  - 2) A third northbound through lane on Old Georgetown Road at Democracy Boulevard.
- a. At the interchange of the I-270 West Spur and Democracy Boulevard, provide the following improvements:
    - 1) Widen the southbound I-270 (South) on-ramp to receive a second westbound left-turn lane from Democracy Boulevard.
    - 2) Modify the lane usage and traffic signal phasing to provide two through- lanes and two left-turn lanes on westbound Democracy Boulevard.

Satisfying the conditions in Zoning Case No. G-713, the intersection of Old Georgetown Road (MD 187) and Tuckerman Lane was programmed for construction of an additional eastbound and westbound through-lane on Tuckerman Lane. The additional lanes were part of the improvement proposed in SHA's Congestion Relief Study as candidate intersection, M-29, which has Category I funding for construction within two years.

- 2. Coordinate with SHA regarding the site access on Old Georgetown Road given its close proximity to the I-270 Interchange.
- 3. Coordinate with the Montgomery County Department of Public Works and Transportation (DPWT) regarding the site access on Rockledge Drive and Rock Spring Drive.

4. Coordinate with DPWT and the Montgomery County Public Schools regarding Walter Johnson High School's proposed changes to the site accesses along Rock Spring Drive.
5. Provide for the following:
  - a. Provide an easement for the right-of-way subject to dedication at the time of need in the northwest quadrant of the intersection of Rock Spring Drive and Old Georgetown Road for the Transitway right-of-way.
  - b. Associated with SHA's I-270 project above, dedicate sufficient right-of-way adjacent to the site and adjacent to the parcel north of I-270 (not part of this preliminary plan but part of SHA's interchange project) to provide an 8-foot landscape panel between the bikeway/sidewalk and the curb.
  - c. Provide an eight-foot-wide lawn panel with street trees along Old Georgetown Road (from Rock Spring Drive to Wayside Lane), Rockledge Drive, Rock Spring Drive, the Rockledge Connector, and the north side of I-270.
  - d. Provide street trees along the entire frontage of the subject property.
  - e. Improve the character of the streets and establish a high quality entrance to Rock Spring Park with additional landscaping. Coordinate the design of the Rockledge Connector Interchange project with its mandatory referral. Incorporate the following into the site plan:
    - 1) Provide landscaping at the intersection of Rockledge Drive and the Rockledge Connector.
    - 2) Provide landscaping in the design features of the proposed stormwater management pond at Rockledge Drive and the Rockledge Connector that will screen the view from the adjacent streets and adjacent buildings.
    - 3) Provide landscaping at the bus shelter.
  - f. Provide a five-foot-wide sidewalk along:
    - 1) Rock Spring Drive.
    - 2) The west side of Old Georgetown Road from Rock Spring Drive to I-270.

- g. Provide an eight-foot-wide bikeway along:
    - 1) The east side of Rockledge Drive.
    - 2) The east side of Rockledge Connector.
    - 3) On the north side of I-270.
    - 4) The west side of Old Georgetown Road from I-270 to Wayside Lane.
  - h. A minimum six-foot-wide median for the Rockledge Connector.
  - i. Provide a bus stop with shelter along Rock Spring Drive near the Transitway Station.
  - j. Establish an easement for future dedication of 40 feet of right-of-way for the North Bethesda Transitway on the north side of Rock Spring Drive that includes an 8-foot, Class I bikeway. Additional width will be needed at the Station.
6. Coordinate with DPWT on the future design for the realigned intersection of Rock Spring Drive and Rockledge Drive and the North Bethesda Transitway.

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Appendix 2: Master Plan Roadways and Bikeways, Transitway Considerations, and On-Going Transportation Project

Master Plan Roadways and Bikeways

According to the *Bethesda/Garrett Park Master Plan*, and the *Potomac Master Plan*, the adjacent and nearby master plan roadways and bikeways are as follows:

1. I-270 East Spur is designated as a freeway, F-1, with a 300-foot right-of-way.
2. Old Georgetown Road is designated as a major road, M-4, with a 120-foot right-of-way.
3. Rock Spring Drive is designated as an arterial, A-81, with an 80-foot right-of-way, a 50-foot right-of-way for the North Bethesda Transitway, and a Class I bikeway.
4. Rockledge Drive is not designated in the master plan but was constructed as a business district-like street with a Class I bikeway.
5. Rockledge Boulevard is not designated in the Master Plan, but was constructed as a business district-like street with a Class I bikeway.
6. Fernwood Road is designated as a primary roadway, P-8, with a 70-foot right-of-way and a Class I bikeway.
7. Democracy Boulevard is designated as a major road, M-5, with a Class I bikeway and:
  - a. A 120-foot right-of-way between Bells Mill Road and Old Georgetown Road.
  - b. A 150-foot right-of-way between I-270 West Spur and Bells Mill Road.
8. Westlake Drive is designated as:
  - a. An arterial with an 80-foot right-of-way between Democracy Boulevard and Westlake Terrace.
  - b. A primary roadway, P-8, with a 70-foot right-of-way between Westlake Terrace and Tuckerman Lane.
9. Westlake Terrace is designated as an arterial with an 80-foot right-of-way and a Class II bikeway.
10. Tuckerman Lane is designated as an arterial, A-71, with an 80-foot right-of-way.

## Transitway Considerations

The 1992 North Bethesda/Garrett Park Master Plan includes several guidelines on pages 109 and 110 that relate to the North Bethesda Transitway:

- A4. *“Provide an easement for future dedication of all necessary right-of-way for the North Bethesda Transitway and a station along the southern portion of the site. The right-of-way should allow for a bikeway and bus pull-off at the transitway station.”* (Note that according to the Division of Transit Services a bus pull-out is not currently needed, but a bus stop with a shelter would be sufficient.)
- A7. *“Provide streetscape elements along the realigned road, including sidewalks, street trees, benches, bus shelters, and other streetscape elements.”*

The master planned alignment of the North Bethesda Transitway extends along the Rock Spring Drive edges of the subject property. Based on the 1992 North Bethesda/Garrett Park Master Plan references to the Transitway in relation to the property, the following modifications should be made to the proposed plans:

1. The width of the right-of-way to accommodate the alignment of the North Bethesda Transitway should reflect the recent information on monorail technologies

The right-of-way is shown on the applicant's plans as 40 feet wide. This right-of-way should be wide enough to accommodate typical monorail vehicles. The bikeway can be provided within the right-of-way of the Transitway. However, street trees would conflict with the elevated tracks of the Transitway.

2. The location of the station for the Transitway needs to be identified and additional right-of-way provided for the elevated station platforms and the vertical circulation needed to reach the platforms

Additional right-of-way is needed at the station to accommodate the stairs and elevators to the elevated platforms. The details on the location, length and width of the station need to be resolved following the Planning Board's approval of the plans and prior to recordation.

3. Bus stop with shelter needs to be provided adjacent to the station

A bus stop with shelter needs to be accommodated along Rock Spring Drive at the Transitway station. A shelter and landscaping are needed and should be provided.

4. The streetscaping needs to be accommodated beyond the right-of-way of the Transitway

As noted above, the street trees (referenced in the streetscaping plan) need to be accommodated between the Transitway right-of-way and the roadway.

On-Going Transportation Project

The interchange improvement at I-270 West Spur and Democracy Boulevard was a transportation project that was publicly-funded for construction within five years in Department of Public Works and Transportation's Capital Improvement Program and State Highway Administration's Consolidated Transportation Program at the time of the original preliminary plan approval.