


APRIL 2005

APPROVED AND ADOPTED  
**OLNEY MASTER PLAN**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION





# **2005 APPROVED AND ADOPTED OLNEY MASTER PLAN**

A comprehensive amendment to The Olney Master Plan, 1980; The Master Plan of Bikeways; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; The Countywide Park Trails Plan; The Sandy Spring-Ashton Master Plan, 1998; and The Master Plan of Highways within Montgomery County.

Prepared by:

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Montgomery County Department of Park and Planning  
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Approved by:

**THE MONTGOMERY COUNTY COUNCIL**

March 15, 2005

Adopted by:

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

April 20, 2005

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 GEORGIA AVENUE  
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## ABSTRACT

TITLE: Approved and Adopted Olney Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Comprehensive amendment to the *Olney Master Plan*, 1980

DATE: April 2005

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission  
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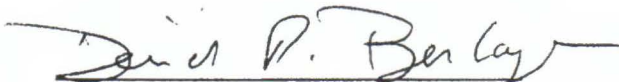
ABSTRACT: This master plan is a comprehensive AMENDMENT of land use, housing, zoning, transportation, environmental resources, parks, historic resources, and community facilities in the Olney Master Plan Area.

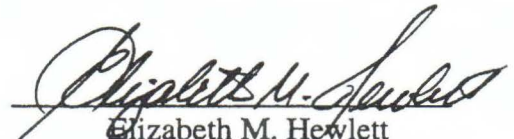


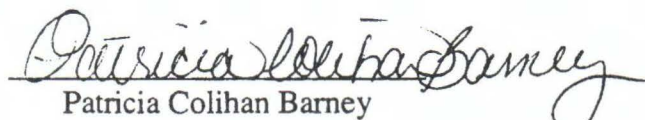
## CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Approved and Adopted Comprehensive Amendment to the Olney Master Plan, 1980, as amended; the Master Plan of Bikeways, 1978, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; and the Master Plan of Highways within Montgomery County, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 15-924 on March 15, 2005, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 05-05 after duly advertised public hearings pursuant to Article 28 of the Annotated Code of Maryland.

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The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

1. The preparation, adoption, and, from time to time, amendment or extension of The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties;
2. The acquisition, development, operation, and maintenance of a public park system; and
3. In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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## NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its plan area. Each area master plan reflects a vision of future development that responds to the unique character of the local community within the context of a countywide perspective.

Area master plans are intended to provide a point of reference with regard to public policy. Together with relevant countywide functional master plans, master plans should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries. Maps and illustrations are generally provided for illustrative purposes.

Master plans generally look ahead 20 years from the date of adoption, although it is intended that they be updated and revised every ten to fifteen years. The original circumstances at the time of plan adoption will change, and specifics of a master plan may become less relevant as time passes.

## THE MASTER PLAN PROCESS

**STAFF DRAFT PLAN** — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Planning Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

**PUBLIC HEARING DRAFT PLAN** — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

**PLANNING BOARD DRAFT PLAN** — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Planning Board in its worksessions on the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit the Master Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations regarding the Planning Board Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Master Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

**ADOPTED PLAN** — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.



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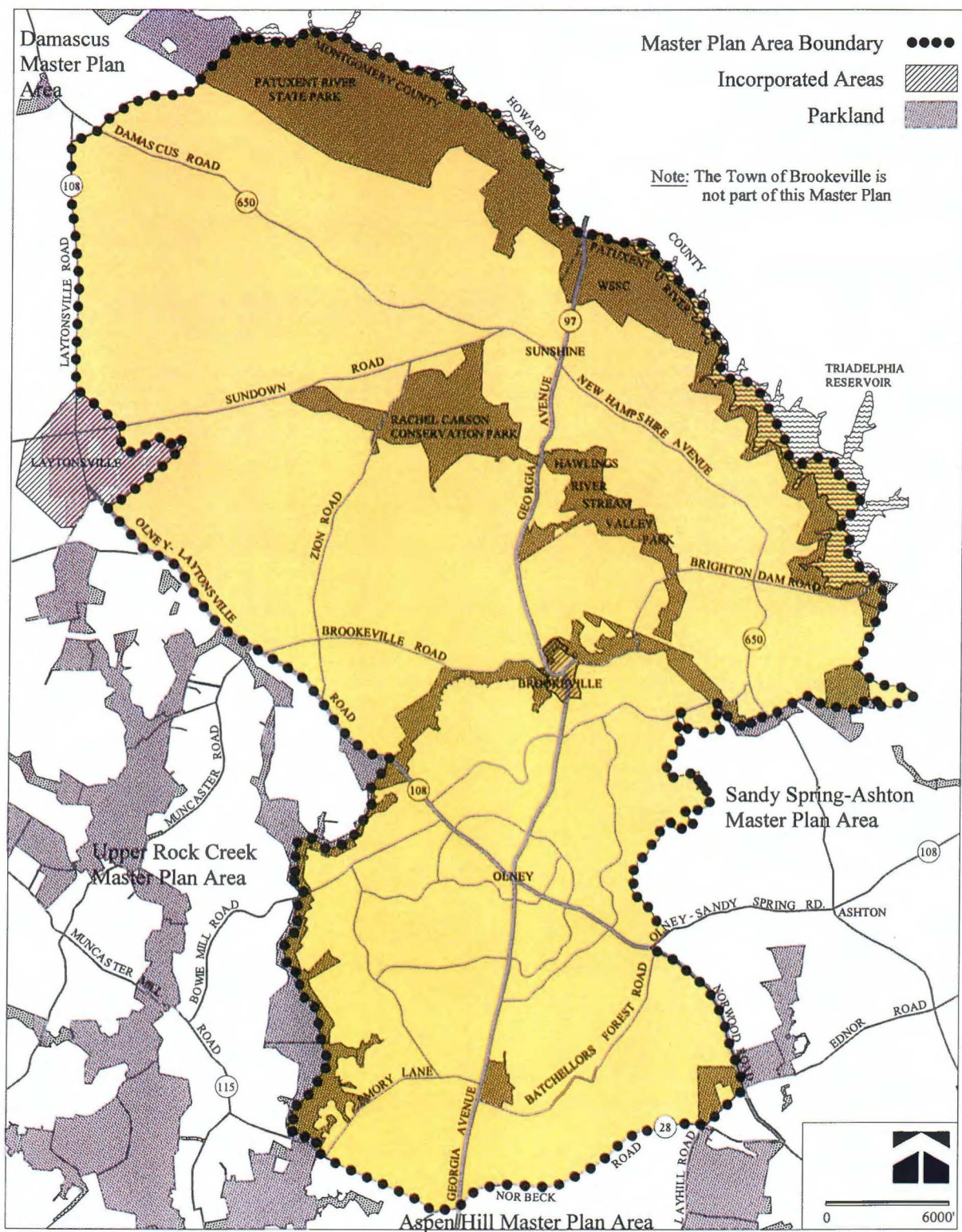
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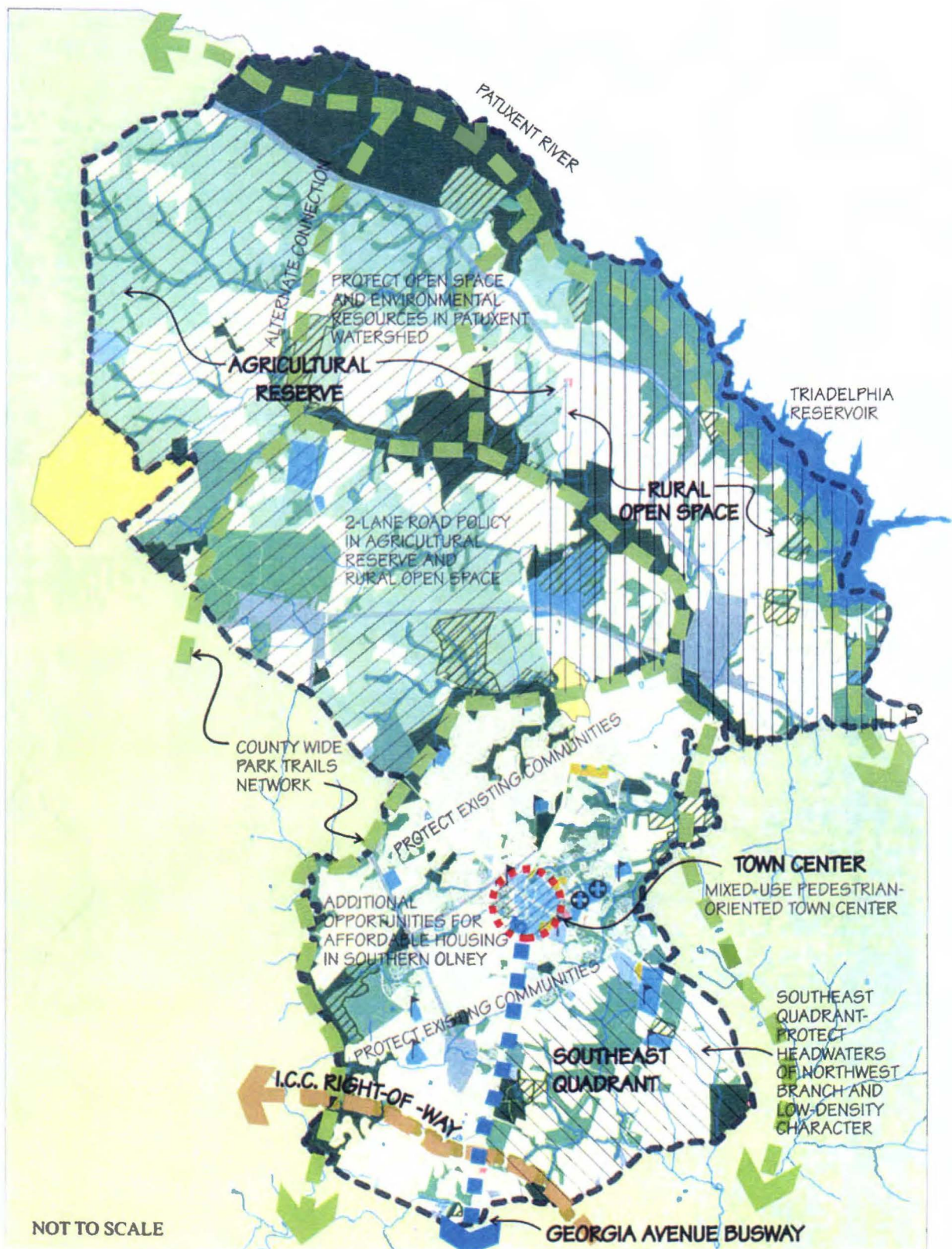
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## Location Map





## Planning Concept





## S U M M A R Y

This Plan is a comprehensive amendment to the 1980 Olney Master Plan. Its purpose is to bring the area Master Plan up-to-date and guide future development of the area. It affirms the satellite town concept as the basic framework of land use planning in Olney and focuses on improving current land use patterns through infill development, preserving open space, and upgrading existing facilities.

Overall, the Plan proposes a slight increase from the current level of planned growth in the area. Under the 1980 Master Plan, the Olney area has the potential to generate a maximum of 1,400 additional housing units with an estimated full build-out of approximately 14,500 housing units in the future. The proposed Plan will have between 15,500 and 16,500 units in the Master Plan area resulting in a total population of 44,300 to 50,200 people. It supports increase in retail and commercial growth in the Town Center and the Montgomery General Hospital.

In Northern Olney, which covers approximately two-thirds of the Master Plan area, the Plan proposes acquisition of approximately 753 acres of forested land as parkland to protect the area's sensitive environmental resources. It recommends protection of open space critical to the County's drinking water resource--the Patuxent River--through a combination of land use initiatives, regulatory controls, public-private partnerships, and implementation of best management practices to reduce imperviousness and increase undisturbed natural open space in new developments. It supports agricultural preservation in Northern Olney through the Transfer of Development Rights (TDR) program by identifying an area near the intersection of Georgia Avenue and Norbeck Road as suitable for receiving TDRs.

In Southern Olney, most of the vacant undeveloped land is in the Southeast Quadrant, which contains the headwaters of Northwest Branch and is currently zoned for a mix of two and five-acre lots. The Plan retains southeast Olney as a transition area between the Town Center and the more rural communities of Sandy Spring and Ashton. It maintains the current overall level of potential growth in the Southeast Quadrant and recommends that the new housing units be clustered, where community sewer is available, to conserve open space and natural resources. It also recommends that Batchellors Forest Road be designated as a rustic road.

The combination of quality suburban living with easy accessibility to the Washington Metropolitan Area continues to make Olney a desirable place to live resulting in higher housing costs. The Plan proposes additional opportunities to meet the area's need for more affordable housing at appropriate locations and densities. It identifies specific properties with the potential to increase affordable housing and recommends zoning changes that have the potential to further this goal.

The Town Center is envisioned as a local, rather than a regional, shopping and service area that also serves as the focal point of the community's civic life. The Plan recommends rezoning the commercial core to encourage mixed-use developments with residential uses, and proposes circulation and urban design improvements to make the Town Center more pedestrian-oriented. It proposes an incentive zoning mechanism to create outdoor public spaces and other amenities through additional commercial development in a more compact development pattern in the Town Center.



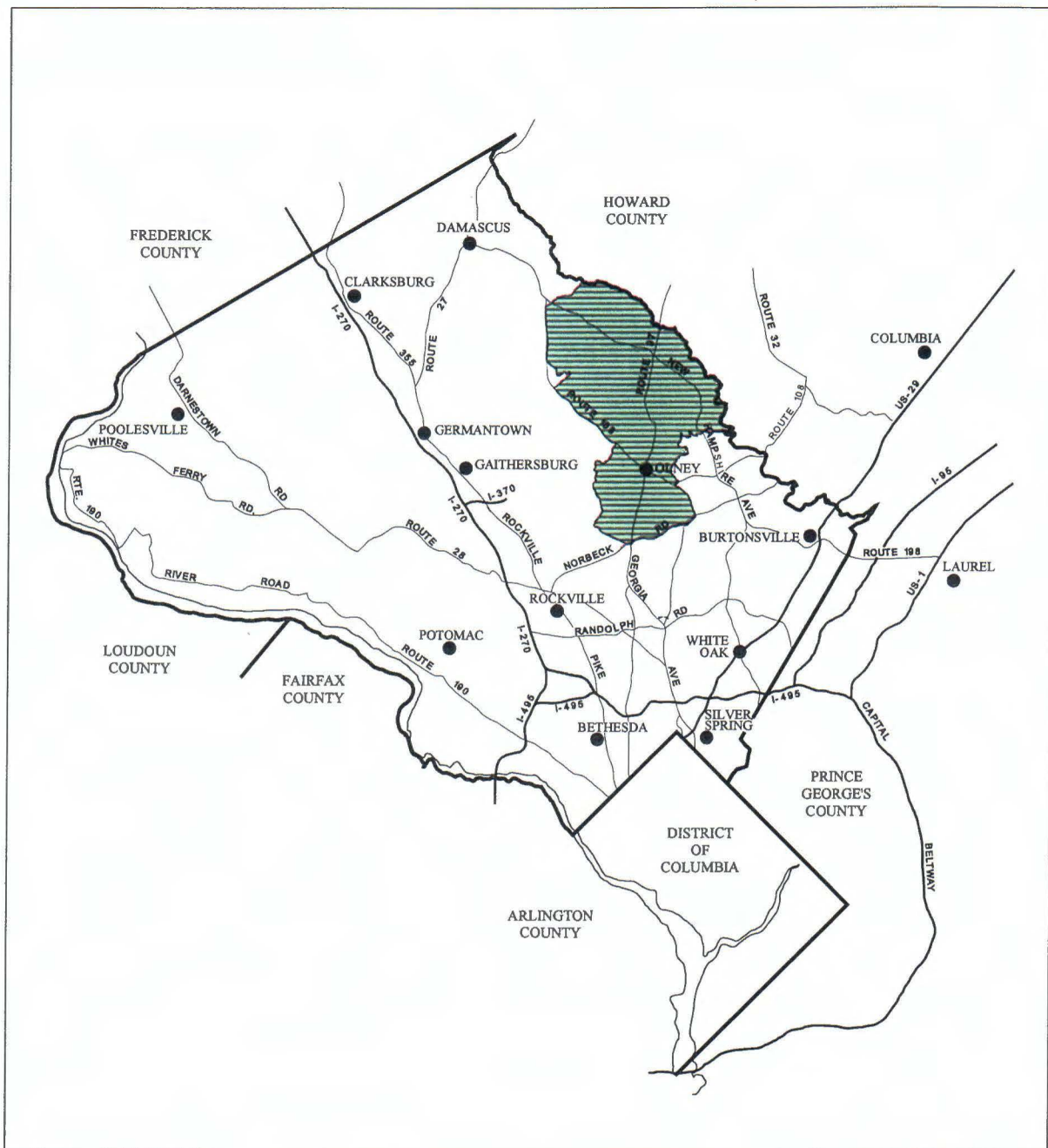
The Plan recommends a network of regional and local transportation facilities to ensure that future land use will be adequately served without affecting existing communities and the area's environmental resources. It recommends the Intercounty Connector (ICC) and the Georgia Avenue Busway, and supports intersection improvements such as the interchange at Georgia Avenue and Norbeck Road. It deletes several planned but unbuilt portions of roadways, such as Emory Lane east of Georgia Avenue, Barn Ridge Drive to Batchellors Forest Road, the current alignment of Appomattox Avenue west of Marksman Circle, and Cherry Valley Drive across North Branch of Rock Creek, to protect residential communities and environmental resources. In Northern Olney, it recommends a two-lane road policy to protect the character of this rural area.



The Plan provides a network of safe and convenient sidewalks and bike paths to connect the Town Center and adjacent residential neighborhoods. It links Olney's residential communities through trails and bikeways with recreation facilities such as the Olney Boys and Girls Club, local parks, and the Countywide park system. It connects new and existing open spaces in Olney with the Countywide park trails network that surrounds Olney and extends from the Potomac River in the west to the Patuxent River in the north and the Northwest Branch in the east.

It provides protection for existing residential neighborhoods from the negative impacts of future growth. It recommends that the existing low-density character of Georgia Avenue between Norbeck Road and the Town Center be reinforced through careful design of future road improvements and a significant setback from the road for all new developments. Special exceptions with the potential to create a commercial appearance along major roads are discouraged. The Plan also recommends design guidelines for all future special exception uses to ensure that they do not create negative impacts on surrounding residential neighborhoods.

The Plan expands the Upper Rock Creek Special Protection Area and Environmental Overlay zone into the Olney Planning Area to limit the impact from development in the headwaters of Rock Creek north of Route 108 and on the largest property in the Olney portion of North Branch Rock Creek Watershed, the Norbeck County Club property.

## Regional Location

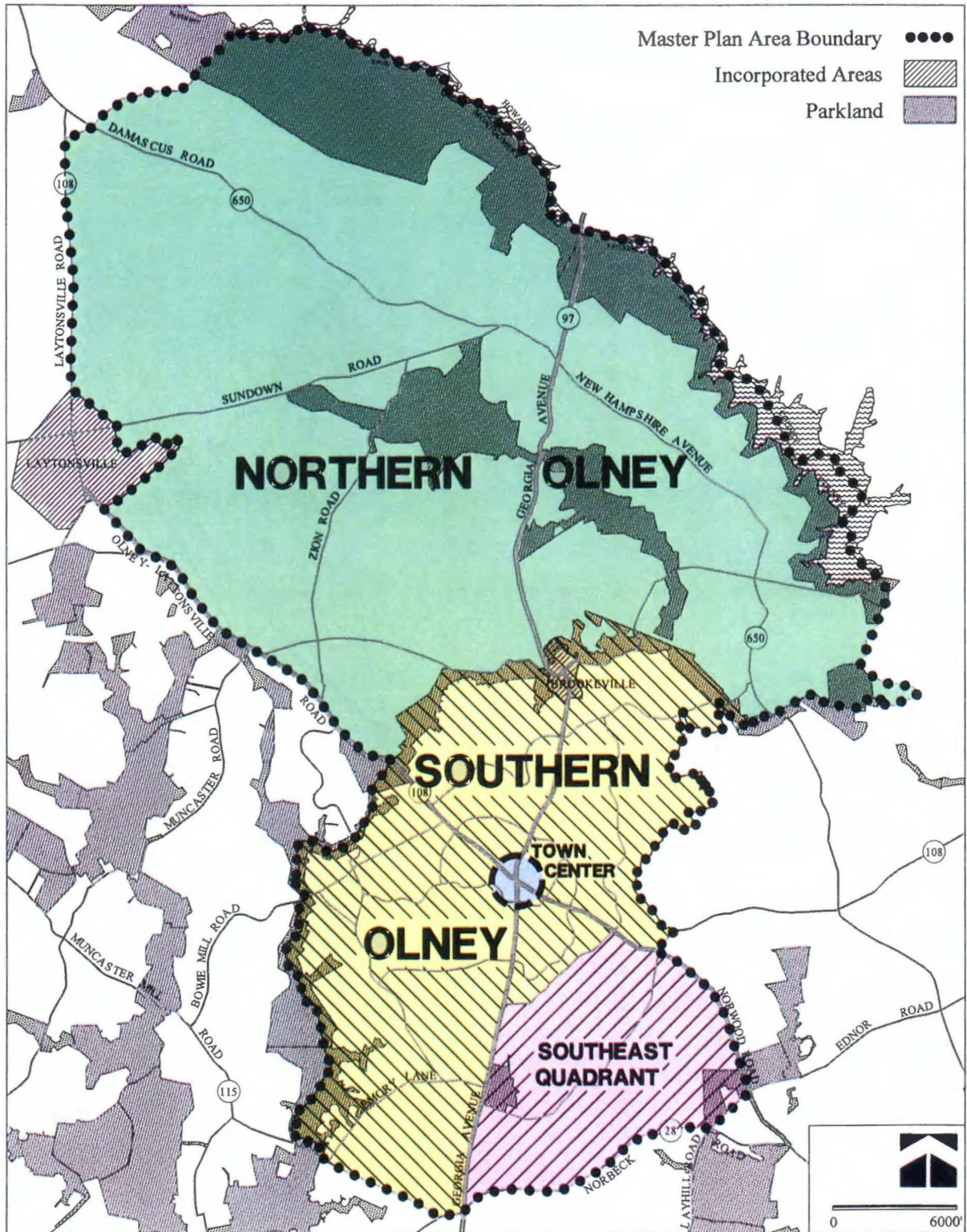


 Olney Master Plan Area  
 County Boundary





## Geographic Areas

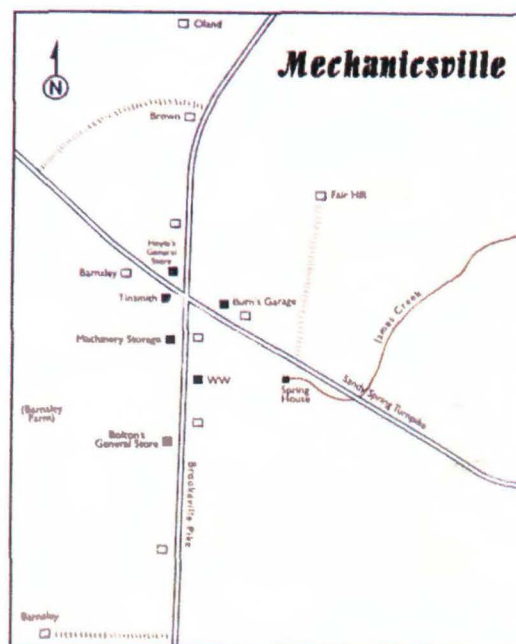




## BACKGROUND AND CONTEXT

## INTRODUCTION

Starting from a small settlement at the intersection of Georgia Avenue and MD 108, Olney has evolved into an attractive residential community of approximately 39,000 people. The Olney Master Plan Area encompasses approximately 30,600 acres (48 square miles) in the northeastern part of the County. It is bounded by the Patuxent River to the north and northeast; Hawlings River, parts of James Creek, MD 108, Dr. Bird, Norwood and Layhill Roads to the east; Norbeck and Muncaster Mill Roads to the south; and North Branch of Rock Creek Stream Valley Park and its eastern spur to MD 108, MD 108 to Laytonsville, MD 108 to Hipsley Mill Road, and Hipsley Mill Road on the west. The Town of Brookeville is not part of the Olney Master Plan since it has its own planning authority.



The Olney Master Plan Area has two distinct geographic components. Northern Olney is the area generally north of the Town of Brookeville and Reddy Branch Park. It includes the Agricultural Reserve on the west side, and the rural open space on the east side of Georgia Avenue. Southern Olney is the rest of the Master Plan area to the south and includes the Town Center around the intersection of Georgia Avenue and MD 108, and the Southeast Quadrant, which is the area bounded by Old Baltimore Road, MD 108, Dr. Bird Road, Norwood Road, Layhill Road, Norbeck Road, and Georgia Avenue. More than 91 percent of the Master Plan area's housing units are located in southern Olney.

The Olney Master Plan was last updated in 1980. This amendment presents an opportunity to review comprehensively the current planning policies and community concerns in the area, and employ the latest planning tools to achieve them. The current amendment is a part of the planning review of master plans in the Northern Headwaters of Montgomery County including the Upper Rock Creek Area Master Plan to the west and the Damascus Master Plan to the northwest of Olney. It will also bring the planning area up to date with the 1998 update of the Master Plan for the Sandy Spring/Ashton area located to the east of the Olney Planning Area.



## **Master Plan Process**

The Master Plan update was initiated in July of 2001. The first phase was designed to collect requisite data and identify the issues that would be addressed in the Plan. The Planning Board approved the Final Purpose and Outreach Strategy Report in March 2002 and also appointed a 40-member Master Plan Advisory Group (MPAG) to bring the community's perspective to the planning process. The second phase consisted of exploring and analyzing alternatives and developing staff recommendations for the proposed Plan. Twenty public meetings, including evening meetings, weekend charrettes, open houses, and focus groups, were held during the amendment process on a variety of topics. All master plan meetings were open to the public, providing equal opportunities to MPAG members and the general public alike. A Community Issues Survey distributed through MPAG meetings, the Olney Library, the Longwood Recreation Center, public schools, and the Commission web site drew more than 920 responses.

Two other documents, prepared during the master plan update process and published separately, formed the basis of some of this Plan's recommendations. They are: *Olney and Vicinity Environmental Resources Inventory* of April 2002; and *Olney Parks and Trails Analysis*. Supporting technical information published separately as an appendix to this Plan (but not part of the Master Plan) includes the summary of the results of the Olney Community Issues Survey; the Demographic Profile of Olney, the Commercial Profile of Olney; and the Muncaster Mill Corridor Study.

## **Relationship to Other Master Plans**

The Master Plan amends all other area and functional master plans applicable in the Olney Planning Area. The relationship of the Olney Master Plan to other adjoining area master plans is shown in the location map. The Plan modifies the boundaries of the adjoining Sandy Spring/Ashton Master Plan to incorporate a portion of the Mess property that was previously included in the Sandy Spring Master Plan. The Plan does not propose land use and zoning for the towns of Laytonsville and Brookeville since they have their own planning and zoning authority.



## PLANNING HISTORY

The recent planning history of the area starts with the 1964 General Plan for Montgomery and Prince George's Counties, which identified Olney as a satellite community in one of the wedge areas of its "Wedges and Corridors" concept.

**The 1966 Olney and Vicinity Master Plan** built upon the 1964 General Plan's vision of wedges and corridors with Olney as one of three satellite communities. It envisioned Olney as a suburban residential community of no more than 29,000 people with a 75-acre shopping district. It was based on an overall average density of 4.0 persons per acre in a pattern of single-family homes on large lots, which was achieved by reducing densities on some 11,000 acres in the Hawlings River watershed from one-half acre to two-acre lots. The basic land use concept was that of a greenbelt community.

**The 1980 Olney Master Plan** further crystallized the concept of Olney as a satellite town. It determined that the preservation of farmland and rural open space was a critical issue and that the upper portion of Olney should remain rural. It recommended that most of the new development be concentrated in and around the intersection of Georgia Avenue and MD 108. The principal mechanism for achieving this goal was the innovative Transfer of Development Rights (TDR) program, which transferred potential development from farmland to designated locations south of Brookeville. The program was instrumental in expanding the range of housing opportunities to create a full lifecycle community in Olney, a major goal of the 1980 Master Plan.

The 1980 Master Plan reinforced the Town Center by discouraging expansion or creation of commercial areas outside the commercial core. It also proposed some other provisions such as wider stream buffers that later became standard Countywide.

**The 1980 Functional Master Plan for Preservation of Agriculture and Rural Open Space** expanded the 1980 Olney Master Plan's concept of agricultural and open space preservation to the rest of the County's agricultural area. Along with zoning, and sewer and water policies, the TDR program has preserved more than 40,000 acres of land Countywide through permanent easements.

**The 1992 Maryland Planning Act** defined seven visions that are affirmed by this Plan: 1) development to be concentrated in suitable areas; 2) sensitive areas to be protected; 3) in rural areas growth to be directed to existing population centers and resources to be protected; 4) stewardship of Chesapeake Bay and the land to be considered a universal ethic; 5) conservation of resources, including a reduction in resource consumption to be practiced; 6) economic growth to be encouraged and regulatory mechanisms to be streamlined to achieve objectives one through five; and 7) funding mechanisms to be addressed to achieve these objectives. The Olney Master Plan affirms these seven objectives.

**The 1993 Montgomery County General Plan Refinement** updated the goals and objectives of the 1964 General Plan on Wedges and Corridors. It affirmed the Wedges and Corridors concept as a framework for development in Montgomery County.



**The 1993 Patuxent River Watershed Functional Master Plan** established policy recommendations to restore and maintain water quality in the river's watershed in Montgomery County.

**The 1995 Amendment to the Master Plans for Gaithersburg Vicinity, Upper Rock Creek, Olney, and Aspen Hill** was a limited amendment that changed the roadway classification of Muncaster Mill Road from a Primary to an Arterial in Olney.

**The 1996 Rustic Roads Functional Master Plan** provided a system for evaluating, protecting and enhancing scenic roadways that reflect the County's agricultural and rural origins. The Plan designates all or parts of roads with rural vistas and other attributes as Rustic, Exceptional Rustic, Country Arterial, and Country Roads. It also identifies some of the roads as Interim Rustic, which must be analyzed in the relevant master plan updates, and either determined as Rustic or removed from the Rustic Roads Master Plan altogether.

**Maryland's 1997 Smart Growth Policy** supports growth in appropriate areas and limits development in agricultural and other resource areas by limiting State resources to existing communities and not subsidizing infrastructure in other areas. The Policy's Priority Funding Areas concept includes criteria for counties to designate additional funding areas. In 1998, the Planning Board designated areas of higher than one unit per acre densities in and around Olney's Town Center as Priority Funding Areas.

**The 1998 Countywide Stream Protection Strategy** is a comprehensive review of stream quality and habitat that helps public agencies identify and provide funding for specific watershed-based resource protection initiatives.

**The 1998 Park, Recreation, and Open Space Plan** explores future demand for recreational facilities within the County's 28,000-acre park system and determines which natural and historic areas should be preserved as open space.

**The 1998 Sandy Spring/Ashton Master Plan** strengthened the rural character of these communities and their cultural heritage through preservation of large open spaces, creation of a Rural Legacy Trail, and preservation of scenic vistas from the trail. It included some properties formerly within the Olney Master Plan Area and thus amended the Olney Plan's eastern boundary.

**The 1998 Countywide Park Trails Plan** is a blueprint for creating a system of interconnected hard and natural surface trails in parkland. The plan's objective for the Olney area is to connect the Rock Creek and the Northwest Branch Trail corridors to the Patuxent River corridor.

**The Department of Park and Planning's 1998 Georgia Avenue Busway Study** evaluated the feasibility of providing an express busway along Georgia Avenue between Olney and the Glenmont Metro Station, and confirmed that such a busway is needed and feasible.



**The County's 2001 Legacy Open Space Functional Master Plan** supports protection of natural and cultural resources through public acquisition and easements for properties that otherwise would not be protected through standard regulatory controls. The plan identifies known resources and also defines a process for selecting sites, setting spending priorities, implementing the program and measuring its progress.

**The Planning Board's 2002 Transportation Policy Report** recommended a vision and principles for future land use and transportation plans and described a recommended transportation network that will be reflected through the Master Plan of Highways and appropriate area master plans. It also included an alternate Land Use Plan that improved the jobs and housing balance throughout Montgomery County to increase opportunities to live near employment places.

## **POPULATION PROFILE**

The 1980 Master Plan was based on a projected 1995 population of 26,000 to 32,000 people. The 1997 estimated population was 33,300. The biggest increase occurred between 1984 and 1997 when the area population grew 84 percent from 18,100 to 33,300. This rate of growth far exceeded the County's level of 36 percent. The 2000 Census counted 35,600 people in Olney--4 percent of the County's total population, while the 2003 Census Update survey by the M-NCPPC estimates Olney's population to be 39,260. The following are the key findings of the Master Plan area's population and housing statistics.

Nearly 89 percent (nine out of ten) of Olney households are families (two or more related persons) compared to 75 percent Countywide. Most households have one or more children. Almost seven out of ten households are composed of three or more persons. With an average size of 3.24 persons, households in Olney tend to be larger than the County's average of 2.7 persons per household.

The Olney area differs from the County in that it has more of its total population in the 5 to 17-year age range. In 2003, Olney had slightly more than 24 percent of its population in this age group while the County had 19.5 percent. The two also differ in terms of the 65 and older age group: Olney had 7.3 percent in that group versus the County's 12.2 percent. This profile is consistent with the fact that most of the housing stock in the area is fairly new and has attracted younger households.

Minorities make up a smaller share of the total population in the area than at the Countywide level even though the area's minority population increased from nearly 7.5 percent in 1984 to 20.5 percent in 2003. Asian Americans, the second largest group in 2000, are now (2003) the largest minority group at 9 percent of the population in Olney, followed by African Americans at 8.2 percent. (Countywide, African Americans are still the largest minority at 14 percent.) Persons of Hispanic origin at more than 4.5 percent are the third largest minority group in Olney.

Olney is one of the more affluent areas of the County. In 2003, the local median household income was \$104,745 while the Countywide median income was \$79,115. Only six other County planning areas (out of a total of 21) had median income higher than Olney.



Thirty percent of Olney residents earned a graduate degree and 37 percent hold a bachelor's degree. The graduate degree numbers are slightly less than the County's 34 percent, but for the population that holds a bachelor's degree the area is ahead of the County.

In 2003, 72 percent of households in Olney resided in single-family detached units compared with 50 percent for the County. Only six other planning areas had the majority of their housing stock in detached houses. Home prices in the area are the thirteenth highest out of the 21 planning areas in the County.

Of the planning area's 22,190 employed residents, 64 percent work within Montgomery County. Of the 36 percent who work outside the County, 16 percent work in the District of Columbia, 8 percent in Virginia, and the remaining 12 percent work at other locations in the region.

Based on the Census 2000 estimates, of the 64 percent who work within the County, nearly 50 percent work at locations outside the Beltway: 18 percent in Rockville, 13 percent in Aspen Hill/Olney area, 6 percent in Gaithersburg, and the remaining 13 percent at various locations around the County.

A large majority of the area workers, approximately 81 percent, travel alone by car, 4 percent car pool, 8 percent use public transit, 5 percent work at home, and less than 2 percent walk or bike to work. The average commute time for Olney area residents is 33 minutes, 3 minutes longer than the County average.

## **CHALLENGES AHEAD**

Olney is bordered to the north and east by rural areas of Montgomery and Howard Counties and to the south and west by more densely populated residential and commercial areas. Georgia Avenue and MD 108 are two State highways that connect Olney to its surrounding communities and beyond. They will continue to carry increasing amounts of through traffic generated by new growth in the region, as other jurisdictions in the region will continue to grow and add more through traffic in the planning area. Traffic congestion, over-development, and loss of open space were cited most often by the community in surveys and other forums as the biggest issues facing the area today. The overarching challenge for the Olney Master Plan is maintaining the area's quality of life in the face of local and regional growth and related future traffic congestion.

Protection of environmental resources and open space is another major concern for the Olney area. Northern Olney comprises approximately two-thirds of the Master Plan area—almost all of it in the Patuxent River Watershed, which includes the Hawlings River watershed. This area is designated as agricultural and rural open space and drains into the Triadelphia Reservoir. Although a combination of 25-acre and 5-acre zoning and agricultural preservation programs have helped protect environmental resources in the area, more needs to be done to protect the Patuxent River watershed as an environmental and drinking water resource.

The Southeast Quadrant of Olney contains the headwaters of Northwest Branch and significant environmental resources, some of them on vacant and redevelopable parcels. Batchellors Forest Road, the only through road in this quadrant, has visual attributes that qualify it as a Rustic Road. This quadrant also has the largest grouping of vacant and redevelopable land—approximately 880 acres—in Southern Olney. The challenge here is to preserve the environmental resources and rustic character of Batchellors Forest Road through zoning and other regulatory controls.

Olney is an attractive housing location. Its high quality of life also results in higher housing costs. The average new single-family house or townhouse is out of the reach of a family with income in the median range. One of the Plan's challenges is to expand the inventory of affordable housing in the area to meet the County's goal of providing adequate housing for its low to middle-income families and young professionals.

Another challenge for the Olney Master Plan is the Olney Town Center, which defines the identity and character of Olney. The current Town Center is a collection of strip shopping centers. It is car-oriented and lacks public amenities and a civic focus. The community wants an attractive, pedestrian-oriented Town Center with an identifiable character that can serve as a place for the community's civic events and festivals. The challenge is to create a zoning and regulatory mechanism that, through redevelopment of existing properties over a long period of time, would result in a Town Center that meets the community's desires and needs.





## LAND USE PLAN

### Goals:

1. *Reinforce the concept of Olney as a satellite community in the residential and agricultural wedge area.*
2. *Protect the Patuxent watershed including the drinking water reservoir, and agricultural and rural open space.*
3. *Protect the low-density character of the Southeast Quadrant.*
4. *Provide a wide choice of housing types and neighborhoods for people of all income levels and ages at appropriate densities and locations.*

### INTRODUCTION

Olney has a well-defined land use pattern that evolved over the past 40 years according to the County's General Plan, the 1980 Master Plan, and other local and regional policies. It is dominated by agricultural and rural open space in the northern portion and a suburban residential area with a range of low to medium densities in the southern portion of the planning area. It experienced significant growth in the past 20 years, most of which was located on the east side of Georgia Avenue south of Gold Mine Road where large tracts of vacant land were available for new development.

Today, there are approximately 8,130 acres of developable land in the entire Master Plan area, which, under current zoning and development controls, have the potential to generate a maximum of 1,400 additional housing units for a total build-out of approximately 14,500 units in the entire Master Plan area. Approximately 78 percent of the 8,130 acres of vacant and redevelopable land (6,365 acres) is located in Northern Olney. In Southern Olney most of the vacant undeveloped land is in the Southeast Quadrant, which is currently zoned for a mix of two and five-acre densities.

### THE LAND USE PLAN

The Land Use Plan generally maintains the current distribution of land uses in the Master Plan area. It envisions the Olney of the future to be a more refined picture of what is there today, and applies the most recent planning and regulatory mechanisms to the few areas that have the potential for redevelopment in the future. All developed, vacant and redevelopable properties in Olney not recommended for a zoning change in this Plan should maintain their existing zoning. The Plan encourages mixed-use with housing in the Town Center and recommends rezoning of some of the vacant and redevelopable properties in Southern Olney adding up to 1,970 housing units to the current remaining capacity of a maximum 1,400 housing units for the entire Master Plan area. At full build-out, the area is expected to have approximately 15,500 to 16,500 units resulting in a maximum projected population of 44,300 to 50,200 persons in Olney.



The Town Center, a major component of the Land Use Plan, is discussed as a separate chapter following this one. The Land Use Chapter is organized into five sections:

1. Olney as a Satellite Town lays out the overall framework which guides the level of jobs and housing growth in the area;
2. In Northern Olney, the original concept of preserving agricultural and rural open space is strengthened by focusing on the protection of water supply and sensitive natural resources;
3. The Southeast Quadrant, where the focus is on low-density character and open space along stream valleys that form the headwaters of the Northwest Branch;
4. The Specific Properties section includes detailed descriptions of individual properties with significant potential for development, and all of the vacant and redevelopable properties in the Southeast Quadrant, and recommends zoning changes and development guidelines for each property; and
5. The Protection of Existing Communities section includes guidelines for protecting existing neighborhoods from potential negative impacts of special exceptions.

## **OLNEY AS A SATELLITE TOWN**

Olney is a true satellite community: it has local facilities and services but it relies on the District of Columbia, the I-270 corridor, the I-95 corridor, and other locations for employment, specialty shopping, and regional services. It is not intended to be an independent, self-sufficient entity with enough density and mass to function on its own. This concept has been an important component of land use planning in the area since the 1964 General Plan. Olney is mainly a housing resource; all other uses, including retail and service uses, are meant primarily to support housing in the area. People choose to live here with the knowledge that they may face some inconvenience in getting to larger facilities and services if they want to have the semi-rural suburban lifestyle associated with Olney.

The Olney Master Plan Area, as of January 2005, has approximately 12,700 housing units with another 384 in the pipeline (approved but not built yet) for a total of 13,084 units. The Town Center and Montgomery General Hospital are the two major locations for retail and office employment. Of the approximately 7,500 jobs in the planning area, 3,100 are within the Town Center and the hospital site. The hospital, with close to 1,300 employees, is the largest employer in the area. It is expected to grow about ten percent in the next 10 years.

Reinforcing this satellite town concept requires that the existing land use pattern of Olney as a suburban housing resource with a local retail and service center be further strengthened by directing all future retail and commercial growth into the Town Center. The growth of employment at the hospital and local retail/services in the Town Center would be consistent with that concept. Additional commercial space in the Town Center can be supported by the transportation infrastructure if it draws its customer base from the local population.



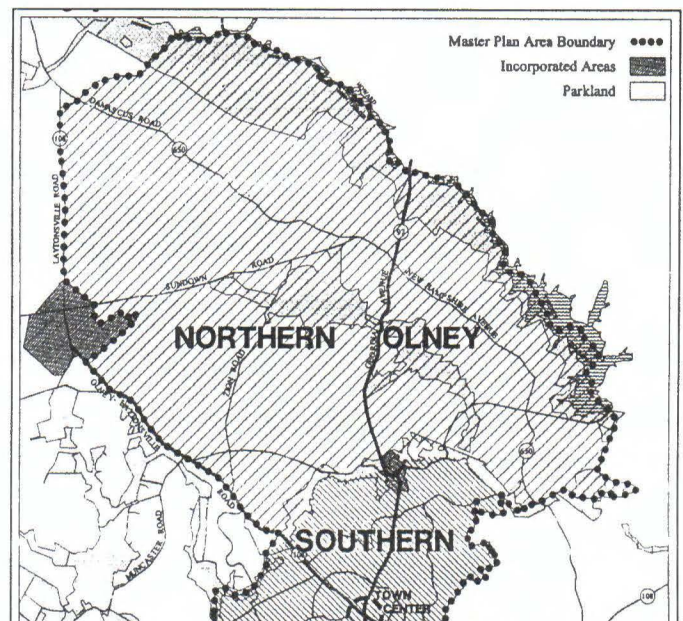
New commercial growth in the Town Center is needed to discourage expansion of commercial uses outside the Town Center either through rezoning or special exceptions. With the exception of Montgomery General Hospital, all retail and commercial growth should be oriented to local services and employment. Future expansion of Montgomery General Hospital should be supported on its main campus as well as on the vacant site across the street from the main campus.

### Recommendations:

1. Retain the current land use pattern of Olney as a satellite community in the rural and residential wedge of the County's overall Land Use Plan.
2. Discourage expansion of commercial uses outside the Town Center. Do not expand the current commercial uses at Sunshine (Georgia/New Hampshire) and Norbeck (Georgia/Norbeck).
3. Support additional growth in local retail and commercial uses in the Town Center.
4. Support Montgomery General Hospital as the major employer in Olney.

### NORTHERN OLNEY

Northern Olney is all of the area north of the Town of Brookeville. It includes a portion of the Patuxent River mainstem watershed and the entirety of the Hawlings River watershed, a major tributary of the Patuxent River. The planning area portion of the Patuxent River mainstem watershed drains to the Triadelphia Reservoir, and the Hawlings River joins the mainstem downstream of the Triadelphia Reservoir. Water from the Hawlings River combines with that from the mainstem to fill the T. Howard Duckett Reservoir further downstream, outside the planning area. Both reservoirs are part of the drinking water system maintained by the Washington Suburban Sanitary Commission for service to Montgomery and adjacent counties.



Zoning in these watersheds was specifically designed to maintain rural character by transferring the development from the area west of Georgia Avenue and concentrating it around the Town Center. The current zoning of one unit per 25 acres (RDT Zone) and the existing uses in the Patuxent and Hawlings River watersheds have provided significant protection to the area's environmental resources, and should be maintained. There is some potential for residential development under current zoning in the agricultural and rural



open space area west of Georgia Avenue, which may affect some parcels with large tracts of forest and wetlands. The rural area east of Georgia Avenue is zoned for one unit per five acres. Although most of this area has been developed, there are several undeveloped properties adjacent to the Triadelphia Reservoir that could pose concerns if developed to their full densities in the future.

Northern Olney today has approximately 6,365 acres of vacant and redevelopable land. No zoning changes are recommended for Northern Olney since the current zoning and land use framework is appropriate for this area. Agriculture and rural open space in the area west of Georgia Avenue and rural open space in the area east of Georgia Avenue are the recommended primary land uses. Continued stewardship and management of agricultural lands through the agricultural protection and open space conservation programs will help maintain and improve the environmental health of this area. The Department of Environmental Protection has identified specific projects that can restore stream conditions and reduce impacts from existing development. As Northern Olney faces increasing pressure for more development, additional tools are recommended to be used to protect resources important to water supply protection and sensitive natural resources. The Legacy Open Space Program is one of those tools and is described in detail in the Implementation Chapter. Approximately 753 acres in Northern Olney are targeted for preservation through Legacy Open Space and other programs, reducing the potential residential and commercial growth in the area by about 80 units. Where residential development is unavoidable, impervious areas should be clustered away from natural resources as much as possible. Preservation of rural vistas should also be an important consideration in Northern Olney.

### ***Former Oaks Landfill***

The Montgomery County Solid Waste Plan adopted by the County Council in 1978 created the Oaks Landfill on the north side of MD 108 near Fieldcrest Road. The landfill operations closed in 1997. The 560-acre property is zoned RDT and owned by the County. The area around the site is an agricultural and rural open space area, and should remain in those uses. Currently, the landfill proper is surrounded by a fence and is not accessible to the public. Some of the property surrounding the landfill has trails with limited parking spaces. The full site will not be available for other uses until the landfill has settled and is safe for public access.

The current zoning of the site should be retained, and the site should be preserved for future recreation purposes. Temporary use of portions of the site for uses other than recreation should continue as long as they are compatible with the surrounding agricultural and rural nature of the area. Uses that could severely limit opportunities for the site as a recreation resource in the future should be prohibited.

### **Recommendations:**

- 1. Retain the current RDT Zone on the west side of Georgia Avenue and RC Zone on the east side of Georgia Avenue in Northern Olney.**



2. **Protect forested areas and wetlands, particularly the large interior forests on the Spurrier (Becker), Carmen, Mitchell, Nash, Central Union Mission and Pepco properties. Consider Legacy Open Space funding and forest conservation banking for easement protection. Add the Carmen property and portions of the Spurrier, Mitchell, Central Union Mission and Nash properties to proposed parkland (see Implementation Chapter for Legacy Open Space recommendations for these properties). If development is proposed on these properties, use appropriate regulatory and park dedication tools to protect the key resource areas.**
3. **Protect forested areas and wetlands that contribute to the health of the drinking water supply through the development process and applicable conservation programs.**
4. **Retain the former Oaks Landfill site in public ownership for potential recreation use in the future.**

## **Rural Communities**

There are two rural communities in Northern Olney: Mt. Zion and Sunshine/Unity. Brookeville, an incorporated town, is a third rural community within the planning area boundaries, but it is not part of the Master Plan since it has its own planning and zoning authority. These communities are an integral part of the rural heritage of Northern Olney. They are older settlements with well-known place names, and the people who live there have historical ties to the community.

### ***Mt. Zion***

Prior to the Civil War, African-Americans were attracted to this part of the County because of the anti-slavery sentiment that prevailed among the local Quaker and Methodist communities in the Olney-Brookeville-Sandy Spring area. Mt. Zion is a crossroads community historically notable as one of approximately 14 settlements in the County that were formed after the Civil War by freed slaves. It survives as an important and tangible reminder of the County's African-American history. The existing community has remained stable, and now includes some vacant lots that can be redeveloped under current zoning. In the late 1980's, public water service was provided throughout much of the Mt. Zion community to relieve well problems prevalent in the area. This was coordinated with the extension of public water service around the Oaks Landfill. The current zoning and land use policies in and around Mt. Zion are appropriate and should be retained.

### ***Sunshine and Unity Area***

The boundaries of the villages of Sunshine and Unity are not well defined and houses are not concentrated in one location. Both villages are on the north side of Damascus Road, with Sunshine centered on Georgia Avenue and Unity to the west, extending up to Howard Chapel Road. Sunshine today is a small commercial area at the intersection of Georgia



Avenue and Damascus Road, with a post office, a church, a general store, a pet/farm animal supply store, an engine parts store, and a couple of vacant storefronts. This is the only commercially zoned pocket north of the Town of Brookeville. It should be retained but no expansion of commercial zoning should be permitted.

### *The Town of Brookeville*

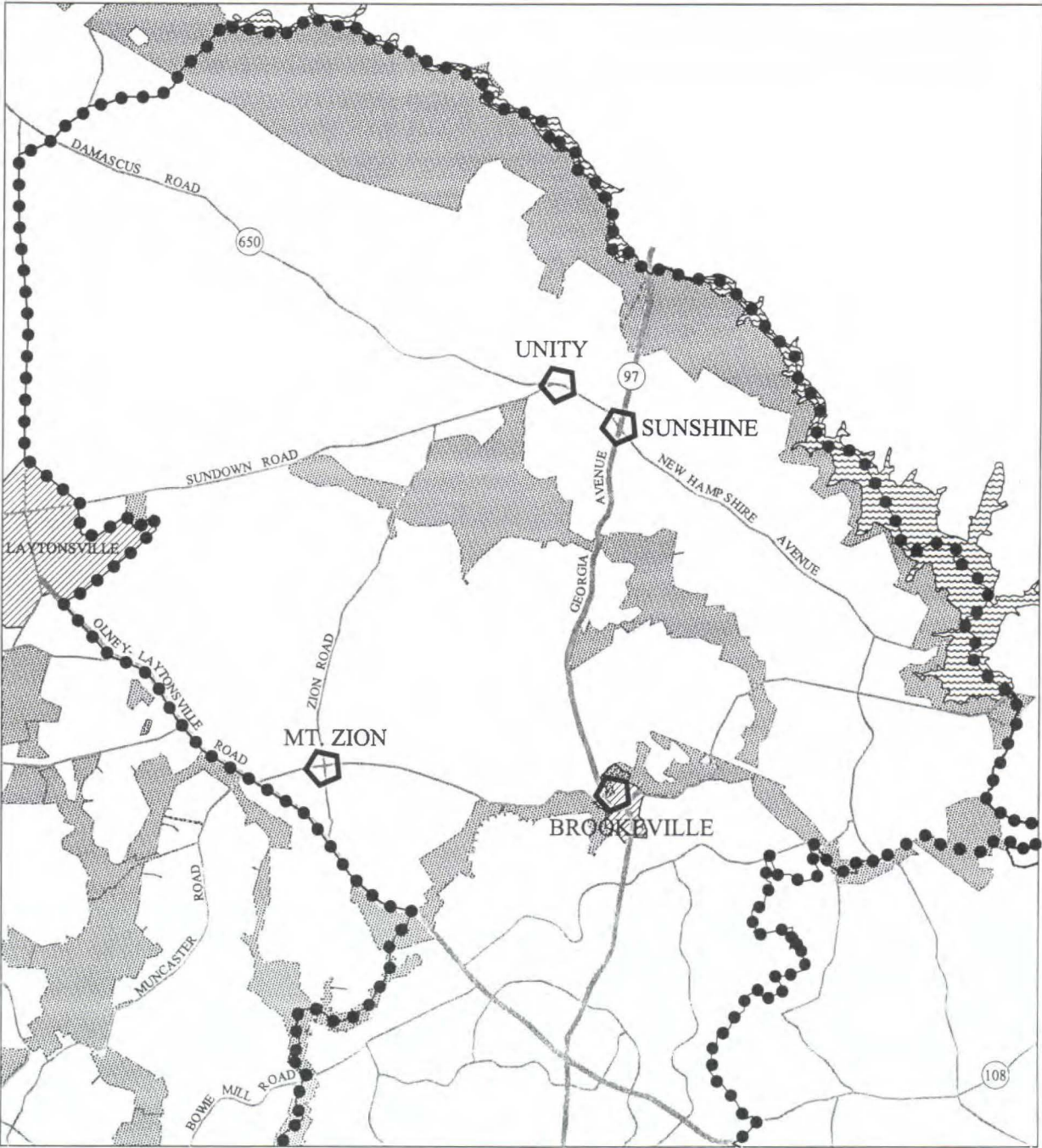
The Town of Brookeville is located on Georgia Avenue just north of Olney. It is a crossroads village, with most of the houses located along the two main streets, Market and High. In 1890, the town became incorporated with a local government and three commissioners.





Brookeville is an important historic resource for Olney and the entire County. Over the years, the land use and zoning recommendations for the Olney Planning Area have helped preserve Brookeville's historic setting. The proposed relocation of Georgia Avenue, the Brookeville Bypass, which would relocate MD 97 to the west of Brookeville, should be constructed to preserve the town's historic character.

### **Recommendations:**

**Maintain the character and existing scale of development in the rural communities in Northern Olney. Prohibit additional zoning for commercial uses, or expansion of commercially zoned areas in these communities.**

Rural Communities



-  Rural Communities
-  Parkland
-  Incorporated Areas
-  Master Plan Area Boundary





## SOUTHEAST QUADRANT

The 1980 Master Plan envisioned the Southeast Quadrant of Olney as a transitional agricultural area. It gave the property owners the option to develop on community water and septic in the RE-2 Zone, or rezone to five-acre densities (RC or LDRC) on community water and sewer if feasible. Some properties have utilized the sewer/cluster option and the area today is a mix of RE-2, RC and LDRC Zones. Over the past 20 years, it has become less agricultural and some of the remaining large properties are being planned for residential development.

Batchellors Forest Road—the only through road in this quadrant—is a two-lane road with 90-degree turns, narrow pavement, and constrained right-of-way with limited sight lines around sharp curves and trees. In 1996, it was designated as an Interim Rustic Road by the Rustic Roads Functional Master Plan. Despite some gaps along its entire stretch, this road has visual character and other attributes to qualify it as a Rustic Road and should be designated as such, precluding any change or improvement that may alter the character of the road (see the Transportation Chapter for more detailed discussion and recommendations).

The Southeast Quadrant contains significant environmental resources including the headwaters of the Northwest Branch. Most of the larger parcels along the stream valleys have already been subdivided and developed. The remaining vacant and redevelopable large parcels are scattered along Batchellors Forest Road, precluding the possibility of a large contiguous open space system in public ownership if park dedication were proposed on future subdivisions. The significant green infrastructure in this area should therefore be protected through conservation easements on key resource areas, especially along streams. This open space will remain in private ownership, with additional stewardship provided by private land trusts, such as the Greater Sandy Spring Green Space, Inc., private landowners, and public conservation easements.

In the Southeast Quadrant, existing sewer lines should be used to cluster development and save large areas of forest along streams and headwaters. New sewer lines should not be extended along tributaries in the western portion of the Batchellors Forest tributary above the Intercounty Connector (ICC) right-of-way because environmental benefits would not outweigh the potential impacts to the stream.

A low-density cluster method of development is the best way to establish the green infrastructure and preserve headwaters and significant forests in this area. Some of the redevelopable properties are located near the existing sewer line in the Batchellors Forest tributary stream valley and should be allowed to receive community sewer service if deemed appropriate by the County Council. Those that require disturbance of stream buffers for anything other than lateral connections are not recommended for zoning requiring community sewer service.

All properties of more than five acres currently zoned RE-2 in this quadrant should be rezoned to RNC. Properties of more than 10 acres within the recommended community sewer service envelope (see the Implementation Chapter) should be allowed to develop at a maximum of 0.33 units per acre on community sewer. Larger properties and



assemblages that produce 20 or more units will be required to provide MPDUs at 12.5 percent of the total units pursuant to the MPDU law. If these properties are subject to the MPDU law, 0.33 units per acre would be considered the base density, which can be increased to a maximum density of 0.4 units per acre if 22 percent bonus density is achieved for providing 15 percent MPDUs in accordance with Section 25-A of the County Code. Properties outside the recommended sewer envelope should develop on community water and septic with 0.2 units per acre.

Recommendations for specific properties are included in the Specific Properties section in this chapter.

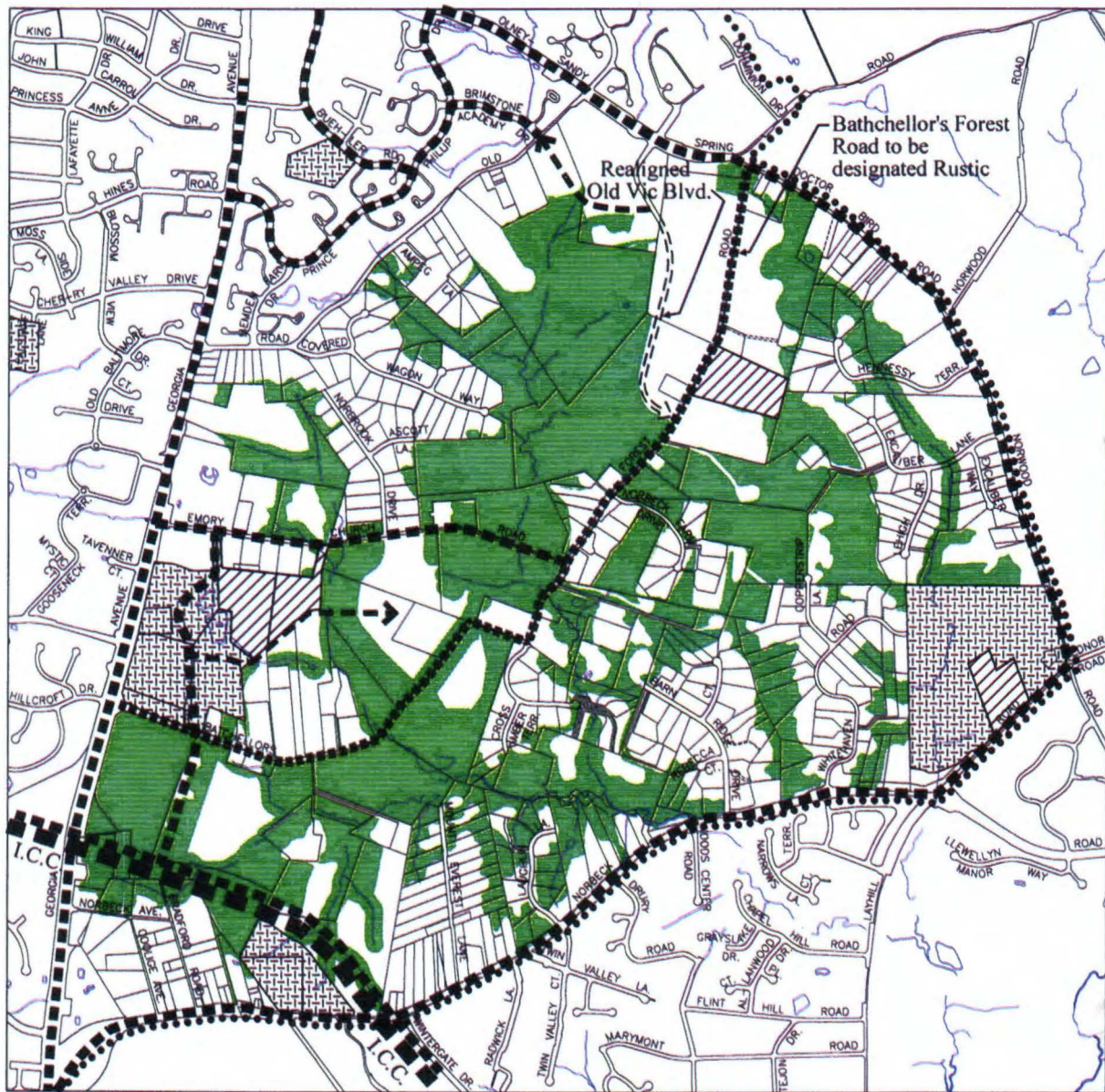
The four LDRC zoned areas should be rezoned to RNC on community sewer with no more than 0.2 units per acre. The LDRC Zone was created for the Southeast Quadrant and exists only in this area. Rezoning the current LDRC properties to RNC would allow removal of the zone from the Zoning Ordinance. The Plan proposes a zoning text amendment (see Implementation Chapter) to grandfather the existing properties already developed under the LDRC Zone as conforming uses. Any significant expansion or redevelopment of these properties would have to follow the RNC Zone requirements.

#### **Recommendations:**

- 1. Preserve open space, streams, significant forests, and the low-density character of the Southeast Quadrant through cluster development, on community sewer where appropriate.**
- 2. Promote a zoning pattern that does not require off-site extensions of sewer mains in the stream valleys of Batchellors Forest tributary.**
- 3. Preserve forest in and around the stream valleys of the Batchellors Forest tributary of Northwest Branch on existing residential properties using forest conservation easements and land banking.**
- 4. Rezone all existing LDRC properties to RNC on community water and sewer with 0.2 units per acre. Delete the current LDRC Zone from the Zoning Ordinance.**
- 5. Restore forested stream buffers and wetlands on properties as they redevelop.**
- 6. Connect properties in the quadrant with bikeways, walkways and park trails to enhance pedestrian and bicycle access to parks, schools, and other facilities.**
- 7. Determine the exact amount and configuration of open space to be preserved on each property at the subdivision stage.**
- 8. Protect the rustic road character of Batchellors Forest Road by using topography, clustering of houses away from the road, and landscaping to preclude, or minimize, the visibility of new developments from Batchellors Forest Road.**



## Proposed Southeast Quadrant Concept



- |  |                                      |  |                               |
|--|--------------------------------------|--|-------------------------------|
|  | Existing Parkland                    |  | Planning Area Boundary        |
|  | Proposed Parkland                    |  | Public and Private Open Space |
|  | Potential Bike Path Connections      |  |                               |
|  | Proposed Master Plan Bikeway Network |  |                               |





## Design Guidelines for all RNC properties in the Southeast Quadrant

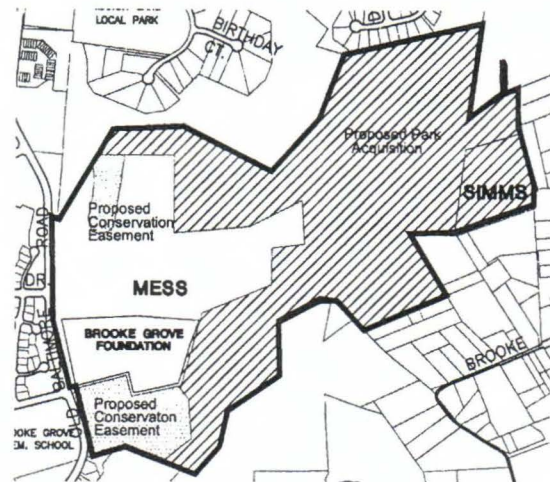
The following design guidelines are proposed for all properties recommended for the RNC Zone.

1. Cluster new houses away from sensitive areas.
2. Minimize the fragmentation of forest by preserving contiguous forest areas covering more than one property.
3. Minimize new driveway entrances on Batchellors Forest Road to preserve its rustic character.
4. Design connections of new access roads to Batchellors Forest Road to be respectful of the rustic character of the road.
5. For properties along Georgia Avenue, provide a green buffer of at least 100 feet, outside the master plan right-of-way, to screen views of houses from the road.
6. Preserve exceptional vistas of open fields on larger properties from Batchellors Forest Road, especially on the Casey, Hyde and Polinger properties by clustering homes in such a way that they are not visible from the road. If that is not feasible, use landscaping techniques to screen houses from the road.

### SPECIFIC PROPERTY RECOMMENDATIONS

#### *#1 Mess and Other Properties*

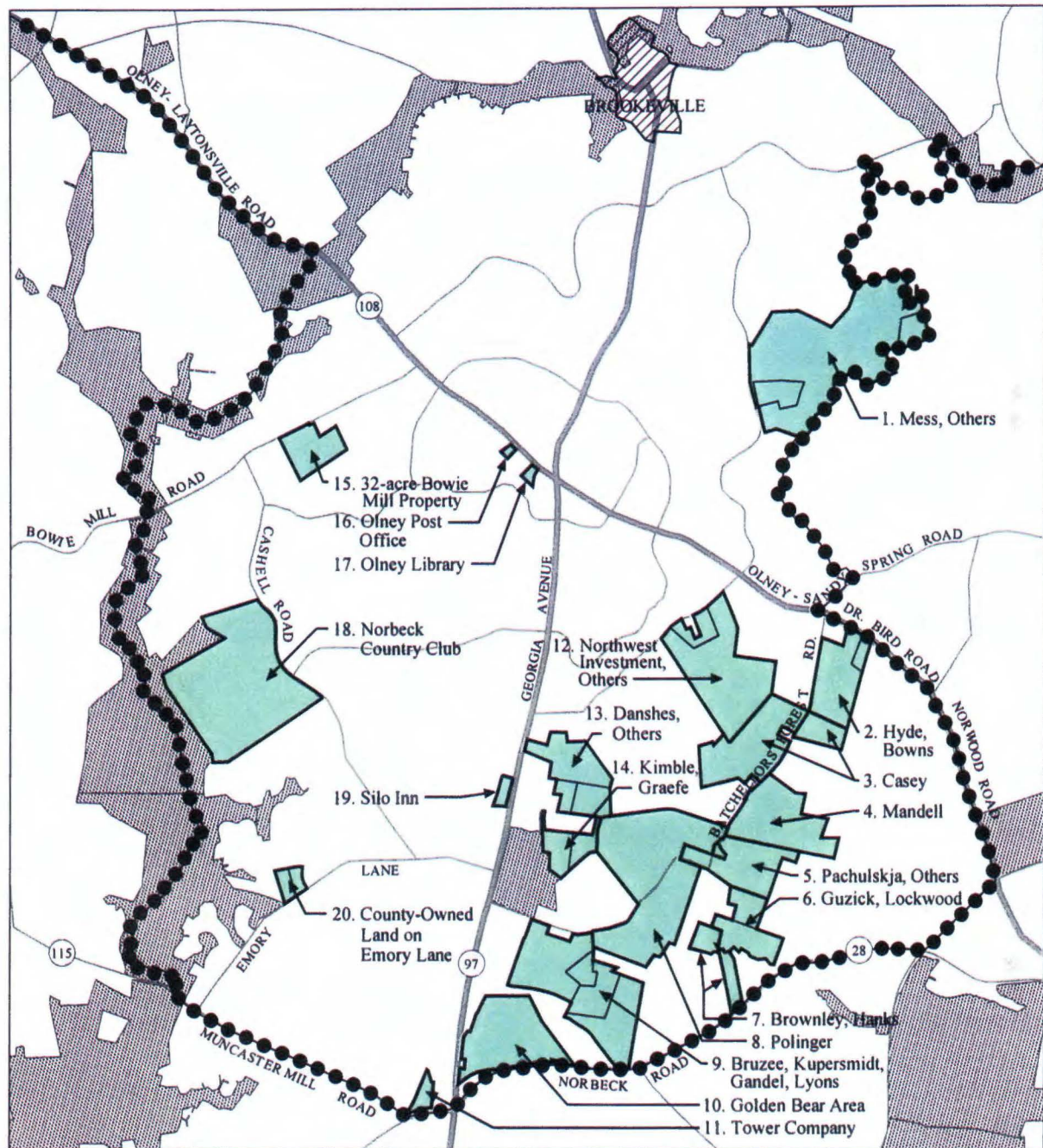
The 204-acre Mess property, the 15.8-acre Brooke Grove Foundation property within the Mess property, and the 10.6-acre Simms property at the eastern edge of the Mess property, are in the Hawlings River watershed. They are currently zoned RE-2 on community water and septic in the 1980 Master Plan. The Brooke Grove Foundation property, which is developed with an assisted living facility, has sewer as an institutional use. The Mess property has a sewer line running through it, which serves the Dellabrooke subdivision to the northeast of this property.



The eastern portion of the Mess property and all of the Simms property are included on the Legacy Open Space list of water supply protection and natural resource properties because of their high quality forest resources. The Mess property can absorb all of its potential development on its unforested portion if clustered on community water and sewer. The Simms property cannot be connected to a sewer system by gravity, and any development on this property would fragment the large forest stand. The forested portion of the Mess property should be preserved through land dedication during the subdivision process and the Simms property should be acquired, through dedication or purchase, and kept undisturbed as parkland. Parkland on these properties should provide needed trail linkages in the larger Rachel Carson Greenway.



## Specific Properties



- Specific Properties With Land Use Recommendations
- Parkland
- Incorporated Areas
- Master Plan Area Boundary





The Mess property should be rezoned to RNC with 0.33 units per acre on community sewer. The forested portion of the property should be dedicated as parkland under the RNC Zone's rural open space requirements. Any development on the property should provide community access to the proposed park trail on the eastern portion of property recommended for park acquisition.

The Simms property should be rezoned to RNC with 0.2 units per acre on community water and septic. However, if this property combines with the Mess property to cluster its permitted housing units on the Mess property, it should be dedicated as parkland and allowed to achieve 0.33 units per acre on sewer. Otherwise, it should be acquired as parkland under the Legacy Open Space Program.

#### **Recommendations:**

- 1. Rezone the Simms property to RNC with 0.2 units per acre on community water and septic. Acquire the property as parkland through the Legacy Open Space Program. Or, allow 0.33 units per acre on sewer if this property is combined with the Mess property and dedicated as parkland.**
- 2. Rezone the Mess and Brooke Grove Foundation properties to RNC on community water and sewer with 0.33 units per acre.**
- 3. Acquire as parkland the forested area and stream buffers on the Mess property and confine houses to the open field area.**

#### **#2 Hyde and Bowns Properties**

The collection of parcels owned by the Hyde family totals approximately 107 acres on both sides of Batchellors Forest Road near its intersection with Dr. Bird Road. Good Counsel High School is planning to relocate from Wheaton to the western half of the property, zoned RC, and has received approval for a preliminary plan of subdivision. The current RC Zone on community water and sewer for the western portion should remain unchanged.

The approximately 49-acre portion of the property on the east side of Batchellors Forest Road is currently zoned RE-2 and contains some forest and headwaters of the Batchellors Forest East tributary. The feasibility of providing public sewer through gravity to this property should be determined at the time of subdivision. The property should be placed in the recommended sewer envelope. However, putting it in the sewer envelope would not automatically entitle this property to development on public sewer. If the County Council approves public sewer for this property, it should be allowed 0.33 units per acre.

The 6.0-acre Bowns property on Dr. Bird Road is currently zoned RE-2 with no access to community sewer. It should be rezoned to the RNC Zone on community water and septic with 0.2 units per acre.

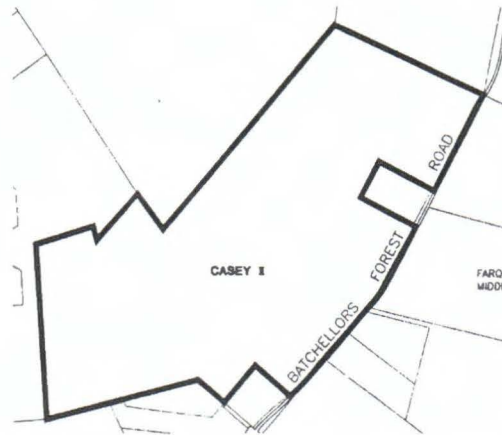


## Recommendations:

1. Retain the current RC Zone on community water and sewer with 0.2 units per acre for the western portion of the Hyde property.
2. Rezone the eastern portion of the Hyde property to RNC on community water and sewer, if feasible, with 0.33 units per acre.
3. Rezone the 6.0-acre Bowns property on Dr. Bird Road from RE-2 to RNC on community water and septic with 0.2 units per acre.

### #3 Casey Property

This approximately 93-acre property is located on both sides of Batchellors Forest Road. A 17.2-acre portion is located adjacent to Farquhar Middle School on the east side of Batchellors Forest Road and is currently zoned RE-2. The remaining 75.4 acres are located on the west side of Batchellors Forest Road, also zoned RE-2. Under the 1980 Master Plan, this property could be eligible for sewer service if it were rezoned to LDRC.



Analysis of recreation resources in Olney, included in the *Park and Trail Analysis for the Olney Planning Area*, indicates that three additional ballfields are needed in the area (see the Parks and Recreation Chapter). The 17.4-acre portion of the property is appropriate for ballfields and possibly other active recreation since it is clear with no significant environmental features, and can share its ballfields and parking area with the adjoining middle school site. Access to the ballfields should be from the Old Vic Boulevard extended and through the middle school property.

This property should be rezoned to RNC with 0.33 units per acre. Permitted density from the 17.4-acre portion should be located on the larger portion of the property on the west side of Batchellors Forest Road and the 17.4-acre portion should be designated as rural open space under RNC Zone and dedicated as parkland for active recreation purposes. Houses should be clustered away from Batchellors Forest Road to preserve the views of open fields along the existing road. Preservation of the rustic character of Batchellors Forest Road and the existing vistas from this road should be explored at the time of subdivision through careful placement of housing clusters in appropriate locations to minimize their visibility from Batchellors Forest Road and other techniques.

The western portion of the site is recommended to contain a realigned Old Vic Boulevard Extended (P-16, see Transportation Chapter) so that the new road will terminate at Batchellors Forest Road opposite one of the Farquhar Middle School entrances. The right-of-way of the proposed alignment should be dedicated at the time of the subdivision.

## Recommendations:

1. Rezone the Casey property to RNC with 0.33 units per acre.
2. Designate the 17.2-acre portion of the Casey property as rural open space under the RNC Zone and acquire it through dedication for a local park for active recreation purposes at the time of subdivision.
3. Coordinate access to the 17.2-acre portion through the middle school site to reduce impact on Batchellors Forest Road.
4. Cluster any new development to protect environmental resources and preserve open space and the rustic character of Batchellors Forest Road.
5. Require dedication of right-of-way for a realigned Old Vic Boulevard Extended as described in the Transportation Chapter and shown on the Roadway Network map in the Transportation Chapter.

### #4 Mandell Property

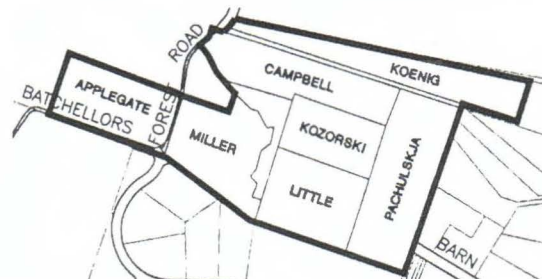
This 72.4-acre property is zoned LDRC and has already been developed as Norbeck Farms subdivision. The Plan recommends rezoning all existing LDRC zoned properties to the RNC Zone on community water and sewer with no more than one unit per five acres. Although this property has only 60 percent of its total tract area as open space—less than the minimum 65 percent required under the optional method of development in the RNC Zone—the existing subdivision should be considered conforming for the purposes of complying with the Zoning Ordinance. Any future redevelopment of the individual lots must conform to the development standards of the RNC Zone.

## Recommendation:

**Rezone the Mandell property to RNC on community sewer with 0.2 units per acre.**

### #5 Pachulskja and Other Properties

This group of eight properties, currently zoned RE-2, totals approximately 52.6 acres and includes: Applegate, 6.63 acres, Campbell 7.5 acres; Koenig 7.2 acres; Kozorski, 4.79 and 2.19 acres; Little, 6.89 acres; Miller 7.25 acres; and Pachulskja, 10.2 acres. These properties are in the sewer envelope and should be rezoned to RNC on community sewer. If some or all of them were to create an assemblage of 10 acres or more, they would be allowed to develop at 0.33 units per acre on community sewer under the optional method of development. Otherwise, they would be limited to 0.2 units per acre on septic.





**Recommendation:**

**Rezone Pachulskja and other adjacent properties shown in the map to RNC. Properties of more than ten acres would be able to develop on community sewer with 0.33 units per acre.**

**#6 *Guzick and Lockwood Properties***

The 15.3-acre Guzick and 26.9-acre Lockwood properties are zoned LDRC and approved for development on community sewer at one unit per five acres. Consistent with the Plan's recommendation for all LDRC zoned properties, they should be rezoned to RNC with one unit per five acres on community sewer. The existing subdivision should be considered conforming for the purposes of complying with the Zoning Ordinance. Any future redevelopment of the individual lots must conform to the development standards of the RNC Zone.

**Recommendation:**

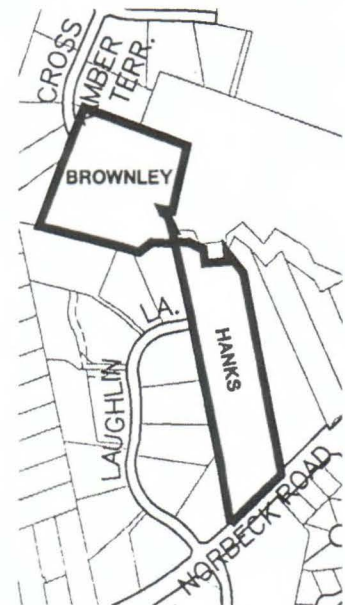
**Rezone the Guzick and Lockwood properties to the RNC Zone on community sewer with 0.2 units per acre.**

**#7 *Brownley and Hanks Properties***

The 9.67-acre Brownley and the 10.7-acre Hanks properties are currently zoned RE-2. Since they are included in the recommended community sewer service area, these two properties should be rezoned to RNC with 0.33 units per acre on community sewer. The Brownley property can achieve 0.33 units per acre only if it combines with Hanks or another property to have more than 10 acres needed to be eligible for optional method of development under the RNC Zone.

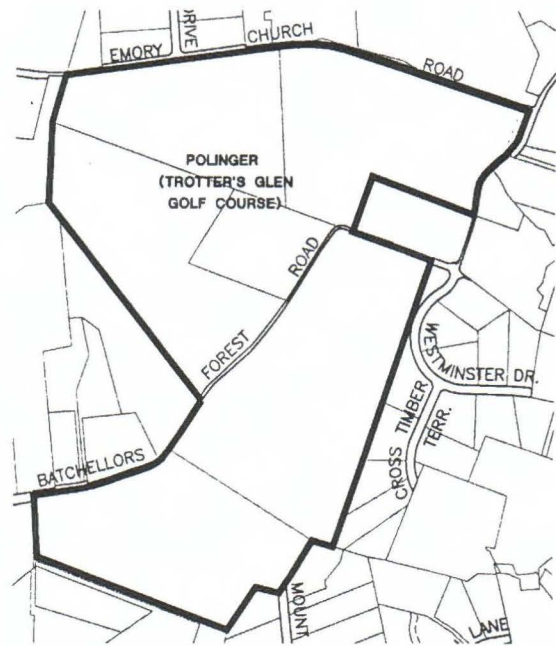
**Recommendation:**

**Rezone the Brownley and Hanks properties to RNC on community sewer with 0.33 units per acre.**



## #8 Polinger Property

This property comprises five parcels on both sides of Batchellors Forest Road and totals approximately 176 acres. It is currently zoned RE-2 and is mostly open land with a golf course (Trotters Glen Golf Course), a residence, and a bed-and-breakfast near the intersection of Batchellors Forest Road and the unimproved right-of-way of Emory Church Road. The Batchellors Forest tributary of the Northwest Branch stream system runs through the lower portion of the property; the environmental buffer area is currently part of the golf course. There is a small forest on the northeastern part of the property. It is eligible for sewer under the 1980 Plan if it were rezoned to LDRC, which would allow a maximum density of one unit per five acres. The northeastern portion of the property can be sewered by gravity to the existing sewer main in the Batchellors Forest tributary.



A septic large-lot development on this property would negatively impact the rustic character of Batchellors Forest Road and the open space in the Southeast Quadrant. A clustered development would be the best mechanism to create significant open space and protect the rustic character of Batchellors Forest Road. It should be rezoned to RNC on community water and sewer with 0.33 units per acre. Access to new houses should be provided from both Batchellors Forest Road and Emory Church Road. A pedestrian and bikeway connection between Emory Church Road and Batchellors Forest Road should be provided through the property. All new houses should be clustered near the corner of Batchellors Forest Road and Emory Church Road leaving the western and southern portion of the property as rural open space.

### Recommendations:

1. **Rezone the Polinger property from RE-2 to RNC on community water and sewer with 0.33 units per acre.**
2. **Cluster development on the northeastern portion of the property, away from the stream valley to the south, to allow for gravity sewer service to the existing sewer mains which traverse the property near the intersection of Batchellors Forest Road and the Emory Church Road right-of-way, eliminating the need for an off-site sewer main extension along the tributary stream valley originating at the Lockwood property.**



3. Preserve the rustic character of Batchellors Forest Road and the existing vistas on this property through careful placement of housing clusters in appropriate locations and other techniques.
4. Provide a pedestrian path between Emory Church Road and Batchellors Forest Road through the property.
5. Provide a bike and pedestrian connection from any redevelopment on the Polinger property to the Olney Manor Park.
6. Convert some of the existing man-made ponds into naturalized wetland areas where appropriate.
7. Convert some of the existing man-made ponds into stormwater management facilities (e.g., upland isolated ponds).
8. Require the applicant to reforest all stream valleys on the property as part of redevelopment. If such reforestation exceeds the minimum standards required under the Forest Conservation Law, encourage the use of forest "banking."

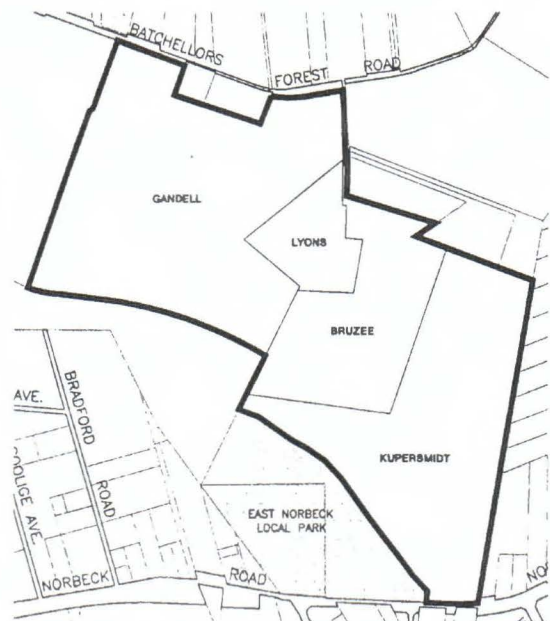
#### *#9 Bruzee, Kupersmidt, Gandel and Lyons Properties*

The 24-acre Bruzee, 45.11-acre Kupersmidt, 59-acre Gandel, and the 8.9-acre Lyons properties are currently zoned RE-2 and have significant forest. The ICC master plan right-of-way marks the southern edge of this group of properties. The 8.9-acre Lyons property contains an historic resource, Willow Grove.

Of these properties, only a small southern portion of the Kupersmidt property could possibly be connected by gravity to the existing sewer main in Norbeck Road. The property should be placed in the recommended sewer envelope. However, putting it in the sewer envelope would not automatically entitle this property to development on public sewer. The feasibility of extending sewer to this property would be determined at the time of subdivision.

Placing the entire property in the sewer envelope also does not guarantee that all parts of the property would be allowed to have development on public sewer service with the possibility of achieving the full permitted density of 0.33 units per acre.

The Bruzee and Lyons properties in this group cannot be served by gravity sewer and therefore are not recommended to be in the sewer envelope. They should be rezoned to



RNC on septic and community water. The Lyons property has a historic designation; it should be preserved as such. If the Bruzee property is developed on its own, lot sizes should be determined by the required septic fields and houses should be clustered in appropriate areas to maximize open space placed in conservation easement. Any development on the Bruzee property should provide an adequate buffer for the adjoining historic resource, Willow Grove, on the Lyons property.

The approximately 59-acre Gandel property, located on the south side of Batchellors Forest Road, is vacant and entirely wooded. It is currently zoned RE-2 and is not eligible for sewer. Extending gravity sewer to this property would require putting a new sewer main in the stream valley, and therefore is not recommended. The preferred option for the Gandel property is preservation in its entirety if possible. However, the quality of forest on the property is not high enough to justify inclusion in the Legacy Open Space Plan or other conservation programs. If feasible, other means of protecting the forest on this property (mitigation for ICC, for example) should be explored. Since this property has an approved preliminary plan for institutional use for the Washington Christian Academy, the appropriate zoning for this property would be RC. New development, residential or institutional, should be clustered in appropriate areas to minimize new imperviousness on site and preserve as much of the existing forest as possible. The western edge of the property would be an appropriate alignment for a hiker/biker path connection from the existing Olney Manor Park to the proposed bike path in the ICC right-of-way.

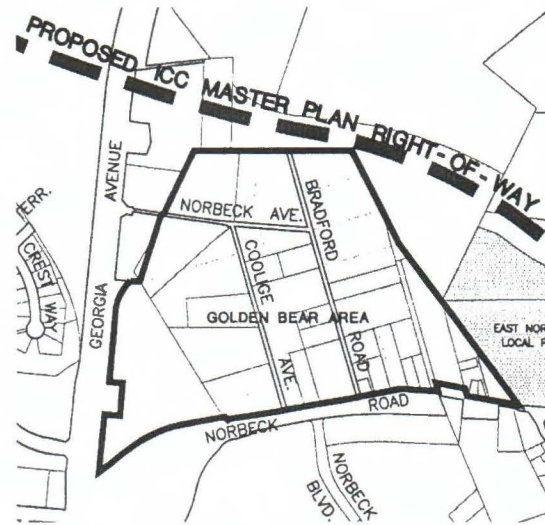
#### **Recommendations:**

- 1. Rezone the Bruzee and Lyons properties from RE-2 to RNC on community water and septic with 0.2 units per acre. Protect the existing forest and stream buffers through conservation easements on individual lots.**
- 2. Rezone the Gandel property from RE-2 to RC. Preserve a major portion of the existing forest on the property. If the Washington Christian Academy does not relocate to this site, explore alternatives (other than acquisition) to preserve the entire property, such as through an assemblage of land with a transfer of density or purchase as off-set for other projects. If an alternative ICC alignment uses part of the property, the rest of it should be preserved as a mitigation measure.**
- 3. Provide a trail connection between Olney Manor Park and the proposed bike path/trail in the Intercounty Connector (ICC) right-of-way, preferably through park dedication.**
- 4. Rezone the Kupersmidt property from RE-2 to RNC on sewer with 0.33 units per acre. Cluster new houses in the area near Norbeck Road away from existing streams.**



## #10 *Golden Bear Area*

The area bounded by Georgia Avenue, Norbeck Road, and the ICC right-of-way is approximately 85 acres and comprises some 40 properties, including the Golden Bear Golf Range. It is currently zoned RE-2, and some of the properties have sewer service. Most of the properties are older lots of less than two acres and would require assemblage for redevelopment to occur. East Norbeck Local Park marks the eastern edge of the area and some of the properties along the northern edge are in the right-of-way of the proposed ICC.



The feasibility of sewer service, the absence of any significant environmental or historic resources, easy access to transit service on Georgia Avenue, and the likelihood of assemblage of some of the properties suggest that a higher density development in this area is appropriate. A mix of single-family detached houses, townhouses and multiple-family units with a maximum density of up to seven units per acre would be an appropriate development pattern at this location. Multiple-family units in accordance with the PD-7 controls should be permitted to allow flexibility in creating more public or private open spaces. The additional density should be achieved through the purchase of agricultural Transfer of Development Rights (TDRs). Since the Zoning Ordinance limits the maximum TDR density increase for the RE-2 Zone to TDR 4, the appropriate zone to achieve seven units per acre with TDRs would be R-200/TDR-7.

Any major redevelopment of this area should be designed to create a small neighborhood with a mix of housing types and significant open space for residents as well as an appropriate green buffer from the ICC right-of-way and the MD28/MD97 interchange. Safe and attractive pedestrian access to the Georgia Avenue Busway should be provided. The possibility of a local park in this location should be explored at the time of subdivision. Any new developments at this location should have a direct, internal pedestrian and bicycle connection to the East Norbeck Local Park. Safe and convenient pedestrian access to the nearby shopping center at the intersection of Georgia Avenue and Norbeck Road should be carefully examined and included in any future redevelopment of this area.

### **Recommendations:**

1. **Rezone the area bounded by Georgia Avenue, Norbeck Road and the ICC right-of-way from RE-2 to R-200/TDR-7 on community water and sewer.**
2. **Connect any new housing development to the East Norbeck Local Park through an internal, direct connection for pedestrians and bicycles.**
3. **Provide appropriate open space and play areas; explore the feasibility of a local park through dedication.**

## **#11     *Tower Company Property***

This 10.5-acre property is an outlot of the Small's Nursery subdivision. A large portion of the property is zoned RE-1 while a small part of it is zoned R-200. At the time of subdivision of the adjoining Small's Nursery, the property was removed from the rest of the subdivision with the Planning Board recommendation that it is suitable for a special exception use. The Planning Board also required the developer to dedicate approximately 5.4 acres as parkland for the expansion of the existing Norbeck-Muncaster Mill Neighborhood Park.

The State Highway Administration (SHA) is currently studying a possible interchange at the nearby intersection of Georgia Avenue and Norbeck Road. The preferred alternative takes over about half of the land that was to be dedicated to parkland. If that alternative is pursued, the state should make every effort to buy an equal amount of land from the property owners to make up the full 5.4 acres of the proposed parkland in a slightly different configuration than was anticipated at the time of the subdivision. If this scenario is not carried through and the State does not acquire additional land for the park, there would be approximately 3.2 acres available for development.

Since there is a strong need for at least 5.4 acres of parkland to augment the existing Norbeck-Muncaster Mill Neighborhood Park, a possible use of any remaining land not needed for road interchange project is parkland. If the SHA does not acquire all of the remaining portion of the site for parkland, it would be suitable for a small special exception use or a townhouse development under the RT-10 Zone.

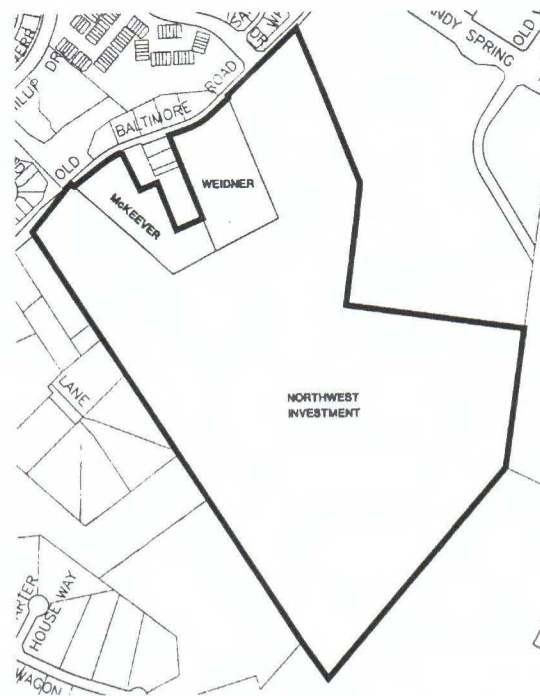
### **Recommendations:**

- 1. Maintain the current RE-1/R-200 Zone with community water and sewer for a portion of the property needed for the proposed road interchange project. The remaining portion of the property would be suitable for RT-10 Zone.**
- 2. Encourage SHA to acquire and provide parkland on this property to augment the existing Norbeck-Muncaster Mill Road Neighborhood Local Park in exchange for any land used for Norbeck/Georgia interchange project.**



## #12 Northwest Investment, McKeever, and Weidner Properties

The Northwest Investment property, approximately 107 acres between Old Baltimore Road and Batchellors Forest Road, contains the headwaters of the Northwest Branch and significant forest resources. It is currently zoned RC and has access to an existing sewer line. The RNC Zone would be more appropriate zoning for this property since it would allow greater flexibility in minimum lot sizes than the current RC zoning. Even at a slightly higher density of 0.33 units per acre, the RNC Zone would be able to protect a greater amount of existing forest on this property. Houses should be located near and accessed from Old Baltimore Road to save as much of the forested open space on the property as possible. Open space should be preserved as rural open space through conservation easements.



Two smaller properties in this group, McKeever, approximately 5.6 acres, and Weidner, approximately 7.2 acres, are currently zoned RE-2. They should be rezoned to RNC with 0.2 units per acre. If they are combined with the Northwest Investment property, they should be allowed the same maximum density on community sewer as that property.

### Recommendations:

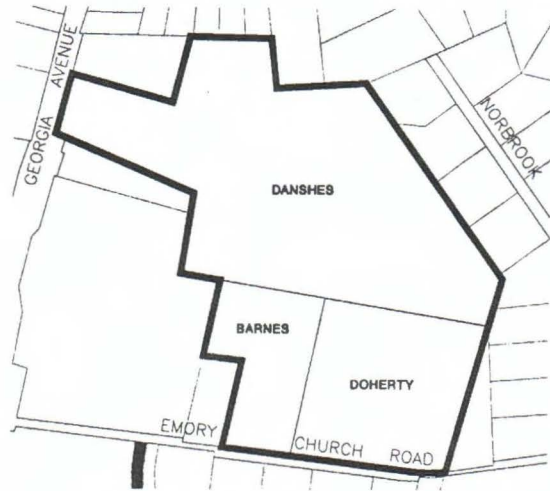
1. **Rezone the Northwest Investment property from the existing RC to the RNC Zone on community water and sewer with 0.33 units per acre. Any housing development must be clustered near Old Baltimore Road to protect environmental resources, including the entire forest stand, on this property.**
2. **Rezone the McKeever and Weidner properties to RNC on community water and septic with 0.2 units per acre.**

### **#13    *Danshes and Other Properties***

The 38.6-acre Danshes, the 14.3-acre Doherty, and the 8.0-acre Barnes properties are currently zoned RE-2. Since these properties cannot be served by public sewer through gravity, they are not recommended to be in the public sewer service envelope. Consistent with other similar properties in the Southeast Quadrant, they should be rezoned to RNC on septic systems and community water.

#### **Recommendation:**

**Rezone the Danshes, Doherty, and Barnes properties to the RNC Zone on community water and septic with 0.2 units per acre.**



### **#14    *Kimble and Graefe Properties***

These two properties are located adjacent to the Olney Manor Park. The 16.4-acre Kimble property abuts the park and is a clear, open field. The 10.4-acre Graefe property is forested and has a stream. The Kimble property should be acquired for expansion of active recreation facilities in the park. All or a portion of the adjoining Graefe property could be acquired for use as a buffer and trails.

#### **Recommendations:**

- 1. Rezone the two properties to RNC on septic and community water with 0.2 units per acre.**
- 2. Acquire the Kimble property and all or a portion of the Graefe property as parkland.**

### **#15    *32-acre County-owned Land on Bowie Mill Road***

This approximately 32-acre property on the south side of Bowie Mill Road was recommended for a high school site in the 1980 Master Plan. The Montgomery County Public Schools (MCPS) later determined that it was not needed for school purposes, surplused it, and transferred it to the County. It is zoned R-200 and contains a stream but no significant forest.

The public ownership, its location on a major road, and the size of the property make it suitable for a housing development including affordable housing. To maximize the potential for affordable housing, the site is appropriate for R-200/PD-3 zoning but the actual yield may be limited due to compatibility and environmental constraints on the site.



The full yield allowed by the PD-3 Zone is only appropriate if the following objectives can be met:

1. At least half of the units are affordable (Moderately Priced Dwelling Units (MPDUs) or work force housing). It would be acceptable to have the affordable housing (in excess of what is required by law) placed on another site in Olney if there is joint development of both sites. The Council recommends that the Executive pursue this option first.
2. The size, scale, and design of the development preserve the sensitive environmental resources in accordance with a stormwater management concept approved by the County. The stormwater management concept must include measures which are designed to enhance natural storm water filtration and recharge.
3. The density of development and the resulting population increase does not overwhelm the area's already severely strained public facilities.
4. Lot sizes, the mix of housing types (single family detached duplexes, and townhouses excluding multi-family units), and the density are compatible with adjacent properties.
5. Commercial development is not appropriate for this site.

**Recommendations:**

1. **Since it has been determined that the site is not needed for educational purposes, the site should be used for affordable housing designed to be compatible with the surrounding residential neighborhood. The site is currently zoned R-200 and is recommended for R-200/PD-3.**
2. **Include open space with an active recreational component as part of any future development on this site. Connect the open space to the adjoining residential community through the proposed network of trails and bikeways in the area.**

**#16     *Olney Post Office***

This 1.5-acre site on MD 108 is currently zoned R-60. If the post office relocates to another site, this property should be considered for a public facility use such as a teen center or a police satellite station, among others. The property would be suitable for PD-7, which will be an extension of the current zoning to the south of the property. A town house development or a special exception would also be an appropriate use of the site. The post office should make every reasonable effort to relocate within the Town Center if it needs to move to a bigger site.

**Recommendations:**

1. **Retain the Olney Post Office on the current site. If the post office is moved to a bigger site, it should be relocated within the Town Center.**

2. **If the post office moves to another site, consider the site for a community facility use. The site is also suitable for rezoning to PD-7 for a housing or special exception use.**

#### **#17 *Olney Library***

The Olney Library is currently located on a 2.5-acre, R-60 zoned site. Its program and space needs have grown significantly since it opened at the current location in 1980. If the library is moved to a bigger site it should be relocated within the Town Center, preferably as part of a civic center, and the current site should be used for housing or an appropriate institutional use. The property should also be considered for a civic center/teen center, especially if it is done in conjunction with the adjoining Olney shopping center property. The site is suitable for rezoning to PD-7 (also see Olney Library in the Community Facilities Chapter).

#### **Recommendations:**

**If the current library relocates to another site the property should be considered for a civic center, other public facilities, or housing. The site is suitable for rezoning to the PD-7 Zone.**

#### **#18 *Norbeck Country Club***

This approximately 198-acre property is located on Cashell Road near the North Branch Stream Valley Park. It is currently zoned RE-1 with sewer service restricted to the existing use, and is improved with the Norbeck Country Club Golf Course. The club has indicated that it has no plans or interest in vacating or redeveloping this property in the foreseeable future.

The continued use of this property as a country club is consistent with the Land Use Plan of the area. If the property is redeveloped to another use, the environmental goals of protecting the water quality of the North Branch suggest that clustering any development away from the stream valley and minimizing imperviousness would be the most appropriate way to protect the environmental resources in the stream valley. Since the property has possible access to sewer, it should be rezoned to RNC on community water and sewer with 0.45 units per acre, with an imperviousness limit of eight percent. The stream protection goals for this site can best be achieved by extending the Upper Rock Creek Special Protection Area and the Overlay Zone to this site. A portion of the property adjacent to the Rock Creek Stream Valley Park should be dedicated as parkland with the exact amount and configuration of the potential parkland to be decided at the time of subdivision. Such park dedication would satisfy the requirements for the rural open space under the RNC Zone. Also, the active recreation needs of the area should be analyzed at the time of subdivision and, if deemed appropriate, a portion of the property should be dedicated as a local park.



## **Recommendations:**

- 1. Rezone the Norbeck Country Club from RE-1 to RNC on community water and sewer with 0.45 units per acre and an imperviousness limit of eight percent.**
- 2. Protect the portion of the property containing the forest buffer, small tributaries, springs, and wetlands, especially those adjacent to the North Branch Stream Valley Park through dedication and conservation easements during the regulatory process.**
- 3. Dedicate a portion of the property as a local park, if need be, at the time of subdivision.**
- 4. Provide bikeway/trail access to the Rock Creek Trail Corridor.**
- 5. Extend the Upper Rock Creek Special Protection Area and Overlay Zone to this site. Minimize imperviousness on the property through smaller lot sizes and clustering new development closer to Cashell Road.**

### **# 19    *Silo Inn Property***

This approximately 3.0-acre property, also known as Martin's Dairy or Higgin's Tavern, comprises two parcels and is currently zoned C-1 and R-200. It is located on the west side of Georgia Avenue and includes an historic house designated on the Master Plan of Historic Properties.

The property was originally part of a larger tract of land that was subdivided in 1990 for a residential subdivision in the R-200 Zone, now known as Victoria Springs. The approved plan included a provision for a commercial component of up to 32,000 square feet on the C-1 portion of the property. The commercial use on the site stopped in the early 1990s and the main building was demolished soon afterwards. By 2002, the remaining structures on the property were also demolished. The historic house at the northeast corner of the property still stands.

This property should be allowed to develop pursuant to C-1 Zone. The R-200 portion should be rezoned to C-1 to facilitate the development of up to 32,000 square feet in accordance with the approved subdivision plan. Any new development should be consistent with the Master Plan's goals of protecting the residential character of Georgia Avenue between Norbeck Road and the Town Center through appropriate landscaping, lighting and design of signage and access to Georgia Avenue.

## **Recommendation:**

- 1. Rezone the R-200 portion of the Silo Inn property to C-1.**

## **#20 11-acre County Property on Emory Lane**

The approximately 11-acre County-owned site on Emory Lane, previously reserved for a proposed Emory Lane Elementary School, comprises two land parcels located partly in the proposed ICC right-of-way. Any portion of the property not used for the ICC right-of-way should be used as mitigation for the ICC right-of-way impacts.

### **Recommendation:**

**Preserve any portion of the property outside the ICC right-of-way as open space to mitigate ICC impacts.**

## **PROTECTION OF EXISTING COMMUNITIES**

Protecting the existing communities from potential negative impacts of future growth is a significant objective of the Olney Master Plan, achieved mainly by discouraging proliferation of commercial uses outside the Town Center. It also identifies two areas that will need special attention in the future to achieve the objective of protecting existing communities: Georgia Avenue between Norbeck Road and the Town Center; and the possibility of large special exception uses not envisioned in this Plan.

### **Georgia Avenue Between Norbeck Road and MD 108**

Georgia Avenue between Norbeck Road and the Town Center should have an open, semi-rural appearance to mark the transition from more densely populated areas south of Norbeck Road to the low-density suburban character of Olney. A minimum 100-foot setback for any dwelling or other structure along this stretch should be provided from the road right-of-way. Additional landscaping and vegetation should also be used to make sure that main views along the road are trees and vegetation and not the houses and other buildings. The presence of two golf ranges on the east side of Georgia Avenue has impacted the green boulevard and semi-rural appearance of the road, but this can be mitigated through additional vegetation and greenery over time. Any future special exceptions along this area should be landscaped such that they are not visible from the road. In particular, their lighting design should be carefully considered to make sure no halo effect or nightglow is produced by excessive lighting. The proposed Georgia Avenue Busway should incorporate design measures including landscaping to mitigate the additional pavement of the busway.

### **Recommendations:**

**Protect the residential character of Georgia Avenue between Norbeck Road and the Town Center as a green corridor and a gateway to Olney. Design all road improvements north of Norbeck Road to minimize impacts on the open, semi-rural feel of the area.**



## **Special Exceptions**

Special exceptions are specific uses defined in the Zoning Ordinance and may be allowed if they meet the requirements for such uses as set forth in the Zoning Ordinance.

Special exception projects should be compatible with the development pattern of the adjoining uses in terms of height, size, scale, traffic and visual impact of the structures and parking lots. In addition, special exception uses of a commercial nature that do not need large properties and can be located in the Town Center should be discouraged in residential areas, especially along major streets. The section of Georgia Avenue between Norbeck Road and the Town Center especially should be kept free of any large uses that would change its low-density residential character and create pressure to allow other such developments along this stretch. Sites with existing special exception uses may be considered for redevelopment and alternative special exception uses, provided that they are consistent with the Master Plan.

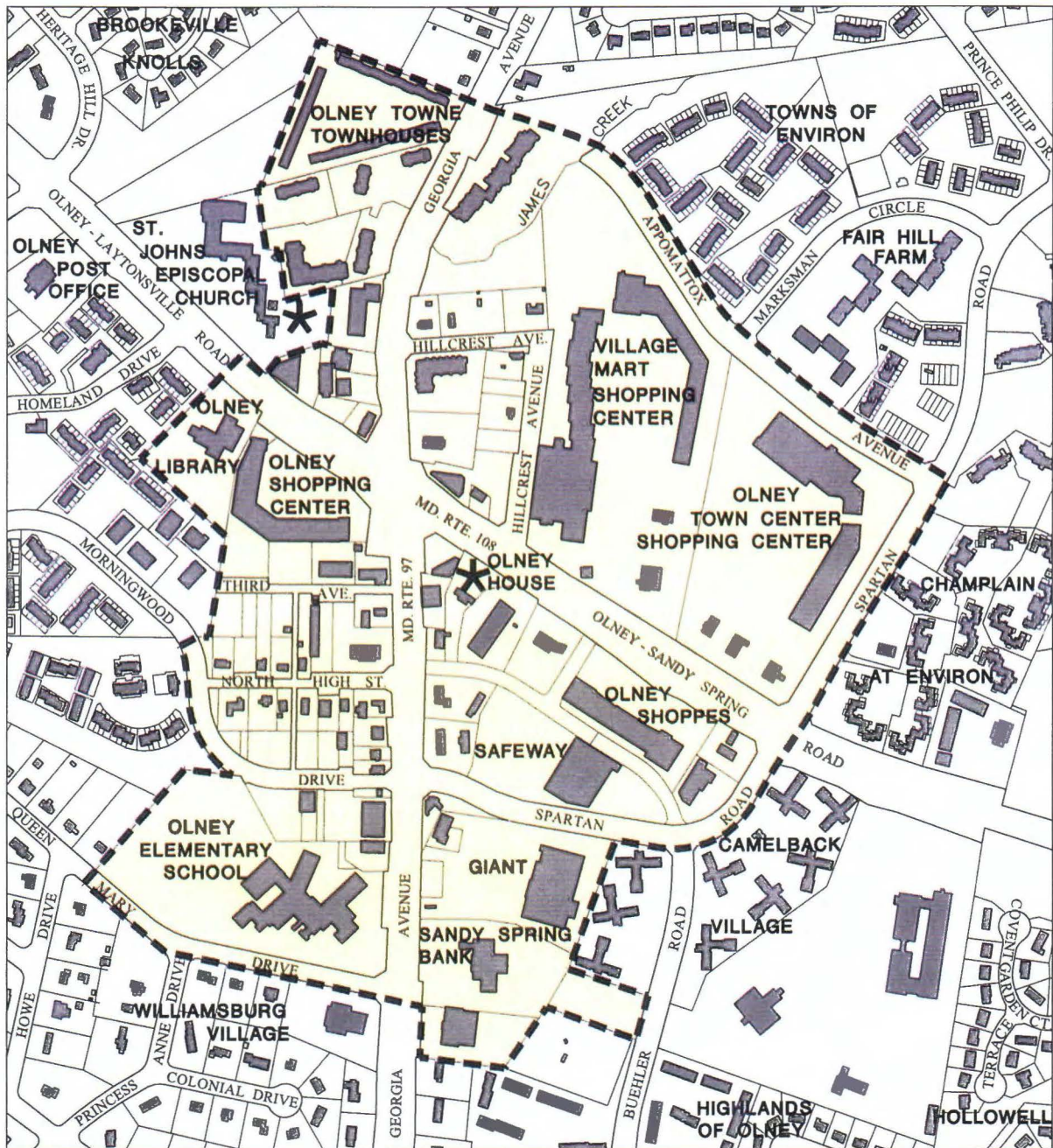
### **Recommendations:**



- 1. Discourage special exception uses along Georgia Avenue between Norbeck Road and the Town Center to preserve its low-density residential character.**
- 2. Minimize the negative impacts of special exception uses such as non-residential character, visibility of parking lots, excessive size, height and scale of buildings, and intrusive lighting.**
- 3. Discourage special exception uses with excessive imperviousness levels.**





## Town Center Context



-  HISTORIC SITES
-  OLNEY TOWN CENTER BOUNDARY



0 600'



# TOWN CENTER PLAN

## **Goals:**

*Create an economically healthy, attractive, pedestrian-oriented, and well connected Town Center to be the commercial and civic heart of the community. Create a civic center in the Town Center through redevelopment of a major shopping center or a public-private partnership.*

## **INTRODUCTION**

The Olney Town Center is the commercial area around the intersection of Georgia Avenue and MD 108. It covers approximately 90 acres and contains some 150 stores and other commercial establishments in more than 820,000 square feet of commercial space, approximately 550,000 square feet of it retail. Georgia Avenue and MD 108 intersect and divide the Town Center into four quadrants, which include four strip shopping centers—the two largest ones in the Northeast Quadrant—and numerous other businesses. The neighborhoods around the Town Center consist of townhouses, garden apartments and single-family houses.

The Town Center is located in the Upper Rock Creek (North Branch) and the Hawlings River watersheds. Both the Hawlings River and the North Branch of Rock Creek are sensitive watersheds, and the area around the Town Center is designated for several actions to improve water quality through watershed restoration action plans prepared by the Montgomery County Department of Environmental Protection (see Environmental Resources Chapter).

## **MAJOR ISSUES**

Although the Town Center has been successful in adhering to the Master Plan policies and preventing the spread of commercial strips along major roads, it is presently a suburban crossroads with a collection of strip shopping centers and individual stores. It is not pedestrian-oriented and it lacks easy and convenient connections among the different shopping centers. Long distances between shopping centers, created partly by large parking lots, and the lack of safe and pleasant walkways make pedestrian circulation in the Town Center challenging.

The Olney community has been exploring the possibility of a civic center in Olney where multiple public facilities could be sited in one location. In 2000, the Olney Community Center Task Force, a joint effort by the Greater Olney Civic Association and the Olney Chamber of Commerce, requested the County not only to expand and renovate the current library space but to “address the long standing problem of trying to locate a permanent home for a number of other County services such as the Olney Police satellite office and the Olney satellite office of the Mid-County Regional Services Center.” The goal was to have a place where a variety of County services can be located jointly in one location in Town Center.



The Town Center lacks a major open space, a place for the community to gather and to celebrate its festivals and events. It needs an outdoor public space that would accommodate the many civic functions and annual events that take place in Olney. Currently, they are held in parking lots or playgrounds. Ideally, the public space should be located as part of a mixed-use civic center project to function as the town commons.

The Town Center lacks a strong visual identity. Even though some structures provide a variety in building types and architectural styles, its character is mostly defined by strip shopping centers and other commercial establishments along the two State highways. The views from the main roads are generally dominated by parking lots. The physical form of the Town Center is too scattered and needs an identifiable physical feature such as a compact building pattern, unique landscaping, or pedestrian oriented streets with special character that would help create a sense of place.

## **PROPOSED CONCEPT**

The Town Center Plan is guided by the concept of Olney as a satellite town that functions as a local retail center rather than a regional shopping and employment center. The Town Center is envisioned as a compact, low-scale, retail and service center containing a mix of commercial and residential uses in a variety of building types and sizes with safe and convenient pedestrian connections, public open spaces and other amenities. Georgia Avenue and MD 108 will continue to be the main thoroughfares and carry large volumes of local and through traffic, but landscaping, improved crosswalks, and urban design treatment will help manage the traffic and improve their character. Residential uses in the Town Center will be less dependent on cars for access to the Town Center, which may help reduce parking demand there. Stores that serve a regional rather than a local area should be prohibited since they would consume the area's traffic capacity, and land in the Town Center, that would otherwise support a greater number and variety of smaller stores in the Town Center. A major public open space with a civic center should provide a focal point and a place for the community's civic life.

A more compact development pattern is proposed to absorb additional development without increasing the overall land area of the Town Center and to transform the Town Center from its current linear setting to a more varied building form. A variety of building heights is encouraged to avoid the monotony of linear single-story shopping centers on major properties. New developments should be encouraged to have street facades (buildings located along or closer to sidewalks) and parking lots should be located in the back or side to create more attractive streetscape than parking lots as the dominant view in the Town Center.

This vision cannot be achieved without additional growth in the Town Center. Since it is not feasible to accommodate a major redevelopment of the Town Center with surface parking within the current boundaries of the Town Center, the proposed concept is based on a more compact pattern of development with some structured parking on larger properties. Although the recommended zoning framework would allow a total maximum of more than 3.8 million square feet of commercial space and up to 2,000 residential units in the Town Center, not all properties would be able to achieve the maximum permitted density

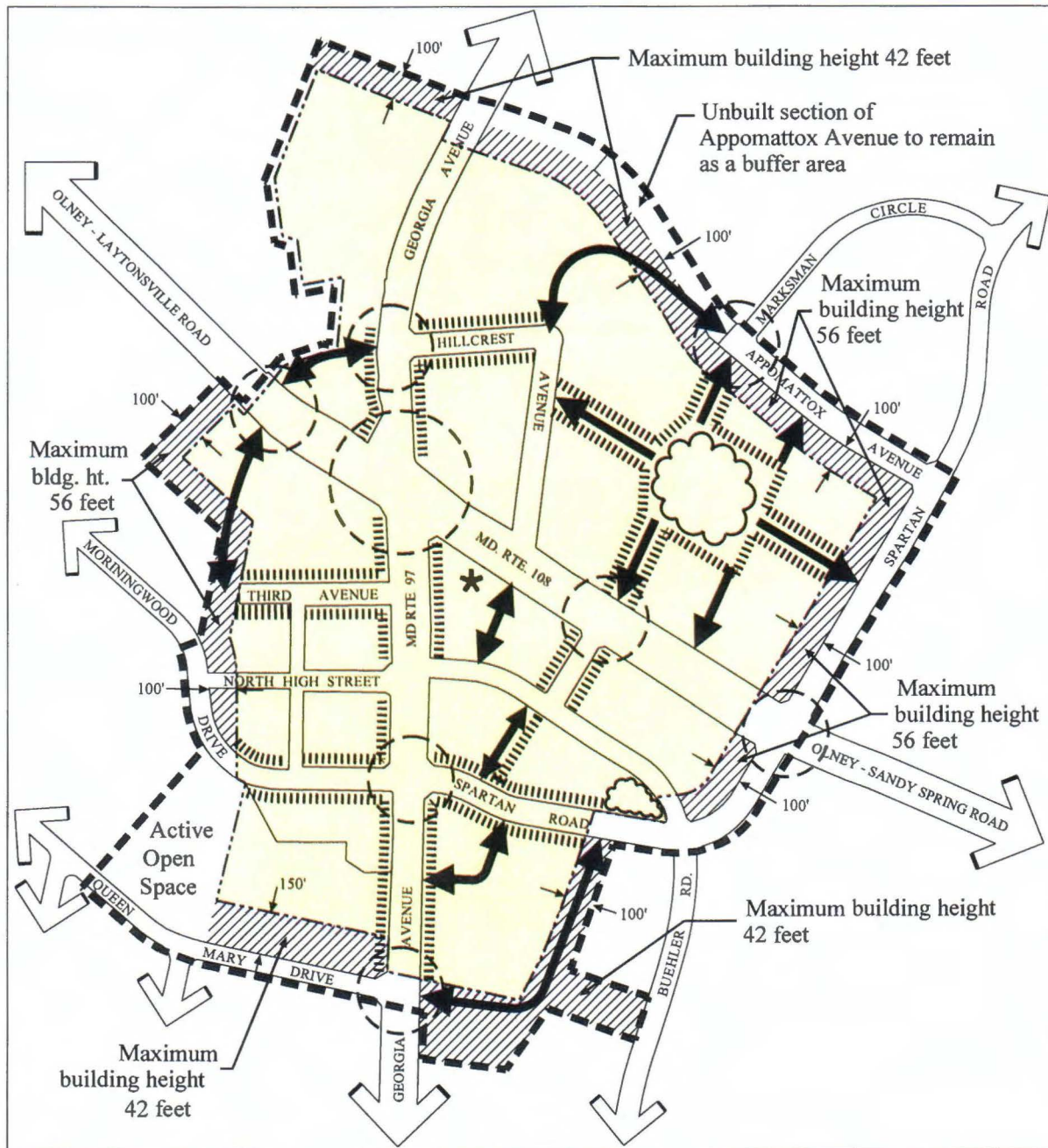
because of their size, configuration, access and other constraints, or their own program of development. Possible redevelopments most likely to happen in the near future are the two shopping centers in the Northeast Quadrant, which have the greatest potential for including a civic center and a town commons; a new Safeway store on the Safeway property in the Southeast Quadrant; and some residential or mixed-use development on assemblage of properties in the vicinity of North High Street in the Southwest Quadrant. The Town Center could possibly have up to 500,000 square feet of additional commercial growth for a total of approximately 1.3 million square feet of commercial space and between 400 and 1,300 residential units in the next 20 years.






The proposed concept would be implemented through a combination of zoning mechanisms and design guidelines to shape the future redevelopment of the Town Center. It is designed to be flexible enough to address future variations and opportunities. Sites may not be developed exactly as expected, not developed at all for a long time, or changes in ownership patterns may create unforeseen opportunities. The concept has four major elements:




1. Mixed Land Use;
2. A Civic Center and a Town Commons;
3. Pedestrian Circulation; and
4. Urban Design Controls



## Town Center Concept



-  Town center boundary
-  High priority pedestrian crossings
-  Core area - max. bldg. ht. - 70'
-  Edge area - max. bldg. ht. - 42' to 56'
-  Existing Olney House (Historic)

-  Public open space  
exact size, location and  
configuration to be determined  
at site plan
-  Recommended street facade,  
locations shown for illustrative  
purposes
-  Vehicular/ pedestrian connection-  
exact location and configuration to  
be determined at site plan



0 500'



## **MIXED LAND USE**

A mix of commercial and residential uses in the Town Center is a major element of the proposed concept. Mixed-use developments would increase the number of people within easy walking distance of stores and services in the Town Center, decrease parking needs for some of the uses, and create a larger customer base for local businesses without changing the concept of Olney Town Center as a place for local retail and services. Mixed use buildings with more than one floor would also help break the linear monotony of the single-story shopping centers surrounded by large parking lots. Developments along the edges of the Town Center should have residential buildings or uses compatible with the adjoining residential development. Ground floor of all new developments in the core should preferably have retail uses where appropriate while the upper floors can be residential, offices or other uses. Appropriate open spaces should be provided for the residential components of the mixed-use projects.

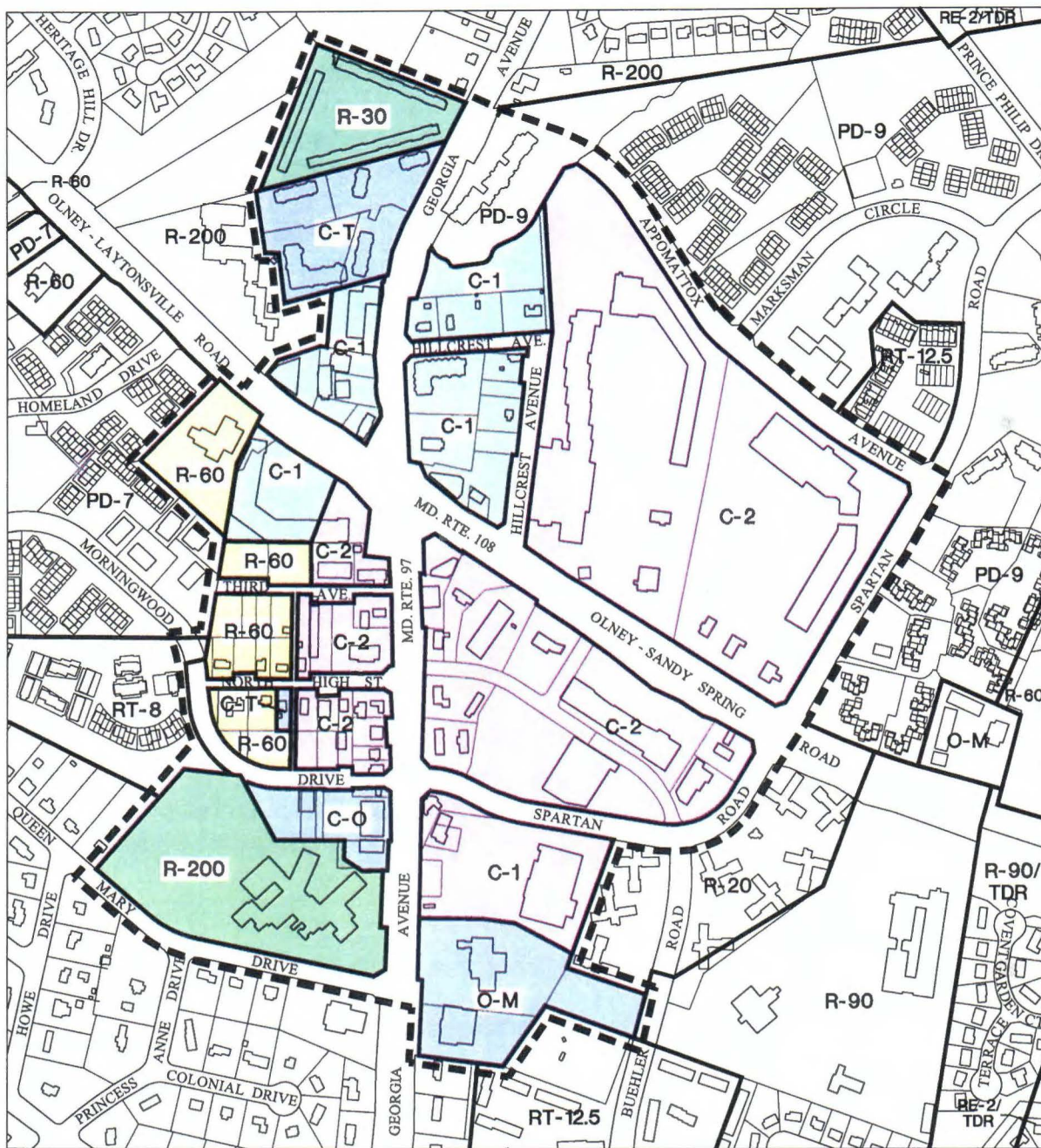
The existing five different commercial zoning districts, C-1, C-2, C-T, C-O, and O-M, do not provide for mixed-use developments and they are not appropriate tools to achieve the proposed concept of a compact, traditional town center with building facades located along sidewalks and public spaces. A new set of zoning controls should be implemented in the Town Center to help achieve the proposed concept. All properties in the Town Center should be rezoned to that mixed-use zone. The new zone should be designed to produce public amenities including space for a civic center and a major outdoor public space. The new zone should encourage building frontage to frame the streets and public open spaces in appropriate locations through street facade requirements and minimal front building setback controls discussed in more detail in the Urban Design section of this chapter. Density is limited to 0.35 floor area ratio (FAR) and 8 units to the acre under the standard method and 1.0 FAR and 20 units to the acre under the optional method. The ability to obtain full residential density under the optional method should be based on compatibility with surrounding development and staying within the height limits in this Master Plan.

### **Recommendations:**

- 1. Encourage development of residential uses in the Town Center.**
- 2. Rezone all properties in the Town Center with a single, mixed-use zone.**
- 3. Allow up to 20 residential units per acre under the optional method only if it can be accommodated within the height limits in the Plan and without compromising compatibility with surrounding uses.**



## Town Center Existing Zoning



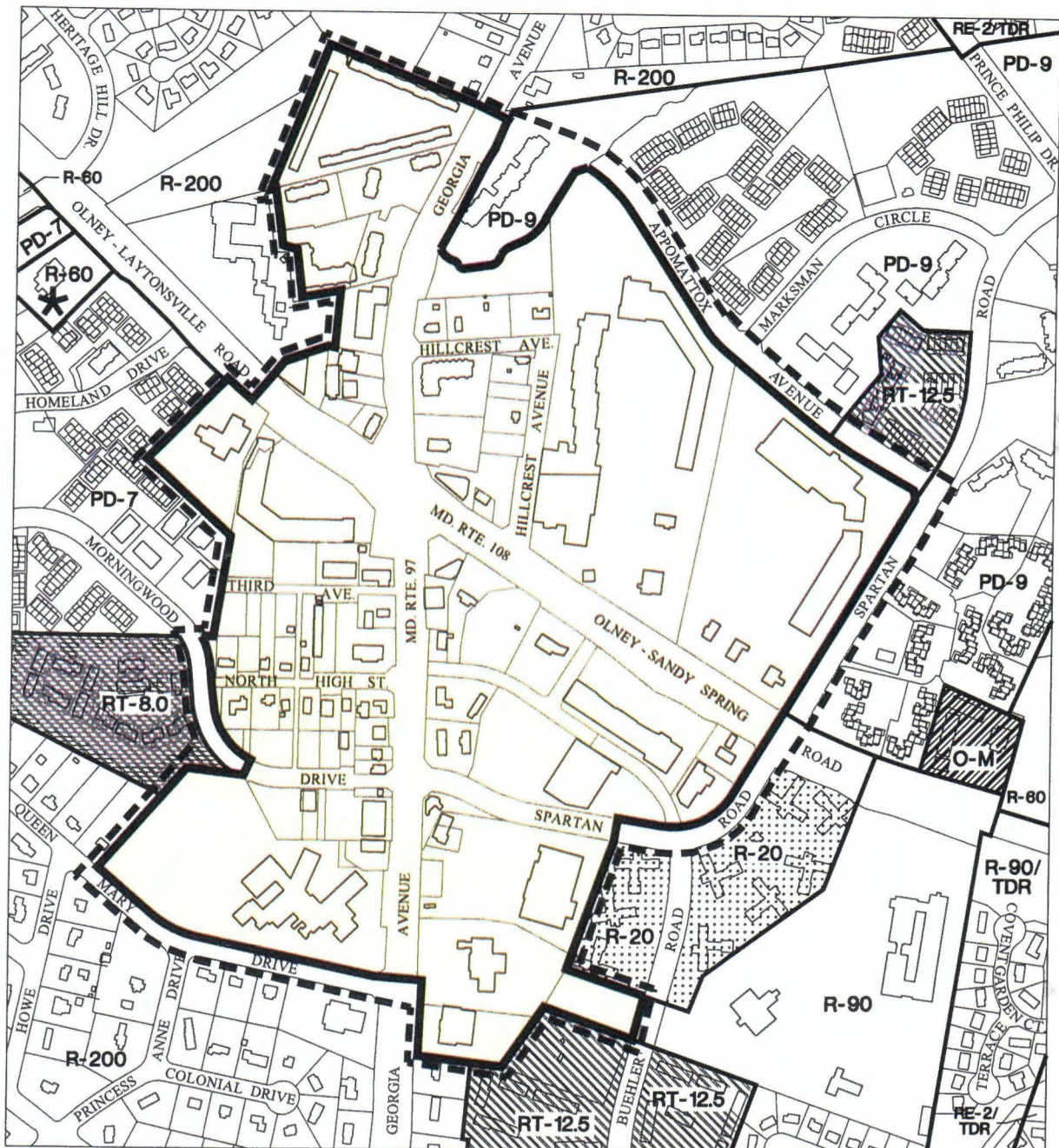
■ ■ ■ TOWN CENTER BOUNDARY



0 600'



# Town Center Proposed Zoning





## **CIVIC CENTER AND TOWN COMMONS**

Olney Town Center needs a major public open space that would serve as town commons, and it needs a civic center that would house the various public services currently located in and around the Town Center. In the best possible scenario, these two functions should be located next to each other, preferably surrounded by, or adjacent to, other retail or mixed-use developments within the Town Center. The town commons would provide an appropriate setting for the civic center functions, provide a focal point for the whole area, and help create a sense of place for the Town Center. Although an open space of approximately one acre would be the appropriate size for a town commons, smaller public spaces should also be provided throughout the Town Center as redevelopment opportunities arise.

Since there are no publicly owned vacant sites large enough to accommodate a joint civic center/town commons project within the Town Center, the feasibility of a civic center and town commons, either as a zoning amenity through the redevelopment of one of the major properties, or a public/private partnership, should be explored. Opportunities for a joint development or a property swap should also be pursued at the time of redevelopment of any of the shopping centers, especially the 30-acre Freeman property with two shopping centers, to achieve a civic center and a town commons. In addition to a major public open space, an indoor civic center could be an amenity, one of the many types of public spaces allowed under the public use space requirements. Any such interior public amenity should be considered as the public use space and not included in the maximum permitted floor area calculation of the project.

The zoning incentive mechanism is only one way to achieve this goal. Other opportunities and mechanisms, including but not limited to, land swaps of public properties, a public/private partnership for joint development of a civic center on private property, or public acquisition of private property through dedication or purchase, should also be explored and pursued. The 2.5-acre Olney Library site could possibly be used for a civic center if developed in conjunction with the adjoining Olney Shopping Center redevelopment. The post office site, although not ideally located, could be used as a potential site for some of the uses in a civic center that do not have to be in the Town Center.

### **Recommendations:**

- 1. Create a civic center with a major public open space of approximately one acre in the Town Center through a variety of public/private partnership mechanisms, including dedication or County acquisition of private property, land exchange, or incentive zoning.**
- 2. The major public space should be prominently located, accessible from an existing major street or a new main street, and designed to accommodate a variety of functions including place for public gathering and events.**



## **PEDESTRIAN CIRCULATION**

The Olney Town Center has a car-oriented development pattern typical of strip shopping centers. It needs an improved network of streets and sidewalks with short blocks and direct pedestrian connections among stores and different parts of the center. More specifically, in the Southwest Quadrant, North High Street should be connected to Morningwood Drive to connect the Town Center to the adjoining residential communities, and Third Avenue should be connected to MD 108 via the Olney Shopping Center property at the corner of Georgia Avenue and MD 108, if possible, through redevelopment of those properties. In the Northeast Quadrant, the two shopping centers should include one or more vehicular and pedestrian connection between the two centers, and provide other internal connections and walkways with direct connections to the surrounding residential community. Similarly, in the Southeast Quadrant, large blocks should be broken up with through-block pedestrian walkways, as well as vehicular driveways where feasible. Other opportunities to create more pedestrian connections should be pursued as redevelopment occurs in the future.

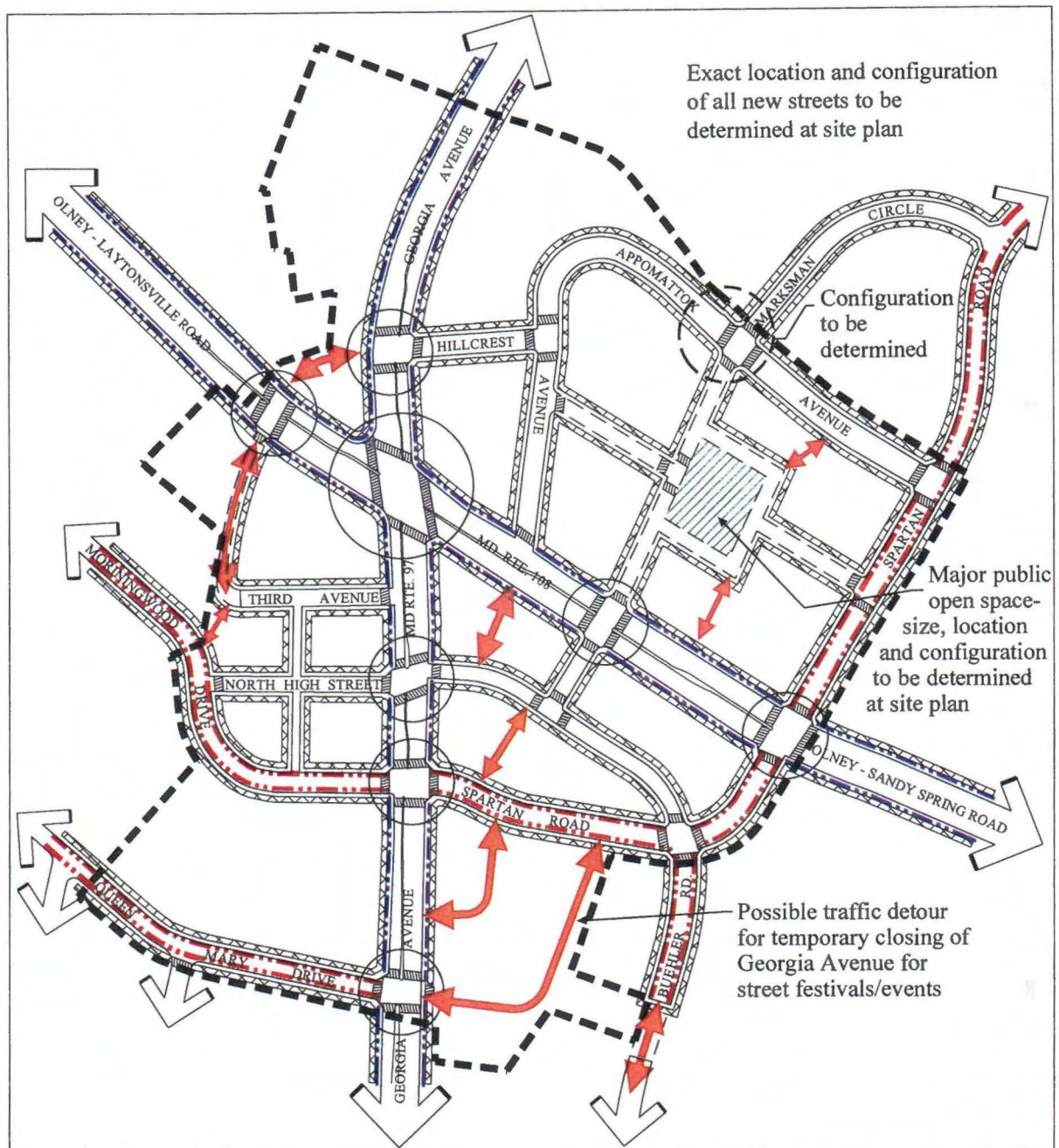
Any future street improvements, especially Georgia Avenue and MD 108, should be carefully designed to incorporate features that help reduce speeds and improve pedestrian safety. Lower speed limits, reduced pavement widths, curbside tree panels, on-street parking, and other design treatments should be used to create a visual environment that discourages speeding through the Town Center.

### **Recommendations:**

- 1. Provide easy and convenient multiple pedestrian connections between the shopping centers and the adjoining residential areas.**
- 2. Create multiple, safe and pedestrian-oriented crossings of Georgia Avenue and MD 108.**
- 3. Connect North High Street to Morningwood Drive. Connect MD 108 to Third Avenue, if feasible, at the time of redevelopment of the Olney Library and the Olney Shopping Center.**
- 4. Allow on-street parking on all streets except Georgia Avenue and MD 108.**
- 5. Create pedestrian-oriented streetscape through landscaping, traffic calming measures and other design features.**



## Town Center Pedestrian and Bicycle Circulation Concept



- Town Center Boundary
- ↔ Pedestrian/ Vehicular Connection
- ⊕ Crosswalk
- High Priority Pedestrian Crossings

- ▬ Sidewalk/ Bike Path/ Vehicular
- ▬ Shared Use Bike Path (off-road)
- ▬ Shared Roadway Bike Path





## URBAN DESIGN

The Town Center concept is based on a more compact development pattern than exists today. A variety of building heights is encouraged to avoid the monotony of linear, single-story shopping centers. Buildings along Georgia Avenue and MD 108 should be higher than elsewhere in the Center and located closer to the street to discourage large expanses of parking lots as the predominant view from these roads. Buildings located in the core area of the Town Center can be as high as 70 feet. Buildings along the edges of the Town Center can be up to 56 feet high depending upon the height of the existing building in the adjoining residential area. Appropriate transition in building heights should be provided to ensure compatibility between new developments in the Town Center and the adjacent communities. In addition, commercial and residential uses should be sited to maximize compatibility with adjacent residential developments.

New developments in the Town Center should be encouraged to create a main street character by locating building fronts at or close to the sidewalk instead of requiring them to set back from the right-of-way line. The new Mixed-Use zone should require front building walls (street facades) to be located at the right-of-way line with no required minimum front setback for a certain minimum percentage of the lot frontage. Street facades should have appropriate massing and relationship of building height to street width, as well as buildings entrances and storefronts to enliven streetscape with pedestrian activity. The Town Center Concept figure provides guidance about which streets are more desirable than others to have a main street character, and therefore more appropriate for street facades. However, topographic and other site conditions as well as location of open spaces may preclude all building fronts to be located along sidewalks on every property, especially those with more than one lot frontage. The Planning Board should have the flexibility to determine the need and extent of necessary adjustments to these guidelines based on a site's unique conditions and functional requirements during the site plan review.

A "Green Town Center" is envisioned for Olney. Generous landscaping and reforestation should be provided in the Town Center for aesthetic as well as environmental reasons. Trees and landscaping can help create a distinct identity that the Town Center now lacks. Special attention should be given to parking lots, which should be required to provide and retain large shade trees and plantings to soften the visual impact of hard surfaces. Forest conservation law requirements should preferably be addressed through new tree or forest planting within the Town Center. This will encourage the greening of the Town Center over time. It is important that any redevelopment in the Town Center incorporate appropriate stormwater management measures that complement restoration action plans and improve conditions in Upper Rock Creek and the Hawlings River.

Georgia Avenue and MD 108 define the character of the Town Center more than any other street or property. They carry a large volume of local and through traffic and will continue to do so. These two thoroughfares should be designed as urban boulevards and their current traffic capacity should not be increased by adding through travel lanes. The negative impacts of through traffic should be mitigated through landscaping such as green medians, street trees, sidewalks, at least six-foot wide curbside green panels, and other design features.



In addition to the minimum one-acre open space recommended for the town commons, the proposed concept envisions other, smaller open spaces through redevelopment of properties that would be able to use the optional method development mechanism of the new zone. Public open space may not be desirable on every lot due to its location, size and configuration. Development on larger and more regularly shaped properties would be better able to provide plazas, gardens and other separately delineated public spaces in appropriate places. Smaller lots may be allowed to satisfy all of the public use space requirements through green areas, landscaping, sidewalk widening and other amenities if their location and size would not be adequate to set aside area for a public open space. The Planning Board at the time of site plan review should analyze the need and desirability of an outdoor public space on a particular lot in terms of its size, location, type, configuration and relationship to the street and adjoining developments, and determine whether a public open space is in fact needed and more desirable than streetscape or landscape improvements.

Some structured parking would be needed to meet the needs of the overall growth proposed for the Town Center. Parking garages should be carefully designed to fit in with the topography and become a part of the visual fabric of the Town Center. They should be safe, well lighted, and appropriately located for pedestrian access and to achieve compatibility with existing and proposed residential development. In addition, they should be incorporated into the main building, where feasible, instead of stand-alone structures.

#### **Recommendations:**

- 1. Limit the height of any building within the core area of the Town Center to 70 feet. Buildings along the edges of the Town Center should be 42 to 56 feet high to be compatible with the adjoining residential development. In no event should the height of buildings adjacent to existing residentially zoned land exceed 56 feet. Unoccupied features such as clock towers and spires may be higher than the maximum permitted building heights.**
- 2. Front building facades should be located along sidewalks and public open spaces. Ground floor of all buildings along major streets, and specifically along streets with recommended street facades, should have uses that generate pedestrian traffic, such as retail, restaurants, professional offices and services.**
- 3. Wider sidewalks with sidewalk cafes and landscape amenities should be provided as part of public use spaces in appropriate locations.**
- 4. Public open spaces on adjoining lots should be located and designed to function as one space to avoid fragmentation of these amenities.**

5. Larger stores (with a footprint of more than 20,000 square feet) should be carefully designed to make sure that they are integrated into the streetscape and do not create blank walls or loading docks along streets meant for pedestrian activity and street facades.
6. Create a "main street" on the Freeman property with connections to Hillcrest Avenue, Appomattox Avenue and MD 108, with retail on the ground floor and frontage on a major public open space. Continue this main street across MD 108 into the Southeast Quadrant of the Town Center with any redevelopment of the properties in that quadrant.
7. Avoid "canyon effect" on narrow streets by using building setbacks above second or third story, cornice lines, varying facade heights, or other design techniques to achieve visually pleasing scale and relationship between building height and streets/open spaces.
8. Pedestrian ingress, egress and interior walkways should be raised or separated from parking areas through change of materials, curbs, railings, grass panels or other design features.
9. Provide benches, landscaping, light fixtures, trash receptacles, and other amenities in public spaces.
10. Create visual breaks in larger parking lots through plantings and walkways.
11. Encourage any redevelopment in the portion of the Town Center that drains to the Hawlings River to incorporate extraordinary stormwater management features that contribute to the restoration of the James Creek and Upper Olney Mill tributaries.
12. Stormwater management techniques should include measures to improve the efficiency of existing down stream facilities and protect remaining streams in the Town Center.
13. Accommodate forest conservation requirements on-site, where possible, to assist in greening the Town Center.





## HOUSING PLAN

### **Goal:**

*Provide a mix of housing types in Olney, and increase opportunities for affordable housing and housing for the elderly in southern Olney.*

### **INTRODUCTION**

In the County's General Plan, the Olney area is considered a suburban housing resource. Although the single-family detached house is the predominant housing type, making nearly 72 percent of all dwelling units, Olney has a variety of housing types including townhouses and multi-family garden apartments. Townhouses at 23.7 percent constitute the second largest type and exceed the Countywide average of almost 18 percent. Multi-family dwelling units account for about 4.5 percent of Olney's housing stock. Most of the townhouses and apartments are located around the Town Center in higher density zones such as PD-7, PD-9, R-30, and RT-12.5. Townhouses are also located in other locations in the Northeast and Southwest Quadrants, mostly as a result of the transfer of development rights from the Agricultural Reserve in Olney (in 1980, there were only 592 townhouses).

Olney's high quality of life makes it a very attractive location for housing. This desirability has resulted in rapidly rising housing values. The median cost of a new single-family detached house in Olney in 2001 was \$555,196 compared to the County's \$436,928. By 2003, the median cost of a new single-family detached house rose to \$723,592, compared to \$590,759 Countywide. The median price of an existing single-family detached house in Olney in 2001 was \$346,000 compared to \$289,000 Countywide. By 2003, the median cost of an existing single-family detached house rose to \$425,000 compared to \$248,000 Countywide. The median price for an existing townhouse in Olney in 2001 was \$183,950 compared to the County's \$155,800. By 2003, the median cost of an existing townhouse rose to \$248,500 compared to \$229,000 Countywide.

The Plan reinforces the concept of Olney as a housing resource in one of the residential wedge areas of the County through careful refinement of the land use pattern, and recommends rezoning of some of the vacant properties with the potential to add up to 2,000 units of new housing in southern Olney. The proposed changes to allow townhouses and multiple-family units, especially in the Golden Bear area and the Town Center, would help provide housing in the median price range, generally referred to as workforce housing. This additional density is located along Georgia Avenue, which has the greatest transit opportunities in Olney, including the proposed Georgia Avenue Busway. In addition, the Plan focuses on exploring opportunities for affordable housing in appropriate locations in Olney.



## AFFORDABLE HOUSING

The Montgomery County Housing Policy defines affordable housing as any general housing, or elderly housing, offered for sale or rent at a price equal to or less than that affordable to a household with an annual income of less than 65 percent of the County's median income. The median household income in the Olney Planning Area in 2002 was \$104,745, while the County's median household income in 2002 was \$78,647. Nearly 12 percent of the households in the Olney Planning Area earned less than \$50,000 in 2002. A household with an income of approximately \$51,120 (65% of \$78,647) per year would qualify for a mortgage of between \$90,000 and \$150,000 depending upon down payment, credit history, insurance and property taxes.

Affordable housing depends upon public programs and initiatives to keep up with the demand. One of the cornerstones of the County's housing policy is the Moderately Priced Dwelling Unit (MPDU) program adopted by the County in 1974 to increase the supply of moderately priced housing in Montgomery County. Originally designed for developments of 50 or more units in areas zoned for lots of less than one acre, the program was modified in 2004 to apply to developments of 20 units or more and extended to sewered properties in the RE-1, RE-2C, and RNC zones. It requires a minimum of 12.5 percent of the units to be moderate-income households. The units may be multi-family or single-family and for either sale or rent. The control period for MPDU for-sale units is 30 years, and for rental units 99 years. To be eligible, a household generally must be below 65 percent of the median income for each household size. Some of the MPDUs remain within the affordable range even after they are no longer price controlled, because they are generally smaller than market rate units with fewer amenities.

As of 2003, there are more than 500 affordable housing units, including elderly housing, in Olney. Of these, 183 were price-controlled privately owned MPDUs, 139 were owned by the County's Housing Opportunities Commission (HOC) and other non-profit entities, and the remaining units were built with some other form of public subsidy either as regular family units or elderly housing.

The share of affordable housing for different planning areas in the County varies. It also fluctuates over time as new affordable units are created and older units age and move out of the programs that made them affordable. Goshen and the rural area with 0.4 percent each have the lowest amount of affordable housing as part of their overall housing stock whereas Germantown with 8.1 percent has the highest. Historically, Olney has been in the lower half of this range with less than 4.0 percent.

This Plan supports the County housing policy of creating an adequate supply of affordable housing, including elderly housing, throughout the County for those living and working in Montgomery County, and identifies areas suitable for affordable housing. It recommends zoning and land use changes that have the potential to create more affordable housing units in Olney, especially the Golden Bear area, the Bowie Mill site and the Town Center. Recommended zoning changes for large, vacant and redevelopable properties such as the Mess property, Norbeck Country Club, and some properties in the Southeast Quadrant



could also provide moderately priced housing units. In addition, the Montgomery County Public Schools' 18.5-acre school site on Cashell Road, currently reserved for Oakdale Junior High School, would be suitable for affordable housing if it is not needed for a school use.

In the Town Center, the Plan's land use and zoning changes have the potential to create MPDUs through residential or mixed-use developments. Although the maximum capacity of the new zone in the Town Center is more than 2,000 units, only the larger shopping center properties are likely to accommodate housing in mixed-use redevelopment projects. Smaller properties, if developed as residential or mixed-use, would be able to provide MPDUs even if they are not able to realize their full permitted density due to their smaller lot size and other design constraints.

#### **Recommendations:**

- 1. Allow mixed-use development with residential units in the Town Center. Provide flexibility in development standards to encourage mixed-use developments to use full bonus provisions of the MPDU law.**
- 2. Support new affordable housing as part of the cluster developments on large properties in the Southeast Quadrant in accordance with Chapter 25-A of the County Code.**
- 3. Rezone the Golden Bear area to allow higher density residential development with MPDUs.**
- 4. The 32-acre County-owned site on Bowie Mill Road should be used for affordable housing designed to be compatible with the surrounding residential neighborhood. The site is recommended for R-200/PD-3 but will only achieve the full yield allowed under PD-3 if it can meet the criteria specified elsewhere in this Plan.**

#### **SENIOR HOUSING**

The population of persons aged 65 and older is steadily growing in Montgomery County. As of 2003, more than 7.0 percent of the household population in Olney was 65 years of age or older, and the vast majority of them lived in single-family housing, both detached and attached units. While the majority of the senior population in Olney may prefer to remain in their current homes, a variety of options in senior housing exists to meet the various levels of care and range of incomes for the elderly choosing to live in senior housing.

Olney currently has approximately 417 units of elderly housing within the Master Plan area, of which 99 are affordable. Two of the larger facilities are the Andrew Kim house on Olney Sandy Spring Road and Marian Assisted Living on Georgia Avenue north of Gold Mine Road. Brooke Grove, another elderly housing complex of 665 units is located in both the Olney and Sandy Spring planning areas and plans to add another 402 independent living units in the near future. A new senior housing development of approximately 100



affordable units (Olney Manor) is under construction on the Finneyrock property in the Town Center. In addition, there are large developments of senior housing just outside of the Olney Planning Area. Leisure World, an active adult community of more than 5,000 units is located nearby in the Aspen Hill planning area. Friends House on Quaker Lane off Norwood Road in Sandy Spring has approximately 215 units.

### Senior Housing Facilities in the Olney Area

Project	Address	Type	Unit Type			
			Ind.	Assisted	Nursing	Total
Marian Assisted Living	19209 Georgia Avenue	Mixed income	0	40	0	40
Town Center Place	3500 Morningwood Drive	Affordable	9	0	0	9
Ammahl Home for the Elderly	16700 Batchellors Forest Road	Group home, Market rate	11	0	0	11
Winter Growth, Inc.	18110 Prince Philip Drive	Group home, Market rate	13	0	0	13
Andrew Kim House	Olney-Sandy Spring Road	Mixed income	76	0	0	76
<b>Subtotal</b>			109	44	0	149
Brooke Grove*	Brooke Road	Mixed income	402**	105	158	665
<b>Total</b>			511	149	158	814

\*Brooke Grove Campus is located in both the Olney and Sandy Spring planning areas. 158 nursing units include 48 units in Sharon Nursing Home on the campus. The campus currently has only nursing and assisted living units.

\*\*402 units listed as independent in this table are proposed for future construction.

The senior housing project on the Finneyrock property on Georgia Avenue and other such projects in the future are expected to increase the inventory and variety of senior housing in Olney. Future special exceptions on some of the vacant and redevelopable sites in and around the planning area would also add to the inventory of elderly housing in Olney. The development community should incorporate "age-in-place" strategies in new construction and in rehabilitation of existing dwellings to enable senior citizens to stay in their own home as long as they desire.

### Recommendation:

**Support elderly housing projects of appropriate densities at appropriate locations.**

# ENVIRONMENTAL RESOURCES PLAN

## **Goals:**

*Protect the region's drinking water supply in the Patuxent River watershed, protect headwaters of streams in the Southeast Quadrant, and conserve natural resources throughout the planning area by minimizing the impacts of human activity on natural resources.*

## **INTRODUCTION**

The Olney Master Plan Area is centered on the ridges of three major watersheds: The Patuxent River, including the Hawlings River; Rock Creek; and Northwest Branch. It includes a major part of the drinking water reservoir watersheds of Patuxent and Hawlings Rivers. Overall, most of the subwatersheds in the planning area exhibit healthy environmental conditions. The denser development pattern in and around the Town Center has resulted in poor stream conditions and an absence of significant forest and wetlands in the headwaters of James Creek and parts of the North Branch of Rock Creek. The remaining forest and wetland resources elsewhere are of generally good quality. While many of these resources have been protected in parkland, particularly North Branch Stream Valley Park, the Hawlings River Stream Valley Park, Rachel Carson Conservation Park and Reddy Branch Stream Valley Park, there are still significant environmental resources that need protection from potential development in the future.

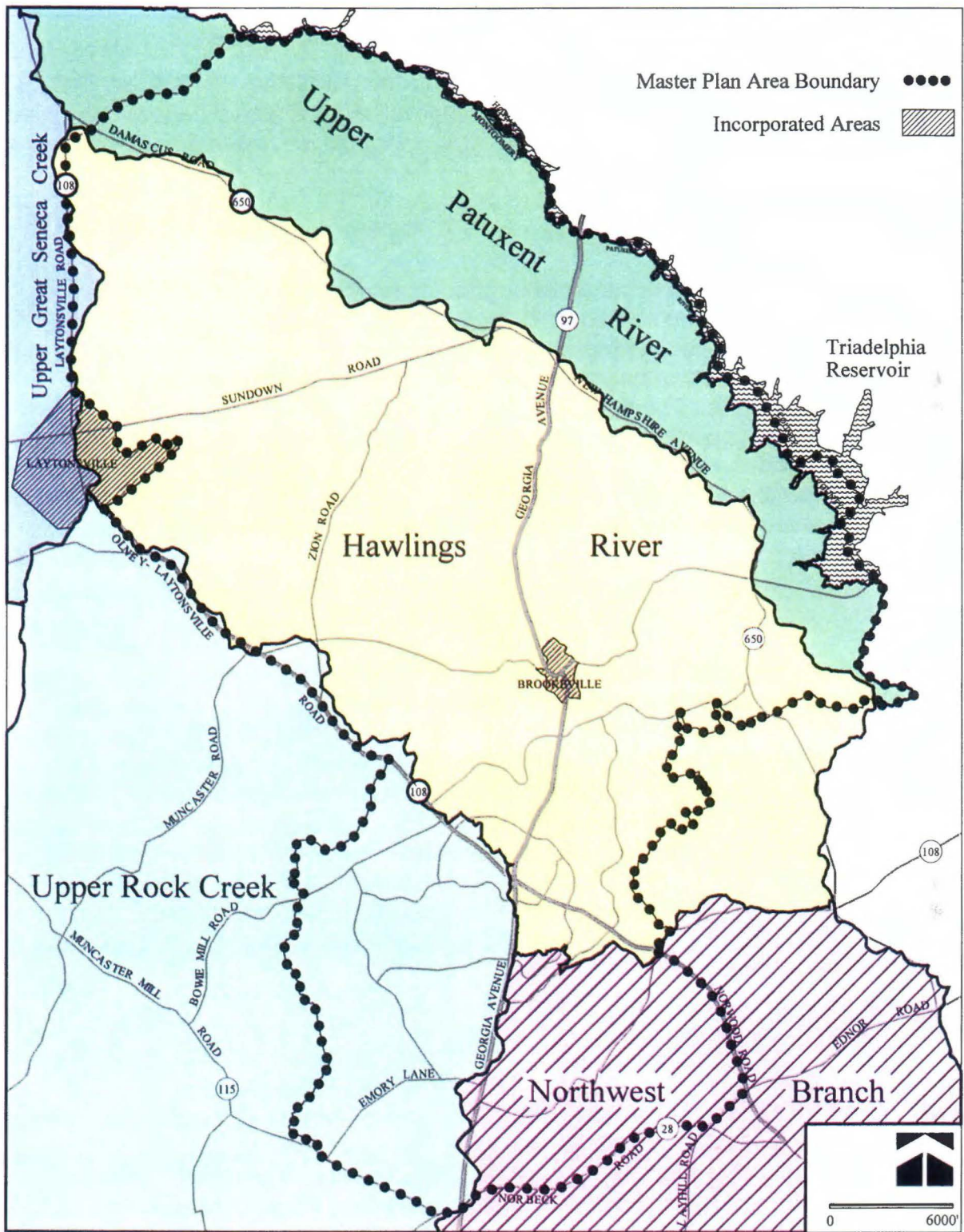
This chapter summarizes the conditions of environmental resources in Olney and makes general recommendations regarding their protection and restoration. It fulfills the requirement of The Maryland Planning Act of 1992 that all local plans address protection of environmentally sensitive areas. More detailed information on the existing conditions and environmental policy current as of 2002 is available in a separate publication, *Olney and Vicinity Environmental Resources Inventory* (April 2002). Recommendations on specific properties are contained in the Land Use Chapter of this Plan. More specific actions regarding implementation of some of the recommendations are included in the Implementation Chapter. Potential impacts of a roadway in the Intercounty Connector (ICC) right-of-way, no-build, and an alternate alignment are detailed in the 2004 Draft Environmental Impact Statement.

## **HABITAT RESOURCES**

The forest and wetland areas provide habitat for a range of plants and animals and recreation and educational resources for people. Along streams and waterways, forests and wetlands play a vital role in maintaining water quality by filtering and reducing surface runoff, helping to alleviate flooding, and moderating stream temperature fluctuations. Forests enhance air quality, filtering particulates, absorbing nitrogen oxides, and reducing energy needs by reducing the need for cooling and heating. They also enhance the quality of life of communities by adding natural beauty to the landscape.



## Watersheds





## FOREST RESOURCES

Approximately forty percent of the forest resources of the study area are within existing parkland. Deciduous species are the predominant forest type (90%) within the Master Plan area. In the North Branch of Rock Creek, and some areas of the Hawlings and Patuxent Rivers, successional forest is also an important component. Large coniferous forest stands are present in the Hawlings and Patuxent River areas. Several significant coniferous stands exist on land bordering the Triadelphia Reservoir.

A forest resources inventory was conducted in Olney to aid in identifying priority forest stands and locating forest enhancement and reforestation areas in the Master Plan. The existing forests were analyzed to determine their distribution and amount, and to classify them by forest type. The approach and methodology used are described in *the Olney and Vicinity Environmental Resources Inventory* (April 2002).

The forest resources in the planning area were evaluated and priorities set according to the size of forest stand, amount of interior habitat, associated stream resources and other factors. Each forest stand was given a priority and preservation strategies for each were tailored according to the importance of the stand and the ability of the current zoning and regulations to protect it (see Technical Appendix for detailed findings). These findings were instrumental in identifying key forests for protection through acquisition, dedication or conservation easement. In addition, the analyses identified gaps in existing forest where reforestation would significantly enlarge or enhance interior forest stands. It also identified areas of inadequate stream buffer where new forest planting, at time of subdivision or as part of park improvements, will greatly enhance the habitat and water quality benefits of existing forest.

Recommendations for forest resources are combined with those of other habitat resources following the Green Infrastructure section.

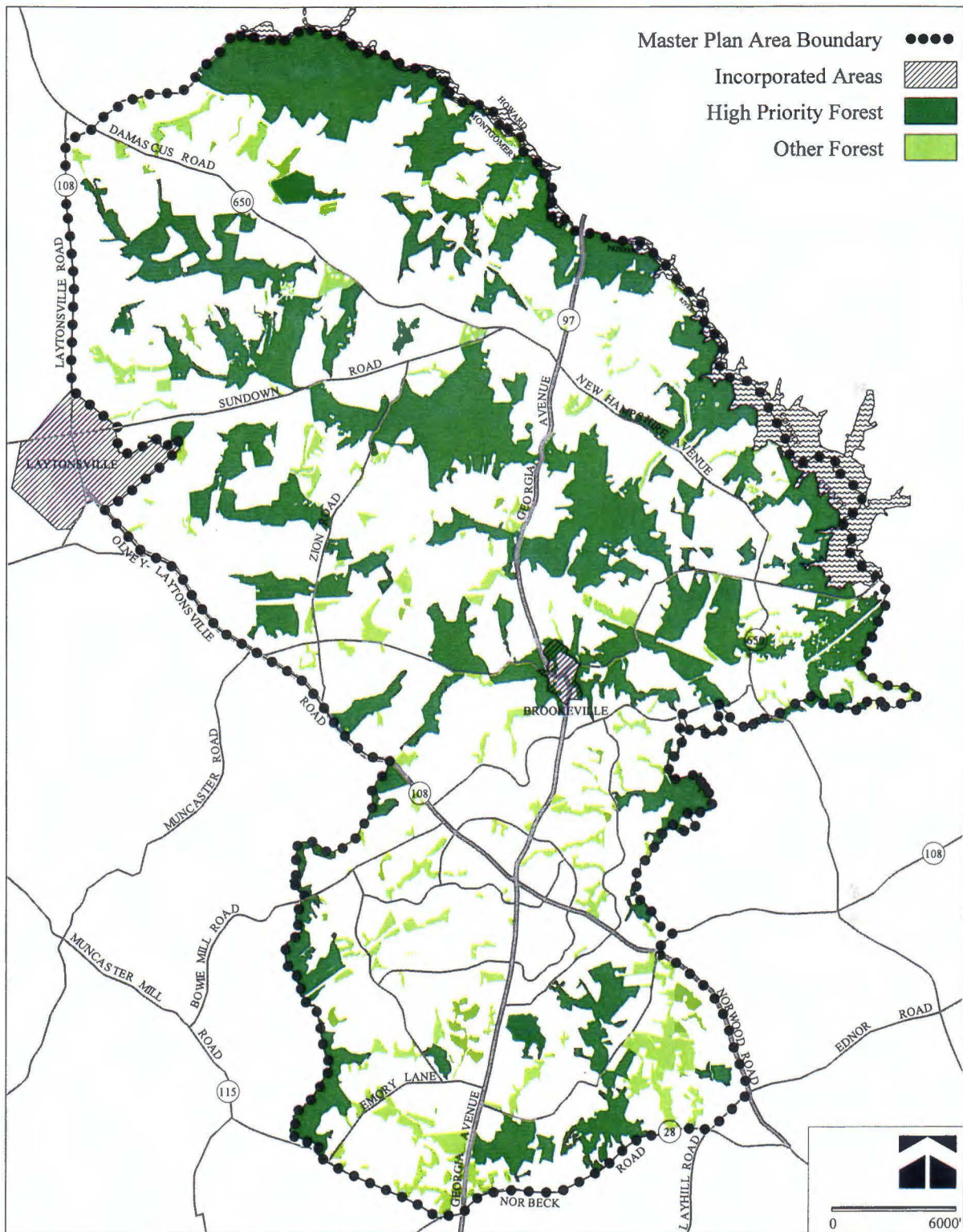
## WETLAND RESOURCES

Recent concern within the scientific community about the global decline of amphibian populations increases the value of good amphibian breeding habitats. Maintenance of these habitats requires protection of the natural conditions that support their existence and high quality. Forested wetlands with high wildlife values can only be maintained by keeping the surrounding forest intact. These and other types of wetlands depend on hydrologic conditions that support saturated soil conditions.

Most of the wetlands in the Olney Planning Area are concentrated in the headwater areas and floodplains of the North Branch of Rock Creek and Batchellors Forest tributaries of Northwest Branch, and throughout the Hawlings River. The North Branch of Rock Creek harbors a rich variety of high-quality wetlands. The combination of large forested wetlands, high-quality scrub-shrub and emergent wetlands, and large vernal pool areas make the wetlands of the North Branch especially valuable for the provision of habitat for aquatic, semi-aquatic, and terrestrial life forms.



## Forest Preservation Priorities





By far, the greatest amounts of wetlands occur within the Hawlings River portion of the study area. Compared to the other watersheds in the study area, this watershed has the lowest proportion of its wetlands within public lands. High quality wetlands lie throughout the Hawlings River valley around Brookeville Road and north. These wetlands are associated with the mainstem, Reddy Branch, and some of the first and second order tributaries at the extreme western headwaters of the watershed. Many of these wetlands are forested and cover extensive areas. Many of them lie within Rachel Carson Conservation Park and the Hawlings River Stream Valley Park and are part of large forest stands. There are also large forested wetlands on private property, especially at the extreme western headwaters of the watershed. In contrast, there are groups of wetlands in this watershed that lie within the areas around the Town Center. Such wetlands show substantial characteristics of adverse impacts due to urbanization. Generally, these wetlands are small, highly fragmented, and populated by non-native, invasive plant species.

The watershed of the Patuxent River mainstem contains some large areas of forested wetlands. Many of these wetlands are adjacent to or are near the mainstem and lie within the Patuxent River State Park or the WSSC Triadelphia watershed properties. One large forested wetland, which may be of high quality, lies on private property within the Hights Branch stream valley (a tributary of the Patuxent River) north of Damascus Road (MD 650), just east of Bridgeton Lane.

In the headwaters of Northwest Branch, about half the wetlands are associated with man-made ponds. Only about one-third of the wetlands lie within public lands. There are relatively few wetlands (by acreage and proportion of watershed coverage) within this portion of Northwest Branch. Some of these wetlands are part of a larger network of forested stream valley features of floodplains, vernal pools and springs that provide valuable habitat for wildlife, including amphibians such as frogs and salamanders.

Recommendations for wetland protection are combined with those of other habitat resources following the Green Infrastructure section.

## **BIODIVERSITY AREAS**

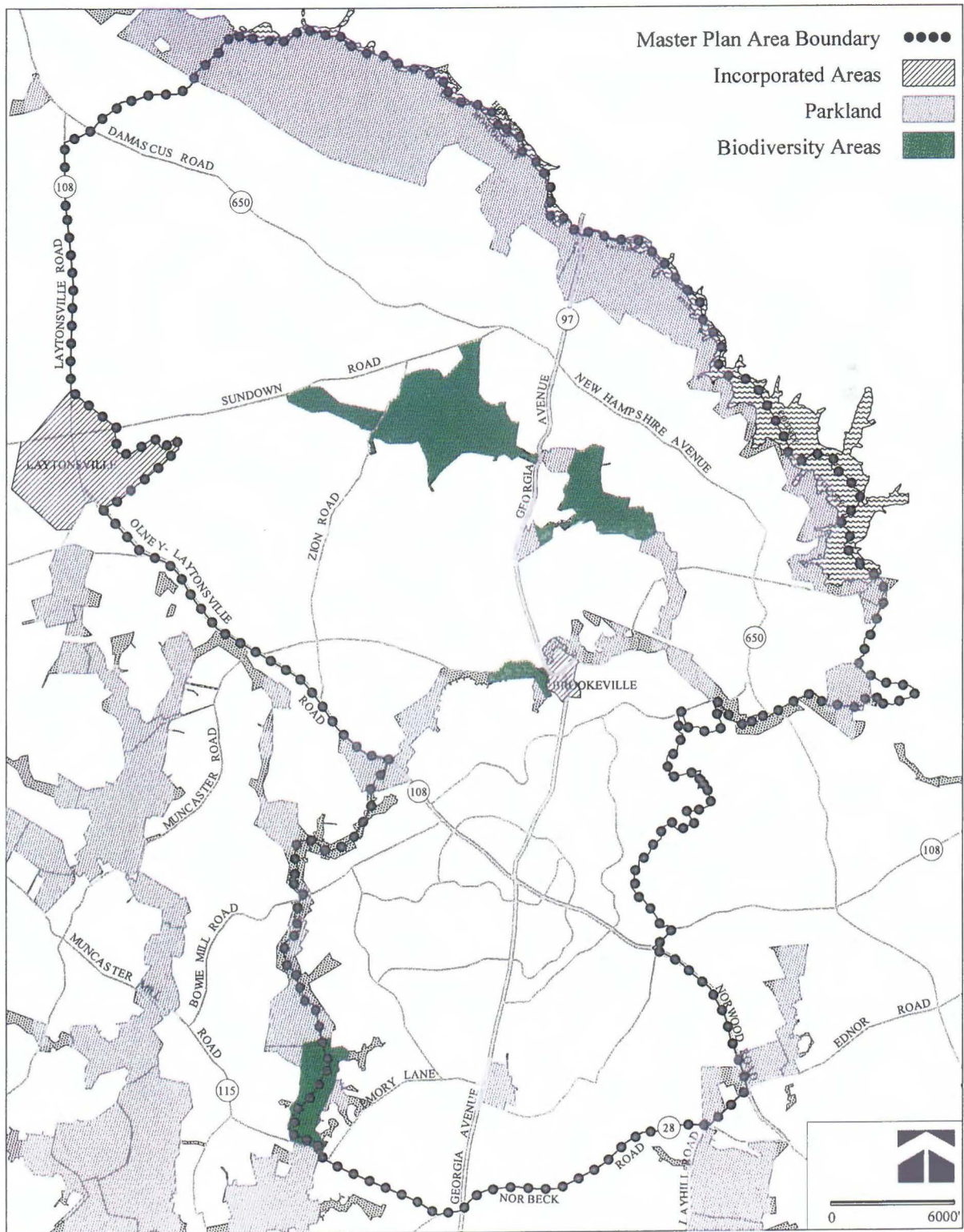
The Park and Planning Commission has been working with the Maryland Department of Natural Resources Natural Heritage Program to survey parkland for areas containing unusual plant communities or plants considered rare, threatened or watchlist species on lists maintained by the state. Such areas within parkland are identified as biodiversity areas. Fragmentation of these areas or disturbance of their edges leads to displacement of the native plants with non-native invasive species. Master plans consider ways to protect buffer areas around these areas through clustering or protection of additional parkland. Five biodiversity areas are present in the Master Plan area: 1) Rachel Carson; 2) Hawlings River; 3) Reddy Branch; 4) North Branch Valley; and 5) North Branch.



The Rachel Carson biodiversity area supports many diverse habitats with five watchlist species and multiple species of orchids. The Maryland Natural Heritage program considers this an exceptional natural area for Montgomery County. The Hawlins River biodiversity area is just east of Rachel Carson and supports a maturing second growth, mixed deciduous forest with two watchlist species. The western biodiversity area is located in Reddy Branch Stream Valley Park and supports one of the largest concentrations of shingle oak known in Maryland. Significant stands of black walnut, tulip poplar and red oak occur in different parts of the area. The North Branch Valley area is at the eastern most headwaters of the North Branch of Rock Creek, extending beyond Olney into the Upper Rock Creek Planning Area. This area supports a good quality forest with forest interior species and a small population of chinquapin. The North Branch area extends north from Muncaster Mill Road along the stream valley to Norbeck Country Club. This is a good quality, maturing forest that supports larger trees with wide-spreading canopies suitable for forest interior dwelling species, as well as a well-developed understory. At least four watchlist species occur here including shingle oak and chinquapin. A large floodplain wetland occurs here containing a diversity of wetland plants.

The recommended approach to protection of these areas (which are already in parkland) is to minimize disturbance to the ecology as much as possible. When similar conditions occur on adjacent private land, these areas should be evaluated for the same features and protected as a buffer to the biodiversity areas in parks. Buffer areas should be protected and enhanced to compliment the biodiversity area, providing additional habitat, if appropriate. Any park facilities should be limited to trails, and alignments chosen to avoid or minimize impacts.

## Biodiversity Areas within Parkland





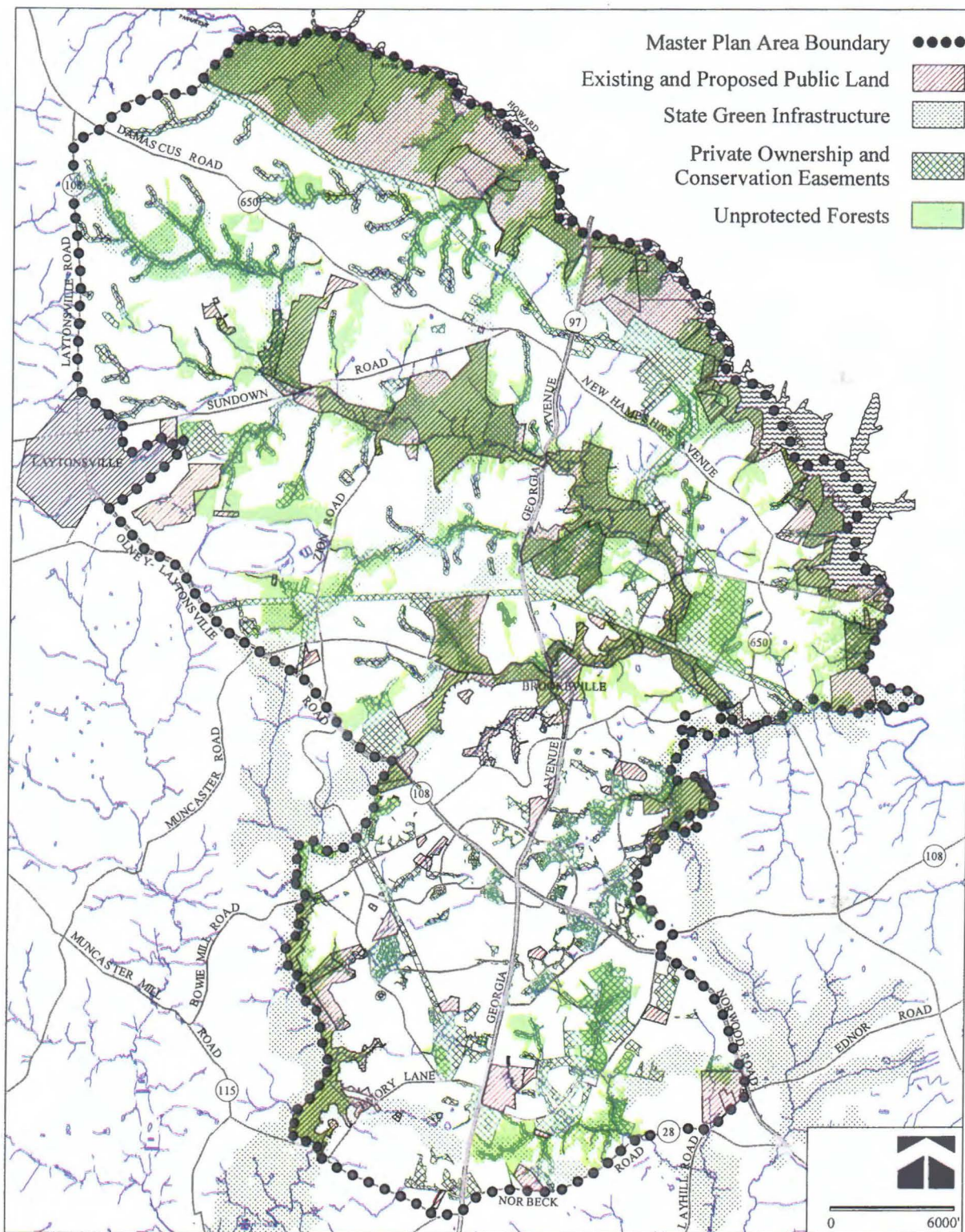
## **GREEN INFRASTRUCTURE AND GREENWAYS**

Forests, fields and wetlands all provide wildlife habitat for nesting, feeding and migration. As future development occurs, it is important to protect not only the distinct areas, but also important connections between these areas. The free movement of animals to and from feeding and nesting areas, as well as a route for flight from threats, is essential in maintaining healthy ecosystems. Plant species also require a variety of habitats and areas for seeds to seek new ground as conditions change. Isolated populations can be easily damaged or eliminated. The State of Maryland has prepared a map showing the "green infrastructure" of open space in Montgomery County as part of a statewide effort. This information was examined in light of the detailed, updated information available as part of the Master Plan. The areas shown on the Green Infrastructure figure in this chapter depict a network of public and private lands that constitute the green infrastructure of Olney. The most important of these green corridor connections are in existing and proposed parkland. These areas are recommended as greenways so that they are eligible for State funding for protection and public access, where appropriate.

The green infrastructure includes open spaces on public and private land. While there are regulatory programs to protect the green infrastructure on developing properties, protection on lands already developed relies on the awareness and stewardship of the landowner. Recommendations to protect and enhance a network of connected greenways and stream valleys for protection of forests, wetlands and biodiversity are grouped into three parts: 1) land under development; 2) voluntary opportunities available for landowners to provide protection and enhancement of the resources on their already subdivided private property; and 3) public parkland. Areas proposed for parkland protection are shown in the Parks and Recreation Chapter.



# Green Infrastructure





## **Recommendations:**

### **A. Habitat Protection on Lands Proposed for Development:**

- 1. Protect forest areas on developable properties to prevent fragmentation of upland forests and to preserve forested stream valley buffers. Where sewer service is available, cluster homes to preserve priority forests intact. Where development would involve clearing high priority forests, acquire parkland as recommended in the Land Use and Parks chapters of this Plan.**
- 2. Restore wetlands and forest in stream buffers and restore forest gap areas as part of development plans.**
- 3. Minimize adverse impacts to wetland systems due to disturbance, fragmentation, or reduction of water supporting these systems.**
- 4. Preserve wetland groups identified in the environmental resources inventory as having high functional value, protecting or enhancing the land immediately surrounding these wetlands as natural areas, and placing appropriate uses on the land draining to these wetlands to maintain adequate surface and groundwater flows to the wetlands.**
- 5. Protect other wetland resources on developable or redevelopable properties, through the application of conservation easements on environmental buffers as part of the development process.**

### **B. Habitat Protection on Private, Subdivided Lands**

- 1. Encourage the establishment of reforestation banks or voluntary reforestation in non-wooded stream valleys on existing Homeowners Association (HOA) properties.**
- 2. Encourage forest and wetland banking or voluntary protection on properties already subdivided and HOA properties.**
- 3. Protect wetlands on already developed properties through public education and the voluntary stewardship activities of property owners.**
- 4. Encourage managers of golf courses, properties containing conservation easements, and homeowner associations to manage properties to support a diversity of wildlife habitats and species.**

### **C. Habitat Protection on Public Land**

- 1. Protect priority forest preservation areas on parkland to minimize fragmentation of upland forest and preserve forested stream valley buffers.**

2. **Encourage WSSC and Pepco to manage properties to support a diversity of wildlife habitats and species.**
3. **Identify wetland resources in Olney's public lands, including M-NCPPC parkland, that have low overall wetland functional values and identify and implement restoration projects for these resources.**
4. **Restore forest and wetlands to enhance park resources on newly acquired parkland where appropriate.**
5. **Evaluate non-forested parcels acquired as parkland, especially former cropland, pasture, and hayfields, for possible restoration and management by the M-NCPPC as grassland and/or shrub habitat to promote a diversity of wildlife species.**
6. **Minimize impacts to biodiversity areas due to disturbance, fragmentation, or damage to buffer areas.**
7. **Avoid damage to groundwater resources for biodiversity areas by limiting imperviousness in areas that drain to biodiversity areas.**
8. **Designate the Hawlings River, Reddy Branch, the Northwest Branch and North Branch Rock Creek Stream Valley Parks as greenways for purposes of State and federal funding for park acquisition or trail construction.**

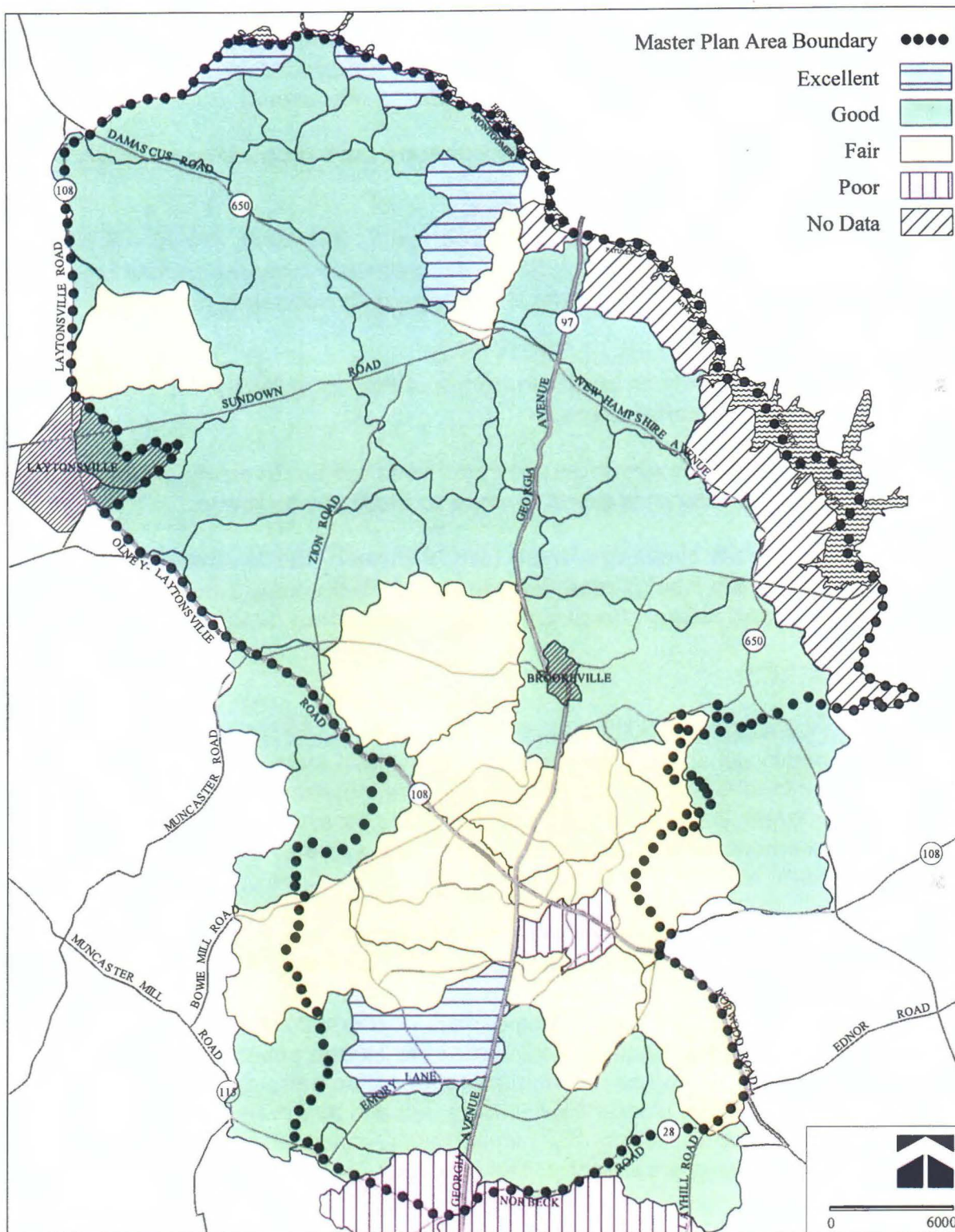
## **WATER RESOURCES**

Stream quality varies throughout the Master Plan area, with generally better water quality than in many developed areas of the County. County and statewide efforts to improve water quality in tributaries have influenced the general approach to water resource protection in the area. These efforts include the 1983 Chesapeake Bay Agreement and subsequent agreements, the 1992 State Planning Act, and the 1997 Smart Growth Act that gives financial incentives to local governments to promote concentrated growth and avoid sprawl.

Montgomery County has undertaken a number of measures to protect water quality. The 1998 Countywide Stream Protection Strategy (CSPS) and the 2003 Update evaluated water quality conditions throughout the County, placing each subwatershed in a management category with corresponding tools to address stream conditions. The CSPS designates management categories that indicate the degree of protection or restoration needed. Management strategies recommended for watershed protection areas in the CSPS and employed in this Master Plan include: expanded stream valley park acquisition or dedication, increased forested buffer requirements, expanded protection for wetland recharge and hydrology, and impervious surface reduction strategies.



## Stream Quality



Source: Countywide Stream Protection Strategy, 2003 Update



Management strategies for restoration and agricultural watershed management areas in this Plan include support for County efforts in stream restoration and retrofit projects; measures to increase forested buffers and wetland habitat and function; application of existing stormwater, sediment control, wetlands and forest conservation regulations; and targeting of priorities for Best Management Practice cost-sharing and forested buffer establishment.

Relatively little new development is proposed by this Master Plan. The existing zoning and land use policies have served to limit development in the drinking water reservoir watersheds. The majority of the potential residential development is in the Southeast Quadrant, which contains the headwaters of the Northwest Branch. The North Branch of Rock Creek in Olney contains only a small amount of developable area. One of the goals of this Master Plan is to control water quality impacts of new development by adopting land use and zoning recommendations that result in imperviousness levels compatible with the existing water quality in each subwatershed.

Since 1980, much progress has been made in stormwater quality and quantity management. New techniques and options now exist that integrate innovative BMP's with site design to limit imperviousness and maximize the infiltration and treatment of runoff. Development using these new techniques is generally known as Environmentally Sensitive Development (ESD) or Low-Impact Development (LID). This new approach to development is generating much interest throughout the country and has been recognized by the state of Maryland in its new Stormwater Management regulations. These regulations have been adopted by Montgomery County. ESD is recommended in this Master Plan to afford a higher level of environmental protection, especially in more sensitive areas, than has been available in the past.

The Montgomery County Department of Environmental Protection (DEP) has undertaken a series of studies to determine how to address existing stream quality problems in various watersheds. The Upper Rock Creek Restoration Study (DEP, 2001) and the Hawlings River Watershed Restoration Study (DEP, 2003) both have recommendations for stream restoration and stormwater management improvements that could reduce damage done by past development. These improvements, complimented by the land use recommendations of this Plan and existing environmental regulations, should combine to minimize the impact of new development on the streams of Olney.

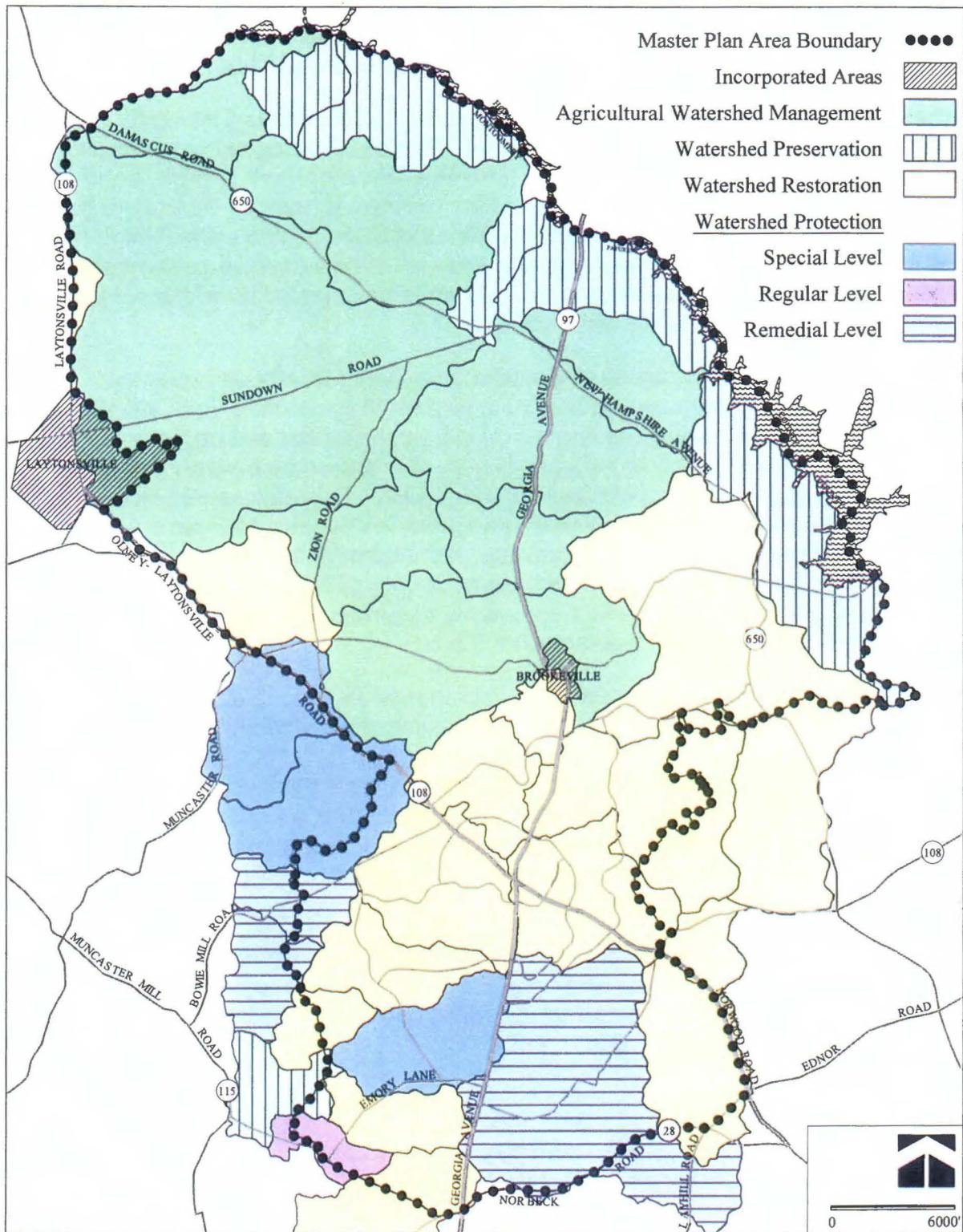
The Northwest Branch of the Anacostia River is part of a long-standing effort on the part of the U.S. Army Corp of Engineers, State and local agencies to improve conditions in this largely developed watershed. Several projects are underway and more are planned, mostly downstream of the Master Plan area.

#### **Recommendations:**

- 1. Encourage new developments to use environmentally sensitive development techniques that integrate BMP's that maximize stormwater treatment and infiltration, such as:**
  - a. Minimization of impervious surfaces;**
  - b. Disconnection of runoff, sheet flow to buffers, grass channels; and**
  - c. Bioretention**



## Stream Management Strategy



Source: Countywide Stream Protection Strategy, 1998.

- 2. Encourage pollution prevention measures in conjunction with these techniques, to further enhance their effectiveness.**
- 3. Endorse the Montgomery County Department of Environmental Protection efforts to restore streambanks and to control stormwater from existing development.**

#### **Patuxent River and Hawlings River Watersheds**

The Olney Master Plan Area includes a portion of the Patuxent River mainstem watershed and the entirety of the Hawlings River watershed, a major tributary of the Patuxent River. The planning area portion of the Patuxent River mainstem watershed drains to the Triadelphia Reservoir and the Hawlings River joins the mainstem downstream of the Triadelphia Reservoir. Water from the Hawlings River combines with that from the mainstem to fill the Howard T. Duckett Reservoir further downstream, outside the Master Plan area. Both reservoirs are part of the drinking water system maintained by the Washington Suburban Sanitary Commission for service to Montgomery and adjacent counties.

The Patuxent River and Hawlings River watersheds are the focus of a multi-jurisdictional effort to protect the area draining to the reservoir watersheds. Montgomery County has adopted the Patuxent River watershed Functional Master Plan that delineates a Primary Management Area (PMA) limiting use within 1/4 mile from the Mainstem and 1/8 mile from all tributaries. In low-density zones, this area is restricted to 10 percent imperviousness. In areas with existing zoning allowing densities greater than one dwelling unit per two acres (RE-2), best management practices are required to mitigate the impacts of higher densities. See the Land Use Chapter for more detailed discussion of protection of environmental resources in the Patuxent watershed.

#### **Recommendations:**

- 1. Protect forested areas and wetlands that contribute to the health of the drinking water supply through the development process and applicable conservation programs.**
- 2. Encourage application of agricultural conservation measures and best management practices.**
- 3. Support efforts to restore stream and retrofit stormwater facilities through the Department of Environmental Protection watershed restoration program.**
- 4. Endorse the Montgomery County stream restoration and retrofit projects proposed by the Hawlings River Watershed Restoration Study.**
- 5. Encourage application of agricultural conservation measures and best management practices.**



- 6. Coordinate the Legacy Open Space Program with the Washington Suburban Sanitary Commission and the Patuxent Reservoir Protection Group to identify properties for potential purchase in fee or easements that contribute to protection of the drinking water reservoirs.**
- 7. Work with the Maryland Department of Natural Resources to develop an agreement to assure that farming leases in the Patuxent State Park do not contribute substantially to the sediment and nutrient loads to the reservoir.**

### **Northwest Branch**

Protection of the current low-density, semi-rural nature of the Southeast Quadrant of the Master Plan area is particularly important because it contains two of the main tributaries forming the headwaters of the Northwest Branch: Batchellors Forest and Batchellors Forest East Tributaries. These stream systems are in relatively good condition and are supported by relatively uninterrupted forested stream valley buffers with forested areas in the headwaters of the first order streams.

Management strategies recommended in the Countywide Stream Protection Strategy include restoration of stream conditions to address problems caused by past development and to provide the stability to accommodate the small, incremental impacts of expected development. Protection of these resources is essential to the health of the stream and wildlife habitat. Many interruptions in the stream buffer can be restored as part of the development process on vacant and redevelopable property. This effort, along with projects identified in the Anacostia River Restoration Study, will provide the remedial management indicated in the CSPA.

Two small streams that flow into the Batchellors Forest tributary from the west will be affected by any construction in the Intercounty Connector (ICC) right-of-way. At least three separate stream crossings will be required, depending on the roadway design. In addition, the right-of-way parallels two stream segments in the headwaters of these streams, potentially affecting large portions of the stream buffer. Forest loss and fragmentation will result from any construction, particularly in the westernmost tributary, further affecting the water quality.

The Batchellors Forest tributary is the westernmost tributary headwater watershed of the Northwest Branch and a Use IV stream. Stream conditions and projected imperviousness are similar to those in other parts of the Northwest Branch headwaters in Sandy Spring and of lower quality than those in Cloverly which were not designated SPA's in previous master plans. The Batchellors Forest tributary is listed as fair and good (although the good scores are low in the good range), and is not considered as "high quality or environmentally sensitive" as currently interpreted. In terms of the CSPA, its quality is similar to many subwatersheds in suburban and rural areas of the County. While the amount of change in imperviousness could be significant between now and build-out, the stream quality should easily stay within the fair range given the relatively low build-out imperviousness.



Unfortunately, many of the increases in imperviousness are associated with major road projects as well as private institutions that have been approved or have applied for approvals under the existing Master Plan.

The environmental protection strategy in the Batchellors Forest tributary includes the application of the RNC Zone to secure almost all of the existing forest, planting of new forest along unprotected stream buffers through development and forest banking, and wetland and forest habitat enhancement associated with the redevelopment of the Trotter's Glen Golf Course. The application of the RNC Zone also allows more units to be constructed with less imperviousness than the existing zoning would have yielded. While some benefits would result from application of a Special Protection Area with an 8% imperviousness cap, it would not significantly reduce the potential imperviousness in this subwatershed nor likely affect the overall stream conditions. An SPA or overlay zone with an imperviousness cap is not recommended for this area.

Recommendations regarding specific actions to protect water quality on particular properties are included in the Land Use Chapter.

#### **Recommendations:**

- 1. Restore stream buffers and wetlands through the development process.**
- 2. Maximize forest retention and new forest planting in and adjacent to environmental buffer areas through conservation easements as part of the development process.**
- 3. Improve and restore parts of the Batchellors Forest stream valley by reducing or eliminating invasive plants and removing old dumping areas. Encourage voluntary stewardship efforts by property owners in areas in need of restoration that lie on already subdivided private land. Some areas (such as a possible dumping area on the 75-acre Casey property on the west side of Batchellors Forest Road) should be evaluated in more detail; restoration measures should be implemented as part of the development process if needed.**
- 4. Support federal, state, and local efforts to improve stream conditions through the Anacostia Restoration Project.**
- 5. Protect a green corridor along the streams of the Batchellors Forest tributary with voluntary conservation easements, possibly using forest banking as an incentive.**
- 6. Avoid and mitigate impacts of any new roadway in the ICC right-of-way.**



## Upper Rock Creek

The portion of the North Branch of Rock Creek in the Olney Planning Area is almost completely developed. Continuation of the protection provided by the North Branch Stream Valley Park is essential for the health of this area. Any potential redevelopment of the Norbeck Country Club should include dedication and restoration of a substantial buffer area along the stream and Williamsburg Run.

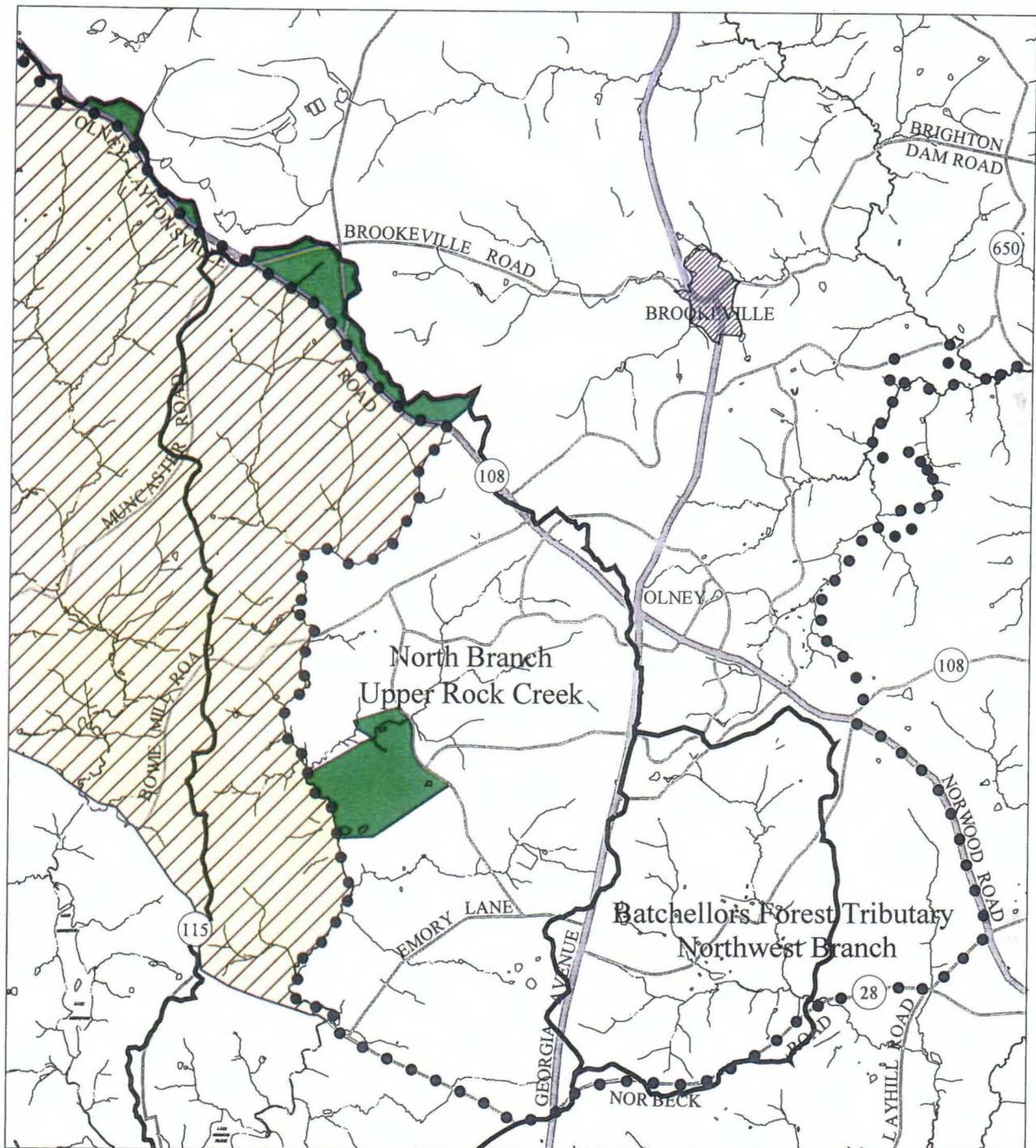
The ICC right-of-way parallels the Brook Manor Country Club tributary to the North Branch. The construction of any roadway in this area would have significant impacts on this tributary as well as on the North Branch biodiversity area. A new road crossing of the North Branch would divide a priority forest and the biodiversity area, significantly reducing the amount of interior forest habitat and directly affecting a unique ecological community. The Plan recognizes that environmental impacts and possible mitigation of any road construction in the ICC right-of-way will be evaluated in the context of a Countywide study and a Federal Environmental Impact Statement.

The Upper Rock Creek Master Plan (2004) establishes a Special Protection Area with an 8% imperviousness cap to protect the high quality areas of the Use III stream that were threatened by the significant amount of new development planned for this area. The Upper Rock Creek watershed in Olney **north** of Route 108 upstream of the existing SPA has the same qualities as the area the County Council designated in the Upper Rock Creek Master Plan. Existing imperviousness and stream quality (CSPS rates as good) is similar to that on the opposite side of Route 108. Protection of the headwaters of the Use III stream certainly meets the "high quality or unusually sensitive" criteria established in the County Code. While the RDT zoning with a few smaller lots around the Mt. Zion community does not immediately threaten the resources in the watershed, some special exceptions exist here now and the potential exists for the intensification of these and additional uses and institutions along Route 108. This kind of intensification could threaten the resource and could be limited by the extension of the SPA and imperviousness caps of Upper Rock Creek. This area is designated a Special Protection Area with an overlay zone to be consistent with the Upper Rock Creek Master Plan.

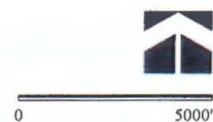
The North Branch portion of the Upper Rock Creek in Olney **south** of Route 108 exhibits very different characteristics from that portion in the Upper Rock Creek Master Plan Area. The area is much more densely developed, having received density transferred from the Patuxent River watershed in order to protect drinking water and agricultural uses. Forest cover and wetlands are mostly limited to slender stream buffers, some of which have been dedicated as parkland. Remaining developable and redevelopable land is limited to two large parcels and a scattering of smaller parcels, less than 5% of the North Branch Rock Creek watershed area. Existing hard surface imperviousness in the Olney tributaries to the North Branch ranges from 10% in Brooke Manor Country Club Tributary to 17% in Williamsburg Run, which includes part of Olney Town Center.



## Special Protection Area



- Add to Upper Rock Creek SPA and Environmental Overlay Zone
- Master Plan Area Boundary
- Upper Rock Creek SPA
- Streams
- Watershed Boundary





Imperviousness will increase only slightly in the tributaries in the Olney Master Plan area, with the exception of the Brooke Manor Country Club Tributary, which is expected to increase from 10% to over 12.5% due to construction of the ICC. This Plan recommends RNC zoning for the Norbeck Country Club and designates it as part of the Upper Rock Creek Special Protection Area. The property should also be included in the Upper Rock Creek Environmental Overlay Zone with an eight percent imperviousness cap, significantly reducing the potential for imperviousness increase on the largest redevelopable property in the Olney Planning Area portion of the Rock Creek Watershed. Imposition of an SPA or an imperviousness cap on other new development would not have a measurable impact on the watershed and could make almost all existing uses non-conforming (due to their more intense zoning, existing imperviousness and sewer service). Subwatershed monitoring would not produce meaningful data, due to the amount of upstream development. This area is not recommended as a Special Protection Area. SPA requirements (in particular, the application of an imperviousness cap) are not intended to preclude the construction of any public project including those designated in this Master Plan, such as the Intercounty Connector, public schools and park facilities. However, this Plan supports the avoidance of environmentally sensitive areas, minimization, and mitigation and recommends that these be thoroughly examined in the earliest stages of project development.

Recommendations regarding specific actions to protect water quality on particular properties are included in the Land Use Chapter.

#### **Recommendations:**

- 1. Maintain and enhance the stream buffer forest and wetlands along the North Branch.**
- 2. Avoid and mitigate impacts of any new roadway in the ICC right-of-way.**
- 3. Support County efforts to restore areas of the North Branch through the Rock Creek Watershed Restoration Action Plan.**
- 4. Designate two areas within the Olney Master Plan as Special Protection Areas and an overlay zone with an 8% imperviousness cap: 1) the Upper Rock Creek Watershed within the Olney Master Plan boundaries north of Route 108 and west of Reddy Branch Stream Valley Park; and 2) the Norbeck Country Club property on Cashell Road.**

#### **AIR QUALITY**

Ground-level ozone is an invisible gas formed when two pollutants, volatile organic compounds (VOC) and nitrogen oxides (NOx), react in sunlight. The primary sources of these pollutants are utilities and other industries, motor vehicles, small gasoline powered engines, and small businesses using solvents, cleaning solutions, paints, and insecticides. Motor vehicles account for 30-40 percent of the pollutants that cause ozone in the Washington region.



After they are emitted, these pollutants can travel miles before reacting to form ozone. On a typical summer day, over half the pollutants that cause ozone in the Washington region come from sources outside the region, including other states, hundreds of miles away. Likewise, sources in the Washington area emit pollutants that travel and eventually affect ozone concentrations in other regions and states.

In 1997, the EPA strengthened ozone and particulate matter standards in light of new scientific evidence that federal standards were insufficient to protect public health. As a result, the one-hour ozone standard was replaced with a stricter eight-hour standard, and the particulate matter standard was supplemented with twenty-four hour and annual limits for very small particulate matter. The Washington region is classified as a "moderate" non-attainment area under these new standards, which will not be effective until June 2005. The region will have to prepare a new State Implementation Plan (SIP) by April 2007, and show attainment of the new standards by April 2010. Over the 1993-2003 period, there have been an average of 28 days per year when the Washington region's ozone level would have exceeded the new eight-hour standard.

Under the current one-hour standard, the federal Environmental Protection Agency (EPA), in January 2003, downgraded the Washington metropolitan region, which includes Montgomery County, from "serious" to "severe" non-attainment area. Over the 1993-2003 period, there have been an average of five days per year when the Washington region's ozone levels exceeded the one-hour standard. Federal air quality laws permit only one violation per year of the one-hour standard, averaged over three years, at any monitor location in the region.

The new ozone standards pose additional challenges for reducing air pollution. To help meet those challenges, the EPA is requiring twenty-two states in the eastern third of the country to substantially cut their NO<sub>x</sub> emissions to reduce the amount of pollutants that drift from state to state. It has established a National Low-Emission Vehicle Program to further reduce the amount of pollutants emitted from cars and car manufacturers have voluntarily agreed to build cars with more stringent tailpipe emission standards. The EPA is proceeding to implement new emission reduction standards for diesel trucks, buses, and off-road heavy equipment, requiring manufacturers to produce motor vehicles that are 77-95 percent cleaner than those on the road today. In addition, the nation's refiners will be required to reduce gasoline sulfur levels by 90 percent.

The Washington region continues to update its ozone reduction strategies through its State Implementation Plan (SIP), a multi-jurisdiction master plan and program for attaining air quality standards. Once approved by EPA, SIP is enforceable through state and federal laws. The region continues to make considerable progress in reducing VOC and NO<sub>x</sub> emissions through actions of federal, state, and local governments. The biggest improvements have come from high-tech motor vehicle inspection and maintenance programs, vapor recovery nozzles at service stations, reformulated gasoline, reformulated surface coatings, and new federal emission standards for both small and large engines. The Washington region's air quality plans also set an upper limit on the overall tons of pollutants that motor vehicles can emit in the region. The region's Transportation Improvement Program and Constrained Long-Range Plan must conform to this limit.



Since ozone is an area-wide phenomenon and a multi-jurisdiction strategy is needed, it is essential that Montgomery County do its part. At the Countywide level, some very important initiatives should include: 1) transportation demand management (TDM) strategies that influence people to reduce motor vehicle trips and miles traveled, 2) installation of less-polluting engines and control equipment in the County fleet of vehicles, 3) use of pollution prevention techniques by power plants and other local industries, and 4) cash incentives to residents who purchase vehicles and machinery, such as boats and lawn mowers, that have less polluting engines.

At the local level, the Master Plan recommends the following:

#### **Recommendations:**

**Support strategies to reduce air pollution, including placing a high priority on funding for transportation demand management (TDM) projects and programs, such as:**

- 1. New and improved network of sidewalks and bikeways.**
- 2. Enhanced bus services, including new routes, higher frequency of buses, improved pedestrian access to transit stops, more bus shelters, and real-time bus information for bus customers via electronic displays at bus stops, personal computers, and portable hand-held devices.**
- 3. Priority bus lanes on major roads, such as the Georgia Avenue Busway.**
- 4. Park-and-ride lots for carpools, vanpools, and transit users.**
- 5. More intensive assistance and marketing of alternative modes of transportation, including incentives for purchasing and using hybrid vehicles and other low-polluting vehicles.**
- 6. New development and redevelopment designed to minimize the need for motor vehicle trips and to prevent conditions that may create local air pollution nuisances.**

#### **NOISE**

High traffic volumes on three major state roads, Georgia Avenue, MD 108, and Norbeck Road affect noise levels in their respective corridors. In addition, any new roads in the ICC right-of-way could have significant noise impacts. Protection from excessive noise helps maintain the community as a desirable place to live, work, and experience a high quality of life. Effective noise compatibility planning involves the placement of noise compatible land uses in the highest noise locations, and application of noise mitigating measures and site design techniques where necessary to meet appropriate exterior noise guidelines. Guidelines for compatibility can be found in the Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development (June 1983).

**Recommendations:**

- 1. All new development and redevelopment should be designed to meet the property line standards contained in the adopted County Noise Control Ordinance (Chapter 31B of the County Code) as a minimum. The ordinance controls noise emanating from one property to another, exclusive of noise from public rights-of-way.**
- 2. Design new development and redevelopment to meet appropriate noise guidelines and ordinances to prevent conditions that may create local noise impacts.**





# TRANSPORTATION PLAN

## **Goal:**

*Provide a comprehensive network of roads, transit, and non-motorized access that serves the needs of existing and planned land use in and around Olney, protects environmental resources in the area, and respects the character of local neighborhoods.*

## **INTRODUCTION**

Olney's location in the northeastern part of the County defines its land use and its transportation role in the County. The two major roads, Georgia Avenue and MD 108, connect Olney to the rest of the County and the region. Georgia Avenue is one of the few north-south roads in the County and the only major north-south through-travel route in the Master Plan area. It provides the most direct access to the District of Columbia for communities along its entire stretch as well as those in Howard and Carroll counties and beyond. Similarly, MD 108, called Olney-Laytonsville Road west of Georgia Avenue and Olney-Sandy Spring Road east of Georgia Avenue, is the major east-west local as well a regional route to Baltimore-Washington International (BWI) Airport in the east and a partial route to the employment corridor of I-270 to the west.

The Transportation Plan balances several important goals of the Master Plan. The accommodation of through traffic versus the desire to create safe, pedestrian-oriented, and attractive streets necessitates a compromise to achieve both goals in the best way feasible. Such a compromise also extends to the conflicting goals of providing a well-connected road system while minimizing the adverse environmental impacts of additional pavement, crossing of streams and related damage to other sensitive resources.

The Transportation Plan assumes that some traffic congestion may have to be tolerated to avoid the excessive costs and negative environmental and community impacts of creating more road capacity through bigger and wider roads. In an informal survey conducted for this planning effort, a majority of respondents indicated that they are willing to live with some level of congestion to maintain their suburban, semi-rural quality of life.

Although projected local growth is not significant, the infrastructure needs of the current and future growth outside the Master Plan area will continue to affect the transportation network in Olney. Decisions regarding some Countywide improvements, such as the ICC, will be made in a larger context even though the Olney area will be impacted by those decisions.

## **TRAVEL FORECASTING**

Travel demand is a function of the amount and type of activity generated by land uses and the available facilities and services that connect those land uses. Travel forecasting is used to determine the needed infrastructure to adequately serve the projected land use. It is also used to determine the degree of balance between land use and transportation



recommendations in master plans by comparing the forecast Average Congestion Index (ACI) to Annual Growth Policy (AGP) standards for policy area transportation review.

As of January 2005, the Olney Master Plan Area has approximately 12,700 housing units with another 384 in the pipeline, and 7,500 jobs. Most of the current and future jobs are located in either the Olney Town Center or on the Montgomery General Hospital campus. The land use and zoning recommendations of this Plan anticipate an estimated 15,500 dwelling units by 2025. The 2025 job forecast is for approximately 7,800 jobs in the Master Plan area, which could reach 8,100 jobs by 2050.

The Olney Master Plan Area includes two policy areas. The Olney Policy Area corresponds to the portion of the Master Plan area generally south of Brookeville Road. The northern portion is part of the Patuxent Policy Area, one of the County's five rural policy areas. The AGP does not specify ACI indices for rural policy areas, as land use in these areas is controlled by zoning, and water and sewer constraints. It assigns an ACI standard of 0.55 to the Olney Policy Area. The travel forecasting performed for the potential growth in the Master Plan indicates that the Olney Policy Area would slightly exceed an ACI of 0.55 in 2025. With the implementation of the transportation facilities and programs in this Plan, up to 15,235 dwelling units can be accommodated within this ACI standard. Therefore, this Plan initially caps housing in the Olney Master Plan Area to 15,235 dwelling units. The potential for housing to exceed this cap is described in the Staging section of the chapter on Implementation.

## **ROAD NETWORK**

The recommendations below address present and future traffic congestion problems in the Olney Master Plan area. Recommendations consist of road improvements and classification changes to reflect the role each road will play in the future network. The classification changes will also allow improved streetscape character of major roadways when development occurs or road improvements are made. Where possible, improvements will help the movement of pedestrians and bicycles as well as motorized vehicles.

The Roadway Network figure identifies the Olney Master Plan roadways on the Master Plan of Highways and the Roadway Classifications table lists their classifications with minimum rights-of-way. The classification of roadways is a way of indicating the degree to which access to properties is balanced with the ability to handle through traffic. The system ranges from Freeways with an emphasis on through traffic capacity and little or no direct property access down to the Primary Residential Street which emphasizes access functions, which may affect the efficiency of through traffic movement. Secondary Residential Streets are not shown on the Master Plan of Highways. The roadway classes are detailed in the following list:



<b>Freeways</b>	Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.
<b>Major Highways</b>	Provide less speed and mobility, but more access at intersections.
<b>Arterial Roads</b>	Connect major highways and provide more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is "through" traffic.
<b>Commercial Business District Streets</b>	Are restricted to commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.
<b>Primary Residential Streets</b>	May carry some through traffic but their main purpose is to provide access for 200 or more households and to connect to arterial roads.
<b>Secondary or Tertiary Residential Streets</b>	Provide direct access to homes and allow for greater application of traffic management measures to discourage through traffic movements and speeding. (These are not listed in master plans.)

## **MAJOR HIGHWAYS AND ARTERIAL ROADWAYS**

### **Intercounty Connector/Western Connector**

The Intercounty Connector (ICC) is a master planned, 18-mile long freeway connecting Interstate 270 to I-95 and US 1 in Prince George's County. The facility is designated as F-9 in the Montgomery County Master Plan of Highways, with a 300-foot wide right-of-way. Access to the ICC within Montgomery County is envisioned only at six locations: I-370, Midcounty Highway Extended (M-83), Georgia Avenue (MD 97), Layhill Road (MD 182), New Hampshire Avenue (MD 650) and Columbia Pike (US 29). Within the Olney Plan area, the ICC right-of-way extends approximately two-and-a-half miles from the North Branch of Rock Creek to Norbeck Road (MD 28) and includes an interchange at Georgia Avenue.

In this Plan, the term "Western Connector" refers to a range of east-west roadway options in the vicinity of Muncaster Mill Road generally between Georgia Avenue/Norbeck Road in the east and the termini of Mid-County Highway and I-370 at Shady Grove in the west, including the ICC right-of-way in this area. Three separate studies have been undertaken within the past five years to examine east-west transportation needs in this corridor. These studies, in chronological order are:

1. The Intercounty Connector Draft Environmental Impact Statement, published in 1997, examined a Master Plan Alignment Alternative of the Intercounty Connector and three other build alternates: the Northern Alignment Alternative, the Mid-County Highway/MD 198 Alignment Alternative, and the Upgrade Existing Roads Alternative. Governor Glendening placed the study on hold after the DEIS was published in 1997.



2. The Muncaster Mill Road Corridor Study by the M-NCPPC was designed to determine a preferred alternate for increasing roadway capacity either along existing Muncaster Mill Road or along the Midcounty Highway Extended (M-83) alignment. The County Council placed the study on hold in March 2001, based primarily on concerns that it would adversely affect the planning process for both the Upper Rock Creek Master Plan and the Transportation Policy Report, then underway.
3. The Transportation Policy Report (TPR) was an M-NCPPC study designed to examine and prioritize transportation needs Countywide. The TPR process included a 35-member Task Force and culminated in two separate documents: the Montgomery County Planning Board's Transportation Policy Report, and the Task Force Report, both published in January 2002.

Each of these three studies is relevant to the Olney Master Plan. The Transportation Policy Report confirmed the findings of prior studies that additional transportation capacity is needed between the I-270 and I-95 corridors. It recommended that SHA complete the ICC Final Environmental Impact Statement, and that regardless of the ultimate decision on the full ICC, highway facilities to address some of the east-west travel needs, including facilities that traverse Olney, should be implemented. In the western portion of the ICC corridor, between Norbeck Road and I-270, the TPR recommended four options for new or improved roadway connections. The full text of the TPR as related to these east-west roadway connections and the schematic representation of the four options as described in the TPR and are included in the technical appendix to this Plan.

Decisions regarding the full ICC and the Western Connector will be made in the Countywide context. In the Olney Master Plan area, the ICC should be constructed along the Master Plan alignment, consistent with the Master Plan of Highways. Muncaster Mill Road should not be widened to four lanes. If a Western Connector is built in the ICC right-of-way within the Olney Master Plan Area an interchange at MD 97 may be needed since the 2025 forecast volumes for the Olney Master Plan indicate that an at grade Western Connector intersection with Georgia Avenue would operate at the forecast AM and PM Critical Lane Volume (CLV) of 1765 and 1522, respectively, well above the CLV standard for the Olney Policy Area of 1525. When the ICC is designed, bikeway access to all local parks and other facilities adjacent to and near the right-of-way should be explored.

#### **Recommendations:**

1. **Maintain the Master Plan functional classification and recommended right-of-way, and two through lanes for Muncaster Mill Road (A-93).**
2. **Maintain the Master Plan functional classification, recommended right-of-way and number of lanes for the Intercounty Connector (F-9).**
3. **Complete the federal Environmental Impact Statement (EIS) process to implement the ICC. If the Final EIS concludes that the full ICC cannot be built as envisioned in the Master Plan, then alternative east-west transportation**



options will be considered, including those described as Transportation Policy Report Option 1 and Option 2.

4. If a Western Connector interchange at MD 97 is determined to be more desirable than an at-grade intersection, the following design guidelines should be considered:
  - a. Allow limited grade separation of some through and/or turning movements.
  - b. Avoid designs containing high-speed merging maneuvers (control via signalization), particularly on MD 97.
  - c. Preserve two or three quadrants as open space (pending completion of ICC EIS).
  - d. Accommodate Georgia Avenue Busway design and facilitate busway movements between the southern and western approaches.
  - e. Seek features that enhance the "rural gateway" concept for southern Georgia Avenue approaching Olney.
  - f. The Western Connector termini at Norbeck Road near Wintergate Drive should be designed to prohibit through access between Wintergate Drive and the Western Connector to reduce cut-through traffic in the Longmead community in Aspen Hill. This design treatment would be similar to the treatment on Rockville Pike at Edson Lane opposite the entrance to White Flint Mall.

### **Georgia Avenue Interchange with Norbeck Road**

The Maryland State Highway Administration (SHA) has conducted a project planning study of alternatives for a grade-separated interchange at the intersection of Georgia Avenue and Norbeck Road. This study is summarized in a November 2002 Environmental Assessment.

The 1994 Aspen Hill Master Plan recommended that this intersection remain at-grade, but indicated that transportation recommendations might be revisited pending policy decisions after the environmental impact study for the ICC was completed. The 1997 ICC DEIS documented that, with or without an ICC facility, many intersections in the study area, including Georgia Avenue and Norbeck Road, would be severely congested. The analyses performed for this Master Plan amendment confirms this finding. Therefore, an interchange at Georgia Avenue and Norbeck Road should be constructed. During spring 2003, the Planning Board and County Council stated their support for the selection of Alternate 7 Enhanced, a grade-separated interchange that relocates MD 28 and depresses it below Georgia Avenue several hundred feet to the north.

### **Recommendations:**

1. **Construct a grade-separated interchange at the intersection of Georgia Avenue and Norbeck Road.**



- 2. Preserve the existing Georgia Avenue median for future Georgia Avenue Busway implementation.**
- 3. Facilitate pedestrian circulation across the intersection. Particularly maintain pedestrian-friendly access between the commercial uses in the Northwest Quadrant and the other three quadrants.**

### **Norbeck Road**

The 1994 Aspen Hill Master Plan envisioned an improved Norbeck Road between Georgia Avenue and Layhill Road as a four-lane divided highway within the 150-foot master planned right-of-way. The State Highway Administration is currently conducting the MD 28/MD 198 Corridor Study, a project planning study, which incorporates this section of roadway. This Plan supports the 1994 Aspen Hill Plan's vision for this roadway as a "green corridor" with control of access maintained by the use of service roads where feasible. A shared-use path should also be constructed along the north side of Norbeck Road to complete path connectivity and provide access to East Norbeck Local Park. Service roads, where feasible along the north side of Norbeck Road, can also function as a shared-use path.

### **Brookeville Bypass**

Georgia Avenue passes through the Town of Brookeville and, as the major north-south highway, carries large volumes of traffic. The Average Daily Traffic (ADT) volume is expected to increase from 9,000 vehicles per day south of Brookeville in 1995 to 18,000 vehicles per day in 2020. The proposed Brookeville Bypass extends approximately 2.5 miles along MD 97, Georgia Avenue, from Gold Mine Road to north of Holiday Drive. The bypass is intended to remove the north-south through traffic from the Town of Brookeville, improve traffic operations safety along MD 97, and preserve the historic character of the town.

The project is included in the Development and Evaluation Program of the FY 2001-2006 Maryland Department of Transportation's Consolidated Transportation Program for Project Planning. The State Highway Administration is currently in the process of developing a final alternative for the proposed Bypass. It completed the Draft Environmental Impact Statement for the MD 97 Brookeville transportation study in November 2001. During autumn 2002, the Planning Board and County Council stated their support for selection of Alternate 7 Modified, a western bypass of Brookeville consistent with the 1980 Olney Plan. This alternate is consistent with the land use and transportation goals of this Master Plan.

The State Highway Administration plans to provide funding for the Brookeville Bypass conditional upon Montgomery County's commitment to limit development outside Priority Funding Areas. This commitment has been expressed in the County's Annual Growth Policy and is reinforced by the recommendation in this Plan to reduce the ultimate capacity of Georgia Avenue to two through travel lanes and the planned right-of-way to 80 feet in width.



## **Recommendation:**

**Classify Brookeville Bypass as a Major Highway (M-8) with an 80-foot right-of-way and a maximum of two lanes for through travel, as well as the adjacent portions of Georgia Avenue south to Prince Philip Drive and north to Howard County.**

## **Laytonsville Bypass**

MD 108 passes through the Town of Laytonsville and carries a substantial amount of traffic. The Town, which has independent planning and zoning authority, has planned a relocation of MD 108 near its western boundary that would bypass its central business area. The route is similar to the concept displayed in the Olney Master Plan adopted in 1980.

## **Old Baltimore Road**

Old Baltimore Road north and east of Georgia Avenue is classified as a primary residential street from Georgia Avenue to MD 108, and from there north to Gold Mine Road. While it is continuous and is called by a common name, these two segments are different in how they are used. The northern segment from MD 108 and Gold Mine Road (P-13) serves as a north-south collector road for the neighborhoods of far northeast Olney: Lake Hallowell, Christie Estates, James Creek, and Gold Mine Crossing. It is properly classified as a primary residential street, which means while it can accept some through traffic between MD 108 and Gold Mine Road, its primary purpose is to bring traffic into and out of these neighborhoods.

This cannot be said of the segment between Georgia Avenue and MD 108, which serves almost entirely as a through route for traffic coming from south of Olney to Sandy Spring, Ashton, and points northeast into Howard County. The average daily traffic (ADT) is above 9,000 today and will exceed 10,000 in 2025. Most of the major development along this segment of Old Baltimore Road—Hallowell—backs up to the road rather than fronting onto it. There are very few homes with driveways directly onto it.

## **Recommendation:**

**Classify Old Baltimore Road between Georgia Avenue and MD 108 as an arterial. However, retain the 70' minimum right-of-way and two through lanes.**

## **Bowie Mill Road**

Bowie Mill Road is a two-lane roadway that runs between MD 108 and Muncaster Mill Road. In much of the segment between MD 108 and Cashell Road, the homes fronting Bowie Mill Road are closer to the roadway, and speeding traffic is often observed. To be eligible for the installation of speed humps, this segment of Bowie Mill Road should be classified as a Primary Residential Street. However, this segment retains a significant through traffic function, and so the potential for through-traffic restrictions and truck prohibitions—which can generally apply to Primary Residential Streets—should not apply for this segment of Bowie Mill Road.



### **Recommendation:**

**Classify Bowie Mill Road as a Primary Residential Street between MD 108 and Cashell Road. However, the regulation on through traffic in residential neighborhoods and the administrative practice allowing truck prohibitions should not apply for this segment of Bowie Mill Road.**

### **Cashell Road**

Cashell Road is a two-lane roadway approximately 2.2 miles in length, connecting Bowie Mill Road and Emory Lane. It was classified as an arterial roadway (A-44) in the 1980 Olney Plan. Civic groups along the southern part of Cashell Road are interested in pursuing traffic calming devices appropriate for primary residential roadways and have sought reclassification of Cashell Road as a primary residential road.

The designation of Cashell Road as either an arterial roadway or a primary residential roadway would be consistent with County Code guidelines for roadway designation. No commercial zoning abuts Cashell Road, nor are there existing or proposed land uses that either by law or tradition are located on arterial roads. The northern portion of Cashell Road should be retained as an arterial connection between Georgia Avenue and Bowie Mill Road (via Hines Road) while the southern portion of Cashell Road should be changed to a primary designation.

### **Recommendation:**

**Designate Cashell Road as a primary residential road between Hines Road and Emory Lane.**

### **Heritage Hills Drive**

Heritage Hills Drive is a two-lane roadway approximately 1.3 miles in length connecting Georgia Avenue (MD 97) and MD 108 in the northwest quadrant of Olney. It was classified as an arterial roadway (A-45) in the 1980 Olney Plan. Queen Elizabeth Drive is a similarly designed two-lane roadway approximately 0.8 miles in length that also connects Georgia Avenue and MD 108 in northwest quadrant, intersecting Heritage Hills Drive at roughly the midpoint of both roads. Queen Elizabeth Drive was classified as a primary residential roadway (P-21) in the 1980 Olney Plan. Civic groups along Heritage Hills Drive expressed concern regarding traffic operations and safety on both roadways and sought reclassification of Heritage Hills Drive as a primary residential roadway.

The designation of Heritage Hills Drive as either an arterial roadway or a primary residential roadway would be generally consistent with County practices for roadway designation. No commercial zoning abuts Heritage Hills Drive, nor are there existing or proposed land uses that either by law or tradition are located on arterial roads. Heritage Hills Drive should be classified as a primary residential roadway.

## **Recommendations:**

- 1. Designate Heritage Hills Drive as a primary residential road.**
- 2. Perform a study of traffic operations and safety on Heritage Hills Drive and Queen Elizabeth Road, including pedestrian access to Greenwood Elementary School.**

## **Two-Lane Road Policy**

A network of two-lane roadways serves Northern Olney. One of the goals of the Olney Master Plan is to preserve and enhance the rural and agricultural character of the area. All roadways in the rural area should be limited to a maximum of two through travel lanes, as indicated in the tabulation of street and highway classifications. The limitation on through travel lanes is not intended to preclude the implementation of spot safety and operational improvements such as turning lanes or acceleration/deceleration lanes.

## **RESIDENTIAL STREETS**

### **Cherry Valley Drive Extended**

Existing Cherry Valley Drive is designated as P-8 in the Olney Master Plan and P-10, Cherry Valley Drive Extended, in the 1985 Upper Rock Creek Master Plan. Travel demand analyses performed in 2001 for the Upper Rock Creek Master Plan amendment indicated that Cherry Valley Drive Extended would ultimately carry between 13,000 and 16,000 vehicles per day across the North Branch, depending upon the assumptions for roadway facilities in the ICC right-of-way. These volumes would approach or exceed the estimated roadway capacity of approximately 14,000 vehicles per day. If built, Cherry Valley Drive would be serving as an arterial roadway, not a primary residential roadway. This connection would also result in increased cut-through traffic on the residential streets in the adjoining communities.

The environmental impacts associated with the Cherry Valley Drive extension are also substantial, especially on the North Branch Biodiversity Area and the North Branch Stream. Given the environmental and community impacts it is not desirable to extend Cherry Valley Drive across the North Branch of Rock Creek.

## **Recommendations:**

**Remove Cherry Valley Drive Extended (P-8) from the Olney Master Plan street and highway network. Define the end of current pavement, approximately 4,000 feet west of Cashell Road, as the terminus of P-8.**



## **TOWN CENTER ROADS**

The Olney Town Center is a commercial area served by a network of roadways that are classified to accommodate employees, customers, and delivery traffic. Two major highways, Georgia Avenue and MD 108, serve as the primary access to and through the Town Center and as local roadways for circulation within the Town Center. Additional recommendations on integrating land use and transportation are provided in the Town Center Chapter of the Plan. This section describes the classification of Master Planned roadways in the Town Center.

### **Appomattox Avenue**

The 1980 Plan classified Appomattox Avenue as a business district street between Spartan Road and Georgia Avenue. Appomattox Avenue is currently built between Spartan Road and Marksman Circle and the right-of-way has been dedicated between Marksman Circle and James Creek to the west. The desire of the adjoining community of Townes at Environ not to build the rest of this street and the goal of avoiding environmental impacts should be balanced with the need for an appropriate network of vehicular and pedestrian paths to serve the future land use of the Town Center and Olney in general. If Appomattox Avenue is connected to Georgia Avenue, it would have some negative impacts such as crossing James Creek, a Hawlings River tributary, increased noise and activity along the southern edge of the Environs community, and relatively higher cost due to the topography of the stream crossing. However, without appropriate connectivity and flexibility in the street layout of the Town Center's Northeast Quadrant, further development would exacerbate the local traffic load on the intersection of Georgia Avenue and MD 108 (already at capacity), which would be contrary to the goals of creating an attractive, pedestrian-oriented Town Center.

An alternate alignment of Appomattox Avenue would be to connect Marksman Circle with Hillcrest Avenue. Dedication and construction of the new alignment would depend upon a major addition/renovation or redevelopment of the northern part of the shopping center property. The existing alignment of Appomattox Avenue between Marksman Circle and Georgia Avenue should be deleted.

### **Recommendations:**

- 1. Delete Appomattox Avenue as a Master Plan roadway between Marksman Circle and Georgia Avenue.**
- 2. Create a new alignment of Appomattox Avenue between Marksman Circle and Hillcrest Avenue as a business district street.**
- 3. Determine the exact alignment of the new roadway at the time of redevelopment of the shopping center property.**



## **Buehler Road**

The 1980 Olney Plan classified Buehler Road as an arterial road with 48 feet of paving between Prince Philip Drive and Spartan Road. The roadway has been built to arterial standards, except for an unbuilt segment approximately 160 feet in length adjacent to Saint Peter's Catholic Church. The southern section of Buehler Road provides access to a neighborhood of approximately 300 homes and Southeast Olney Local Park. To the south of King William Drive, the roadway provides the sole means of access to 21 individual houses. The northern section of Buehler Road provides access to the Camelback Village apartment complex, Saint Peter's Catholic Church, and the WSSC standpipe.

The Buehler Road connection is a critical part of the roadway system in and out of the Town Center. The unbuilt portion of Buehler Road should be used for local vehicular traffic. Where the road is 48 feet wide, the pavement width should be reduced to a size generally consistent with that of a Primary Residential Street. Buehler Road also provides a valuable Town Center connection for pedestrians and bicycles from the adjoining residential communities. The road classification should be changed from an arterial (A-47) to a Primary Residential Street (P-24).

The 1980 Olney Plan also designated an unnamed southerly extension of Buehler Road as a primary residential roadway (P-17) between Prince Philip Drive and Old Baltimore Road. This roadway segment has subsequently been precluded by the Hallowell subdivision and is not needed for connectivity. This segment should therefore be removed from the Olney Plan.

### **Recommendations:**

- 1. Designate Buehler Road as a primary residential roadway with a 70-foot right-of-way between Prince Philip Drive and Spartan Road.**
- 2. Complete the unbuilt portion of Buehler Road north of King William Drive and reduce the pavement width for the 48-foot-wide section to a size generally consistent with a Primary Residential Street**
- 3. Remove the unbuilt portion of Buehler Road south of Prince Philip Drive from the Master Plan.**

## **Spartan Road**

The 1980 Plan designated Spartan Road as an arterial road between Georgia Avenue and MD 108 and as a business district roadway between MD 108 and Appomattox Avenue. Currently, in both segments, Spartan Road performs as a road to distribute commercial traffic within the Town Center. Both segments have an 80-foot right-of-way and there is no need for more than two through travel lanes, although the full pavement width is needed for turning lanes at the intersections with Georgia Avenue and MD 108. Spartan Road should be reclassified between Georgia Avenue and MD 108 from arterial to business district street, which will facilitate application of consistent treatments regarding streetscaping and on-street parking where feasible.



**Recommendation:**

**Designate Spartan Road as a business district street with an 80-foot right-of-way between Georgia Avenue and MD 108.**

**Hillcrest Avenue**

Hillcrest Avenue is designated as a business district street (B-3) with a 70-foot right-of-way. Currently, Hillcrest Avenue serves the Northeast Quadrant of the Town Center, connecting to both Georgia Avenue and MD 108.

No change is recommended for Hillcrest Avenue, but the unbuilt portion of Appomattox Avenue should be realigned to connect Marksman Circle with Hillcrest Avenue as shown in the Town Center Chapter maps and as discussed in the Appomattox Avenue section of this chapter.

**Recommendation:**

**Connect Hillcrest Avenue with a realigned Appomattox Avenue through the Village Mart Shopping Center property.**

**North High Street**

The 1980 Plan classified portions of Third Avenue and North High Street as business district roadways from Georgia Avenue to the limit of commercial zoning, a length of approximately 400 feet. The public right-of-way exists for a North High Street connection to Morningwood Drive.

The Town Center Chapter describes a framework of streets to serve the current and future land use in the Town Center. It includes North High Street between Georgia Avenue and Morningwood Drive as an essential connection for providing vehicular and pedestrian connectivity between the Town Center and the adjoining residential community.

**Recommendation:**

**Extend North High Street to Morningwood Drive as a business district street with a 70-foot right-of-way.**

**SOUTHEAST QUADRANT ROADWAY NETWORK**

The area bounded by Georgia Avenue, Norbeck Road, Layhill Road, Doctor Bird Road, Olney-Sandy Spring Road, and Old Baltimore Road is primarily a low-density residential area referred to as the "Southeast Quadrant." The 1980 Olney Master Plan recommended a network of primary residential streets to serve anticipated development in this area.

The Southeast Quadrant had 347 houses in the 2000 Census. This Plan's recommendations for land use, zoning, and water and sewer service in the Southeast Quadrant, except for the Golden Bear area, reduce the overall growth potential as recommended in the 1980 Plan. The Southeast Quadrant contains the headwaters of the Northwest Branch and the preservation of the rural and environmental resources in the Southeast Quadrant is a major component of this Plan. Batchellors Forest Road is recommended for a Rustic Road designation. Several residential roadway extensions or realignments described in the 1980 Plan, if built, would negatively impact the existing communities and natural resources in the area. Since the proposed level of growth is lower than the potential housing yield of the 1980 Plan in the Southeast Quadrant, these unbuilt roadway alignments should be removed from the Master Plan.

#### **Recommendations:**

- 1. Remove the extension of Emory Lane east of Olney Manor Park. Provide local pedestrian and bicycle access to the park from adjacent development.**
- 2. Remove the extension of Barn Ridge Drive across Batchellors Forest tributary.**
- 3. Remove the relocation of Batchellors Forest Road in the vicinity of the Batchellors Forest tributary.**
- 4. Designate the entire length of Batchellors Forest Road as a rustic road (see more discussion in rustic roads section).**
- 5. Revise the proposed realignment of Batchellors Forest Road north of Farquhar Middle School (described in this Plan as P-16 or "Old Vic Boulevard Extended") to terminate at Batchellors Forest Road opposite one of the Farquhar Middle School driveway entrances.**

#### **RUSTIC ROADS**

Montgomery County's Rustic Roads Program preserves historic and scenic roads that reflect the County's agricultural character and rural origins. The Program defines two categories for rustic roads—rustic, and exceptional rustic—and two country road classifications—country road, and country arterial. Rustic roads generally carry local traffic and are designated based on surrounding land uses and natural features, historic value, and road characteristics. Country road and country arterial are used to classify roadways that have unique rural features but are not intended primarily for local use.

The Rustic Roads Functional Master Plan (December 1996) designates eleven roadway segments within the Olney Master Plan Area. Damascus Road (MD 650) and Sundown Road are classified as country arterials. Griffith Road and portions of Zion Road are classified as country roads. Brookeville Road, Elton Farm Road, Hipsley Mill Road, Howard Chapel Road, and portions of Gregg Road, Riggs Road, and Zion Road are classified as rustic roads.



Appendix A of the Rustic Roads Functional Master Plan also identifies certain roadways as part of the "interim rustic roads program." These roadways were placed in the interim status pending a full analysis and recommendation at the time of the relevant master plan update. Three roadways in the Olney Plan area, Batchellors Forest Road, Brighton Dam Road, and Triadelphia Lake Road, are described in the following paragraphs.

### **Batchellors Forest Road**

Batchellors Forest Road is a narrow, two-lane road, approximately 2.6 miles long, connecting Georgia Avenue (MD 97) to Doctor Bird Road (MD 108). Westminster Drive is the only public road currently connecting to Batchellors Forest Road. Emory Church Road right-of-way as a public road exists between Georgia Avenue and Batchellors Forest Road, but it is unimproved east of Norbrook Drive. Batchellors Forest Road provides the sole access to William H. Farquhar Middle School and Trotters Glen Golf Course. The average daily traffic volume observed during spring 2002 south of William H. Farquhar Middle School was 630 vehicles, primarily local traffic. During the five-year period 1997-2001, there were seven recorded accidents not related to driving under the influence of alcohol or drugs.

William H. Farquhar Middle School is located approximately 3,500 feet south of MD 108 and therefore most of the public access to and from the school is via MD 108. The 1980 Olney Master Plan recommended a realignment of the northern portion of Batchellors Forest Road. A portion of the proposed realignment at MD 108 has been constructed by developers.

Based on this Plan's recommended RNC zoning for vacant and redevelopable properties, the land use pattern in the Southeast Quadrant will remain fairly low-density in nature. The removal of three primary residential roadway extensions or realignments, as described in greater detail in the prior discussion on the Southeast Quadrant, will further protect and enhance the low-density character of this quadrant. Therefore, the designation of most of Batchellors Forest Road as a rustic road would be appropriate. The westernmost section, from Georgia Avenue to a point 1,200 feet east, carries non-local traffic to Olney Manor Recreational Park and should therefore not be classified as rustic. The same consideration for accommodating non-local traffic should be extended 500 feet further to the east if an institutional use is located on the Gandel property.

The realignment of the northern portion of Batchellors Forest Road as proposed in the 1980 Plan would negatively impact the existing character of Batchellors Forest Road at its junction with that road near Farquhar Middle School since it would require improvements to a much longer section of Batchellors Forest Road. The 1980 Plan's realignment of Batchellors Forest Road (P-16) should be modified so that it would extend from its current termini to meet Batchellors Forest Road in a right-angle configuration opposite one of the school driveway entrances. This new alignment of P-16 is henceforth called "Old Vic Boulevard Extended."



## **Recommendations:**

- 1. Designate Batchellors Forest Road as a rustic road between 1,200 feet east of Georgia Avenue and Dr. Bird Road. If an institutional use is located on the Gandel property, the rustic road designation should be removed from the portion of Batchellors Forest Road approximately 1,700 feet east of Georgia Avenue.**
- 2. Extend the primary residential roadway, Old Vic Boulevard Extended, designated as P-16 in this Plan, to terminate at Batchellors Forest Road opposite one of the Farquhar Middle School entrances.**

## **Brighton Dam Road**

Brighton Dam Road is a narrow, two-lane road connecting the Town of Brookeville to Howard County at the Brighton Dam on the Patuxent River. To the east of New Hampshire Avenue, Brighton Dam Road is classified as an arterial roadway. It is used by both local and through traffic. The average daily traffic volume south of Bordly Drive during spring 2002 was 2,650 vehicles.

The designation of Brighton Dam Road as a primary residential roadway, P-23, was shifted to Bordly Drive as part of the Abrams subdivision in 1993. Hence, P-23 follows Bordly Drive between Georgia Avenue and Brighton Dam Road and then Brighton Dam Road between Bordly Drive and New Hampshire Avenue.

The two segments of Brighton Dam Road on either side of Bordly Drive were considered independently for rustic road designation. To the east of Bordly Drive, the roadway, currently classified as a primary residential roadway, is an integral part of the transportation network and is not intended solely for local use. The natural features and vistas along the eastern segment do not warrant rustic road classification.

The outstanding natural features and vistas occur in the portion of Brighton Dam Road to the south of Bordly Drive. Now that Bordly Drive is extended to Georgia Avenue this portion of Brighton Dam Road is for local use.

## **Recommendation:**

**Designate Brighton Dam Road as a rustic road between the Town of Brookeville and Bordly Drive, and as a country road between Bordly Drive and New Hampshire Avenue.**

## **Triadelphia Lake Road**

Triadelphia Lake Road is a narrow, two-lane road approximately 0.8 miles long connecting Georgia Avenue to the Triadelphia watershed recreation area owned by the Washington Suburban Sanitary Commission (WSSC). Triadelphia Lake Road is not currently



designated in the Olney Master Plan. Fewer than ten privately owned parcels gain access to the westernmost portion of the roadway. The roadway connects only to Georgia Avenue and is therefore used exclusively by local traffic. The average daily traffic volume is less than 100 vehicles per day and no accidents have been recorded during the five-year period 1997-2001.

In 2001, the WSSC petitioned Montgomery County to abandon the portion of Triadelphia Lake Road abutting WSSC property. The petition was designed to allow WSSC to limit public access to certain times of day to reduce illegal dumping on its property. The Planning Board supported the petition but the abandonment process was not completed. The designation of Triadelphia Lake Road as a rustic road should not restrict the desirability of the pending or future abandonment case, provided that public access to the Triadelphia watershed recreation area is maintained.

#### **Recommendation:**

**Designate Triadelphia Lake Road as a rustic road.**

#### **Evaluation of Interim Rustic Roads**

	<b>Batchellors Forest Road between Georgia Avenue &amp; Dr. Bird Road</b>	<b>Brighton Dam Road between Bordly Drive &amp; Town of Brookeville</b>	<b>Brighton Dam Road between Bordly Drive &amp; New Hampshire Avenue</b>	<b>Triadelphia Lake Road</b>
Compatible Planned Land Use	√	√	√	√
Narrow, Intended for Local Use	√	√		√
Traffic Volume Consistent with Rustic Status	√	√	√	√
Accident History Does Not Suggest Unsafe Conditions	√	√	√	√
Outstanding Natural Features	√	√		√
Outstanding Vistas of Rural Landscape	√	√		√
Follows Historic Alignments	√	√	√	√

## **LOCAL INTERSECTION IMPROVEMENTS**

From a policy area perspective, based on current area-wide congestion standards specified in the Annual Growth Policy for Olney, the planned transportation system is projected to be adequate. Localized congestion is still forecast to occur, particularly along the southern portion of Georgia Avenue. The forecast 2025 CLV is more than 1800 at some locations, much higher than 1475, the congestion standard for the Olney Policy Area as of July 2004. Local intersection improvements, therefore, are essential to bring the congestion to acceptable levels. These local improvements should be considered on a case-by-case basis as part of the development process, and should be done in a way that protects adjacent communities and the open character of the major roads in the area.

The following intersection improvements are representative of those that could be considered in the future:

- Adding a northbound right-turn lane to Georgia Avenue at Spartan Road
- Adding a southbound left-turn lane to Georgia Avenue at New Hampshire Avenue
- Adding a third approach lane to Old Baltimore Road and Hines Road at Georgia Avenue
- Adding a fourth approach lane to Emory Lane at Georgia Avenue

## **PUBLIC TRANSPORTATION**

Greater emphasis on public transit is necessary to increase the efficient use of roads and help reduce congestion. Transit is generally an attractive option where development densities generate higher volumes of travelers in concentrated locations and shared destination points. This opportunity exists along Georgia Avenue. The 1997 Census update survey indicates that approximately 17 percent of employed Olney residents work in the District of Columbia. The long commuting distance and workplace parking costs help define a market of users for whom public transit is a preferable commuting option, if made sufficiently attractive. In addition to using the current road network for transit, two major improvements would increase the use of transit in Olney. They are the ICC right-of-way and the Georgia Avenue Busway.

The 1994 Aspen Hill Master Plan recommended that the Intercounty Connector (ICC) incorporate a transitway. The 1997 Draft Environmental Impact Statement included a concurrent-flow lane reserved for buses and carpools in the Master Plan Alignment alternative for a limited-access roadway. Exclusive ramps for transit vehicles were also included at selected interchanges including at Georgia Avenue. This Plan endorses the Aspen Hill Master Plan's recommendation for evaluating transit potential of the ICC.

### **Georgia Avenue Busway**

The Georgia Avenue Busway is a proposed express busway in the median of Georgia Avenue to connect communities generally in the Aspen Hill and Olney areas with the Glenmont Metro Station. The Georgia Avenue Busway study, completed by the



Montgomery County Department of Park and Planning in 1998, recommended that a two-lane, bi-directional, bus-only roadway be constructed within the Georgia Avenue median for approximately seven miles between the Glenmont Metrorail Station and the vicinity of Spartan Road south of MD 108 in Olney. The recommended busway concept includes accommodating existing local bus service as well as introducing express bus service.

The bus network should be supported by two ancillary facilities in the Olney Planning Area, the Longwood Recreation Center park-and-ride lot and improved access to the Norbeck Road park-and-ride lot. The 2002 Regional Bus Study conducted by the Washington Metropolitan Area Transit Authority (WMATA) has identified the Montgomery General Hospital campus as a logical site for both increased transit service and for potential park-and-ride facilities.

The Maryland Transit Administration (MTA) has contracted with WMATA to perform a line-and-grade study of the Georgia Avenue Busway. This study would provide the background information required to scope a subsequent environmental impact study, necessary to apply for federal implementation funding. The 1998 Georgia Avenue Busway study should be used as background material for the subsequent detailed planning studies.

#### **Recommendations:**

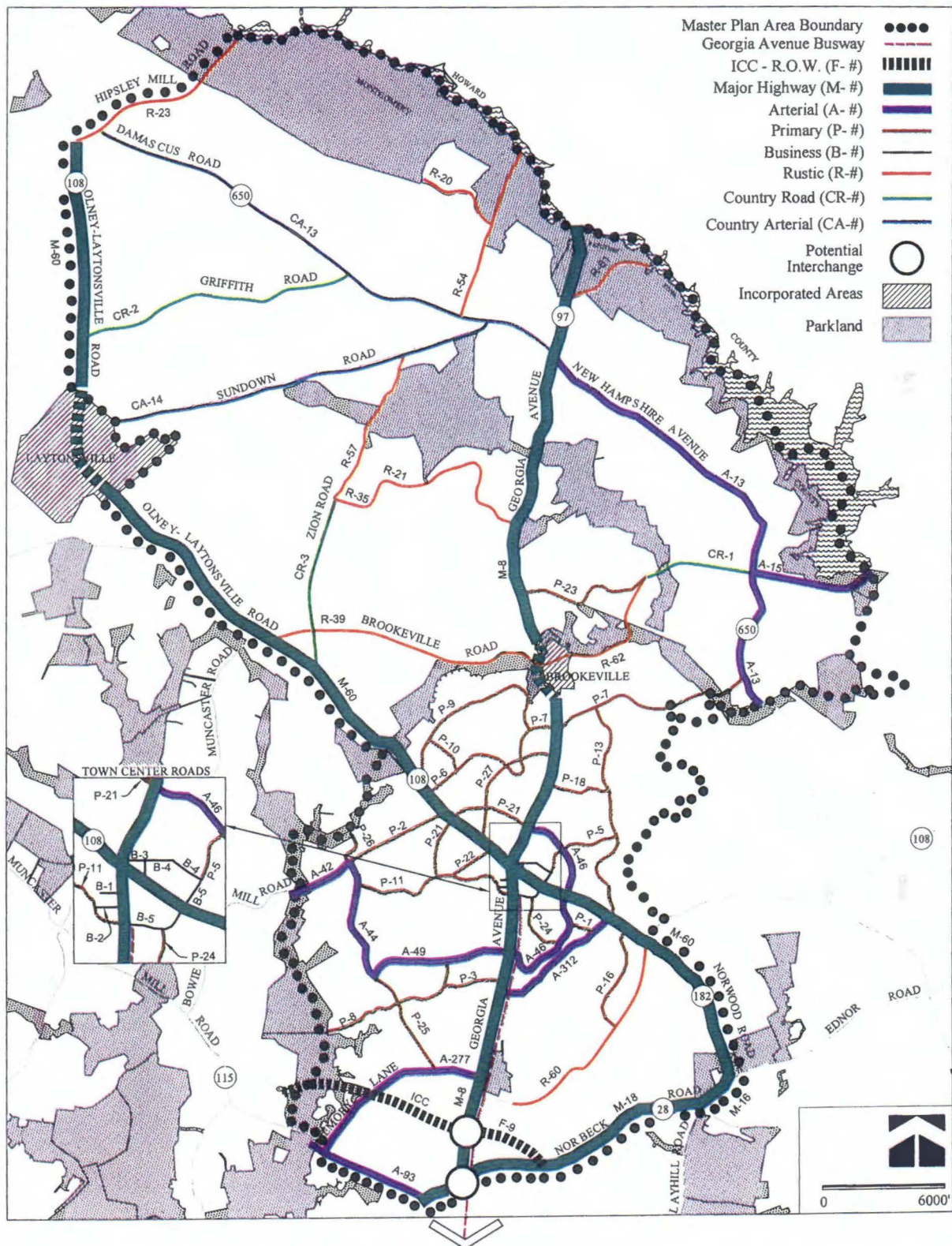
- 1. Explore opportunities to expand public and private transit and paratransit services in Olney.**
- 2. Further evaluation of the Master Plan Alignment alternative for the ICC should continue to evaluate transit and carpool priority treatments.**
- 3. Construct the Georgia Avenue Busway as a two-lane, bi-directional busway within the Georgia Avenue median between Norbeck Road and the vicinity of Spartan Road.**
- 4. Support further study of transit operations, including passenger transfer and bus layover needs, to optimize busway use through feeder bus service. Explore future park-and-ride options including the existing lot east of the Longwood Community Center, the Montgomery General Hospital campus, or shared parking agreements with commercial development within the Olney Town Center.**

#### **ROADWAY NETWORK AND FUNCTIONAL CLASSIFICATION**

The County's road classifications identify road function, service, and right-of-way width to create a rational road hierarchy and ensure room for roadway, streetscape, sidewalks, and bikeways. These recommendations are used as a guide to right-of-way dedication and other elements such as sidewalks and streetscape during the development review process. The following Street and Highway Classification Table identifies minimum right-of-way width and number of lanes for specific roads in the Olney Master Plan Area.



# Roadway Network





## Roadway Classifications

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes <sup>1</sup>
<b>Freeways</b>				
F-9	Intercounty Connector	North Branch Rock Creek to MD 28	300	6, divided
<b>Major Highways</b>				
M-8	MD 97 – Georgia Avenue	MD 28 to Emory Lane	150	6, divided
M-8	MD 97 – Georgia Avenue	Emory Lane to Spartan Road	150	4, divided
M-8	MD 97 – Georgia Avenue	Spartan Road to Prince Philip Road (northern junction)	120	4, divided
M-8	MD 97 – Georgia Avenue	Prince Philip Road (northern junction) to Howard County Line	80	2
M-16	MD 182 – Layhill Road	Ednor Road to MD 28	150	4
M-18	MD 28 – Norbeck Road	MD 115 to MD 182	150	4, divided
M-60	MD 108 – Olney-Laytonsville Road	Hipsley Mill Road to Laytonsville	120	2
M-60	MD 108 – Olney-Laytonsville Road	Laytonsville southern boundary to MD 182	150	4, divided
M-60	MD 182 – Dr. Bird Road	MD 108 to Norwood Road	120	2
M-60	MD 182 – Norwood Road	Dr. Bird Road (MD 182) to Ednor Road	120	2
<b>Arterials</b>				
A-13	MD 650 – New Hampshire Avenue	Hawlings River to MD 97	80	2
A-15	Brighton Dam Road	MD 650 to Howard County Line	80	2
A-42	Bowie Mill Road	North Branch Rock Creek to Cashell Road	80	2

<sup>1</sup> These are the number of planned through lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Georgia Avenue between MD 108 and Norbeck Road includes the proposed Busway in addition to the number of lanes in this table.

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes <sup>1</sup>
A-46	Prince Philip Drive	MD 97 (northern junction) to MD 108	80	4
A-46	Prince Philip Drive	MD 97 (southern junction) to MD 108	80	2
A-49	Hines Road	Cashell Road to MD 97	80	2
A-93	MD 115 – Muncaster Mill Road	North Branch to MD 28	80	2
A-277	Emory Lane	MD 115 to MD 97	80	2
A-312	Old Baltimore Road	MD 97 to MD 108	70	2
<b>Primary Residential</b>				
P-1	Brimstone Academy Drive	Prince Philip Drive to Old Baltimore Road	70	2
P-2	Bowie Mill Road	Cashell Road to MD 108	80	2
P-3	Cherry Valley Drive	MD 97 to Wellfleet Drive	70	2
P-5	Spartan Road	Appomattox Avenue to Old Baltimore Road	70	2
P-6	Briars Road	MD 108 to Heritage Hills Drive	70	2
P-7	Gold Mine Road	Heritage Hills Drive to MD 650	70	2
P-8	Cherry Valley Drive	Wellfleet Drive to 4,000 feet west of Cashell Road	70	2
P-8	Wellfleet Drive	Hines Road to Cherry Valley Drive	70	2
P-9	Olney Mill Road	MD 108 to Gold Mine Road	70	2
P-10	Bloomfield Road	Olney Mill Road to Briars Road	70	2
P-11	Morningwood Drive	MD 97 to Cashell Road	70	2
P-13	Old Baltimore Road	Gold Mine Road to MD 108	70	2
P-16	Old Vic Boulevard Extended	MD 108 to Batchellors Forest Road	70	2
P-18	Owens Road	MD 97 to Old Baltimore Road	70	2
P-21	Queen Elizabeth Drive	MD 97 to Morningwood Drive	70	2



Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes <sup>1</sup>
P-22	Headwaters Drive	MD 108 to Morningwood Drive Extended	70	2
P-23	Bordly Drive	MD 97 to Brighton Dam Road	70	2
P-24	Buehler Road	Prince Philip Drive to Spartan Road	70	2
P-25	Cashell Road	Emory Lane to Hines Road	70	2
P-26	Wickham Drive/Wickham Road	Bowie Mill Road to Plan Boundary	70	2
P-27	Heritage Hills Drive	MD 97 to MD 108	70	2
<b>Rustic Roads</b>				
R-20	Elton Farm Road	Howard Chapel Road to End of Road	70	2
R-21	Gregg Road	Riggs Road to MD 97	70	2
R-23	Hipsley Mill Road	MD 108 to Howard County Line	70	2
R-35	Riggs Road	Zion Road to Gregg Road	70	2
R-39	Brookeville Road	MD 108 to MD 97	70	2
R-54	Howard Chapel Road	MD 650 to Howard County Line	70	2
R-57	Zion Road	Riggs Road to Sundown Road	70	2
R-60	Batchellors Forest Road	MD 97 to MD 108	70	2
R-61	Triadelphia Lake Road	MD 97 to End of Road	70	2
R-62	Brighton Dam Road	Town of Brookeville to Bordly Drive	70	2
<b>Country Arterials</b>				
CA-13	MD 650 – Damascus Road	MD 97 to Hipsley Mill Road	80	2
CA-14	Sundown Road	Town of Laytonsville to MD 650	80	2

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes <sup>1</sup>
<b>Country Roads</b>				
CR-1	Brighton Dam Road	Bordly Drive to MD 650	70	2
CR-2	Griffith Road	MD 108 to MD 650	70	2
CR-3	Zion Road	MD 108 to Riggs Road	70	2
<b>Business District Roads</b>				
B-1	Third Avenue	MD 97 to 400 feet west of MD 97	70	2
B-2	North High Street	MD 97 to Morningwood Drive	70	2
B-3	Hillcrest Avenue	MD 108 to MD 97	70	2
B-4	Appomattox Avenue	Spartan Road to Hillcrest Avenue	70	2
B-5	Spartan Road	MD 97 to Appomattox Avenue	80	2

## BIKEWAY NETWORK

Bicycling is an important recreation activity and occasional commuting option in Olney. The Plan proposes a comprehensive bikeway network that expands the existing facilities to make sure that all significant destinations are accessible to local residents. It is based on the assumption that all roads should be bike and pedestrian friendly. It focuses on connecting the communities with the areas of high pedestrian and local activity, such as the Town Center, schools, libraries, playgrounds and recreational opportunities in the park system.

The proposed shared use path on a portion of Muncaster Mill Road provides a critical link in the park trails network in the North Branch of Rock Creek (see Trail Corridors in the Parks and Recreation Chapter). Any future road projects in this area should incorporate a safe and attractive bikeway for the portion of Muncaster Mill Road between Emory Lane and Meadowside Lane.

The recommended bikeway network will be implemented through public improvements (CIP) and through the subdivision process. All new developments within close proximity to the proposed network should be connected to it whenever possible.

The proposed bikeway plan is guided by the following objectives:

1. Connect the neighborhoods to the community facilities such as schools, the library, ball fields, parks, and other recreational facilities.



2. Connect the surrounding neighborhoods to the Town Center.
3. Connect the local bikeways to those in the surrounding areas of Aspen Hill, Sandy Spring/Ashton, Damascus, and Upper Rock Creek through connections to the Countywide Bikeways Functional Master Plan network.

The proposed bikeway network is designed for various types of users who differ in their needs and desires as far as safety and destinations are concerned. Riders may fit into more than one group, depending on their purpose on any given ride. This Plan recommends the expansion of the existing bikeway system to better serve the following user groups based on the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

**Children or adolescent cyclists** require access to key destinations such as schools, community centers, recreational facilities, libraries and convenience stores. They typically ride on their own or with adults through neighborhood streets with low traffic volumes and speeds or shared use paths.

**Basic cyclists** are casual and less experienced adult riders who also may be using their bicycle for transportation but avoid using roads with fast or busy motor vehicle traffic unless there is ample designated operating space. They should ride along neighborhood streets, shared use paths and well designed bicycle lanes.

**Advanced or experienced cyclists** are generally using their bicycle for longer distances than the other two groups. They generally travel at higher speeds and can operate under most traffic conditions. They are comfortable riding with motor vehicle traffic, prefer to ride along roads that feature few delays (i.e., traffic signals or driveway interruptions) and that provide direct access to destinations.

### **Bikeway Types**

The recommended bikeway plan includes three types of facilities:

**Bike paths, or shared use paths** are off-street paths typically with an asphalt surface separated from the road pavement by a planting strip. These paths are generally between eight and ten feet wide and accommodate two-way bicycle traffic as well as pedestrian traffic. The buffer between the roadway and bike path should be at least five feet, although a larger buffer is preferred. When properly designed, these bikeways greatly minimize conflicts with motor vehicles.

**Bike lanes** are defined as a portion of a roadway that has been designated by signs, striping, or pavement markings for the preferential or exclusive use of bicyclists. Bike lanes are generally located on both sides of a street. They are used where off-road bike paths are not feasible because of limited space or too many driveways, but the roadway is wide enough to provide shoulder area and traffic volumes are not too heavy or fast.

**Shared roadways** are streets designated for bicycle use through the installation of directional and informational signs for shared use of curb lanes for vehicles and bikes.

Generally, these are streets with very limited right-of-way and low traffic volumes and speeds.

**Dual Bikeway** is a roadway that features two types of bikeways: 1) shared use path and bikeway lanes; or 2) shared use path and shared roadway. The roadway corridor accommodates both on-road and off-road bicycling.

### Recommendations:

The following table includes recommended bike paths for the Olney Master Plan Area. In addition, all future developments adjacent to these bike paths should provide appropriate connections from new developments to this network.

### Proposed Bikeways

#	Bikeway	Location	Type
<b>Countywide Bikeways</b>			
BL-20	Bowie Mill Road	MD 108 to North Branch Rock Creek	Bike Lanes
SR-44	Damascus Road/New Hampshire Avenue (MD 650)	Hipsley Mill Road to eastern edge of the Master Plan boundary	Shared Road
SP-38	Dr. Bird Road/Norwood Road (MD 182)	MD 108 to Layhill Road	Shared Use Path
SP-32	Emory Lane	MD 97 to Muncaster Mill Road	Shared Use Path
BL-22	Georgia Avenue (MD 97)	County Line to southern end of Brookeville Bypass	Bike Lanes
SP-39	Georgia Avenue (MD 97)	Southern end of Brookeville Bypass to MD 108	Shared Use Path
SP-29	Georgia Avenue (MD 97)	MD 108 to Norbeck Road (MD 28)	Shared Use Path
BL-19	Hines Road	Cashell Road to Georgia Avenue	Bike Lanes
SP-33	Hines Road/North Branch Connector	Hines Road to North Branch Rock Creek (through Norbeck Country Club property)	Shared Use Path
SP-40	ICC Bikeway	Along the entire ICC ROW	Shared Use Path
SP-31	Layhill Road (MD 182)	Norbeck Road to Ednor Road	Shared Use Path
SR-43	MD 108	Hipsley Mill Road to southern boundary of Laytonsville	Shared Road



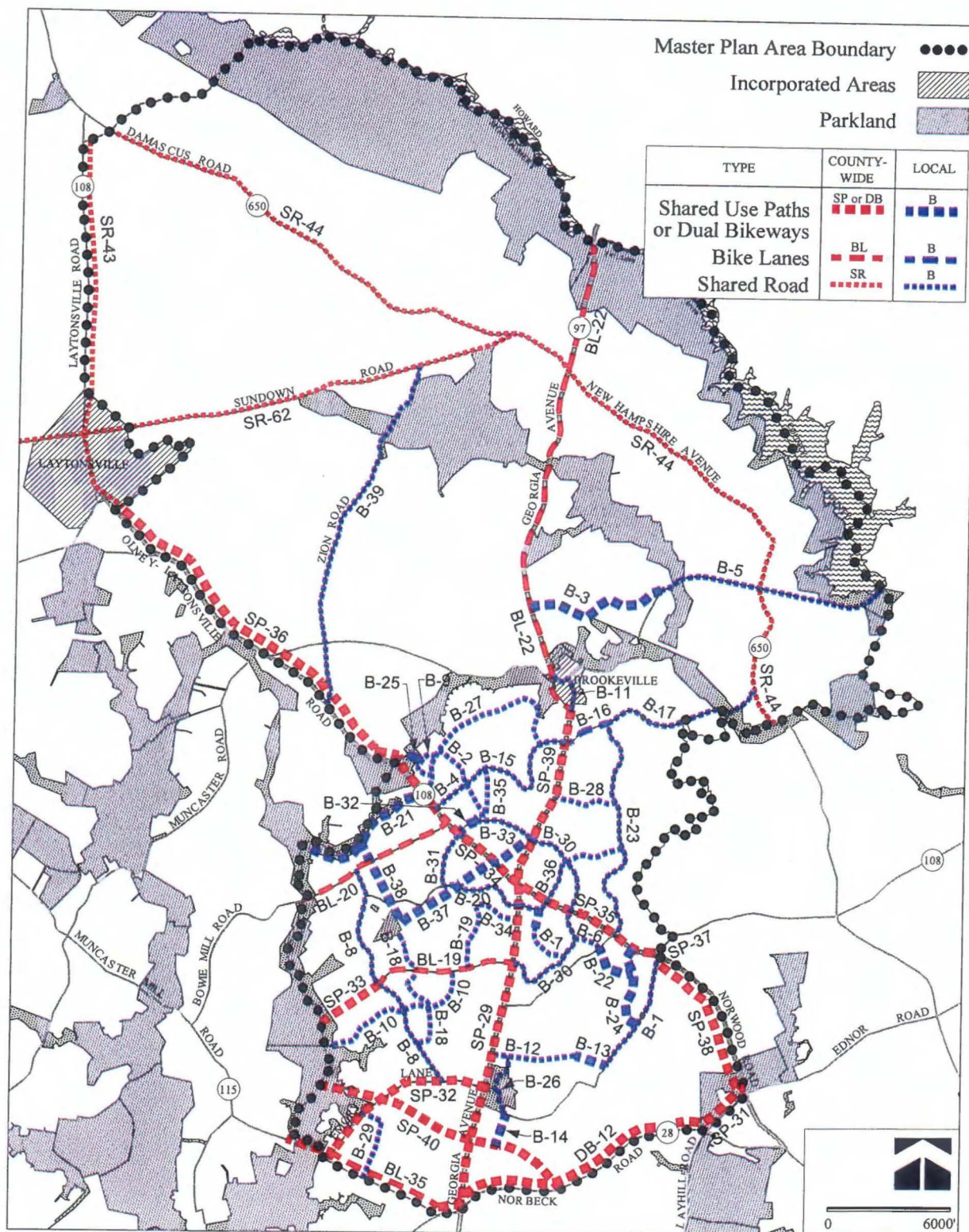
#	Bikeway	Location	Type
SP-34, 35, 36, 37	MD 108	Southern boundary of Laytonsville to eastern limit of the Master Plan area	Shared Use Path
BL-35	Muncaster Mill Road	MD 28 to Plan Boundary, except for a portion between Emory Lane and the trail system in North Branch of Rock Creek which should be Shared Use Path	Bike Lanes
DB-12	Norbeck Road (MD 28)	Muncaster Mill Road to Layhill Road	Dual Bikeway
SR-62	Sundown Road	MD 108 to MD 650	Shared Road
<b>Local Bikeways</b>			
B-1	Batchellors Forest Road	Emory Church Lane to Dr. Bird Road	Shared Road
B-2	Bloomfield Road	Rolling Acres Way to Olney Mill Road	Shared Road
B-3	Bordly Drive	MD 97 to Brighton Dam Road	Shared Use Path
B-4	Briars Road	MD 108 to Heritage Hills Drive	Shared Road
B-5	Brighton Dam Road	Bordly Drive to County line	Shared Road
B-6	Brimstone Academy Drive	Old Baltimore Road to Prince Philip Drive	Shared Road
B-7	Buehler Road	Prince Philip Drive to Spartan Road/ except for the unpaved right-of-way of Buehler Road, which is Shared Use Path	Shared Road/Shared Use Path
B-8	Cashell Road	Bowie Mill Road to Emory Lane	Shared Road
B-9	Charley Forest Street	Between Olney Mill Road and the park	Shared Road
B-10	Cherry Valley Drive/Wellfleet Drive	North Branch of Rock Creek to Hines Road	Shared Road
B-11	Church Street/ Market Street	Through Brookeville	Shared Road
B-12	Emory Church Lane	Georgia Avenue to end of the current paved section	Shared Road
B-13	Emory Church Lane Connector	Emory Church Lane to Batchellors Forest Road (in existing unpaved right-of-way)	Shared Use Path

#	Bikeway	Location	Type
B-14	Gandel Property Connector	Batchellors Forest Road to Intercounty Connector (ICC) right-of-way	Shared Use Path
B-15	Gold Mine Road	Briars Road to Georgia Avenue (MD 97)	Shared Road
B-16	Gold Mine Road	MD 97 to Old Baltimore Road	Bike Lanes
B-17	Gold Mine Road	Old Baltimore Road to MD 650	Shared Road
B-18	Goose Creek Road/Macduff Avenue	Cashell Road Local Park to Cashell Road	Shared Road
B-19	Lafayette Drive	Queen Mary Drive to Hines Road	Shared Road
B-20	Morningwood Drive	MD 97 to Queen Elizabeth Drive	Shared Road
B-21	Norbeck Grove Bike Path	North Branch Rock Creek to MD 108 (on the HOA property)	Shared Use Path
B-22	Northwest Investment Property Connector	Batchellors Forest Road to Old Baltimore Road	Shared Use Path
B-23	Old Baltimore Road	Gold Mine Road to MD 108	Shared Road
B-24	Old Vic Blvd. Extended	Farquhar Middle School to MD 108	Shared Use Path
B-25	Olney Boys and Girls Club Connector	Charley Forest Street to Olney Boys and Girls Club (across parkland to OBGC)	Shared Use Path
B-26	Olney Manor Park	Emory Church Lane to Batchellors Forest Road (could be routed through Kimble property, if acquired)	Shared Road
B-27	Olney Mill Road	MD 108 to Gold Mine Road	Shared Road
B-28	Owens Road	MD 97 to Old Baltimore Road	Shared Road
B-29	Pinetree Road/Sycamore Lane	Emory Lane to Muncaster Mill Road	Shared Road
B-30	Prince Philip Drive	MD 97 east to MD 108, MD 108 north to MD 97 (existing bikeway is not built to standards)	Shared Road
B-31	Queen Elizabeth Drive	Morningwood Drive to MD 108	Shared Road
B-32	Queen Elizabeth Drive	MD 108 to Rolling Acres Way	Shared Use Path
B-33	Queen Elizabeth Drive	Rolling Acres Way to MD 97	Shared Road
B-34	Queen Mary Drive	MD 97 to Lafayette Drive	Shared Road
B-35	Rolling Acres Way	Queen Elizabeth Drive to Briars Road	Shared Road



#	Bikeway	Location	Type
B-36	Spartan Road	MD 97 to Old Baltimore Road	Shared Road
B-37	Utility ROW-Gas	Cashell Neighborhood Park to Queen Elizabeth Drive	Shared Use Path
B-38	Utility ROW-Pepco	Norbeck Grove Bike Path to Cashell Neighborhood Park	Shared Use Path
B-39	Zion Road	MD 108 to Sundown Road	Shared Road

## Bikeway Network







## **PARKS AND RECREATION PLAN**

### **Goal:**

*Provide a network of local and countywide parks that offers recreational activities, supports an interconnected trail system, protects important natural features and creates attractive settings for cultural and historical resources.*

### **INTRODUCTION**

The Olney Master Plan Area includes approximately 2,500 acres of parkland, which serves both active and passive recreation needs including playgrounds, trail corridors, protection of natural areas and preservation of historic and cultural sites. Parkland plays an important role in defining Olney as a community; the North Branch of Rock Creek, Hawlings and Reddy Branch Stream Valley Parks encircle Southern Olney to the north and west and help mark the transition from town to countryside.

The residents of Olney have expressed the need for more parks and open space in Olney. Many people have voiced the need for unprogrammed park space, where people may simply go to enjoy informal outings. Another issue is how to provide better access to parkland. While Olney is close to a network of local and regional parks, getting to them by means other than automobile is difficult. One of the objectives of this Plan is to integrate sidewalks, bike paths and bike trails so that people may leave their house and either bike or walk to parks.

More detail about the basis of the recommendations in this section can be found in a document prepared separately during the Master Plan process entitled *Park and Trail Analysis for the Olney Planning Area*.

The park and trail planning objectives and recommendations are organized by the four functions of parkland in Montgomery County:

1. to provide recreation opportunities;
2. to enhance resource protection;
3. to provide trail corridors; and
4. to protect historic, archeological and cultural features.

### **RECREATION OPPORTUNITIES**

The Olney area includes one recreation park, one conservation park, three stream valley parks, eight local parks and seven neighborhood parks. Although analysis of park needs based on population estimates and projections indicate Olney is generally well served by park and recreation facilities, a need for three additional ballfields is projected by the year 2010. The County Recreation Department has identified a future need for an outdoor pool in this area of the County. Residents have prepared a petition requesting a skateboard park to serve Olney area youth.



Three properties in the Southeast Quadrant are appropriate for purposes of active and passive recreation and should be acquired as parkland. Two of these properties, Kimble and Graefe, are located adjacent to the Olney Manor Park. The Kimble property, with an existing open field, could be buffered from adjacent homes by evergreen plantings and provide the opportunity for one or more of the following: a picnic/playground area; a soccer/lacrosse field; or an outdoor pool. Acquiring all or part of the wooded Graefe property could provide nature trails and other passive recreation opportunities with a buffer for nearby homes. Acquiring both properties would allow the greatest flexibility in terms of providing additional active and passive recreational facilities while allowing a natural buffer at the park's edge. The third property, the approximately 17-acre portion of the Casey property next to Farquhar Middle School, would serve the need for a future active recreation local park in the area and could be shared by the school.

In addition, the former Oaks Landfill should be reserved for the future recreational needs of the area. The landfill buffer area is currently used for a natural surface trail, but other future uses are possible including a picnic/playground area or an equestrian area.

An open field area exists on the parkland in the Reddy Branch Stream Valley Park adjacent to the Olney Boys and Girls Club. It could be needed to meet the future active recreation needs of the local community, the Rosa Parks Middle School, and the Olney Boys and Girls Club. It should be reserved for future active recreation needs.

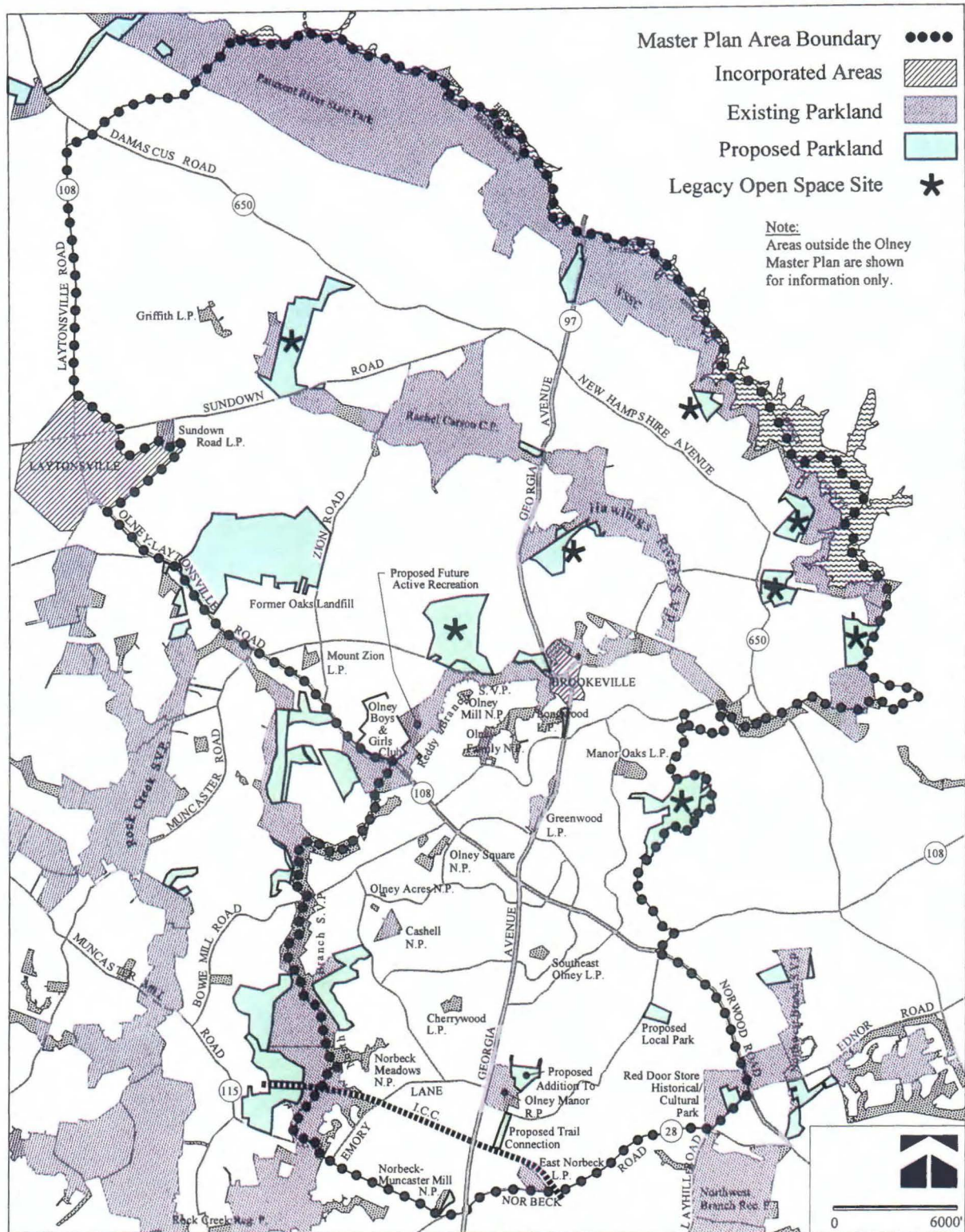
#### **Recommendations:**

- 1. Expand Olney Manor Recreational Park through acquisition of the Kimble property and all or part of the Graefe property.**
- 2. Construct a skateboard park facility at Olney Manor Park.**
- 3. Acquire the open field site adjacent to Farquhar Middle School for a new local park.**
- 4. Reserve the existing open field parkland area adjacent to the Olney Boys and Girls Club for future active recreation, if needed.**
- 5. Develop nature trails in Cashell Neighborhood Park to provide community connections and access to the natural areas of the park.**
- 6. Retain Griffith Local Park primarily as a passive recreation area. The area has become wooded. Future picnic or playground facilities could be considered if desired by the community.**
- 7. Retain the Oaks Landfill site for existing and future recreation purposes except for the area on the west side of Riggs Road.**
- 8. Recognize the long-term need for an outdoor aquatic facility.**
- 9. Acquire the vacant WSSC property along Charley Forest Street to provide trail access to the Olney Boys and Girls Club site if it is not needed for WSSC use.**

10. **Expand Norbeck-Muncaster Mill Neighborhood Park by a minimum of 5.4 acres as required by the Planning Board in the approval of Small's Nursery subdivision. The precise amount and configuration of the proposed parkland will be determined in conjunction with the SHA study regarding road improvements at the intersection of Georgia Avenue and Norbeck Road. If the State is unable to purchase its portion of the additional parkland from the owner, the M-NCPPC should seek opportunities to expand the park if other adjacent properties become available.**
11. **Expand the development at East Norbeck Local Park to provide additional parking, a soccer field and total park renovation.**
12. **Require major new subdivision developments to provide private neighborhood recreation and trail connections to parks and park trails to serve their new residents.**



## Existing and Proposed Parkland





## **RESOURCE PROTECTION**

A major concern in the Olney Area is the continued protection of the drinking water supply of the County in the Patuxent River watershed, which includes the Triadelphia and Rocky Gorge Reservoirs. Although most of the watershed west of Georgia Avenue is in the Agricultural Reserve and there is no immediate threat to these resources, more should be done to protect the open spaces and sensitive resources in the Patuxent River watershed, particularly in the area east of Georgia Avenue that is zoned for rural cluster. The continued protection of the North Branch of Rock Creek is also of concern as well as the Southeast Quadrant of Olney.

In general, this Plan recommends the following guidelines for resource protection in parkland:

1. Balance the stewardship of sensitive areas (i.e. streams and their buffers; steep slopes; 100 year floodplains; highly erodible soils; wetlands and wetland buffers; habitats of rare, threatened, endangered or watch-list species of plants and animals; archeological sites; and historical sites) with recreation.
2. Facilitate enjoyment and appreciation of nature in all parks through naturalized landscapes and sound stewardship of environmentally sensitive areas.
3. Locate any new recreation facilities, except judiciously placed trails, outside of sensitive areas.

Specific recommendations for properties that should become part of the park system to better protect natural resources are included in the Environmental Resources Chapter of this Plan. The following park acquisition recommendations for the protection of natural resources reflect those recommendations and are described in the Legacy Open Space section of the Implementation Chapter.

### **Recommendations:**

1. **Acquire several sites in the Patuxent River watershed to protect water supply.**
2. **Acquire portions of the Mess property in northeast Olney through dedication to preserve the high quality forest stand.**

## **TRAIL CORRIDORS**

The 1998 Countywide Park Trails Plan proposes an interconnected system of natural and hard surface trails. Olney lies within three of the Trail Corridors identified in the Plan: the Rock Creek, the Northwest Branch, and the Patuxent River. Residents in Olney will one day have access to a large network of hard surface and natural surface trails. Providing community access to regional trails requires that trails be incorporated as a feature of new subdivisions and that bike paths and walkways connect to park trails.



Currently, the Countywide Park Trails Plan indicates a park trail located in the vicinity of Howard Chapel Road. Residential properties and their configuration along this road precludes any park trail opportunities. Therefore, the Countywide Park Trails Plan should be amended as shown in the Implementation Chapter (Relation of Olney Master Plan Area to Park Trail Corridors) to identify a broader area for a future trail, which could either be a trail easement, or a park trail. Until a final alignment is identified and implemented, the shoulder along Howard Chapel Road will provide a connection between Rachel Carson Conservation Park and the Patuxent River trail corridor.

The following recommendations to implement the Countywide Park Trails Plan are discussed in more detail in the *Park and Trail Analysis Report*. The Countywide Park Trails Plan should be amended to reflect these recommendations.

#### **Recommendations:**

##### **In the Northwest Branch Greenway Trail Corridor:**

- 1. Amend the Countywide Park Trails Plan to show a generalized area for a future trail route between Rachel Carson Conservation Park and the Patuxent River.**
- 2. Use a portion of the proposed parkland on the Mess property for a trail connection from Sandy Spring to Dellabrooke.**

##### **In the Rock Creek Trail Corridor:**

- 1. Ensure connection of North Branch trail to the ICC.**
- 2. Minimize impacts to the sensitive biodiversity areas in the North Branch of Rock Creek by routing the proposed hard surface trail in that area at the narrowest point to the proposed bike path along Emory Lane.**
- 3. Provide safe crossing of Muncaster Mill Road (traffic light preferred) from the Emory Lane bike path to a bike path on the south side of Muncaster Mill Road for access to Rock Creek Regional Park.**
- 4. Extend the Percheron Trail from the Agricultural History Farm Park to the trail network at the former Oaks Landfill through the use of trail easements.**
- 5. Link the existing equestrian trail systems on the former Oaks Landfill and the Percheron Trail.**

### **In the Patuxent River Trail Corridor:**

- 1. Provide a natural surface trail along the Patuxent River. Opportunities for new trails in future developments in the area should be considered.**
- 2. Encourage WSSC to designate an existing maintenance road as suitable for trail use.**

### **Other Trail Connection Proposals**

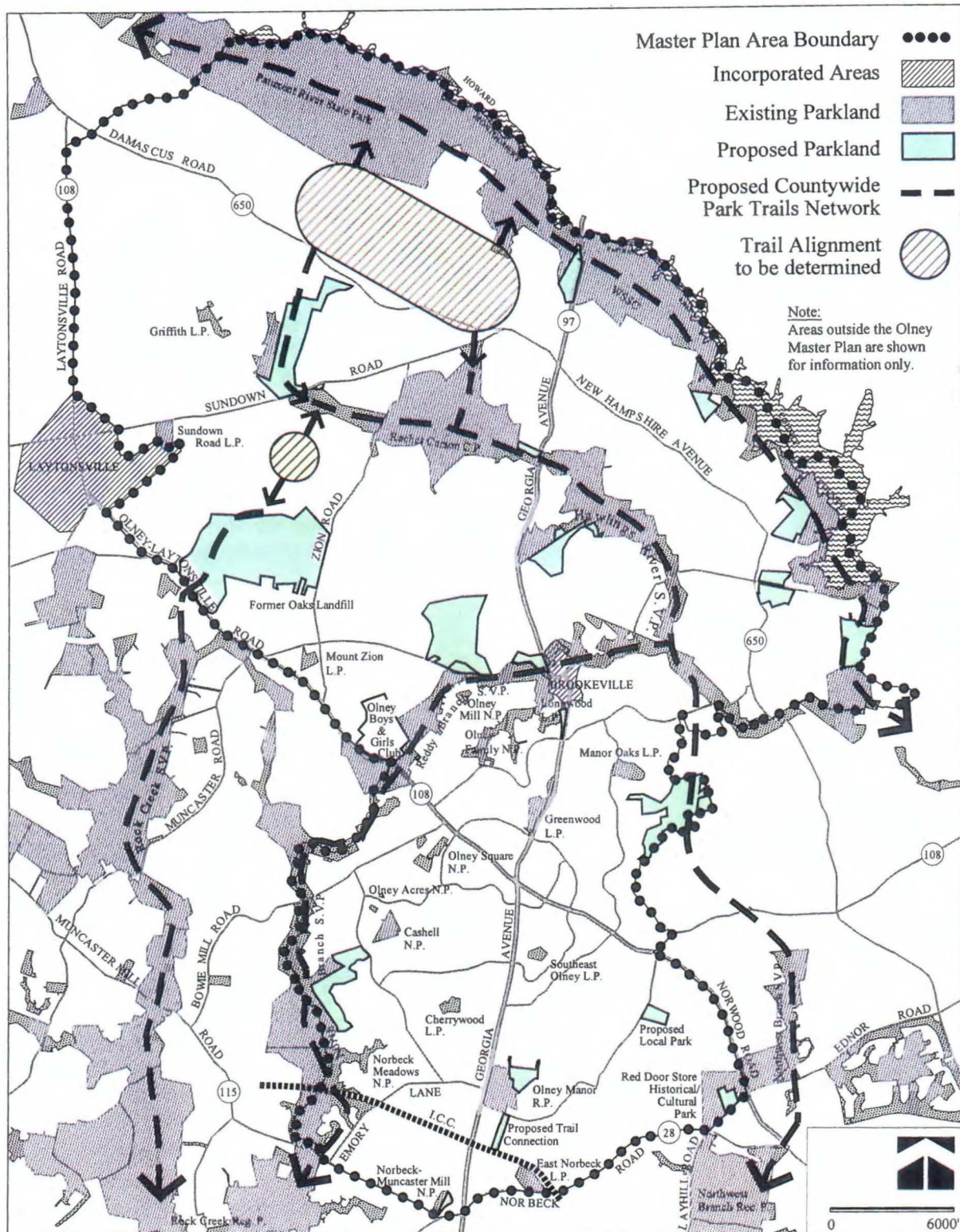
Bikeways, easements and sidewalks should be provided to improve local access between major Countywide trails in the park system and residential neighborhoods. Parkland should be acquired as needed or trail easements provided on intervening properties to accommodate a trail or bike path connection to the Countywide park trails system in the Master Plan area. Access to the Countywide park trails network should be provided on the following properties when they are developed: North Branch of Rock Creek Trail Corridor from the Norbeck Country Club property; Northwest Branch Park Trail Corridor through the Mess property; and a trail/bike path connection between Olney Manor Park and the east-west trail in the Intercounty Connector (ICC) right-of-way through the Gandel property in the Southeast Quadrant. A local connection to Olney Manor Park from the adjoining Polinger property should be considered when that property redevelops.

### **Recommendations:**

- 1. Connect Olney Manor Park and the proposed bike path in the ICC right-of-way through a hard surface trail or bike path.**
- 2. Include public access to trail system in the North Branch of Rock Creek Park in any redevelopment proposal for the Norbeck Country Club.**
- 3. Provide trail access from Olney Mill residences to the Olney Boys and Girls Club.**
- 4. Explore opportunities for safe trail crossings whenever any planned road improvements are considered at or near the following locations:**
  - a. Bowie Mill Road and North Branch Trail.**
  - b. Maryland 108 and the Percheron natural surface trail extension. Study retaining and improving the blinking traffic light installed for truck access to the closed Oaks Landfill for a safe crossing for trail users.**
  - c. East-west access to Oakley Cabin Trail at the proposed Brookeville Bypass.**
  - d. Holland Store (Red Door store) property.**



# Countywide Park Trails Network





## HISTORIC RESOURCES PLAN

### **Goal:**

*Protect the important historic and archeological resources in the area.*

### **HISTORY OF OLNEY**

Olney has grown from an early nineteenth century crossroads surrounded by rolling farmlands to a twenty-first century suburb of Washington, D.C. Among the first to settle in the area was Richard Brooke, the "Fighting Quaker" of the Revolutionary War. He built a large home, "Fair Hill," near what is now the Town of Brookeville, and his estate was called "Oakley Farm." The manor house and land was passed to Col. Brooke's daughter, Ann, who with her husband William Hammond Dorsey remained there until 1818.

Around 1808, Whitson Canby, a Quaker from Pennsylvania, bought an acre of the Fair Hill property and established a pottery works at the crossroads of what was then the intersection of Brookeville-Georgetown Road and Ashton-Sandy Spring Road. Canby produced earthenware sold at wholesale for large-scale distribution. William Kelly, a blacksmith and wheelwright from Pennsylvania, operated another turn-of-the-century business at the crossroads, which catered mainly to the area farmers for nails, hoes, axes, cooking kettles, and horseshoes. The area came to be known as Mechanicsville.

During the first half of the 1800's, an agricultural depression affected much of the region surrounding Olney. The "Oakley Cabin," a surviving historic resource, was built during this time. The cabin is believed to have been the home of enslaved peoples from the Oakley/Dorsey farm and later to free black families. Although the names of individuals who lived at the cabin before the 20<sup>th</sup> century are unknown, records reveal names such as Diggs, Wallace and Duckett, representing the African-American families who resided on or near the site.

By 1829, the crossroads community had enough business to sustain its own post office. Dr. Charles Farquhar, who now owned the house built by Whitson Canby at the intersection of Georgia Avenue and Olney-Laytonsville Road, named it "Olney House." The name Mechanicsville was officially changed to Olney in 1851. The area became a vibrant trading center, with a tollgate and a turnpike, three dry goods stores, a post office, a blacksmith shop, a wheelwright business, and a pottery works. These businesses supplied the needs of a relatively small number of families living on scattered farms containing some of the richest and most productive farmland in the region.

Prior to the Civil War, African-Americans were attracted to this part of the County because of the anti-slavery sentiment of the Quaker and Methodist communities in the Olney/Brookeville/Sandy Spring area. In the nineteenth century, the greater Olney area was notable for the presence of a number of African-American communities established by freed slaves after the Civil War.



Olney remained primarily an agricultural area through the 1950's when rapid suburbanization began to occur throughout the County, mainly to provide housing for returning servicemen beginning families after World War II. In the decades that followed, Olney grew significantly, especially in the 1980s when most of the agricultural land south of the Town of Brookeville was converted to residential subdivisions.

## **PROTECTION OF HISTORIC RESOURCES**

The *Master Plan for Historic Preservation* and the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. When an historic resource is placed on the *Master Plan for Historic Preservation*, the adoption action officially designates the property as an historic site or historic district, and subjects it to the further procedural requirements of the Historic Preservation Ordinance.

Designation of historic sites and districts serves to highlight the values that are important in maintaining the individual character of the County and its communities. It is the intent of the County's preservation program to provide a rational system for evaluating, protecting and enhancing the County's historic and architectural heritage for the benefit of present and future generations of Montgomery County residents. The challenge is to weave protection of this heritage into the County's planning program so as to maximize community support for preservation and minimize infringement on private property rights.

Once designated on the *Master Plan for Historic Preservation*, historic resources are subject to the protection of the Ordinance. Any substantial changes to the exterior of a resource or its environmental setting must be reviewed by the Historic Preservation Commission and a historic area work permit issued under the provisions of the County's Preservation Ordinance. The environmental setting for each site is the entire parcel on which the resource is located. The environmental setting of a historic resource can be modified at a later stage, generally when the property is subdivided.

In addition to protecting designated resources from unsympathetic alteration and insensitive redevelopment, the County's Preservation Ordinance also empowers the County's Department of Permitting Services and the Historic Preservation Commission to prevent the demolition of historic buildings through neglect.

The Montgomery County Council passed legislation in September 1984 to provide for a tax credit against County real property taxes in order to encourage the restoration and preservation of privately owned structures located in the County. The credit applies to all properties designated on the *Master Plan for Historic Preservation*. Furthermore, the Historic Preservation Commission maintains up-to-date information on the status of preservation incentives including tax credits, tax benefits possible through the granting of easements on historic properties, outright grants and low-interest loan programs.



The following properties in the Olney Master Plan Area have previously been designated on the *Master Plan for Historic Preservation* and this Plan reconfirms those designations, with the environmental settings and descriptive language included in the original designations:

- 23/005-000 Griffith (Israel) House 5900 Damascus Road
- 23/006-000 Dorsey (Samuel O.) House 5701 Damascus Road
- 23/008-000 Howard Family Cemetery West Side Elton Farm Road near End
- 23/009-000 Elton 3801 Elton Farm Road
- 23/011-000 Howard Chapel Cemetery Howard Chapel & Elton Farm Road
- 23/012-000 Greendale Farm/Royer-Brooks House 23200 Howard Chapel Road
- 23/015-000 Tusculum/Griffith-Hutton House 4601 & 4609 Damascus Road
- 23/017-000 Edgehill 4920 Griffith Road
- 23/019-000 Retirement 5501 Griffith Road
- 23/026-000 The Oaks (Riggs House) 5815 Riggs Road, Laytonsville
- 23/027-000 Riggs (Samuel) Farm/Oaks I 5310 Riggs Road
- 23/029-000 Fair Hill 5929 Sundown Road
- 23/031-000 Pleasant Fields/Sundown Hills 4615 Sundown Road
- 23/033-000 Dwyer (Dr.) House/Bleakwood 3730 Damascus Road
- 23/035-000 Gaither Farm/Rolling Acres 3111 Mt. Carmel Cemetery Road
- 23/037-000 Triadelphia Historic District Triadelphia Reservoir
- 23/038-000 Triadelphia Cemetery South of Triadelphia Lake Road
- 23/045-000 Greenwood Mill Site Georgia Avenue
- 23/046-000 Greenwood 21315 Georgia Avenue
- 23/047-000 Pleasant View 21000 Georgia Avenue
- 23/051-000 Clover Hill 21310 Zion Road
- 23/053-000 Mt. Zion School 5005 Brookeville Road
- 23/054-000 Bon Secours 4901 Brookeville Road
- 23/057-000 Falling Green 4501 Olney-Laytonsville Road
- 23/058-000 Jones (Gustavus) Farm 4112 Brookeville Road
- 23/059-000 Locust Hill 4415 Brookville Road
- 23/060-000 Oakley Log House Brookville Road
- 23/063-000 Longwood 2900 Dubarry Lane
- 23/064-000 Oak Grove 19101 Georgia Avenue
- 23/065-000 Brookeville Historic District
- 23/066-000 Bordley's Choice/Marywood 20015 Georgia Avenue
- 23/069-000 Brookeville Woolen Mill & House 1901 Brighton Dam Road
- 23/071-000 Far View 21650 New Hampshire Avenue
- 23/072-000 Prospect Hill 1811 Brighton Dam Road
- 23/073-000 Gittings Ha Ha 21030 New Hampshire Avenue
- 23/079-000 Roslyn Bank Barn 20401 New Hampshire Avenue
- 23/081-000 Holland (Landgate) Farm 2030 Brighton Dam Road
- 23/082-000 Holland (Grafton) Farm 2240 Brighton Dam Road
- 23/084-000 Brooke Meadow 1711 Gold Mine Road
- 23/084-000 Ellicott Mine 2201 Gold Mine Road, Brookeville
- 23/085-000 Fairfield 20010 New Hampshire Avenue



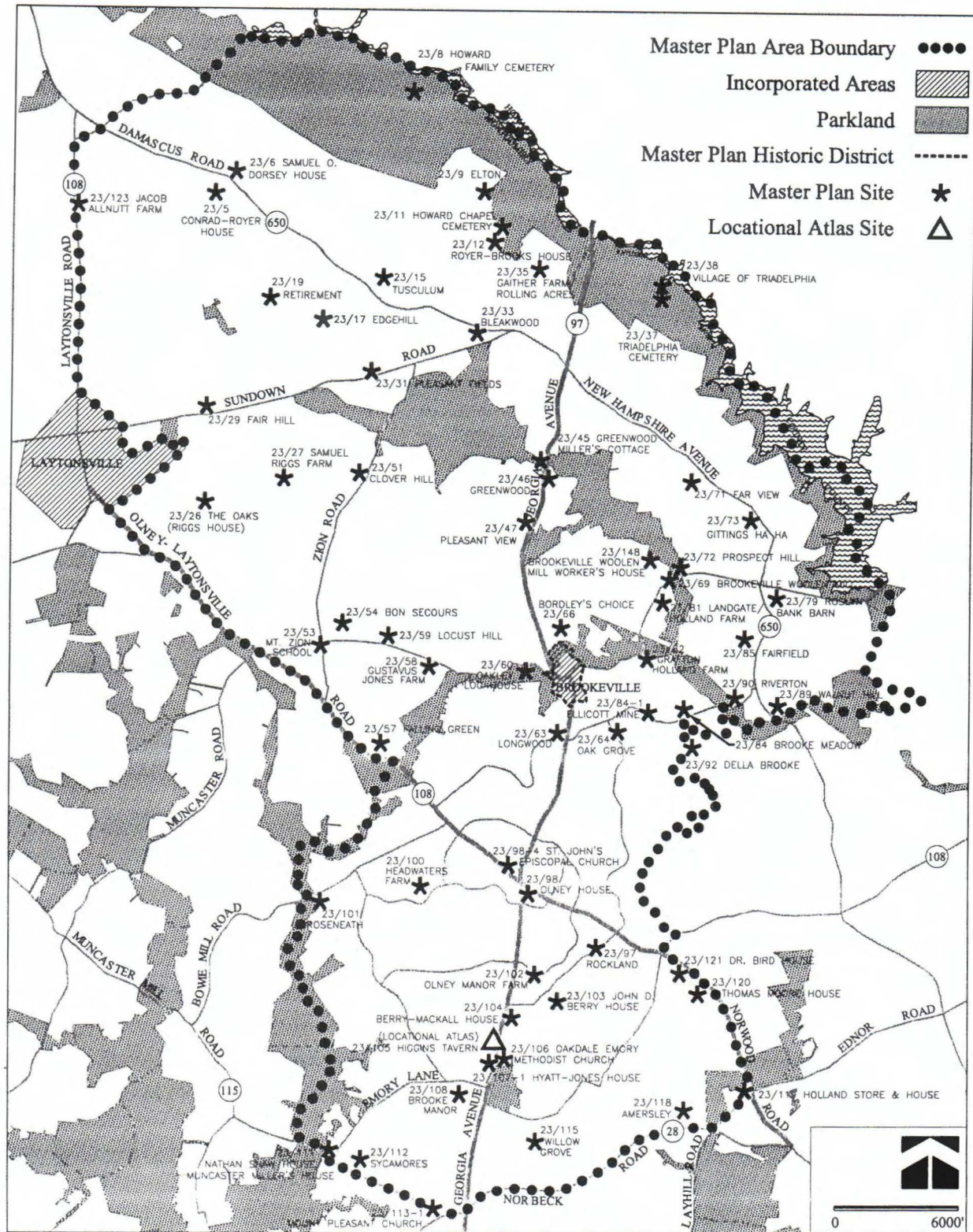
23/089-000 Walnut Hill 19515 New Hampshire Avenue  
 23/090-000 Riverton 1201 Gold Mine Road, Brookeville  
 23/092-000 Della Brooke 19300 Pyrite Lane  
 23/093-000 Sharon 1630 Hickory Knoll Road  
 23/097-000 Rockland 18430 Brooke Grove Road  
 23/098-002 Olney House Olney-Laytonsville Road  
 23/098-004 St. John's Episcopal Church 3427 Olney-Laytonsville Road  
 23/100-000 Headwaters Long Driveway off Route 108  
 23/101-000 Roseneath 17979 Bowie Mill Road  
 23/102-000 Olney Manor Farm 17510 Prince Phillip Drive  
 23/103-000 John D. Berry House 17201 Palomino Court  
 23/104-000 Berry-Mackall House 17017 Georgia Avenue  
 23/106-000 Oakdale/Emory United Methodist Church 3515 Emory Church Road  
 23/107-000 Hyatt-Jones House 16644 Georgia Avenue  
 23/108-000 Brooke Manor/James Barnsley House 16300 Georgia Avenue  
 23/111-000 Shaw (Nathan) House/Muncaster Millers House 15910 Emory Lane  
 23/112-000 Sycamores 15708 Sycamore Grove Court  
 23/113-001 Mount Pleasant Church 4021 Muncaster Mill Road  
 23/115-000 Willow Grove 16301 Batchelor's Forest Road  
 23/118-000 Amersley 16212 Whitehaven Road  
 23/119-000 Holland House and Store 16400 Layhill Road  
 23/120-000 Moore (Thomas) House 17214 Dr. Bird Road  
 23/121-000 Bird (Dr.) House 17420 Dr. Bird Road  
 23/123-000 Allnutt (Jacob) Farm 23601 Route 108  
 23/148-000 Brookeville Woolen Mill Worker's House 20529 Riggs Hill Way

Resources in the Olney Planning Area currently designated on the *Locational Atlas*:  
 23/105-000 Higgins Tavern, and 16812 Georgia Avenue

#### **Recommendation:**

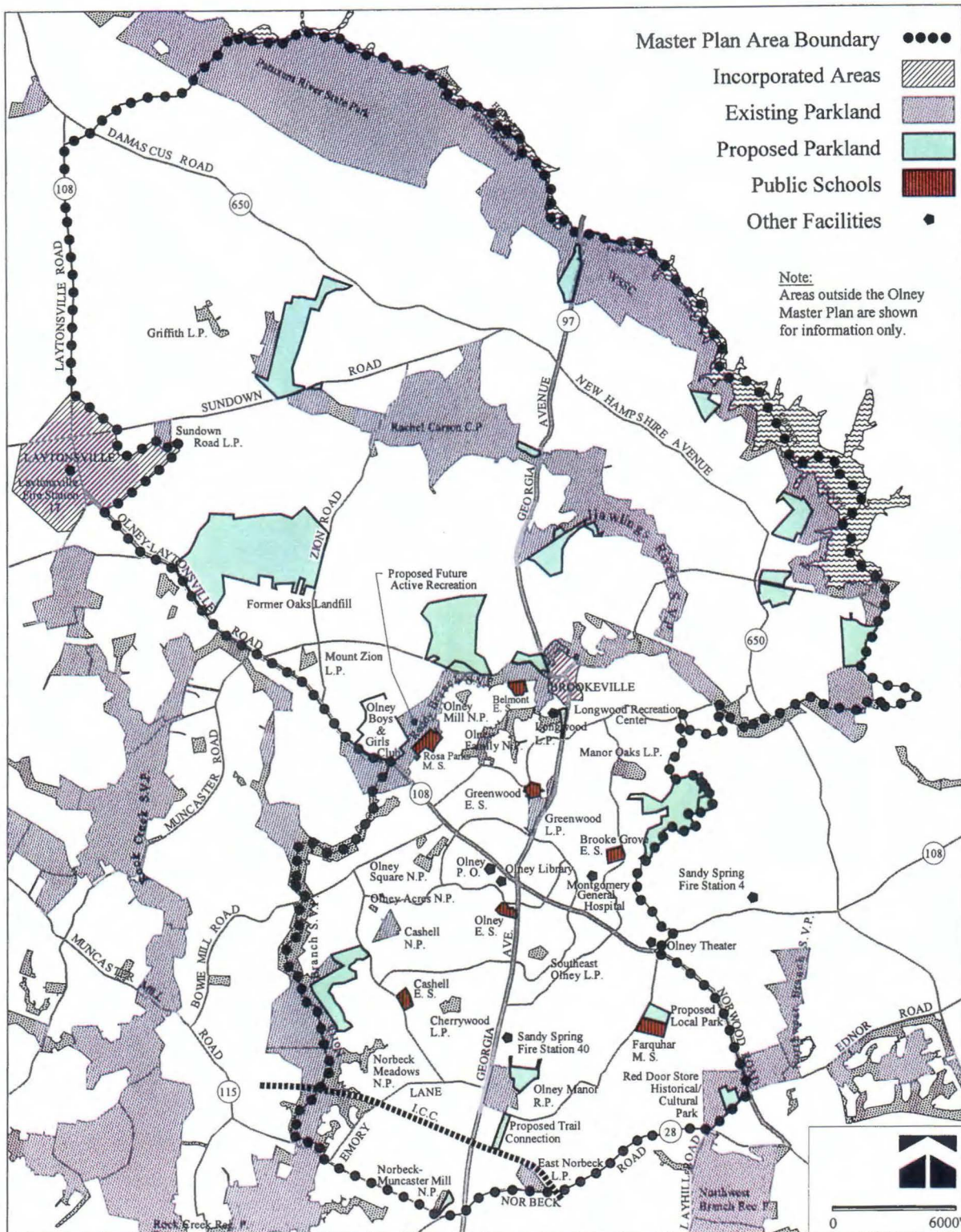
**Work with local and state historic preservation groups to explore opportunities to protect, preserve, and publicize the important historic and archeological resources in the Olney Planning Area.**

## Historic Resources





## Community Facilities





## COMMUNITY FACILITIES PLAN

### SCHOOLS

The Olney Master Plan Area overlaps six high school cluster area boundaries: Sherwood; James Hubert Blake in the Northeast consortium; Rockville; Col. Zadok Magruder; Gaithersburg; and Damascus. A majority of the students in the area attend schools in the Sherwood and Magruder clusters. There are five elementary and two middle schools in the Master Plan area, all of them in Southern Olney.

#### Existing Public Schools in the Olney Master Plan Area

School	Acreage	Building Square Footage	Year Opened/ Renovated
Belmont Elementary School	10.5	49,279	1974
Brook Grove Elementary School	11.0	72,582	1989
Cashell Elementary School	10.2	42,860	1969
Farquhar Middle School	20.0	116,300	1968
Greenwood Elementary School	10.0	45,186	1970
Olney Elementary School	9.9	68,755	1954/1990
Rosa Parks Middle School	24.1	130,374	1992

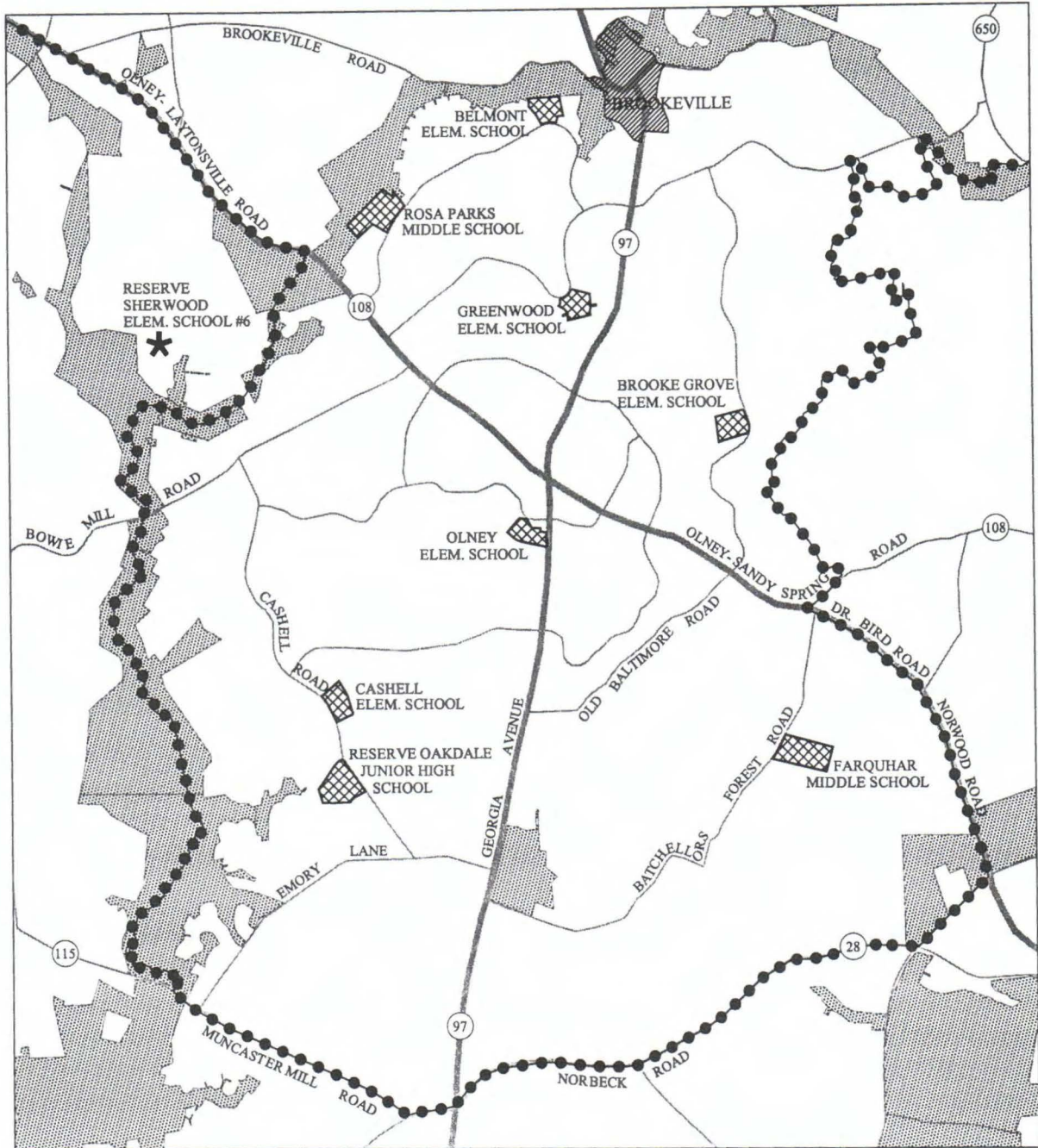
The 1980 Master Plan analyzed five unused school sites in the Master Plan area: the Olney Southeast Elementary School site was surplus and turned into what is currently Southeast Olney Local Park; the Emory Lane Elementary School site on Emory Lane was surplus by Montgomery County Public Schools (MCPS) and is currently held by the County; the Oakdale Junior High School site on Cashell Road is still held by MCPS; the Olney Senior High School site on Bowie Mill Road near the Pepco lines was surplus and transferred to the County; and Hopewell Junior High School became the current Rosa Parks Middle School on Olney Mill Road.





The demographic profile of Olney indicates a bigger household size than the County as a whole: 3.24 persons per household compared to the County's 2.7. It also has a large portion of its population (24 percent) in the 5-17 year age group, which is reflected in higher school enrollments in the area. Currently, most of the area elementary and middle schools are slightly above capacity and the rest are at or near peak enrollment. Sherwood and Magruder High Schools currently exceed capacity, and projections indicate that they will continue to do so through 2008.

This Plan proposes a modest increase in housing growth in the Planning Area. The largest increase is proposed for the Town Center where the commercial core area is encouraged to have multi-family units in mixed-use developments. Outside the Town Center, the Golden Bear area in the northeast corner of Georgia Avenue and Norbeck Road is recommended for rezoning to higher densities with the potential to generate school age population in the Planning Area.



## Public Schools



-  Public Schools
-  Parkland
-  Incorporated Areas
-  Master Plan Area Boundary



However, additional capacity at this location will not impact schools in Olney since this area feeds into the Flower Valley Elementary School (Rockville Cluster), which is located in the Aspen Hill Master Plan Area, and has available capacity through 2008. A large portion of the Southeast Quadrant, another area with large parcels of vacant land, some of which are expected to be developed in the near future, is in the Blake High School Cluster in the Northeast Consortium and feeds the Sherwood Elementary School. The recommended zoning changes in this area do not add significantly higher number of new units to the overall level of projected growth in the Southeast Quadrant. Enrollment in 2002 at Sherwood Elementary School was over capacity by nine students, and continues at that level through year 2006 before it jumps to 63 seats over capacity in 2007 due to a projected drop in program capacity caused by the implementation of the all-day kindergarten program. In the Cashell Elementary School area, the Plan recommends downzoning the Norbeck Country Club site significantly reducing its housing potential.

The Plan's potential growth is relatively small and spread out over three high school clusters. It will start to yield children of elementary school age over a five to ten-year period when the current peak in the elementary school is expected to move on to create space for this additional growth. Long-term school enrollment forecasts, and related school facility needs, however, are less certain because of the longer time horizon for master plans (15-20 years).

School facility needs are influenced also by changes in school programs and other educational initiatives (smaller class size, for example). It is possible that additional school facilities would be needed even if there is no significant increase in the area population. MCPS's 18.5-acre Oakdale Junior High School site on Cashell Road would address such unforeseen needs. Although the MCPS has no plans to build a school on this site in the near future, it has recommended that this site be retained for school purposes. The Housing Chapter of this Plan recommends that, if this site is not needed for a school use, it should be considered for affordable housing. MCPS also owns another 17-acre school site on Wickham Drive (Sherwood Cluster Elementary Site #6, outside the Olney Master Plan area), which could be used if any school facilities are needed in the area.

#### **Recommendation:**

**Retain the proposed Oakdale Junior High School site on Cashell Road for future school needs.**

#### **OLNEY LIBRARY**

The Olney Library opened in 1980 at its current location on the south side of MD 108 west of Georgia Avenue when the Olney population was approximately 17,000 persons. Since then, the population has more than doubled and library needs have grown. In addition to library services, the building contains meeting rooms for the community and space for part time staff of the Mid-County services center.



In 1999, the County prepared a study for the much needed renovation of the library. The community at the time requested that the library be expanded to become a civic center for the community. The current size of the property precludes any major addition or expansion to the library building and its function. However, a joint development or a plan that takes advantage of the redevelopment of the adjoining Olney Shopping Center site, if it redevelops, should be explored for a possible civic center/town commons at his location. If the library is moved to another site, it should be relocated within the Town Center, and co-located with other community facilities to form a civic center. The Specific Properties section of the Land Use Chapter recommends the Olney Library site (#17) as suitable for rezoning to PD-7.

**Recommendation:**

**If the Olney Library is relocated to another site it should be within the Town Center, preferably in a combined civic center with other services and a town commons. Explore the feasibility of a joint development with the adjoining Olney Shopping Center to create a civic center/town commons at his location.**

**PUBLIC SAFETY**

Public safety services are provided by the Montgomery County Police and the Montgomery County Fire and Rescue Service, in conjunction with the Sandy Spring and Laytonsville Volunteer Fire Departments. The area is within the Fourth District of the Montgomery County Police Department. The Police Department currently maintains a drop-in police trailer in Olney. The current facility could be used as a regularly staffed satellite if changes in population, crime, traffic conditions, or other factors indicate that a facility closer than the Fourth District Police Station is needed. Should the current trailer need to be replaced, any satellite facility should be located in the Town Center, possibly in a civic center or co-located with other County facilities. Three fire stations serve the Olney Master Plan Area: Station 40 on Georgia Avenue in Olney; Station 4 on Brooke Road in Sandy Spring; and Station 17 on MD 108 in Laytonsville. Fire-rescue units from other nearby stations respond to this area when needed. These three stations provide fire suppression, rescue and emergency medical services. Sandy Spring Station 4 was relocated in 2002 to a new facility on Brooke Road close to the former station. Due to its small size and its condition, Laytonsville Station 17 may be renovated on its present site or relocated to a nearby site within the next 10 years. Station 40 is expected to remain at its present site on Georgia Avenue. While no additional fire-rescue stations are anticipated within the Olney Master Plan Area in the next 10 years, a study will be conducted by Fire-Rescue within the 2006-2008 to determine the need for an additional station along the Norbeck Road corridor. The redeployment of certain fire-rescue units may occur at any time based upon changing needs in the area.

To enhance the fire suppression capabilities within areas lacking fire hydrants, the Montgomery County Fire and Rescue Service (MCFRS) urges builders and property owners to voluntarily install underground water tanks directly on their property or at the entrance to housing developments/clusters for use by the MCFRS. These underground



water tanks should hold 20,000 gallons or greater based upon fire fighting water flow requirements of the property(ies) to be protected. Tanks should meet the requirements of the National Fire Protection Association, including appropriate connections for hook-up to MCFRS pumpers and a roadside sign or pavement marking identifying the tank's location to fire fighters. Another recommendation is for persons having ponds on their property to make the water readily accessible to fire fighters by installing "dry hydrants" and providing improved access to them (e.g., paved or gravel roadways and turnaround areas) for MCFRS vehicles.

## **OLNEY POST OFFICE**

The Olney Post Office is located on the south side of MD 108 west of Georgia Avenue. If the post office decides to relocate to another site, it should be relocated within the Town Center, and the site should be considered for a community facility use. The site would also be suitable for housing including affordable housing. The Specific Properties section of the Land Use Chapter recommends the Olney Post Office site (#16) as suitable for rezoning to PD-7.

## **OLNEY THEATRE**

The Olney Theatre Center for the Arts has been a tradition in Olney for more than 60 years. The theater opened on July 25, 1938. Since then, some of the biggest names in American theater have been associated with the Olney Theatre. In addition to its mainstage season which emphasizes 20<sup>th</sup> century American classics, new works, area premieres, reinterpretations of classics and musical theater, the Olney Theatre also offers several outreach programs including: National Players, America's longest running classical touring company (since 1949); Potomac Theatre Project; special school performances of mainstage shows; free Summer Shakespeare Festival; and post-show discussions sponsored by the Arts and Humanities Council of Montgomery County.

Currently, the theater is moving ahead with a plan to build a new theater and transform its 14 acres into a nationally acclaimed cultural arts center and education campus. Future additions and improvements to the theater should be consistent with the Plan's vision of the Olney Theatre as a unique cultural facility that can co-exist in harmony with its neighbors and continue to add richness to Olney's quality of life.

## **Recommendation:**

**Support the Olney Theatre's existing and future plans for potential future expansion.**





# IMPLEMENTATION PLAN

## INTRODUCTION

This chapter outlines the mechanisms to implement the recommendations of this Plan. It includes zoning, environmental resource protection, community sewer service, community water service, acquisition of parkland, and Legacy Open Space recommendations.

## ZONING

The land use recommendations of this Plan will be implemented primarily through zoning. All zoning changes recommending Euclidian zones will be implemented through the Sectional Map Amendment Process following the approval of this Plan by the County Council and the subsequent adoption of the approved Master Plan by the M-NCPPC. The Sectional Map Amendment process is a comprehensive rezoning of the planning area as recommended by the approved Master Plan. Zoning changes recommending floating zones can be mapped either at the Sectional Map Amendment stage, or later at the request of the property owners.

The following table outlines the recommended zoning changes based on the discussion of specific properties in the Land Use Chapter and a new zone in the Town Center Chapter.

### Recommended Zoning Changes

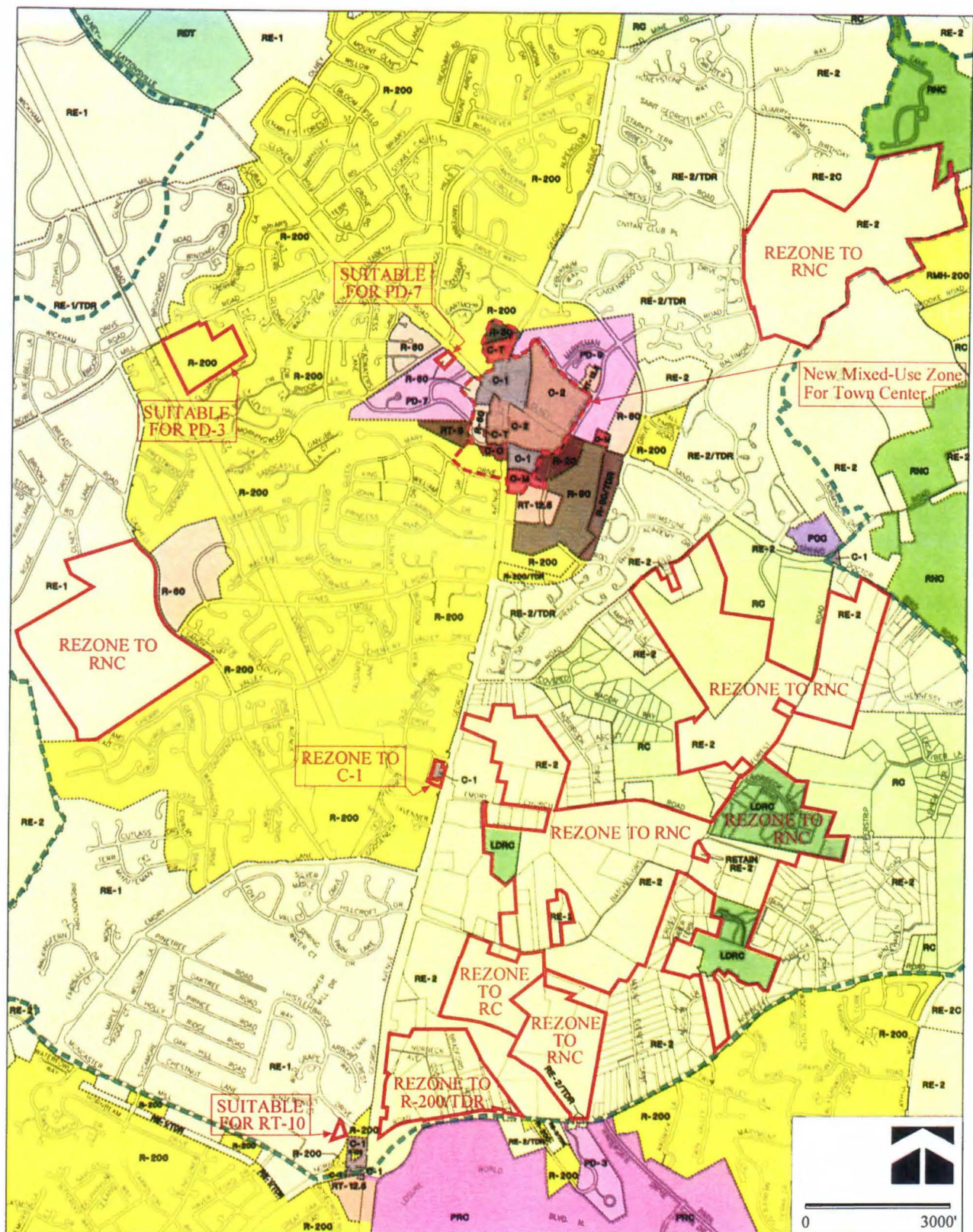
	Properties	Acres (estimated)	Current Zoning	Proposed Zoning	Sewer Service	Comments
<b>Northeast Quadrant</b>						
1	Mess	198.3	RE-2	RNC	Yes	
2	Brooke Grove Foundation	15.8	RE-2	RNC	Yes	Currently has a nursing home
3	Simms	10.6	RE-2	RNC	No	Recommended for park acquisition
<b>Southeast Quadrant</b>						
4	Applegate	6.63	RE-2	RNC	Yes	
5	Barnes	10.00	RE-2	RNC	No	
6	Bowns	6.00	RE-2	RNC	No	
7	Brownley	9.67	RE-2	RNC	Yes	
8	Bruzee	24.00	RE-2	RNC	No	
9	Campbell	7.50	RE-2	RNC	Yes	
10	Casey	92.6	RE-2	RNC	Yes	The eastern 17.2- acre portion recommended for park acquisition
12	Cronin	16.00	RE-2	RNC	No	
13	Danshes	38.60	RE-2	RNC	No	



	Properties	Acres (estimated)	Current Zoning	Proposed Zoning	Sewer Service	Comments
14	Dodge	26.14	RE-2	RNC	No	
15	Doherty	15.00	RE-2	RNC	No	
16	Flannery	5.70	RE-2	RNC	No	
17	Gandel	60.00	RE-2	RC	No	
18	Graefe	10.36	RE-2	RNC	No	
19	Guzick	15.35	LDRC	RNC	Yes	Already developed
20	Hanks	10.70	RE-2	RNC	Yes	
21	Hyde	49.70	RE-2	RNC	Yes	Not including Good Counsel High School
22	Johnson	6.17	RE-2	RNC	No	
23	Kimble	16.48	LDRC	RNC	Yes	
24	Koenig	7.20	RE-2	RNC	Yes	
25	Kozorski	6.98	RE-2	RNC	Yes	
26	Kupersmidt	45.11	RE-2	RNC	Yes	
27	Little	6.89	RE-2	RNC	Yes	
28	Lockwood	27.14	LDRC	RNC	Yes	Already developed
29	Lyons	8.94	RE-2	RNC	No	
30	Mandell	72.4	LDRC	RNC	Yes	Already developed
31	McKeever	5.60	RE-2	RNC	Yes	
32	Miller	7.25	RE-2	RNC	Yes	
33	Northwest Investment	107.00	RC	RNC	Yes	
34	Pachulskja	10.20	RE-2	RNC	Yes	
35	Polinger	176.00	RE-2	RNC	Yes	
36	Weidner	7.20	RE-2	RNC	Yes	
37	Golden Bear Area	85.0	RE-2	R-200/TDR- 7	Yes	
<b>Southwest Quadrant</b>						
38	Silo Inn	3.0	C-1/R-200	C-1	Yes	
39	Norbeck CC	198.6	RE-1	RNC	Yes	
40	Bowie Mill Road County property	32.0	R-200	R-200/PD-3	Yes	
<b>Town Center</b>						
41	Olney P.O.	1.5	R-60	PD-7	Yes	
42	Olney Library	2.5	R-60	PD-7	Yes	
43	Olney E.S.	9.9	R-200	MXTC	Yes	
44	Town Center Core	87.0	Multiple zones	MXTC	Yes	Currently zoned C-1, C-2, C-T, C-O, and OM



## Southern Olney Existing Zoning With Recommended Changes





## **Rezoning of LDRC Properties in the Southeast Quadrant**

The Land Use Chapter recommends the four areas currently zoned LDRC to be rezoned RNC on community water and sewer with no more than 0.2 units per acre. The requirements of the LDRC Zone are generally similar to the RNC Zone at 0.2 units per acre on community sewer. Properties already developed under LDRC Zone will be able to conform to the minimum open space and other requirements of the RNC Zone. Properties that have been zoned LDRC but have not gone through the subdivision process will be rezoned to RNC and required to follow the RNC Zone regulations if subdivided. Since no land outside the Olney's Southeast Quadrant is zoned LDRC, the LDRC Zone should be deleted from the Zoning Ordinance following the rezoning of all LDRC properties to the RNC Zone.

The Zoning Ordinance should be amended to indicate that properties already developed under the LDRC Zone would be considered conforming under the RNC Zone as they are currently developed. The proposed text amendment to the RNC Zone is as follows:

*Developments approved pursuant to the LDRC Zone prior to December 31, 2003 are considered conforming for the purposes of zoning compliance. Any significant modification or addition to such properties must comply with the requirements of the RNC Zone as applicable.*

## **REDEVELOPMENT OF TOWN CENTER**

To facilitate the redevelopment of Town Center and the creation of a Civic Center, this Plan recommends the development of a new zone for Town Center, the creation of an Advisory Committee and a capital improvements program project to construct a Civic Center.

### **Mixed-Use Town Center (MXTC) Zone**

This Plan recommends adoption of a new Town Center zone to encourage the redevelopment of Town Center as a mixed-use, pedestrian friendly focal point for Olney. Key elements of the new zone are follows:

- A mix of residential, retail and services needed for the Olney community, and some commercial uses.
- Development under the standard method is limited to 0.35 floor area ratio (FAR), 8 units per acre and building heights no greater than 42 feet. Development under the optional method is limited to 1.0 FAR, 20 units per acre and building heights no greater than 70 feet.
- Requirements for street facades to make the Town Center more pedestrian friendly.
- Requirements for public use space.



## **Advisory Committee**

To help facilitate the redevelopment of Town Center with input from the Community as well as property owners, the Plan recommends the creation of an Advisory Committee that will consider ways to expedite redevelopment options, focusing on ways to ensure the prompt creation of a new Civic Center.

## **Civic Center**

The Master Plan recommends the creation of a new Civic Center. Land for the Civic Center will be provided as part of the redevelopment of properties in Town Center under the public use space requirements in the new MXTC Zone. Although it appears that the northeast corner of Town Center will be the first to redevelop and provide public use space large enough for a Civic Center, until development plans are submitted, the location remains uncertain. As soon as the location has been identified, assess whether it is necessary to create a capital improvements program (CIP) to begin planning the Civic Center.

## **STAGING**

Residential development allowed under the zoning proposed in this Plan is divided into two stages. The first stage allows up to 15,235 dwelling units in the Olney Master Plan Area. Before any residential development can be approved beyond the first stage, the Planning Board must conduct a transportation analysis to re-calculate the amount of housing that can be accommodated within the applicable transportation level of service standard for Olney. If the re-calculation generates a higher figure than 15,235 units, then additional units may be approved up to the new figure.

If additional units are sought that would bring the Plan's total higher than the applicable transportation level of service standard, then these units can be approved only if:

- The Planning Board identifies further improvements and/or programs not already identified in the Plan that would add transportation capacity and/or reduce demand sufficient to meet the applicable level of service standard.
- The Council programs the funds for such improvements and/or programs so they are implemented within four years.

## **ENVIRONMENTAL RESOURCE PROTECTION**

The high water quality and unusually sensitive environmental resources of the Upper Rock Creek are potentially threatened by the proposed development in the Planning Area portion of the watershed north of Route 108 and on the Norbeck Country Club property. These two areas should be added to the Upper Rock Creek Special Protection Area (see Special Protection Area map) and the Overlay Zone. The Montgomery County Code, Chapter 19, Article V, establishes a process for water quality review in Special Protection Areas (SPA) and addresses applicability, exemptions and waivers. The process requires any person or agency (public or private) requiring Planning Board approval of a development plan to



submit a water quality inventory and a preliminary and final water quality plan, unless exempt. This article also requires pre-, during, and post-construction water quality monitoring for development subject to water quality plan approval.

The Montgomery County Code, Chapter 19, Article V generally exempts properties in agricultural, residential, and mixed-use zones from submitting a water quality plan if the proposed impervious area is less than 8 percent of the total land area, unless specifically required in, among other things, a land use plan. This plan requires all applicants for new development in the Upper Rock Creek SPA to submit a water quality plan and does not allow any exemptions listed under Montgomery County Code, Chapter 19-63, Article V. Water Quality Review in Special Protection Areas. All public projects must also conform to the water quality plan and monitoring requirements established in Article V.

In addition, to assure that imperviousness stays at levels that can sustain the current stream conditions, the area described above should be added to the Upper Rock Creek Environmental Overlay Zone to control all new development served by sewer.

SPA requirements (in particular, the application of an imperviousness cap) are not intended to preclude the construction of any public project including those designated in this Master Plan, such as the Intercounty Connector, public schools and park facilities. However, this Plan supports the avoidance of environmentally sensitive areas, minimization, and mitigation and recommends that these be thoroughly examined in the earliest stages of project development.

#### **Recommendations:**

- 1. Expand the Upper Rock Creek Special Protection Area to include: 1) a portion of the watershed north of Route 108 and west of Reddy Branch Stream Valley Park; and 2) the Norbeck Country Club property.**
- 2. Require that each applicant submitting a plan that requires Planning Board approval within the Upper Rock Creek Special Protection Area submit a water quality plan for review in accordance with the Montgomery County Code, Chapter 19, Article V. Water Quality Review in Special Protection Areas.**
- 3. Expand the Upper Rock Creek Environmental Overlay Zone with an eight percent imperviousness cap for the same geographic area as the Special Protection Area.**

#### **COMMUNITY SEWER SERVICE**

The County's policies on the provision of community sewer service are governed by the Water and Sewer Plan, the County's General Plan, master plans, the state's Smart Growth policies, and other policy documents. Master plans recommend where service is to be provided, generally in areas of more than one unit per acre, consistent with Water and Sewer Plan policies. In lower density wedge areas, sewer is generally provided only where



cluster zoning categories or affordable housing are specifically recommended in the master plan and the developer proposes cluster development.

Community sewer service in the planning area is provided through trunk lines that parallel the North Branch of Rock Creek and the Batchellors Forest tributary of the Northwest Branch. In the North Branch of Rock Creek, sewer lines parallel the stream to the point where Williamsburg run joins the North Branch, then proceeds east to serve medium density areas in Olney west of Georgia Avenue. In the south, these trunk lines join to form the main trunk line down the Rock Creek through the District of Columbia and on to the Blue Plains Treatment Plant. In the Northwest Branch, there are two main trunk lines: one serves the area that drains to the Northwest Branch, and the other serves areas of the Town Center in the Hawlings River watershed through the James Creek drainage.

Providing community sewer service to relieve failed septic systems can help to minimize groundwater contamination. However, depending on density and clustering options, the provision of community sewer service can damage sensitive habitat and water resources by facilitating development to the maximum zoning density. While extensions along stream valleys are designed to minimize direct environmental impacts, they can alter the characteristics of streams and stream buffer habitat and modify the natural hydrologic system due to wetland fragmentation. Lines that must cross streams or parallel them within the stream buffer can be troublesome if eroding stream channels expose sewer mains and manholes, leaving them more susceptible to damage.

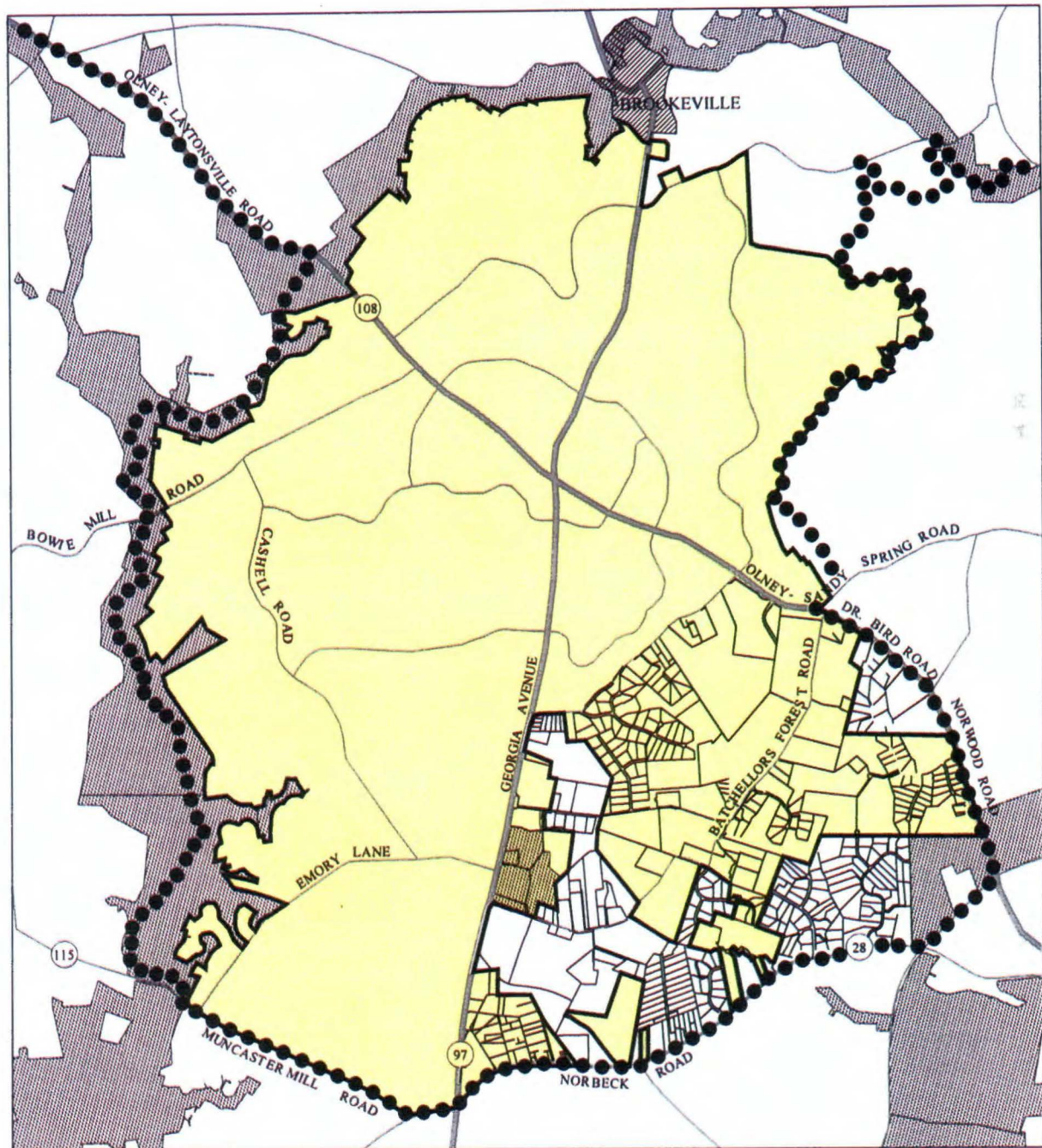
Where the recommendations of the Master Plan and the policies of the Comprehensive Water and Sewer Plan do not support the provision of community sewer service, development should occur, as feasible, using on-site sewerage systems. Septic and other on-site sewage disposal systems are permitted and regulated by the County's Department of Permitting Services. Community sewer service extensions in this Plan are recommended for areas where density levels and clustering are compatible with resource protection and where such extensions would not require new trunk lines in stream valleys.

#### **Recommendations:**

- 1. Provide community sewer service in the planning area generally in conformance with Water and Sewer Plan service policies. This will generally exclude areas zoned for low-density development (RE-1, RE-2, and RC) not already approved for service from further extension of existing sewer mains.**
- 2. Extend sewer service to areas recommended for RNC in the planning area, where feasible and as recommended in the Land Use Chapter of this Plan. Extend sewer service to RE-1 cluster only where the cluster option is used.**
- 3. In the North Branch of Rock Creek, Hawlings River and Northwest Branch watershed stream valleys, on-site sewer extensions to serve new development should follow roadways where possible and avoid stream buffers.**



# Sewer Service Areas



- Proposed Sewer Service Area
- Parks
- Incorporated Areas
- Master Plan Area Boundary



## **COMMUNITY WATER SERVICE**

Water policies of the County's Water and Sewer Plan allow for the provision of community water service throughout the majority of the Master Plan area except for the area zoned RDT. Community water service has been extended to the area around the Oaks Landfill in fulfillment of the agreement between the County and the residents concerned about potential water supply contamination. This has resulted in the extension of public service to areas zoned RDT which are not usually intended for such service. The County Council's action in granting this service was not to stand as a precedent for public water service elsewhere in the RDT Zone. The Council has specifically excluded community water service from properties zoned RDT around the Town of Laytonsville. The County has proposed the extension of community water service to the Town of Laytonsville, just west of the planning area. This will provide greater availability of water service in the northwestern part of the planning area, where WSSC's ability to provide service is now constrained by water system pressure limitations.

The provision of community water service is generally required for areas zoned for moderate to high-density development. Areas zoned for one, two, and five-acre densities are allowed for the consideration of water service on a case-by-case basis. Some lower density areas that initially developed using private, on-site wells are unlikely to receive community water service for the foreseeable future. In addition, some areas now within the community water service envelope initially developed using individual wells and continue to use them. On-site well water supply systems are permitted and regulated by the County's Department of Permitting Services.

### **Recommendation:**

**Provide community water service in the planning area in conformance with the Water and Sewer Plan policies.**

## **SUMMARY OF PARKLAND RECOMMENDATIONS**

The following properties are recommended as parkland for active and passive recreation purposes. Properties recommended for parkland acquisition through the Legacy Open Space Program are listed separately in this chapter.



## Properties with Proposed Parkland Acquisition

Property	Recommendations
<b>Recreation Opportunities</b>	
Casey Property (adjacent to Farquhar Middle School)	Acquire as a local park through dedication
Gandel Property	Acquire a portion of the property along its western edge for a trail connection
Graefe Property	Acquire all or a portion for possible recreation
Kimble Property	Acquire for active recreation
WSSC Property in Olney Mill	Acquire if not needed by WSSC
<b>Resource Protection</b>	
Norbeck Country Club	<p>Seek dedication during redevelopment process to improve stream quality in the North Branch of Rock Creek.</p> <p>Seek dedication of a portion of the property for a local park, if there is a need for a local park in the area at the time of subdivision.</p>

## LEGACY OPEN SPACE RECOMMENDATIONS

The *Legacy Open Space Functional Master Plan* (LOS Plan) is a key program to achieve the multiple open space goals expressed in this Plan. It is designed to protect a broad range of valuable open spaces through a variety of tools, ranging from easements and private donations to acquisition and dedication.

Several properties in the Olney Master Plan Area are identified in the LOS Plan as Class III sites (Legacy Open Space Master Plan Appendix D) to indicate that further study was necessary before making recommendations regarding their suitability for the program. These sites have been studied in depth as part of this master plan process and this Plan amends the LOS Plan to add or remove these sites from the Legacy program as shown in the following two tables.

### Legacy Open Space Recommendations for Class III (Appendix D) Sites

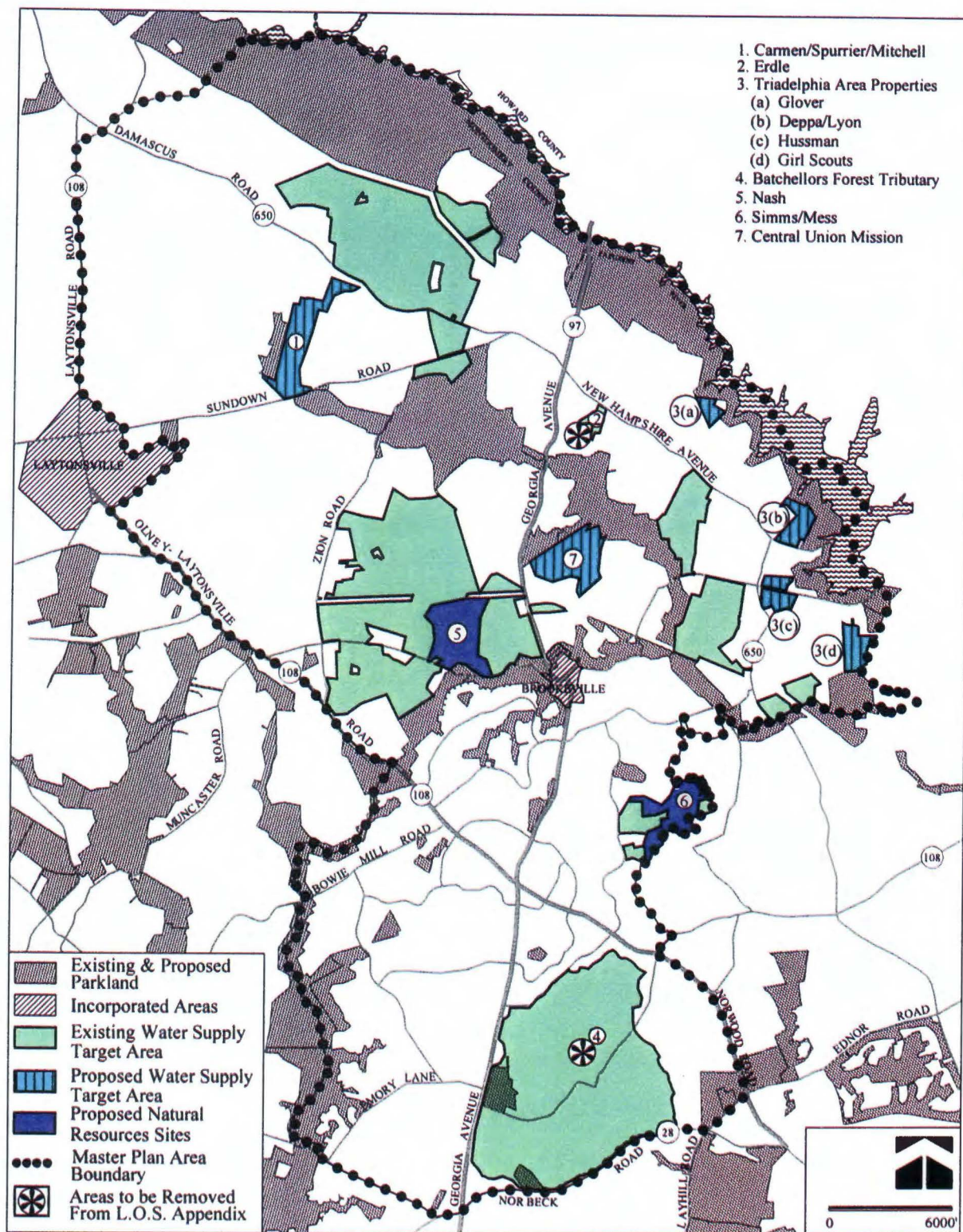
Site Number and Name	Comments	Legacy Category Recommendation	Protection Techniques
1. Rachel Carson Extension: Spurrier, Carmen, & Mitchell properties	Second most important forest stand in Olney Master Plan Area. Potential trail connectivity from Rachel Carson to Patuxent River	Add to Water Supply target area (Class II)	Protect through dedication or acquisition
2. Erdle Property	Property already partially developed. No significant resources	Delete from Class III	N/A
3. Triadelphia Lake Area - Four areas were identified in LOS Master Plan process:			
3a. Glover	Reservoir edge property. Enhances Patuxent River trail opportunities (Green Ribbon Trail)	Add to Water Supply target area (Class II)	Protect through dedication or acquisition
3b. Deppa/Lyon	Reservoir edge property. Enhances Patuxent River trail opportunities (Green Ribbon Trail)	Add to Water Supply target area (Class II)	Protect through dedication or acquisition



Site Number and Name	Comments	Legacy Category Recommendation	Protection Techniques
3c. Hussman properties	Reservoir edge property. Enhances Patuxent River trail opportunities (Green Ribbon Trail)	Add to Water Supply target area (Class II)	Protect through dedication or acquisition
3d. Girl Scouts	Patuxent River gap property. Enhances Patuxent River trail opportunities (Green Ribbon Trail)	Add to Water Supply target area (Class II)	Protect through easement with current use  Seek dedication or acquisition if land use changes
4. Batchellors Forest Tributary	Several properties evaluated according to LOS natural resources criteria. Important natural resources, but fell short of LOS criteria	Delete Batchellors Forest tributary from Class III	Important to protect forest, wetlands and other green space through appropriate zoning and development patterns as described elsewhere in this Plan

In addition to the above sites, two properties that already lie within the Water Supply target area of Legacy Open Space Plan have been judged to include enough significant forest and wetlands that they should be added to the Natural Resources category. A third property has been evaluated as deserving of placement in the Water Supply target area. The following table summarizes the rationale and recommendations for these properties.

## Legacy Open Space Recommendations





## Natural Resources and Legacy Open Space

Site Number and Name	Comments	Legacy Category Recommendation	Protection Technique Recommendation
5. Nash Properties (Park acquisition area only)	Large, high quality complex of forest and wetlands adjacent to existing parkland. Contributes to preserving quality of Reddy Branch Biodiversity Area	Add to Natural Resources category (Class I) - Retain within agricultural and water supply target areas	<ul style="list-style-type: none"> <li>- Protect through dedication or acquisition</li> <li>- Potential for combining with Ag preservation efforts on the rest of Nash properties</li> <li>- Potential for heritage protection</li> </ul>
6. Mess and Simms properties (Park acquisition area only)	Large, high quality forest complex. Key trail connection from Northwest Branch to Hawlings & Patuxent Rivers	Add to Natural Resources category (Class I) - Retain within agricultural and water supply target areas	<ul style="list-style-type: none"> <li>- Protect Mess through dedication of open space required by RNC Zone</li> <li>- Protect Simms through acquisition</li> </ul>
7. Central Union Mission	Two large forested areas immediately adjacent to parkland. Provides important ecological buffer to Hawlings River Biodiversity Area	Add to Water Supply target area (Class II)	<ul style="list-style-type: none"> <li>- Protect high priority forest through easement with current use (camp on site).</li> <li>- If land use changes, preferred option is to seek dedication or acquisition of the portion of the forest that adjoins the Hawlings River Stream Valley Park. (The existing camp should be allowed to continue operations and M-NCPPC should restrict public access on parkland for as long as the camp is in operation.) Use easements to protect the rest of the forest. At the time of subdivision, easements could be used to protect all or part of the high priority forest if deemed appropriate by the Planning Board.</li> </ul>

## **APPENDICES**

### **APPENDIX A: COUNTY COUNCIL RESOLUTION**



**APPENDIX B: M-NCPPC RESOLUTION OF APPROVAL AND ADOPTION**

Resolution No.: 15-924  
Introduced: March 8, 2005  
Adopted: March 15, 2005

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND

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By: District Council

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Subject: Approval of Planning Board Draft Olney Master Plan

1. On June 1, 2004, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Olney Master Plan.
2. The Planning Board Draft Olney Master Plan amends the approved and adopted 1980 Master Plan of Bikeways; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; The Countywide Park Trails Plan; and The Master Plan of Highways within Montgomery County.
3. On July 23, 2004, the County Executive transmitted to the County Council his fiscal analysis of the Olney Master Plan.
4. On September 21, 2004, the County Council held a public hearing regarding the Planning Board Draft Olney Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On October 25, November 5, November 15, and November 22, 2004, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft Olney Master Plan.
6. On December 7, 2004, January 18, March 8 and March 15, 2005, the County Council reviewed the Planning Board Draft Olney Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.



### Action

The County Council for Montgomery County, Maryland sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Olney Master Plan, dated May 2004, is approved with revisions. Council revisions to the Planning Board Draft Olney Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

This resolution also designates two areas in the Olney Master Plan as part of the Upper Rock Creek Special Protection Area and Environmental Overlay Zone. The two areas are: 1) the Upper Rock Creek watershed within the Olney Master Plan boundaries north of route 108 and west of the Upper Rock Creek Planning Area western boundary; and 2) the Norbeck Country Club property on Cashell Road.

Page vi: Add the following language to the end of the second paragraph:

Maps and illustrations are generally provided for illustrative purposes.

Page 3: Update the third sentence in the second paragraph (estimates of population at build out) to reflect Council changes to the Plan.

Page 3: Delete the second sentence from the last paragraph on the page:

The Town Center is envisioned as a local, rather than a regional, shopping and service area that also serves as the focal point of the community's civic life. [The Plan reinforces the Town Center by prohibiting commercial development outside the Town Center.]

Page 4: Add after the last paragraph:

The plan expands the Upper Rock Creek Special Protection Area and Environmental Overlay zone into the Olney planning area to limit the impact from development in the headwaters of Rock Creek north of Route 108 and on the largest property in the Olney portion of North Branch Rock Creek Watershed, the Norbeck County Club property.

Page 12: Modify the second sentence in the last paragraph as follows:

Northern Olney comprises approximately two-thirds of the Master Plan [A]area—almost all of it in the Patuxent River Watershed, which includes the Hawlings River watershed.

Page 15: Update numbers in the second paragraph under INTRODUCTION to reflect Council actions on the Master Plan.

Page 15: Modify the last paragraph as follows:

The proposed Land Use Plan generally maintains the current distribution of land uses in the Master Plan area. It envisions the Olney of the future to be a more refined picture of what is there today, and applies the most recent planning and regulatory mechanisms to the few areas that have the potential for redevelopment in the future. All developed, vacant and redevelopable properties in Olney not recommended for a zoning change in this plan should maintain their existing zoning. [It anticipates approximately 400 new] The Plan encourages mixed-use with housing [units] in the Town Center and recommends rezoning of some of the vacant and redevelopable properties in Southern Olney adding between *(update remaining portion of paragraph to reflect Council actions on the Master Plan).*

Page 16: Modify the fourth sentence in the first paragraph under OLNEY AS A SATELLITE TOWN as follows:

Olney is mainly a housing resource; [and] all other uses, including retail [commercial] and service uses, [community services] are meant primarily to support housing in the area [for local residents].

Page 23: Modify the first sentence on this page as follows:

Larger properties and assemblages that produce [35] 20 or more units [may] will be required to provide MPDUs at 12.5 percent of the total units [at 0.33 units per acre if they are subject] pursuant to the MPDU law.

Page 23: Amend 'Recommendation 6' as follows:

6. [Integrate] Connect properties in the quadrant with bikeways, walkways, and park trails to enhance pedestrian and bicycle access to parks, schools, and other facilities [for pedestrians and cyclists].

Page 23: Add recommendation #8 as follows:

8. Protect the rustic road character of Batchellors Forest Road by using topography, clustering of houses away from the road, and landscaping to preclude, or minimize, the visibility of new developments from Batchellors Forest Road.

Page 25: Modify the 5<sup>th</sup> and 6th design guidelines as follows:

5. For properties along [Batchellors Forest Road and] Georgia Avenue, provide a green buffer of at least 100 feet, outside of the master plan right-of-way, to screen views of [new] houses from the road[s].
6. Preserve exceptional vistas of open fields on larger properties from Batchellors Forest Road, especially on the Casey, Hyde and Polinger properties by clustering homes in such



a way that they are not visible from the road. If that is not feasible, use landscaping techniques to screen houses from the road.

Page 28: Modify the third paragraph under Casey Property as follows:

This property should be rezoned to RNC with 0.33 units per acre. Permitted density from the 17.4-acre portion should be located on the larger portion of the property on the west side of Batchellors Forest Road and the 17.4-acre portion should be [dedicated] designated as rural open space under RNC Zone and dedicated as parkland for active recreation purposes.... [If the eastern portion of the site is dedicated as parkland, the rural open space requirement of the RNC Zone should be calculated based on the western portion only].

Page 29: Modify recommendation #2 as follows:

2. Designate [Acquire] the 17.2-acre portion of the Casey property as rural open space under the RNC Zone and acquire it through dedication for a local park for active recreation purposes [through dedication] at the time of subdivision.

Page 33: Change the sentence in the middle of the first full paragraph as follows:

Since [there is a possibility that] this property [will be used] has an approved preliminary plan for institutional use for the Washington Christian Academy [or other institutional uses], the appropriate zoning for this property would be RC [on septic].

Page 33: Change the second bullet as follows:

2. Rezone the Gandel property from RE-2 to RC [on septic]. Preserve a major portion of the existing forest on the property. If the Washington Christian Academy does not relocate to this site, explore alternatives (other than acquisition) to [If possible] preserve the entire property [through] , such as through an assemblage of land with a transfer of density or purchase as off-set for other projects.

Page 35: Modify the last sentence of the second paragraph and the third paragraph as follows:

If this scenario is not carried through and the State does not acquire additional land for the park, there would [essentially be no land left for the Tower Company to develop] be approximately 3.2 acres available for development.

Since there is a strong need for at least 5.4 acres of parkland to augment the existing Norbeck-Muncaster Mill Neighborhood Park, the [recommended land use for this property is parkland] a possible use of any remaining land not needed for road interchange project is parkland. [The precise location of the proposed parkland will be determined in conjunction with the SHA study.] If [for any reason] the SHA [is] does not [able to] acquire all of the remaining portion of the site for parkland, it would be suitable for a small special exception use [as originally recommended in the preliminary plan approval of the Small's Nursery subdivision] or a townhouse development under the RT-10 zone.

Page 35: Modify Recommendation 1 and delete Recommendation 3 as follows:

1. Maintain the current RE-1/R-200 Zone with community water and sewer for [this] a portion of the property needed for the proposed road interchange project. The remaining portion of the property would be suitable for RT-10 Zone.
- [3. Support a special exception use on any remaining portion of the property if the interchange project does not occur, or SHA is unable to acquire proposed parkland on the property.]

Page 37: Add to end of the page as follows:

The public ownership, its location on a major road, and the size of the property make it suitable for a housing development including affordable. To maximize the potential for affordable housing, the site is appropriate for R-200/PD-3 zoning but the actual yield may be limited due to compatibility and environmental constraints on the site. The full yield allowed by the PD-3 zone is only appropriate if the following objectives can be met:

- 1) At least half of the units are affordable (Moderately Priced Dwelling Units (MPDUs) or work force housing). It would be acceptable to have the affordable housing (in excess of what is required by law) placed on another site in Olney if there is joint development of both sites. The Council recommends that the Executive pursue this option first.
- 2) The size, scale, and design of the development preserve the sensitive environmental resources in accordance with a stormwater management concept approved by the County. The stormwater management concept must include measures which are designed to enhance natural storm water filtration and recharge.
- 3) The density of development and the resulting population increase does not overwhelm the area's already severely strained public facilities.
- 4) Lot sizes, the mix of housing types (single family detached duplexes, and townhouses excluding multi-family units), and the density are compatible with adjacent properties.
- 5) Commercial development is not appropriate for this site.

Page 38: Modify the first recommendation on the page as follows:

**Recommendations:**

1. Since it has been determined that the site is [If] not needed for educational purposes, the site should be used for affordable housing designed to be compatible with the surrounding residential neighborhood. The site is currently zoned R-200 and is [not] recommended for [rezoning] R-200/PD-3.



Page 39: Modify the second paragraph as follows:

The continued use of this property as country club is consistent with the Land Use Plan of the area. If the property is redeveloped to another use, the environmental goals of protecting the water quality of the Northwest Branch suggest that clustering any development away from the stream valley and minimizing imperviousness would be the most appropriate way to protect the environmental resources in [pattern with land along] the stream valley [dedicated as parkland]. Since the property has possible access to sewer, it should be rezoned to RNC on community water and sewer with [0.33] 0.45 units per acre, with an imperviousness limit of eight percent. [which is consistent with recommendations for rezoning of some of the properties in this watershed in the Upper Rock Creek Master Plan.] The stream protection goals for this site can best be achieved by extending the Upper Rock Creek Special Protection Area and the Overlay Zone to this site.

Page 39: Modify recommendation 1 and add recommendation 5 as follows:

1. Rezone the Norbeck Country Club from RE-1 to RNC on community water and sewer with [0.33] 0.45 units per acre and an imperviousness limit of eight percent.
5. Extend the Upper Rock Creek Special Protection Area and Overlay Zone to this site. Minimize imperviousness on the property through smaller lot sizes and clustering new development closer to Cashell Road.

Page 39: Modify the last paragraph on the page as follows:

This approximately 3.0-acre property, also known as Martin's Dairy or Higgin's Tavern, comprises two parcels and is currently zoned C-1 and R-200. It is located on the west side of Georgia Avenue [which provides only a right-in/right-out access to this property since a median break for a left turn into or out of this property is not permitted. It] and includes an historic house designated on the Master Plan of Historic Properties.

Page 40: Replace the second and third paragraphs with the following text:

This property should be allowed to develop pursuant to C-1 Zone. The R-200 portion should be rezoned to C-1 to facilitate the development of up to 32,000 square feet in accordance with the approved subdivision plan. Any new development should be consistent with the Master Plan's goals of protecting the residential character of Georgia Avenue between Norbeck Road and the Town Center through appropriate landscaping, lighting and design of signage and access to Georgia Avenue.

Page 40: Modify the recommendations for the Silo Inn property as follows:

1. Rezone the R-200 portion of the Silo-Inn property [from] to C-1 [to R-200].
2. Support an appropriate special exception use consistent with the applicable requirements and findings.]



Page 40: Delete last sentence on the page as follows:

[If all or a portion of the property, large enough for a housing development, is not used for the ICC, it should be considered for affordable elderly housing.]

Page 41: Delete second sentence under the Recommendation at the top of the page:

[If not used for the ICC, this property should be considered for affordable elderly housing.]

Page 41- 42: Modify the last paragraph on page 41 and continued to Page 42 as follows:

[Two properties in Olney are suitable for special exception uses. One is the Silo Inn property on the west side of Georgia Avenue near the intersection of Georgia Avenue and Emory Church Road. The other is the Tower Company's property near the intersection of Georgia Avenue and Norbeck Road (see specific properties section for a detailed discussion of these two properties and recommendations).] Special exception projects [on these two properties and others not envisioned by this Plan] should be compatible with the development pattern of the adjoining uses in terms of height, size, scale, traffic and visual impacts of the structures and parking lots.

Page 42: Combine the first full paragraph on this page with the last sentence of the preceding paragraph, and add a sentence to the end of the paragraph as follows:

In addition, special exception uses of a commercial nature that do not need large properties and can be located in the Town Center should be discouraged in residential areas, especially along major streets. The section of Georgia Avenue between Norbeck Road and the Town Center especially should be kept free of any large uses that would change its low-density residential character and create pressure to allow other such developments along this stretch. Sites with existing special exception uses may be considered for redevelopment and alternative special exception uses, provided that they are consistent with the Master Plan.

Page 45 through 57: Modify the Town Center Chapter as follows:

**Goals:**

*Create an economically healthy, attractive, pedestrian-oriented, and well connected Town Center to be the commercial and civic heart of the community. [Explore the feasibility of] Create a civic center [(library, service center, police substation, community meeting space, teen center)] in the Town Center through redevelopment of a major shopping center or a public-private partnership.*

The Olney Town Center is the commercial area around the intersection of Georgia Avenue and MD 108. It covers approximately 90 acres and contains some 150 stores and other commercial establishments in more than 820,000 square feet of commercial space, approximately 550,000 square feet of it retail. Georgia Avenue and MD 108 intersect and divide the Town Center into four quadrants, which include four strip shopping centers—the



two largest ones in the Northeast Quadrant—and numerous other businesses. The neighborhoods around the Town Center consist of townhouses, garden apartments and single-family houses.

The Town Center is located in the Upper Rock Creek (North Branch) and the Hawlings River watersheds. Both the Hawlings River and the North Branch of Rock Creek are sensitive watersheds, and the area around the Town Center is designated for several actions to improve water quality through watershed restoration action plans prepared by the Montgomery County Department of Environmental Protection (see Environmental Resources Chapter).

## Major Issues

Although the Town Center has been successful in adhering to the Master Plan policies and preventing the spread of commercial strips along major roads, it is presently a suburban crossroads with a collection of strip shopping centers and individual stores. It is not pedestrian-oriented and it lacks easy and convenient connections among the different shopping centers. [A direct vehicular connection between Village Mart and the Olney Shopping Center in the Northeast Quadrant has been one of the more prominent circulation issues in the recent past.] Long distances between shopping centers, created partly by large parking lots, and the lack of safe and pleasant walkways, make pedestrian circulation in the Town Center challenging.

The Olney community has been exploring the possibility of a civic center in Olney where multiple public facilities could be sited in one location. In 2000, the Olney Community Center Task Force, a joint effort by the Greater Olney Civic Association and the Olney Chamber of Commerce, requested the County not only to expand and renovate the current library space but to “address the long standing problem of trying to locate a permanent home for a number of other County services such as the Olney Police satellite office and the Olney satellite office of the Mid-County Regional Services Center.” The goal was to have a place where a variety of County services can be located jointly in one location in Town Center [, along with other community-based organizations such as the Olney Chamber of Commerce, a visitor’s center and a teen center].

The Town Center lacks a major open space, a place for the community to gather and to celebrate its festivals and events. It needs an outdoor public space that would accommodate the many civic functions and annual events that take place in Olney. Currently, they are held in parking lots or playgrounds. Ideally, the public space should be located as part of a mixed-use civic center project to function as the town commons.

The Town Center lacks a strong visual identity. Even though some structures provide a variety in building types and architectural styles, its character is mostly defined by [the larger] strip shopping centers and other commercial establishments along the two State highways. The views from [these] the main roads are generally dominated by parking lots. The physical form of the Town Center is too scattered and needs an identifiable physical feature such as a compact building pattern, unique landscaping, or pedestrian oriented streets with special character that would help create a sense of place. [Two major highways, large



parking lots, and lack of large shade trees or other distinct features create a monotonous landscape of hard surfaces. As redevelopment occurs in the future, a strong visual identity should be created through architecture, a more compact building pattern, landscaping/trees, and other urban design elements.]

## **Proposed Concept**

The proposed Town Center Plan is guided by the concept of Olney as a satellite town that functions as a local retail center rather than a regional shopping and employment center. The Town Center is envisioned as a compact, low-scale, retail and service center containing a mix of commercial and residential uses in a variety of building types and sizes with safe and convenient pedestrian connections, public open spaces and other amenities. Georgia Avenue and MD 108 will continue to be the main thoroughfares and carry large volumes of local and through traffic, but landscaping, improved crosswalks, and urban design treatment will help manage the traffic and improve their character. Residential uses in the Town Center will be less dependent on cars for access to the Town Center, which [will also] may help reduce parking demand there. Stores that serve a regional rather than a local area should be prohibited since they would consume the area's traffic capacity, and land in the Town Center, that would otherwise support a greater number and variety of smaller stores in the Town Center. A major public open space with a civic center [will] should provide a focal point and a place for the community's civic life.

A more compact development pattern is proposed to absorb additional development without increasing the overall land area of the Town Center and to transform the Town Center from its current linear setting to a more varied building form. A variety of building heights is encouraged to avoid the monotony of linear single-story shopping centers on major properties. New developments should be encouraged to have street facades (buildings located along or closer to sidewalks) and parking lots should be located in the back or side to create more attractive streetscape than parking lots as the dominant view in the Town Center.

This vision cannot be achieved without additional growth in the Town Center. Since it is not feasible to accommodate [any major new development] a major redevelopment of the Town Center with surface parking within the current boundaries of the Town Center, the proposed concept is based on a more compact pattern of development with some structured parking on larger properties. Although the proposed zoning framework would allow a total maximum of more than 3.8 million square feet of commercial space and up to [1,500] 2,000 residential units in the Town Center, not all properties would be able to achieve the maximum permitted density because of their size, configuration, access and other constraints, or their own program of development. Possible redevelopments most likely to happen in the near future are the two shopping centers in the Northeast Quadrant, which have the greatest potential for including a civic center and a town commons; a new Safeway store on the Safeway property in the Southeast Quadrant; and some residential or mixed-use development on assemblage of properties in the vicinity of North High Street in the Southwest Quadrant. The Town Center could possibly have [Only the larger properties, and potential future assemblages of some of the smaller ones, are expected to be able to achieve maximum permitted growth and create public amenities in return. The Plan estimates that] up to [300,000] 500,000 square feet of additional commercial growth for [an overall maximum development capacity] a total of



approximately [1.1] 1.3 million square feet of commercial space and [up to 400] between 400 and 1,300 residential units in the next 20 years. [can be accommodated in the Town Center with small to medium scale infrastructure improvements. However, the need, type, and scale of such improvements should be analyzed and decided as redevelopment occurs. ]

[Among the four quadrants of the Town Center, the Northeast Quadrant has the greatest potential for change because of the two large properties, Village Mart and the Olney Shopping Center. The Southeast Quadrant has some redevelopment potential on the Safeway property, which has been looking to relocate to another site in the Town Center. The Southwest Quadrant has potential for redevelopment through possible assemblage of some of the vacant and residential properties in the vicinity of North High Street.]

The proposed concept would be implemented through a combination of zoning mechanisms and design guidelines to shape the future redevelopment of the Town Center. It is designed to be flexible enough to address future variations and opportunities. Sites may not be developed exactly as expected, not developed at all for a long time, or changes in ownership patterns may create unforeseen opportunities. [If the new developments are in harmony with the Plan's overall vision, and carefully executed to achieve its goals, they will contribute to creating a more desirable Town Center.] The proposed concept has four major elements:

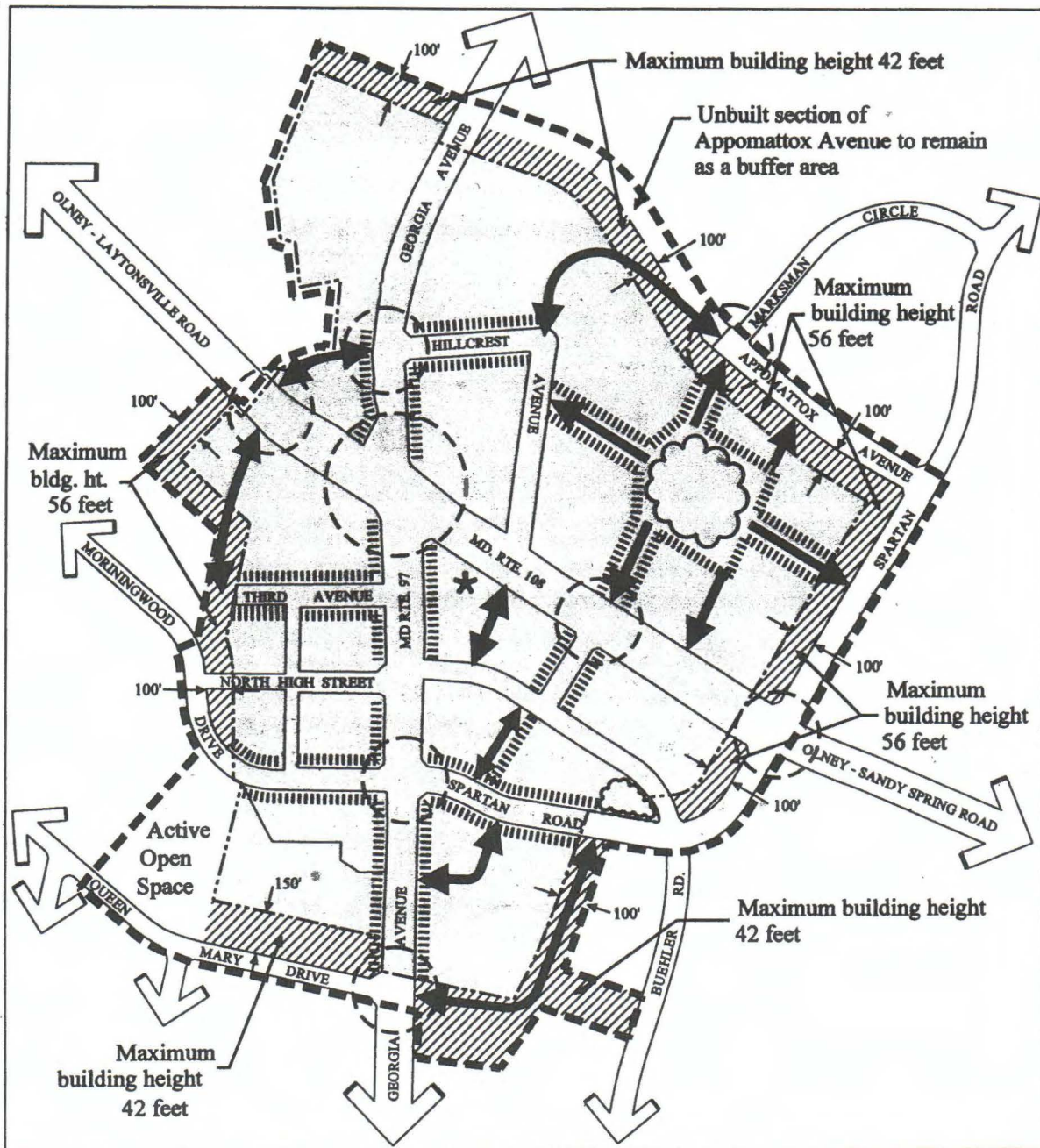
1. Mixed Land Use;
2. A Civic Center and a Town Commons;
3. Pedestrian Circulation; and
4. Urban Design Controls

## **Mixed Land Use**

A [variety of] mix of commercial and residential uses in the Town Center is a major element of the proposed concept. [All commercially zoned land in the Town Center should be allowed and encouraged to have residential uses to activate the core by increasing] Mixed-use developments would increase the number of people within easy walking distance of [the] stores and services in the Town Center, decrease parking needs for some of the uses, and create a larger customer base for local businesses without changing the concept of Olney Town Center as a place for local retail and services. [Residential buildings in the Town Center] Mixed use buildings with more than one floor would also help break the linear monotony of the single-story shopping centers surrounded by large parking lots. Developments along the edges of the Town Center should have residential buildings or uses compatible with the adjoining residential development. Ground floor of all new developments in the core should preferably have retail uses where appropriate while the upper floors can be residential, offices or other uses. Appropriate open spaces should be provided for the residential components of the mixed-use projects.



# Town Center Proposed Concept



- Town center boundary
- High priority pedestrian crossings
- Core area - max. bldg. ht. - 70'
- ▨ Edge area - max. bldg. ht. - 42' to 56'
- \* Existing Olney House (Historic)

☼ Public open space  
exact size, location and  
configuration to be determined  
at site plan

▨ Recommended street facade,  
locations shown for illustrative  
purposes

↔ Vehicular/ pedestrian connection-  
exact location and configuration to  
be determined at site plan





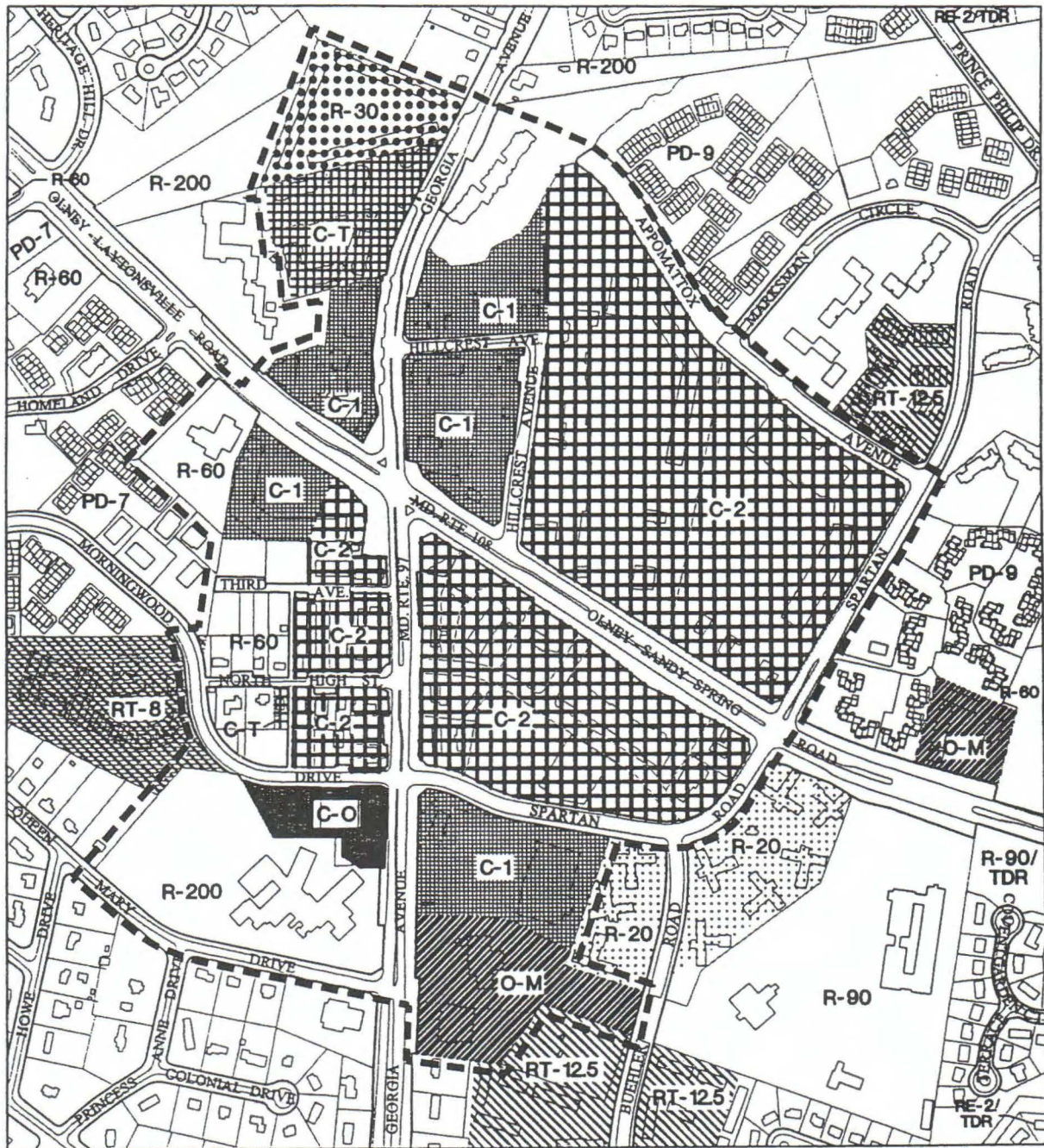
[The proposed concept is based on approximately 400 residential units in the Center, including the proposed 100 elderly housing units on the Finneyfrock property and another 300 units in the three large quadrants of the Town Center in a variety of building types and development scenarios.]

[In the Northeast Quadrant, two areas are especially suitable for residential uses: the Finneyfrock property on the east side of Georgia Avenue north of MD 108, where the Plan supports the proposed development of an affordable elderly housing project; and secondly, the Village Mart and the Olney Shopping Center properties, which have the potential to include residential uses due to their large sizes. The northern portion of the Village Mart property is especially suitable for residential townhouses due to its configuration and its distance from MD 108.]

[In the Southwest Quadrant, the 3.9-acre enclave of vacant and single-family properties in the vicinity of North High Street, Third Avenue, and Morningwood Drive is a suitable area for assemblage and redevelopment as mixed-use retail/office or retail/residential. This area is currently zoned R-60 and was recommended for PD-7 in the 1980 Master Plan. Redevelopment of this area at a density higher than the current R-60 Zone for a residential, commercial or mixed-use development would be appropriate and help create the desired density to support commercial uses in the core.]



# Town Center Existing Zoning



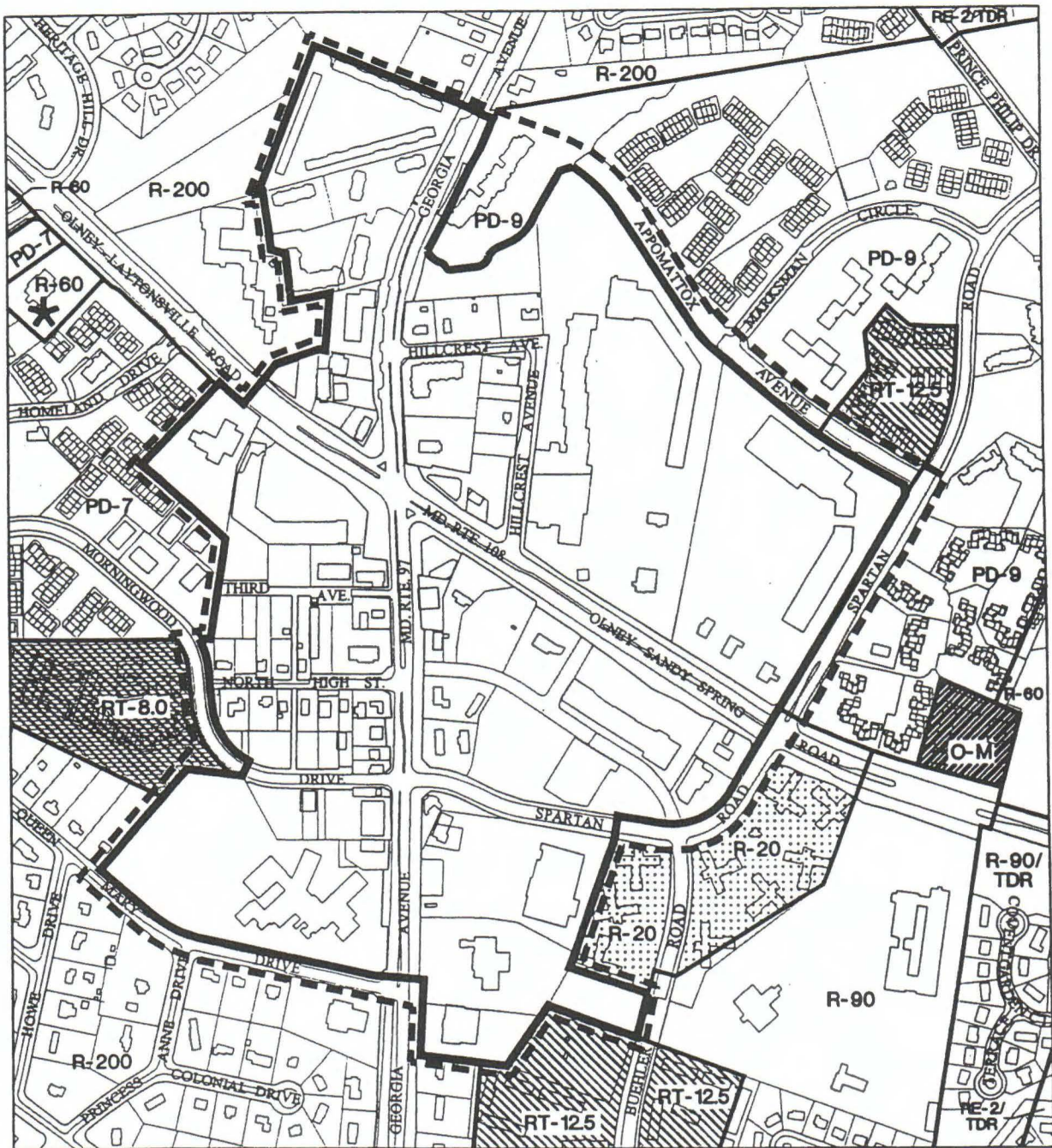
--- TOWN CENTER BOUNDARY



0 600'



# Town Center Proposed Zoning



- TOWN CENTER BOUNDARY
- EXISTING ZONING BOUNDARY
- \* SUITABLE FOR PD-7
- PROPOSED NEW MIXED USE ZONE - MXTC



0 600'



The existing five different commercial zoning districts, C-1, C-2, C-T, C-O, and O-M, do not provide for [a mix of uses] mixed-use developments and they are not appropriate tools to achieve the proposed concept of a compact, traditional town center with building facades located along sidewalks and public spaces. [C-O, for example is more suited to regulate office uses in a higher density Central Business District than a local service center. C-2 is more appropriate for uses generally found in regional shopping centers, and clusters of commercial developments. Some of these zones, such as C-1, specifically exclude residential uses such as elderly housing, which should be allowed in the Town Center A new mixed-use zone should be created to help implement the proposed mixed-use] A new set of zoning controls should be implemented in the Town Center to help achieve the proposed concept. All properties in the Town Center should be rezoned to that mixed-use zone. The new zone [for the Town Center] should be designed to produce public amenities including space for a civic center and [an] a major outdoor public space [in exchange for bonus floor area, especially on the larger shopping center properties. The Implementation Chapter describes the proposed mixed-use zone in more detail]. The new zone should encourage building frontage to frame the streets and public open spaces in appropriate locations through street facade requirements and minimal front building setback controls discussed in more detail in the Urban Design section of this Chapter. Density is limited to 0.35 floor area ratio (FAR) and 8 units to the acre under the standard method and 0.5 FAR and 20 units to the acre under the optional method. The ability to obtain full residential density under the optional method should be based on compatibility with surrounding development and staying within the height limits in this Master Plan.

#### **Recommendations:**

1. Encourage development of residential uses in the Town Center.
2. Rezone all properties in the Town Center with a single, mixed-use zone.
3. Allow up to 20 residential units per acre under the optional method only if it can be accommodated within the height limits in the Plan and without compromising compatibility with surrounding uses.

#### **Civic Center and Town Commons**

Olney Town Center needs a major public open space that would serve as [central public square, a] town commons, [preferably surrounded by, or adjacent to, retail activity] and it needs a civic center that would house the various public services currently located in and around the Town Center. In the best possible scenario, these two functions should be located next to each other, preferably surrounded by, or adjacent to, other retail or mixed-use developments within the Town Center. The town commons would provide an appropriate setting for the civic center functions, provide a focal point for the whole area, and help create a sense of place for the Town Center. Although an open space of approximately one acre would be the appropriate size for a town commons, smaller public spaces should also be provided throughout the Town Center as redevelopment opportunities arise.



Since there are no publicly owned vacant sites large enough to accommodate a joint civic center/town commons project within the Town Center, the feasibility of a civic center and town commons, either as a zoning amenity through the redevelopment of one of the major properties, or a public/private partnership, should be explored. Opportunities for a joint development or a property swap should also be pursued at the time of redevelopment of any of the shopping centers, especially the 30-acre Freeman property with two shopping centers, to achieve a civic center and a town commons. In addition to a major public open space, an indoor civic center could be an amenity, one of the many types of public spaces allowed under the public use space requirements. Any such interior public amenity should be considered as the public use space and not included in the maximum permitted floor area calculation of the project.

The zoning incentive mechanism is only one way to achieve this goal. Other opportunities and mechanisms, including but not limited to, land swaps of public properties, a public/private partnership for joint development of a civic center on private property, or public acquisition of private property through dedication or purchase, should also be explored and pursued. The 2.5-acre Olney Library site could possibly be used for a civic center if developed in conjunction with the adjoining Olney Shopping Center redevelopment. The post office site, although not ideally located, could be used as a potential site for some of the uses in a civic center that do not have to be in the Town Center.

[It would provide an appropriate setting for these functions, provide a focal point for the whole area, and help create a sense of place for the Town Center. The town commons and the civic center should be located, preferably on the same site, within the Town Center to be a part of, and a complement to, the commercial activity already there. Although an open space of approximately one acre would be the appropriate size for a town commons, smaller public spaces should also be provided throughout the Town Center as redevelopment opportunities arise.]

[Currently, there are no publicly owned vacant sites large enough to accommodate a joint civic center/retail/town commons project within the Town Center. The only County owned property, the 2.5-acre Olney Library site, could possibly be used for a civic center especially if developed in conjunction with the adjoining Olney Shopping Center redevelopment. Other public sites that could be considered for a civic center in the future if they become available for redevelopment include the 1.5-acre Olney Post Office site on MD 108 and the 9.9-acre Olney Elementary School site on Georgia Avenue. The post office site, although not ideally located, could be used as a potential site for some of the uses in a civic center (police satellite facility, chamber of commerce, etc.) that do not have to be in the Town Center.]

[The creation of a civic center/town commons is a crucial part of the proposed Town Center Concept. The proposed zoning incentive mechanism in the new zone is only one way to achieve this goal. Other opportunities and mechanisms, including but not limited to, land swaps of public properties, or public acquisition of private property through dedication or purchase, should also be explored and pursued to create a civic center and town commons in the Olney Town Center.]



## Recommendations:

[Explore opportunities for a civic center/town commons with a major public open space of approximately one acre in the Town Center through a variety of public/private partnership mechanisms, including dedication or County acquisition of private property, land exchange, and incentive zoning to create a civic center and other public amenities.]

1. Create a civic center with a major public open space of approximately one acre in the Town Center through a variety of public/private partnership mechanisms, including dedication or County acquisition of private property, land exchange, or incentive zoning.
2. The major public space should be prominently located, accessible from an existing major street or a new main street, and designed to accommodate a variety of functions including place for public gathering and events.

## Pedestrian Circulation

The Olney Town Center has a car-oriented development pattern typical of strip shopping centers. It needs an improved network of streets and sidewalks with short blocks and direct pedestrian connections among stores and different parts of the center. More specifically, [The current linear scale of the Town Center is car-oriented. It has very large blocks, which are more suitable for vehicular rather than pedestrian circulation. Safe and convenient pedestrian and vehicular circulation in and around the Town Center is essential for a pedestrian-oriented Town Center. ]

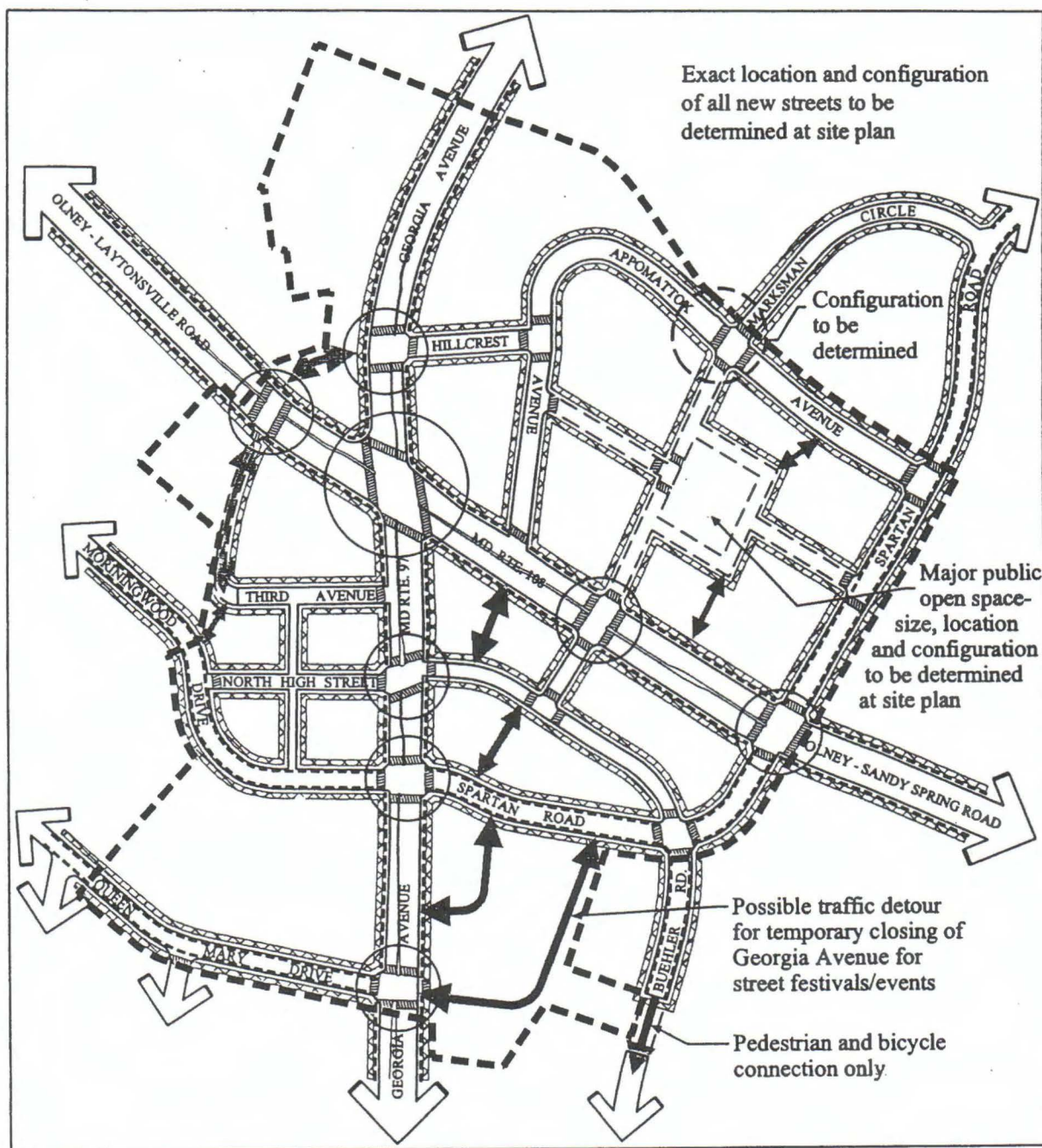
[It needs an improved network of streets and sidewalks with short and direct pedestrian connections among stores and different parts of the center. The proposed circulation concept is designed to break up the large blocks with a combination of vehicular and pedestrian connections. Other opportunities to create more pedestrian connections should be pursued as redevelopment occurs in the future.] in the Southwest Quadrant, North High Street should be connected to Morningwood Drive to connect the Town Center to the adjoining residential communities, and Third Avenue should be connected to MD 108 via the Olney Shopping Center property at the corner of Georgia Avenue and MD 108, if possible, through redevelopment of those properties. In the Northeast Quadrant, the two shopping centers should include one or more vehicular and pedestrian connection between the two centers, and provide other internal connections and walkways with direct connections to the surrounding residential community. Similarly, in the Southeast Quadrant, large blocks should be broken up with through-block pedestrian walkways, as well as vehicular driveways where feasible. Other opportunities to create more pedestrian connections should be pursued as redevelopment occurs in the future.

Any future street improvements, especially Georgia Avenue and MD 108, should be carefully designed to incorporate features that help reduce speeds and improve pedestrian safety. Lower speed limits, reduced pavement widths, curbside tree panels, on-street



parking, and other design treatments should be used to create a visual environment that discourages speeding through the Town Center.

# Town Center Pedestrian and Bicycle Circulation Concept



- Town Center Boundary
- ↔ Pedestrian/ Vehicular Connection
- ⊕ Crosswalk
- High Priority Pedestrian Crossings

- [Pattern] Sidewalk/ Bike Path/ Vehicular
- [Pattern] Shared Use Bike Path (off-road)
- [Pattern] Shared Roadway Bike Path





## Recommendations:

1. Provide easy and convenient multiple pedestrian connections between the shopping centers and the adjoining residential areas.
2. Create multiple, safe and pedestrian-oriented crossings of Georgia Avenue and MD 108.
3. Provide a safe, convenient, and pedestrian-oriented vehicular connection between the Village Mart and Olney Town Center.]
3. [4.] Connect North High Street to Morningwood Drive. Connect [Explore the feasibility of connecting] MD 108 to Third Avenue, if feasible, [North High Street/Morningwood Drive] at the time of redevelopment of the Olney Library and the Olney Shopping Center.
4. [5] Allow on-street parking [where feasible] on all streets except Georgia Avenue and MD 108.
5. [6] Create pedestrian-oriented streetscape through landscaping, traffic calming measures and other design features.

## Urban Design

The Town Center concept is based on a more compact development pattern than exists today. A variety of building heights is encouraged to avoid the monotony of linear, single-story shopping centers. Buildings along Georgia Avenue and MD 108 should be higher than elsewhere in the Center and located closer to the street [where feasible] to discourage large expanses of parking lots as the predominant view from these roads. Buildings located in the core area of the Town Center can be as high as 70 feet [five stories]. Buildings along the edges of the Town Center can be up to 56 feet [three to four stories] high depending upon the height of the existing building in the adjoining residential area. Appropriate transition in building heights should be provided to ensure compatibility between new developments in the Town Center and the adjacent communities. In addition, commercial and residential uses should be sited to maximize compatibility with adjacent residential developments.

New developments in the Town Center should be encouraged to create a main street character by locating building fronts at or close to the sidewalk instead of requiring them to set back from the right-of-way line. The proposed new Mixed-Use zone should require front building walls (street facades) to be located at the right-of-way line with no required minimum front setback for a certain minimum percentage of the lot frontage. Street facades should have appropriate massing and relationship of building height to street width, as well as buildings entrances and storefronts to enliven streetscape with pedestrian activity. The Town Center Proposed Concept figure provides guidance about which streets are more desirable than others to have a main street character, and therefore more appropriate for street facades. However, topographic and other site conditions as well as location of open spaces may preclude all building fronts to be located along sidewalks on every property, especially those with more than one lot frontage. The Planning Board should have the flexibility to determine the need and extent of necessary adjustments to these guidelines based on a site's unique conditions and functional requirements during the site plan review.



A "Green Town Center" is envisioned for Olney. Generous landscaping and reforestation should be provided in the Town Center for aesthetic as well as environmental reasons. Trees and landscaping can help create a distinct identity that the Town Center now lacks. Special attention should be given to parking lots, which should be required to provide and retain large shade trees and plantings to soften the visual impact of hard surfaces. Forest conservation law requirements should preferably be addressed through new tree or forest planting within the Town Center.

[Previous development in the Town Center has prevented regeneration of forested areas that were removed by past farming practices. Current forest conservation regulations require that 15 percent of redeveloped sites consist of new forest planting.]

[Depending on site conditions and needs, some of this requirement can be satisfied by landscaping and off-site forest banks, but the clearly preferred alternative is to address the requirements on site.] This will encourage the greening of the Town Center over time. It is important that any redevelopment in the Town Center incorporate appropriate stormwater management measures that complement restoration action plans and improve conditions in Upper Rock Creek and the Hawlings River.

Georgia Avenue and MD 108 define the character of the Town Center more than any other street or property. They carry a large volume of local and through traffic and will continue to do so. These two thoroughfares should be designed as urban boulevards and their current traffic capacity should not be increased by adding through travel lanes. The negative impacts of through traffic should be mitigated through landscaping such as green medians, street trees, sidewalks, at least six-foot wide curbside green panels, and other design features.

[New developments should be encouraged to provide public open spaces in exchange for additional floor area. In addition to the one-acre open space recommended for the town commons, the proposed concept envisions other, smaller open spaces through redevelopment of properties that would be able to use the bonus floor area mechanism of the proposed new zone. These public spaces should be connected with the pedestrian walkways and provided with landscaping, benches and other amenities.]

In addition to the minimum one-acre open space recommended for the town commons, the proposed concept envisions other, smaller open spaces through redevelopment of properties that would be able to use the optional method development mechanism of the proposed new zone. Public open space may not be desirable on every lot due to its location, size and configuration. Development on larger and more regularly shaped properties would be better able to provide plazas, gardens and other separately delineated public spaces in appropriate places. Smaller lots may be allowed to satisfy all of the public use space requirements through green areas, landscaping, sidewalk widening and other amenities if their location and size would not be adequate to set aside area for a public open space. The Planning Board at the time of site plan review should analyze the need and desirability of an outdoor public space on a particular lot in terms of its size, location, type, configuration and relationship to the street and adjoining developments, and determine whether a public open space is in fact needed and more desirable than streetscape or landscape improvements.



Some structured parking would be needed to meet the needs of the overall growth proposed for the Town Center. Parking garages should be carefully designed to fit in with the topography and become a part of the visual fabric of the Town Center. They should be safe, well lighted, and appropriately located for pedestrian access and to achieve compatibility with existing and proposed residential development. In addition they should be [, and] incorporated into the main building, where feasible, instead of stand-alone structures.

**Recommendations:**

1. Limit the height of any building within the core area of the Town Center to 70 feet [five stories]. Buildings along the edges of the Town Center should be 42 to 56 feet [three to four stories] high to be compatible with the adjoining residential development. In no event should the height of buildings adjacent to existing residentially zoned land exceed 56 feet. Unoccupied features such as clock towers and spires may be higher than the maximum permitted building heights.
2. Front building facades should be located along sidewalks and public open spaces. Ground floor of all buildings along major streets, and specifically along streets with recommended street facades, should have uses that generate pedestrian traffic, such as retail, restaurants, professional offices and services.
3. Wider sidewalks with sidewalk cafes and landscape amenities should be provided as part of public use spaces in appropriate locations.
4. Public open spaces on adjoining lots should be located and designed to function as one space to avoid fragmentation of these amenities.
5. Larger stores (with a footprint of more than 20,000 square feet) should be carefully designed to make sure that they are integrated into the streetscape and do not create blank walls or loading docks along streets meant for pedestrian activity and street facades.
6. Create a "main street" on the Freeman property with connections to Hillcrest Avenue, Appomattox Avenue and MD 108, with retail on the ground floor and frontage on a major public open space. Continue this main street across MD 108 into the southeast Quadrant of the Town Center with any redevelopment of the properties in that quadrant.
7. Avoid "canyon effect" on narrow streets by using building setbacks above second or third story, cornice lines, varying facade heights, or other design techniques to achieve visually pleasing scale and relationship between building height and streets/open spaces.

- [2.] 8. Pedestrian ingress, egress and interior walkways should be raised or separated from parking areas through change of materials, curbs, railings, grass panels or other design features.
- [3.] 9. Provide benches, landscaping, light fixtures, trash receptacles, and other amenities in public spaces.
- [4.] 10. Create visual breaks in larger parking lots through plantings and walkways.
- [5.] 11. Encourage any redevelopment in the portion of the Town Center that drains to the Hawlings River to incorporate extraordinary stormwater management features that contribute to the restoration of the James Creek and Upper Olney Mill tributaries.
- [6.] 12. Stormwater management techniques should include measures to improve the efficiency of existing down stream facilities and protect remaining streams in the Town Center.
- [7.] 13. Accommodate forest conservation requirements on-site, where possible, to assist in greening the Town Center.

Page 59: Update numbers in the first sentence of the third full paragraph to reflect Council actions on the Plan affecting housing yield.

Page 60: Modify the third and sixth sentence in the second paragraph as follows:

Originally designed for developments of 50 or more units in areas zoned for lots of less than one acre, the program was modified in [2003] 2004 to apply to developments of [35] 20 units or more [in areas zoned for lots of less than one acre] and extended to sewered properties in the RE-1, RE-2C, and RNC zones. It requires a minimum of 12.5 percent of the units to be moderate-income households. The units may be multi-family or single-family and for either sale or rent. The control period for MPDU for-sale units is [10] 30 years, and for rental units [20] 99 years.

Page 60: Modify the second half of the last paragraph as follows:

Recommended zoning changes for large, vacant and redevelopable properties such as the Mess property, Norbeck Country Club, and some properties in the Southeast Quadrant could also provide moderately priced housing units [if they are subject to the MPDU law.] In addition, the Montgomery County Public Schools' 18.5-acre school site on Cashell Road, currently reserved for Oakdale Junior High School, would be suitable for affordable housing if it is not needed for a school use. [All or a portion of the 11-acre County owned property on Emory Lane could be suitable for an affordable housing project if not used for the ICC.]



Page 61: Modify the last recommendation as follows:

4. The 32-acre County-owned site on Bowie Mill Road [, if not needed for educational purposes,] should be used for affordable housing designed to be compatible with the surrounding residential neighborhood. The site is [currently zoned R-200 and is not recommended for rezoning] is recommended for R-200/PD-3 but will only achieve the full yield allowed under PD-3 if it can meet the criteria specified elsewhere in this Plan.

Page 61: Modify the sentence in the middle of the last paragraph as follows:

A new senior housing development of approximately 100 affordable units (Olney Manor) is [proposed] under construction.

Page 62: Modify the paragraph after the table as follows:

The [proposed] senior housing project on the Finneyfrock property on Georgia Avenue and other such projects in the future are expected to increase the inventory and variety of senior housing in Olney. [The Tower Company site in Small's Nursery subdivision at the northeast corner of Norbeck Road and Georgia Avenue, if available for housing, and the Silo Inn property on the west side of Georgia Avenue near Emory Church Road are suitable locations for additional elderly housing.]

Page 62: Modify the recommendations as follows:

Support elderly housing projects of appropriate densities at appropriate locations [on potential sites including the Tower Company's site near the intersection of Georgia Avenue and Norbeck Road, if available for housing, and the Silo Inn property on Georgia Avenue.]

Page 63: Modify the last sentence of the second full paragraph, before HABITAT RESOURCES, as follows:

Potential impacts of a roadway in the Intercounty Connector (ICC) right-of-way, no-build, and an alternate alignment are detailed in the [1997] 2004 Draft Environmental Impact Statement.

Page 67: Insert the following language at the start of the first paragraph under "BIODIVERISTY AREAS :

The Park and Planning Commission has been working with the Maryland Department of Natural Resources Natural Heritage Program to survey parkland for areas containing unusual plant communities or plants considered rare, threatened or watchlist species on lists maintained by the state. Such areas within parkland are identified as biodiversity areas. Fragmentation of these areas or disturbance of their edges leads to displacement of the native plants with non-native invasive species. Master plans consider ways to protect buffer areas around these areas through clustering or protection of additional parkland.

Page 79: Modify the fifth sentence in the third paragraph as follows:

While the RDT zoning with a few smaller lots around the Mt. Zion community does not immediately threaten the resources in the watershed, some special exceptions exist here now and the potential exists for the intensification of these [uses] and [the possibility of] additional [such] uses and institutions along Route 108. This kind of intensification could threaten the resource and could be limited by the extension of the SPA and imperviousness caps of Upper Rock Creek. This area is [recommended for SPA designation] designated a Special Protection Area with an overlay zone to be consistent with the [County Council's decision in the] Upper Rock Creek Master Plan.

Page 80: Modify the second and third sentences in the first paragraph as follows:

This Plan recommends RNC zoning for the Norbeck Country Club and designates it as part of the Upper Rock Creek Special Protection Area. The property should also be included in the Upper Rock Creek Environmental Overlay Zone with an eight percent imperviousness cap, significantly reducing the potential for imperviousness increase on the largest developable property in the Olney Planning Area portion of the Rock Creek Watershed. Imposition of an SPA or an imperviousness cap on other new development would not have a measurable impact on the watershed and could make almost all existing uses non-conforming (due to their more intense zoning, existing imperviousness and sewer service).

Page 80: Insert the following language after the first paragraph:

SPA requirements (in particular, the application of an imperviousness cap) are not intended to preclude the construction of any public project including those designated in this Master Plan, such as the Intercounty Connector, public schools and park facilities. However, this Plan supports the avoidance of environmentally sensitive areas, minimization, and mitigation and recommends that these be thoroughly examined in the earliest stages of project development.

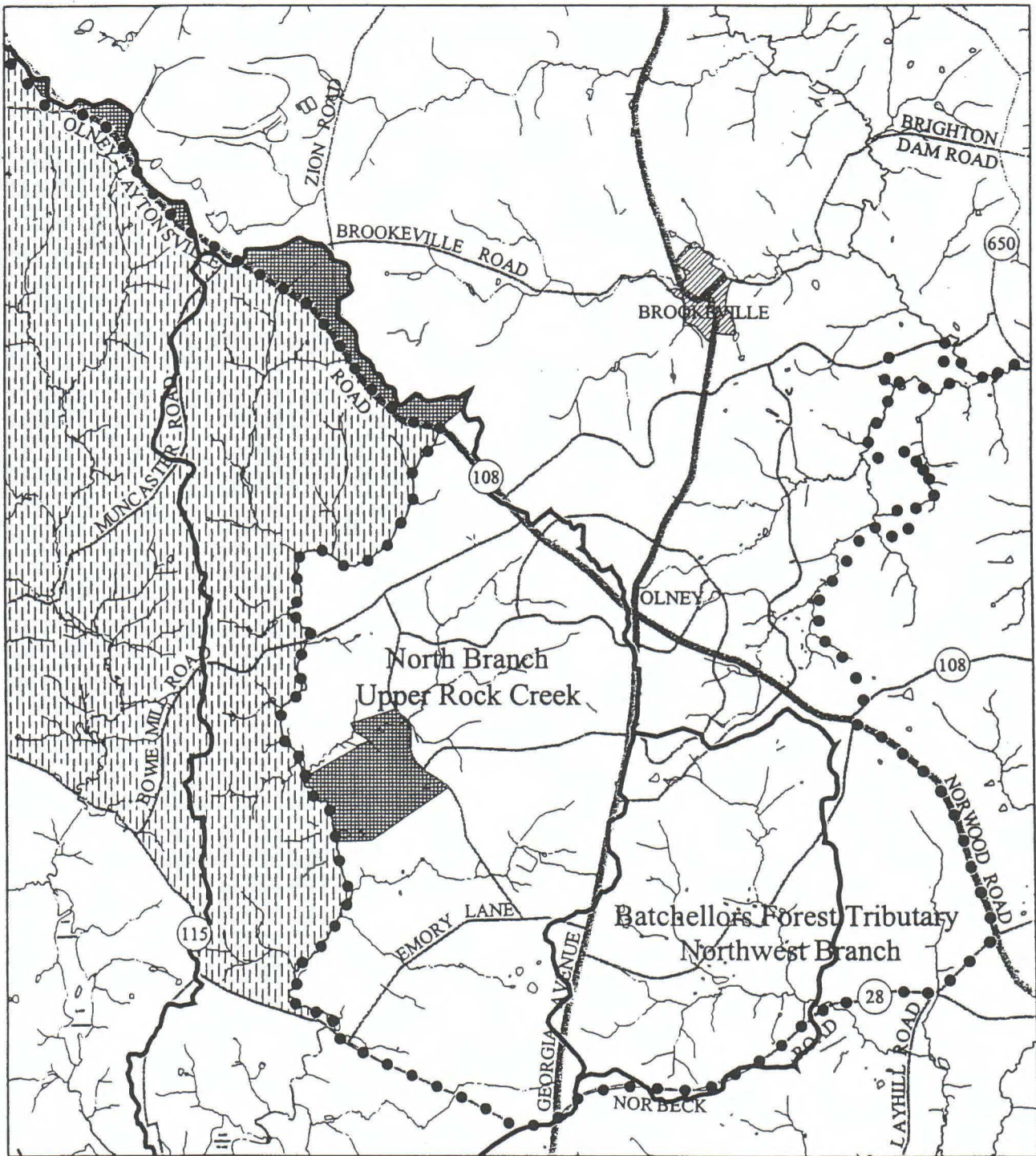
Page 80: Modify recommendation #4 as follows:






4. Designate two areas within the Olney Master Plan [the Upper Rock Creek watershed within the Olney Master boundaries north of Route 108 and west of the Upper Rock Creek Planning Area eastern boundary] as Special Protection areas and [establish] an overlay zone with an 8% imperviousness cap: 1) the Upper Rock Creek watershed within the Olney Master Plan boundaries north of Route 108 and west of Reddy Branch Stream Valley Park; and 2) the Norbeck Country Club property on Cashell Road.

Page 81: Modify the Special Protection Area Recommendation map to include the Norbeck Country Club property in the Upper Rock Creek SPA as shown on the following page.



# Special Protection Area



-  Add to Upper Rock Creek SPA and Environmental Overlay Zone
-  Streams
-  Watershed Boundary
-  Upper Rock Creek SPA
-  Master Plan Area Boundary





Page 82: Modify the last sentence in the first paragraph as follows:

The region will have to prepare a new State Implementation Plan (SIP) by April 2007, and show attainment of the new standards by April 2010. Over the 1993-2003 period, there have been an average of 28 [violations of] days per year when the Washington region's ozone level would have exceeded the new eight-hour standard.

Page 83: Modify recommendations # 2 and 5 as follows:

2. Enhanced bus services, including new routes, higher frequency of buses, improved pedestrian access to transit stops, more bus shelters, and real time bus information for bus customers via electronic displays at bus stops, personal computers, and portable hand-held devices.
5. More intensive assistance and marketing of alternative modes of transportation, including incentives for purchasing and using hybrid vehicles and other low-polluting vehicles.

Page 86: Revise the third sentence of the first paragraph as follows:

The proposed land use and zoning recommendations of the Plan anticipate [a build-out capacity of approximately 14,800 households] an estimated 15,487 dwelling units by 2025.

Page 86: Revise the end of the second paragraph as follows:

The travel forecasting performed for the potential growth in the proposed Master Plan indicates that the Olney Policy Area [have] would slightly exceed an ACI of 0.55 in 2025. With the implementation of the transportation facilities and programs in this Plan, up to 15,235 dwelling units can be accommodated within this ACI standard. Therefore, this Plan initially caps housing in the Olney Master Plan Area to 15,235 dwelling units. The potential for housing to exceed this cap is described in the Staging section of the chapter on Implementation.

Page 86: Add the following section after the second paragraph:

### **ROAD NETWORK**

The recommendations below address present and future traffic congestion problems in the Olney Master Plan area. Recommendations consist of road improvements and classification changes to reflect the role each road will play in the future network. The classification changes will also allow improved streetscape character of major roadways when development occurs or road improvements are made. Where possible, improvements will help the movement of pedestrians and bicycles as well as motorized vehicles.

The figure on page 101 identifies the Olney Master Plan roadways on the Master Plan of Highways and the table on pp. 102-105 lists their classifications with minimum rights-of-



way. The classification of roadways is a way of indicating the degree to which access to properties is balanced with the ability to handle through traffic. The system ranges from Freeways with an emphasis on through traffic capacity and little or no direct property access down to the Primary Residential Street which emphasizes access functions, which may affect the efficiency of through traffic movement. Secondary Residential Streets are not shown on the Master Plan of Highways. The roadway classes are detailed in the following list:

<b><u>Freeways</u></b>	<u>Provide for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.</u>
<b><u>Major Highways</u></b>	<u>Provide less speed and mobility, but more access at intersections.</u>
<b><u>Arterial Roads</u></b>	<u>Connect major highways and provide more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is "through" traffic.</u>
<b><u>Commercial Business District Streets</u></b>	<u>Are restricted to commercial areas, provide on-street parking, more pedestrian space, and more access points to stores and offices.</u>
<b><u>Primary Residential Streets</u></b>	<u>May carry some through traffic but their main purpose is to provide access for 200 or more households and to connect to arterial roads.</u>
<b><u>Secondary or Tertiary Residential Streets</u></b>	<u>Provide direct access to homes and allow for greater application of traffic management measures to discourage through traffic movements and speeding. (These are not listed in master plans.)</u>

Page 87: Amend 'Recommendation 1' as follows:

1. **[Do not widen Muncaster Mill Road to increase capacity.] Maintain the Master Plan functional classification and recommended right-of-way, and [the two-lane section] two through lanes for Muncaster Mill Road (A-93).**

Page 87: Amend the second sentence of 'Recommendation 3' as follows:

3. **If the Final EIS concludes that the full ICC cannot be built as envisioned in the Master Plan, then alternative east-west transportation options will be considered, including those described as Transportation Policy Report Option 1 and Option 2 [may be considered].**

Page 89: Add a new third paragraph under **Brookeville Bypass** as follows:

The State Highway Administration plans to provide funding for the Brookeville Bypass conditional upon Montgomery County's commitment to limit development outside Priority Funding Areas. This commitment has been expressed in the County's Annual Growth Policy and is reinforced by the recommendation in this Plan to reduce the ultimate capacity of Georgia Avenue to two through travel lanes and the planned right-of-way to 80' in width.

Page 89: Amend the Recommendation for the Brookeville Bypass as follows:

**Classify Brookeville Bypass as a Major Highway (M-8) with [a 120-foot] an 80-foot right-of-way and a maximum of two lanes for through travel, as well as the adjacent portions of Georgia Avenue south to Prince Philip Drive and north to Howard County.**



Page 89: Add the following new section after the Recommendation for the Brookeville Bypass:

#### **Laytonsville Bypass**

MD 108 passes through the Town of Laytonsville and carries a substantial amount of traffic. The Town, which has independent planning and zoning authority, has planned a relocation of MD 108 near its western boundary that would bypass its central business area. The route is similar to the concept displayed in the Olney Master Plan adopted in 1980.

Page 90: Add before the Cashell Road section the following section:

#### **Old Baltimore Road**

Old Baltimore Road north and east of Georgia Avenue is classified as a primary residential street from Georgia Avenue to MD 108, and from there north to Gold Mine Road. While it is continuous and is called by a common name, these two segments are different in how they are used. The northern segment from MD 108 and Gold Mine Road (P-13) serves as a north-south collector road for the neighborhoods of far northeast Olney: Lake Hallowell, Christie Estates, James Creek, and Gold Mine Crossing. It is properly classified as a primary residential street, which means while it can accept some through traffic between MD 108 and Gold Mine Road, its primary purpose is to bring traffic into and out of these neighborhoods.

This cannot be said of the segment between Georgia Avenue and MD 108, which serves almost entirely as a through route for traffic coming from south of Olney to Sandy Spring, Ashton, and points northeast into Howard County. The average daily traffic (ADT) is above 9,000 today and will exceed 10,000 in 2025. Most of the major development along this segment of Old Baltimore Road—Hallowell—backs up to the road rather than fronting onto it. There are very few homes with driveways directly onto it.

#### **Recommendation:**

**Classify Old Baltimore Road between Georgia Avenue and MD 108 as an arterial. However, retain the 70' minimum right-of-way and two through lanes.**

Page 90: Below the new section on Old Baltimore Road, add another new section:

#### **Bowie Mill Road**

Bowie Mill Road is a two-lane roadway that runs between MD 108 and Muncaster Mill Road. In much of the segment between MD 108 and Cashell Road, the homes fronting Bowie Mill Road are closer to the roadway, and speeding traffic is often observed. To be eligible for the installation of speed humps, this segment of Bowie Mill Road should be classified as a Primary Residential Street. However, this segment retains a significant through traffic function, and so the potential for through-traffic restrictions and truck



prohibitions—which can generally apply to Primary Residential Streets—should not apply for this segment of Bowie Mill Road.

**Recommendation:**

**Classify Bowie Mill Road as a Primary Residential Street between MD 108 and Cashell Road. However, the regulation on through traffic in residential neighborhoods and the administrative practice allowing truck prohibitions should not apply for this segment of Bowie Mill Road.**

Page 92: Amend the first sentence in the second paragraph under the **Appomattox Avenue** section as follows:

An alternate alignment of Appomattox Avenue would be to connect Marksman Circle with Hillcrest Avenue [through the Village Mart Shopping Center property].

Page 92: Delete the last sentence in the second paragraph of the **Appomattox Avenue** section.

Page 92: Replace the second recommendation for **Appomattox Avenue** with:

- 2. Create a new alignment of Appomattox Avenue between Marksman Circle and Hillcrest Avenue as a business district street [through the Village Mart property].**

Page 93: Amend the first paragraph as follows:

[Since the] The Buehler Road connection is [not] a critical part of the roadway system in and out of the Town center, [and connecting Buehler Road would encourage Town Center traffic to travel through the residential communities on Buehler Road and King William Drive,] the unbuilt portion of Buehler Road should [not] be used for local vehicular traffic. Where the road is 48 feet wide, the pavement width should be reduced to a size generally consistent with that of a Primary Residential Street. [However,] Buehler Road also [does] provides a valuable Town Center connection for pedestrians and bicycles from the adjoining residential communities. The [right-of-way, therefore, should be retained for a bicycle and pedestrian path, and the] road classification should be changed from an arterial (A-47) to a Primary Residential Street (P-24).

Page 93: Amend 'Recommendation 2' as follows:

- 2. [Retain the right-of-way for] Complete the unbuilt portion of Buehler Road north of King William Drive [for implementation of an off-road shared use path] and reduce the pavement width for the 48-foot-wide section to a size generally consistent with a Primary Residential Street.**

Page 96: Amend the last sentence of the third paragraph under **Batchellors Forest Road** as follows:

Therefore, the designation of most of Batchellors Forest Road as a rustic road would be appropriate. The westernmost section, from Georgia Avenue to a point 1,200 feet east, carries non-local traffic to Olney Manor Recreational Park and should therefore not be classified as rustic. The same consideration for accommodating non-local traffic should be extended 500 feet further to the east if an institutional use is located on the Gandel property."

Page 96: Amend the first sentence of 'Recommendation 1' as follows:

- 1. Designate Batchellors Forest Road as a rustic road between 1,200 feet east of Georgia Avenue and Dr. Bird Road.**

Page 97: Amend the fourth paragraph as follows:

The outstanding natural features and vistas occur in the portion of Brighton Dam Road south of Bordly Drive. [Once] Now that Bordly Drive is extended to Georgia Avenue this portion of Brighton Dam Road [will be intended] is for local use. [However, fifteen accidents, unrelated to drugs or alcohol, were reported during the five-year period 1997-2001, which indicates that this portion of Brighton Dam Road is not appropriate for rustic road designation.]

Page 97: Delete the fifth paragraph.

[Therefore, the rustic road classification is inappropriate for Brighton Dam Road due to its function in the roadway network east of Bordly Drive and its accident history south of Bordly Drive. To best recognize and respect the characteristics that warranted its interim rustic road classification, the entire portion of Brighton Dam Road between the Town of Brookeville and New Hampshire Avenue should be classified as a country road.]

Page 97: Amend the 'Recommendation' for Brighton Dam Road as follows:

**Designate Brighton Dam Road as a [country] rustic road between the Town of Brookeville and [New Hampshire Avenue] Bordly Drive, and as a country road between Bordly Drive and New Hampshire Avenue.**

Page 98: In the table, add '√' in the cell under 'Accident History Does Not Suggest Unsafe Conditions' for 'Brighton Dam Road between Bordly Drive & Town of Brookville.'

Page 100: Amend the first sentence of 'Recommendation 4' as follows:

- 4. Support further study of transit operations, including passenger transfer and bus layover needs, to optimize busway use through feeder bus service.**



Page 102: Amend the fourth line under 'Major Highways' as follows:

Roadway +	Limits	Minimum ROW Width (feet)	Number of Travel Lanes
M-8	MD 97 – Georgia Avenue	Prince Philip Road (northern junction) to Howard County Line	[120] <u>80</u> 2

Page 102: Amend the third line under 'Arterials' as follows:

Roadway +	Limits	Minimum ROW Width (feet)	Number of Travel Lanes
A-42	Bowie Mill Road	North Branch Rock Creek to [MD 108] <u>Cashell Road</u>	80 2

Page 103: Add a new line under 'Arterials' after 'A-277 Emory Lane' as follows:

Roadway +	Limits	Minimum ROW Width (feet)	Number of Travel Lanes
<u>A-312</u>	<u>Old Baltimore Road</u>	<u>MD 97 to MD 108</u>	<u>70</u> <u>2</u>

Page 103: Amend the second line under 'Primary Residential' as follows:

Roadway +	Limits	Minimum ROW Width (feet)	Number of Travel Lanes
P-2	[Old Baltimore] <u>Bowie Mill Road</u>	[MD 97] <u>Cashell Road</u> to MD 108	[70] <u>80</u> 2

Page 104: Add a new line under 'Rustic Roads' as follows:

Roadway +	Limits	Minimum ROW Width (feet)	Number of Travel Lanes
<u>R-62</u>	<u>Brighton Dam Road</u>	<u>Town of Brookeville to Bordly Drive</u>	<u>70</u> <u>2</u>

Page 104: Amend the first line under 'Country Roads' as follows:

Roadway +	Limits	Minimum ROW Width (feet)	Number of Travel Lanes
CR-1	Brighton Dam Road	[Town of Brookeville] <u>Bordly Drive</u> to MD 650	70 2

Page 104: Amend the fourth line under 'Business District Roads' as follows:

Roadway +		Limits	Minimum ROW Width (feet)	Number of Travel Lanes
B-4	Appomattox Avenue	Spartan Road to Hillcrest Avenue	[80] 70	2

Page 113: Amend recommendation 10 as follows:

Expand Norbeck-Muncaster Mill Neighborhood Park by a minimum of 5.4 acres as required by the Planning Board in the approval of Small's Nursery subdivision. The precise amount and configuration of the proposed parkland will be determined in conjunction with the SHA study regarding road improvements at the intersection of Georgia Avenue and Norbeck Road. If the State is unable to purchase its portion of the additional parkland from the owner, M-NCPPC should seek opportunities to expand the park if other adjacent properties become available.

Page 118: Insert the following note on Countywide Park Trails Network map:

Note: Areas outside the Olney Master Plan are shown for information only.

Page 122: Modify the recommendation as follows:

Work with local and state historic preservation groups to explore opportunities to protect, preserve, and publicize the important historic and archeological resources in the Olney Planning Area.

Page 127: Modify the first paragraph under OLNEY LIBRARY as follows:

The Olney Library opened in 1980 at its current location on the south side of MD 108 west of Georgia Avenue when the Olney population was approximately 17,000 persons. Since then, the population has [nearly] more than doubled and library needs have grown.

Page 128: Insert the following new language after the heading "PUBLIC SAFETY":

Public safety services are provided by the Montgomery County Police and the Montgomery County Fire and Rescue Service, in conjunction with the Sandy Spring and Laytonsville Volunteer Fire Departments. The area is within the Fourth District of the Montgomery County Police Department. The Police Department currently maintains a drop-in police trailer in Olney. The current facility could be used as a regularly staffed satellite if changes in population or crime, traffic conditions, or other factors indicate that a facility closer than the Fourth District Police Station is needed. Should the current trailer need to be replaced, any satellite facility should be located in the Town Center, possibly in a civic center or co-located with other County facilities.



Page 129: Amend the recommendation for Olney Theatre as follows:

Support the Olney Theatre's existing and future plans for potential future expansion [in accordance with the approved plans and zoning].

Page 131: Modify the second sentence in the first paragraph as follows:

It includes zoning, environmental resource protection, community sewer service, acquisition of parkland, and Legacy Open Space recommendations.

Page 132: Modify line 38, Silo Inn, to replace Proposed Zoning for this property from R-200 to C-1.

Add a new line to Southwest Quadrant after line 39 as follows:

40	<u>Bowie Mill</u> <u>Road County</u> <u>property</u>	<u>32.0</u>	<u>R-</u> <u>200</u>	<u>R-</u> <u>200/PD</u> <u>-3</u>	<u>Yes</u>	
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Modify numbers 40 through 41 in the Town Center section to reflect addition of a new line 40 in the Southwest Quadrant section.

Page 133: Modify the map "Southern Olney Existing Zoning With Recommended Changes) to reflect the zoning changes in accordance with the Council Resolution.

Page 134: Replace the section entitled PROPOSED NEW ZONE IN THE TOWN CENTER with the following:

### **REDEVELOPMENT OF TOWN CENTER**

To facilitate the redevelopment of Town Center and the creation of a Civic Center, this Plan recommends the development of a new zone for Town Center, the creation of an Advisory Committee and a capital improvements program project to construct a Civic Center.

### **Mixed-Use Town Center (MXTC) Zone**

This Plan recommends adoption of a new Town Center zone to encourage the redevelopment of Town Center as a mixed-use, pedestrian friendly focal point for Olney. Key elements of the new zone are follows:

- A mix of residential, retail and services needed for the Olney community, and some commercial uses.
- Development under the standard method is limited to 0.35 floor area ratio (FAR), 8 units per acre and building heights no greater than 42 feet. Development under the optional method is limited to 1.0 FAR, 20 units per acre and building heights no greater than 70 feet.

- Requirements for street facades to make the Town Center more pedestrian friendly.
- Requirements for public use space.

### Advisory Committee

To help facilitate the redevelopment of Town Center with input from the Community as well as property owners, the Plan recommends the creation of an Advisory Committee that will considers ways to expedite redevelopment options, focusing on ways to ensure the prompt creation of a new Civic Center.

### Civic Center

The Master Plan recommends the creation of a new Civic Center. Land for the Civic Center will be provided as part of the redevelopment of properties in Town Center under the public use space requirements in the new MXTC zone. Although it appears that the northeast corner of Town Center will be the first to redevelop and provide public use space large enough for a Civic Center, until development plans are submitted, the location remains uncertain. As soon as the location has been identified, assess whether it is necessary to create a capital improvements program (CIP) to begin planning the Civic Center.

Page 136: Insert the following language before COMMUNITY SEWER SERVICE:

### STAGING

Residential development allowed under the zoning proposed in this Plan is divided into two stages. The first stage allows up to 15,235 dwelling units in the Olney Master Plan Area. Before any residential development can be approved beyond the first stage, the Planning Board must conduct a transportation analysis to re-calculate the amount of housing that can be accommodated within the applicable transportation level of service standard for Olney. If the re-calculation generates a higher figure than 15,235 units, then additional units may be approved up to the new figure.

If additional units are sought that would bring the Plan's total higher than the applicable transportation level of service standard, then these units can be approved only if:

(1) the Planning Board identifies further improvements and/or programs not already identified in the Plan that would add transportation capacity and/or reduce demand sufficient to meet the applicable level of service standard; and

(2) the Council programs the funds such improvements and/or programs so they are implemented within four years.

### ENVIRONMENTAL RESOURCE PROTECTION

The high water quality and unusually sensitive environmental resources of the Upper Rock Creek are potentially threatened by the proposed development in the Planning Area portion



of the watershed north of Route 108 and on the Norbeck Country Club property. These two areas should be added to the Upper Rock Creek Special Protection Area (see map on page 81) and the Overlay Zone. The Montgomery County Code, Chapter 19, Article V, establishes a process for water quality review in Special Protection Areas (SPA) and addresses applicability, exemptions and waivers. The process requires any person or agency (public or private) requiring Planning Board approval of a development plan to submit a water quality inventory and a preliminary and final water quality plan, unless exempt. This article also requires pre-, during, and post-construction water quality monitoring for development subject to water quality plan approval.

The Montgomery County Code, Chapter 19, Article V generally exempts properties in agricultural, residential, and mixed-use zones from submitting a water quality plan if the proposed impervious area is less than 8 percent of the total land area, unless specifically required in, among other things, a land use plan. This plan requires all applicants for new development in the Upper Rock Creek SPA to submit a water quality plan and does not allow any exemptions listed under Montgomery County Code, Chapter 19-63, Article V. Water Quality Review in Special Protection Areas. All public projects must also conform to the water quality plan and monitoring requirements established in Article V.

In addition, to assure that imperviousness stays at levels that can sustain the current stream conditions, the area described above should be added to the Upper Rock Creek Environmental Overlay Zone to control all new development served by sewer.

SPA requirements (in particular, the application of an imperviousness cap) are not intended to preclude the construction of any public project including those designated in this Master Plan, such as the Intercounty Connector, public schools and park facilities. However, this Plan supports the avoidance of environmentally sensitive areas, minimization, and mitigation and recommends that these be thoroughly examined in the earliest stages of project development.

### **Recommendations:**

1. Expand the Upper Rock Creek Special Protection Area to include: 1) a portion of the watershed north of Route 108 and west of Reddy Branch Stream Valley Park; and 2) the Norbeck Country Club property.
2. Require that each applicant submitting a plan that requires Planning Board approval within the Upper Rock Creek Special Protection Area submit a water quality plan for review in accordance with the Montgomery County Code, Chapter 19, Article V. Water Quality Review in Special Protection Areas.
3. Expand the Upper Rock Creek Environmental Overlay Zone with an eight percent imperviousness cap for the same geographic area as the Special Protection Area.



Page 143: Revise section in chart on Central Union Mission as follows:

Site Number and Name	Comments	Legacy Category Recommendation	Protection Technique and Recommendation
7. Central Union Mission	Two large forested areas immediately adjacent to parkland. Provides important ecological buffer to Hawlings River Biodiversity Area.	Add to Water Supply target areas (Class II)	-Protect <u>high priority forest</u> through easement with current use ( <u>camp on site</u> ). -If land use changes, preferred option is to seek dedication or acquisition of the portion of the forest that adjoins the Hawlings River Stream Valley Park. ( <u>The existing camp should be allowed to continue operations and M-NCPPC should restrict public access on parkland for as long as the camp is in operation.</u> ) Use easements to protect the rest of the forest. At the time of subdivision, easements could be used to protect all or part of the <u>high priority forest</u> if deemed appropriate by the Planning Board.

### General

All figures and tables included in the Plan are to be revised where appropriate to reflect District Council changes to the Planning Board Draft Olney Master Plan and to reflect actions taken on related zoning text amendments prior to the final printing of the approved Master Plan. In particular, text and estimates of housing units should be updated to reflect Council action on changes to legislation impacting Moderately Priced Dwelling Units (MPDUs). Maps should be revised where necessary to conform to Council actions. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft Olney Master Plan.

In addition to the changes to the Master Plan described above, the Council recommends the follow tasks to support the Master Plan objectives:

The Park and Planning Department should review option to allow a small cancer center on the R-200 property owned by Dr. Kenneth Miller and prepare a text amendment for introduction. Options to be considered include amending the RE-2 zone to allow clinics by special exception if the property is served by sewer and amending the RE-2/TDR-2 zone to allow permitted uses and special exceptions the same as those allowed in the R-200 zone, rather than the RE-2 zone. (Since the intent is for properties to develop at a density comparable to R-200, the compatible special exceptions should be those allowed in the R-200 zone.) The Park and



Planning Department should recommend whether to make this change only for RE-2/TDR or all TDR zones.

The Council recommends the creation of a Town Center Advisory Committee to support the redevelopment of Town Center and the creation of a new civic center. This Committee should be established by M-NCPPC and develop a work program to further these goals. Park and Planning should work with the Advisory Committee to facilitate a community town center concept that will be used to guide future development/redevelopment efforts.

As the Executive explores options for disposing of the Bowie Mill School site, the Council recommends that he consider alternatives for maximizing affordable housing while minimizing any negative community or environmental impacts. One option that should be pursued is allowing private development of this site under the standards of the zone in exchange for development of affordable housing (moderately priced dwelling units and workforce housing) at another location in Olney. If this exchange occurs, the Council recommends that development on the Bowie Mill School site be limited to 78 housing units (the amount allowed under R-200 zoning).

This is a correct copy of Council action.

A handwritten signature in cursive script, reading "Elda M. Dodson", is written over a horizontal line.

Elda M. Dodson, CMC  
Acting Clerk of the Council



## RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to The General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on September 25, 2003, on the Public Hearing (Preliminary) Draft Olney Master Plan, being also an amendment to the Approved and Adopted Comprehensive Amendment to the Olney Master Plan, 1980, as amended; the Master Plan of Bikeways, 1978, as amended; the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; and the Master Plan of Highways within Montgomery County, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on May 27, 2004, approved the Planning Board (Final) Draft of the proposed Plan, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendation and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendation on the Planning Board (Final) Draft Olney Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on July 23, 2004; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on September 21, 2004, wherein testimony was received concerning the Planning Board (Final) Draft Olney Master Plan; and

WHEREAS, the District Council, on March 15, 2005, approved the Planning Board (Final) Draft Olney Master Plan subject to the modifications and revisions set forth in Resolution No. 15-924; and

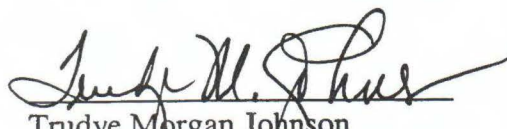
NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board hereby adopts said Olney Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended, and as approved by the District Council in the attached Resolution No. 15-924; and



BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Wellington, seconded by Commissioner Perdue, with Commissioners Berlage and Robinson voting in favor of the motion, and Commissioner Bryant being absent, at its regular meeting held on Thursday, April 7, 2005, in Silver Spring, Maryland.

  
Trudye Morgan Johnson  
Executive Director

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Hewlett, seconded by Commissioner Eley, with Commissioners Berlage, Bryant, Eley, Harley, Hewlett, Perdue, Squire, and Wellington voting in favor of the motion, with Commissioners Robinson and Vaughns being absent, at its regular meeting held on April 20, 2005 in Riverdale, Maryland.

  
Trudye Morgan Johnson  
Executive Director

## **ACKNOWLEDGEMENTS**

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Special thanks to all Park and Planning Department staff and staff of various Montgomery County and State of Maryland agencies who contributed to this Plan.

\*Former Staff Member



APPROVED AND ADOPTED  
**OLNEY MASTER PLAN**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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