



# MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
Item # 2  
3/18/10

March 11, 2010

## MEMORANDUM

**TO:** Montgomery County Planning Board

**VIA:** John A. Carter, Chief *JAC*  
Urban Design and Historic Preservation Division

**FROM:** Calvin Nelson, Jr., Planner Coordinator/Urban Designer *CN*  
Urban Design and Historic Preservation Division

**SUBJECT:** Mandatory Referral No.09750-DGS-1: Olney Library Addition and Renovation-  
3500 Olney-Laytonsville Road, MXTC Zone, 2005 Approved and Adopted Olney  
Master Plan

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## RECOMMENDATION:

**APPROVAL** to transmit the following comments to the Department of General Services:

1. Show the ultimate roadway right-of-way line for Olney-Laytonsville Road along property frontage (75 feet from the roadway right-of-way centerline).
2. If the proposed building is determined to be within the right-of-way, modify the design for the proposed new library building, and locate it outside of the ultimate right-of-way for Olney-Laytonsville Road.
3. Revise the library entrance design at Olney-Laytonsville Road to provide a standard Maryland State Highway Administration (SHA) Commercial Two-Way Entrance design.
4. Revise the site plan to relocate three parking spaces proposed along the entrance driveway to the main parking lot (to the south of the proposed building).
5. Identify on the Mandatory Referral site plan, the location for a future inter-parcel connection to Olney Shopping Center (located to the east of the library site).
6. Require an arborist to determine if the "Mary Baker Memorial Tree" can be safely moved to another location on the site.
7. Consider working with adjacent homeowners association to construct a footpath from the western group of townhouses.
8. Evaluate all trees proposed for removal for potential retention, and submit a final tree save plan.

## **DISCUSSION**

### **Project Location**

The Olney Library is located at 3500 Olney-Laytonsville Road (MD 108), about 500 feet west of Georgia Avenue (MD 97) in Olney. The library is on the western edge of the Olney Town Center. The 2.5-acre site is zoned MXTC, Mixed Use Town Center Zone. It is developed with a one-story, 16,454-square-foot brick building with 94 parking spaces.

Properties surrounding the site include: the Olney Shopping Center to the east in the MXTC Zone, the Homeland Village townhouse condos to the southeast in the PD-7 Zone, and the Williamsburg Village townhouses to the south and west in the PD-7 Zone. Olney-Laytonsville Road bounds the site on the north.

### **Project Description**

The one-story library, built in 1980, will receive an extensive renovation and a much needed addition. The addition consists of a children's area and young adult's area located on the western side of the building, separated by a new courtyard which admits natural light into an existing part of the building. A small addition will also be added to the eastern side of the library for receiving, building storage, and access to an upper level mechanical equipment area. The library will remain as a one-story structure, but the size will be increased from 16,454 square feet to 21,994 square feet.

The interior of the building will be substantially remodeled with additional space for quiet study rooms, additional computers, a children's discovery room, and larger collections. A divisible meeting room and public restrooms are located off the lobby area for after hours use. New mechanical, electrical and plumbing systems will be installed along with new furnishings. Clerestory windows will provide indirect light along the major circulation axis through the building.

The entrance to the library will remain at the rear of the library adjacent to the parking area. Pedestrians visiting the library will follow the sidewalk from MD 108 along the western side of the building around to the rear of the building. The addition features a wide roof overhang above the sidewalk which will help to provide protection from the elements. An accessible ramp is integrated with the building's design and located accessible to the parking area. Bike racks are provided in an area near the courtyard. The configuration of the parking lot will remain about the same.

Trees located near the proposed addition will be removed including a small number of trees in the grove of large pines and hardwoods in front of the library. The "Mary Baker Memorial Tree" located near the library's entrance will be relocated. An arborist will be required to determine if the tree can be saved if it is moved. Shade and ornamental trees will be planted along the new building addition and driveway. Shade trees will also be planted along the southwest corner of the site adjacent to the parking area. Native grasses and other vegetation will be planted in the bioretention area of the courtyard.

No changes are anticipated to the staffing levels at the library. The library has 24 staff positions, eight full time positions, and 16 part time positions. The hours of operation for the library are not expected to change when the library reopens.

There will be no interim library facility while the library is being renovated. Montgomery County Public Libraries (MCPL) is exploring some options for limited service during this period such as a bookmobile parked on a site in the community. The Friends of the Library, Olney Chapter, and the Olney Library Advisory Committee are working with Olney Library staff to plan for continuation of some public programs at various sites in the community while the library is closed. Construction of the new facility is expected to take place in November 2010, with the reopening in the summer of 2012.

## **ANALYSIS**

### **Master Plan Conformance**

The proposed library project is consistent with the 2005 Olney Master Plan. The library site is located on the western boundary of the Olney Town Center. The Town Center is an approximately 90-acre commercial area located around the intersection of Georgia Avenue and MD 108. The Plan states that “[t]he 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 Plan also recommends that:

*“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 this location”.*

Currently, there are no plans underway for the redevelopment of the adjacent Olney Shopping Center site, and thus no opportunity at this time for creating a combined civic center within the Town Center. The proposed renovations/additions are needed to meet the needs of the library at this location until such time when the library may be relocated elsewhere in the Center.

### **Development Standards**

The library site is zoned MXTC, Mixed –Use Town Center Zone. The proposed library conforms to the development standards.

The site plan shows 94 parking spaces will be provided on the site, currently there are 94 spaces on the site.

MXTC Applicable Development Standards (Sec.59-C-11.5)	Required/Allowed	Proposed
Maximum non-residential FAR	0.35	0.20
Maximum building height	42	1 story@35 feet
Building setbacks:		
Minimum front setback	0	10 feet
Maximum front setback from a street line	10	10 feet
Minimum side or rear setback from another lot in the same zone, or from an adjacent commercial zone	0	31 side
Minimum side or rear setback from an adjacent residential zone	20	52 feet side 150 feet rear
Parking spaces - 2.5 spaces/1,000 square feet of total floor area	55	94

### **Building Location and Compatibility**

While there will be major changes to the library, careful planning went into expanding the building’s footprint to minimize impact on the site. The proposed setback and height of the building and the setback of parking are compatible with the adjacent townhouses to the south and west, and with the shopping center to the east.

### **Environment**

Environmental Planning staff recommends transmittal of the Mandatory Referral with the following comments:

- Investigate working with adjacent homeowners association to construct a footpath from the western group of townhouses.
- Evaluate all trees proposed for removal for potential retention and submit a final tree save plan.

**Sustainability** - Montgomery County has a number of goals that work towards the higher goal of creating a sustainable community. These goals include reducing the carbon footprint of proposed development, promoting walkability, reducing urban heat island effect, and protecting air and water quality. In order to meet the Countywide goals, individual projects will have to positively contribute to creating sustainable development. Public projects should lead the way in promoting sustainability, as the public will reap the rewards in the long term, and give example to private development and future leaders of its multiple benefits.

**Carbon footprint** - The carbon footprint can be divided into three basic categories – embodied energy, transportation energy, and building energy emissions. Embodied energy is the emissions created in the creation and transportation of the building materials and the construction of the project. Because this project is using an existing building as its base and constructing an addition, the embodied energy used to construct it is less than the construction of a new building. In addition, locally-sourced material will be used to construct the addition. Transportation energy is the energy associated with vehicular traffic to and from the project. While Olney is largely an automobile-dependant area, the library is located within the town center, which increases the possibility for multiple destinations to be visited in a single trip. Also, this facility is accessible by both Ride-On and Metrobus, enabling transit use.



Building energy emissions are created in the normal operation of a building including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Libraries tend to be a fairly intensive energy use, as the lighting requirements are generally more intensive and numerous computers are often in use. The County is pursuing a number of LEED credits related to this subject, including enhanced commissioning and energy performance optimization. As this is an addition, only limited efforts are practical to make in building energy reduction but the design does make use of daylighting to reduce energy use.

**Walkability** - This project site is surrounded on the south and west sides by townhouses and on the east side by commercial development. While there is a path leading from the townhouses on the south, there is no path from the western group of townhouses. While most of the path would be on the adjacent homeowners association property, the County should investigate developing a path here. Unfortunately, the commercial development to the east faces away from the library and there are no opportunities for linkage.

**Urban heat island effect** - Heat island effect is an urban and suburban problem that results from the large quantity impervious surfaces radiating significantly more heat into the atmosphere than natural surfaces. It can significantly affect air quality, water quality and livability in developed areas. Tree cover, green walls, and vegetated and reflective roofs can diminish a projects contribution to the overall heat island. This project incorporates a light-colored roof and maintains the existing tree cover in and around the parking area. Significant opportunities exist for additional tree cover in the parking area but this would require the removal of concrete between rows of parking spaces. If the parking lot is reconfigured in the future, additional tree cover should be investigated.

**Air quality** - A discussion of air quality substantially overlaps with the carbon footprint section as air quality is affected by emissions from buildings and transportation and tree cover. Approximately 33 trees will be removed through the construction process, and 17 trees are proposed to be planted. The existing trees should be re-evaluated for retention and disturbance minimized to facilitate retention. Additional opportunities for tree cover should be explored.

**Water quality** - Water quality in urban and suburban areas is largely determined by the amount of impervious surfaces and amount of stormwater management provided. The amount of tree cover also influences water quality, as it intercepts rainfall and allows for evapotranspiration. This addition only adds 0.08 acres of imperviousness to the site and the development will include water quality treatment, where none previously existed. The water quality measures include a bioretention facility and Contech Stormfilters.

**Forest Conservation** -This property is subject to the Chapter 22A Montgomery County Forest Conservation Law. However, this property is exempt from submitting a forest conservation plan per 42008194E, approved on July 8, 2009 as a modification to an existing developed property.

**Tree Save** - A tree save plan was submitted as part of the mandatory referral package. While there is no forest on-site, there are five large trees ( $\geq 24''$  DBH) and one specimen tree (typically  $\geq 30''$  DBH). Three large trees (27'' pin oak in good condition, 24'' white pine in good condition,

24" white pine in good condition) are proposed to be removed as part of this development. Retention of these trees may be possible with further detailed evaluation.

**Stormwater Management** - A Stormwater Management concept plan was approved by the Department of Permitting Services on December 14, 2009.

**LEED (Leadership in Energy and Environmental Design) Certification** - Montgomery County requires LEED Silver certification for all public buildings, and the library will become LEED Certified – Silver. To achieve a Silver rating, solar screens, energy efficient windows and other sustainable design strategies to maximize energy efficiency and minimize negative impact on the environment will be provided.

## **Transportation**

**Access, Parking, Pedestrian Facilities, and Public Transportation** - Olney-Laytonsville Road is located along a four-lane median-divided highway. Between Highland Drive/Dartmoor Lane to the west (approximately 1100 feet to the west of the library) and Georgia Avenue to the east, the Olney-Laytonsville Road has six lanes, with the outside lane in both directions functioning as a continuous right-turn lane. Additionally, between the Olney Library driveway and Olney Shopping Center driveway (for approximately 330 feet), Olney-Laytonsville Road has an open median that permits two-way left-turns. The open median currently permits full in/out movements at the library and Olney Shopping Center driveways along the south side of the roadway and at the commercial/office driveway along the north side of the roadway. Olney-Laytonsville Road intersections with Queen Elizabeth Drive to the west and Georgia Avenue to the east are signalized. A shared use path currently exists along both sides of Olney-Laytonsville Road.

Access to the library is currently from Olney-Laytonsville Road via a full-movement driveway. The Mandatory Referral is proposing to reconfigure the existing entrance driveway with a channelized right-turn lane to help patrons bypass vehicles waiting to turn left at the driveway. SHA is currently reviewing the site entrance design/access plan.

The Mandatory Referral proposes to upgrade the lead-in sidewalk to the library from Olney-Laytonsville Road. The existing lead-in sidewalk to the south of the library building from the Williamsburg Village townhouse development will be preserved.

The area is served by Metro and RideOn buses. RideOn service along Olney-Laytonsville Road along library frontage consists of Route 53, which has stops near the library. Route 53 runs between Shady Grove Metro Station and Glenmont Metro Station. Metrobus routes along Georgia Avenue include Y5, Y7, Y8, and Y9, which run between Silver Spring Metro Station and Olney.

**Master Plan Roadway and Bikeway Facilities** - The 2005 Approved and Adopted *Olney Master Plan* includes the following nearby master-planned roadway and pedestrian/bikeway facility:

- Olney-Laytonsville Road, classified as a four-lane divided major highway (M-60) between Laytonsville to the west and Dr. Bird Road (MD 182) to the east, with a recommended minimum right-of-way width of 150 feet. The master plan recommends MD 108 and MD 97 within the Town Center to be “designed as urban boulevards” and notes that “their current traffic capacity should not be increased by adding through travel lanes.” The master plan also recommends that, “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.” A Class I bikeway (shared use path; SP-35 between Georgia Avenue to the west and Dr. Bird Road to the east in both the *Olney Master Plan and Countywide Bikeways Functional Master Plan*) is recommended for MD 108, and currently exists along both sides of MD 108.

Staff could not determine from the Mandatory Referral package the ultimate right-of-way line for Olney-Laytonsville Road along site frontage and are concerned that the proposed building might be slightly encroaching into the roadway right-of-way. Staff therefore is recommending that the ultimate roadway right-of-way line for Olney-Laytonsville Road along property frontage (75 feet from the roadway right-of-way centerline) be shown on the Mandatory Referral site plan. If the proposed building is determined to be within the ultimate roadway right-of-way for Olney-Laytonsville Road, staff is recommending that DGS modify the design for the library building and locate it outside the right-of-way so as to preserve the roadway right-of-way for any future transportation use or to create the master plan recommended urban boulevard.

Staff notes that except for the master plan recommended “green medians” and “at least six-foot wide curbside green panels”, roadway features recommended in the master plan (number of travel lanes and shared-use path) are already achieved within the existing right-of-way for Olney-Laytonsville Road. Additional right-of-way need along the library frontage in the future therefore may not be extensive and will depend on the urban boulevard design proposed for Olney-Laytonsville Road with Olney Town Center.

**Library Entrance Design** - The Mandatory Referral site plan for Olney Library is proposing to reconfigure the existing library driveway exit lane with a left-turn lane and a channelized right-turn lane to help patrons bypass vehicles waiting to turn left at the driveway. Staff is recommending that the Mandatory Referral site plan revise the library entrance design at Olney-Laytonsville Road to provide a standard Maryland State Highway Administration (SHA) Commercial Two-Way Entrance for the following reasons:

- The proposed design does not promote pedestrian/bicyclist safety (since they will have to cross two curb-cuts instead of one),
- The proposed design does not promote vehicular safety (since the channelized right-turn lane may encourage exiting library patrons to speed up going east towards Georgia

Avenue, which could affect vehicular safety at the full-movement commercial driveways on both sides of MD 108 within 200 feet of the library exit), and

- The proposed design is not consistent with recommendations in the Olney Master Plan for the Town Center. The master plan notes that, “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.”

**Proposed New Parking Spaces along the Library Driveway** - The mandatory referral site plan for Olney Library is proposing three new parking spaces along the east side of the library driveway as replacement to three parking spaces lost to the back of the library building (to accommodate the dumpster). Staff is recommending that the Mandatory Referral site plan delete the three new parking spaces due to a concern that it may encourage some library patrons to consider making u-turns at this location to either perform a drop-off/pick-up or access the parking space.

**Future Inter-parcel Connection to Olney Shopping Center** - The mandatory referral site plan for Olney Library does not show any future inter-parcel roadway and/or pedestrian connection to Olney Shopping Center. Staff is recommending that the mandatory referral site plan recognize and identify location for a future inter-parcel connection to Olney Shopping Center consistent with recommendations in the Olney Master Plan for the Town Center. This will help better integrate the library with future development within the Town Center and the anticipated internal roadway through Olney Shopping Center site recommended in the master plan (to connect Third Avenue with Olney-Laytonsville Road). Also, given the master plan recommendation not to increase traffic capacity of Olney-Laytonsville Road and Georgia Avenue by “adding through travel lanes”, the Olney Master Plan will have to rely on a robust internal street network within the Town Center that is necessary to create walkable blocks, improve safety by minimizing curb-cuts on major highways, and relieve traffic congestion at the Olney-Laytonsville Road/Georgia Avenue intersection.

**Local Area Transportation Review** - According to *Local Area Transportation Review (LATR)/Policy Area Mobility Review (PAMR) Guidelines*, a traffic study is required for land uses that generate 30 or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. Since the Olney Library Renovation and Addition project is not expected to add additional traffic to the site, the project is determined to have no weekday peak-hour traffic impact during the morning and evening peak periods. A traffic study is therefore not required for the subject mandatory referral. The Traffic Impact Statement dated December 11, 2009, included in the mandatory referral submission package therefore satisfies the LATR requirements of the APF test.

**Policy Area Mobility Review** - To satisfy the PAMR requirements of the APF test, land uses located within the Olney Policy Area are required to mitigate 10 percent of “new” peak-hour trips. Since the Olney Library Renovation and Addition project is not expected to add additional



traffic to the site, the project is determined to have no weekday peak-hour traffic impact during the morning and evening peak periods. The Traffic Impact Statement dated December 11, 2009, included in the mandatory referral package therefore satisfies the PAMR requirements of the APF test.

## **COMMUNITY OUTREACH**

The Olney Library held a public meeting on January 24, 2008, to gather suggestions from residents about the services to be delivered in the renovated facility. A second public meeting was held on April 2, 2009 to show and discuss the proposed plans for the renovation and addition to the library. The proposed renovation and addition to the library are also featured on the library's website.

Staff sent out notices to local citizen associations, adjoining and nearby property owners and other interested parties of the submittal, noting the date of the Planning Board hearing.

## **CONCLUSION**

Based on information provided by the Department of General Services and the analysis contained in this report, staff concludes that the Mandatory Referral meets the applicable standards and guidelines for the environment, the applicable guidelines for adequate public facilities, the applicable requirements for the MXTTC Zone, and the land use recommendations of the Approved and Adopted 2005 Olney Master Plan. Staff recommends approval of the Mandatory Referral with the comments listed at the front of this report.

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### **Attachments:**

1. Vicinity Map
2. Existing Site and Proposed Site Plan
3. Proposed First Floor Plan
4. Building Elevations/Sections
5. Building Perspective From Parking Lot
6. Environmental Planning memo – 3/5/10
7. Transportation Planning memo – 3/11/10





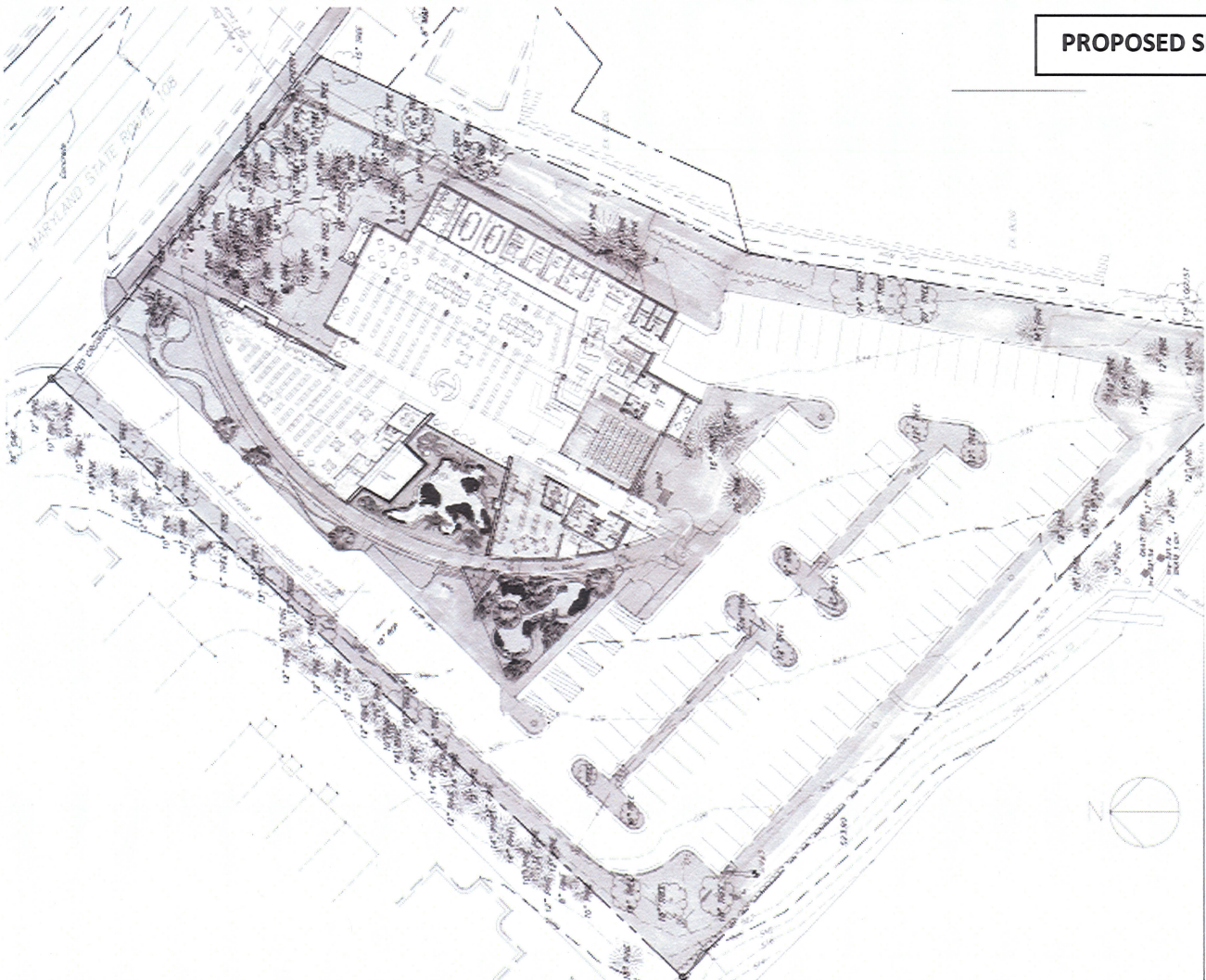


**ATTACHMENT 2**

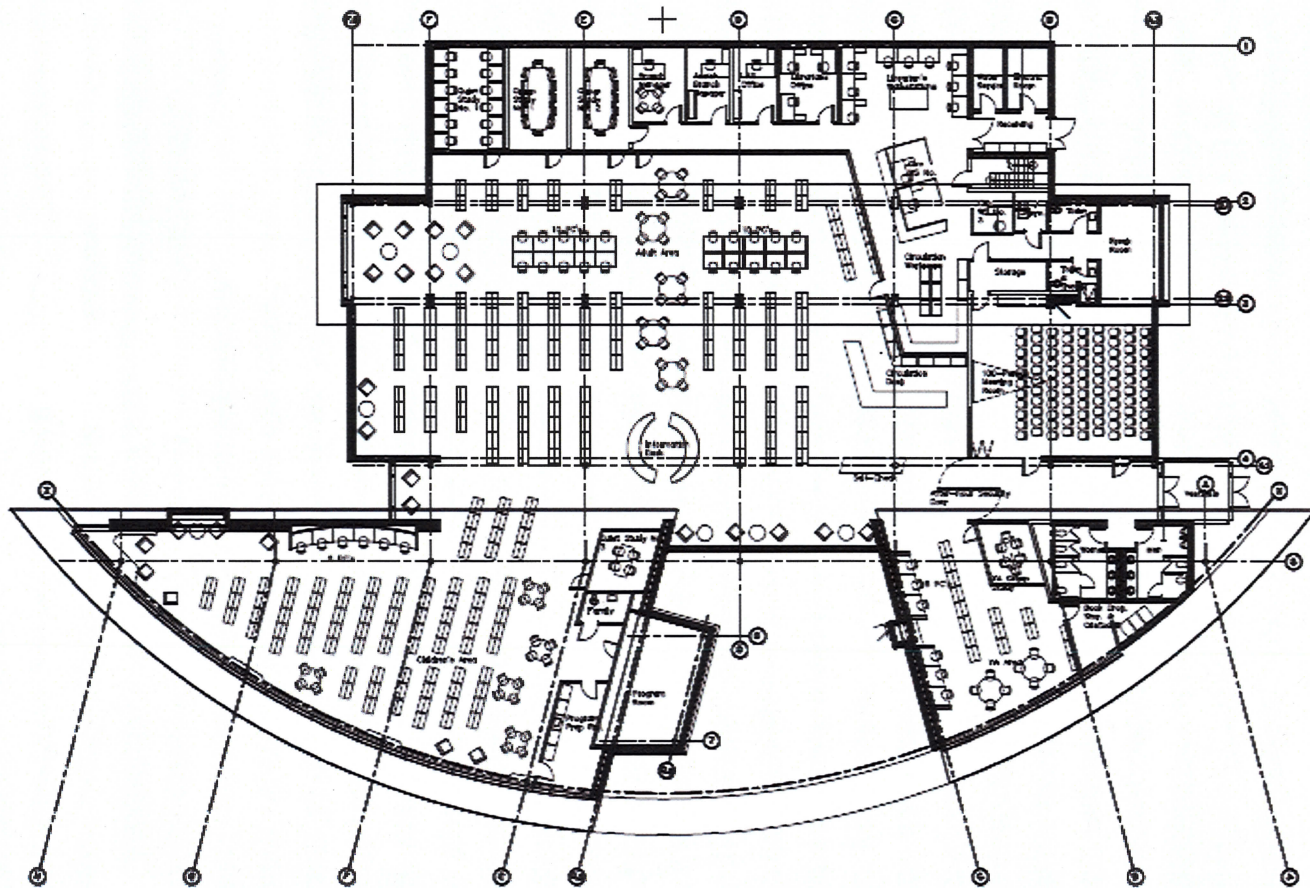
**EXISTING SITE**



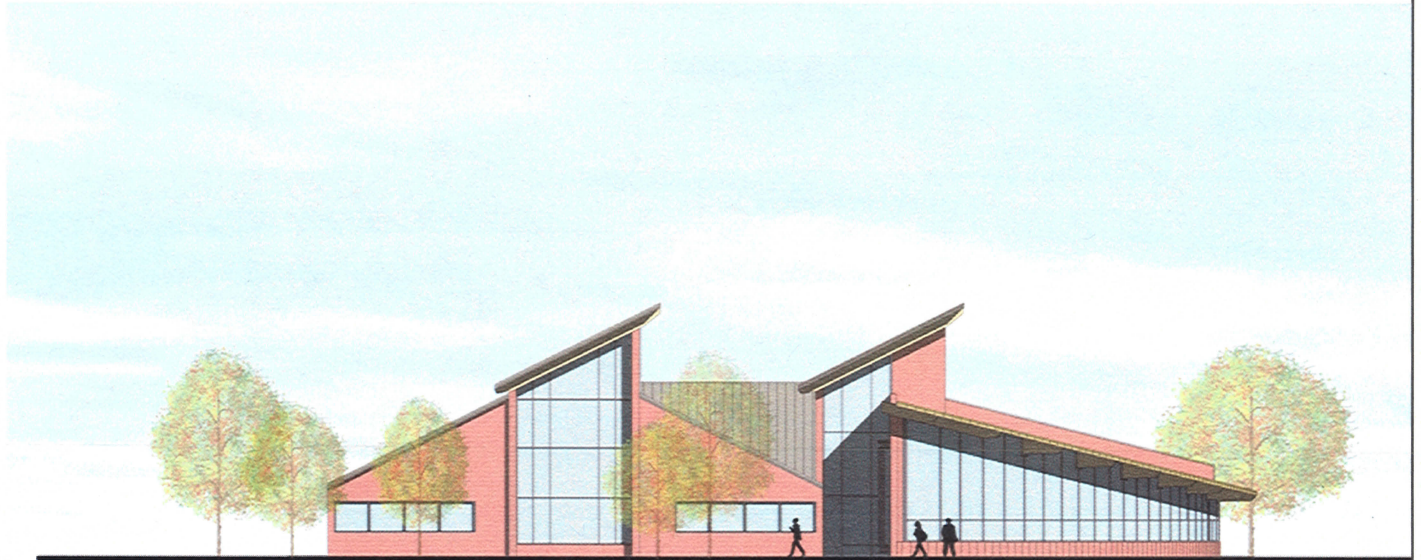
**PROPOSED SITE PLAN**



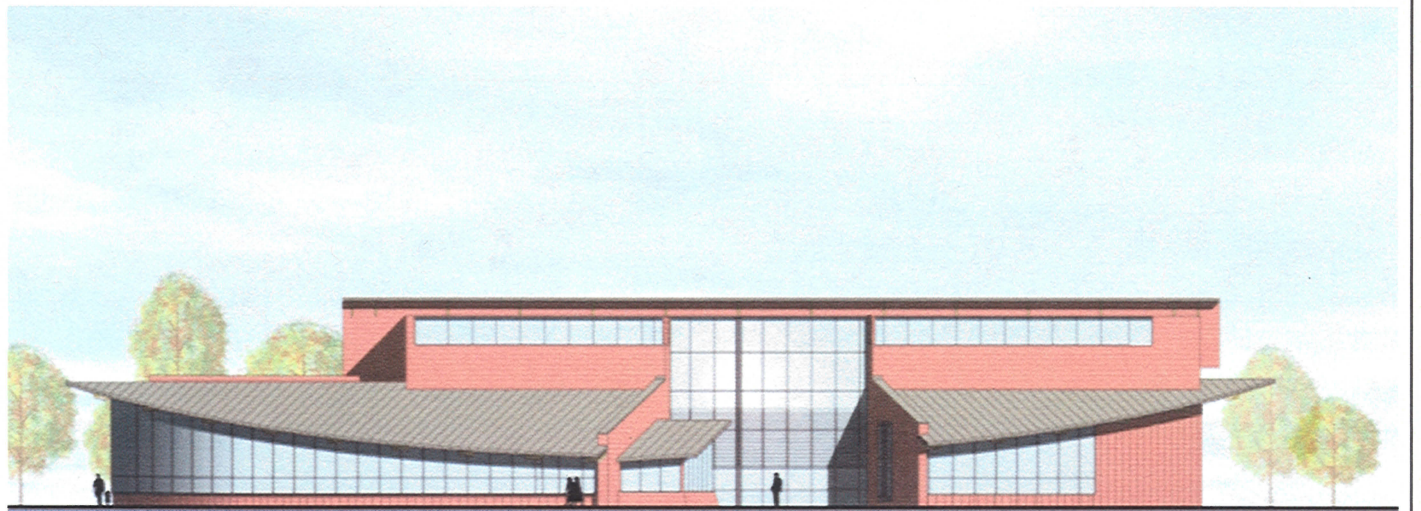






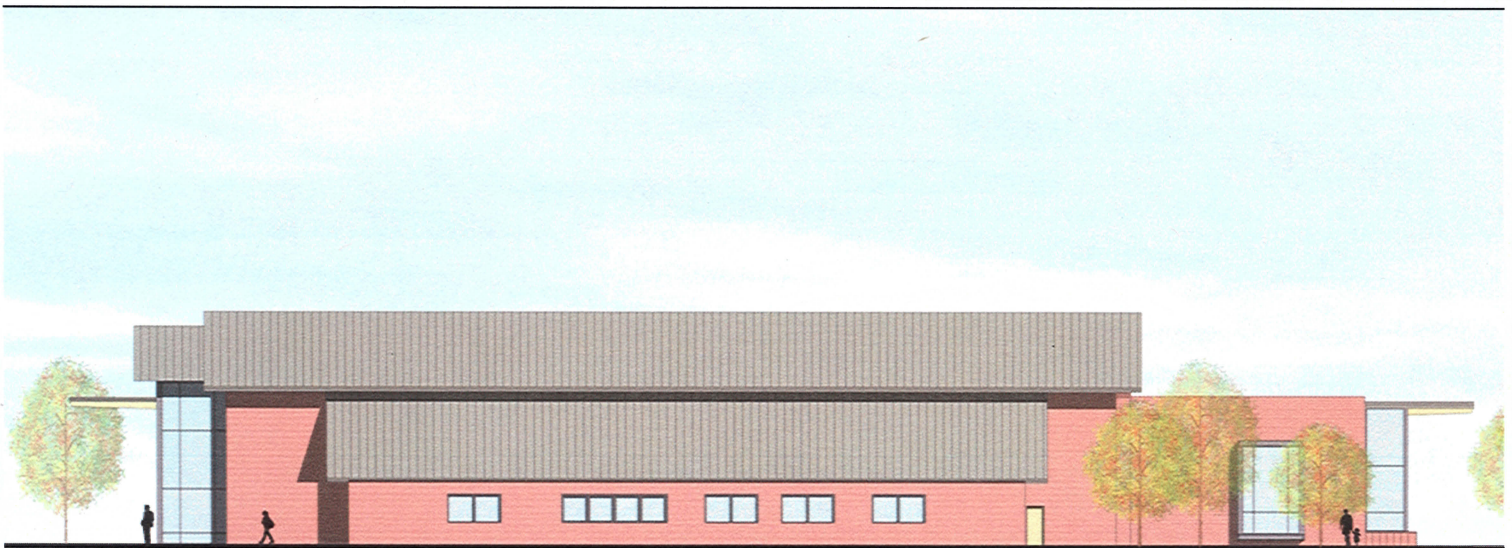


NORTH



WEST





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EAST



SOUTH







**ATTACHMENT 6**  
**MONTGOMERY COUNTY PLANNING DEPARTMENT THE**  
MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

**TO:** Calvin Nelson, Jr., Urban Design and Historic Preservation Division

**VIA:** Stephen Federline, Supervisor, Environmental Planning

**FROM:** Amy Lindsey, Environmental Planning

**DATE:** March 5, 2010

**SUBJECT:** MR2009750  
Olney Library Addition and Renovation

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**RECOMMENDATION:**

**Environmental Planning staff recommends transmittal of the Mandatory Referral with the following comments:**

1. Investigate working with adjacent homeowners association to construct a footpath from the western group of townhouses.
2. Evaluate all trees proposed for removal for potential retention and submit a final tree save plan.

**BACKGROUND**

Olney Library is on a 2.5-acre parcel located in the Olney planning area on Olney-Laytonsville Road (MD-108) and is comprised of the existing library and parking lot. The proposed plan is to renovate a portion of the existing structure, build an addition, and reconfigure a portion of the site circulation.

**ISSUES**

**Sustainability**

Montgomery County has a number of goals that work towards the higher goal of creating a sustainable community. These goals include reducing the carbon footprint of proposed development, promoting walkability, reducing urban heat island effect, and protecting air and water quality. In order to meet the Countywide goals, individual projects will have to positively contribute to creating sustainable development. Public projects should lead the way in promoting sustainability, as the public will reap the rewards in the long term, and give example to private development and future leaders of its multiple benefits.

**Carbon footprint** The carbon footprint can be divided into three basic categories – embodied energy, transportation energy, and building energy emissions. Embodied energy is the emissions created in the creation and transportation of the building materials and the construction of the



project. Because this project is using an existing building as its base and constructing an addition, the embodied energy used to construct it is less than the construction of a new building. In addition, locally-sourced material will be used to construct the addition.

Transportation energy is the energy associated with vehicular traffic to and from the project. While Olney is largely an automobile-dependant area, the library is located within the town center, which increases the possibility for multiple destinations to be visited in a single trip. Also, this facility is accessible by both Ride-On and Metrobus, enabling transit use.

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**Urban heat island effect** Heat island effect is an urban and suburban problem that results from the large quantity impervious surfaces radiating significantly more heat into the atmosphere than natural surfaces. It can significantly affect air quality, water quality and livability in developed areas. Tree cover, green walls, and vegetated and reflective roofs can diminish a projects contribution to the overall heat island. This project incorporates a light-colored roof and maintains the existing tree cover in and around the parking area. Significant opportunities exist for additional tree cover in the parking area but this would require the removal of concrete between rows of parking spaces. If the parking lot is reconfigured in the future, additional tree cover should be investigated.

**Air quality** A discussion of air quality substantially overlaps with the carbon footprint section as air quality is affected by emissions from buildings and transportation and tree cover. Approximately 33 trees will be removed through the construction process, and 17 trees are proposed to be planted. The existing trees should be re-evaluated for retention and disturbance minimized to facilitate retention. Additional opportunities for tree cover should be explored.

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## **REGULATORY FRAMEWORK**

### **Forest Conservation**

This property is subject to the Chapter 22A Montgomery County Forest Conservation Law. However, this property is exempt from submitting a forest conservation plan per 42008194E, approved on July 8, 2009 as a modification to an existing developed property.

**Tree Save** A tree save plan was submitted as part of the mandatory referral package. While there is no forest on-site, there are five large trees ( $\geq 24$ " DBH) and one specimen tree (typically  $\geq 30$ " DBH). Three large trees (27" pin oak in good condition, 24" white pine in good condition, 24" white pine in good condition) are proposed to be removed as part of this development. Retention of these trees may be possible with further detailed evaluation.

### **Stormwater Management**

A Stormwater Management concept plan was approved by the Department of Permitting Services on December 14, 2009.

### **Green Building**

This project will need to comply with County Council Bill 17-06, Montgomery County Green Buildings Law. DGS is seeking LEED (Leadership in Energy and Environmental Design) Silver Certification for this project.

## ATTACHMENT 7



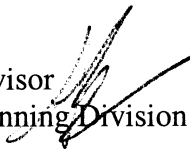
# MONTGOMERY COUNTY PLANNING DEPARTMENT


THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

March 11, 2010

### MEMORANDUM

TO: Calvin Nelson, Jr., Planner/Coordinator  
Urban Design Division

VIA: Shahriar Etemadi, Supervisor   
Move/Transportation Planning Division

FROM: Cherian Eapen, Planner/Coordinator   
Move/Transportation Planning Division  
301-495-4525

SUBJECT: Mandatory Referral No. 09750-DGS-1  
Olney Library Renovation and Addition Project  
3500 Olney-Laytonsville Road  
Parcel P964  
Montgomery County Department of General Services  
Olney-Laytonsville Road  
Olney Policy Area

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This memorandum presents Transportation Planning staff's Adequate Public Facilities (APF) review of the subject mandatory referral for the Olney Library Renovation and Addition project. Olney Library is located at 3500 Olney-Laytonsville Road (MD 108) on Parcel P964, and is within the Olney Policy Area.

The Olney Library Renovation and Addition project proposes to renovate and add approximately 5,719 SF of interior space to the existing 16,825 SF library to provide a new 22,544 SF library.

### RECOMMENDATION

Based on our review of the subject mandatory referral, we recommend that the Planning Board transmit following comments to Montgomery County Department of General Services (DGS):

1. Show on the mandatory referral site plan the ultimate roadway right-of-way line for Olney-Laytonsville Road along property frontage. The right-of-way line must be located 75 feet from the roadway right-of-way centerline.

2. Modify design for the proposed new library building and locate it outside the ultimate right-of-way for Olney-Laytonsville Road if the new building is determined to be within the right-of-way.
3. Revise library driveway design at Olney-Laytonsville Road to provide a standard Maryland State Highway Administration (SHA) Commercial Two-Way Entrance driveway design (see Attachment No. 1).
4. Revise site plan to delete three parking spaces proposed along the library entrance driveway.
5. Identify on the mandatory referral site plan location for a future inter-parcel roadway and/or pedestrian connection to Olney Shopping Center (located to the east of the library site) associated with the future redevelopment of the shopping center site.

## **DISCUSSION**

### Site Location, Access, Parking, Pedestrian Facilities, and Public Transportation

Olney Library is located along Olney-Laytonsville Road (MD 108), a major east-west highway that passes through Olney. Olney-Laytonsville Road intersects Georgia Avenue (MD 97) approximately 500 feet to the east of the library. The library is bounded by Williamsburg Village townhouse development to the west and south, and Olney Shopping Center development to the east.

Olney-Laytonsville Road is a four-lane median-divided highway along library frontage. Between Highland Drive/Dartmoor Lane to the west (approximately 1,100 feet to the west of the library) and Georgia Avenue to the east, the Olney-Laytonsville Road has six lanes, with the outside lane in both directions functioning as a continuous right-turn lane. Additionally, between the Olney Library driveway and Olney Shopping Center driveway (for approximately 330 feet), Olney-Laytonsville Road has an open median that permits two-way left-turns. The open median currently permits full in/out movements at the library and Olney Shopping Center driveways along the south side of the roadway and at the commercial/office driveway along the north side of the roadway. Olney-Laytonsville Road intersections with Queen Elizabeth Drive to the west and Georgia Avenue to the east are signalized. A shared-use path currently exists along both sides of Olney-Laytonsville Road.

Access to the library is currently from Olney-Laytonsville Road via a full-movement driveway. The mandatory referral submission is proposing to reconfigure the existing driveway exit lane with a left-turn lane and a channelized right-turn lane to help patrons bypass vehicles waiting to turn left at the driveway. SHA is currently reviewing the site entrance design/access plan (see Attachment No. 2).

The existing library has 94 parking spaces (including four handicapped parking spaces) on its parking lot, which is located to the south of the library building. With the proposed three



new parking spaces along the east side of the library driveway (as replacement to three parking spaces lost to the back of the library building), upon completion of the renovation/addition, the library will maintain the same number of parking spaces as today.

Additionally, the mandatory referral is proposing to upgrade the existing lead-in sidewalk to the library from Olney-Laytonsville Road. The existing lead-in sidewalk to the south of the library building from the Williamsburg Village townhouse development will be preserved.

The area is served by Metro and RideOn buses. RideOn service along Olney-Laytonsville Road along library frontage consists of route 53, which has stops near the library. Route 53 runs between Shady Grove Metro Station and Glenmont Metro Station. Metrobus routes along Georgia Avenue include Y5, Y7, Y8, and Y9, which run between Silver Spring Metro Station and Olney.

#### Master Plan Roadway and Bikeway Facilities

The 2005 Approved and Adopted *Olney Master Plan* includes the following nearby master-planned roadway and pedestrian/bikeway facility:

- Olney-Laytonsville Road, classified as a four-lane divided major highway (M-60) between Laytonsville to the west and Dr. Bird Road (MD 182) to the east, with a recommended minimum right-of-way width of 150 feet. The master plan recommends MD 108 and MD 97 within the Town Center to be “designed as urban boulevards” and notes that “their current traffic capacity should not be increased by adding through travel lanes.” The master plan also recommends that, “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.” A Class I bikeway (shared use path; SP-35 between Georgia Avenue to the west and Dr. Bird Road to the east in both the *Olney Master Plan and Countywide Bikeways Functional Master Plan*) is recommended for MD 108, and currently exists along both sides of MD 108.

Note: Staff could not determine from the mandatory referral submission package the ultimate right-of-way line for Olney-Laytonsville Road along site frontage and are concerned that the proposed building might be slightly encroaching into the roadway right-of-way. Staff therefore is recommending that the ultimate roadway right-of-way line for Olney-Laytonsville Road along property frontage (75 feet from the roadway right-of-way centerline) be shown on the mandatory referral site plan. If the proposed building is determined to be within the ultimate roadway right-of-way for Olney-Laytonsville Road, staff is recommending that DGS modify the design for the library building and locate it outside the right-of-way so as to preserve the roadway right-of-way for any future transportation use or to create the master plan recommended urban boulevard.

Staff notes that except for the master plan recommended “green medians” and “at least six-foot wide curbside green panels”, roadway features recommended in the master plan (number of travel lanes and shared-use path) are already achieved within the existing

right-of-way for Olney-Laytonsville Road. Additional right-of-way need along the library frontage in the future therefore may not be extensive and will depend on the urban boulevard design proposed for Olney-Laytonsville Road with Olney Town Center.

### Library Entrance Design

The mandatory referral site plan for Olney Library is proposing to reconfigure the existing library driveway exit lane with a left-turn lane and a channelized right-turn lane to help patrons bypass vehicles waiting to turn left at the driveway.

Staff is recommending that the mandatory referral site plan revise the library entrance design at Olney-Laytonsville Road to provide a standard Maryland State Highway Administration (SHA) Commercial Two-Way Entrance for the following reasons:

1. The proposed design does not promote pedestrian/bicyclist safety (since they will have to cross two curb-cuts instead of one),
2. The proposed design does not promote vehicular safety (since the channelized right-turn lane may encourage exiting library patrons to speed up going east towards Georgia Avenue, which could affect vehicular safety at the full-movement commercial driveways on both sides of MD 108 within 200 feet of the library exit), and
3. The proposed design is not consistent with recommendations in the Olney Master Plan for the Town Center (see Attachment No. 3). The master plan notes that, "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."

### Proposed New Parking Spaces along the Library Driveway

The mandatory referral site plan for Olney Library is proposing three new parking spaces along the east side of the library driveway as replacement to three parking spaces lost to the back of the library building (to accommodate the dumpster).

Staff is recommending that the mandatory referral site plan delete the three new parking spaces due to a concern that it may encourage some library patrons to consider making u-turns at this location to either perform a drop-off/pick-up or access the parking space.

### Future Inter-parcel Connection to Olney Shopping Center

The mandatory referral site plan for Olney Library does not show any future inter-parcel roadway and/or pedestrian connection to Olney Shopping Center.

Staff is recommending that the mandatory referral site plan recognize and identify location for a future inter-parcel connection to Olney Shopping Center consistent with recommendations in the Olney Master Plan for the Town Center (see Attachment No. 3). This will help better integrate the library with future development within the Town Center and the anticipated internal roadway through Olney Shopping Center site recommended in the master plan (to connect Third Avenue with Olney-Laytonsville Road). Also, given the master plan recommendation not to increase traffic capacity of Olney-Laytonsville Road and Georgia Avenue by “adding through travel lanes”, the Olney Master Plan will have to rely on a robust internal street network within the Town Center that is necessary to create walkable blocks, improve safety by minimizing curb-cuts on major highways, and relieve traffic congestion at the Olney-Laytonsville Road/Georgia Avenue intersection.

### Local Area Transportation Review

According to *Local Area Transportation Review (LATR)/Policy Area Mobility Review (PAMR) Guidelines*, a traffic study is required for land uses that generate 30 or more peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods.

Since the Olney Library Renovation and Addition project is not expected to add additional traffic to the site, the project is determined to have no weekday peak-hour traffic impact during the morning and evening peak periods. A traffic study is therefore not required for the subject mandatory referral. The Traffic Impact Statement dated December 11, 2009, included in the mandatory referral submission package therefore satisfies the LATR requirements of the APF test.

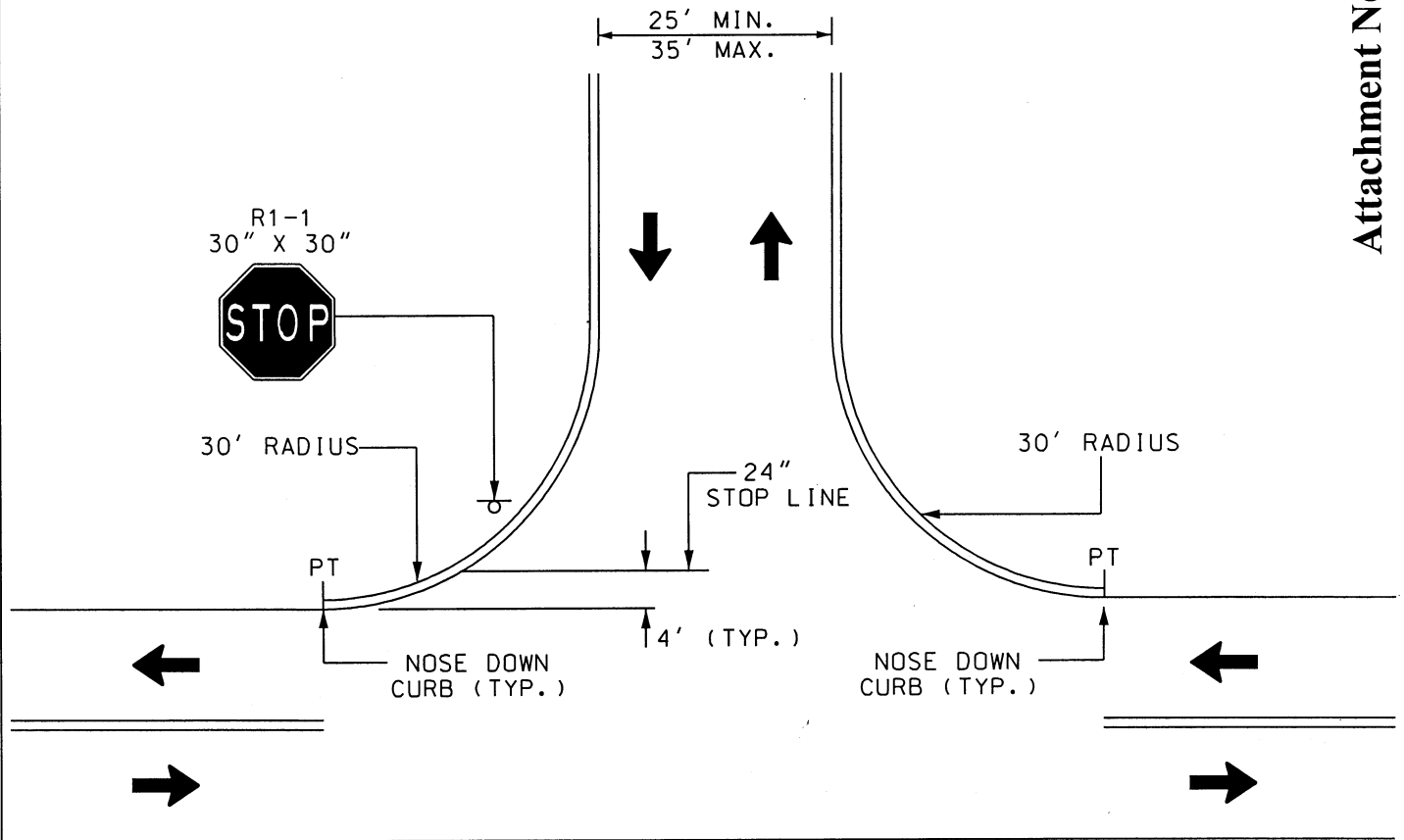
### Policy Area Mobility Review

To satisfy the PAMR requirements of the APF test, land uses located within the Olney Policy Area are required to mitigate 10% of “new” peak-hour trips.

Since the Olney Library Renovation and Addition project is not expected to add additional traffic to the site, the project is determined to have no weekday peak-hour traffic impact during the morning and evening peak periods. The Traffic Impact Statement dated December 11, 2009, included in the mandatory referral submission package therefore satisfies the PAMR requirements of the APF test.

SE:CE:tc  
Attachments

cc: Corren Giles  
Greg Leck  
Sarah Navid  
Bob Simpson  
Larry Cole  
Khalid Afzal



NOTES:

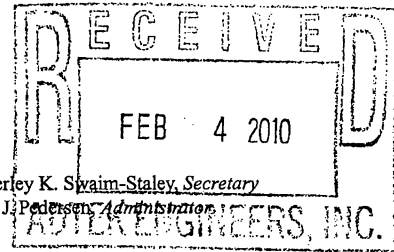
1. MINIMUM CHANNELIZATION IS SHOWN.
2. TURNING LANES ARE NOT SHOWN.
3. REFER TO 11.0 FOR ENTRANCE DESIGN STANDARDS.

COMMERCIAL  
TWO-WAY ENTRANCE  
ENGINEERING ACCESS PERMITS



Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

Maryland Department of Transportation  
January 28, 2010



Beverley K. Spvain-Staley, Secretary  
Neil J. Pedersen, Administration

Attachment No. 2

Mr. Patrick Welker, P.E.  
ADTEK Engineers, Inc.  
97 Monocacy Boulevard, Unit H  
Frederick, Maryland 21701

Re: Montgomery County  
Olney Library  
MD 108 (Olney-Laytonsville Road)

Dear Mr. Welker:

The State Highway Administration (SHA) appreciates the opportunity to review the plans for the Olney Library development along MD 108 (Olney-Laytonsville Road). We appreciate your patience as we reviewed this project and offer the following comments:

- The island at the access needs to be modified so that the face of curb is located 3'-5' from the edge of the travel lane. Currently 7.4' is provided which exceeds the standard.
- Revise the right turn lane width. By typical right in/right out access standards with 40' radii, 17' lanes are provided. Considering that this access provides a 250' outside radius, the 17' will not be required however; the lane should be widened to provide a minimum of 14' due to the curb restriction of the lane.
- Please label the interior radius for the island.
- A R5-1 30" x 30" 'Do Not Enter' sign must be provided for the channelized right turn lane to prevent entering traffic from entering. This should be placed on the back side of the stop sign.
- A double yellow centerline must be provided between the ingress and egress lanes. Reference the appropriate SHA standards.
- The crosswalk should be 8'-10' wide with 4' provided between the crosswalk and the stop bars.
- Revise the MOT standard to Std. No. MD 104.03-06 which refers to right lane closures along multi-lane undivided roadways. Although MD 108 is a divided roadway, there is a rather large median break in this area which creates an undivided scenario.
- As previously requested, please include pedestrian MOT since pedestrian traffic will have to be directed to the opposite side of the roadway. This was listed on the response letter as complied however, it was not included.
- The requested sight distance evaluation was included however, it was not completed appropriately. In the upper section of the form, the actual intersection sight distance and stopping sight distance (as measured at the site) should be filled in. The intersection sight distance was filled in although these numbers are the exact number listed below for the reduced ISD requirement based on posted speed. Furthermore, the SSD was not filled in. A larger issue with the form is that the reduced ISD requirement based on posted speed values are listed as being greater than the state standard ISD required based on design speed. The required ISD based on design speed should be greater than the reduced based on posted speed, but this is not the case on this form. Please revise and resubmit the form appropriately.
- Leader 'J' is provided on the signage & striping plan however it is not included in the legend. Please correct the plan.
- The legend lists 'F' as Concrete sidewalk per Std. MC-110.01. This should be changed as all sidewalk within SHA right of way must be constructed per SHA standards. Please remove the MC standard and list the SHA standard.

My telephone number/toll-free number is \_\_\_\_\_

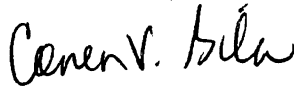

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0300 • www.marylandroads.com

Mr. Patrick Welker, P.E.  
Page 2 of 2

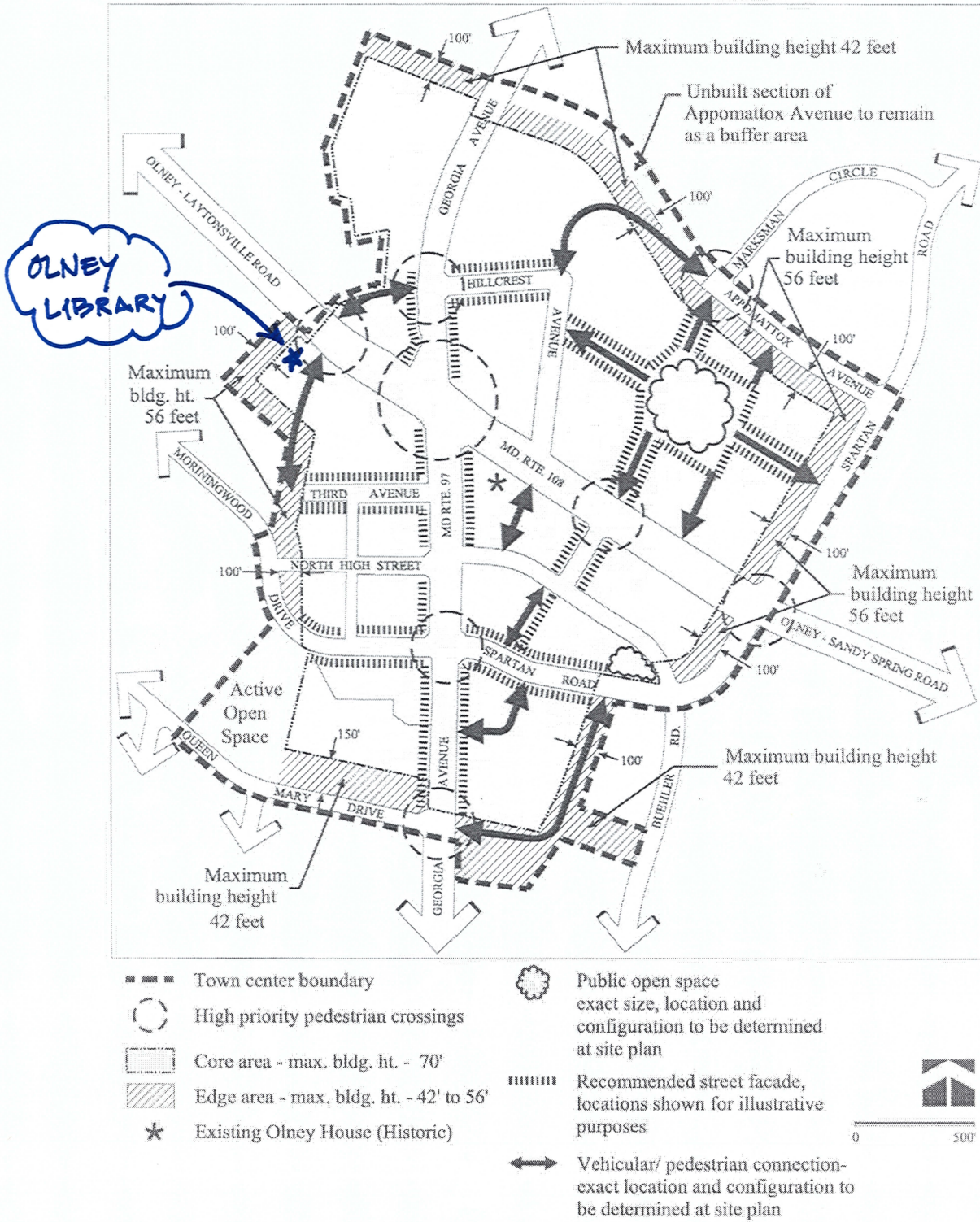
Please submit four (4) copies of revised plans and a point-by-point response letter. If you have any questions or require additional information, please contact Ms. Corren V. Giles at 410-545-5595 or by using our toll free number in Maryland only at 1-800-876-4742.

Sincerely,

  
 Steven D. Foster, Chief  
Engineering Access Permits Division

cc: Ms. Catherine Conlon / M-NCPPC  
Ms. Kate Mazzara *sent via email*  
Mr. Mark Loeffler *sent via email*

# Town Center Concept



OLNEY LIBRARY



## 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.

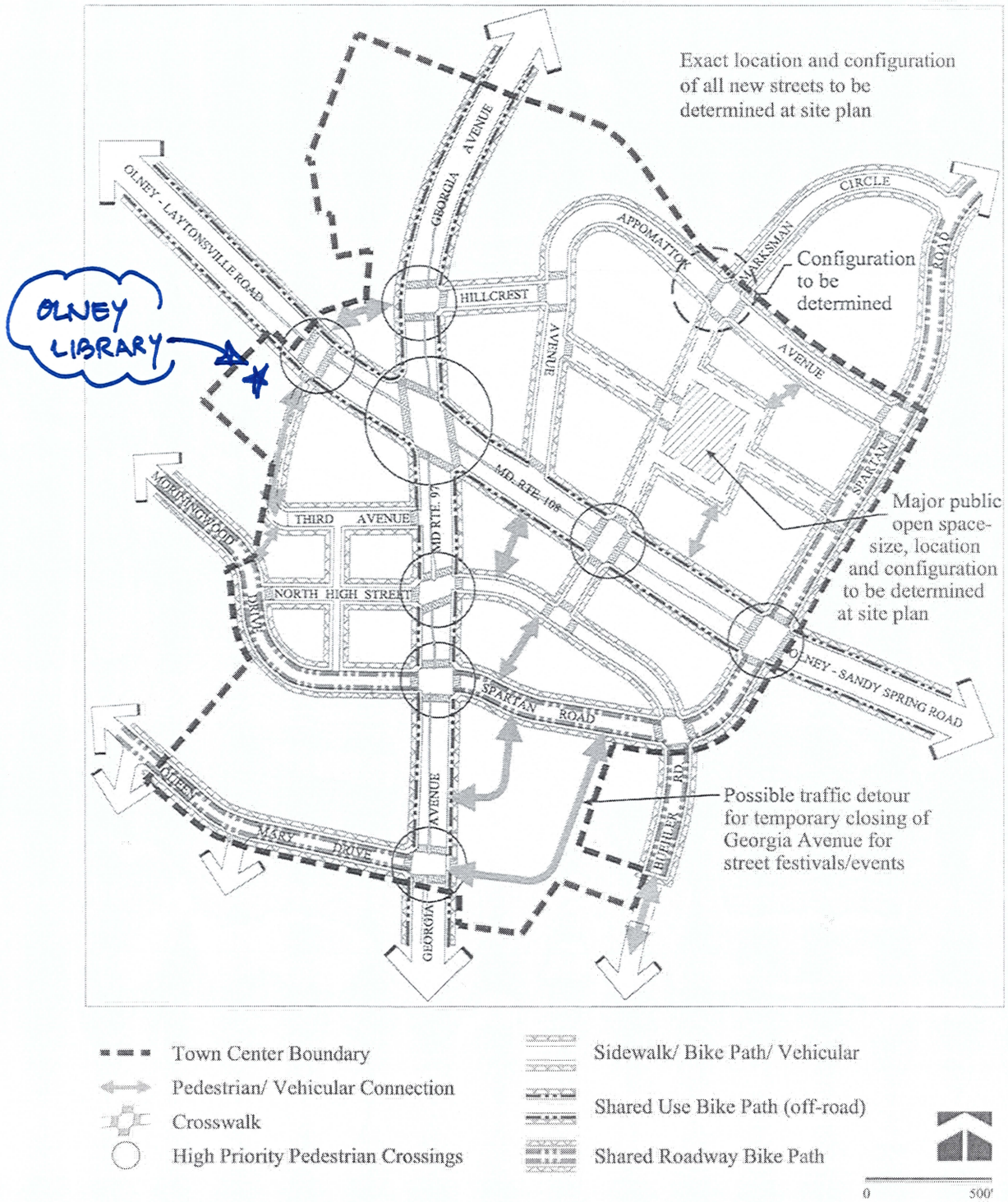
Any future street improvements, especially Georgia Avenue and MD 108, should be carefully designed to incorporate features that help reduce speeds and improve pedestrian safety. Lower speed limits, reduced pavement widths, curbside tree panels, on-street parking, and other design treatments should be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





## 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.**