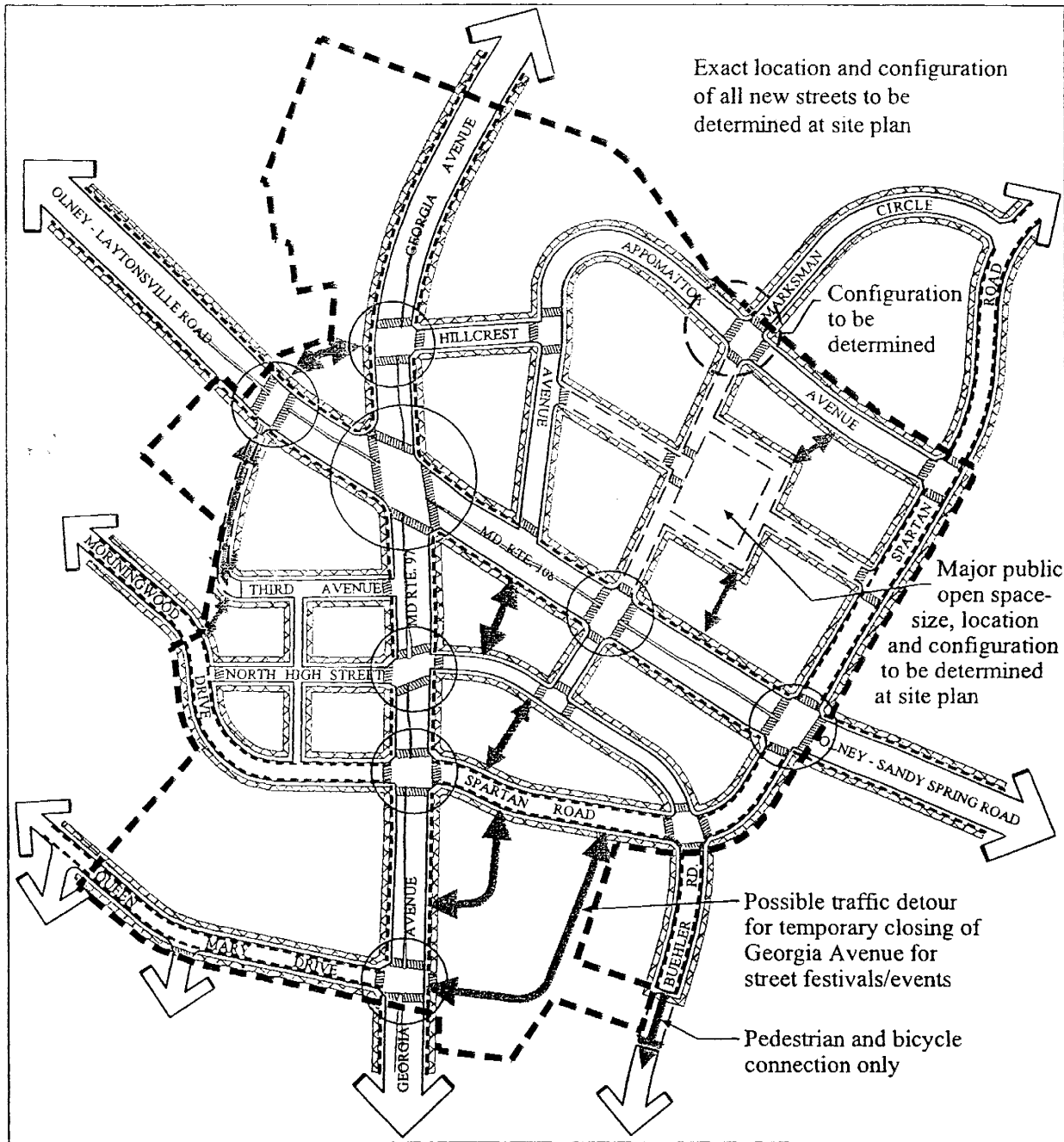


# Town Center Pedestrian and Bicycle Circulation Concept



- 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 sewerred 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:

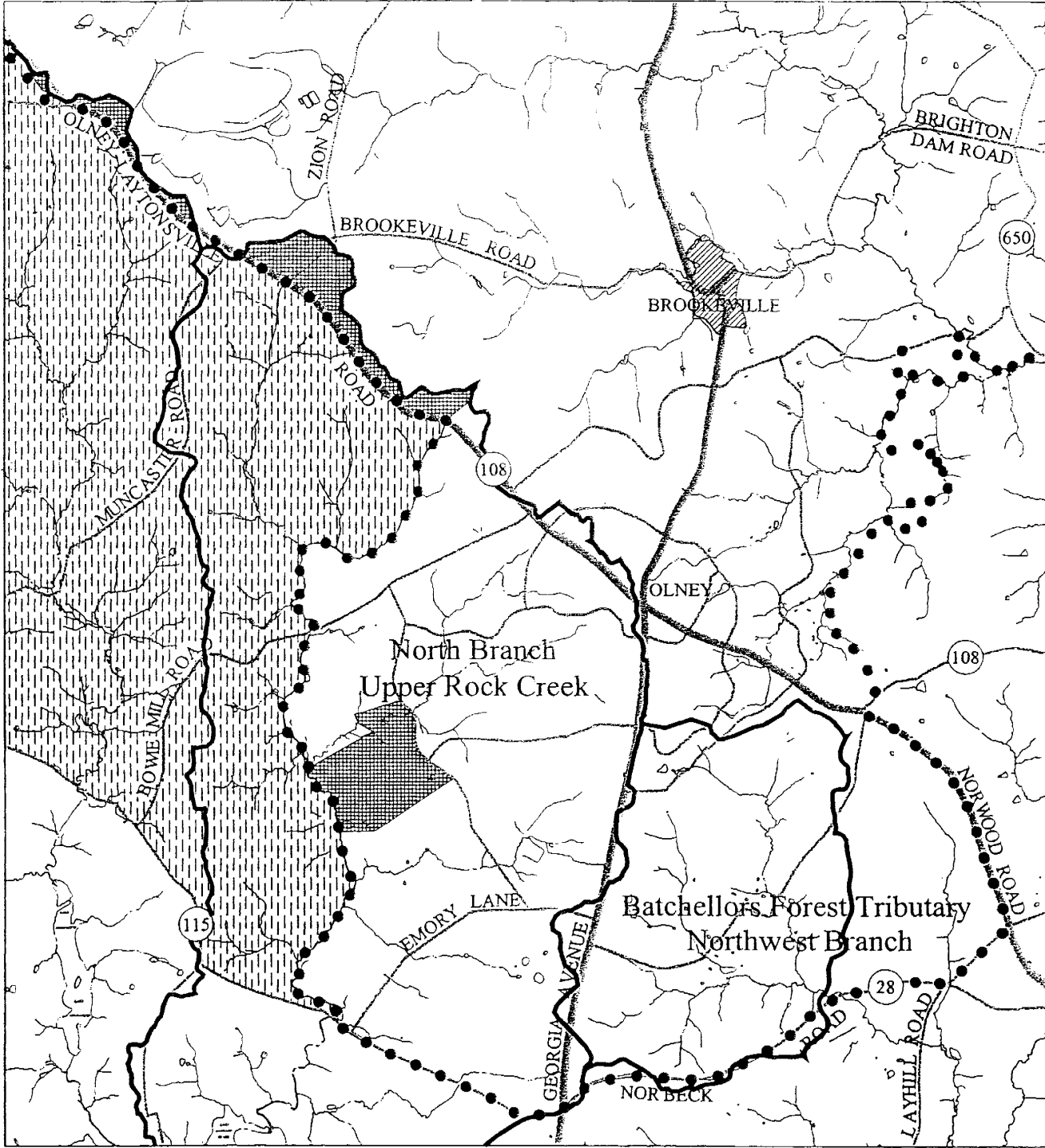
SPA requirements (in particular, the application of an imperviousness cap) are not intended to preclude the construction of any public project including those designated in this Master Plan, such as the Intercounty Connector, public schools and park facilities. However, this Plan supports the avoidance 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



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-  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] 80 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] Cashell Road	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
A-312	Old Baltimore Road	MD 97 to MD 108	70 2

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] Bowie Mill Road	[MD 97] Cashell Road to MD 108	[70] 80 2

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

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

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] Bordly Drive 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] <u>70</u>	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 e[E]xplore 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:

<u>40</u>	<u>Bowie Mill Road County property</u>	<u>32.0</u>	<u>R-200</u>	<u>R-200/PD-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 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.

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.

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.



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Elda M. Dodson, CMC  
Acting Clerk of the Council