

2-16-95 - MCPB Agenda

20. Alignment of Appomattox Avenue, Olney

Discussion of Possible Termination of Master Plan Right-Of-Way for Appomattox Avenue, East of James Creek Tributary

**BOARD ACTION****Motion:****Vote:****Yea:****Nay:****Other:**

**Action:** FOLLOWING DISCUSSION SUMMARIZED BELOW, IT WAS THE CONSENSUS OF THE BOARD MEMBERS PRESENT THAT THE EXTENSION OF APPOMATTOX AVENUE THROUGH THE PINNEYFROCK, ET AL., PROPERTY (PRELIMINARY PLAN 1-89104) TO CONNECT TO GEORGIA AVENUE CAN BE ELIMINATED AND THAT THIS ACTION CAN TAKE PLACE AS PART OF THE PRELIMINARY PLAN PROCESS, AS RECOMMENDED BY STAFF.

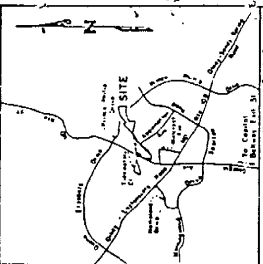
Development Review staff gave an overview of the memorandum dated February 10 in connection with a request from the owners of the property covered by Preliminary Plan 1-89104 for guidance as to the possibility of eliminating the extension of Appomattox Avenue. The plan itself is not before the Board at this time. The full extension, staff said, would involve crossing a tributary of James Creek, which would be costly and raises environmental concerns. Staff noted that the 1980 Olney Master Plan contains language stating that the extension of Appomattox could be eliminated from the master plan if development in the northeast quadrant integrates residential uses with office and commercial spaces and if the road is not needed for access to Georgia Avenue. It is staff's opinion that these two criteria have been met. Prince Philip Drive has become the main connector to Georgia Avenue and was built as a four-lane roadway rather than two lanes as envisioned in the master plan. Staff said the Montgomery County Department of Transportation (MCDOT) concurs with staff's recommendation that the extension of Appomattox to Georgia Avenue can be eliminated.

A larger question, staff said, is whether this can be done by the Board as part of the preliminary plan process or whether a master plan amendment is required. Because of the language in the master plan, staff believes it can be done at subdivision.

Mr. Thomas Maddox, representing the property owners, read a statement supporting the request to eliminate the road extension.

Commissioner Richardson said he normally would favor these types of connections but is persuaded otherwise in this case by the joint recommendation of Planning staff and MCDOT. Commissioner Holmes agreed, noting that Prince Philip serves as a four-lane connector with established circulation patterns and development. Commissioner Aron also agreed that eliminating the connection seems reasonable under the circumstances, as did Acting Chairman Baptiste, who said it would be acceptable for the applicant to submit a preliminary plan without the road extension.

Mr. Maddox expressed appreciation to staff and to the Board.



VICINITY MAP  
Scale 1"=2,000'

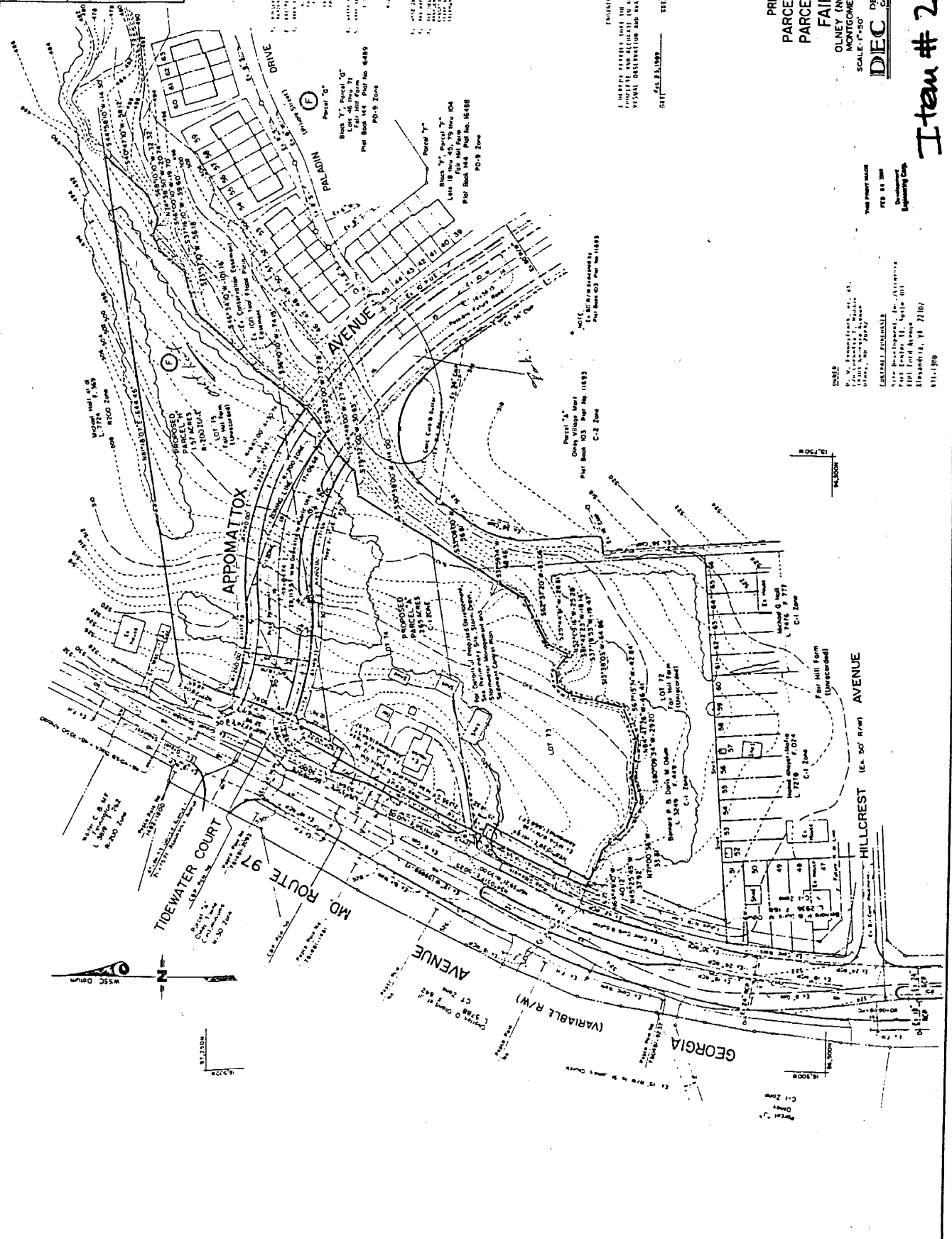
**PROPERTY'S VERIFICATION**  
I HEREBY CERTIFY THAT THE INFORMATION SHOWN ON THIS PLAN IS COMPLETE AND ACCURATE IN ACCORDANCE WITH EXISTING SURVEYS, RECORDS, RECORDS AND AVAILABLE RECORDS.

**DATE: 12/18/88**  
**BY: [Signature]**  
**DEVELOPMENT ENGINEERING CORP.**



**PRELIMINARY PLAN**  
**PARCEL "H", BLOCK "F"**  
**PARCEL "A", BLOCK "G"**  
**FAIR HILL FARM**  
OLNEY (NO. 8) ELECTION DISTRICT  
MONTGOMERY COUNTY, MARYLAND  
SCALE: 1"=50'  
**DEC** DEVELOPMENT ENGINEERING CORP.  
1001 FORD AVENUE  
OLNEY, MARYLAND 20851  
P.O. BOX 311  
TELEPHONE 301-234-4184

**Item # 20**



**UNFILED**  
P. M. [Signature]  
1001 FORD AVENUE  
OLNEY, MD 20851  
DATE: 12/18/88  
RECORDED  
11-1-1989

**DEVELOPMENT ENGINEERING CORP.**  
1001 FORD AVENUE  
OLNEY, MARYLAND 20851  
P.O. BOX 311  
TELEPHONE 301-234-4184

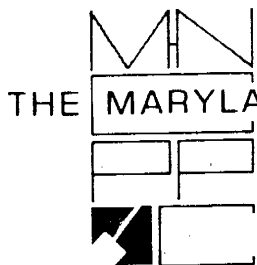
**FAIR HILL FARM**  
UNRECORDED

**GEORGIA AVENUE**  
HILLCREST (E.S. 50' R/W)

**TIDewater COURT**  
MD ROUTE 97



#20  
2/16/95



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

February 10, 1995

MEMORANDUM

TO: Montgomery County Planning Board

FROM: Joseph R. Davis, Development Review Division

SUBJECT: Discussion Item--Possible termination of Appomattox Avenue east of James Creek Tributary in the Olney Master Plan Area.

Preliminary Plan No. 1-89104 involves a request to subdivide a 4.79 acre parcel of land into two lots. The property is located on the east side of Georgia Avenue, approximately 180 feet north of the intersection of Georgia Avenue and Hillcrest Avenue. The property is split zoned with 2.65 acres of C-1 zoned land located south of the proposed extension of Appomattox Avenue, and 1.57 acres of R-200 zoned land located north of proposed Appomattox Avenue. The property is bordered on the east side by a tributary of James Creek.

The applicant requested that staff determine if the extension of Appomattox Avenue across the site is still required as shown on the 1980 Olney Master Plan. The applicant also requested that this issue be brought to the Planning Board, as a discussion item, prior to the applicant submitting a revised preliminary plan for final review and Planning Board action..

The Master Plan identifies Appomattox Avenue (B-4) as a future business district street with an 80 foot right of way. The street is shown on the Master Plan to extend from Spartan Road (B-5), on the east, to Georgia Avenue on the west. This road is presently constructed between Spartan Road and Marksman Circle. Developers have dedicated the section north of the Village Mart Center but there are no plans by MCDOT for construction of that part of the road. The Master Plan text contains the following statement concerning the future business district streets and Appomattox Avenue, in particular:

Business streets (Spartan, Buehler Road, Hillcrest Avenue and Appomattox Drive) provide primary commercial access and limited secondary residential access within the town center. These roads will have 48 feet of pavement and landscaping to provide screening of commercial properties from adjacent residential properties. Residential properties will not front on business streets. **Appomattox Drive could be eliminated**

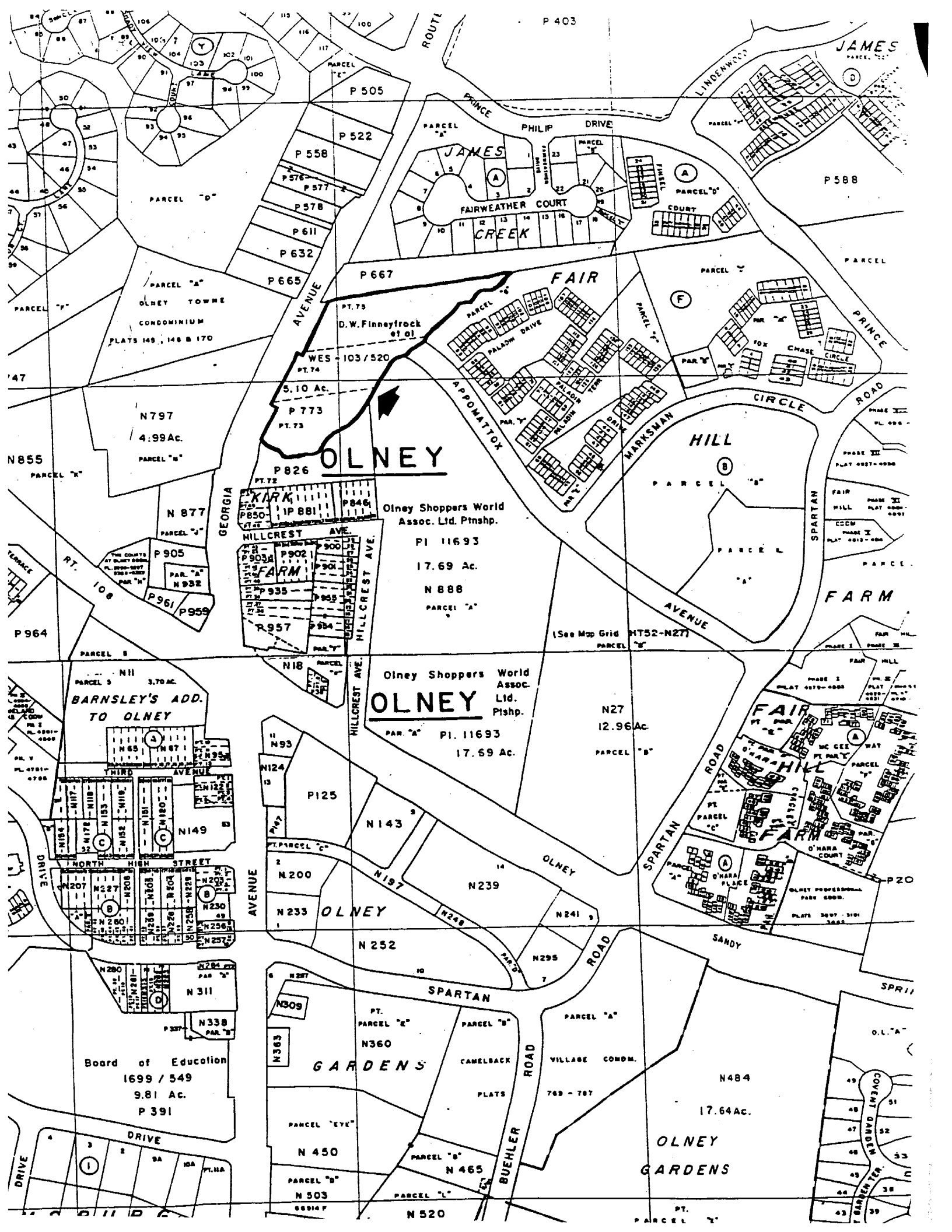
from the Master Plan if development in the northeast quadrant integrates residential uses with general office and commercial spaces and if Appomattox Drive is not necessary for access to Georgia Avenue. [emphasis added]

Staff of the Planning Department have reviewed the applicant's request and conclude that Appomattox Avenue does not need to be extended west across the subject property to connect with Georgia Avenue. Since the Olney Master Plan was approved in 1980, the northeast quadrant of the Olney town center has been developed and it appears that Appomattox Avenue is not needed for additional access to Georgia Avenue. The main connection to Georgia Avenue for the northeast portion of the town center is and will continue to be Prince Philip Drive. The Master Plan recommended that Prince Philip Drive be constructed as a two-lane roadway, but it was built as a four-lane roadway in the northeast portion of the town center.

Eliminating the western portion of Appomattox Avenue will eliminate a stream crossing for a tributary of the James Creek. This crossing would be expensive to construct and would have environmental effects on the stream. Staff has also consulted with MCDOT staff concerning this issue and they concur with Staff's recommendation that Appomattox Avenue not be extended through to Georgia Avenue.

Staff believes that it is appropriate for the Planning Board to discuss this issue in advance of considering the referenced preliminary plan. The Master Plan noted that extending Appomattox Avenue through to Georgia Avenue may not be necessary depending on the pattern of future development that has for the most part occurred.

The Board members should consider whether or not a master plan amendment is necessary to eliminate this roadway. It appears to staff that the language in the Master Plan would allow the Planning Board to eliminate the Appomattox Avenue connection to Georgia Avenue as part of the preliminary plan review. This issue is important to the applicant because they have stated to staff that this extension of the road directly affects the economic viability of future development on the property.



**OLNEY**

**OLNEY**

**GARDENS**

**OLNEY GARDENS**

P 773  
PT. 73  
5.10 Ac.

Olney Shoppers World  
Assoc. Ltd. Ptnshp.  
PI 11693  
17.69 Ac.  
N 888  
PARCEL "A"

Olney Shoppers World  
Assoc.  
Lid.  
Ptnshp.  
**OLNEY**  
PAR. "A" PI. 11693  
17.59 Ac.

**BARNESLEY'S ADD.  
TO OLNEY**

Board of Education  
1699 / 549  
9.81 Ac.  
P 391

N 797  
4.99 Ac.  
PARCEL "M"

N 877  
PARCEL "J"

P 905  
PAR. "A"  
N 932

N 11  
PARCEL 5  
3.70 AC.

N 149

N 150

N 151

N 152

N 153

N 154

N 155

N 156

N 157

N 158

N 159

N 160

N 118

N 124

N 125

N 143

N 157

N 200

N 233

N 252

N 309

N 338

N 360

N 450

N 125

N 143

N 157

N 200

N 233

N 252

N 309

N 338

N 360

N 450

N 125

N 143

N 157

N 200

N 233

N 252

N 309

N 338

N 360

N 450

N 125

N 143

N 157

N 200

N 233

N 252

N 309

N 338

N 360

N 450

N 125

N 143

N 157

N 200

N 233

N 252

N 309

N 338

N 360

N 450

N 125

N 143

N 157

N 200

N 233

N 252

N 309

N 338

N 360

N 450

N 125

N 143

N 157

N 200

N 233

N 252

N 309

N 338

N 360

N 450

'47

P 964

DRIVE

DRIVE

PL. 000

PL. 000

PL. 000

PL. 000

Approved and Adopted Plan: June 1980

**OLNEY  
MASTER PLAN**  
Montgomery County, Maryland

The Plan amends the General Plan for the Physical Development of the Maryland-Washington Regional District; the Master Plan of Highways within Montgomery County, Maryland; the 1966 Plan for Olney and Vicinity; and a portion of the Rock Creek Master Plan.

THE MARYLAND-NATIONAL CAPITAL PARK AND  
PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20907

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20870

ment. The existing residential development has densities of 2 dwelling units per acre. All new development immediately adjacent to existing development is proposed to have densities of 2 dwelling units per acre. Densities of 7 units per acre are incorporated as part of a proposed planned development and/or cluster development to allow flexibility in dwelling unit mix and layout adjacent to existing convenience commercial uses and along Route 108.

The southeast quadrant has 2 small vacant parcels of land available for residential development. Densities of 2 and 4 dwelling units per acre are proposed to match the existing development. Developers of this parcel should be encouraged to take advantage of cluster options in the Zoning Ordinance to provide a buffer between Prince Philip Drive and the houses facing Shamrock Court.

#### Open Space and Recreation

Major natural constraints, historic sites, utility lines, and school sites provide an opportunity for major open space and recreation uses. The existing elementary school and a proposed school and/or park site in the southeast quadrant will provide major active recreation areas within walking distance of residents in the Olney Town Center. Active recreation space could also be provided as part of the stormwater management pond in the northeast quadrant. Opportunities for major passive open space areas include the utility line right-of-way in the northwest and southwest quadrants, and 2 small stream valleys in the northeast quadrant. Open space should be maintained and improved around the Olney House to preserve the character of the historic site.

#### Circulation

The success of the Olney Town Center depends upon adequate access for vehicles, bicycles and pedestrians. A hierarchy of vehicular access routes is proposed including

major highways, business streets, and arterial roads. Each road category should have a unique character separate from other categories to provide the public a visually identifiable road pattern.

The major roads include Georgia Avenue and Route 108. These roads will be 4 lane divided highways providing major access to all commercial property and movement through the Town Center. Route 108 should have a rural road character with informal landscaping. Georgia Avenue should have a "main street" character with pedestrian interconnection among buildings near the intersection of Route 108. As the distance from the intersection of Route 108 increases, automobile oriented convenience shopping uses will be an important determinant of road character. Near the edges of the Town Center, Georgia Avenue should have a rural road character.

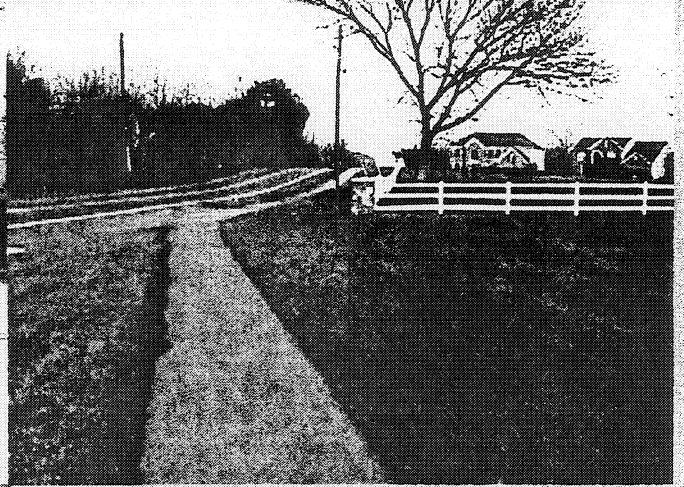
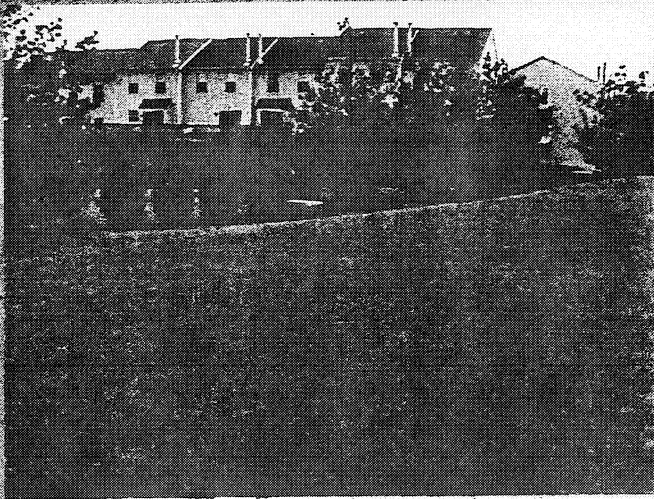
Business streets (Spartan, Buehler Road, Hillcrest Avenue, and Appomatox Drive) provide primary commercial access and limited secondary residential access within the Town Center. These roads will have 48 feet of pavement and landscaping to provide screening of commercial properties from adjacent residential properties. Residential properties will not front on business streets. Appomatox Drive could be eliminated from the Master Plan if development in the northeast quadrant integrates residential uses with general office and commercial spaces and if Appomatox Drive is not necessary for access to Georgia Avenue.

Arterial streets include Queen Elizabeth and Prince Philip Drive. They provide a Town Center boundary in the northwest, northeast and southeast quadrants. These roads also provide primary residential and hospital access from major and business streets. These roads will have 24-foot of pavement. Formal landscaping is encouraged which could include trees planted 25 feet apart on both sides of the pavement to give these arterial streets a



JULY 2003

STAFF DRAFT  
OLNEY MASTER PLAN



should be rezoned to RNC on community water and sewer with 0.33 units per acre, which is consistent with recommendations for rezoning of some of the properties in this watershed in the Upper Rock Creek Master Plan.

**Recommendations:**

1. **Rezone the Norbeck Country Club from RE-1 to RNC on community water and sewer with 0.33 units per acre.**
2. **Protect the portion of the property containing the forest buffer, small tributaries, springs, and wetlands, especially those adjacent to the North Branch Stream Valley Park through dedication and conservation easements during the regulatory process.**
3. **Provide bikeway/trail access to the Rock Creek Trail Corridor.**

**#22 Finneyfrock Property**

This 4.9-acre property, zoned C-1 and R-200 in the 1980 Plan, has a large stream valley buffer and steep slopes along its entire eastern edge; James Creek separates it from the rest of the commercial properties in the Northeast Quadrant. The steep slopes, environmental buffer, and shape of the property make it difficult to develop for a large commercial use. Recently, the property was rezoned to PD-9 to facilitate the development of an elderly housing project of more than 100 units on the site.

The PD-9 Zone and the proposed elderly housing project are appropriate zoning and land use for this site. The Transportation Chapter of this Plan recommends deleting Appomattox Avenue extension from this site, which would allow flexibility in the site layout of the proposed project.

**Recommendation:**

**Support an affordable elderly housing project on the Finneyfrock property.**

In addition to the properties described above, an approximately 11-acre County-owned site on Emory Lane, previously reserved for a proposed Emory Lane Elementary School, comprises two land parcels located partly in the proposed ICC right-of-way. If all or a portion of the property, large enough for a housing development, is not used for the ICC, it should be considered for affordable housing.

**PROTECTION OF EXISTING COMMUNITIES**

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



accommodate a civic center/town commons if the site is not needed for school purposes in the future. The Northwest Quadrant, the smallest of the four, does not have significant development potential because of its size and configuration.

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

The proposed concept has four major elements:

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

## **MIXED LAND USE**

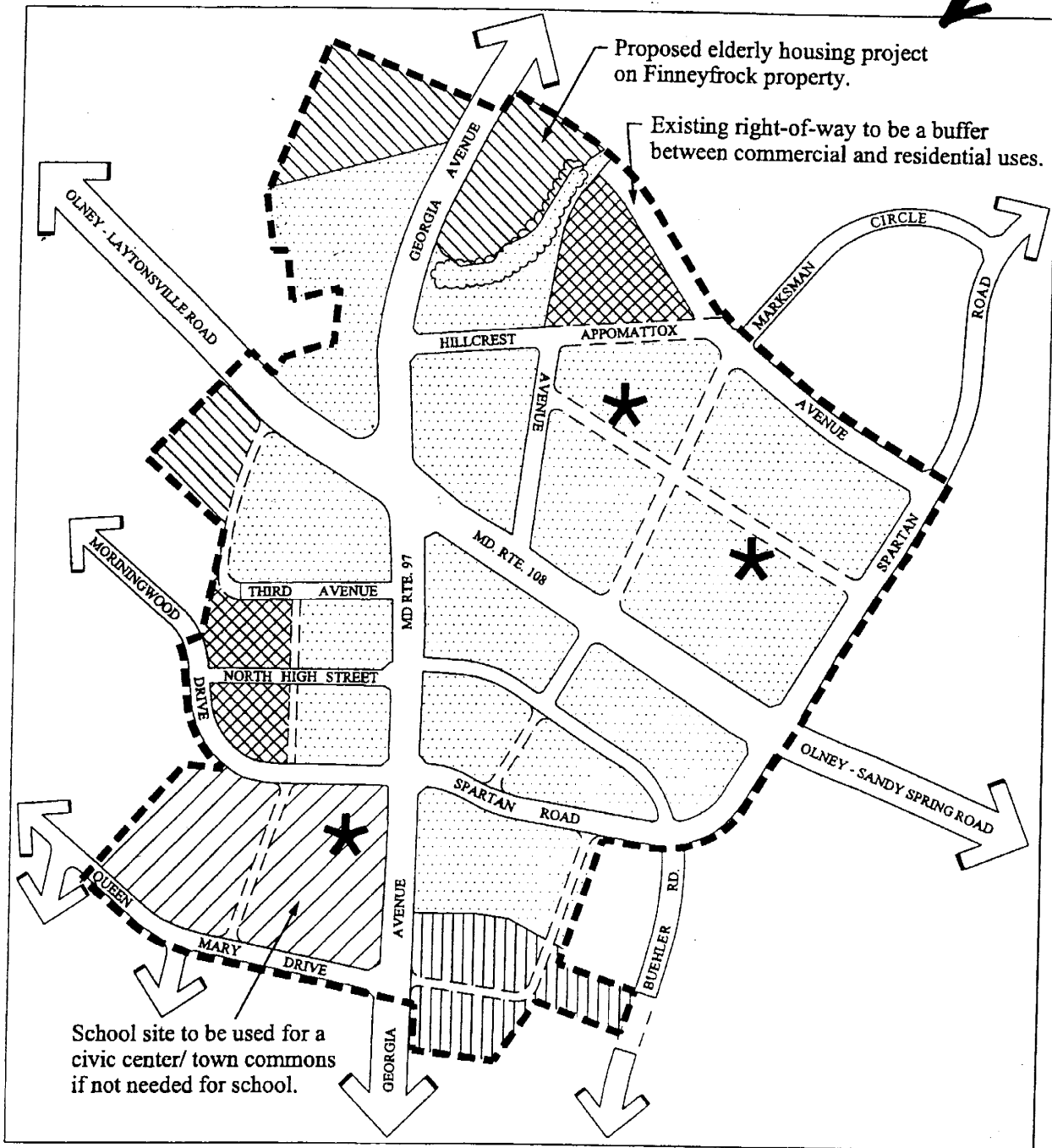
A variety of uses in the Town Center is a major element of the proposed concept. All commercially zoned land in the Town Center should be allowed and encouraged to have residential uses to activate the core by increasing the number of people within walking distance of the stores and services. Residential buildings in the Town Center would also help break the linear monotony of the single-story shopping centers surrounded by large parking lots. The proposed concept is based on approximately 400 residential units in the Center, including the proposed 100 elderly housing units on the Finneyfrock property and another 300 units in the three large quadrants of the Town Center in a variety of building types and development scenarios.






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



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



# Town Center Proposed Land Use Concept



-  Residential
-  Primarily Retail; Residential & Office Allowed
-  Primarily Residential; Retail & Office Allowed
-  Primarily Office; Retail & Residential Allowed
-  Institutional, Retail

-  Town Center Boundary
-  Potential Public or Private Open Space



Avenue for parades and street fairs. A public/private partnership mechanism should be explored to create a project that could be a catalyst for redevelopment of this quadrant and the Town Center. The existing ballfields and the open space should be preserved for community use and designated as a local park. The site should be rezoned as part of a new mixed-use zone recommended for the rest of the Town Center.

#### **Recommendations:**

- 1. Explore opportunities for a civic center/town commons with retail, offices, a civic center, and a major public space of at least one acre in the Town Center through a variety of public and private mechanisms.**
- 2. Explore the feasibility of a civic center/town commons on the Olney Elementary School site if it is no longer needed for a school use.**
- 3. If the Olney Elementary School site is used for a civic center, the current ballfields and open space should be preserved and designated as parkland.**

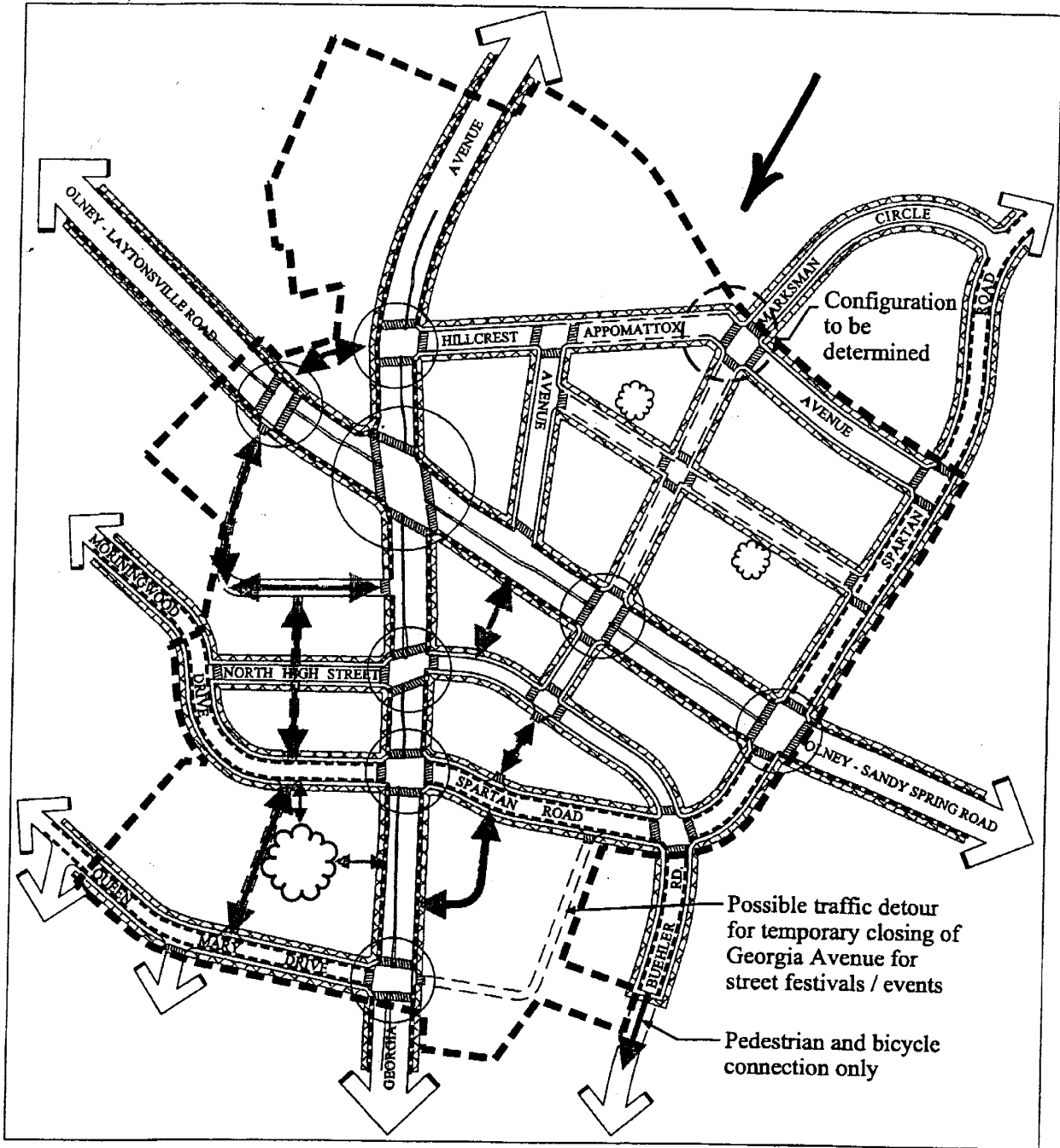
#### **PEDESTRIAN CIRCULATION**

The current linear scale of the Town Center is car-oriented. It has very large blocks, which are more suitable for vehicular rather than pedestrian circulation. Safe and convenient pedestrian and vehicular circulation in and around the Town Center is essential for a pedestrian-oriented Town Center.

It needs an improved network of streets, sidewalks, with short and direct pedestrian connections among stores and different parts of the center. The proposed circulation concept is designed to break up the large blocks with a combination of vehicular and pedestrian connections. Other opportunities to create more pedestrian connections should be pursued as the redevelopment occurs in the future. In the Southwest Quadrant, North High Street should be connected to Morningwood Drive to connect the Town Center to the adjoining residential communities whereas 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 a vehicular and pedestrian street between the two centers, and provide other internal connections and walkways with more 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.

Any street improvements in the future, 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 where appropriate to create a visual environment that discourages speeding through the Town Center.

# Town Center Pedestrian and Bicycle Circulation Concept



- Sidewalk/ Bike Path
- Internal Pedestrian Connection
- Crosswalk
- High Priority Pedestrian Crossings
- Proposed Open Space
- Shared Use Bike Path (off-road)
- Shared Roadway Bike Path



**Recommendations:**

1. **Allow mixed-use development with residential units in the Town Center. Provide flexibility in development standards to encourage mixed-use developments to use full bonus provisions of the MPDU law.**
2. **Support new affordable housing as part of the cluster developments on large properties in the Southeast Quadrant in accordance with Chapter 25-A of the County Code.**
3. **Rezone the area south of the ICC right-of-way to allow higher density residential development with MPDUs.**
4. **Use the 32-acre County-owned site on Bowie Mill Road for housing.**
5. **Support an affordable elderly housing project of approximately 100 units on the Finneyfrock property in the Town Center.**

**SENIOR HOUSING**

The population of persons aged 65 and older is steadily growing in Montgomery County. While the majority of the senior population prefers to remain in their current homes, a variety of options in senior housing exists to meet the various levels of care and range of incomes for the elderly choosing to live in senior housing. Olney currently has approximately 153 units of elderly housing within the Master Plan area. A senior housing development of approximately 100 affordable units is proposed on the Finneyfrock property in the Town Center (Olney Manor). In addition, there are large developments of senior housing just outside of the Olney Planning Area. Leisure World, an active adult community of 4,750 units is located nearby in the Aspen Hill planning area. Friends House on Quaker Lane off Norwood Road in Sandy Spring has approximately 100 units. Brooke Grove, another elderly housing complex of 665 units is located in both the Olney and Sandy Spring planning areas.



**Senior Housing Facilities in the Olney Area**

Project	Address	Type	Unit Type			
			Ind.	Assisted	Nursing	Total
Marian Assisted Living	19209 Georgia Avenue	Mixed income	0	44	0	44
Town Center Place	3500 Morningwood Drive		8	0	0	8
Ammahl Home for the Elderly	16700 Batchellors Forest Road	Group home, Market rate	11			11

Project	Address	Type	Unit Type			
			Ind.	Assisted	Nursing	Total
Winter Growth, Inc.	18110 Prince Philip Drive	Group home, Market rate	14			14
Andrew Kim House	Olney-Sandy Spring Road	Mixed income	76			76
<b>TOTAL</b>			109	44	0	153
Brooke Grove*	Brooke Road	Mixed income	402**	105	158	665
<b>Grand Total</b>			511	149	158	818

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

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

The proposed senior housing on the Finneyfrock property on Georgia Avenue and other such projects are expected to increase the inventory and variety of senior housing in Olney. The Tower Company site in the Small's Nursery subdivision at the northwest corner of Norbeck Road and Georgia Avenue and the Silo-Inn property on the west side Georgia Avenue near Emory Church Road are suitable locations for additional elderly housing projects. Future special exceptions on some of the vacant and redevelopable sites in and around the planning area would also add to the inventory of elderly housing in Olney.



**Recommendations:**

1. Support the proposed elderly housing on the Finneyfrock property in the Town Center.
2. Support elderly housing projects of appropriate densities on the Tower Company's site near the intersection of Georgia Avenue and Norbeck Road and the Silo-Inn property on Georgia Avenue.





Given the environmental and community impacts it is not desirable to extend Cherry Valley Drive across the North Branch of Rock Creek.

**Recommendations:**

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

**TOWN CENTER ROADS**

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

**Appomattox Avenue**

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

An alternate alignment of Appomattox Avenue would be to connect Marksman Circle with Hillcrest Avenue through the Village Mart Shopping Center property. Dedication and construction of the new alignment would depend upon a major addition/renovation or redevelopment of the northern part of the shopping center property. The existing alignment of Appomattox Avenue between Marksman Circle and Georgia Avenue should be deleted. The current right-of-way between Marksman Circle and James Creek should be retained as a green buffer between the Village Mart property and the adjoining townhouse development.



## Recommendations:

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

## Buehler Road

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

Since the Buehler Road connection is not a critical part of the Roadway in and around 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 vehicular traffic. However, Buehler Road does provide 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 A-47 to P-24.

## Recommendations:

1. Designate Buehler Road as a primary residential roadway with a 70-foot right-of-way between Prince Philip Drive and Spartan Road.
2. Retain the right-of-way for the unbuilt portion of Buehler Road for implementation of an off-road shared use path.

## Spartan Road

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

be reclassified between Georgia Avenue and MD 108 from arterial to business district street, which will facilitate application of consistent treatments regarding streetscaping and on-street parking where feasible.

**Recommendation:**

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

**Hillcrest Avenue**

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

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

**Recommendation:**

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

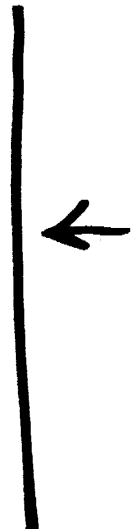
**North High Street**

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

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

**Recommendation:**

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



Adopted Fiscal Year 2003  
**Annual Growth Policy**  
for Montgomery County, Maryland

Guidelines for the Administration of the  
Adequate Public Facilities Ordinance  
&  
Growth Capacity Ceilings for FY2003

Adopted by the Montgomery County Council  
Effective July 15, 2002

constraints must be imposed in accordance with the amount of interim development. Long-term public parking spaces must be priced to reflect the market value of constrained parking spaces.

**Commuting goals:** For employers with 25 or more employees, attain 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle during the peak periods, or attain any combination of employee mode choice that results in at least 46% non-drivers during the peak periods; and

For new nonresidential development, attain 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle during the peak periods, or attain any combination of employee mode choice that results in at least 50% non-drivers during the peak periods.

Progress towards achieving these goals should be measured annually by using scientific and statistically valid survey techniques.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans under Chapter 42A of the County Code.

Each Annual Growth Policy must reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. However, if, for a particular use the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.

In keeping with recommendations contained in the North Bethesda/Garrett Park Master Plan, the Bethesda Central Business District Sector Plan, and the Friendship Heights Sector Plan, the Council established transportation management districts in a portion of North Bethesda and Potomac and in Bethesda and Friendship Heights. In these districts, certain developers must enter into traffic mitigation agreements with the Planning Board and the Department of Public Works and Transportation to join the transportation management organization, pay its annual fee, and make their best efforts to meet the traffic mitigation goal established for that district.

In the North Bethesda Transportation Management District, the goal is 39 percent non-driver mode share for residents of multifamily housing in the peak hour. In the Bethesda Transportation Management District, the goal is 37 percent non-driver mode share for workers and residents of multifamily housing. In the Friendship Heights Transportation Management District, the goal is 39 percent non-driver mode share for workers.

**TP3 Special Ceiling Allocation for Affordable Housing Facilities**

The County's policy of balancing growth in each policy area with the supply of public facilities may have the effect of undermining other important County policies for the provision of a balanced and adequate



housing supply, with emphasis on the availability of affordable housing for low and moderate income families. This part provides a limited exception to policy area transportation review requirements to ensure that these policies are not undermined. The Planning Board may approve subdivision applications for affordable housing in any policy area with insufficient remaining capacity, according to the following guidelines:

**TP3.1** An affordable housing development is a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or a privately-owned housing development in which 20% of the units are occupied by households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as affordable housing, and the owner of that development must agree with HOC to maintain the occupancy requirements for at least 15 years. These requirements include the provision of any MPDUs.

**TP3.2** Except as provided in **TP3.3**, in a policy area with insufficient remaining capacity, the Planning Board may approve in each fiscal year not more than:

- 125 units for projects owned or controlled by HOC;
- 300 units for privately owned affordable housing developments; or
- an aggregate of 300 units in a policy area with both HOC owned and controlled developments and privately owned affordable housing developments.

**TP3.3** The Planning Board must not approve additional housing units under this allocation in a policy area:

- that has been in a moratorium for new housing subdivision approvals for more than 5 consecutive years and the remaining capacity for the policy area is at least 1000 housing units in deficit; and
- if the Planning Board has cumulatively approved 500 housing units in that policy area under this special ceiling allocation.

Subject to the housing unit cap under **TP3.2**, approvals under this special ceiling allocation may resume if the deficit in remaining capacity in the policy area has been reduced under 1000 housing units, but only to the extent that transportation capacity has increased due to a programmed transportation improvement that is either under construction or funded for construction in the fiscal year for which the special ceiling allocation is requested from the Planning Board.

If the subdivision moratorium is eliminated in a policy area subject to **TP3.3** and is later reinstated, the calculation of the number of cumulative housing units approved under **TP3** starts at zero.

**TP3.4** Any development approved under **TP3** must meet all zoning requirements and all other subdivision requirements, including standards for local area transportation review.