

Metropolitan Area Transit Authority (WMATA) has identified the Montgomery General Hospital campus as a logical site for both increased transit service and for potential park-and-ride facilities.

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

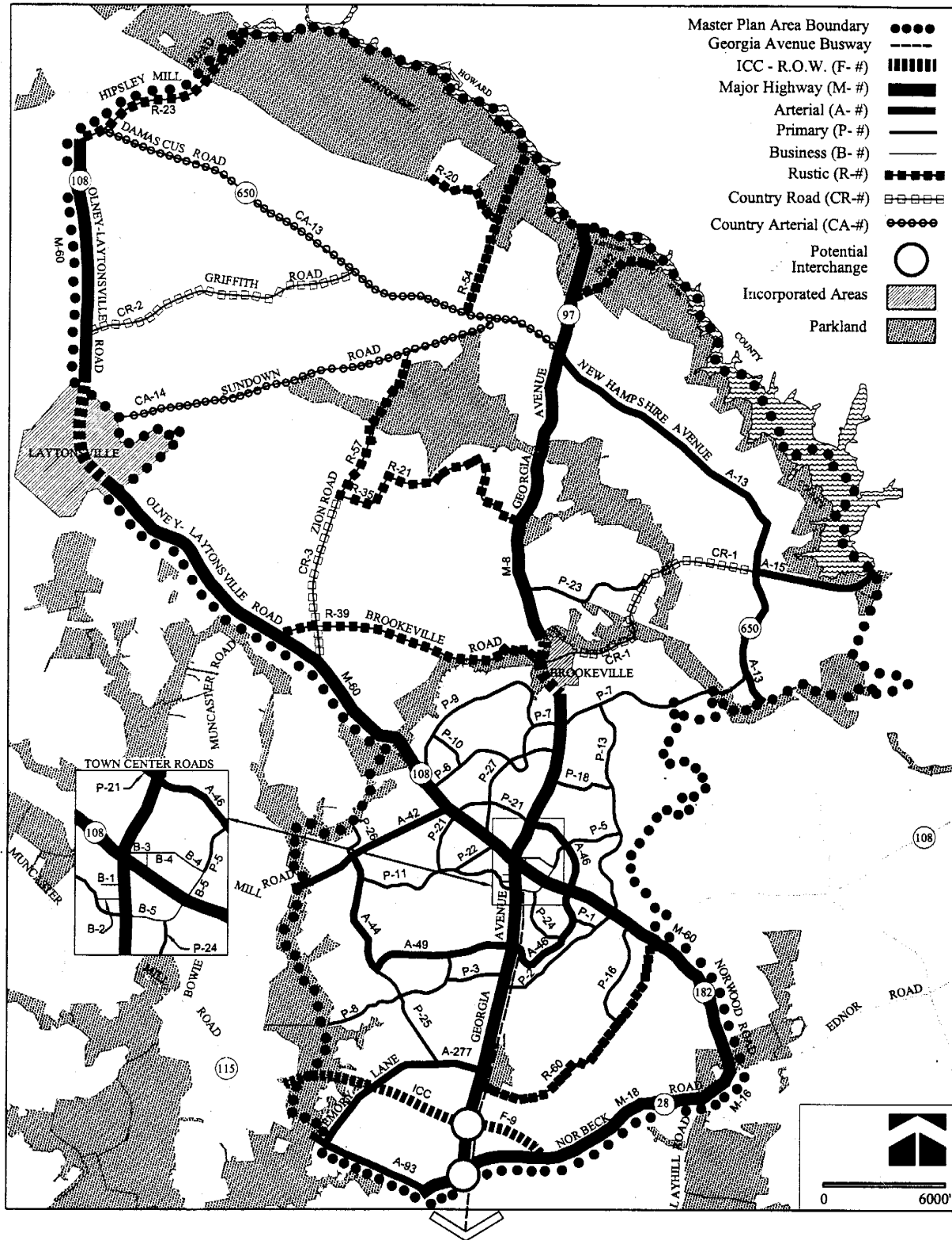
Recommendations:

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

ROADWAY NETWORK AND FUNCTIONAL CLASSIFICATION

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

Roadway Network



Roadway Classifications

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

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

Roadway		Limits	Minimum ROW Width (feet)	Number of Travel Lanes ¹
A-44	Cashell Road	Bowie Mill Road to Hines Road	80	2
A-46	Prince Philip Drive	MD 97 (northern junction) to MD 108	80	4
A-46	Prince Philip Drive	MD 97 (southern junction) to MD 108	80	2
A-49	Hines Road	Cashell Road to MD 97	80	2
A-93	MD 115 – Muncaster Mill Road	North Branch to MD 28	80	2
A-277	Emory Lane	MD 115 to MD 97	80	2
Primary Residential				
P-1	Brimstone Academy Drive	Prince Philip Drive to Old Baltimore Road	70	2
P-2	Old Baltimore Road	MD 97 to MD 108	70	2
P-3	Cherry Valley Drive	MD 97 to Wellfleet Drive	70	2
P-5	Spartan Road	Appomattox Avenue to Old Baltimore Road	70	2
P-6	Briars Road	MD 108 to Heritage Hills Drive	70	2
P-7	Gold Mine Road	Heritage Hills Drive to MD 650	70	2
P-8	Cherry Valley Drive	Wellfleet Drive to 4,000 feet west of Cashell Road	70	2
P-8	Wellfleet Drive	Hines Road to Cherry Valley Drive	70	2
P-9	Olney Mill Road	MD 108 to Gold Mine Road	70	2
P-10	Bloomfield Road	Olney Mill Road to Briars Road	70	2
P-11	Morningwood Drive	MD 97 to Cashell Road	70	2
P-13	Old Baltimore Road	Gold Mine Road to MD 108	70	2
P-16	Old Vic Boulevard Extended	MD 108 to Batchellors Forest Road	70	2
P-18	Owens Road	MD 97 to Old Baltimore Road	70	2

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

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

BIKEWAY NETWORK

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

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

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

The proposed bikeway plan is guided by the following objectives:

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

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

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

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

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

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

Bikeway Types

The proposed bikeway plan includes three types of facilities:

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

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

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

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

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

Recommendations:

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

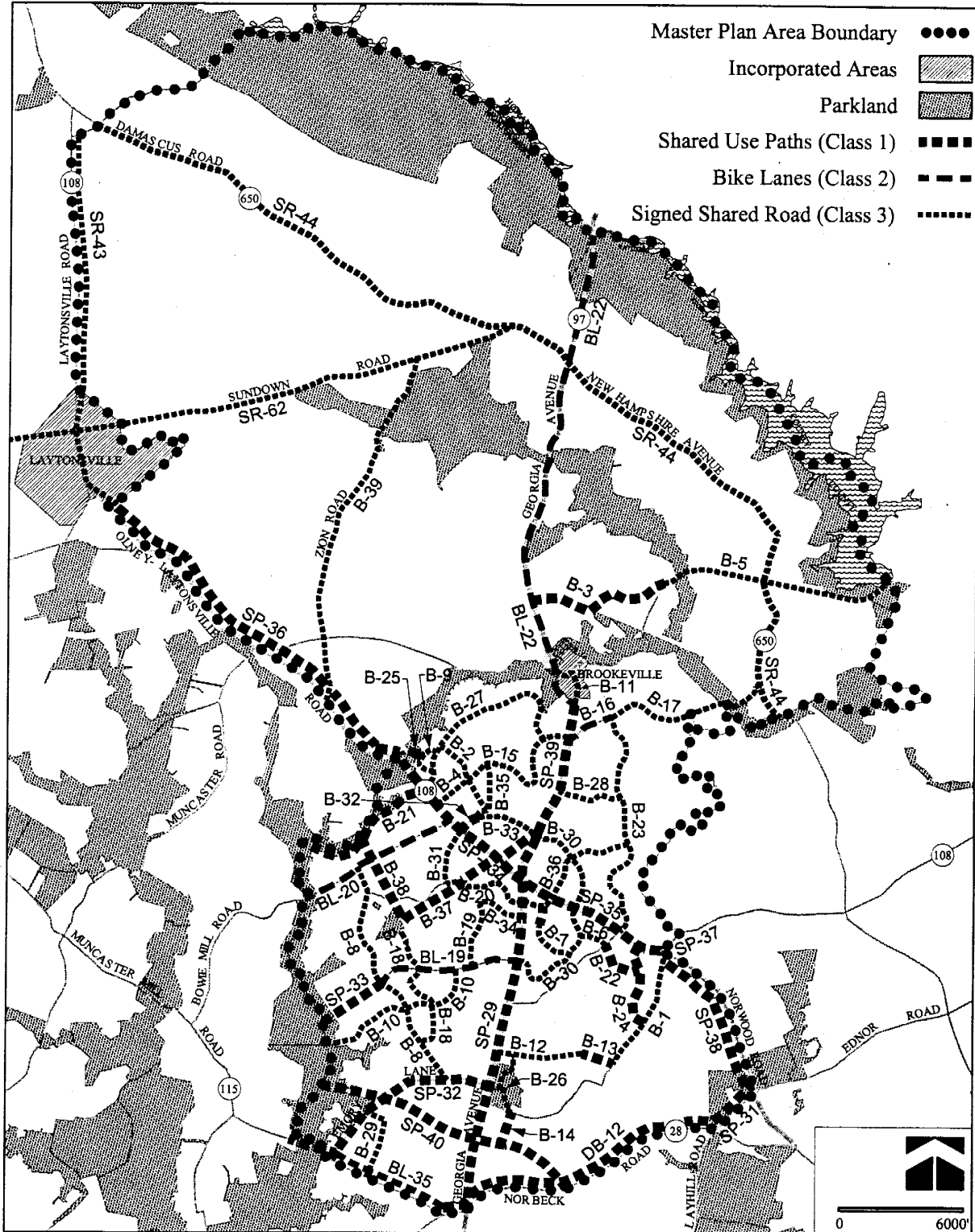
Proposed Bikeways

#	Bikeway	Location	Type
Countywide Bikeways			
BL-20	Bowie Mill Road	MD 108 to North Branch Rock Creek	Bike Lanes
SR-44	Damascus Road/New Hampshire Avenue (MD 650)	Hipsley Mill Road to eastern edge of the Master Plan boundary	Shared Road
SP-38	Dr. Bird Road/Norwood Road (MD 182)	MD 108 to Layhill Road	Shared Use Path
SP-32	Emory Lane	MD 97 to Muncaster Mill Road	Shared Use Path
BL-22	Georgia Avenue (MD 97)	County Line to southern end of Brookeville Bypass	Bike Lanes
SP-39	Georgia Avenue (MD 97)	Southern end of Brookeville Bypass to MD 108	Shared Use Path
SP-29	Georgia Avenue (MD 97)	MD 108 to Norbeck Road (MD 28)	Shared Use Path
BL-19	Hines Road	Cashell Road to Georgia Avenue	Bike Lanes
SP-33	Hines Road/North Branch Connector	Hines Road to North Branch Rock Creek (through Norbeck Country Club property)	Shared Use Path
SP-40	ICC Bikeway	Along the entire ICC ROW	Shared Use Path
SP-31	Layhill Road (MD 182)	Norbeck Road to Ednor Road	Shared Use Path
SR-43	MD 108	Hipsley Mill Road to southern boundary of Laytonsville	Shared Road
SP-34, 35, 36, 37	MD 108	Southern boundary of Laytonsville to eastern limit of the Master Plan area	Shared Use Path

#	Bikeway	Location	Type
BL-35	Muncaster Mill Road	MD 28 to Plan Boundary, except for a portion between Emory Lane and the trail system in North Branch of Rock Creek which should be Shared Use Path	Bike Lanes
DB-12	Norbeck Road (MD 28)	Muncaster Mill Road to Layhill Road	Shared Use Path
SR-62	Sundown Road	MD 108 to MD 650	Shared Road
Local Bikeways			
B-1	Batchellors Forest Road	Emory Church Lane to Dr. Bird Road	Shared Road
B-2	Bloomfield Road	Rolling Acres Way to Olney Mill Road	Shared Road
B-3	Bordly Drive	MD 97 to Brighton Dam Road	Shared Use Path
B-4	Briars Road	MD 108 to Heritage Hills Drive	Shared Road
B-5	Brighton Dam Road	Bordly Drive to County line	Shared Road
B-6	Brimstone Academy	Old Baltimore Road to Prince Philip Drive	Shared Road
B-7	Buehler Road	Prince Philip Drive to Spartan Road/ except for the unpaved right-of-way of Buehler Road, which is Shared Use Path	Shared Road/Shared Use Path
B-8	Cashell Road	Bowie Mill Road to Emory Lane	Shared Road
B-9	Charley Forest Street	Between Olney Mill Road and the park	Shared Road
B-10	Cherry Valley Drive/Wellfleet Drive	North Branch of Rock Creek to Hines Road	Shared Road
B-11	Church Street/ Market Street	Through Brookeville	Shared Road
B-12	Emory Church Lane	Georgia Avenue to end of the current paved section	Shared Road
B-13	Emory Church Lane Connector	Emory Church Lane to Batchellors Forest Road (in existing unpaved right-of-way)	Shared Use Path
B-14	Gandel Property Connector	Batchellors Forest Road to Intercounty Connector (ICC) right-of-way	Shared Use Path
B-15	Gold Mine Road	Briar Road to Georgia Avenue (MD 97)	Shared Road
B-16	Gold Mine Road	MD 97 to Old Baltimore Road	Bike Lanes

#	Bikeway	Location	Type
B-17	Gold Mine Road	Old Baltimore Road to MD 650	Shared Road
B-18	Goose Creek Road/Macduff Avenue	Cashell Road Local Park to Cashell Road	Shared Road
B-19	Lafayette Drive	Queen Mary Drive to Hines Road	Shared Road
B-20	Morningwood Drive	MD 97 to Queen Elizabeth Drive	Shared Road
B-21	Norbeck Grove Bike Path	North Branch Rock Creek to MD 108 (on the HOA property)	Shared Use Path
B-22	Northwest Investment Property Connector	Batchellors Forest Road to Old Baltimore Road	Shared Use Path
B-23	Old Baltimore Road	Gold Mine Road to MD 108	Shared Road
B-24	Old Vic Blvd. Extended	Farquhar Middle School to MD 108	Shared Use Path
B-25	Olney Boys and Girls Club Connector	Charley Forest Road to Olney Boys and Girls Club (across parkland to OBG)	Shared Use Path
B-26	Olney Manor Park	Emory Church Lane to Batchellors Forest Road (could be routed through Kimble property, if acquired)	Shared Road
B-27	Olney Mill Road	MD 108 to Gold Mine Road	Shared Road
B-28	Owens Road	MD 97 to Old Baltimore Road	Shared Road
B-29	Pinetree Road/Sycamore Lane	Emory Lane to Muncaster Mill Road	Shared Road
B-30	Prince Philip Drive	MD 97 east to MD 108, MD 108 north to MD 97 (existing bikeway is not built to standards)	Shared Road
B-31	Queen Elizabeth Drive	Morningwood Drive to MD 108	Shared Road
B-32	Queen Elizabeth Drive	MD 108 to Rolling Acres Way	Shared Use Path
B-33	Queen Elizabeth Drive	Rolling Acres Way to MD 97	Shared Road
B-34	Queen Mary Drive	MD 97 to Lafayette Drive	Shared Road
B-35	Rolling Acres Way	Queen Elizabeth Drive to Briars Road	Shared Road
B-36	Spartan Road	MD 97 to Old Baltimore Road	Shared Road
B-37	Utility ROW-Gas	Cashell Neighborhood Park to Queen Elizabeth Drive	Shared Use Path
B-38	Utility ROW-Pepco	Norbeck Grove Bike Path to Cashell Neighborhood Park	Shared Use Path
B-39	Zion Road	MD 108 to Sundown Road	Shared Road

Bikeway Network



PARKS AND RECREATION PLAN

Goal:

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

INTRODUCTION

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

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

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

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

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

RECREATION OPPORTUNITIES

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

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

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

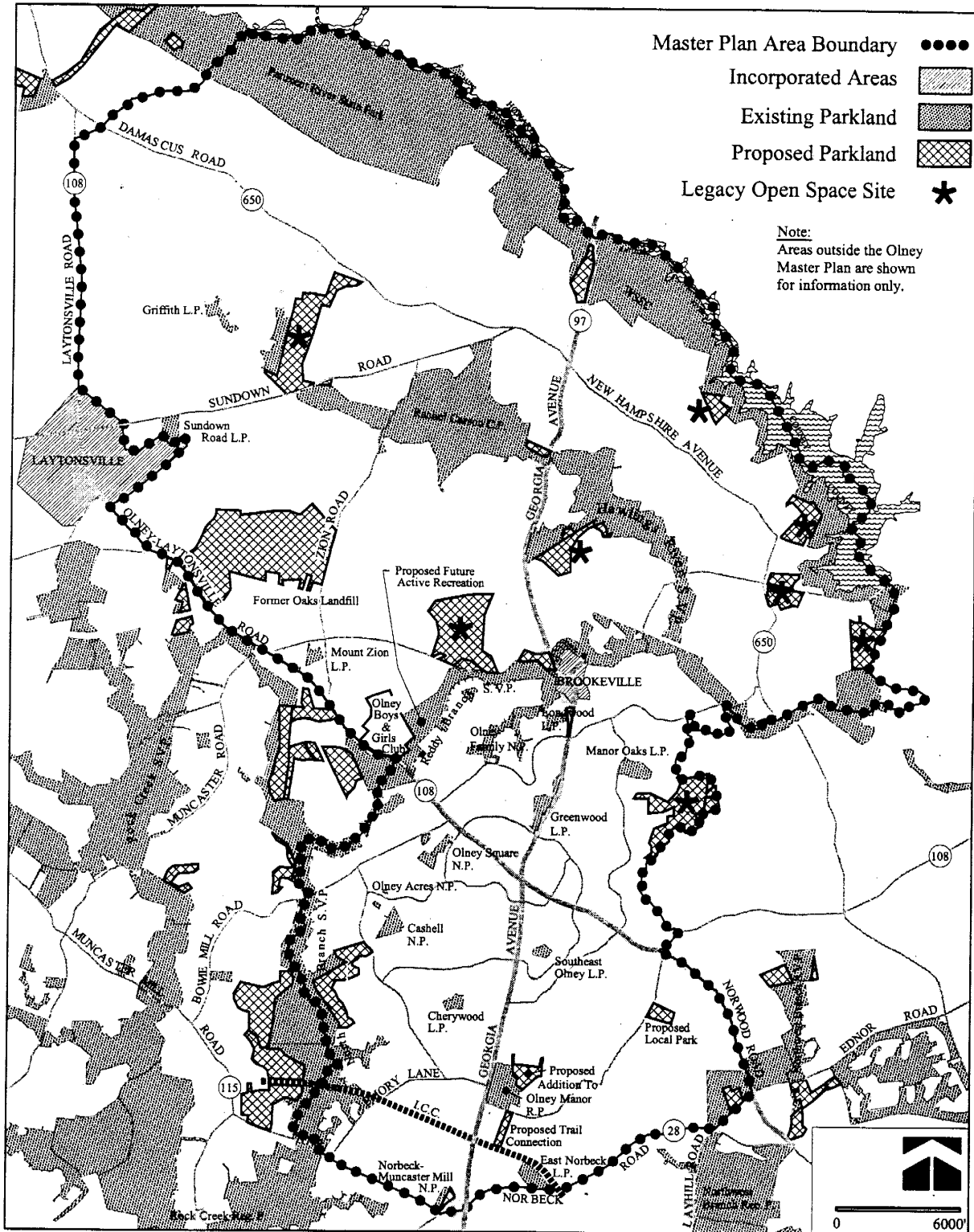
An open field area exists on the parkland in the Reddy Branch Stream Valley Park adjacent to the Olney Boys and Girls Club. It could be needed to meet the future active recreation needs of the local community, the Rosa Parks Middle School, and the Olney Boys and Girls Club. It should be reserved for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

Recommendations:

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

- 10. Expand Norbeck-Muncaster Mill Neighborhood Park by a minimum of 5.4 acres as required by the Planning Board in the approval of Small's Nursery subdivision. The precise amount and configuration of the proposed parkland will be determined in conjunction with the SHA study regarding road improvements at the intersection of Georgia Avenue and Norbeck Road.**
- 11. Expand the development at East Norbeck Local Park to provide additional parking, a soccer field and total park renovation.**
- 12. Require major new subdivision developments to provide private neighborhood recreation and trail connections to parks and park trails to serve their new residents.**

Existing and Proposed Parkland



RESOURCE PROTECTION

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

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

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

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

Recommendations:

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

TRAIL CORRIDORS

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

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

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

Recommendations:

In the Northwest Branch Greenway Trail Corridor:

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

In the Rock Creek Trail Corridor:

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

In the Patuxent River Trail Corridor:

- 1. Provide a natural surface trail along the Patuxent River. Opportunities for new trails in future developments in the area should be considered.**

- 2. Encourage WSSC to designate an existing maintenance road as suitable for trail use.**

Other Trail Connection Proposals

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

Recommendations:

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

HISTORIC RESOURCES PLAN

Goal:

Protect the important historic and archeological resources in the area.

HISTORY OF OLNEY

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

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

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

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

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

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

PROTECTION OF HISTORIC RESOURCES

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

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

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

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

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

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