

**November 12, 2013**  
**Buffington RE/MAX Olney Community Room**  
**3300 Olney-Sandy Spring Road**

7:30 I. CALL TO ORDER

1. Introductions (Name, Association, Representative/Alternate/Guest)
2. Approval of October Minutes/Agenda

7:35 II. PUBLIC COMMENTS & ANNOUNCEMENTS

7:45 III. NEW BUSINESS

1. Bus Rapid Transit

Tom Street, County Executive Office

8:45 IV. OLD BUSINESS

1. Marian Fathers Development (Concerns List on page 2)

Proposed Motion: Whereas Marian Fathers will develop their property; whereas Abbey Manor Drive is currently a quiet dead end street, whereas recreational facilities within Manor Oaks are there to serve Manor Oak residents, GOCA moves to request the Planning Board give the Manor Oaks Concerns List due consideration during the plan review process.

9:00 V. OFFICERS/COMMITTEE/LIAISON REPORTS

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|--|------------------|
| 1. President's Report (see page 2 of agenda)         | Barbara Falcigno |
| 2. Correspondence Report                             | Greg Intoccia    |
| 3. Chamber of Commerce Report (www.olneymd.org)      | Joe Buffington   |
| 4. Olney Town Center Advisory Committee Report       | Helene Rosenheim |
| 5. Membership Report                                 | John Webster     |
| 6. Nomination Committee Report                       | Matt Zaborsky    |
| 7. Civic Federation Report (www.montgomerycivic.org) | Arnie Gordon     |
| 8. Transportation Report                             | Paul Jarosinski  |

9:30 VI. ADJOURNMENT

Next Meeting: **December 10, 2013**  
Tentative Topic: Zoning Rewrite

## President's Report

Jim Smith, Helene Rosenheim, and Barbara Falcigno met with Park & Planning staff to review the zoning rewrite, specifically looking at Olney and the Town Center. Zoning matches with MXTC zone. A master plan review would be more specific. Norbeck Meadows had a meeting with At Large Councilmember Marc Elrich who expressed the following concerns: Height limits are top of top floor, not top of roof line, don't globally replace all zones – start with commercial zones and replace the residential as master plans are updated, eliminate all floating zones from residential zones, change the point system in the CR (Commercial-Residential) zone to require better changes, and in CR zones, require true mixture of commercial and residential.

The October 23 forum for HOAs, Condo, and Civic Associations is available to watch on the web. Link is in: <http://mccouncil.blogspot.com/2013/11/leaders-of-hoas-condo-associations.html>

## Old Business

***Marian Fathers Development Concerns*** from the Manor Oaks HOA:

There needs to be direct access to Georgia Ave to mitigate additional traffic load on Abbey Manor Drive. Marian Fathers should include sufficient parking for their townhome residents such that overflow parking does not impact Manor Oaks residents. Construction traffic needs to access Georgia Ave. directly and not be routed thru Manor Oaks. Construction traffic should access the St. Albert side of Marian Fathers by traversing the parking lot (as opposed to using St. Albert Drive in Manor Oaks). Marian Fathers should include in their governing HOA documents that townhome garages are to be used for cars only. Marian Fathers should include a new traffic study of Abbey Manor Drive and St. Albert Drive and its effect on the existing neighborhood. Marian Fathers should include additional recreation facilities to discourage use of Manor Oaks Tot Lots and other facilities. Developer should work with the county to have sidewalks/asphalt paths join from Manor Oaks into their neighborhood so that there is no area along the joining of the roadways without a proper walkway meeting the 10 foot wide standard. Landscape buffers should preserve Manor Oaks residents' enjoyment of existing views. Extension of the Georgia Avenue asphalt walking path at the northern edge of Manor Oaks up to Gold Mine Road. New homes should be built maintaining architectural and quality consistency with existing Manor Oaks homes.

## Background for New Business

Countywide Transit Corridors Functional Master Plan Planning Board Draft:

[http://www.montgomeryplanning.org/viewer.shtm#http://montgomeryplanning.org/transportation/highways/documents/ctcfmp\\_planning\\_board\\_draft\\_production\\_version\\_7-24-2013.pdf](http://www.montgomeryplanning.org/viewer.shtm#http://montgomeryplanning.org/transportation/highways/documents/ctcfmp_planning_board_draft_production_version_7-24-2013.pdf)

Presentation of Staff Draft 3/18/2013: [http://montgomerycountymd.gov/brac/resources/files/brt-mncppc\\_corridorsfunctionalmasterplan-bic-031813.pdf](http://montgomerycountymd.gov/brac/resources/files/brt-mncppc_corridorsfunctionalmasterplan-bic-031813.pdf)

ITDP Report: [http://www.itdp.org/documents/ITDP\\_-\\_MCDOT\\_Demand\\_and\\_Service\\_Planning\\_Report.pdf](http://www.itdp.org/documents/ITDP_-_MCDOT_Demand_and_Service_Planning_Report.pdf)

### **Tabled Resolution from September's GOCA meeting:**

Whereas the BRT system is exorbitantly expensive and not practical according to the County commissioned NY firm, the Institute for Transportation and Development Policy, and not desired by the majority of Olney residents who not only don't use the bus (buses run next to empty in Olney), but are also adamantly opposed to the possibility of yet another special taxing district to fund the project, the Greater Olney Civic Association with the unanimous recommendation of the Transportation Committee hereby goes on record in opposition to use of any further funds or taxing districts to fund expansion of BRT to Olney.