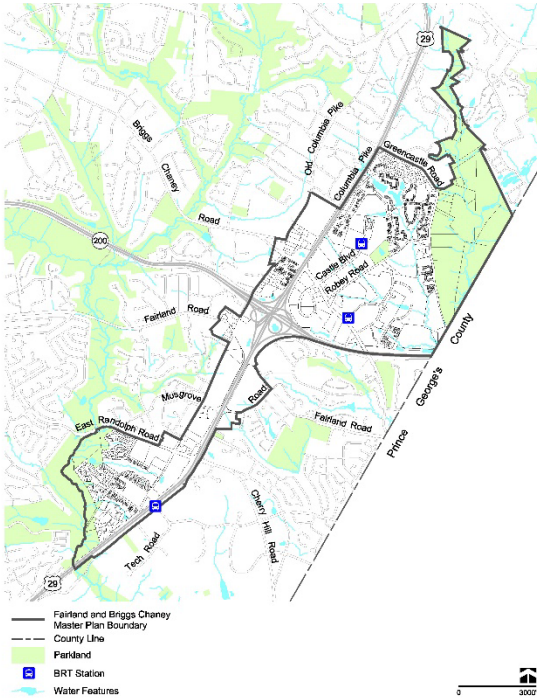


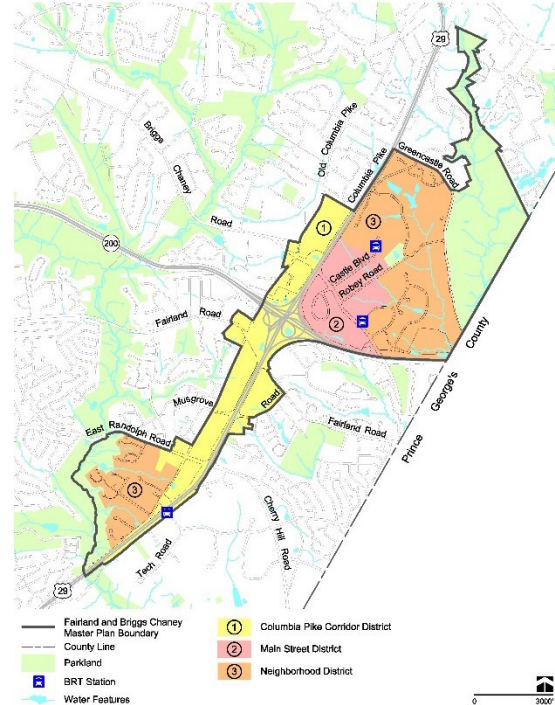
FAIRLAND AND BRIGGS CHANEY MASTER PLAN

DRAFT Preliminary Recommendations*

Fairland and Briggs Chaney Master Plan Area



Fairland and Briggs Chaney Master Plan Districts



PLAN WIDE RECOMMENDATIONS

LAND USE DEVELOPMENT AND DESIGN

Recommendations

1. Adopt the zoning recommendations in this plan through a Sectional Map Amendment and ensure that future development within the plan area is guided by the plan-wide, district, activity center, and property policies and recommendations.
2. Develop and adopt design guidelines for private development and public projects to implement the environmental, experiential, aesthetic, functional, and community-building recommendations of the plan that are linked to quality-of-life standards for developable properties within the master plan boundary. These design guidelines should illustrate the aesthetic achieved along corridors, streetscapes, pathways, greenways, and community landmarks throughout the entire plan area,

*These preliminary plan recommendations are presented in draft form to provide the Fairland and Briggs Chaney community an opportunity for review and comment in advance of the release of the Working Draft Plan in March 2023. The document is organized to match the expected organization of the Working Draft, by plan wide (thematic) recommendations, district wide recommendations, and property-specific recommendations.

but also specific to the district goals and objectives. Recommended elements of the design guidelines are included in the Implementation chapter of this plan.

3. Establish a strong emphasis on development and public investment at gateways and activity centers, as illustrated in the Concept Framework Plan, consisting of compact, high-density mixed-use development, focused on frequent transit service and community gathering spaces, through the adoption and implementation of recommended zoning districts, public improvement projects on public land, and community partnerships and support. (see 'Districts' for details)
4. Promote the location of a major public facility as a public benefit priority of the optional method of development on large properties in the plan area, such as those occupied by Verizon, the General Conference of Seventh-Day Adventists, and properties of the Auto Sales Park. Public facilities include, but are not limited to, such facilities as a community college, recreation center, transportation or utility upgrade, public safety facility, or park, which strengthen community-serving activities within walking and rolling distance of housing, retail, and employment centers.
5. Support the removal of platted building restriction lines (BRL) for properties in activity centers that may prohibit buildings to be located close to the street, thereby contributing to a more compact, pedestrian-oriented street environment.
6. Promote context-sensitive infill development at bus station park-and-ride locations within the plan area to support increased transit ridership, accessibility, and transit-oriented communities (see 'Districts' for details).
7. Discourage new drive-throughs to be established within the plan area as a part of existing or future retail uses (e.g., restaurant, bank, coffee shop, etc.) to prioritize the pedestrian environment and Vision-Zero goals over auto-oriented development.
8. Discourage vehicle or equipment sales, rental, and service uses, and warehouse uses outside of the Auto Sales Park area of the master plan to minimize the influence of auto-oriented and passive storage businesses on the built environment to transition this car-dependent suburban community to a more compact, walkable built environment.

TRANSPORTATION

Recommendations

1. The Montgomery County Department of Transportation (MCDOT) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) should prioritize the bus rapid transit (BRT) travel over the use of single-occupancy vehicles (SOV) in future studies and designs of Columbia Pike (US 29) corridor. This plan's long-term vision for the Columbia Pike (US 29) Corridor is as a transit-first corridor that provides convenient regional connections from the plan area to Silver Spring, Washington D.C., Columbia, and Baltimore. MCDOT and MDOT SHA should jointly produce a comprehensive corridor study and plan that integrates the following recommended solutions for this vision:

- a. MCDOT and MDOT SHA, as transportation implementation agencies, and Montgomery Planning, through the review of development applications, should prioritize transit movement on Columbia Pike (US 29) by limiting new vehicular capacity improvements, such as travel lanes, turning lanes, and acceleration/deceleration lanes, accepting increases in SOV travel time to achieve this approach if it can improve transit operations.
 - b. Build high-quality dedicated BRT lanes on Columbia Pike (US 29) and East Randolph Road through the master plan corridor and connect to transitways beyond. This plan recommends a preference for median-running dedicated transit lanes on Columbia Pike (US 29) to match this expected future BRT lane configuration south of Tech Road, though alternative solutions may be acceptable on an interim basis.
 - c. MDOT SHA, MCDOT, Montgomery Planning and the Howard County government should study the extension of the Flash BRT route north from Burtonsville to Columbia and/or Baltimore.
 - d. Expand on the BRT stations proposal recommendation from the Master Plan of Highways and Transitways (MPHOT) to establish or enhance BRT stations at key Columbia Pike (US 29) intersections: Tech Road (existing), East Randolph Road/Cherry Hill Road (proposed), Fairland Road (proposed), Briggs Chaney Road (proposed) and Greencastle Road (proposed). These facilities should be designed to provide comfortable shelter to riders and adequately address the need to shelter riders from weather conditions and nearby traffic.
 - e. MDOT SHA should explore tools and policies, such as establishing high-occupancy vehicle lanes in the place of existing travel lanes on US 29, and pricing programs to reduce demand for single-occupancy vehicle travel, as well as exploring policies to achieve equity goals by alleviating impacts of long-distance drivers on local populations.
2. Establish a continuous greenway network, as illustrated in the Concept Framework Plan, connecting parks, open spaces, community facilities, and bus stops with neighborhoods within and beyond the Master Plan Area. This network should be established incrementally to connect existing trails and paths on public parkland, public rights-of-way, and, if necessary, through private property through the completion of missing connections. The inner and outer circulation loops may consist of natural-surface and paved trails, boardwalks, side paths, and shared-use pathways. Public amenities should be provided as a part of this greenway network, including resting areas, community gathering and event spaces, linear parks, community gardens, historical and cultural wayfinding, and public art, with connections provided via radial paths to activity centers along Columbia Pike (US 29) and Old Columbia Pike. The greenway concept is a continuation of the 1997 Fairland Plan, which recommended such a pathway along Old Columbia Pike up to MD 198. More specific details are also contained in the Parks and Recreation section.
 3. Establish publicly accessible trail connections through HOA common area properties, other private property, public parkland, and road rights-of-way to connect neighborhoods, activity centers, public parks, and recreation centers. Methods for establishing trail connections may include dedication or conveyance of land as a part of redevelopment, public maintenance agreements, property acquisition, public access agreements, and/or trail easements, as appropriate.

4. Complete a continuous ‘bike highway’ connecting the Burtonsville commercial center with the Viva White Oak development and points south that provides a separated bicycle facility from roadways, with protected or grade-separated crossings, as feasible.
5. Incorporate any additional planned bicycle facilities recommended by this plan in a future amendment to the Bicycle Master Plan, as identified by the Planned Bicycle Facility Map, and seek opportunities to complete planned facilities through public investments and private development.
6. New street connections should be achieved in conjunction with future development projects and/or capital improvement projects to further enhance multimodal circulation throughout the plan area, specifically adding the following connections:
 - Greencastle Road to Ballinger Drive (between Turbridge Drive and Robey Road)
 - Aston Manor Drive to Robey Road
 - Sheffield Manor Drive to Greencastle Road
 - Castle Boulevard to Ballinger Drive
7. Remove from the Master Plan of Highways and Transitways proposed grade-separated interchanges on Columbia Pike (US 29), previously recommended by the 1997 Fairland Master Plan, at the following intersections: Greencastle Road, Fairland Road, Musgrove Road, and Tech Road. These existing signalized intersections should remain at-grade and should be improved for greater safety, mobility, and comfort for all transportation users as recommended in this plan.
8. Retain the signalized intersection of Musgrove Road and Columbia Pike (US 29). Previous plans and studies have considered eliminating this intersection to reduce the number of road crossings on Columbia Pike (US 29). This plan affirms the intersection as a valuable access point for the land uses and communities on either side of Columbia Pike (US 29).
9. Connect a future bike and pedestrian trail running parallel to the MD 200 Inner County Connector (ICC) with the recommended greenway network to provide stronger east-west circulation across Columbia Pike (US 29).
10. Montgomery Planning and MCDOT should study the feasibility of implementing road diets on main arterials within the plan area, such as Briggs Chaney Road, Fairland Road, East Randolph Road, and Old Columbia Pike, to slow speeds, calm traffic, and create new space for safe and comfortable pedestrian and bike movement. If found to be feasible, these road diets should be implemented either through a regulatory process or via the county’s capital improvement program. These ‘road diets’ would support the expansion of activity centers by making walking and rolling to and through them safer, cooler, and more comfortable.
11. Montgomery Planning and MCDOT should study the use of traffic circles in lieu of signalized intersections to reduce the use of turning lanes. Suggested intersections for study include Castle Boulevard/Briggs Chaney Road and Briggs Chaney Road/Old Columbia Pike. If found to be feasible, these road diets should be implemented either through a regulatory process or via the county’s capital improvement program.

12. MCDOT should study routing the US 29 Flash BRT service along Robey Road and Greencastle Road and adding BRT stations at the intersection of Greencastle Road/Robey Road and the Greencastle Road Park and Ride lot.
13. Ensure access to high-quality multimodal transportation options to all individuals regardless of ability by improving all public sidewalk, road crossings and key bike and pedestrian connections to best-in-class accessibility standards. Ensure that all transit is fully accessible.
14. Continue building out the countywide BRT network, as envisioned by the Master Plan of Highways and Transitways, to connect the plan area with White Oak, downtown Silver Spring, College Park, D.C., Columbia/Laurel/Jessup, Rockville and Gaithersburg. More east/west access overall via enhanced bus route connections.
15. MCDOT and property owners should seek opportunities to improve bicycle and pedestrian access and safety to all BRT stations.
16. Enhance existing BRT stops and park-and-ride facilities as “mobility hubs” for multi-modal, last-mile connectivity options to transform and contribute to the character of the surrounding neighborhood, including public artworks, interpretative signage, adequate seating, charging stations, *bicycle storage, green space, shade, and solar panels*.
17. Enhance micro-mobility options within the Master Plan Area by enhancing existing Capital Bikeshare infrastructure, enabling the use of private e-scooter share services, and accommodating expanded use of mobility scooters for older residents and those with disabilities.
18. New development projects should provide multi-modal infrastructure and facilities, such as secure bicycle parking, lockers, changing rooms, and showers for employees, live transit schedule screens, and advance mobility technology, particularly for autonomous vehicles, on-demand, flexible transit, and electric vehicle charging stations.
19. Establish a network of electric car charging and car sharing stations that are evenly distributed throughout the Master Plan Area, leveraging public property and private development within each activity center.

HOUSING

Recommendations

1. Aligned with current county policy, new developments should provide at least 12.5 percent Moderately Priced Dwelling Units (MPDUs).
2. Prioritize MPDUs and two and three-bedroom units for residential development projects as a top public benefit for the Optional Development Method in the Commercial/Residential family of zones (C/R) to provide additional affordable housing that is needed within the Master Plan Area.
3. Add more housing units and housing types to meet the diversity of incomes and households including families, seniors, and persons with disabilities that currently reside within the Master Plan Area.

4. Preserve existing naturally occurring affordable housing where possible and strive for no net loss of naturally occurring affordable housing in the event of redevelopment.
5. Explore and leverage partnerships and incentives to preserve and expand housing affordability in the Plan Area and to enable properties to redevelop as mixed-income communities serving a broad spectrum of incomes when appropriate.
6. When public properties are redeveloped with a residential component, provide a minimum of 30 percent MPDUs, with at least 25 percent of all MPDUs at or below 50 percent of Area Media Income (AMI).
7. When feasible, developers of private residential projects should work with non-profit partners and the Department of Housing and Community Affairs (DHCA) to reach deeper levels of affordability by providing affordable housing below 65 percent of the area median income (AMI).
8. In the event of redevelopment, property owners should work with the Department of Housing and Community Affairs and tenants to ensure eligible residents receive support and assistance to mitigate impacts of temporary relocation.
9. Support the development of permanent and temporary supportive housing for people experiencing homeless in the plan area.
10. New housing developments in the plan area should strive to increase the quality and quantity of housing units that are accessible to people with disabilities and older adults.

COMMUNITY HEALTH, HISTORIC PRESERVATION AND CULTURE

Recommendations

1. Explore the creation of resiliency hubs in East county. The Eastern Montgomery Regional Services Center, Montgomery County Parks Department – Community Garden Program, Montgomery County Planning Department, Department of Health and Human Services, and Montgomery County Food Council should form a working committee to identify existing community-led centers or community development corporations in East county that could receive financial support for existing programs that increase resiliency and access to other public resources in close proximity to transit and community facilities.
2. The Eastern Montgomery Regional Services Center and Montgomery Parks – Community Gardens Program should formalize the coordination of a local food system consisting of public-private partnership agreements between commercial property owners, farmers’ market cooperatives, homeowner’s associations, Montgomery County Food Council, community development corporations, community centers, food providers, and distributors for the construction of necessary infrastructure for residents, community organizations and local businesses.
3. The Department of Environmental Protection should connect with other partners to promote the “Fairland and Briggs Chaney” local food system to a larger regional network in need of green job opportunities, industrial, manufacturing, and ‘maker spaces’ for budding businesses.

4. Montgomery Planning, Montgomery County Economic Development Corporation, and Montgomery County Department of Environmental Protection (DEP) should monitor Fairland Briggs Chaney's status in the forthcoming Community Equity Index (CEI) to track its level of socio-economic advantage or disadvantage over time.
5. The Maryland – National Capital Park and Planning Commission (M-NCPPC) should work with DEP, WorkSource Montgomery and other partners to implement the recommendations of the Climate Action Plan (CAP) and the High Road Inclusion Framework for an Equitable, Climate-Ready Economy to promote green job opportunities.
6. Montgomery Planning should support the establishment of a Master Plan Implementation Advisory Committee to guide and coordinate implementation of the plan. The Committee should work in coordination with the Eastern Montgomery Regional Services Center to build greater community understanding, advocacy, and engagement in the planning process, public improvements, and overall community health and wellbeing. Additional suggested guidance for the Advisory Committee is provided in the Implementation chapter of this Plan.
7. The Montgomery County Economic Development Corporation, the Eastern Montgomery Regional Services Center, and WorkSource Montgomery should establish a local business network to improve the health of local economies and build resiliency. Local businesses would be encouraged to partner with other businesses, stakeholders, non-profit organizations, or public agencies to gain increased access to public resources, employment and funding opportunities.
8. Exhibit historical and cultural resources using interpretative signage along roadways, pathways, trails, and within public facilities (e.g., community centers, libraries, schools, etc.).
9. Preserve properties currently listed on the Master Plan for Historic Preservation and the Montgomery County Burial Sites Inventory.

PARKS, RECREATION AND OPEN SPACE

Recommendations

1. Enhance Fairland Recreational Park as a major regional destination through a Park Study, in partnership with Prince George's County Department of Parks and Recreation. The park study should consider the following improvements and amenities:
 - Add more activities and amenities for families and children.
 - Create a food and community garden hub that allows demonstration gardens, teaching opportunities, and garden-produce sharing and sales.
 - Create a more direct paved pathway and pedestrian bridge between Montgomery County and Prince George's County that traverses the southern portion of the park.
 - Establish better access points into the park from surrounding neighborhoods.
 - Consider an outdoor public pool or water feature as a park amenity.

- Expand and formalize the existing park access trail from the Bentley Park community on Camley Way.
2. Establish a bi-county approach to the planning, improvement, operations, and maintenance of Fairland Recreational Park (operated by Montgomery Parks) and Fairland Regional Park (operated by Prince George's Department of Parks and Recreation). Existing natural resources should be preserved and enhanced for both parks, while additional activities and amenities should be considered on already developed portions of the parks, such as an outdoor pool facility, sports fields catering to diverse cultures, refreshment facilities, etc.
 3. Add and enhance amenities in all existing and new parks and open spaces to serve a diversity of religions, ethnicities, gender identities, and interests by offering a range of recreational opportunities, social gathering spaces, and nature enjoyment, such as designing gathering spaces in accordance with religious customs and offering spaces for various sports, holiday observations, and cultural or ethnic festivities.
 4. As part of a future Agriculture-Technology Park (Agro-Tech Park) at Fairland Recreational Park and Fairland Regional Park, Montgomery Parks and DEP should coordinate informative social events and training opportunities introducing the future development of local community gardens and initiatives that support and improve the local food systems. Topics related to Low Impact Development (LID), best management practices (BMPs), and sustainable growing practices will be implemented to achieve the best outcomes for residents, community
 5. All public community gardens should be ADA Compliant.
 6. Enhance Edgewood Neighborhood Park as a premier park destination and source for local food production in the community. Park improvements include:
 - Improved pedestrian access from surrounding neighborhoods
 - Conformance to ADA guidelines.
 - Consistent landscape and facility maintenance
 - Regularly scheduled public activities and events
 - A community garden space with a preference for users within walking or rolling distance (within a 2 to 5-mile radius of the park).
 7. Fill the gaps in services and amenities based on the Energized Public Spaces (EPS) analysis to provide a full system of recreational amenities, parks, and open spaces. Adequate service will be a fair distribution of parks and open spaces with multiple functions accommodating multiple needs. For example, large lawn areas can function as athletic fields, community festival sites and ultimate frisbee space. Multi-use courts can accommodate a basketball court combined with a soccer/futsal court.
 8. This master plan incorporates Climate Action Plan recommendations for parkland and open space development by reference, including EV charging stations and solar infrastructure. Relevant Climate Action Plan recommendations related to parks and open space include:

- Private Vehicle Electrification Incentives
- Expand the Electric Vehicle Charging Network
- Promote Public Facility Solar Photovoltaic Installations and Groundwork
- Expand Community Gardens
- Promote Regenerative Agriculture
- Restore Soil Fertility, Microbial Activity, and Moisture-Holding Capacity
- Retain and Increase Forests
- Restore and Enhance Meadows and Wetlands
- Green Infrastructure and Green Public Spaces
- Repair and Enhance Stormwater Conveyance Systems

ENVIRONMENT

Recommendations

1. The 2021 Montgomery County Climate Action Plan for the Building of a Healthy, Equitable, Resilient Community provides direction and guidance for the implementation of the following recommendations.
 - Increase tree canopy coverage by planting individual trees, groups of trees and tiny forests. Priority should be given to areas with excessive impervious surface and within the public realm. All public gathering spaces on private property and pedestrian corridors in the public right-of-way should provide a minimum of 60 percent tree canopy coverage. Areas of surface parking lots on publicly owned and private properties should provide at least 50 percent tree canopy coverage. Soil volume levels and water access within planted areas must be sufficient to allow a healthy and long-lasting canopy.
 - Undertake design efforts to retain small forests and large individual trees as development takes place.
 - Incorporate regenerative agriculture and healthy soil practices into Fairland Recreational/ Regional Park's Agro-Tech Park and various community gardens. These practices will increase carbon sequestration, and improve fertility, the water cycle and natural ecosystems.
 - Repair and enhance stormwater management systems to modern standards through redevelopment, to improve and better compliment the built environment.
 - Development should provide green public spaces that include cool-colored permeable surfaces, at least 50 percent tree canopy cover or structural shade, and the retention on-site of stormwater.

- Require modern green infrastructure practices using nature-based solutions on all developing and redeveloping properties. Practices should prioritize the retention of runoff for the benefit of onsite plantings, particularly shade trees.
 - Encourage on-site energy generation systems such as wind, solar, and geothermal technologies to new and redeveloping buildings.
2. Drastically reduce urban heat island effect to improve community safety, comfort, and experiences at old and new activity centers by retaining stormwater within landscaped areas, increasing tree canopy and shade structures, converting impervious surfaces and hardscapes to micro-infiltration areas, and requiring cool pavements, cool streets, cool facades, and other heat-reducing construction techniques in the public realm.
 - The Briggs Chaney corridor should be a focus for mitigating urban heat island conditions. Although Briggs Chaney Road has some street tree planting, there are many additional opportunities for shade and other cooling measures. Private property in lawn areas between the road right-of-way and parking lots and along the perimeter of large properties often lack trees and should be targeted for planting.
 - Large species trees should be used as they will provide more shade, but also because they can be limbed up higher allowing greater visibility to commercial interests.
 - Introduction of depressed tree islands in parking lots should be required.
 - Black rooftops contribute to the heat-island effect and conversion to cool roofs should be a priority.
 - Reducing traffic congestion and idling of car engines by promoting transit and providing multi-modal streets will also reduce a source of heat.
 3. Augment and use existing green infrastructure: Due to the extreme topography associated with this fall-zone area, extensive natural areas have been preserved. However, their topography is a barrier in many places to micro mobility and the greenway connections that the master plan envisions. Creative strategies should be developed to overcome this challenge and create pedestrian connectivity within green areas, while maintaining environmental protection. Partner with the community to develop small and/or temporary demonstration projects that connect neighborhoods, provide access to activity centers, and generally improve micro mobility. When redevelopment takes place, design standards should include the requirement to remove micro mobility barriers such as property acquisition/dedication, public access agreements, and/or trail easements.
 4. Protect globally rare and critically imperiled fall line Terrace Magnolia Bogs that exist in the plan area, mainly just north of the ICC. Efforts to protect these areas should include the following:
 - The Natural Resource Inventory /Forest Stand Delineation (NRI/FSD) process should include a search for this specific ecosystem. The uphill hydrology that feeds the seep areas should be protected from erosion and sedimentation
 - These ecosystems should be protected using Special Protection Area-type buffers.

- A management plan for this area should be required as part of the development process if any kind of disturbance takes place on this property.

EDUCATIONAL OPPORTUNITIES AND WORKFORCE DEVELOPMENT

Recommendations

1. Montgomery College should consider locating a new full-scale East county campus within the master plan area. Possible locations include a portion of the Auto Sales Park off Briggs Chaney Road or a site near the intersection of Columbia Pike (US 29) and East Randolph Road.
2. If the residential land use vision of the plan is realized to its full potential, student enrollment growth may be considerable. When enrollment projections indicate the need, the opening of a new school will likely have to be considered because additional capacity increases are not possible at most of the existing elementary schools serving the plan area. Given the lack of additional elementary school sites owned by Montgomery County Public Schools (MCPS) in the vicinity, and the diminishing availability of large parcels of land in general, opportunities to obtain an additional elementary school site should be sought before the actual need arises, including but not limited to the following options:
 - At present, MCPS is considering the relocation of Burtonsville Elementary School to a new site. If, after the relocation process is complete, the existing school site located near Burtonsville Town Square becomes available, the possibility of using it as a holding facility instead of Fairland Center should be considered. This may lead to the Fairland Center site becoming available as an additional elementary school site to serve the plan area.
 - MCPS may consider the possibility of retrofitting a non-traditional site, such as vacant office or commercial space, into an adaptive reuse school facility, or acquiring a place of worship site seeking to relocate or close.
 - MCPS may pursue acquisition or dedication of land as part of property redevelopment at the Auto Sales Park, at the Verizon office and data center, General Conference Seventh Day Adventists, or other vacant or available property of appropriate size beyond the Master Plan area.
3. Support the implementation of MCPS' sustainability policy as it relates to school sites or facilities when the opportunity for capital improvements arises in schools serving the plan area.
4. Montgomery Planning should partner with the East County Parent and Youth Engagement (PYE) committee, and the County's Office of Community Partnerships (OCP) to develop a pilot program for community education and engagement in the planning process.

DISTRICT RECOMMENDATIONS

COLUMBIA PIKE CORRIDOR (US 29 AND OLD COLUMBIA PIKE) DISTRICT

District wide Recommendations

1. This plan encourages retrofitting and adaptive reuse of landmark buildings (such as Verizon, General Conference of Seventh Day Adventists), green spaces, and pathways along Columbia Pike (US 29) to establish new mixed-use developments (multiple uses integrated either vertically or horizontally on-site) and allow transitions from large, single-use buildings into more compact, walkable, neighborhood-focused developments.
2. Configure all existing at-grade intersections on Columbia Pike (US 29) within the plan area to maximize non-automobile mode safety and comfort (i.e., Greencastle Road, Fairland Road, Musgrove Road, and Tech Road). Possible solutions may include shrinking the footprint of an intersection through travel lane narrowing or elimination, removing left turn lanes, providing median pedestrian refuges and protected crossings.
3. MCDOT and MDOT SHA should seek opportunities to maximize safety, comfort, and rights-of-way for bicycle, pedestrian, and rolling travel on the East Randolph Road/Cherry Hill Road bridge by reducing space dedicated to vehicles, eliminating unprotected pedestrian crossings (e.g., 'hot rights'), and slowing travel speeds through design.
4. New roadway infrastructure projects along Columbia Pike (US 29) and Old Columbia Pike should include public art and design features (e.g., intersections, BRT stations, bridges) that enhance the pedestrian experience and quality of life.
5. Consider the construction of traffic circles at key intersections, such as Briggs Chaney Road and Castle Boulevard, Briggs Chaney Road and Old Columbia Pike, Briggs Chaney Road and Robey Road, and Robey Road and Greencastle Boulevard, where appropriate, to improve intersection throughput while eliminating left turn lanes to improve roadway safety and reduce paved surfaces.
6. Underground utilities along Old Columbia Pike and Tech Road through private development and/or public projects. Interim or small-scale utility undergrounding may be required at major road crossings to increase shading and cooling from large canopy trees for waiting vehicles and pedestrians.

Activity Center Recommendations

Old Columbia Pike and Briggs Chaney Road – This intersection is envisioned as a mixed-use, neighborhood-serving activity center through possible future redevelopment of the retail shopping center (Briggs Chaney Center) at the southwest corner and existing homes and medical office at the northeast corner.

1. Encourage redevelopment of these properties toward a more compact, mixed-use neighborhood center, with new buildings fronting the street and generous, pedestrian-oriented landscape and amenity zones. Parking, refuse and loading areas, and drive aisles should be located behind buildings.

2. Redevelopment of property within the Upper Paint Branch Special Protection Area Overlay Zone must meet the water quality standards of the overlay zone by employing best management practices for water quality protection to the greatest extent possible.
3. Create a linear greenway along Old Columbia Pike and Briggs Chaney Road, between Paint Branch High School and the Columbia Pike (US 29) interchange, to provide a safe and comfortable pathway between the high school and destinations east of US 29, in conjunction with an expanded bridge that continues the linear park experience. The greenway will be for public use and dedicated as redevelopment occurs on adjacent properties and/or purchased by agreement with affected property owners. The streetscape design for this greenway should meet the regulated design standards by MCDOT.
4. The Maryland Transit Administration (MTA) should explore adding new commuter bus services within the Briggs Chaney Road district area as part of an existing or new commuter service route with direct connections to regional destinations such as Rockville, Gaithersburg, Laurel, and Baltimore Washington Thurgood Marshall International Airport (BWI).
5. Rezone the properties at 13816 and 13820 Old Columbia Pike to CRN-1.0 C-0.75 R-0.75 H-45 to allow for small-scale, mixed-use development.
6. Rezone the properties at 13915, 13991, 13999, and 14001 Old Columbia Pike, 2900 and 2916 Briggs Chaney Road, and a vacant parcel owned by MDOT SHA next to 2916 Briggs Chaney Road to CRN-1.0 C-0.75 R-0.75 H-60 to allow for small-scale, mixed-use development. Development of any one or more of these properties should include frontage dedication along Old Columbia Pike to allow establishment of a linear greenway, as described in this area's recommendations above.
7. Rezone the Avonshire townhome community to THD (Townhome High Density) to replace the RT-12.5 zone retained from a previous Zoning Ordinance, which is substantially like the recommended new zone.
8. Amend the zoning map to remove a portion of the MDOT SHA right-of-way northwest of the US 29/MD 200 interchange, zoned R-60, to indicate that this area of the highway right-of-way should not be developed.

Old Columbia Pike and Fairland Road – This intersection is envisioned as a mixed-use, neighborhood-serving activity center with the potential redevelopment of the existing commercial shopping center south of Fairland Road, two gas stations, and their adjacent properties on the west side of Old Columbia Pike and infill development of a vacant MDOT SHA right-of-way area on the northeast corner of the intersection.

1. Support redevelopment of these properties to create a mixed-use neighborhood center focused on the intersection of Old Columbia Pike and Fairland Road.
2. Rezone a portion of the right-of-way between Old Columbia Pike, Fairland Road, Columbia Pike (US 29) and MD 200 to CRT-1.5 C-0.75 R-0.75 H-75 to allow for medium-density, mixed-use development that contributes to the enhancement of the intersection as an activity center. Development should include a mix of mid-rise multi-unit or townhome residential housing with small-scale commercial uses. A portion of the street frontage along Old Columbia Pike and

Fairland should be retained as public right-of-way to accommodate build-out of the off-street active transportation loops and connections as shown in the Concept Framework Plan.

3. Rezone the MCPS-owned Fairland Center (13313 Old Columbia Pike) properties to CRT-1.0 C-0.75 R-0.75 H-75 to allow for small-scale, mixed-use development, should this property no longer be needed as a holding school and MCPS seeks to sell the property for redevelopment at this scale.
4. The Fairland Center is one of the five holding facilities MCPS utilizes to host schools that are undergoing major capital projects or large-scale addition projects. MCPS intends to maintain its use as a holding facility for the foreseeable future to ensure that there is space to relocate students and staff during construction. If there are extended periods of idle time when Fairland Center is not in use as a holding school, MCPS should consider short-term leasing of the space for other users, with priority given to programs that would benefit the educational opportunities of the surrounding community, such as after school extracurricular activities or community meeting space.
5. Rezone the property at 13425 Old Columbia Pike to CRT-1.5 C-0.75 R-0.75 H-75 to allow for small-scale, mixed-use development.
6. Rezone the properties at 2510 Fairland Road and the vacant, forested property to its west, 2512 Fairland Road, 2518 Fairland Road, 13420 Old Columbia Pike to CRN-1.0 C-0.75 R-0.75 H-45 to allow for small-scale, mixed-use development.
7. Rezone the properties at 13400 Old Columbia Pike to CRT-1.0 C-0.75 R-0.75 H-55 to allow for small-scale, mixed-use development.
8. Rezone the property at 13400 Old Columbia Pike to CRT-1.0 C-0.75 R-0.75 H-55 to allow for small-scale, mixed-use development.
9. Rezone the properties at 2409, 2501, and 2511 Fairland Road, and 13308 Old Columbia Pike and 13304 Old Columbia Pike to CRN-1.0 C-0.75 R-0.75 H-45 to allow for small-scale, mixed-use development.
10. Rezone the properties at 13310 and 13330 Old Columbia Road to CRT-1.0 C-0.75 R-0.75 H-55 to allow for small-scale, mixed-use development.

Verizon properties: 13100 Columbia Pike (West) and 13101 Columbia Pike (East) – Due to their large area and presence on Columbia Pike (US 29), these properties have a significant impact and importance to the Master Plan Area. Notwithstanding their existing utility as a major employer and regional telecommunications services provider, today these properties are developed with large areas of surface parking and open spaces that are inaccessible and disconnected from their surrounding community. The master plan envisions both properties for potential commercial and/or residential infill development, or as a major mixed-use, neighborhood-serving activity center with a significant housing component, to be retrofitted with or replace the existing buildings on the properties. A future BRT station should be considered at the intersection of either Musgrove Road or Fairland Road with US 29 should one or both properties be considered for large-scale redevelopment. A minimum 3-acre contiguous Urban Park should be considered through development of one or both properties as a public facility to new residents, workers, and visitors within the plan area.

1. Rezone the property at 13100 Columbia Pike (Verizon West) to CR-2.0 C-1.5 R-1.5 H-120 to allow for future high-density, mixed-use development.
2. Rezone the property at 13101 Columbia Pike (Verizon East) to CR-2.0 C-1.5 R-1.5 H-120 to allow for future high-density, mixed-use development.
3. Long-term recommendations for the Verizon property at 13100 Columbia Pike (Verizon West) include:
 - Support infill development of surface parking spaces while retaining the existing corporate headquarters building and operations.
 - New building heights should step down from the maximum allowed by the zone to no higher than 55 feet along the Old Columbia Pike frontage for a minimum depth of 15 feet to ensure compatibility with the adjacent residential neighborhood with allowing heights of up to 75 feet at intersections to accommodate architectural elements and/or occupied space.
4. Long-term recommendations for the Verizon property at 13101 Columbia Pike (Verizon East) include:
 - Encourage adaptive reuse of the Fairland Data Center building, should it no longer be needed as a telecommunications data center, and support infill development on other portions of the site as mixed-use, community-oriented development. Future infill development should not preclude expansion of the existing data center building or a separate facility elsewhere on the site.
 - An internal street connection should be created parallel to Columbia Pike (US 29) to alleviate new traffic impacts on Musgrove Road.
 - New building heights should scale down from the maximum allowed in the zone to no higher than 55 feet along Musgrove Road for a minimum depth of 15 feet to ensure compatibility with the adjacent residential neighborhood across the street with allowable heights of up to 75 feet at intersections to accommodate architectural elements and/or occupied space.

Old Columbia Pike and Columbia Pike (US 29), at Musgrove Road and East Randolph Road – This area is a collection of properties that may contribute to the creation of one or two new activity centers through infill development or redevelopment that serve to bring new shopping, services, housing, and amenities to this portion of the plan area.

1. Encourage moderate-density, mixed-use, transit-oriented development in this area to support and benefit from the existing U.S. 29 Flash BRT route and a future new BRT route along East Randolph Road.
2. Rezone the properties at 12921 Old Columbia Pike, and 2409 and 2415 Musgrove Road to CRN-1.0 C-0.75 R-0.75 H-55 to allow for small-scale, mixed-use development.
3. Rezone the property at 2501 Musgrove Road to CRN-1.0 C-0.75 R-0.75 H-55 to allow for small-scale, mixed-use development

4. Rezone the properties at 12621, 12801, 12905 and 12917 Old Columbia Pike to CRN-0.75 C-0.75 R-0.75 H-45 to allow for small-scale, mixed-use development.
5. Rezone the properties at 12601, 12711, and 12715 Old Columbia Pike, 2222 and 2206 East Randolph Road, and properties owned by MDOT SHA at the East Randolph Road/Columbia Pike interchange to CRT-1.0 C-0.75 R-0.75 H-75 to allow for small-scale, mixed-use development.
6. Rezone the property at 2130 East Randolph Road to CRN-1.0 C-0.25 R-0.75 H-45 to allow for small-scale, mixed-use development. Future development should be designed to avoid detrimental impacts to the adjacent residential properties, such as the use of landscape and/or physical screening, building height step-downs, minimized noise and light pollution, limited commercial hours of operation, etc.
7. Rezone the property at 2131 East Randolph Road to CRT-1.0 C-0.25 R-1.0 H-75 to allow for small-scale, mixed-use development. Future development should provide a pedestrian connection to Staley Manor Drive to provide for non-vehicular access from the Rolling Acres neighborhood.
8. Rezone the property at 12501 Old Columbia Pike to CR-2.0 C-1.5 R-1.5 H-120 to allow for future high-density, mixed-use development. Future development should be designed and oriented to support the existing U.S. 29 Flash BRT and planned East Randolph Road BRT route through pedestrian-friendly street frontages and building design, active ground-floor uses, publicly accessible open space, and a mix of uses that allows living, working, shopping, and gathering near transit.
9. Rezone the Tech Road Park and Ride lot to CR-2.0 C-1.5 R-1.5 H-120 to allow for future high-density, mixed-use development at this high-frequency transit station area in conjunction with a public parking facility sized to meet current and future bus ridership demands.
10. Rezone the property at 12301 Old Columbia Pike to CRT-1.0 C-0.75 R-0.75 H-75 to allow for small-scale, mixed-use development. Future redevelopment should be designed as a gateway on Columbia Pike (US 29) in this part of the master plan and support the U.S. 29 Flash BRT transit service.

MAIN STREET DISTRICT (BRIGGS CHANEY ROAD)

District wide Recommendations

1. Expand the Briggs Chaney Road bridge over Columbia Pike (US 29) to include a linear park and/or public plaza with small-scale retail, entertainment, and other activated uses established to improve the safety, comfort, and interest of the Briggs Chaney Road crossing over Columbia Pike (US 29). As an interim measure, reconfiguration of the existing facilities should be explored and implemented to create a safer and more multimodal main street in the heart of the plan area.
2. A new U.S. 29 Flash BRT station should be considered at the Columbia Pike (US 29)/Briggs Chaney Road interchange that connects a future dedicated transit lane at the highway level with the bridge level of Briggs Chaney Road. Pedestrian infrastructure leading to the station should be

enhanced to provide safe, comfortable, and convenient access to the new station from the east and west sides of the bridge.

3. Encourage new roadway infrastructure projects along Briggs Chaney Road to integrate public art and design features (e.g., Briggs Chaney off-ramp, BRT stations, bridges) that enhance the pedestrian experience and quality of life.
4. Underground utilities along both sides of Briggs Chaney Road through private development and/or public projects. Interim or small-scale utility undergrounding may be required at major road crossings to increase shading and cooling from large canopy trees for waiting vehicles and pedestrians.
5. Expand the 'Town Center' context area in the Complete Street Design Guide to encompass the entire Briggs Chaney District area (see Master Plan Districts map) and assign the 'Town Center' street type designation to roadways within the expanded context area.
6. Create a new Bicycle and Pedestrian Priority Area (BiPPA) along the Briggs Chaney Road 'main street' corridor to prioritize funding and construction that enhances pedestrian and bicyclist traffic, safety, and comfort with improved safe bicyclist and pedestrian access to adjacent neighborhoods.
7. Commemorate the Briggs Chaney Road bridge as the Malinda Jackson Memorial Bridge. Ms. Jackson was a former enslaved women who lived with her family in the vicinity of the current MD 200 highway interchange with Columbia Pike (US 29) and later purchased the property after her emancipation.
8. Create tree canopy coverage and tiny forests, with 'cool' construction techniques in areas with the highest urban heat island impacts and impervious surfaces, such as the Auto Sales Park and Briggs Chaney Marketplace.
9. Retrofit rights-of-way to retain and infiltrate surface water, increase the ongoing care and maintenance needs of tree plantings and landscaping, convert impervious surfaces to infiltration areas, and increase pedestrian safety and comfort.

Activity Center Recommendations

Castle Boulevard – This multi-property site is envisioned for compact, mixed-use development with buildings fronting onto exterior and (new) interior streets, a central public green or plaza, integrated structured parking, and green infrastructure and sustainability features. Ideally, the existing gas station property should be redeveloped as part of any major redevelopment of the Marketplace property for a cohesive design. Through redevelopment, the retail bank and gas station properties should provide a more walkable, urban-style corner at the intersection of Briggs Chaney Road and Castle Boulevard.

1. Montgomery Planning, through its delegated street naming authority as part of the Maryland-National Capital Park and Planning Commission, should consider renaming Briggs Chaney Road to better reflect its relationship and relevance to the diverse, multi-cultural community that lives and travels on it. To inform this effort, Montgomery Planning should undertake a

community conversation and engagement process, in partnership with the Eastern Montgomery Regional Services Center.

2. Rezone the multi-unit residential properties at 13800, 13803, 13900, 13901, 13920 Castle Boulevard to CRT-1.25 C-0.25 R-1.0 H-85 to allow future higher-density, mixed-use redevelopment that contributes to an active town center area at Briggs Chaney Road and Castle Boulevard.
3. Rezone the Centre at Silver Spring Apartments property (3300 Teagarden Circle) and commercial corner property at 3132 Briggs Chaney Road to CR-2.0 C-0.5 R-2.0 H-85 to allow future higher-density, mixed-use redevelopment that contributes to an active ‘main street’ corridor along Briggs Chaney Road.
4. Rezone the Briggs Chaney Marketplace property (13800 Columbia Pike) and commercial corner property at 3050 Briggs Chaney Road to CR-2.25 C-1.5 R-0.75 H-75, replacing the current CRT zoning designation. Support future zoning amendment requests by the property owners to permit higher-density, mixed-use development with a substantial residential component that contributes to an active town center area along the Briggs Chaney Road ‘main street’ corridor.
5. Short-term improvements of the Briggs Chaney Marketplace property should:
 - a. Incorporate green building standards, such as sustainable construction materials, heat island mitigation techniques, water efficiency, energy efficiency and renewable energy generation, and indoor environmental quality.
 - b. Incorporate design elements that promote safe and comfortable multi-modal access into the site and well-connected open space and green space amenities, accessible from multiple directions around the site.
 - c. Consider an international “marketplace” design aesthetic, drawing inspiration from a former farming community, and providing public artworks and safe, welcoming gathering spaces that highlight historical details, facts, and important figures.
6. Long-term redevelopment of the Briggs Chaney Marketplace property should:
 - a. Encourage the transition of the Briggs Chaney Marketplace into a compact, mixed-use, multi-story development with safe and spacious outdoor seating, a smaller development scale with short blocks and active streets, strategically placed shade trees and/or shade structures, and active storefronts facing all sides of the property.
 - b. Provide a centrally located open space for public use, activated by surrounding uses.
 - c. Support future redevelopment of the commercial property adjacent to the Briggs Chaney Marketplace at the corner of Briggs Chaney Road and Castle Boulevard to create a safer and more activated pedestrian experience at this prominent location within the Briggs Chaney Road ‘main street’ corridor. The long-term vision for the corner property is to be integrated into future major redevelopment of the Briggs Chaney Marketplace property.

- d. Leverage the inclusion of the Briggs Chaney Marketplace as a Maryland Enterprise Zone (EZ) to retain and expand existing businesses in concert with the property's redevelopment. Existing commercial tenants are more likely to be able to afford commercial rents after property redevelopment in EZs because development costs can be reduced. New development in EZs are exempt from local development and school impact taxes; the DPS permitting and inspection process can be expedited under their Green Tape program. Other business assistance tools that could also be leveraged with new development include Local Small Business Reserve Program, Economic Development Fund, MOVE Program, New Jobs Tax Credit.

Auto Sales Park and adjacent properties –The long-term vision for the Auto Sales Park, and its adjacent commercial properties along Briggs Chaney Road, is a transformed neighborhood of mixed-use buildings accessible through a new grid of streets, walkways, and green spaces, with compact, vertical auto uses located at the southwest portion of the site. A new or relocated BRT station should also be considered on Briggs Chaney Road near the entrance to the Auto Sales Park and Briggs Chaney Marketplace to provide greater access to transit for these major land uses and to help support future redevelopment interest. This site is a potential location for a future Montgomery College campus in East county and a minimum 3-acre contiguous school and/or park space should be considered through redevelopment as a public facility to new residents, workers, and visitors within the plan area.

In the interim, the near-term vision for the Auto Sales Park is as a continued regional auto sales and service destination that incorporates significant heat mitigation such as a greater degree of pervious surface, shade structures, landscaping, and dense tree canopy. This near-term vision also includes with the potential for new retail, restaurant, and gathering places for customers and workers integrated among existing businesses, a better managed parking and circulation pattern on Automobile Circle, and strategically placed shade trees in combination with pervious surfaces.

1. Short-term improvements to these Auto Sales Park properties include:
 - a. Consider extinguishing denial of access restrictions on platted properties along the south side of Briggs Chaney Road for future redevelopment of auto sales and service uses that create building frontages that face Briggs Chaney Road and would require structured parking or service access onto the properties from Briggs Chaney Road instead of Automobile Boulevard.
 - b. Consolidate activities in the Auto Sales Park, as feasible, such as vehicle inventory storage, employee and customer parking, vehicle display areas, refuse storage and collection, and vehicle loading/off-loading.
 - c. A new 'cool' streetscape design should be phased in along the Briggs Chaney Road frontage to create a "Main Street" design aesthetic in conjunction with new development to mitigate urban heat island effects and improve the public realm for walking, rolling, and biking.
 - d. Establish more efficient and/or reduced impervious surfaces for auto dealerships and service businesses that lessen the reliance on large surface parking lots. Consideration of possible solutions include shared structured parking and storage facilities, installation of pervious concrete or paving surfaces, and vertical building expansion (i.e., multiple stories).

- e. Shade structures and ornamental trees should be maintained and increased within the right-of-way of Automobile Boulevard and Briggs Chaney Road in a manner consistent with the interests of auto dealerships allowing for adequate visibility and business activities.
 - f. Property owners should develop a shared concept plan that identifies areas where interim activities, open space areas, and building expansion projects are expected to occur. These interim uses within the Auto Sales Park should be flexible and easily transferrable into long-term redevelopment with the primary goal of enhancing the building frontage and improving overall capacity, site circulation, and environmental sustainability.
2. Long-term redevelopment of one or more Auto Sales Park properties include:
 - a. Realize the plan's long-term vision for compact, mixed-use development with retail, light-industrial, and residential uses facing Briggs Chaney Road. Structured parking and storage facilities, services areas, trash collection, loading and repair shops will be located toward the rears of property and/or back up to Columbia Pike (US 29) and the Inter-County Connector (ICC). Major views of these areas will be blocked by a heavily planted landscape buffer that connects into the inner greenway loop and other natural resources.
 - b. Structured parking will replace surface parking lots such that the overall site design conforms to the highest and best use with an emphasis on quality-of-life design standards.
 - c. Extend Robey Road to Automobile Boulevard as a Town Center street as defined by the Montgomery County Road Code.
 - d. Extend Gateshead Manor Way to the southernmost point of Automobile Boulevard as a Town Center street as defined by the Montgomery County Road Code.
 - e. Include as part of targeted infill redevelopment of automobile-oriented uses in the Auto Sales Park retail, green infrastructure, urban heat mitigation elements and public amenities that enhance the customer and employee experience.
 3. In conjunction with new development at 3110 Automobile Boulevard, establish a new community amenity and urban heat mitigation area in the form of a vegetated linear park-like open space. Soil restoration and dense tree planting along the alignment of the old stream bed should include a step pool conveyance system or a simpler bioswale as a smaller component to the larger stormwater management facilities. A shared-use path that leads to the greenway inner loop (south of Automobile Circle) should be included in this open space design, continuing east along the north side of the ICC to connect with the Fairland Recreational Park trail system. Urban heat mitigation should be emphasized as part of stormwater management and landscaping for each individual property.
 4. Consider future redevelopment of a portion of the Auto Sales Park for new public facilities such as a new full-scale campus for Montgomery College in East county, and a minimum 3-acre contiguous school and/or park for new residents, workers, and visitors within the plan area.
 5. MCDOT should study the potential for a new or relocated Flash BRT station on Briggs Chaney Road near the entrance to the Auto Sales Park and Briggs Chaney Marketplace that can provide greater

access to transit for these major land uses and to help support future redevelopment interest. The facility should adequately address the need to shelter riders from rain and protection from excessive heat.

6. Rezone the properties at 3101 and 3105 Automobile Boulevard to CR-2.0 C-1.5 R-1.5 H-120 to allow future higher-density, mixed-use redevelopment that contributes to an active town center area along the Briggs Chaney Road 'main street' corridor.
7. Rezone the properties at 3130, 3201, 3210, 3211, 3221, 3231, 3241, 3261, 3271 Automobile Boulevard and 3301 and 3311 Briggs Chaney Road to CR-2.0 C-1.5 R-1.5 H-85 to allow future higher-density, mixed-use redevelopment that contributes to an active town center area along the Briggs Chaney Road 'main street' corridor.
8. Rezone the properties at 3111 and 3121 Automobile Boulevard to IM-1.5 H-85 to retain a focus on industrial, auto sales/service, and employment uses on these properties. While the IM (Moderate Industrial) zone is recommended on these properties that back up to Columbia Pike (US 29) and ICC, a floating zone should be allowed on the property to apply a CR zone consistent with adjacent properties, should the property owner instead choose to develop according to the CR zone.
9. Rezone the county-owned property at the rear of the Auto Sales Park properties (Parcel 55) to R-60 (Residential Medium Density) to remove its split zoning with GR (General Retail). This property is not recommended for development due to its importance for stormwater management and future public open space access.

Eastern Montgomery Regional Services Center/East County Community Recreation Center/Briggs Chaney Park and Ride – This site has the potential to be a catalyst in the realization of a more compact, walkable, and active Briggs Chaney Road corridor and a primary indoor and outdoor activity node for this portion of the Master Plan Area as well as the surrounding East county community. The land use vision for the site is for infill development and redevelopment of the existing surface parking lot and Eastern Montgomery Regional Services Center, respectively, to accommodate a new mixed-use development with market-rate and affordable housing, neighborhood-serving commercial uses, and an expanded Regional Services Center. The existing Flash BRT station and park and ride facility should be retained and integrated into any new development, improving transit access, convenience, and comfort.

1. Establish a Resilience Hub (as defined by the Montgomery County Climate Action Plan) and Environmental Learning Center in conjunction with the Eastern Montgomery Regional Services Center that serves the community and provides a destination with reliable electricity, potable water, temporary shelter, food, indoor heating or cooling, social services, workforce development, training opportunities, and fellowship during public emergencies. The hub should be established by the Montgomery County Department of Health and Human Services, in partnership with Montgomery County Department of General Services (DGS), Office of Emergency Management and Homeland Security (OEMHS), MCPS, FRS, DPS, Montgomery College, and the Montgomery County Department of Recreation, and other public and non-governmental services agencies in this portion of the county with a vulnerable population experiencing extreme urban heat and limited economic resilience.

2. The Department of Recreation should provide a free circulator shuttle service to the East County Community Recreation Center for East county patrons to advance residents' access to educational and recreational programs.
3. The Department of Recreation should work with MCPS to improve the hard-surface trail connecting Gateshead Manor Way with the sports fields of Greencastle Elementary School, providing adequate signage and through access for this pedestrian pathway between Gateshead Manor Way and Robey Road and ensuring regular maintenance of vegetation and the trail surface.
4. Rezone the county-owned property at 3310 Gateshead Manor Way, the multi-unit residential property at 13605 Robey Road, and the property at 3200 Briggs Chaney Road to CRT-2.0 C-0.25 R-2.0 H-85 to allow future higher-density, mixed-use redevelopment that contributes to an active 'main street' corridor along Briggs Chaney Road.
5. Support the new construction of higher-density affordable housing and ground-floor commercial uses near the Briggs Chaney Road Park and Ride lot to support compact development near the Primary Activity Center along Briggs Chaney Road.
6. As a part of future infill development of the Briggs Chaney Road Flash BRT Park and Ride station, MCDOT should study the forecasted demand for parking spaces needed to serve the BRT station. The transit facility may also include bus layover spaces, operator facilities, structured parking, and electric charging infrastructure for cars and buses. This facility should also adequately address the need to shelter riders from rain and protection them from excessive heat.
7. The DGS should consider incorporating the private property at the corner of Robey Road and Briggs Chaney Road (3200 Briggs Chaney Road) in future redevelopment scenarios to help establish a cohesive building design and street frontage along the main street. The Eastern Montgomery Regional Services Center, corner property, and Briggs Chaney Road Park and Ride lot could be aggregated as a public-private partnership to establish a co-located Regional Services Center, private day care facility, and housing development, with a transit facility and structured parking supporting these uses, including park and ride spaces serving the transit facility.
8. Establish the East County Community Recreation Center as a community-focused center that supports and supplements educational programs and amenities, including outdoor recreation amenities such as open space, an outdoor athletic field, play space, nature trail, community gardens, and pollinator gardens. Harsh parking areas should be improved with landscaping that has access to adequate soil water.
9. Consider expansion of the East County Community Recreation Center building and grounds to add capacity and better utilize the surrounding natural features of the site for programs and amenities.

NEIGHBORHOODS DISTRICT

District wide Recommendations

1. Establish, expand, and improve access from residential neighborhoods to nearby activity centers, parkland, and recreational amenities by establishing publicly accessible trails through existing barriers, such as fence structures, steep topography, private property, and HOA common-use

areas. Methods for establishing trail connections may include dedication or conveyance of land as a part of redevelopment, public maintenance agreements, pedestrian bridges, wetland boardwalks, property acquisition, public access agreements, and/or trail easements, as appropriate.

2. Protect, enhance, and expand as feasible existing open space and stream valley connections as part of redevelopment of residential communities on private property. Trail access easements should be retained to provide for internal and external connections.
3. Montgomery Parks and MCDOT should establish access easements and working partnerships with civic leaders, HOAs and other residential communities to establish trail connections to overcome physical barriers, where feasible, through public maintenance agreements, property acquisition, public access agreements, and/or trail easements, as appropriate.
4. Montgomery Parks should pursue opportunities to improve access into Paint Branch Stream Valley Park from the Rolling Acres neighborhood in the southern portion of the plan area by establishing both access to the existing hard-surface trail on the west side of the stream and a new natural-surface trail on the east side of the stream, to create welcoming, non-vehicular access from the neighborhood to the park trail system and to Martin Luther King Jr. Recreational Park.
5. Establish a shared-use path between Staley Manor Drive and Old Columbia Pike through the property of 12450 Old Columbia Pike as part of on-site or adjacent redevelopment.
6. Convey the private roadway of Staley Manor Drive to public ownership, contingent on the support of the Staley Manor HOA, and extend the street connection through to Old Columbia Pike. A roadway connection would eliminate the need for a separate shared-use path as recommended by this plan.
7. Extend Castle Boulevard or Castle Terrace to connect to Ballinger Drive, contingent on redevelopment of the Ventura Condo properties.

Property Recommendations

1. Rezone the county-owned Greencastle Road Park and Ride property and Greencastle Lakes HOA common use property on Greencastle Road to CRN-0.25 C-0.25 R-0.0 H-45 to allow new small-scale retail or service uses in conjunction with a public parking facility sized to meet current and future bus ridership demands. Any future development on one or both of these sites should be compatible with their surrounding low-density residential neighborhood and should accommodate the existing stormwater management requirements for the site.
2. Rezone the residential communities of the Ventura Townhome Condos, Woodlake Condominiums, Fairland Crossing Apartments, and Waterford Tower to R-20 (Residential Multi-Unit Medium Density) to replace the R-H (Multiple-Unit, High-Rise Planned Residential) zone retained from a previous Zoning Ordinance. The R-20 zone reflects the current development density for these properties and provides for more contemporary development standards and uses should they redevelop in the future.

3. Rezone the Vineyards Condominiums property on Aston Manor Drive to R-20 (Residential Multi-Unit Medium Density) to allow for potential future higher-density residential development. Redevelopment of this property should include a road connection between Aston Manor Drive and Robey Road to increase vehicle access and neighborhood mobility.
4. Rezone the Hampton Point apartments property (3300 Hampton Point Drive) to R-20 (Residential Multi-Unit Medium Density) to allow for potential future higher-density residential development.
5. Rezone the Crest on Hampton Hollow apartments property (3400 Hampton Hollow Drive) to R-20 (Residential Multi-Unit Medium Density) to allow for potential future higher-density residential development.
6. Rezone the Dring's Reach Apartments property (3401 Robey Terrace) and single-unit detached residential property at 13901 Robey Road to CRN-1.25 C-0.25 R-1.0 H-75 to allow for future higher-density residential development with a small-scale commercial component. Redevelopment of one of these properties should include a road connection between Aston Manor Drive and Robey Road to increase vehicle access and neighborhood mobility.
7. Rezone the Greencastle Lakes Homeowners Association neighborhood to THD (Townhome High Density) to replace its existing R-90 residential zone to reflect its existing density and development character and support future redevelopment at the same residential scale.
8. Rezone the townhouse properties of Greencastle Woods and those on Bryant Park Circle, Chelsea Park Lane, Monarch Court, and Madison Park Lane to TLD (Townhouse Low Density) to reflect their existing density and development character.
9. Rezone the properties of the Towns of Tanglewood and Towns of Dogwood to TLD (Townhouse Low Density) to replace the RT-8.0 zone retained from a previous Zoning Ordinance, which is substantially similar to the recommended new zone.
10. Rezone all county-owned property of Fairland Recreational Park to RE-2 to unify the contiguous properties of this public park.
11. Rezone the townhome properties within the Manors of Paint Branch HOA on Staley Manor Drive and Carters Grove Drive to TMD (Townhouse Medium Density) to replace their existing R-90 residential zone and reflecting their existing density and development character. HOA common open space parcels should not be zoned TMD to maintain a low-density development potential and preserve their sensitive environmental features.
12. Rezone the townhome properties of the Rolling Acres subdivision on Loft Lane to TLD (Townhouse Low Density) to replace their existing R-90 residential zone, to reflect their existing density and development character.
13. Rezone the townhome properties of the Rolling Acres subdivision on Featherwood Street to TMD (Townhouse Medium Density) to replace the RT-12.5 (Residential Townhouse) zone retained from a previous Zoning Ordinance and to reflect their existing density and development character.
14. Rezone the Spring Parc Apartments property (12305 Old Columbia) to R-10 (Residential Multi-Unit High Density) to replace the R-H (Multiple-Unit, High-Rise Planned Residential) zone retained from

a previous Zoning Ordinance. The R-10 zone reflects the current development density for these communities and provides for more contemporary development standards and uses should the property be redeveloped in the future.

15. Rezone the 28-acre land locked MD SHA-owned Parcel 111 and adjacent privately-owned land locked 2-acre Parcel 66, located between Lamberton Square Road and the ICC, to RC (Rural Cluster) to indicate their sensitive environmental features. These properties are not recommended for development due to the presence of the rare and critically imperiled fall line Terrace Magnolia Bog habitat complex.
16. Montgomery Parks should consider acquiring Parcel 111 and Parcel 66 as public parkland to preserve the sensitive environmental features in perpetuity and to establish a natural- or hard-surface trail connection between Sheffield Manor Drive and Little Paint Branch Trail in Prince George's County.

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