



Fairland and Briggs Chaney MASTER PLAN

APPROVED AND ADOPTED

DECEMBER
2023



 **Montgomery Planning**

www.montgomeryplanning.org/fairlandbriggschaney

ABSTRACT

The *Fairland and Briggs Chaney Master Plan* contains the text, supporting maps, and appendices for a comprehensive amendment to portions of the approved and adopted 1997 *Fairland Master Plan*. It also amends *Thrive Montgomery 2050*, the county's General Plan; the 2013 *Countywide Transit Corridors Functional Master Plan*; the 2018 *Master Plan of Highways and Transitways*, as amended; the 2018 *Bicycle Master Plan*; and the 2023 *Pedestrian Master Plan*.

The *Fairland and Briggs Chaney Master Plan* extends along five linear miles of Columbia Pike (U.S. 29), between Paint Branch Stream Valley Park and Greencastle Road, and includes the entirety of Fairland Recreational Park. This Plan focuses on enhanced transit service and its connectivity with community uses, enhanced comfort and safety for all users living, working, or visiting the plan area, and strategic redevelopment opportunities to strengthen existing neighborhoods and amenities. Recommendations are provided for land use, zoning, housing, transportation, community health, parks,

trails and open space, the environment, community facilities, and historic preservation.

In Montgomery County, master and sector plans convey land-use policy for defined geographic areas and should be interpreted together with relevant countywide functional plans and county laws and regulations. Plans provide comprehensive recommendations for the use of public and private land and should be referred to by public officials and private individuals when making land-use decisions. Public and private land-use decisions that promote plan goals are essential to fulfilling a plan's vision.

Master and sector plans look ahead 20 years from the date of adoption, although they are intended to be revised every 10 to 15 years. Moreover, after a plan is adopted, circumstances will change, and the specifics of a plan may become less relevant over time. Plans do not specify all development possibilities. They often include illustrative sketches intended to convey a sense of desirable future character rather than detailed recommendations for a particular design.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the substantial majority of Montgomery and Prince George's counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles in the two counties.

The Commission is charged with preparing, adopting and amending or extending The General Plan (*Thrive Montgomery 2050*) for the physical development of the Maryland-Washington Regional District in Montgomery and Prince George's counties. The Commission operates in each county through Planning Boards appointed by those county governments. The Planning Boards are responsible

for preparing all local plans, zoning ordinances, and subdivision regulations and the administration of the bi-county park system.

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SOURCES OF COPIES

The Maryland-National Capital Park and Planning Commission
Montgomery Planning
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Wheaton, MD 20902
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Fairland and Briggs Chaney MASTER PLAN

COUNCIL APPROVED - DECEMBER 2023

The Maryland-National Park and Planning Commission
Prepared by the Montgomery County Planning Department
MontgomeryPlanning.org

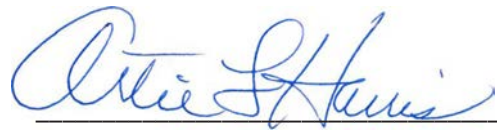
CERTIFICATION OF APPROVAL AND ADOPTION
FAIRLAND AND BRIGGS CHANEY MASTER PLAN

This Comprehensive Amendment to portions of the 1997 *Fairland Master Plan*; being also an amendment to *Thrive Montgomery 2050*, the county's General Plan; the 2013 *Countywide Transit Corridors Functional Master Plan*; the 2018 *Master Plan of Highways and Transitways*, as amended; the 2018 *Bicycle Master Plan*; and the 2023 *Pedestrian Master Plan* has been approved by the Montgomery County Council, sitting as the District Council, by Resolution Number 20-348, on December 12, 2023, and has been adopted by The Maryland-National Capital Park and Planning Commission, by Resolution Number 23-04, on January 17, 2024, after duly advertised public hearings pursuant to the Land Use Article – Division II, of the Annotated Code of Maryland.

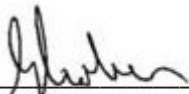
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Peter Shapiro
Chair



Artie L. Harris
Vice-Chair



Gavin Cohen
Secretary-Treasurer



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6611 Kenilworth Avenue • Riverdale, Maryland 20737

MCPB NO. 23-124

M-NCPPC NO. 24-03

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend, and add to *Thrive Montgomery 2050*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on May 4, 2023 on the Public Hearing Draft of the *Fairland and Briggs Chaney Master Plan*, being also an amendment to portions of the following functional plans and master plans: the *Fairland Master Plan* (1997); the *Countywide Transit Corridors Functional Master Plan* (2013); the *Master Plan of Highways and Transitways*, as amended (2018); the *Bicycle Master Plan* (2018), and the *Pedestrian Master Plan* (2023); and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on May 25, 2023, approved the Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*, recommended that it be approved by the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying situate within Montgomery County (the “Montgomery County District Council”), and forwarded it to the Montgomery County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on Planning Board Draft of the *Fairland and Briggs Chaney Master Plan* and forwarded those recommendations and analysis to the Montgomery County District Council on October 4 and October 13, 2023; and

WHEREAS, the Montgomery County District Council held a public hearing on September 27, 2023, wherein testimony was received concerning the Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*; and

WHEREAS, the District Council, on December 12, 2023 approved the Planning Board Draft of the *Fairland and Briggs Chaney Master Plan* subject to the modifications and revisions set forth in District Council Resolution No. 20-348.

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said *Fairland and Briggs Chaney Master Plan*, together with *Thrive Montgomery 2050*, as amended, and as amendment to portions of the following functional plans and master plans: the *Fairland Master Plan* (1997); the *Countywide Transit Corridors Functional Master Plan* (2013); the *Master Plan of Highways and Transitways*, as amended (2018); the *Bicycle Master Plan* (2018), and the *Pedestrian Master Plan* (2023) and as approved by the District Council in the attached Resolution No. 20-348; and

BE IT FURTHER RESOLVED, that copies of said *Fairland and Briggs Chaney Master Plan* must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court for both Montgomery and Prince George's Counties, as required by law.

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of Resolution No. 23-124 adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission at its regular meeting held on Thursday, December 21, 2023 in Wheaton, Maryland on motion of Commissioner Bartley, seconded by Vice Chair Pedoeem, with a vote of 5-0, Chair Harris, Vice Chair Pedoeem, and Commissioners Bartley, Hedrick, and Linden, voting in favor of the motion.



Artie L. Harris, Chair
Montgomery County Planning Board

This is to certify that the foregoing is a true and correct copy of Resolution No. 24-03, adopted by The Maryland-National Capital Park and Planning Commission on motion of Commissioner Geraldo, seconded by Vice-Chair Harris, with Commissioners Bailey, Bartley, Doerner, Geraldo, Harris, Hedrick, Linden, Shapiro and Washington voting in favor of the motion, and Commissioner Pedoeem being absent from the vote at its meeting held on Wednesday, January 17, 2024, in Wheaton, Maryland.



Asuntha Chiang-Smith, Executive Director

/s/ Matthew T. Mills
Approved for Legal Sufficiency
Office of the General Counsel, M-NCPPC
Date: November 30, 2023

TABLE OF CONTENTS

| | | |
|-------------------|--|------------|
| Chapter 1. | EXECUTIVE SUMMARY | 1 |
| Chapter 2. | INTRODUCTION | 5 |
| 2.A | PLAN CONTEXT | 5 |
| 2.B | PLAN VISIONS | 6 |
| 2.C | HISTORY OF FAIRLAND AND BRIGGS CHANEY | 10 |
| 2.D | FAIRLAND AND BRIGGS CHANEY TODAY | 16 |
| 2.E | COMMUNITY ENGAGEMENT | 43 |
| 2.F | PLAN FRAMEWORK | 45 |
| Chapter 3. | PLAN-WIDE RECOMMENDATIONS | 49 |
| 3.A | LAND USE AND DESIGN | 49 |
| 3.B | HOUSING | 54 |
| 3.C | TRANSPORTATION | 56 |
| 3.D | COMMUNITY HEALTH AND CULTURE | 71 |
| 3.E | PARKS AND PUBLIC OPEN SPACE | 73 |
| 3.F | ENVIRONMENT | 78 |
| 3.G | COMMUNITY FACILITIES | 79 |
| 3.H | HISTORIC PRESERVATION AND CULTURAL RESOURCES | 82 |
| Chapter 4. | DISTRICT RECOMMENDATIONS | 85 |
| 4.A | COLUMBIA PIKE CORRIDOR DISTRICT | 86 |
| 4.B | MAIN STREET DISTRICT | 106 |
| 4.C | RESIDENTIAL NEIGHBORHOODS | 120 |
| Chapter 5. | PLAN IMPLEMENTATION | 129 |
| 5.A | MANAGING GROWTH | 129 |
| 5.B | SECTIONAL MAP AMENDMENT | 130 |
| 5.C | OPTIONAL METHOD OF DEVELOPMENT PUBLIC BENEFITS | 130 |
| 5.D | COMMUNITY ADVISORY COMMITTEE | 131 |
| 5.E | DESIGN GUIDELINES | 132 |
| 5.F | CAPITAL IMPROVEMENTS PROGRAM | 132 |
| 5.G | MARYLAND PLANNING VISIONS | 136 |
| Chapter 6. | REFERENCES | 139 |
| 6.A | ACRONYMS | 139 |
| 6.B | GLOSSARY | 139 |
| 6.C | COMMUNITY DEMOGRAPHIC PROFILE | 142 |
| 6.D | ENERGIZED PUBLIC SPACES (EPS) ANALYSIS | 143 |
| 6.E | WEB LINKS | 145 |
| Chapter 7. | APPENDICES | 147 |
| 7.A | TRANSPORTATION MODELING ANALYSIS | 147 |
| 7.B | COMMUNITY ENGAGEMENT | 150 |
| 7.C | CLIMATE ASSESSMENT REPORT | 189 |

Maps

| | | |
|--------|--|-----|
| Map 1 | Regional Context | 5 |
| Map 2 | Fairland and Briggs Chaney Master Plan Area | 9 |
| Map 3 | Fairland and Briggs Chaney Study Area | 19 |
| Map 4 | Plan Area Equity Focus Areas | 20 |
| Map 5 | Plan Area Pedestrian Level of Comfort | 28 |
| Map 6 | Plan Area Bicycle Level of Traffic Stress | 29 |
| Map 7 | Plan Area Elementary School Service Areas | 31 |
| Map 8 | Plan Area Middle School Service Areas | 32 |
| Map 9 | Plan Area High School Service Areas | 33 |
| Map 10 | Plan Area Community Facilities | 35 |
| Map 11 | Plan Area Water Quality by Subwatershed (2021) | 38 |
| Map 12 | Plan Area Heat Anomalies | 39 |
| Map 13 | Plan Area Historic Sites and Heritage Areas | 42 |
| Map 14 | Concept Framework Plan | 47 |
| Map 15 | Existing Land Uses | 50 |
| Map 16 | Planned Land Uses | 51 |
| Map 17 | Existing Zoning | 52 |
| Map 18 | Recommended Zoning | 53 |
| Map 19 | Existing and Planned Roadways | 61 |
| Map 20 | Existing Bikeways | 64 |
| Map 21 | Existing and Planned Bikeways | 65 |
| Map 22 | Existing and Planned Transit | 69 |
| Map 23 | Inner and Outer Active Transportation Loops | 76 |
| Map 24 | Existing and Planned Parks and Open Spaces | 77 |
| Map 25 | Plan Districts | 85 |
| Map 26 | Old Columbia Pike and Briggs Chaney Road Activity Center Detail | 88 |
| Map 27 | Old Columbia Pike and Briggs Chaney Road Activity Center Recommended Zoning | 89 |
| Map 28 | Old Columbia Pike and Fairland Road Activity Center Detail .. | 92 |
| Map 29 | Old Columbia Pike and Fairland Road Activity Center Recommended Zoning | 93 |
| Map 30 | Columbia Pike and Musgrove Road Activity Center Detail .. | 98 |
| Map 31 | Columbia Pike and Musgrove Road Activity Center Recommended Zoning | 99 |
| Map 32 | Old Columbia Pike and East Randolph Road Activity Center Detail | 102 |
| Map 33 | Old Columbia Pike and East Randolph Road Activity Center Recommended Zoning | 103 |
| Map 34 | Briggs Chaney Road (North) Activity Center Detail | 112 |
| Map 35 | Briggs Chaney Road (North) Activity Center Recommended Zoning | 113 |
| Map 36 | Briggs Chaney Road (South) Activity Center Detail | 118 |
| Map 37 | Briggs Chaney Road (South) Activity Center Recommended Zoning | 119 |
| Map 38 | Residential Neighborhoods District (North) Detail | 122 |
| Map 39 | Residential Neighborhoods District (South) Detail | 123 |
| Map 40 | Residential Neighborhoods District (North) Recommended Zoning | 124 |
| Map 41 | Residential Neighborhoods District (South) Recommended Zoning | 126 |
| Map 42 | Energized Public Spaces (EPS) Analysis | 144 |
| Map 43 | EPS Experience Improvement Areas and Experience Areas .. | 144 |

Figures

| | | |
|-----------|--|-----|
| Figure 1 | Existing Land Use Chart and Table | 17 |
| Figure 2 | Population Profile by Race and Ethnicity | 18 |
| Figure 3 | Commercial Space in the Plan Area by year Built (sf) | 22 |
| Figure 4 | Share of Commercial Space in the Plan Area, by Use | 22 |
| Figure 5 | Street-Level Conceptual Illustration of Briggs Chaney Road at Old Columbia Pike | 90 |
| Figure 6 | Conceptual Illustration of the Columbia Pike and Musgrove Road Activity Center | 97 |
| Figure 7 | Conceptual Illustration of the Old Columbia Pike and East Randolph Road Activity Center | 101 |
| Figure 8 | Street-Level Conceptual Illustration of East Randolph Road at Old Columbia Pike | 104 |
| Figure 9 | Elevated Conceptual Illustration of Tech Road at Columbia Pike | 105 |
| Figure 10 | Street-Level Conceptual Illustration of Tech Road at Columbia Pike | 105 |
| Figure 11 | Elevated Conceptual Illustration of the Main Street District ... | 106 |
| Figure 12 | Conceptual Illustration of the Main Street District (Option 1) .. | 107 |
| Figure 13 | Conceptual Illustration of the Main Street District (Option 2 with possible education campus) | 107 |
| Figure 14 | Transportation system performance metrics and supplemental information tables | 149 |
| Figure 15 | Transportation System Performance Metrics Charts | 149 |

Tables

| | | |
|----------|---|-----|
| Table 1 | Private Employment Change in Fairland and Briggs Chaney and Montgomery County | 23 |
| Table 2 | Existing Transportation Metrics (2015) | 27 |
| Table 3 | Master Plan Historic Sites | 40 |
| Table 4 | Master Plan Historic Cemeteries | 41 |
| Table 5 | Street Classification and Right-of-Way (ROW) Recommendations (sorted by County Classification) | 60 |
| Table 6 | Bicycle Facility Recommendations | 66 |
| Table 7 | Old Columbia Pike and Briggs Chaney Road Activity Center Recommended Zoning | 90 |
| Table 8 | Old Columbia Pike and Fairland Road Activity Center Recommended Zoning | 94 |
| Table 9 | Columbia Pike and Musgrove Road Activity Center Recommended Zoning | 97 |
| Table 10 | Old Columbia Pike and East Randolph Road Activity Center Recommended Zoning | 104 |
| Table 11 | Briggs Chaney Road (North) Activity Center Recommended Zoning | 111 |
| Table 12 | Briggs Chaney Road (South) Activity Center Recommended Zoning | 117 |
| Table 13 | Residential Neighborhoods District (North) Recommended Zoning | 125 |
| Table 14 | Residential Neighborhoods District (South) Recommended Zoning | 127 |
| Table 15 | Capital Improvements Program Priorities | 133 |
| Table 16 | Fairland and Briggs Chaney Study Area Demographic Profile, 2021 (prepared March 31, 2023) | 142 |
| Table 17 | Community Engagement Process | 150 |
| Table 18 | Feedback Summary Breakdown | 152 |
| Table 19 | Anticipated Impacts on Greenhouse Gas Emissions and Sequestration | 192 |
| Table 20 | Anticipated Impacts on Community Resilience and Adaptive Capacity | 195 |



Chapter 1.

EXECUTIVE SUMMARY



The Montgomery County Planning Department (Montgomery Planning) initiated a multi-year planning process to update a portion of the 1997 *Fairland Master Plan* in the spring of 2021. The *Fairland and Briggs Chaney Master Plan* is a corridor-focused master plan that seeks to establish a renewed vision for a portion of the Columbia Pike (U.S. 29) corridor over the next 10 to 20 years. The Plan serves as the updated guide for future growth and development; transportation investments; community facilities; parks and recreation amenities; historic preservation; and environmental features that are specific to this community, while simultaneously advancing the goals and objectives initiated by other related county plans.

Introduction of the Colesville Road/ Columbia Pike (U.S. 29) Flash Bus Rapid Transit (BRT) service in 2020 is one of several recent indicators that this community is shifting from an auto-dependent, suburban community into an evolving suburb that encourages the development of compact, mixed-use Activity Centers and shared public spaces near transit. Compact development is defined in this Plan as a pattern of land development focused on centers of activity where site elements, including buildings, circulation, parking, environmental features, and gathering spaces, are configured efficiently on a site and located close to nearby sites to allow safe and comfortable

access by a range of travel modes (driving, walking, biking, rolling, and transit). This Plan seeks to build upon the early successes of the U.S. 29 Flash BRT service by embracing a future for a more complete, equitable, transit-oriented, and compact community.

The Plan also seeks to build upon the vision of the 2014 *White Oak Science Gateway Master Plan* and 2012 *Burtonsville Crossroads Neighborhood Plan*, whose plan areas book-end this master plan area and are intrinsically linked along the U.S. 29 corridor. The updated vision for this community keeps pace with market demands, while prioritizing linkages to other related strategic plans.

Anticipating potential significant impacts from future development and a growing population in the eastern region of the county, this Plan also seeks to address inequities pertaining to housing opportunities, impacts from and resiliency to climate change, enhancements to underutilized properties through infill development and redevelopment, and improvements to existing systems (e.g., parks, circulation, and food) to meet the needs of residents, workers, and visitors. This Plan also incorporates the goals and policies of *Thrive Montgomery 2050*, the General Plan for Montgomery County.

The main objectives of this Master Plan are to realize:

1. Equitable Communities:

The project team collected information about streetscape features. The Plan considers racial equity and social justice as essential themes of its purpose and implementation. Attention to past injustices in planning policy and public investment, particularly in the East county, as well as present inequities in the public and personal realm, informed the development of the Plan to support a stronger social network that embraces the advantages of a multi-racial and multi-cultural community.

2. Economic Health:

The Plan seeks to ensure a vibrant, strong, and competitive economy by attracting and maintaining major employers, continuing to enhance nearby federal and institutional campuses, supporting local small businesses

and innovation, and attracting and retaining a high-quality, diverse workforce.

3. Environmental Resilience:

The Plan seeks to apply the best available strategies to fight climate change and mitigate the impacts of both planned changes and unexpected events in the community while continuing to preserve and enhance our natural resources.



KEY RECOMMENDATIONS

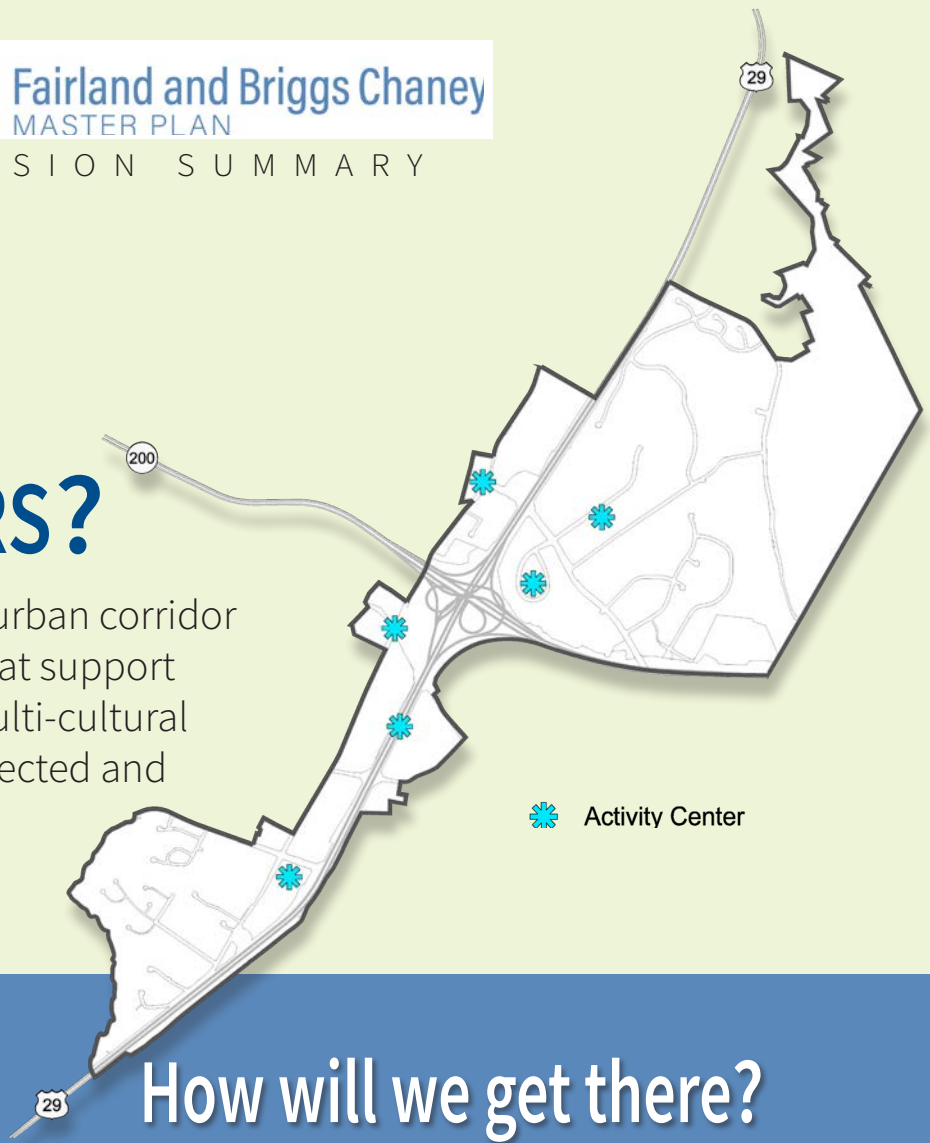
- 1 Develop Community Gateways and Activity Centers that have a more compact building footprint, mixed-use centers focused on frequent transit service, safe pedestrian and bicycle movement, expanded housing and shopping choices, greater tree canopy and 'cool' surfaces at summer hot spots, attractive community gathering spaces, and cultural and historic landmarks.
- 2 Establish U.S. 29 (Columbia Pike) as a 'transit-first' corridor that provides frequent and convenient regional connections from the plan area to Silver Spring, Washington D.C., and Howard County.
- 3 Complete a continuous network of trails and paths connecting Activity Centers, neighborhoods, parks, and community facilities, both within and beyond the Master Plan Area.
- 4 Establish a Resilience Hub in East county as a community center for daily community needs and a destination for reliable electricity, water, temporary shelter, food, indoor heating and cooling, social services, and fellowship during public emergencies.
- 5 Support a healthy community food system that includes healthy grocery and dining destinations, farmers' markets, and community gardens.





WHAT MIGHT FAIRLAND AND BRIGGS CHANEY BE LIKE IN 20 YEARS?

An evolving and connected suburban corridor with compact activity centers that support a healthy local economy and multi-cultural community that is socially connected and environmentally resilient.



Activity Center



How will we get there?



Chapter 2.

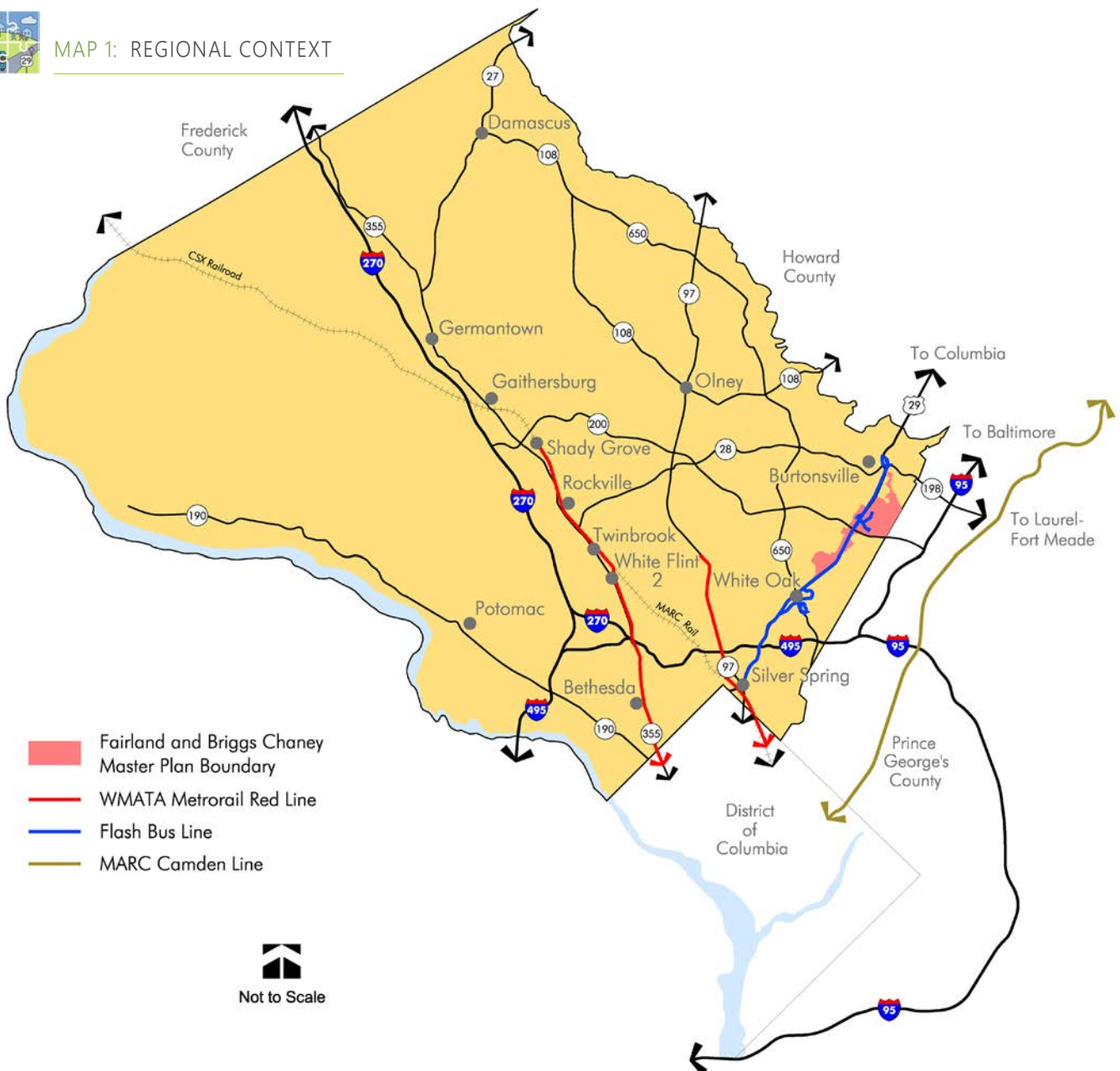
INTRODUCTION

2.A PLAN CONTEXT

The *Fairland and Briggs Chaney Master Plan* is an update to a portion of the 1997 *Fairland Master Plan* area that covers a small area in eastern Montgomery County. The plan area consists of approximately 1,800 acres along a 5-mile stretch of Columbia Pike (U.S. 29) between Silver Spring and Washington, D.C. to the south and the communities of Burtonville and Howard County to the north. Other abutting master plans considered in this Plan include the 2014 *White Oak Science Gateway Master Plan* and 2012 *Burtonville Crossroads Neighborhood Plan*. The relationship between these communities is strongly influenced by the future development and transportation network.



MAP 1: REGIONAL CONTEXT



2.A.1. Thrive Montgomery 2050

The countywide General Plan, known as *Thrive Montgomery 2050*, or Thrive, provides a general framework and guiding principles for the *Fairland and Briggs Chaney Master Plan*. Thrive embraces new realities in the county, addresses historic inequities from past land-use patterns, and shifts the way we think about how the county can grow and evolve, directing that growth to corridors and redevelopment opportunities.

Increasing racial equity and social justice is a central goal of Thrive, which recognizes the need to repair past injustices that have disproportionately impacted people of color in the county by identifying opportunities for greater community investment, economic mobility, social resilience, and environmental health in the Fairland and Briggs Chaney community.

The *Fairland and Briggs Chaney Master Plan* is guided by the three objectives strongly emphasized throughout Thrive (Equitable Communities, Economic Health, and Environmental Resilience) and implements the county's forward-thinking policies including, but not limited to, Racial Equity and Social Justice¹, Vision Zero, Complete Streets, Complete Communities, and Climate Mitigation and Resilience².

2.B PLAN VISIONS

The thematic visions expressed below are consistent with the Plan's main objectives and revisit the plan area's historical legacy as a modern-day "Corridor City."

2.B.1. An Equitable Community

The Plan envisions a future for the Fairland and Briggs Chaney community that is socially connected and embraces the diverse languages, ethnicities, and cultures that contribute to its unique cultural tapestry. Community members benefit from accessible and diverse educational opportunities that advance cultural understanding and build community capacity. Regional networks create working partnerships between community stakeholders and provide a better quality of life, with measurable improvements in the overall health and well-being of residents.

Efficient transportation systems, a range of housing opportunities, and accessible parks and public amenities contribute to greater social equity and access to healthy food and recreational activities, quality education, economic mobility, and other privileges typically enjoyed only by people of historically privileged social status and wealth. These systems work together to enhance a greater sense of belonging, create close-knit communities, and give residents the resources they need to age in place, work close to home, and lead happier and more productive lives.

¹ Montgomery County's Racial Equity and Social Justice Law (Bill 27-19) requires the Planning Board to consider racial equity and social justice impacts when preparing Master Plans, thereby improving access to quality housing, education, jobs, transportation, parks, recreation, and other community assets.

² Montgomery County's Climate Action Plan is Montgomery County's strategic plan to cut greenhouse gas (GHG) emissions 80% by 2027 and 100% by 2035. The Climate Action Plan details the effects of a changing climate on Montgomery County and includes strategies to reduce GHG emissions and climate-related risks to the County's residents, businesses, and the built and natural environment.

2.B.2. An Economically Healthy Community

The U.S. 29/Columbia Pike corridor in the future emerges as a significant gateway in Montgomery County that physically and experientially connects local Activity Centers with surrounding neighborhoods and the broader region. Compact, mixed-use development, served by multi-modal infrastructure and high-frequency transit, makes living, working, shopping, and gathering more comfortable, convenient, and accessible for all ages and abilities.

Job opportunities and neighborhood-scale commercial destinations are located near a range of housing types, transit, and public amenities. Columbia Pike and MD 200 (the Intercounty Connector) serve to increase multi-modal access between major employers within the Fairland and Briggs Chaney community and workers living in nearby White Oak Science Gateway and Burtonsville communities, as well as throughout the region.

While U.S. 29 continues to function as part of the regional highway network, future transportation improvements on Columbia Pike prioritize transit service over single-occupancy vehicle travel, with the advent of dedicated lanes for the county's Flash Bus Rapid Transit (BRT) service. New and proposed BRT routes complement existing services by providing a cohesive transportation network within the plan area, throughout the county, and regionwide. In addition to transit, the Plan visualizes Columbia Pike as a multi-modal corridor that promotes greater pedestrian safety and mobility through walking, biking, and rolling as a complement to current and proposed transit facilities.

2.B.3. An Environmentally Resilient Community

The Plan envisions new, compact, mixed-use development near BRT stations and planned Activity Centers that address the county's challenge of reducing its carbon footprint in the transportation sector. Outdated buildings and facilities are retrofitted with sustainable and resilient technologies, increasing their energy efficiency and generation potential.

The design of new mixed-use developments maximizes the greatest potential for redevelopment and the installation of green infrastructure that filters and stores stormwater and provides cooler, greener public spaces. Neighborhood circulation systems improve connections to natural-surface trails and shaded pathways while these systems provide essential filters for stormwater runoff and a physical connection to nature. A community Resilience Hub serves as a civic resource equipped with cooling stations, food distribution services, educational programs, and public facilities for residents in the event of emergencies.

This Plan also envisions improved quality of life for its residents, workers, and visitors because necessary improvements to the public realm are made in a more equitable and inclusive manner that benefits all segments of the community. While green open space is preserved at the peripheries of the plan area, new mixed-use development along U.S. 29 and Briggs Chaney Road balances the built environment with the need to maintain and enhance green space and natural systems (e.g., tree canopy, water quality, stream valleys, and sensitive areas) in these more urbanized corridors, while also becoming more adaptable to climate change.

The natural and built systems work in harmony to provide a healthy and safe place to live. Sustainable construction practices preserve natural resources while meeting the needs of new residents, and new construction of a range of housing typologies adheres to the county's housing goals and Climate Action Plan.

2.B.4. A Complete Community in 2050

Realization of the visions described above, accomplished through a combination of public improvements, private investment and development, community collaboration, and individual action, will enable a future for the plan area as a more complete, equitable, transit-oriented, and compact community. A complete Fairland and Briggs Chaney community is one connected with the emerging activity centers of the White Oak Science Gateway, Burtonsville, and Konterra in Prince George's County through high-quality transit, accessible and comfortable parks, trails and pathways, thriving households and businesses, attractive places to gather for all ages, and a sustainable environment: a community that improves quality of life for all.

2.B.5. State Planning Visions

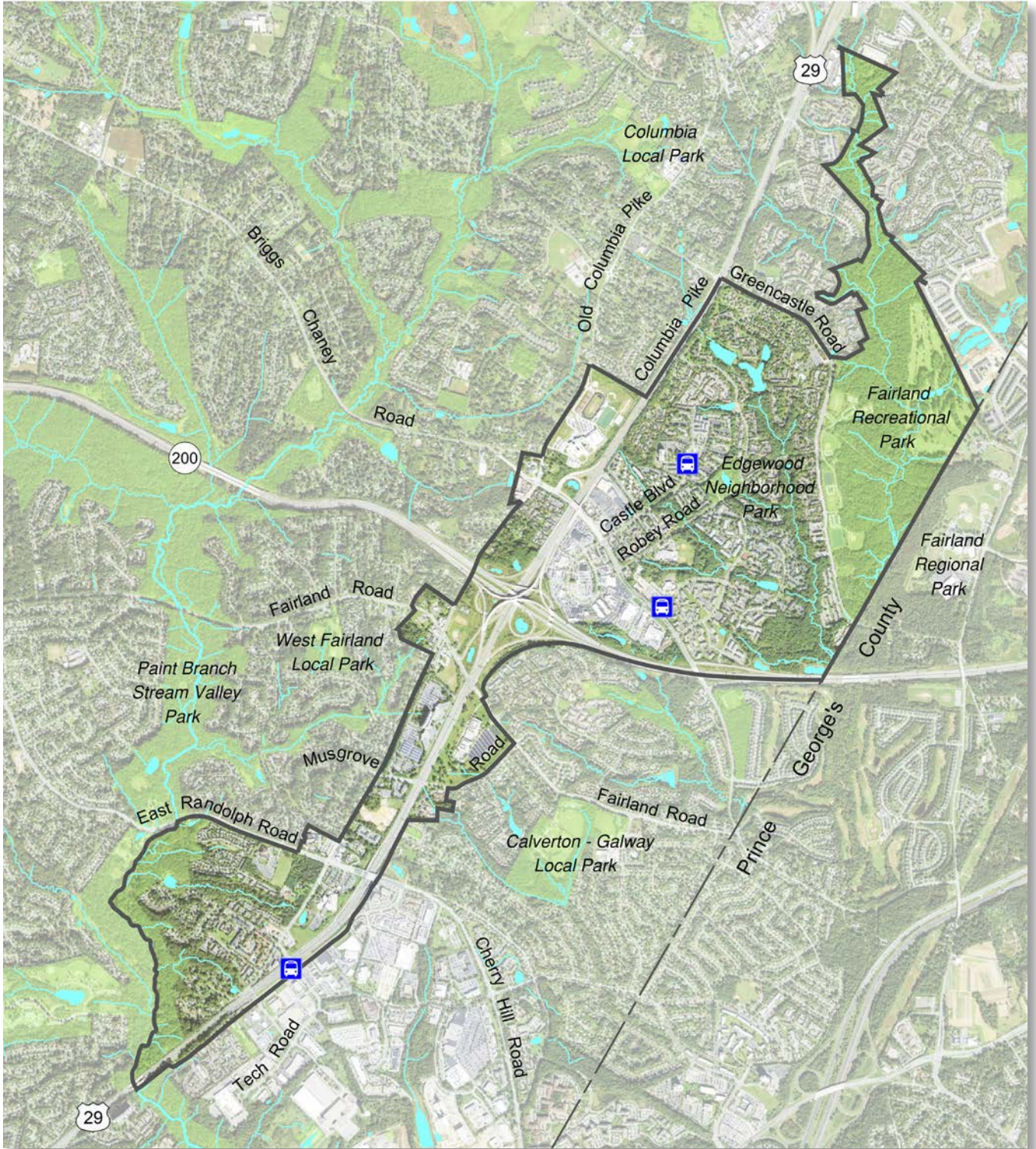
The State of Maryland has adopted 12 Planning Visions that reflect the State's ongoing aspiration to develop and implement sound growth and development policy. These visions address the following topics:

- Quality of Life and Sustainability
- Public Participation
- Growth Areas
- Community Design
- Infrastructure
- Transportation
- Housing
- Economic Development
- Environmental Protection
- Resource Conservation
- Stewardship
- Implementation Approaches

Find out more about how this Plan seeks to implement the State's 12 Planning Visions through its policies and recommendations in Section 5.G.

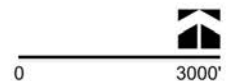


MAP 2: FAIRLAND AND BRIGGS CHANEY MASTER PLAN AREA



- Fairland and Briggs Chaney Master Plan Boundary
- - - County Line

-  Parkland
-  BRT Station
-  Water Features





1865 Martinet and Bonds Map of Plan Area

2.C HISTORY OF FAIRLAND AND BRIGGS CHANEY

2.C.1. Early History

Before European colonization, many Indigenous populations concentrated along rivers and streams in and around the plan area, using inland areas as hunting grounds, sources for raw materials, or for small impermanent campsites during winter months. Since the 'fall line' marked the farthest inland navigable points, this was where Europeans established trading ports like Georgetown, Bladensburg, and Baltimore.

Concentrated European and enslaved African settlements of Maryland began when some 40,000 people migrated to Maryland between 1634 and 1681. The colony's early economy focused on tobacco and relied initially on a mix of indentured and enslaved labor. As European settlement expanded in the 1600s, conflicts erupted with the Indigenous people who suffered from the effects of warfare, disease, and ecological disruption. Many Native American groups in eastern North America, including the Piscataway, Susquehannock,

and Nanticoke of Maryland suffered severe demographic collapses and withdrew into the interior of the continent. Other members of these tribes stayed, and their descendants live in Maryland today.

Mills were an important part of the area's economy in the 18th century due to their steep topography along the 'fall line,' especially as agriculture in the county began to shift from tobacco to wheat. Area mills included grist mills, sawmills, and woolen mills.

Columbia Pike, which runs through the center of the plan area, was built around 1810 to connect Washington, D.C. with Burtonsville. Its crossroads in the vicinity of the plan area were developed later. The 1865 Martinet and Bonds map of Montgomery County shows Briggs Chaney Road, along with Fairland and Randolph roads, crossing Columbia Pike (now 'Old Columbia Pike') at that time.

White families owned most of the land in the Fairland area during the 19th century, yet African American families also owned property in the area. The 1880 U.S. Census lists 32 African American residents near the vicinity of Fairland Road and Old Columbia Pike. Their legacy and their struggles must be celebrated and honored by future generations to recognize how past injustices shape the present and inform the future.

Suburban residential development began in the Fairland area in the 1920s and 1930s. Several examples of bungalows and four-square houses of this era can be seen along Old Columbia Pike today. Fairland was too far from rail lines or streetcars to have been affected by the earliest wave of suburban growth in places like Takoma Park, Kensington, and Chevy Chase, but the successful mass production of automobiles in the first decades of the 20th century made Fairland

more accessible. Away from Old Columbia Pike, the Fairland area retained its rural agricultural character through the 1940s.

As suburban development of farmlands and woodlands progressed in the Fairland area, some property deeds included racially restrictive covenants. Two subdivision plats created from the farmland of William Briggs, along Briggs Chaney Road west of Columbia Pike in 1937 and 1943, expressly forbade sale to African Americans. However, most of the current plats in the Fairland area were drawn after the U.S. Supreme Court found the enforcement of racial covenants to be unconstitutional in its landmark ruling in the 1948 *Shelley v. Kraemer* case.

A period of significant transformation began in 1955 with the realignment of the Columbia Pike (U.S. 29) corridor. Construction of this new roadway transformed the Fairland community from its rural farmlands and small-town crossroads into a widespread, low-intensity suburb. A realigned U.S. 29 resulted in significant community impacts, including the destruction of an African American cemetery, yet the area also saw a rise in Black homeownership to exceed the rate of white homeownership in Fairland around this same timeframe.

2.C.2. Recent History and Equity Impacts

As a key to understanding the development patterns and lived experiences in the plan area today, it is useful to review the policies, decisions, and circumstances of the past. Only in this way can the community hope to begin to repair past injustices that have disproportionately impacted people of color in the county by identifying opportunities for greater community investment, social resilience, and environmental health in the Fairland and Briggs Chaney community for tomorrow.



Historic Columbia Pike (former U.S. 29) in 1950.

In 1964, “...On Wedges and Corridors,” The General Plan for Maryland – Washington Regional District in Montgomery and Prince George’s Counties, set forth a vision for the county and laid the groundwork for all subsequent planning efforts. The 1964 Plan developed the concept of concentrating development along transportation corridors alternating with low-density residential and open space wedges. Fairland, east of U.S. 29 and between Greencastle and Fairland roads, was depicted as the edge of a corridor city to be centered on the I-95 corridor in Prince George’s County.

The corridor city concept was further developed in the first master plan adopted specifically for Columbia Pike; the Fairland area retained its rural agricultural character through the 1940s.

In 1969, the Montgomery County Council revised the 1964 Plan to reflect new information and changes in planning policy and theory, particularly the introduction of development staging strategies in master plans and transportation policy. The 1969 General Plan Update did not alter planned

higher-density, compact land uses in the Fairland-Beltsville Plan and, as a result, property owners were able to seek high-rise and garden apartment zoning in accordance with the Fairland-Beltsville Plan's recommendations.

By the 1970s, about 150 acres of multi-family and townhouse zoning changes were approved in the Briggs Chaney Road area alone. However, inadequate provision for sewers to support the development across the county resulted in a 1970 moratorium on new sewer construction in the county that lasted until 1978, hampering new development for nearly a decade.

The 1981 Master Plan for Eastern Montgomery County, initiated in anticipation of the end of the development moratorium and changing market conditions, envisioned rapid growth in eastern Montgomery County but abandoned the corridor city idea from the 1968 Plan. The 1981 Plan instead recommended a variety of housing types and densities and established policies for environmental and agricultural land preservation.

The concept of 'transit serviceability' was introduced in the 1981 Plan as a policy to encourage a pattern of development that was not entirely automobile dependent. The 1981 Plan sought to concentrate development of higher densities where it could be served by transit and avoid growth in areas that relied on single-occupancy vehicle travel and the resulting traffic congestion that the area had experienced in previous years.

The 1981 Plan also introduced the innovative Moderately Priced Dwelling Unit (MPDU) ordinance, designed to incorporate income-restricted affordable housing within market-rate housing development. The Transferable Development Rights (TDR) Program is another 1981 Plan initiative. The program facilitated

agricultural land preservation by transferring allowable density to more urbanizing, 'smart growth' areas. Eastern Montgomery County was designated a receiving area for TDRs and was among the first master plan areas to incorporate receiving areas from rural portions of the county to support agricultural preservation.

By the mid-to-late 1980s, growth in eastern Montgomery County, as well as countywide, again threatened to outpace necessary infrastructure, such as roads, libraries, sewers, emergency services, and schools. By 1986, the Fairland/White Oak Policy Area was in a development moratorium due to a lack of road capacity.

In response to this rapid growth, the County Council passed legislation to manage growth, known as the Annual Growth Policy (AGP), that would be reviewed and adopted each year. The AGP set levels of growth capacity for each county policy area to ensure that new development would not outpace the provision of a transportation network, schools, and other public facilities in any planning area.

Infrastructure improvements throughout the 1980s, 1990s, and 2000s that were intended to address the community's needs included investment in transportation facilities, schools, and parks. The Maryland Department of Transportation State Highway Administration (SHA) expanded U.S. 29 to six lanes between New Hampshire Avenue and Sandy Spring Road (MD 198), using funding from the Montgomery County Department of Transportation (MCDOT) and private developers. James Hubert Blake High School opened in 1998, about five miles west of Fairland, to relieve crowding in nearby schools; the Northeast Consortium of schools was formed to facilitate balancing student attendance. The East County Community Recreation Center was also built in 1998. The Intercounty Connector (ICC), or MD

200, was under consideration for construction beginning in the 1950s, and fell in and out of favor through the 1970s, 80s and 90s, before construction began in 2006. The first section of the ICC opened in 2011.

Montgomery Parks has purchased or obtained land dedications to protect sensitive areas such as the Paint Branch Stream Valley Park and Little Paint Branch Stream Valley located in Fairland Recreational Park. The Briggs Chaney Community Garden is Parks' second community garden, acquired in 1962, and over the course of 14 years has played a pivotal role in the establishment of Parks' Community Garden Program. The Briggs Chaney Community Garden is within the Upper Paint Branch Stream Valley Park and is within the Special Protection Area, which is a designation that ensures this area is protected to preserve trees, animals, and the natural habitat. The garden is surrounded by a natural surface trail loop: Countryside Community Gardens Loop and the Steuben Way Trail. There is currently limited crossing with safe pedestrian connections to other trails along Briggs Chaney Road. However, the garden is a resource for an incredibly diverse community located within the study area with foreign-born residents originating from Cameroon, Bangladesh, India, Congo, Central America, and many other countries and regions across the globe. With 119 individual garden plots (each 625 square feet or less), this landmark has historically provided a culturally enriched and sacred space that benefits not only East County residents, but the county as a whole.

Local recreational needs are analyzed based on user survey data, ballfield team demand, and future population forecasting. The information is published every 5 years in the Parks Recreation and Open Space Plan (PROS) for use by Montgomery Parks and the public. This information was used

to identify the numbers and types of recreational amenities needed for a planning area—in this case for Planning Area 6: Eastern County, which includes Cloverly, Fairland and White Oak. Over the years, areas such as Fairland were identified for new ballfields, playgrounds and courts, thus leading to the identification of parkland and private property needed to supply these public amenities. The Edgewood Neighborhood Park was acquired in 1985 and the park's construction was completed soon after. Acquisition of property to establish Fairland Recreational Park began in 1967 and its current boundaries were established by 1990 when a playground, athletic fields, and courts were added to meet the needs of the growing community. Most of the parkland and community open spaces in Fairland and Briggs Chaney, either purchased by Montgomery Parks or obtained by land dedication from private developers, help to meet the recreational demand but tend to rely heavily on access by vehicles.

Despite plan-area road capacity improvements in the 1980s, traffic congestion in the area served by U.S. 29, New Hampshire Avenue, and MD 198 reached unacceptable levels. In 1990, the County Council adopted the Trip Reduction Amendment to the 1981 Plan as an interim measure to reduce potential growth until a comprehensive master plan addressing the transportation infrastructure could be undertaken. As a result, development within the plan area peaked during the 1980s and slowed after 1990.

The 1993 General Plan Refinement of the Goals and Objectives for Montgomery County amended the 1964 and 1969 general plans.

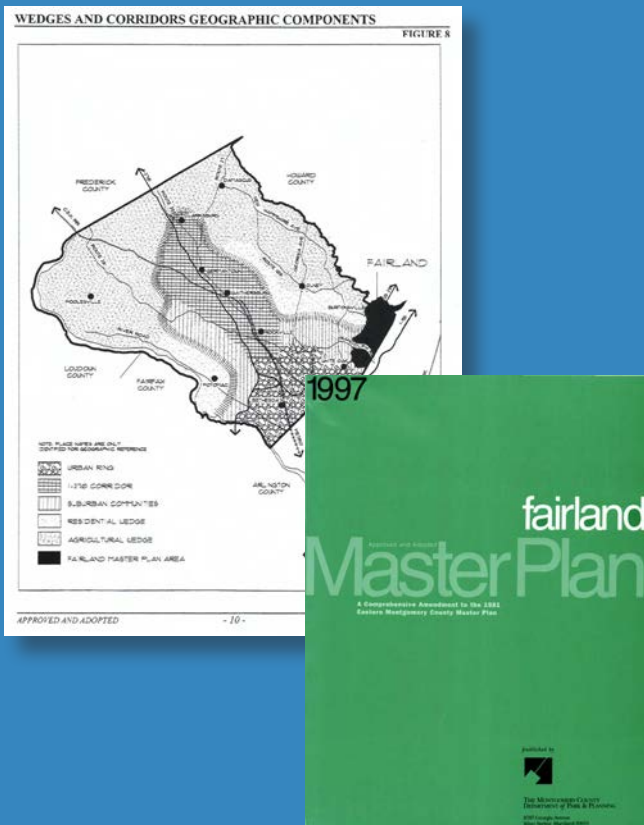
While the 1964 General Plan envisioned compact, corridor cities along I-270, I-95, and U.S. 29, subsequent planning decisions discussed above, including the 1993 Refinement, disregarded and ultimately removed the growth corridor along U.S.

29 and I-95 in the eastern portion of the county. The excision of the U.S. 29 corridor contributed to effectively directing new public and private investment away from East county and toward the established urban ring and I-270 corridor.

As a result, the I-270 corridor has benefited from successive cycles of investment and reinvestment, even as other corridors—including Georgia Avenue, where Metrorail’s Red Line was built—were largely left behind. This recurring pattern aggravated the racial and economic disparities between the eastern and western parts of the county that remain today. In fact, the plan area has, more than other economically active areas

of the county and across the region, become increasingly concentrated with housing for lower-income residents and has not kept pace with commercial investment and public improvements. The *Fairland and Briggs Chaney Master Plan* seeks to steer this trend in public disinvestment and concentration of lower-income households in eastern Montgomery County, while celebrating its multi-cultural population and business community, and livable neighborhoods.

Several countywide policy changes since 1997 have affected how development and transportation infrastructure needs are evaluated. In 2007, the County Council eliminated the policy area-based



Applying the 1993 General Plan vision, the 1997 *Fairland Master Plan* focused on safe and attractive transportation improvements, community facilities, and low-density land uses, all within a suburban context. Bridging the physical divides in the community due to the numerous stream valleys and expanded U.S. 29 highway was a primary focus of the 1997 Plan. The 1997 Plan also designated the Patuxent watershed as an Environmental Preservation Area, and recommended part of the Paint Branch and Little Paint Branch watersheds as Environmental Restoration Areas.

While the focus on environmental protection and improved connections and amenities for low-density neighborhoods in the 1997 Plan was an understandable reaction to public infrastructure capacity constraints, the loss of potential investment, community amenities, and economic opportunity due to a lack of development has left the Fairland area behind compared with other areas of the county.

Graphic except from 1997 Fairland Master Plan. Former plan boundary highlighted in black.

transportation adequacy test for new development (Policy Area Mobility Review, PAMR) and reinstated the Transportation Policy Area Review (TPAR). In 2016, the County Council adopted changes to the Subdivision Staging Policy, eliminating the Transportation Policy Area Review as a policy area-wide test for transportation adequacy, then adopted changes to the Growth and Infrastructure Policy (formerly known as the Subdivision Staging Policy) in 2020 that further redefined how transportation adequacy is measured for new development.

Two countywide policies that continue to be applied in the plan area since their adoption in the 1970s are the Moderately Priced Dwelling Unit (MPDU) and Transferable Development Rights (TDRs) programs. The MPDU program requires housing developments of a certain size to set aside dwelling units, either for sale or for rent, for occupants who satisfy a defined income range. Any qualifying housing development within the plan area is subject to the MPDU requirements as specified in the Montgomery County Zoning Ordinance. For more information on the MPDU program, see the Housing Context section (1.D.5), below.

The county's TDRs program permits an increase in maximum residential density for properties located in a TDRs Overlay zone while removing a commensurate amount of development density from land in the Agricultural Reserve (AR) zone. This program is designed to compensate landowners in the AR zone for extinguishing their development rights, therefore preserving low-density, rural lands in the county's Agricultural Reserve, and focusing development in areas of the county prioritized for more increased density.

The plan area contains four TDRs Overlay zones today, one of which has been realized through residential development at a greater density than its underlying zone. Two other TDRs Overlay

zones within the plan area are now situated completely within the public right-of-way of MD 200 (the Intercounty Connector) and public parkland, respectively. New TDRs Overlays are not proposed in this Plan since the focus of its zoning recommendations is on mixed-use development and supporting private investment and development in this area of the county that has historically experienced lower market demand compared with other areas of the county.



2.D FAIRLAND AND BRIGGS CHANEY TODAY

2.D.1. Land Use Context

The Fairland and Briggs Chaney community is composed today of residential neighborhoods with a mix of housing types and densities and clusters of commercial retail and service businesses (some of which are major employers, such as Verizon, Auto Sales Park dealerships, and the General Conference of Seventh Day Adventists). Paint Branch Stream Valley Park borders the plan area to the southwest, and the entirety of Fairland Recreational Park is located at the northeast extent of the plan area, contiguous to Fairland Regional Park located in Prince George’s County.

About half of the plan area is residential, of which just over 10% is protected as private open space through cluster development or homeowners’ association management. Several places of worship, including the headquarters of the General Conference of Seventh Day Adventists, and two public schools, Greencastle Elementary School and Paint Branch High School, are also situated within the plan area.

Communities surrounding the plan area are primarily detached residential neighborhoods, with the commercial and industrial properties of the White Oak Science Gateway located to the south.

In addition to the zoning districts applicable in the plan area that regulate the use and development of property, several zoning overlays add to the abilities and restrictions of land within its boundaries. Transferable Development Rights (TDRs) Overlay zones, described above, are present in the plan area. Additionally, a portion of the Upper Paint Branch Special Protection Area Overlay Zone applies to properties in the vicinity of the Old Columbia Pike and Briggs Chaney Road

intersection, which requires protections beyond standard environmental laws, regulations, and guidelines for land development and certain uses.

Figure 1, below, shows the proportion of existing land use by area at the time the Plan was written. Maps 15 and 17 show the existing land uses and zoning districts, respectively, for the plan area.

2.D.2. Demographic Context

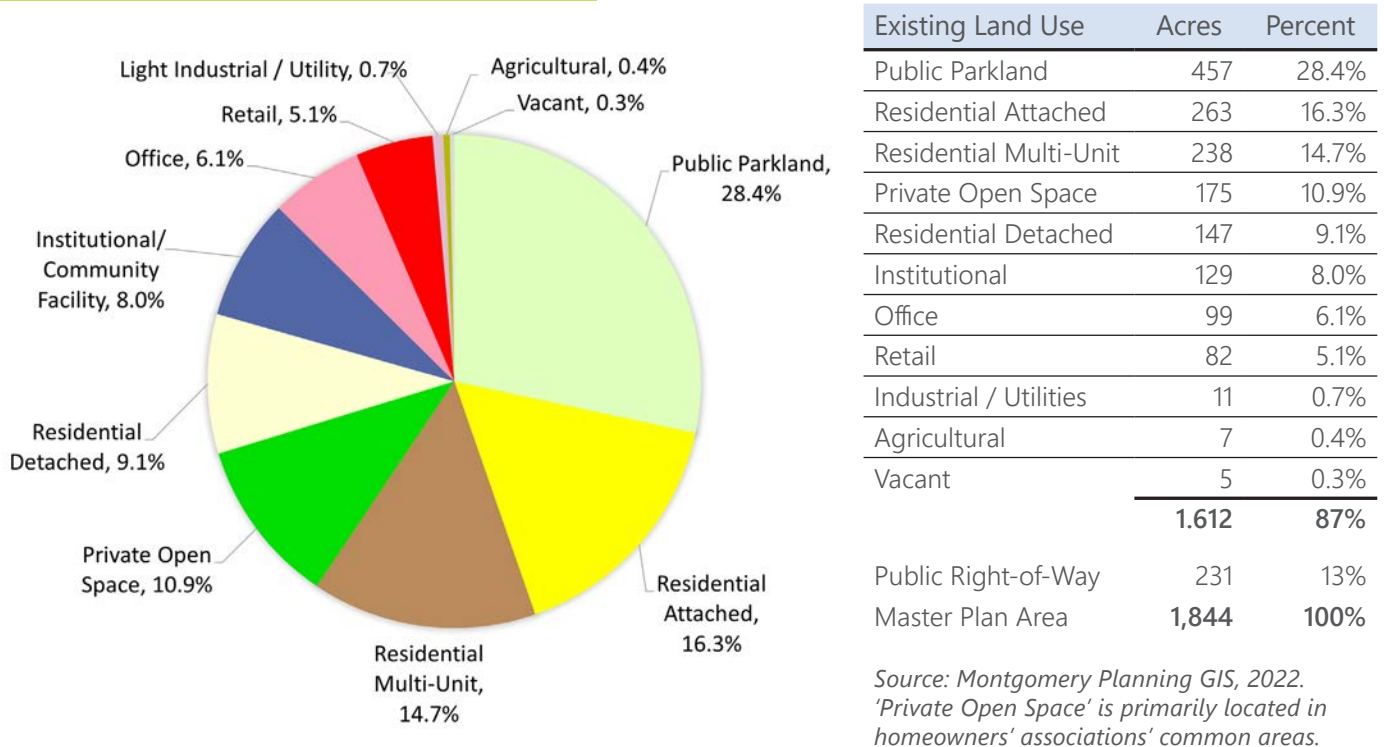
Based on the U.S. Census Bureau’s 2021 American Community Survey (ACS) 5-year estimates, there were an estimated 46,026 residents in the Fairland and Briggs Chaney Study Area, which comprises the census tracts in which the Master Plan is located. (See Map 3 for the distinction between the Master Plan Area and Study Area.) The distribution of the age of residents during this same time period largely mirrored the county, with residents aged 45-64 comprising the largest group (26%), as similarly observed at the county level (27%). Families accounted for most households

(66%), which is consistent with the countywide profile (64%).

The plan area consists of a diverse population of about 15,000 residents, with five dominant languages spoken, including Amharic, English, French, Spanish, and Vietnamese among the nearly 7,000 housing units (ACS, 2021). The community’s greatest assets of a multi-lingual workforce, rich cultural heritage, affordable housing, large employers, environmental resources, and geographic placement between two major cities in the Baltimore-Washington Metropolitan Area are foundational to its standing as a popular gateway into Montgomery County.

Over 80% of the Study Area population is composed of people of color (compared with 58% throughout the county), and about 40% of the residents are foreign-born (compared with 32% in the county). The overall breakdown on the demographic profile within the Study Area is 50%

FIGURE 1: EXISTING LAND USE CHART AND TABLE



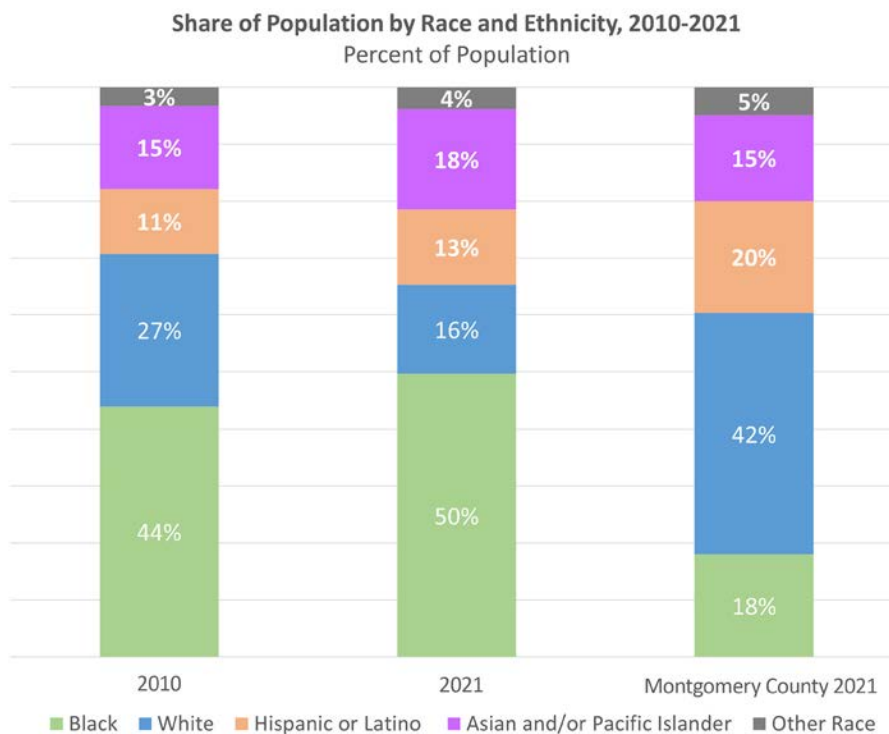
Black, 18% Asian or Pacific Islander, 16% White, and 13% Hispanic (ACS, 2021).

This present-day community composition is quite different from the countywide profile, where 42% of the Study Area population is White, 20% of the population is of Hispanic ethnicity, and 18% of the population identifies as Black or African American. The percentage of those in the county who identify as Asian or Pacific Islander is comparable to the community in the Study Area, comprising 15% of the total population (ACS, 2021) (Figure 2).

While racial and ethnic diversity is a strength of the plan area, which is seen as an affordable and desirable area of the county for residents with lower incomes and those arriving from other parts of the United States or other countries, there are racial and ethnic disparities when examining the community’s rate of homeownership, household income, and wages compared with county-level data. For example, the average household income

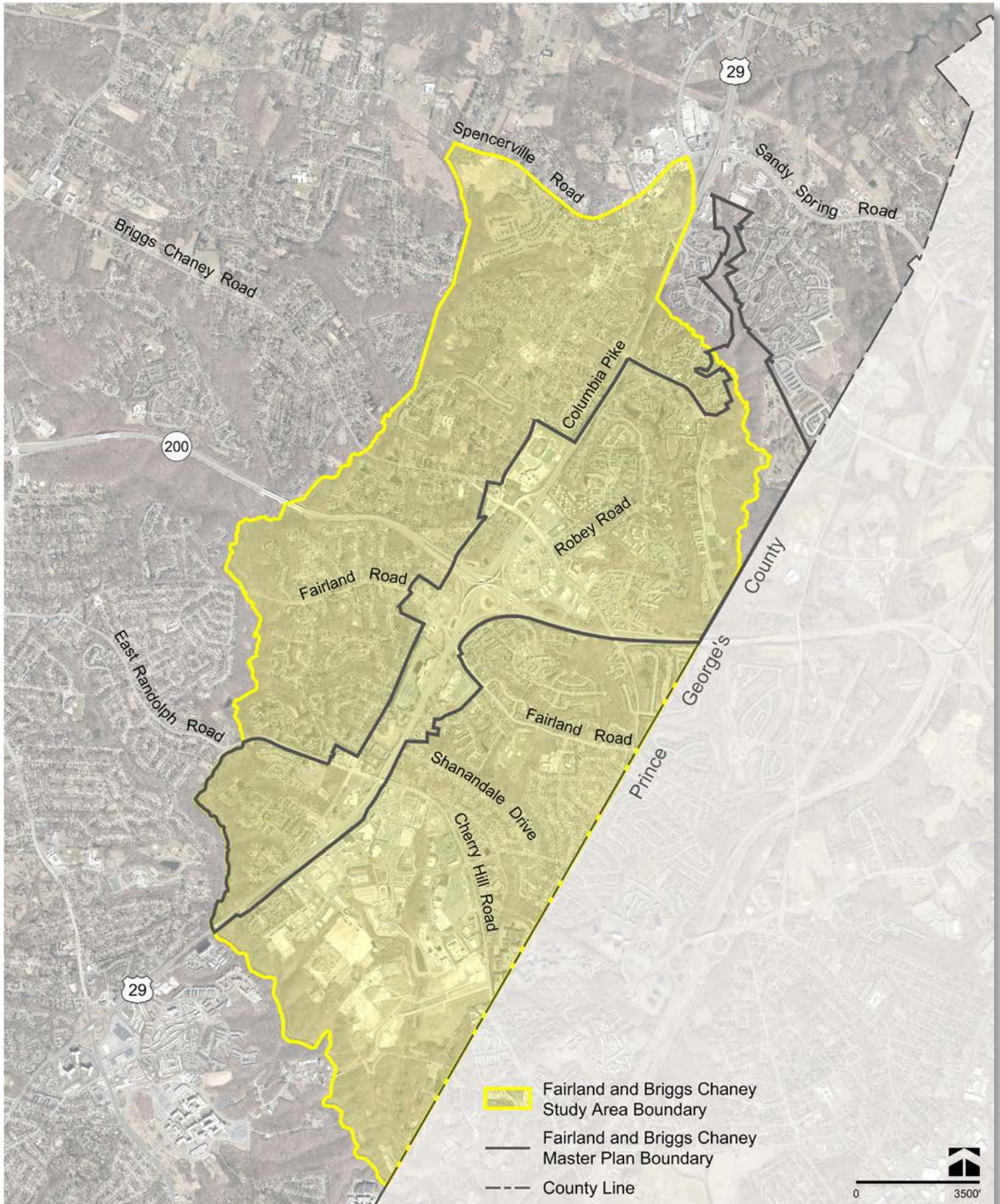
for residents in the Study Area is \$147,476, which is lower than the county average of \$190,837. The residential homeownership rate of 60% in the Fairland and Briggs Chaney Study Area is lower than the county rate, where 65% of residents are homeowners. Furthermore, the cost burden among renters in the Fairland community (i.e., households spending more than 30% of their income on housing costs) is higher than for renters at the county level. In the Fairland and Briggs Chaney Study Area, 60% of renters are cost burdened, compared with 50% at the county level (ACS, 2021).

FIGURE 2: POPULATION PROFILE BY RACE AND ETHNICITY





MAP 3: FAIRLAND AND BRIGGS CHANEY STUDY AREA



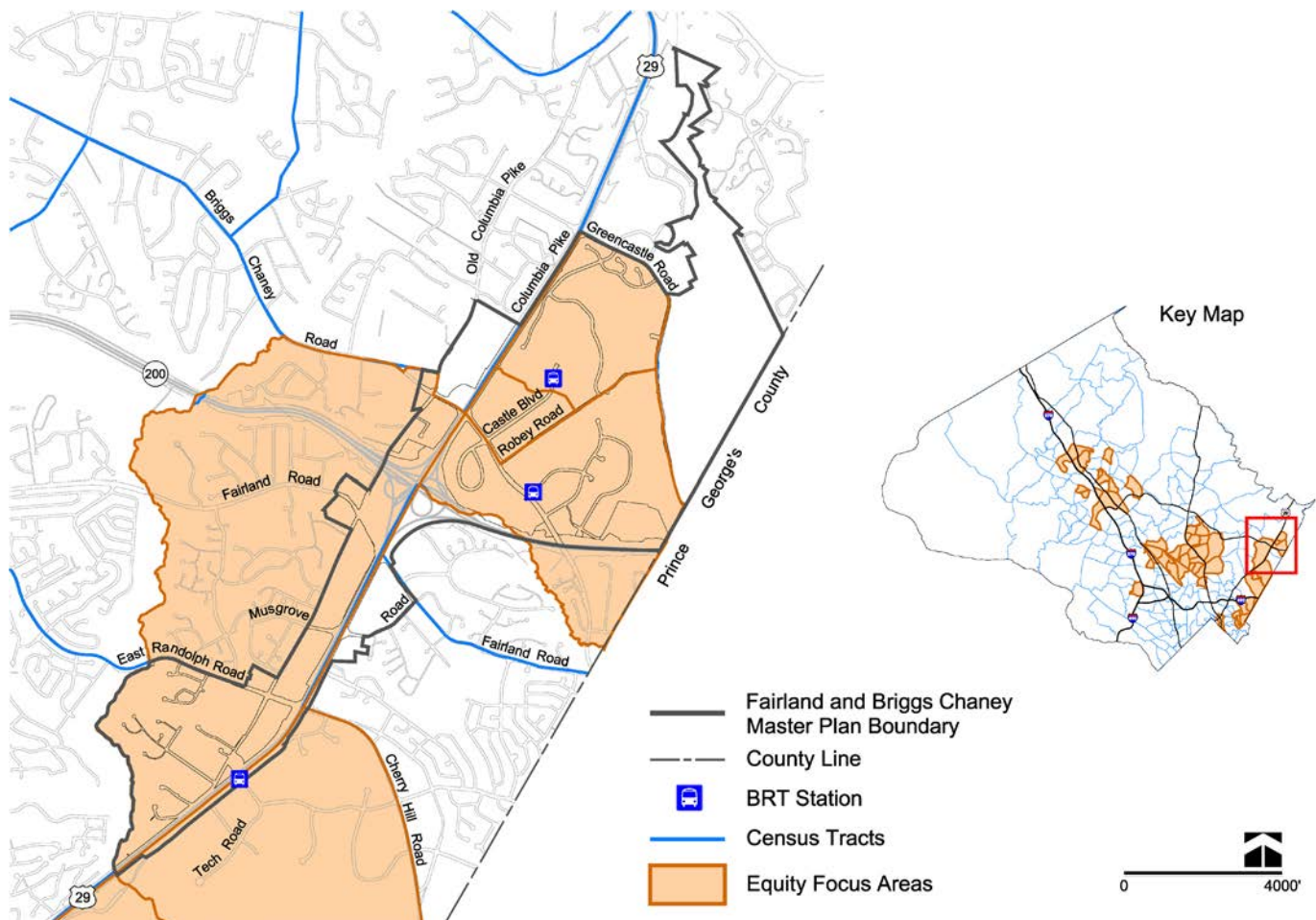
Similar patterns persist when looking at average household income by race as well. For example, the average annual income for a White household in the Study Area is \$125,323, while at the county level, the average White household earns \$196,565 per year. This pattern in earnings in the Study Area is similar across all racial categories when compared with countywide data. Perhaps most notable, however, is the average household income for Hispanic residents, \$72,761 per year, compared with \$112,150 per year at the county level (ACS, 2021).

This uneven socioeconomic landscape is further underscored when examining the county's Equity Focus Areas (EFAs), which in Montgomery

County are characterized by high concentrations of lower-income people of color who may also speak English less than very well. Communities located within EFAs may struggle with the highest inequities when it comes to access to transportation, job opportunities, environmental and recreational amenities, and other resources that support a high quality of life. Five out of the seven Census Tracts that comprise the Study Area are considered EFAs, as shown in Map 4. In addition, approximately 60% of the residents in the Study Area live within an EFA. This is a stark contrast when compared to the county, where approximately 25% of residents live in an EFA.



MAP 4: PLAN AREA EQUITY FOCUS AREAS



2.D.3. Racial and Social Equity Context

Consideration of racial equity and social justice is a primary objective of this Plan and a requirement of Montgomery County's Code (Chapter 33A, Planning Procedures, Section 33A-14). While the 1997 *Fairland Master Plan* did not discuss racial equity and social justice, this Plan seeks to embrace and celebrate the advantages of a multi-racial and multi-cultural community, while addressing past inequities that have had a negative impact on the community.

According to *Thrive Montgomery 2050*, to address racial segregation and economic inequality established from past zoning and land-use planning, deliberate mechanisms need to be introduced to create racially and economically inclusive communities. Plans must consider the social and economic consequences of efforts to integrate. Communities that have historically faced challenges need special attention paid to community development and stabilization to ensure that existing social networks and institutions are strengthened.

2.D.4. Economic Context

Fairland is an employment hub in the county, accounting for nearly 5,000 private sector jobs in 2021 (ACS, 2021). However, it is not a typical employment hub since most of these jobs are concentrated in just three sites within the plan area: the Verizon campus, the General Conference

of Seventh Day Adventists World Headquarters, and the properties that comprise the Auto Sales Park. These sites account for about 155 acres (or 10%) of the Plan's 1,612 acres of total property area. Due to the lack of diversity in employers, a recent employment decline, and stagnation in commercial real estate activity, the Fairland and Briggs Chaney corridor's future as a commercial center remains uncertain.

Commercial Real Estate

While the Fairland and Briggs Chaney community grew rapidly in the 1980s and 1990s, commercial real estate activity has stagnated in recent decades. Only 62,500 square feet of commercial space was built in Fairland since 2000, which amounts to 3% of the total nonresidential square footage in the plan area. As Figure 3 shows, most of the plan area's commercial corridor was constructed between 1980 and 1999, and little space has been added since (CoStar, 2022).

Additionally, the plan area's total commercial space (about 2.5 million square feet) consists of about 61% office space, which faces an uncertain future as people and employers shift toward remote working in the post-COVID era. More specifically, the Verizon properties (2 sites) and the General Conference of Seventh Day Adventists World Headquarters make up about 95% of the total office space in the plan area (CoStar, 2022).

Verizon office building on U.S. 29 (Columbia Pike)



World Headquarters of the Seventh Day Adventist Church



Outside of these office areas, the plan area’s few local-serving office and retail buildings have seen little leasing activity over the last several years to generate a consistent assessment of its status of commercial real estate in the area.

Most of the non-office commercial space is located at the Auto Sales Park and the Briggs Chaney Marketplace shopping center, both of which have been close to fully occupied in recent years.

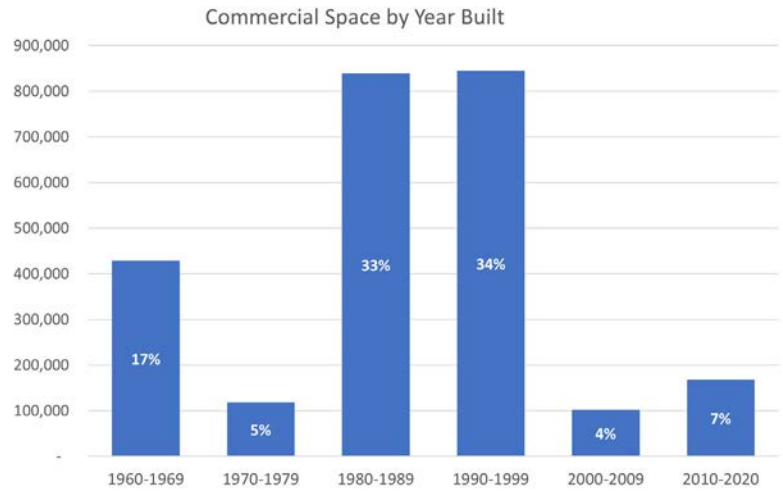
With most of its economic activity concentrated in a few sites, commercial real estate in the plan area is in a precarious position. While none of the plan area’s major employers have expressed plans to relocate, losing any of them would bring a significant reduction in employment without clear replacement tenants for their buildings.

Employment

Reflecting its stagnant commercial real estate market, employment in the plan area has declined for the last decade. From 2010 to 2021, the plan area lost 27% of its private sector jobs, falling from nearly 5,000 jobs to just over 3,500 jobs. Montgomery County also lost private sector jobs during this time, but at a much slower rate of 4% (2010 Decennial Census and ACS, 2021).

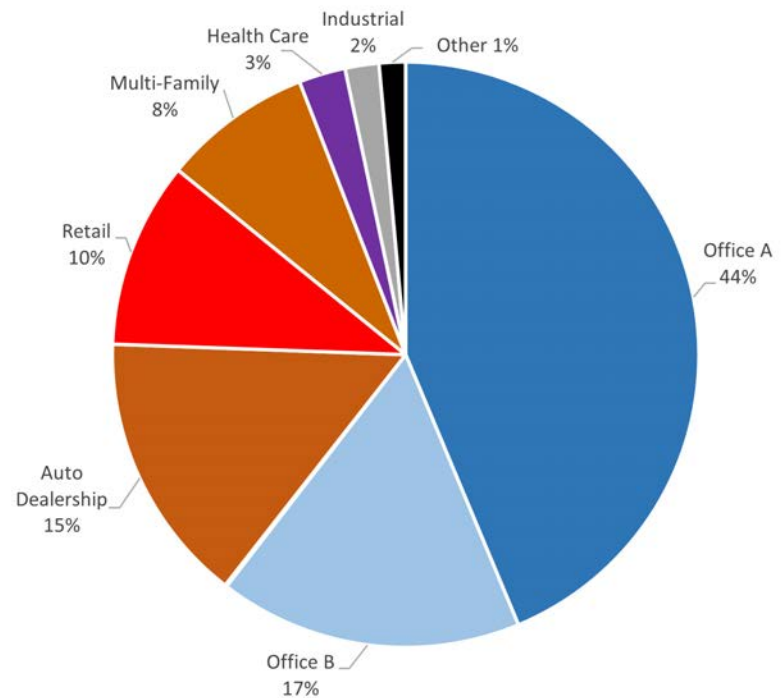
The bulk of these job losses were due to the reduction in employment at the Verizon complex, which reduced its workforce by half—from 3,000 to 1,500—between 2010 and 2021. The Auto Sales Park maintained roughly the same level of employment during this period.

FIGURE 3: COMMERCIAL SPACE IN THE PLAN AREA BY YEAR BUILT (SF)



Source: CoStar. 2022.

FIGURE 4: SHARE OF COMMERCIAL SPACE IN THE PLAN AREA, BY USE



Source: CoStar. 2022.

However, the plan area is home to a dynamic entrepreneurial community, which spurred a net gain of 24 private business establishments from 2010 to 2021. These were generally small businesses with fewer than five employees (and sometimes none), often operating out of homes providing various kinds of professional and personal services (MDL, 2021).

TABLE 1: Private Employment Change in Fairland and Briggs Chaney and Montgomery County

| | 2010 | 2021 | Change | % Change |
|----------------------------|---------|---------|---------|----------|
| Fairland and Briggs Chaney | 4,919 | 3,576 | -1,343 | -27% |
| Montgomery County | 358,601 | 343,051 | -15,550 | -4% |

Source: Maryland Department of Labor (MDL) Quarterly Census of Employment and Wages microdata; private employers only, 2nd month of 2nd quarter of 2010 and 2021.

One resource supporting business development within the plan area is ultraMontgomery, the County’s broadband economic development program that launched in 2014 to help develop robust and high-speed networks that connect business, academic and federal institutions along major corridors (e.g., U.S. 29 and the ICC) and transit-oriented communities. Business owners who are specifically aligned in six target market sectors: Bio Health / Sciences; IT and Cybersecurity; Financial Services; Advanced Manufacturing; Corporate / Regional HQ; and Entrepreneurship and Innovation may engage with ultraMontgomery to expand gigabit infrastructure, build public-private partnerships, and source seed money.

Lower-income Concentration and Disinvestment

In addition to job losses and lack of demand for commercial space, the plan area has also seen an increased concentration of lower-income households in its residential areas over the last two decades. Montgomery Planning’s 2022

Neighborhood Change in the Washington D.C. Region study found that two census tracts that fall entirely or partly within the plan boundaries have seen increasingly disproportionate concentrations of lower-income residents compared with the rest of the county. These trends work to reinforce each other and contribute to some problems residents have observed in the area today, such as the lack of sufficient retail options, limited and aging public amenities, a lack of attention to building code enforcement, and a feeling of not being safe in the community. *Thrive Montgomery 2050* and Montgomery Planning’s Equity Agenda for Planning emphasize that county resources should be prioritized in areas experiencing lower-income household concentration to spur investment.

2.D.5. Housing Context

In 2019, the Metropolitan Washington Council of Governments (MWCOCG) established regional housing targets to address a growing supply gap and affordability issues in the region. To meet our housing goals and obligations, the county needs an additional 41,000 housing units by 2030 to meet future housing demand from population and job growth. In this context, the *Fairland and Briggs Chaney Master Plan* allows for the creation of new housing units in the plan area to help meet our housing goals.

Within the plan area, there are over 4,000 multi-family units, 2,000 attached residential units, and 300 detached residential units. There are only around 300 true income-restricted affordable rental units in the plan area, which comprise around 7% of the area’s multi-family rental housing stock. While the 1997 *Fairland Master Plan* encouraged dispersal of Moderately Priced Dwelling Units (MPDUs) to prevent localized areas of high density, very few MPDUs remain in the plan area due to their expiration and lack of recent new housing development in the area. While

there is little true income-restricted affordable rental housing in the area, all market-rate rental units in the area are naturally occurring affordable housing, meaning that generally due to their age and quality, they are affordable to households earning below 80% of the Washington, D.C. metropolitan region's area median income (AMI).

The plan area's for-sale market is also one characterized by its general affordability as compared with the county. Prices for units sold are generally lower than the county's median sold price, as well as lower than nearby areas like Colesville and White Oak. While the area is generally characterized by its affordability, of note, households in the Fairland and Briggs Chaney area are more likely to be cost burdened than in the county. These cost-burdened households spend more than 30% of their income on housing and may have difficulty affording other necessities including transportation, food, clothing, and medical care. This Plan recognizes the hardships of these cost-burdened households, and its recommendations aim to increase the amount of market and affordable housing to ensure that all residents have access to safe, stable, and price-appropriate housing.

2.D.6. Transportation Context

The Fairland and Briggs Chaney community has grown largely as a corridor community along Columbia Pike (U.S. 29), with nodes of activity found at the key crossroads of its major east-west routes. Development has occurred in sync with an increase in highway capacity, in many ways the result of the county's growth policies that tied development with adequate transportation capacity. Today, U.S. 29 is the third busiest road in Montgomery County (after I-270 and I-495) and serves as one of three main vehicular north-south links in the Washington-Baltimore region.

Over the years, U.S. 29 has advanced in line with the 1997 *Fairland Master Plan's* goal of transforming the road into a limited access highway, with major grade-separated interchanges constructed at East Randolph Road, MD 200, (the Intercounty Connector), and Briggs Chaney Road. MD 200 was completed in 2011 through the plan area, and offers an additional high-speed expressway connection, east to I-95 and Prince George's County, and west to Gaithersburg and I-270. Despite these improvements, traffic congestion on the overall corridor has and will continue to increase due to continued regional population and job growth largely beyond the plan area.



Looking south along U.S. 29 (Columbia Pike) from Briggs Chaney Road bridge

There is Flash Bus Rapid Transit (BRT) service in the plan area between Burtonsville and Silver Spring. BRT is a core component of the area's transit network, and the Plan recommends it be enhanced and expanded. The plan area is also served by local bus services with Washington Metropolitan Area Transit Authority (WMATA) Metrobus routes and Montgomery County Ride On.



Ride On Flash BRT Castle Boulevard Orange Line Station

The existing character of the U.S. 29 corridor is a controlled, major highway with limited access points. The highway is a major commuter route as well as being identified by the Federal Highway Administration (FHWA) as a federal freight corridor. As of 2022, traffic volumes ranged from 60,000 to nearly 70,000 vehicles per day, indicating the highway's importance for vehicle travel. However, U.S. 29 is also a barrier to local east-west travel, by automobile or otherwise, and is unsafe for trips other than motor vehicles. Multi-modal improvements along and across the highway will strengthen critical connections in the region's transportation system as well.

Per the county's Vision Zero Plan, a portion of the U.S. 29 corridor is designated as a High Injury Network, or a road with five or more severe or fatal collisions. While the crash rate is considered

low compared with other similar roads outside the plan area, Montgomery Planning will continue to coordinate with other relevant stakeholders to ensure Vision Zero's goal of zero traffic injuries and fatalities along the U.S. 29 corridor.

The plan area is also crossed by five significant arterial-style roads. Four of these roads run east/west: Greencastle Road, Briggs Chaney Road, Fairland Road, and East Randolph/Cherry Hill Road. Old Columbia Pike runs north-south parallel to Columbia Pike. These roads similarly accommodate heavy vehicular volumes but limit and endanger non-automobile movement. Bike and pedestrian infrastructure along these roads are limited, inadequate, and often in disrepair. Most major intersections present clear safety risks across all modes of travel, but particularly so for vulnerable pedestrians and cyclists. The large traffic volumes and paved surfaces additionally result in significant air, noise, heat, and water pollution throughout much of the plan area.

Overall travel measures differ little from typical countywide measures (as calculated for a 2015 base year) for auto accessible jobs (accessible in 45 minutes), transit accessible jobs (accessible in 45 minutes), average vehicle hours traveled (VHT), average person hours traveled (PHT), per capita vehicle miles traveled (VMT), and non-auto driver mode share (NADMS). In no small part, this is due to the proximity to these major highways and significant transit resources. However, transit-related metrics (accessible jobs, PHT, and NADMS) are likely lower than true present conditions, as the analysis predates the initiation of the Colesville Road/Columbia Pike (U.S. 29) Flash BRT service in October 2020.

While regional connectivity for the Master Plan Area is high, local connectivity is limited. The existing road pattern is characterized by fragmented, disconnected communities often

ending in cul-de-sacs. The prior piecemeal developments did not provide robust connections to existing communities and did not accommodate any possible future connectivity. As a result, the existing road network is a challenge to navigate, particularly from a bike and pedestrian perspective. On paper these are short distances, but they require lengthy detours in and out of cul-de-sacs. Environmental barriers, namely deep stream valleys, further restrict efforts to provide new connectivity.

The county measures non-vehicular access and mobility in three ways: Pedestrian Level of Comfort (PLOC), Bicycle Level of Traffic Stress (LTS), and Predictive Safety Analysis. The first two provide a distinct framework for analyzing the county's pedestrian and bike networks for adequacy, missing connections, and ways in which the county can invest in proper infrastructure. The PLOC examines the width, typology (pedestrian-only and shared-use paths), traffic volumes on adjacent thoroughfares, and countywide

sidewalks/sidepaths quality. The analysis tool combines safety and comfort in promoting an enjoyable pedestrian environment for walking and rolling. As shown in Map 5, pedestrian level of comfort is categorized as Very Comfortable (dark blue), Somewhat Comfortable (light blue), Uncomfortable (orange), and Undesirable (red). Pathways are mapped as solid lines, and streets without sidewalks or pathways are mapped as dotted lines.

The Bicycle LTS combines the same tenets from the PLOC in developing a quantitative approach to determine the level of "stress" cyclists encounter on roadways. As seen in Map 6, tolerance levels are categorized into Very Low Stress (light blue), Low Stress (dark blue), and High and Moderate Stress (red). These tolerance levels are based on various roadway attributes, such as traffic volume, traffic speed, and intersection crossings, among other factors. Maps 5 and 6 illustrate the level of pedestrian and bicycle comfort experienced throughout the plan area.



People walking along Briggs Chaney Road

The Predictive Safety Analysis tool is designed to assist planners, engineers, and other decision-makers in evaluating the potential for traffic safety risks in areas of the county that are particularly prone to traffic crashes and fatalities. The tool applies a data-driven methodology that assesses the existing conditions of a roadway segment or intersection with a high crash risk, with the goal of prioritizing safety improvements more efficiently and equitably. The tool also identifies several “equity focus areas” sprinkled throughout the county, one of which overlaps with the current boundaries of the Plan. The tool identifies several areas within the Plan boundary as high-risk, high-crash areas, many of which are located along Columbia Pike (U.S. 29), Old Columbia Pike, and Briggs Chaney Road, among others. Staff will identify pedestrian and bicycle improvements on intersections and accessibility, including protected crossings, upgraded sidewalks, sidepaths, and more significant buffers for bicyclists traveling on afflicted roads.

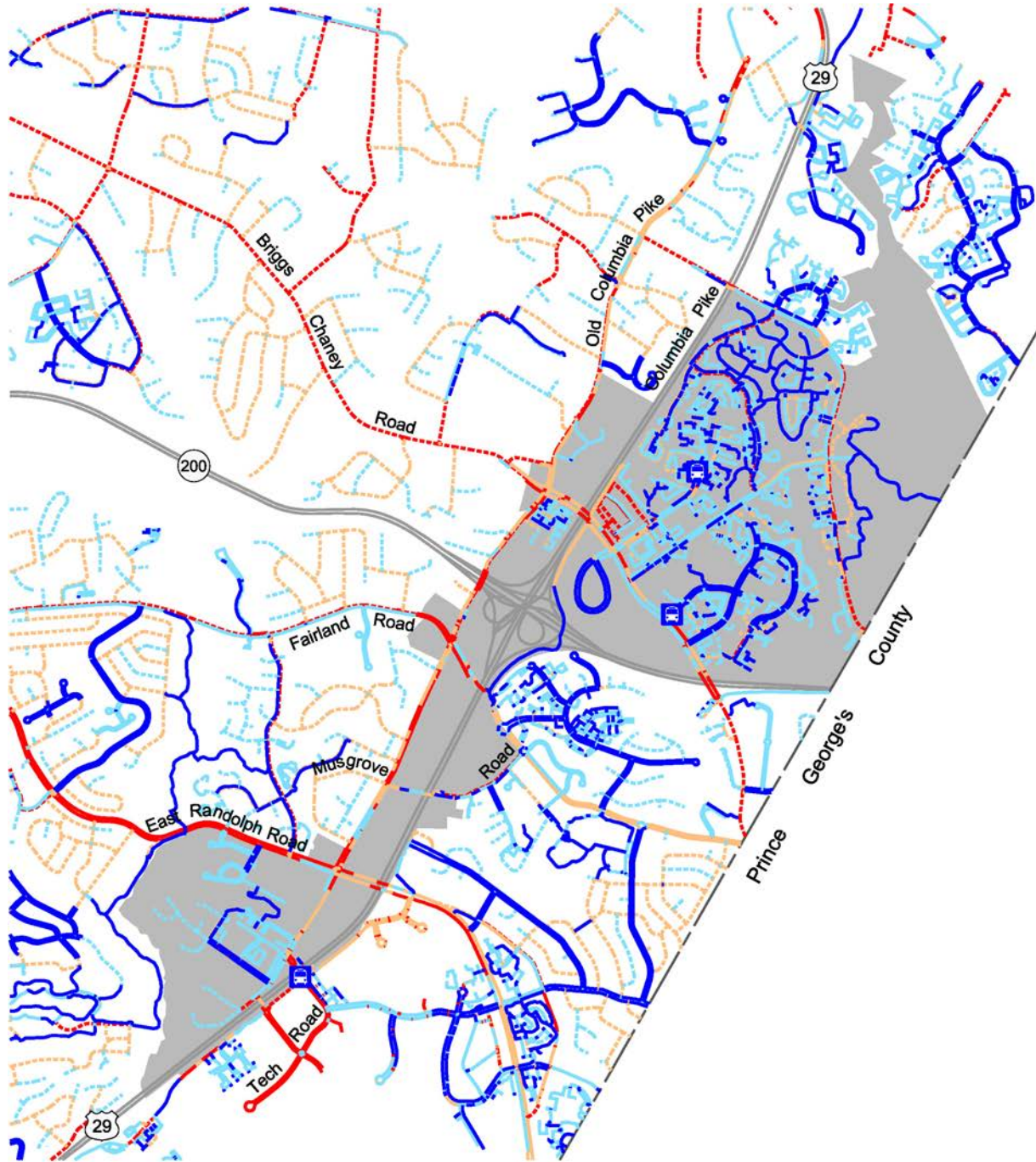


Pedestrian crossing on Briggs Chaney Road bridge

| TABLE 2: Existing Transportation Metrics (2015) | | |
|---|-------------|-------------|
| Travel Metric | Countywide | Plan Area |
| Auto Accessible Jobs | 1.1 Million | 1.1 Million |
| Transit Accessible Jobs | 130,000 | 28,000 |
| VHT (minimum) | 17 | 17 |
| PHT (minimum) | 50 | 60 |
| VMT Per Capita | 13 | 12 |
| NADMS | 32% | 24% |



MAP 5: PLAN AREA PEDESTRIAN LEVEL OF COMFORT

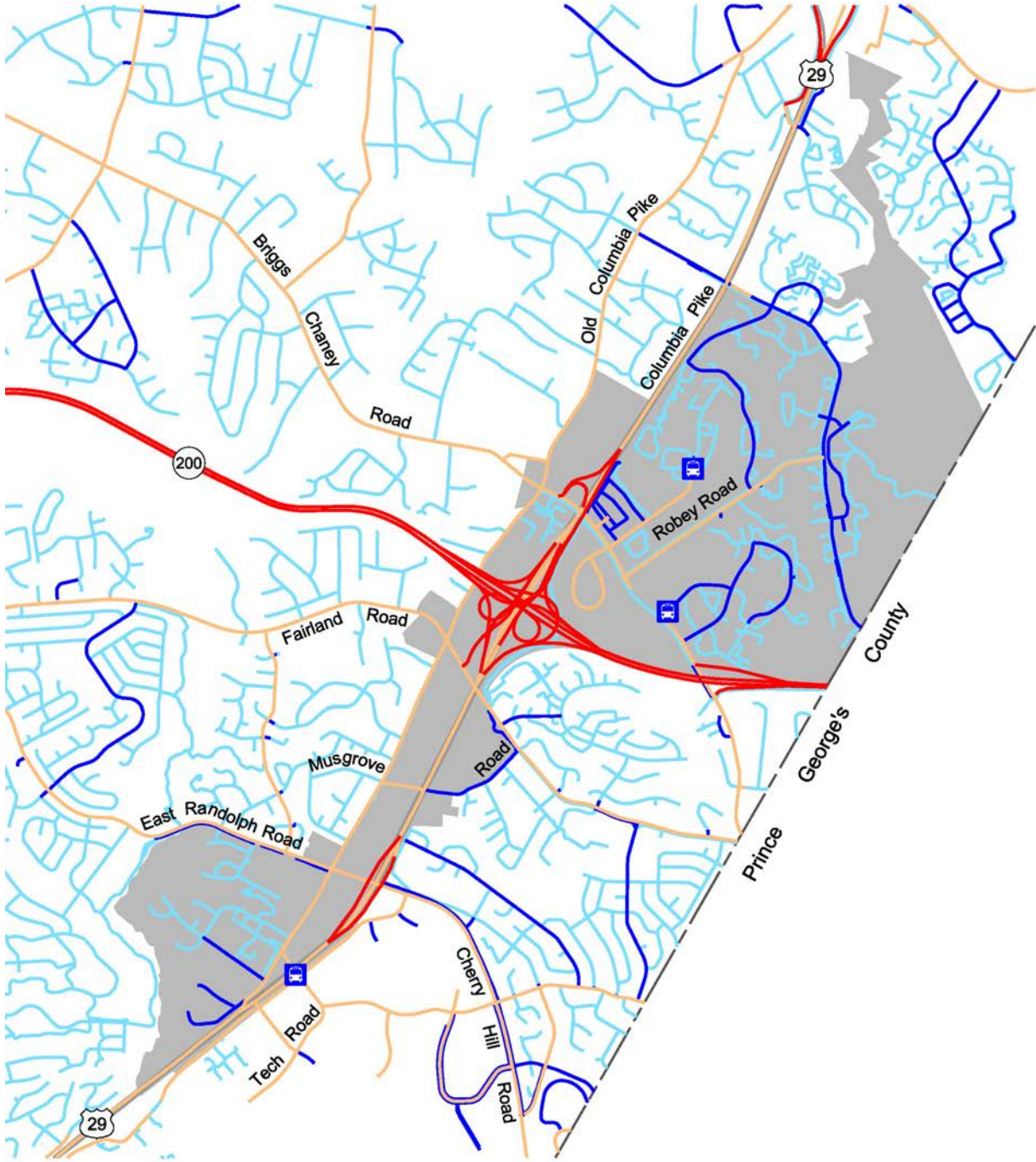


- | | | | |
|--|---|--|------------------------------------|
| | Fairland and Briggs Chaney Master Plan Boundary | | Uncomfortable Sidewalk/Path |
| | County Line | | Uncomfortable No Sidewalk |
| | BRT Station | | Somewhat Comfortable Sidewalk/Path |
| | Unacceptable Sidewalk/Path | | Somewhat Comfortable No Sidewalk |
| | Unacceptable No Sidewalk | | Very Comfortable Sidewalk/Path |

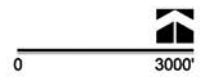




MAP 6: PLAN AREA BICYCLE LEVEL OF TRAFFIC STRESS



- Fairland and Briggs Chaney Master Plan Boundary
- County Line
- BRT Station
- Very Low Stress
- Low Stress
- High Stress
- Restricted or Planned





Eastern Montgomery Regional Services Center



Briggs Chaney Flash BRT Station (foreground); East County Community Recreation Center (background)

2.D.7. Community Facilities Context

The Fairland and Briggs Chaney community is well served by community facilities, including community centers, libraries, schools, and emergency services. These facilities, shown on Map 10, are either within the boundary of the study area or in adjacent neighborhoods (e.g., White Oak Library).

Regional Services Center

The Eastern Montgomery Regional Services Center is the local governmental office for the plan area. The Regional Services Center strengthens communication between the community and Montgomery County government and identifies priorities, programs and policies for the local community.

The Eastern Montgomery Regional Services Center is located on Briggs Chaney Road and is part of a county-owned site that includes the East County Community Recreation Center, Briggs Chaney Park and Ride station for the U.S. 29 BRT, and a private, senior residential community, Willow Manor.

For more discussion on the Eastern Montgomery Regional Services Center as a community hub, see the Community Health and Culture section, below.

Recreation Centers

The East County Community Recreation Center is the only such center situated within the plan area and is easily accessible to residents in the northern portion. The White Oak Community Recreation Center is closer to residents at the south end of the plan area, and the Marilyn J. Praisner Community Recreation Center is located just north of the plan area, on Old Columbia Pike. All are open to residents of the plan area, though access other than by personal vehicle could be improved via dedicated transit service and improved bike and pedestrian improvements.

Libraries

There are no libraries within the plan area. However, the Marilyn J. Praisner (Burtonsville) Library is less than a half mile north of the plan area and the White Oak Library is less than a mile south of the plan area.

Schools

The Fairland and Briggs Chaney plan area is located within the Northeast Consortium and served by Blake High School and Paint Branch High School. As part of the Northeast Consortium, high school students living in the plan area have an option to attend either Blake, Paint Branch or Springbrook high schools. Students are guaranteed to attend the high school serving the base area that



Greencastle Elementary School



Briggs Chaney Middle School

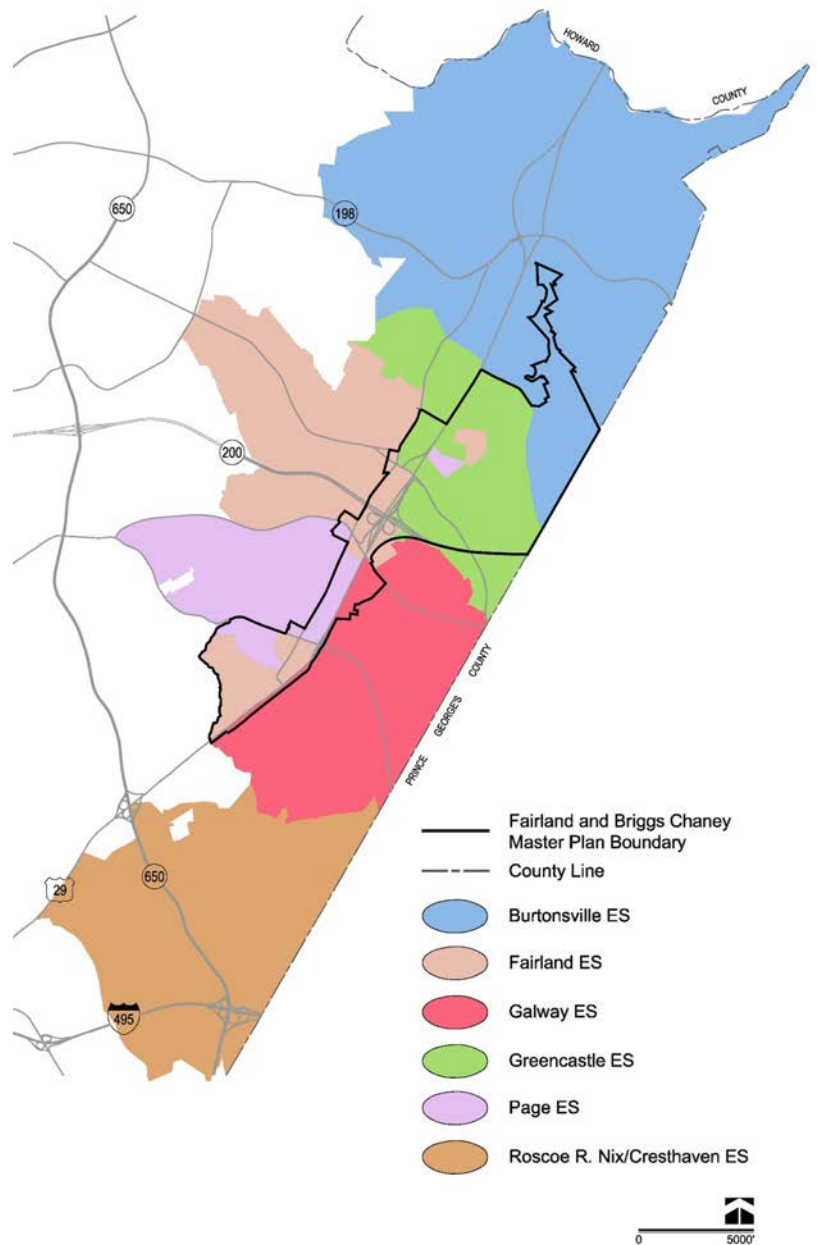
they live in but may apply to different signature programs offered at the other high schools within the consortium.

Elementary school students attend either Fairland Elementary School, Galway Elementary School, Greencastle Elementary School, or William T. Page Elementary School based on their addresses. For middle school, students matriculate to either Benjamin Banneker Middle School or Briggs Chaney Middle School.

In the 2022–2023 school year, the enrollment at a few of these schools, including Blake and Paint Branch High Schools, Benjamin Banneker Middle School, Greencastle Elementary School, and Page Elementary School, exceed the capacity of their built facilities, necessitating the use of relocatable classrooms. However, Page Elementary School is expected to see classroom additions completed by the start of the 2023–2024 school year, and Paint Branch High School has the capacity for future expansion. Greencastle Elementary School is also in the process of receiving classroom additions and is awaiting approval of construction funds to meet a completion date by the 2025–2026 school year.

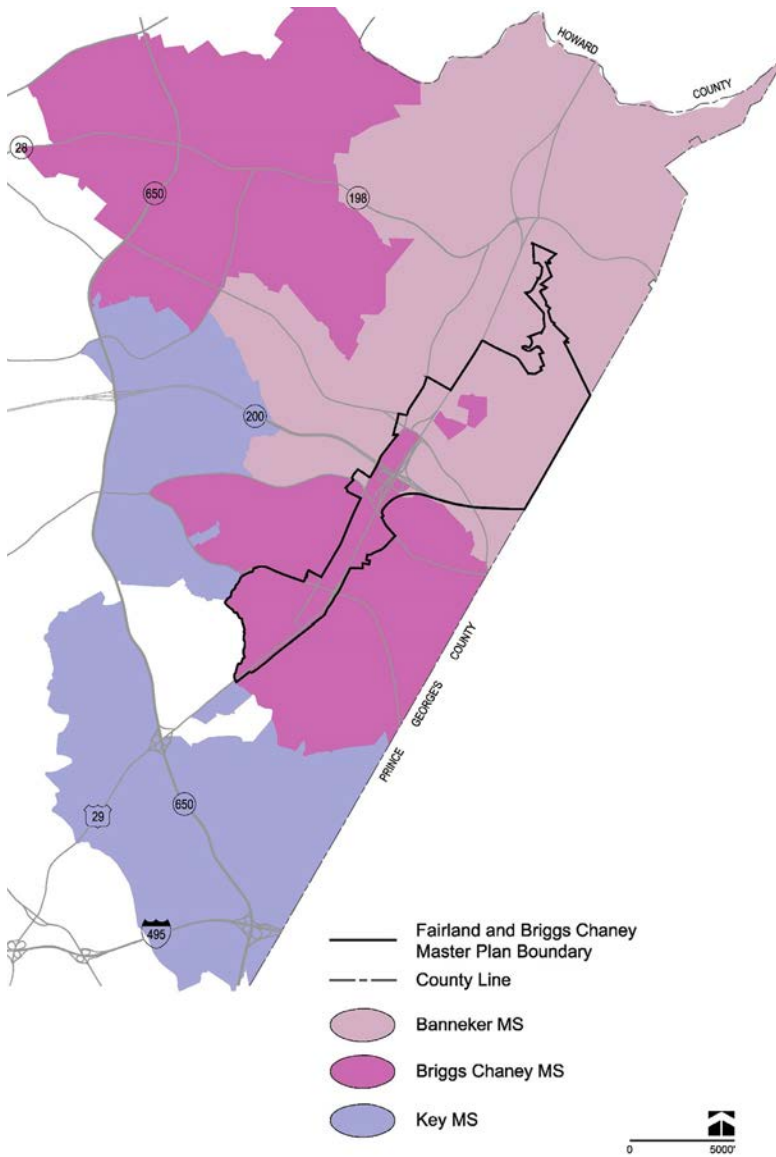


MAP 7: PLAN AREA ELEMENTARY SCHOOL SERVICE AREAS





MAP 8: PLAN AREA MIDDLE SCHOOL SERVICE AREAS



The Montgomery County Public Schools (MCPS) Department of Facilities Management develops facility plans and capacity-relief strategies to meet the needs of changing public school enrollment. They consider capital and non-capital solutions when the six-year projection of a Capital Improvements Program (CIP) period indicates that student enrollment is expected to exceed capacity by 200 seats for high schools, 150 seats for middle schools, and 92 seats for elementary schools.

According to projections in the Superintendent’s Recommended FY 2024 Capital Budget and Amendments to the FY 2023–2028 CIP, both Blake and Paint Branch high schools are expected to exceed that threshold by the 2028–2029 school year. A feasibility study was scheduled in FY 2022 to determine the scope and cost for classroom additions at these schools, yet due to fluctuation in enrollment trends year to year, MCPS will instead continue to monitor the projections to determine whether a capital or non-capital solution should be considered in a future CIP.

Banneker Middle School’s enrollment projections do not meet the seat deficit threshold to be considered for a capital or non-capital solution. However, the facility has been identified for a feasibility study in the FY 2023–2028 CIP to address the needs of its aging infrastructure through a major capital project, which often opens the opportunity for a capacity increase as well, if necessary. Once the feasibility study is complete, a recommendation regarding scope, timeline and funding will be considered in a future CIP.



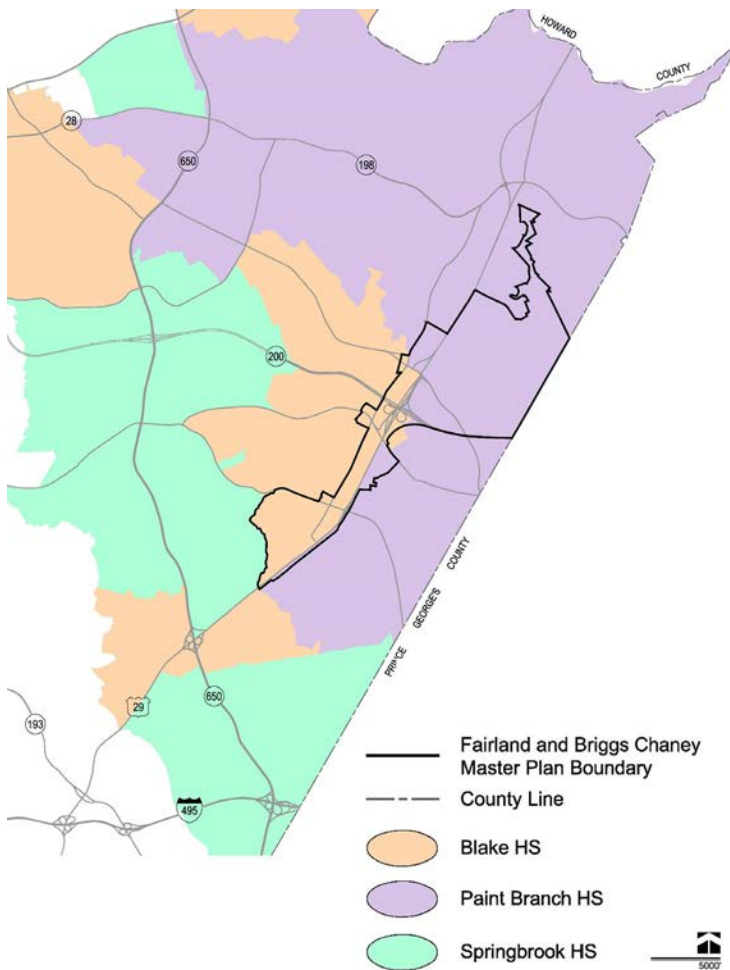
Paint Branch High School



Montgomery College



MAP 9: PLAN AREA HIGH SCHOOL SERVICE AREAS



Montgomery College

Access to higher education and/or continuing education is essential for residents in the plan area to realize economic mobility and career advancement. As highlighted by the 2021 Montgomery College East County Presence Feasibility Study, many eastern Montgomery County residents face economic challenges. The region has a high cost of living, and many jobs do not pay a living wage. Training and advanced degrees are key to higher earnings. The study estimated that over 3,200 students commute from East county to a Montgomery College campus, often with long travel times when using public transit. The University of Maryland–College Park and other, more distant higher education destinations pose similar challenges for residents in this area of East county to reach.

In the fall of 2023, Montgomery College opened the East County Education Center (ECEC), a leased building on Broadbirch Drive, just southeast of the plan area. The 55,193-square-foot space will feature classrooms, training labs, and student-advising space, while offering both credit and non-credit courses. The new center is the first step in Montgomery College’s expansion into East county and expects to serve more than 1,000 students in the first year.



Burtonsville Volunteer Fire Department, Station 15

Fire, Rescue, and Emergency Medical Services

The plan area is primarily served by Fire Station 15 of the Burtonsville Volunteer Fire Department, located at 13900 Old Columbia Pike. The station was built in 1995 and a new addition was completed in 2011. Station 15 responds to over 5,000 emergency calls per year, serving over 50,000 residents of Burtonsville and Silver Spring, as well as several neighboring cities in Howard County and Prince George's County. Other stations in the vicinity of the plan area include the Hillandale Volunteer Fire Department's stations 12 and 24, Prince George's County Fire/EMS Station 41, and the Laurel Volunteer Fire Department's Station 10.

Public Safety

District 3 of the Montgomery County Police Department serves the plan area. Police station 3D is located near the intersection of Columbia Pike (U.S. 29) and New Hampshire Avenue at 1002 Milestone Drive in Silver Spring. While the allocation of public safety resources and facilities is beyond the purview of this Plan, there is a recognition that perception and reality of personal and property safety are intricately linked to the success and comfort of the community's residents, workers, businesses, and visitors.

Public Parks and Open Space

Parks and open space comprise about 40% of the plan area. Portions of Paint Branch Stream Valley Park and the entirety of Fairland Recreational Park and Edgewood Neighborhood Park comprise about 460 acres within the plan area. Another 180 acres are maintained as Privately Owned, Publicly Available Open Space (POPS) among several residential neighborhoods in the plan area.

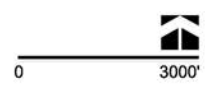
While the neighborhoods within the plan area have excellent proximity to high-quality parkland and open spaces, access to these places is lacking for many residents. Adding and improving connections between home and work and nearby green spaces and amenities must address the steep topography, private property barriers, major roadways, and sensitive environmental features present in the plan area.



MAP 10: PLAN AREA COMMUNITY FACILITIES



- | | |
|---|---|
| Fairland and Briggs Chaney Master Plan Boundary | Eastern Montgomery Regional Services Center |
| County Line | Recreation Center |
| Parkland | Golf Course |
| BRT Station | Post Office |
| High School | Fire Station |
| Middle School | Library |
| Elementary School | Public Pool |



Energized Public Spaces

Montgomery Parks' *2018 Energized Public Spaces (EPS) Plan* maps and scores the community's access to parks and open spaces by identifying and quantifying Parks resources and facilities and how they can best meet the community's needs. The EPS Plan measures how accessible a variety of public space amenities are from a given spot in the plan area via walking. The EPS Plan's methodology and approach to mapping outdoor experiences contributes to the *Fairland and Briggs Chaney Master Plan* as well as park-specific plans and park planning studies in the EPS Study Area. The EPS Plan also contributes to the County Council's racial equity and social justice efforts.

Results of the EPS Plan's analysis show that the plan area particularly lacks active, contemplative, and social experiences. The analysis also shows that many areas within the plan area have below average walkability to parks and open spaces (see References section 6.D).

Paint Branch Stream Valley Park

Paint Branch Stream Valley Park consists of approximately 1,000 acres of public parkland along the steeply sloped forested edges of the Paint Branch Stream. The portion of the Stream Valley Park located within the plan area boundary is called Paint Branch Stream Valley Unit 5, which is about 129 acres. The hard-surface Paint Branch Trail runs through Unit 5 along the west side of Paint Branch Stream, south from Fairland Road, and connects to the popular Martin Luther King, Jr. Recreational Park. A natural-surface trail, the Old 29er Trail, runs southeast under U.S. 29 from Paint Branch Trail to Old Columbia Pike and is expected to be extended as a natural-surface trail into Paint Branch Stream Valley Unit 4. Hiking and biking are allowed on these trails.

Fairland Recreational/Regional Park

The M-NCPPC's Fairland Recreational Park and Fairland Regional Park straddle the border between Montgomery and Prince George's counties and are managed as two separate parks due to their location in each county. The two parks were acquired and dedicated over time beginning in 1975.

On the Montgomery County side, the parkland was acquired and dedicated over time beginning in 1967. Of the 322 acres in Fairland Recreational Park, only 39 acres are developed with athletic fields and courts. The remaining parkland is preserved in its natural state, including Little Paint Branch Stream and its large, forested stream valley. The park serves to protect sensitive stream valley flora and fauna while allowing people to immerse themselves in nature along a system of trails. The level edges along Greencastle Road contain the high-intensity activities and destination amenities and parking lots.



Pedestrian crossing on Briggs Chaney Road bridge

The main access to the park is on Greencastle Road. Park amenities include picnic shelters and playgrounds, basketball and tennis courts, athletic fields, restrooms, and a newly opened bicycle skills course called The Pit, which is a regional mountain

biking facility that draws visitors from around the state. There are 1.4 miles of hard-surface trails and 3-plus miles of natural-surface trails that wind through the park. Hiking, biking, and horseback riding are allowed on the trails.

In Prince George’s County, Fairland Regional Park includes the golf maintenance center and pro shop, the Fairland Sports and Aquatics Complex, the Gardens Icehouse Ice Rink, and baseball, softball, and soccer fields. The indoor aquatics center, fitness center, and ice rink are open to both Montgomery and Prince George’s county residents.

Although the majority of the 18-hole Gunpowder Golf Course is located on the Montgomery County side of Fairland Recreational Park, it is operated and maintained by the Prince George’s County Department of Parks and Recreation. The entrance to the golf course is at 14300 Old Gunpowder Road.

Edgewood Neighborhood Park

Edgewood Neighborhood Park is located at 13900 Robey Road. It is 9.65 acres and was acquired in 1985. It is composed of a large, forested area and pond and park amenities including a picnic shelter, playground, access trail, scenic viewing platform at the pond, sculptural feature near the pond, and a small parking lot. A community garden serving 25 families opened in Spring 2023.



Edgewood Neighborhood Park playground

Public Pools

While there are no public pools in the plan area, Martin Luther King Jr. Recreational Park includes an outdoor and an indoor pool operated by the Montgomery County Department of Recreation and is located just west of the southern portion of the plan area boundary, off New Hampshire Avenue via Columbia Pike (U.S. 29).

The Fairland Sports and Aquatics Complex in Prince George’s County is operated by the Prince George’s County Department of Parks and Recreation and located just east of the plan area, at Fairland Regional Park in Prince George’s County. The complex allows access to the indoor pool and other facilities for Montgomery County residents, though Prince George’s County residents are given priority for class registrations.

2.D.8. Environmental Context

The plan area is situated in a unique area of the county, with a long and varied history. Among the interesting natural features in Fairland, its presence within the fall zone stands out. This drop-off between the Piedmont Plateau (which composes most of Montgomery County) and the Coastal Plain (which makes up most of Prince George’s County) extends north to south from Baltimore past the Potomac River area known as Great Falls.

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 travel and the trail and path connections that the Plan envisions. Creative strategies should be developed to overcome this challenge and create pedestrian connectivity within green areas, while maintaining environmental protection.

Paint Branch and Little Paint Branch are the primary subwatersheds, both draining to the Anacostia River. Little Paint Branch had excellent

water quality in the early 1980s, and early master plans for this area had the goal of maintaining this resource. Nevertheless, water quality declined by the late 1990s, with only the Silverwood tributary maintaining good water quality. Recent monitoring indicates that, despite the 1997 *Fairland Master Plan* recommendation to minimize additional imperviousness and use modern environmental guidelines for development, this subwatershed has also declined to fair water quality (see Map 11).

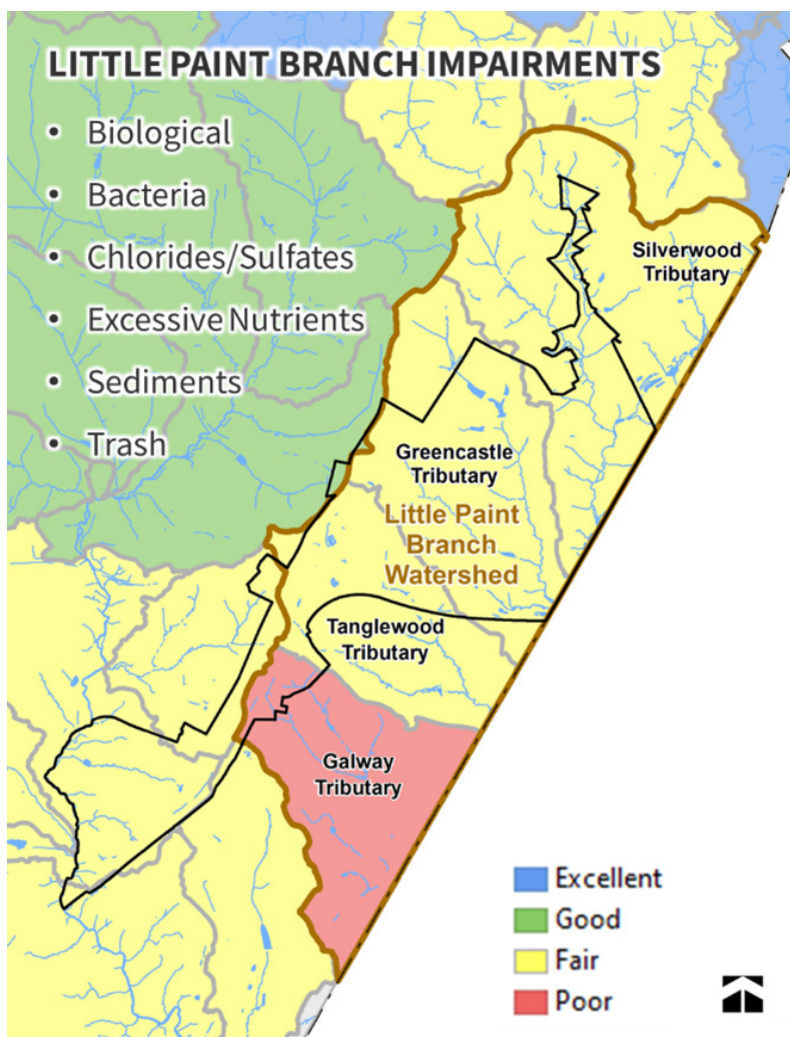
Furthermore, much of the residential and commercial development within the plan area

took place at a time when environmental standards were minimal, and this master plan process is an opportunity to regain some ground environmentally. Modern stormwater management and natural systems-based, or biophilic, design should be considered whenever possible.

The predominant risk from climate change in the plan area is extreme heat. Residents, workers, and visitors in the plan area experience three times as many extreme heat days as those in the county overall (*Montgomery County Climate Action Plan, 2021*).



MAP 11: PLAN AREA WATER QUALITY BY SUBWATERSHED (2021)



Extreme heat impacts health and well-being and presents challenges for vulnerable groups and individuals who have less adaptability to dangerous climate conditions. The vulnerability score for the population in the plan area is much higher than the county average as well.

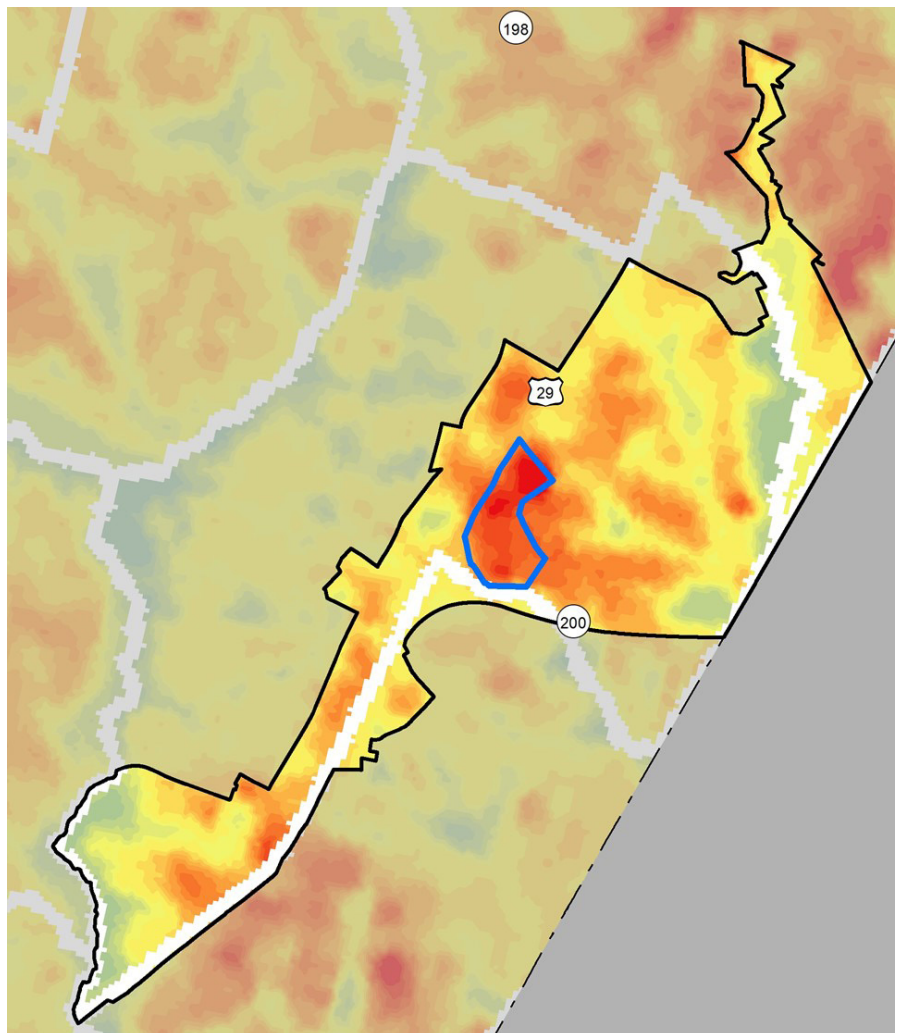
The Briggs Chaney corridor should be a focus for mitigating urban heat island conditions. Although Briggs Chaney Road has some street tree planting, there are many additional opportunities for shade and other cooling measures. Private property in lawn areas between the road right-of-way and

parking lots and along the perimeter of large properties often lack trees and should be targeted for planting.

Building energy usage and transportation account for most of the county's greenhouse gas emissions. The building energy-use intensity in the plan area is much higher than the national average. According to newly enacted county legislation (Bill 16-21, Building Energy Performance Standards), about 155 buildings must be improved by 2038.



MAP 12: PLAN AREA HEAT ANOMALIES



Source: Montgomery County and National Oceanic and Atmospheric Administration, 2022.

2.D.9. Historic and Cultural Resources Context

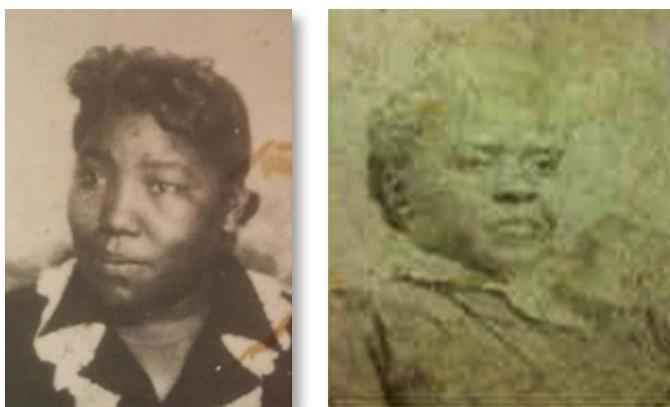
Master Plan Historic Sites

Montgomery County has designated three historic sites in the study area: The Conley House/Green Ridge, Julius Marlow House, and Valley Mill House (see Table 3). The plan area does not contain any *Master Plan for Historic Preservation* districts or Locational Atlas sites or districts.

The designated boundaries of the Quakers and the Underground Railroad Heritage Area passes through a portion of the plan area along Paint Branch Stream Valley Park, which is part of a larger system of stream valleys and historic areas identified with this historical period (see Map 13).

Cemeteries

There are eight cemeteries in the vicinity of the plan area as shown in Table 4. Of these, only the Saint Mark’s Episcopal Church Cemetery and Union Cemetery continue to accept new burials.



Sarah Lee Withers (left) and Malinda Jackson (right)

TABLE 3: Master Plan Historic Sites

| MHP Number | Name | Description |
|------------|--------------------------|--|
| 34/010 | Conley House/Green Ridge | Classical revival house built in 1910; within plan area |
| 34/008 | Julius Marlow House | Farmhouse built ca. 1800 associated with Edmonston, Duvall, Marlow families; adjacent to plan area |
| 34/007 | Valley Mill House | 1794 house of miller Peter Kemp; adjacent to plan area |

Archaeological Sites

Twenty-nine archaeological sites are located within the Fairland Study Area. Most sites are within stream valley parks. Their locations are based more on where archaeologists have had the opportunity to investigate than on where past human occupation occurred. Unrecorded sites may exist on the grounds of the Julius Marlow and Conley houses, for example. Three of the archaeological sites within the current plan boundaries are prehistoric sites of unknown period; another is the Jackson Homestead site, an African American household headed by Malinda Jackson between 1869 and 1915. The Jackson Homestead site was found eligible for the National Register of Historic Places during archaeological work for the Intercounty Connector (MD 200) project. The house burned down in 1915, yet many household objects, including numerous toys, other personal items, and objects possibly related to spiritual practices were found. These provide an unusually detailed window onto the material lives of an African American family of more than 100 years ago.



Conley House/Green Ridge Master Plan Historic Site (34/010)



Saint Mark's Episcopal Church Historic Cemetery (HP-135)



Julius Marlow House Master Plan Historic Site (34/008)



Valley Mill House Master Plan Historic Site (34/007)

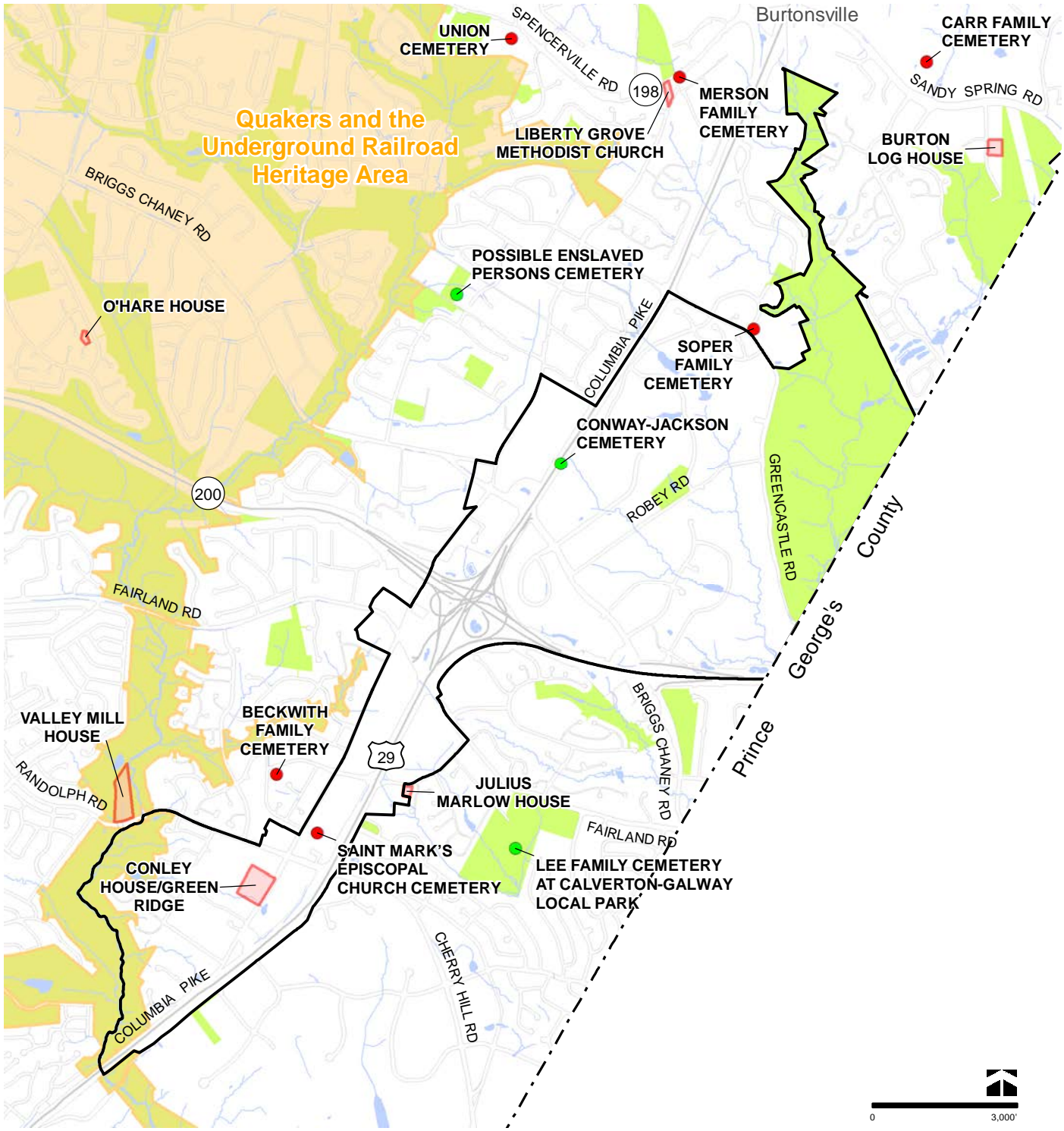
TABLE 4: Master Plan Historic Cemeteries

| Inventory Number | Name | Description and Notes |
|------------------|--|--|
| HP-251 | Beckwith Family Cemetery | Small family cemetery in yard of detached residential home according to a 1963 deed. No markers. |
| HP-199 | Lee Family Cemetery at Calverton-Galway Local Park | Small African American family cemetery on parkland. No markers. |
| HP-28 | Merson Family Cemetery | Family cemetery with an estimated 70 burials dating from at least 1892 to 1974. |
| HP-290 | Possible Enslaved Persons Cemetery | Approximate cemetery location based on local history book. |
| HP-310* | Conway-Jackson Cemetery | Approximate cemetery location based on local history book. |
| HP-198 | Soper Family Cemetery | Small family burial ground in use from 1867-1899 |
| HP-135* | Saint Mark's Episcopal Church Cemetery | Church cemetery with approximately 200 graves in use from 1862 to present |
| HP-148 | Union Cemetery | Still active community cemetery begun in 1850 |
| HP-NA | Duvall Family Cemetery | Approximate location based on 1865 deed reservation. |

*Located within the Master Plan Area



MAP 13: PLAN AREA HISTORIC SITES AND HERITAGE AREAS



- County Line
- Montgomery County Heritage Area
- Fairland and Briggs Chaney Master Plan Boundary
- Public Parkland
- Master Plan Historic Sites

- Approximate Location
- Known Location

Historic Burial Sites

- Approximate Location
- Known Location





Artist's interpretation of community feedback from the Fairland Recreational Park Outdoor Visioning Workshop. Credit: Lucinda Levine

2.E COMMUNITY ENGAGEMENT

Meaningful public participation is a vital part of the planning process, allowing agencies and stakeholders to effectively understand and meet the needs of the community.

Despite the many restrictions of in-person meetings brought on by the COVID-19 pandemic, the master plan team safely met the challenge by joining forces with the community. The team utilized a variety of engagement tools for virtual in-person settings while adhering to social distancing requirements. Beginning with Montgomery Planning's first virtual speaker series in May and June of 2021, to conducting the department's first door-knocking canvassing campaign in the summer of 2021, to hosting four virtual community listening sessions in November 2021, and attending numerous other in-person community events—the *Fairland and Briggs Chaney Master Plan* team employed multiple tools and tactics to successfully engage and facilitate

community conversations during the pandemic. Throughout the Plan's community engagement efforts, Montgomery Planning sought input from residents, business owners, property owners, service providers, county and state agencies, and elected and appointed officials, among others.



Plan outreach through door-to-door canvassing



Visioning workshop at Greencastle Lakes Community Center



Artist's illustrative summary of visioning workshop feedback. Credit: Daniel Skibicki

The overall engagement strategy for this master plan was focused on putting people first. Community outreach is an ongoing process, which requires Montgomery Planning to maintain partnerships with community stakeholders through continuous community engagement—especially with diverse and underrepresented groups. To ensure that residents felt they were well informed, engaged, and had a real stake in their community, the Plan’s engagement strategy sought to:

- Make it easy for people to participate by meeting them where they are.
- Encourage frequent visits and participation in community-led events.
- Place the emphasis on meaningful conversations and storytelling.
- Spotlight community contributors and leaders.

This intentional engagement process provided stakeholders with the spaces to share their concerns, perspectives, and visions for the future. In the 1997 *Fairland Master Plan*, racial equity and social justice were not strongly emphasized

in the planning process. However, in this updated process, attaining equitable communities was not only a primary objective, but intentionally captured in every aspect of this Plan.

A major element of the engagement strategy was the Fairland and Briggs Chaney Placemaking Festival, held over two days in October 2022 during the drafting of the Plan’s preliminary recommendations. In 2022, Montgomery Planning contracted the Dallas-based Better Block Foundation to help implement the Fairland and Briggs Chaney Placemaking Festival to engage with the community. The Better Block Foundation is an urban design nonprofit that educates, equips, and empowers communities and their leaders to reshape and reactivate built environments to promote the growth of healthy and vibrant neighborhoods.

The two-day festival sought to test out ideas identified by the community to inform the Master Plan recommendations by reimagining a portion of the Briggs Chaney Park and Ride parking lot in

the area adjacent to the Eastern Regional Services building shared by the Eastern Montgomery Regional Services Center, East County Community Recreation Center, Department of Transportation, and Willow Manor at Fairland into a public gathering space.

Feedback and ideas from the community manifested in a community celebration to test out a public gathering place with several elements such as recreation activities, landscaping, lighting, art, local vendors, music and live performances. Major recommendations that came from the placemaking festival include incorporating additional gathering spaces that accommodate all generations and abilities and exploring placemaking opportunities on large properties undergoing redevelopment and/or underutilized parking lots.



A comment table at the Fairland and Briggs Chaney Placemaking Festival, October 21 and 22, 2022.



Attendees at the Fairland and Briggs Chaney Placemaking Festival, October 21 and 22, 2022.

2.F PLAN FRAMEWORK

This Plan seeks to strengthen the community along the Columbia Pike (U.S. 29) corridor in this portion of eastern Montgomery County by increasing equity, economic health, and environmental resilience to meet the needs of current and future residents, businesses, and visitors.

2.F.1. Policy Framework Statements

The plan's policy framework seeks to achieve:

A **Complete Community**, by seeking to identify and correct past inequitable development policies to make the Fairland and Briggs Chaney community more whole and connected by integrating and expanding centers of housing, retail, and office development with parks and open space to make 15-minute living a reality for as many people as possible.

A **Resilient Economy**, by promoting public and private investment, economic development, business development, and job growth within the plan area and surrounding communities to leverage and attract future private investment in community facilities and redevelopment.

More **Diverse and Affordable Housing Options**, by supporting racial and economic equity and diversity in housing to help rectify past discriminatory housing policies.

Greater **Transit Service and Ridership**, by enhancing the existing U.S. 29 Flash BRT service with dedicated lanes on Columbia Pike, new, transit-oriented development at existing BRT stations, and improved safety and access to BRT stations.

Greater **Connectivity for Active Travel Modes**, by prioritizing a safer, more comfortable, and continuous network of trails and paths for walking, biking, and rolling through county parks, along

roadways, and through private common spaces connecting Activity Centers and neighborhoods with public parklands.

A Healthy and Resilient Environment, by reducing the emission of greenhouse gases across all sectors in the community and mitigating the effects of urban heat and extreme weather events on people and the environment.

A Vibrant Arts and Cultural Environment, by connecting local artists and cultural institutions to parks, open space and environment, recreational programming, and private development to leverage authentic working partnerships, strengthen pride of place, and create more attractive and interesting destinations.

An Integrated and Innovative Local Food System, by establishing a network of community gardens, farmers' markets, food production and education facilities within the community.

2.F.2. Concept Framework Plan

The plan's Concept Framework graphic lays out the overall vision for physical and experiential elements of the Master Plan in how land use, transportation, parks, and other community amenities fit together as a cohesive whole. The framework identifies key elements of the existing community landscape, overlaid by aspirational elements to be realized through implementation of the Master Plan's policies and recommendations.

Elements of the Concept Framework include:

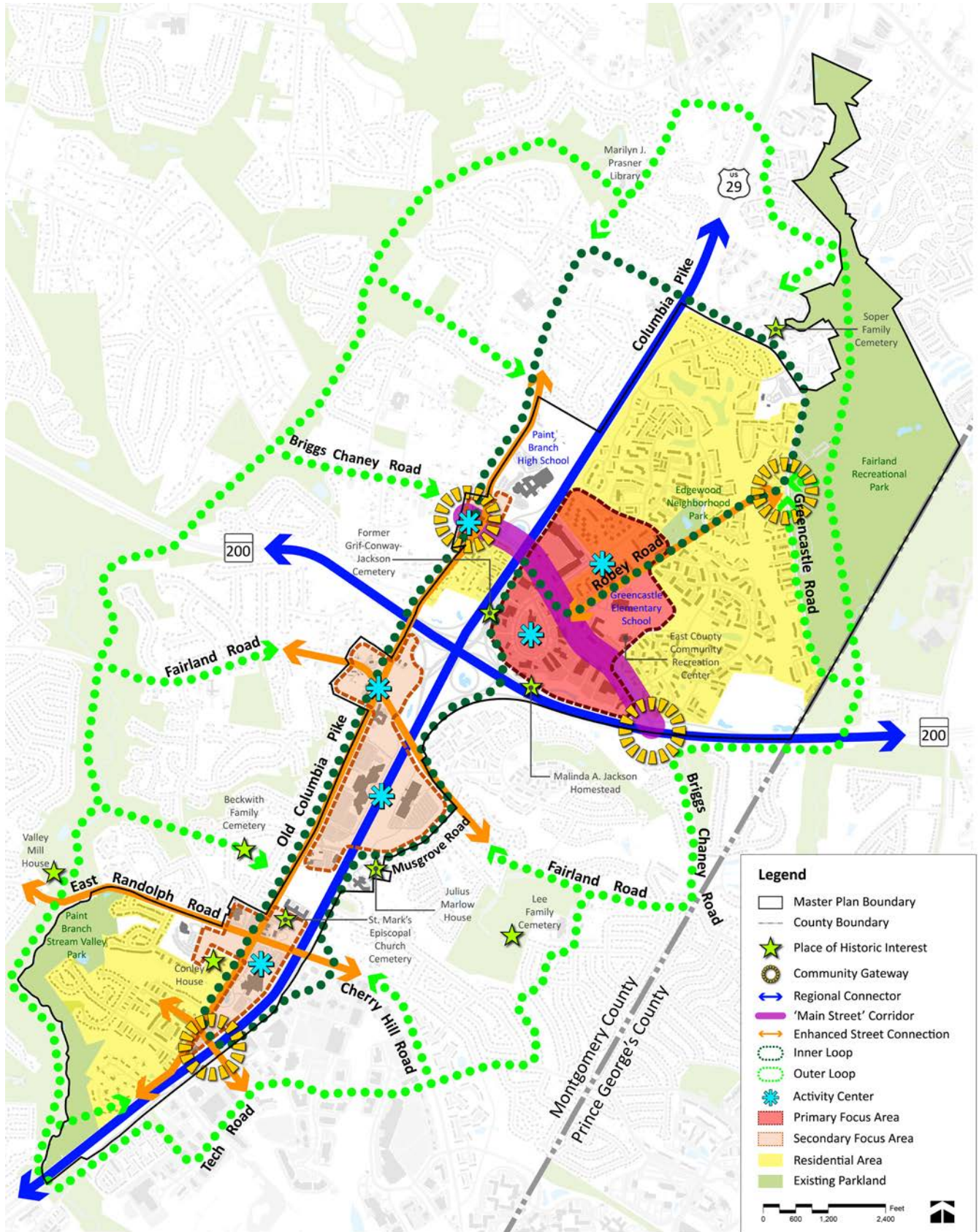
- Creating an enhanced 'main street' corridor on Briggs Chaney Road as the spine of a Primary Focus Area for future urban-style development.
- Establishing Secondary Focus Areas for future neighborhood-scale development.
- Identifying key Activity Centers within Primary and Secondary Focus Areas with distinctive

plan visions and potential for future private development and public improvements.

- Maintaining existing residential areas while enhancing connections to nearby public open spaces and Activity Centers.
- Completing a network of active transportation trails and paths encircling the plan area with Activity Center connections.
- Enhancing existing roadways and street connections through safer crossings and multi-modal improvements.
- Increasing access to parkland.
- Enhancing Community Gateways that incorporate public art installations, unique architectural elements, and community gathering spaces that help convey a sense of 'arriving' at these locations.
- Celebrating places of historic interest in the community.



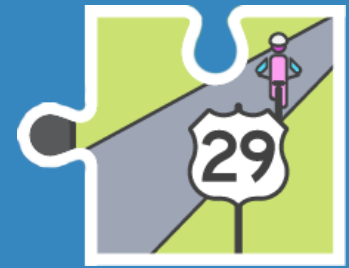
MAP 14: CONCEPT FRAMEWORK PLAN





PLAN-WIDE RECOMMENDATIONS

This chapter includes the goals and recommendations for the plan area in general among all applicable policy themes. For district- or property-specific recommendations, refer to the District section below. Background contexts are provided for each policy theme in the Introduction chapter above.



3.A LAND USE AND DESIGN

3.A.1. Land Use and Design Goals

This Master Plan envisions a new development pattern that is a more compact, walkable, and vibrant community with an emphasis on greater living, shopping, and employment opportunities at key Community Gateways and Activity Centers, served by high-frequency, rapid bus service, or BRT, and active community gathering spaces. (See the Concept Framework Plan and District recommendations.)

When considering properties with the greatest potential for future development, the Plan seeks to:

- Leverage new development opportunities at major intersections to improve the public realm and pedestrian environment and increase access to neighborhood services and amenities.

- Support the establishment of Complete Streets and a safe pedestrian network.
- Enhance the inventory of community destinations by improving design quality and safety of parks, plazas, and public open space.
- Retrofit outdated auto-centric, suburban properties to more neighborhood-focused/compact centers, easily accessible by non-automobile modes.
- Encourage more efficient use of land by replacing surface parking lots and single-story buildings with multi-story, mixed-use buildings, structured parking, and public green space.
- Support the co-location of community resources near commercial, employment, light industrial, and residential uses.

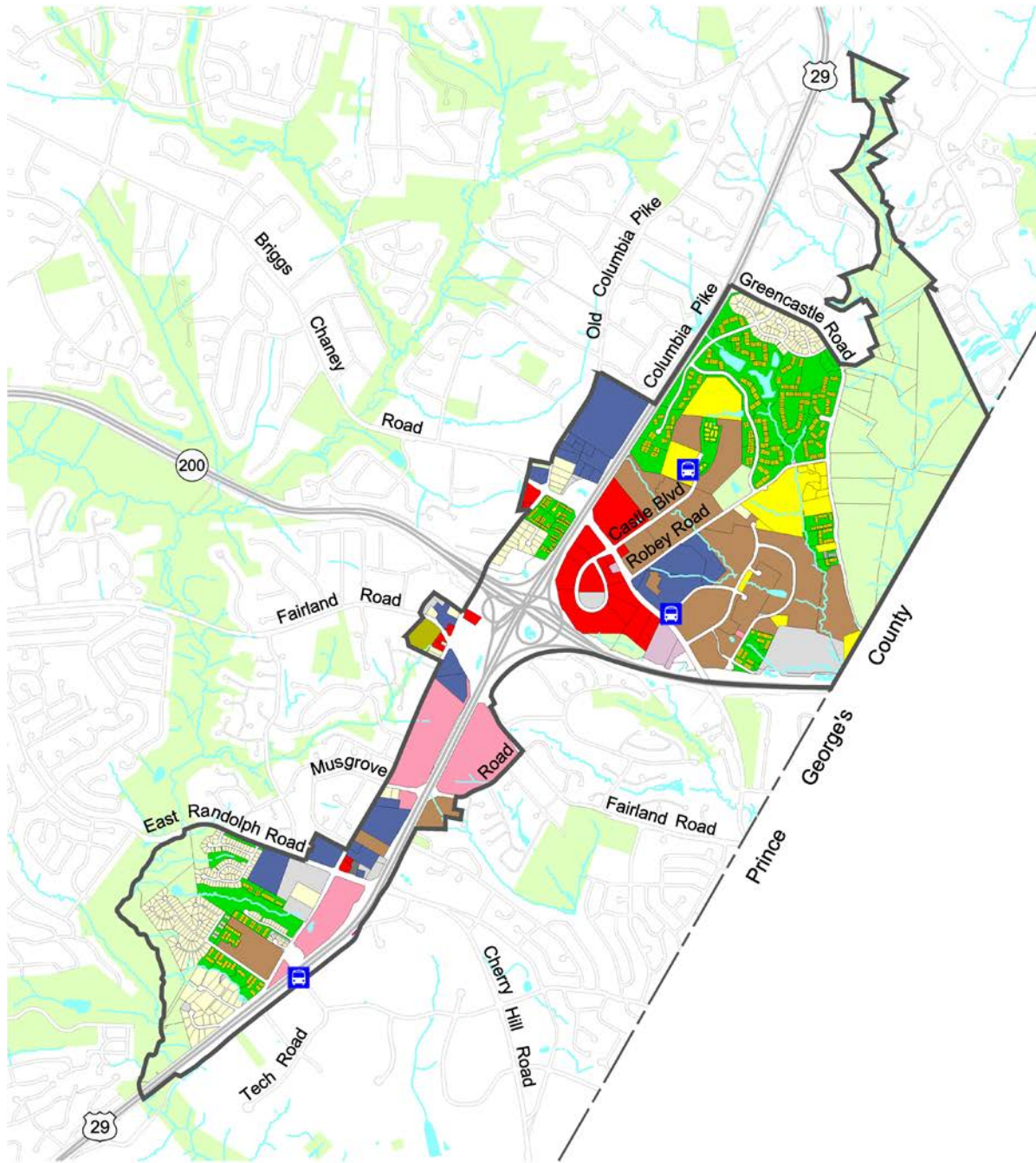


Silver Plaza on Ellsworth Drive in downtown Silver Spring

This **MASTER PLAN** envisions a *new* development pattern that is more **COMPACT, WALKABLE, and VIBRANT**

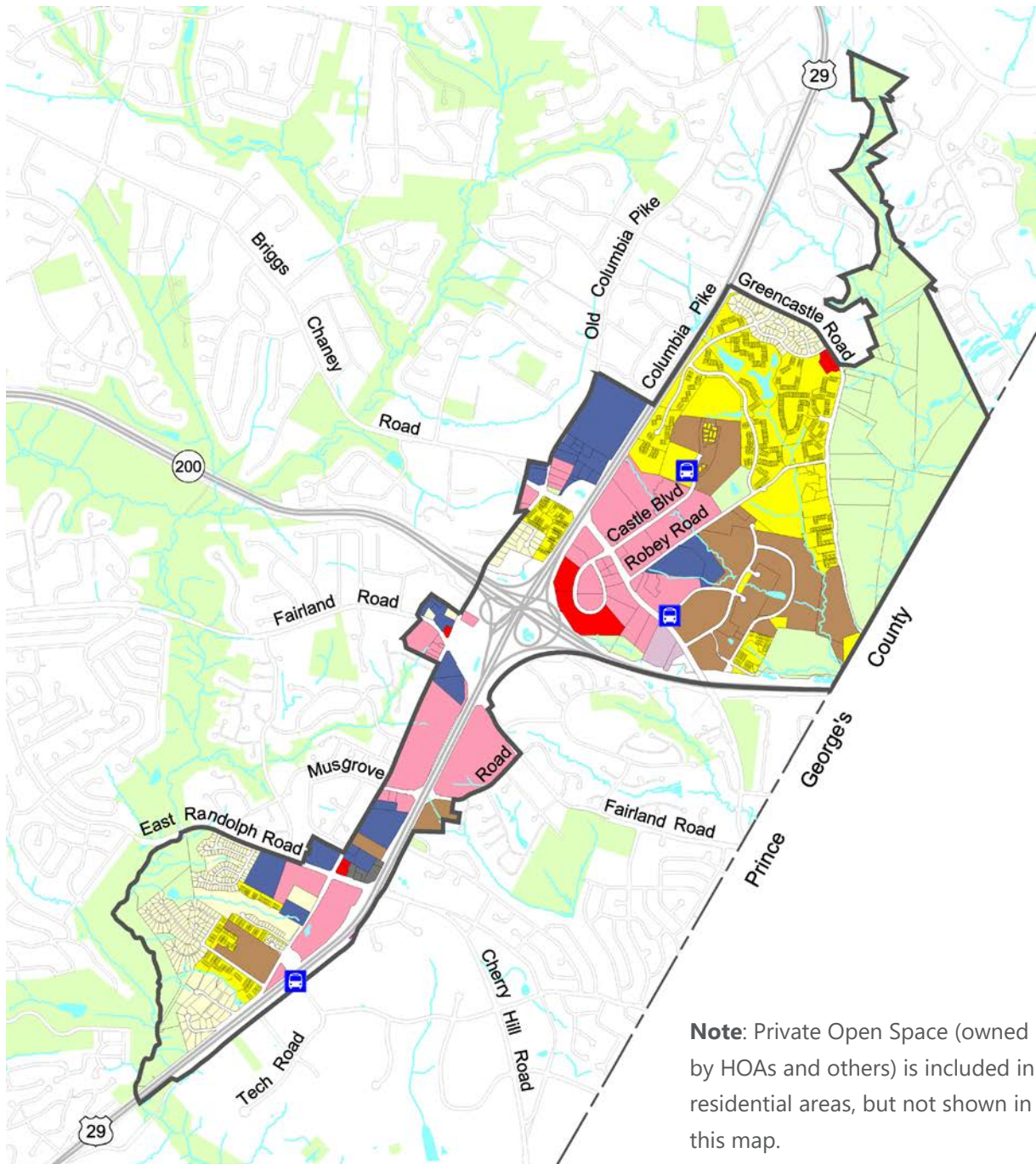


MAP 15: EXISTING LAND USES





MAP 16: PLANNED LAND USES



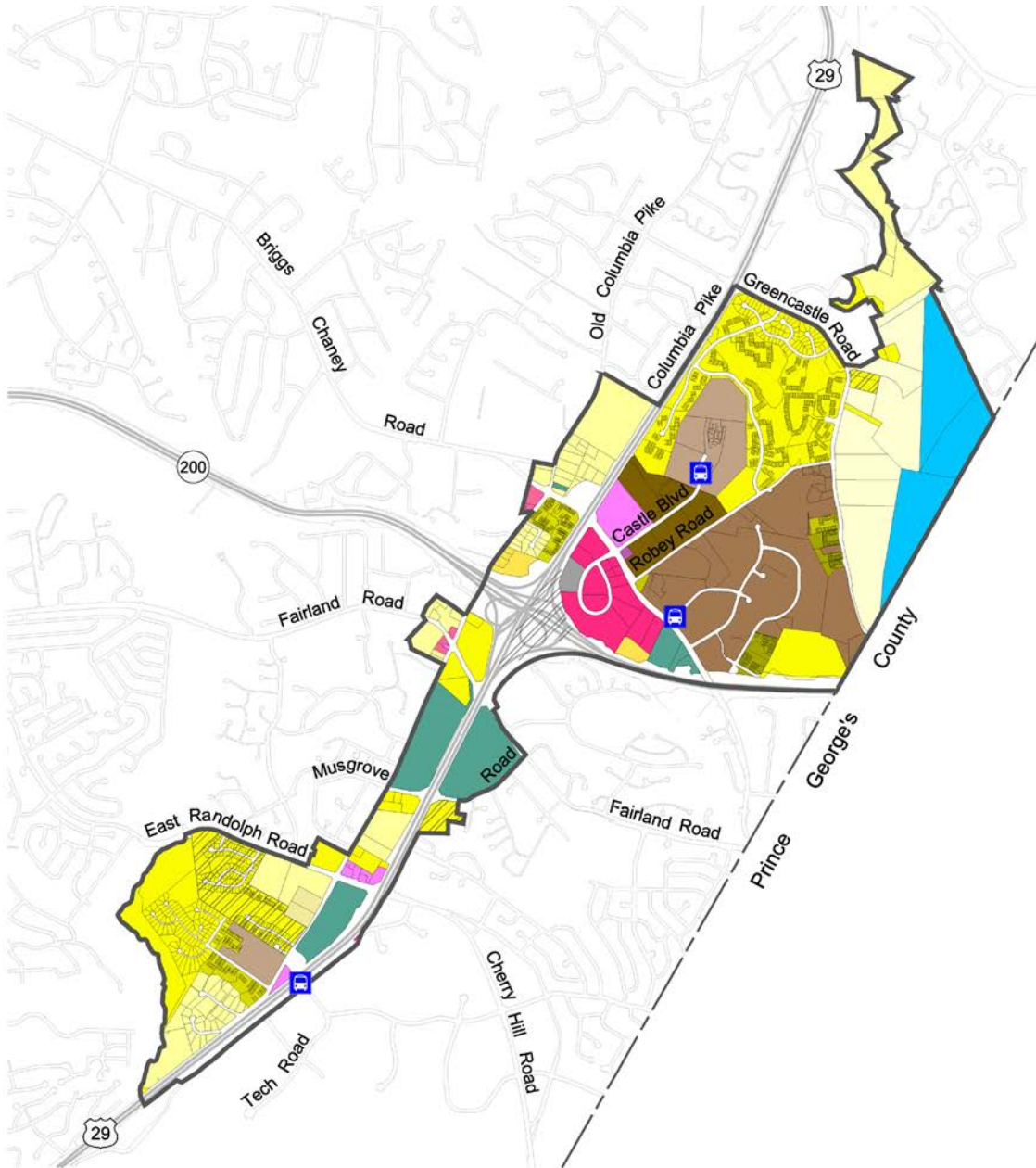
Note: Private Open Space (owned by HOAs and others) is included in residential areas, but not shown in this map.

- Fairland and Briggs Chaney Master Plan Boundary
- County Line
- BRT Station
- Water Features
- Public Parkland and Open Space
- Residential Single-Family Detached
- Residential Single-Family Attached
- Residential Multi-Family
- Institutional/Community Facility
- Mixed-Use
- Retail
- Light Industrial
- Parking/Transportation/Utility





MAP 17: EXISTING ZONING

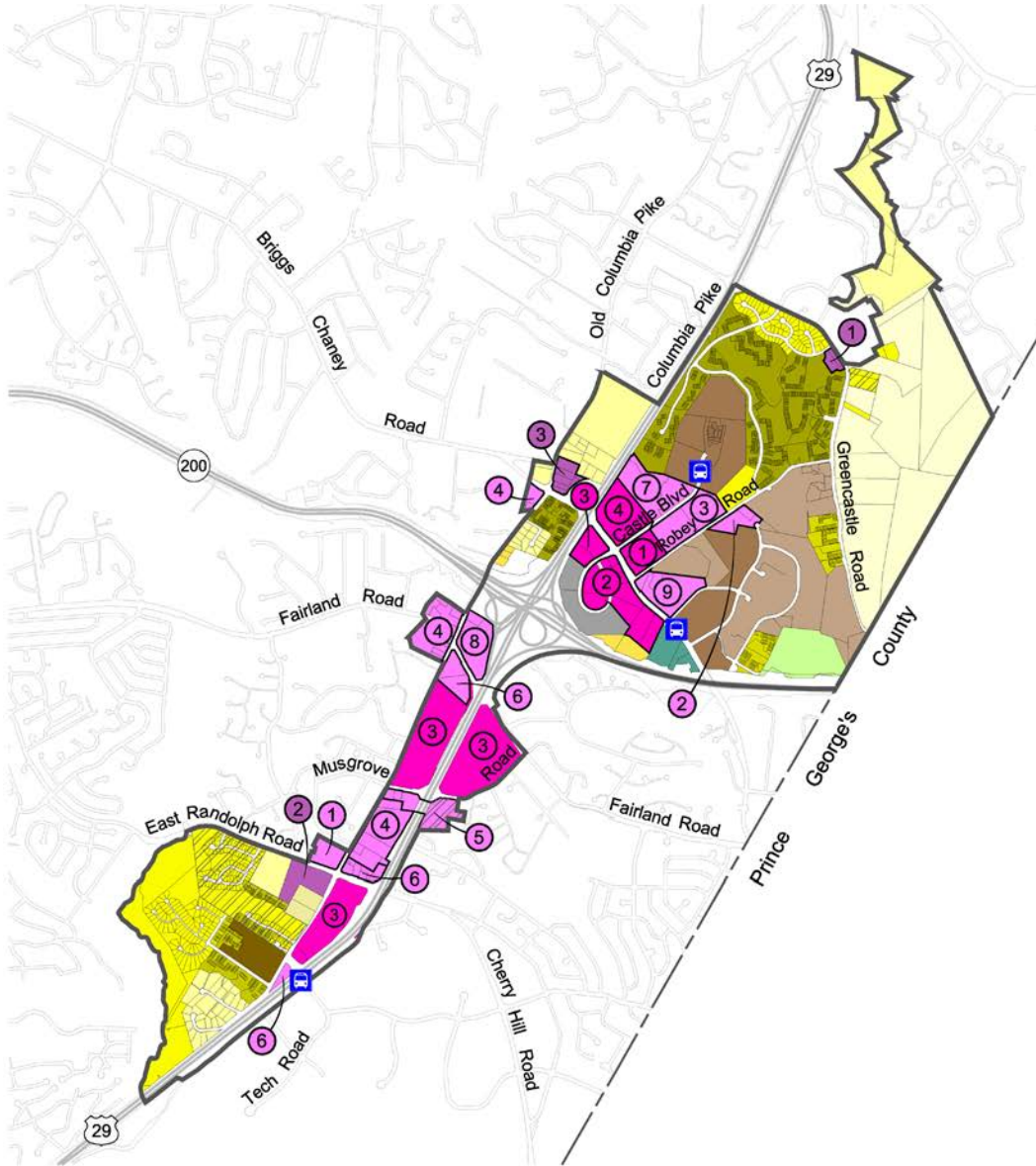


| | | | | | |
|-------|---|-------|-------------------------------------|-----|---------------------|
| — | Fairland and Briggs Chaney Master Plan Boundary | RT-10 | Residential Townhouse | GR | General Retail |
| - - - | County Line | RT-8 | Residential Townhouse | NR | Neighborhood Retail |
| | BRT Station | RH | Multiple-Family, High Density | EOF | Employment Office |
| | RE-2 Residential, Single-Family | R-30 | Multiple-Family, Low Density | I-M | Moderate Industrial |
| | RE-2C Residential, Single-Family | R-20 | Multiple-Family, Medium Density | | TDR Overlay |
| | R-200 Residential, Single-Family | PD-2 | Planned Development | | |
| | R-90 Residential, Single-Family | CR | Commercial Residential | | |
| | R-60 Residential, Single-Family | CRN | Commercial Residential Neighborhood | | |
| | RT-12.5 Residential Townhouse | CRT | Commercial Residential Town | | |

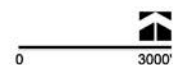




MAP 18: RECOMMENDED ZONING



| | | | | | |
|--|---|--|--------------------------------------|--|---|
| | Fairland and Briggs Chaney Master Plan Boundary | | R-30 Multiple-Family, Low Density | | CRT 1.25, C-0.75, R-1.25, H-75' |
| | County Line | | R-20 Multiple-Family, Medium Density | | CRT 1.5, C-0.25, R-1.5, H-85' |
| | BRT Station | | R-10 Multiple-Family, High Density | | CRT 1.5, C-0.75, R-1.25, H-75' |
| | RC Rural Cluster | | CR Commercial Residential | | CRT 2.0, C-0.25, R-2.0, H-85' |
| | RE-2 Residential, Single-Family | | 1 CR 2.0, C-0.5, R-2.0, H-85' | | CRN Commercial Residential Neighborhood |
| | RE-2C Residential, Single-Family | | 2 CR 2.0, C-1.5, R-1.5, H-85' | | 1 CRN 0.25, C-0.25, R-0.0, H-45' |
| | R-200 Residential, Single-Family | | 3 CR 2.0, C-1.5, R-1.5, H-120' | | 2 CRN 1.0, C-0.0, R-1.0, H-75' |
| | R-90 Residential, Single-Family | | 4 CR 2.25, C-1.5, R-0.75, H-85' | | 3 CRN 1.5, C-1.25, R-1.25, H-65' |
| | R-60 Residential, Single-Family | | CRT Commercial Residential Town | | EOF Employment Office |
| | TLD Townhouse Low Density | | 1 CRT 1.25, C-0.25, R-1.0, H-55' | | 1 EOF 0.75, H-100' |
| | TMD Townhouse Medium Density | | 2 CRT 1.25, C-0.25, R-1.0, H-75' | | I-M Moderate Industrial |
| | THD Townhouse High Density | | 3 CRT 1.25, C-0.25, R-1.0, H-85' | | 1 IM 2.5, H-85' |
| | | | 4 CRT 1.25, C-0.75, R-1.25, H-55' | | TDR TDR Overlay |
| | | | 5 CRT 1.25, C-0.75, R-1.25, H-65' | | |



3.A.2. Land Use 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-based policies and recommendations. Zoning recommendations are included for individual properties in Chapter 4: District Recommendations, below.
2. Develop and adopt design guidelines for private development and public improvements. These design guidelines should illustrate the form and function of elements along corridors, streetscapes, pathways, open spaces, and community gathering spaces. Recommended elements of the design guidelines are included in the Implementation chapter of this Plan.
3. Establish Community Gateways and Activity Centers, as illustrated in the Concept Framework Plan, through private development and public investment. Activity Centers should consist of compact, high-density mixed-use development, focused on frequent transit service and community gathering spaces. Community Gateways should include public art installations, unique architectural elements, and community gathering spaces that help convey a sense of 'arriving' at these locations.
4. Encourage the inclusion of 'third places' as a part of proposed development on private property for community gathering places, sports fields and/or courts, and areas for organized events and/or casual socialization.
5. Support locating buildings closer to the street with parking and services behind or to the sides of buildings to promote a pedestrian-oriented public realm in Activity Centers.
6. Promote context-sensitive infill development at bus station park-and-ride locations within the plan area to support a transit-oriented community. (see Chapter 4: District Recommendations for details.)
7. Minimize the impact of new drive-throughs to prioritize the pedestrian environment and Vision Zero goals over auto-oriented development.
8. Discourage vehicle or equipment sales, storage, rental, and service uses, as well as warehouse uses within the plan area, except for properties in the Briggs Chaney Road (South) Activity Center, to minimize the influence of auto-oriented uses beyond the Auto Sales Park.

3.B HOUSING

3.B.1. Housing Goals

The *Fairland and Briggs Chaney Master Plan* envisions a vibrant, mixed-income community where the benefits of living in an increasingly economically, socially, and racially diverse area are achieved. To achieve this vision, the Plan recommends adding both market-rate housing and new income-restricted housing. This Plan aims to balance this production of new housing with the preservation of existing naturally occurring affordable housing, where possible. This preservation and production strategy seeks to retain the existing zoning of many of the naturally occurring affordable housing sites, and to rezone select properties to maximize density near BRT transit stations. This Plan also encourages providing a range of housing unit types for a diversity of households, including families, seniors, and persons with disabilities, to allow more households to meet their housing needs.

This Plan represents one of the first opportunities to implement the vision for housing laid out in

Thrive Montgomery 2050, the 2022 update to the county’s General Plan that lays out a long-range policy framework that guides future land use and growth. Thrive’s housing recommendations, found in the Housing for All chapter, have wide-ranging policies to help make housing more affordable and attainable, including increasing housing production (including affordable housing production), and preserving existing affordable and attainable housing. The vision laid out in Thrive is consistent with the *Housing Element of 2011* and builds upon a foundation of progressive housing policy laid out in several recent county master plans, including the *Bethesda Downtown Plan*, the *Veirs Mill Corridor Master Plan*, the *Forest Glen Montgomery Hills Sector Plan*, and the *Silver Spring Downtown and Adjacent Communities Plan*.



Townhomes near downtown Silver Spring

This Plan also responds to the 2020 Montgomery County Housing Needs Assessment, which found that the county population is aging, less likely to own their home, and in need of a range of housing for all abilities, incomes, occupancy types, and sizes.

The housing goals for this Master Plan are guided by the following policies and practices found in previous and recent plans, including Thrive, the Housing Element of 2011, and recent master plans. The intent of this Plan is to ensure consistency with current best practices in planning and housing policy. These goals, as aligned with Thrive, include:

- Facilitate the development of a variety of housing types, especially in areas near BRT transit stations and lines.
- Support creative housing options, including personal living quarters and/or micro units; “missing middle” housing types such as tiny houses, cottages, duplexes, multiplexes, and small apartment buildings; shared housing, cooperative housing, co-housing, live-work units, and accessory dwelling units (ADUs), to help meet housing needs and diversify housing options.
- Increase the number of income-restricted affordable housing units, especially for lower-income households.
- As properties redevelop, Montgomery Planning and Montgomery County Department of Housing and Community Affairs will work with the applicants through the development review process to replace the naturally occurring affordable housing units with income-restricted housing at a mix of incomes attainable by a range of households.
- Discourage the deterioration of housing through the enforcement of housing codes.

3.B.2. Housing Recommendations

1. Aligned with current county policy, new developments should provide at least 12.5% Moderately Priced Dwelling Units (MPDUs).

2. Prioritize public benefit points for MPDUs and two- and three-bedroom units as part of Optional Development Method residential development projects in the Commercial/ Residential family of zones (CR) to provide larger and additional affordable housing units within the plan area (see also Section 5.C).
3. Add more housing units and housing types to accommodate a diversity of incomes and households, including families, seniors, and persons with disabilities.
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.
6. When public properties are redeveloped with a residential component, provide a minimum of 30% MPDUs, with 15% affordable to households earning at the standard MPDU level of 65-70% or less of Area Median Income (AMI) and 15% affordable to households earning at or below 50% of AMI.
7. When feasible, developers of private residential projects should work with nonprofit partners and the Montgomery County Department of Housing and Community Affairs (MCDHCA) to reach deeper levels of affordability by providing affordable housing below 65% of the AMI.
8. In the event of redevelopment, priority should be given to existing eligible residents for the units under market-affordable rental

agreements. Property owners should work with the MCDHCA and tenants so that eligible residents receive support and assistance to mitigate the impacts of relocation.

9. Support the development of permanent and temporary supportive housing for unhoused populations 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.

3.C TRANSPORTATION

3.C.1. Transportation Goals

This Master Plan envisions a sustainable, equitable, safe, and resilient transportation future. In this vision, priority is placed on the movement of people over personal vehicles, both within and between communities. Ultimately, the Plan envisions the Columbia Pike corridor centered on high-quality transit with safe connectivity for those who walk, bike, and roll; where neighborhoods and major destinations are connected by high-quality trails and paths; and where travel is a safe and enjoyable experience for all.

The county's significant investments in the Flash Bus Rapid Transit (BRT) system along the Colesville Road/Columbia Pike (U.S. 29) corridor, as a complement to the existing local bus network, and advocacy of Vision Zero initiatives signal the prioritization of transit service over single-occupancy vehicles to reduce commute times and traffic volumes on U.S. 29. The Plan's corridor-focused vision seeks to leverage infill development opportunities at prime intersections with BRT stops to enhance neighborhood connectedness and overall resiliency.

Another major aspect of the plan area's transportation vision is a contiguous trail and

path network, building from recommendations from the bicycle and pedestrian master plans. Such a network would expand upon existing trails and paths on public parkland, public rights-of-way, and private property, of both natural- and hard-surface construction, through the completion of missing connections. As illustrated in the Concept Framework Plan, an outer and inner loop of continuous pathways, accessible by radial connectors, might consist of natural-surface and paved trails, boardwalks, and side paths. Public amenities could be provided as a part of this 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 (U.S. 29) and Old Columbia Pike. This concept is a continuation of the 1997 *Fairland Master Plan*, which recommended such a pathway along Old Columbia Pike up to MD 198.

The transportation goals for this Plan are:

- Provide realistic solutions for transportation cost-burdened residents beyond driving.
- Make transit services more efficient and frequent to reduce travel times for lower-income and vulnerable populations that are more dependent on public transit within the Master Plan Area.
- Provide amenities for walking and rolling to serve the needs of all ages and abilities, from wheelchair access to bicycle pathways and bicycle racks to areas accessible to skateboarding.
- Address the needs and trip patterns of vulnerable populations and reduce barriers to accessing transit.
- Promote economic development by providing high-quality transit connectivity to major

regional job, housing, and Activity Centers.

- Promote sustainable, resilient transportation options.

3.C.2. Street Network Recommendations

1. Apply the 'Downtown' and 'Town Center' area and street types of the Complete Streets Design Guide (CSDG) to Activity Centers in the plan area, as shown in Map 19.
2. 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, to achieve the vision of Complete Communities, specifically adding the following connections (see also Map 19 and Table 5):
 - a. Castle Boulevard to Ballinger Drive
 - b. Aston Manor Drive to Robey Road
 - c. Sheffield Manor Drive to Greencastle Road
 - d. Robey Road to Automobile Boulevard
 - e. Gateshead Manor Way to the southernmost point of Automobile Boulevard
3. New development applications should provide reasonable new public street connections to enhance neighborhood multimodal interconnectivity.
 - a. New developments resulting in cul-de-sac and non-through roads are strongly discouraged.
 - b. For nonresidential streets, applicants should provide a grid of streets based on the "Maximum Spacing for Protected Crossings" in the Complete Streets Design Guide (CSDG) for each street type. The CSDG provides a targeted framework for evaluating the sufficient spacing needed

for protected intersections based on the classification of the identified road and the area type. For example, protected crossings on neighborhood connectors within a Downtown or Town Center context have a maximum spacing of 600 feet. In contrast, a suburban area type increases the spacing measurement to a high of 1,200 feet.

- c. Block lengths exceeding 300 feet in any dimension are similarly discouraged.
4. Remove from the *Master Plan of Highways and Transitways* proposed grade-separated interchanges on Columbia Pike (U.S. 29), previously recommended by the 1997 *Fairland Master Plan*, at the following intersections (see also Map 19): 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.
 - a. The recommendation for a grade-separated interchange at Tech Road/ Industrial Parkway as recommended by the 2014 *White Oak Science Gateway Plan* should be amended to be placed only at Industrial Parkway. This plan recommends that an additional needs and/or facility study be conducted to explore the need for this interchange in light of current policies and priorities. If it is not found to be needed, the *White Oak Science Gateway Plan* and supporting White Oak Local Area Transportation Improvement Program should be amended.
5. Retain the signalized intersection of Musgrove Road and Columbia Pike (U.S. 29). Previous plans and studies have considered eliminating

this intersection to reduce the number of road crossings on Columbia Pike (U.S. 29). This Plan affirms the intersection as a valuable access point for the land uses and neighborhoods on either side of Columbia Pike (U.S. 29). This intersection should be improved to protected intersection standards.

6. Configure all existing at-grade intersections on Columbia Pike (U.S. 29) within the plan area to maximize non-automobile mode safety and comfort (see Map 19). Practical solutions may include shrinking the footprint of an intersection through travel-lane narrowing or elimination, removing left turn lanes, providing median pedestrian refuges, and adding protected crossings (see also Recommendation 3.C.3.7).
7. 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 and the Briggs Chaney Road bridge by converting space dedicated to vehicles to non-vehicular use and buffers, eliminating unprotected pedestrian crossings (e.g., 'hot rights'), and slowing travel speeds through road design (see also Map 19).
8. 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, provide wider street buffers, provide dedicated transit lanes, calm traffic, and create new space for safe and comfortable pedestrian and bike movement. If found to be feasible at these or other locations, a determination should be made on how they should be constructed.
9. Montgomery Planning and MCDOT should

study the feasibility of implementing roundabouts in lieu of signalized intersections to reduce the use of turning lanes, improve intersection throughput, increase road safety, and reduce paved surfaces. Suggested intersections for study include Castle Boulevard/Briggs Chaney Road, Robey Road/Briggs Chaney, Robey Road/Greencastle Road, and Briggs Chaney Road/Old Columbia Pike. If found to be feasible at these or other locations, a determination should be made on how they should be constructed.

10. Consolidate, relocate, or remove driveways on Downtown Boulevards, Town Center Boulevards, Boulevards, Area Connectors, and across separated bike lanes. If needed,

driveways and service access points should be located on alleys, Downtown Streets, Town Center Streets, and other side streets.

11. Establish electric car charging and car sharing stations that are evenly distributed throughout the plan area. This may be accomplished through public-private partnerships within each Activity Center.
12. Continue to accommodate freight traffic along U.S. 29 in support of the highway's designation as a federal freight corridor.



Castle Boulevard at Briggs Chaney Road

TABLE 5: Street Classification and Right-of-Way (ROW) Recommendations (sorted by County Classification)

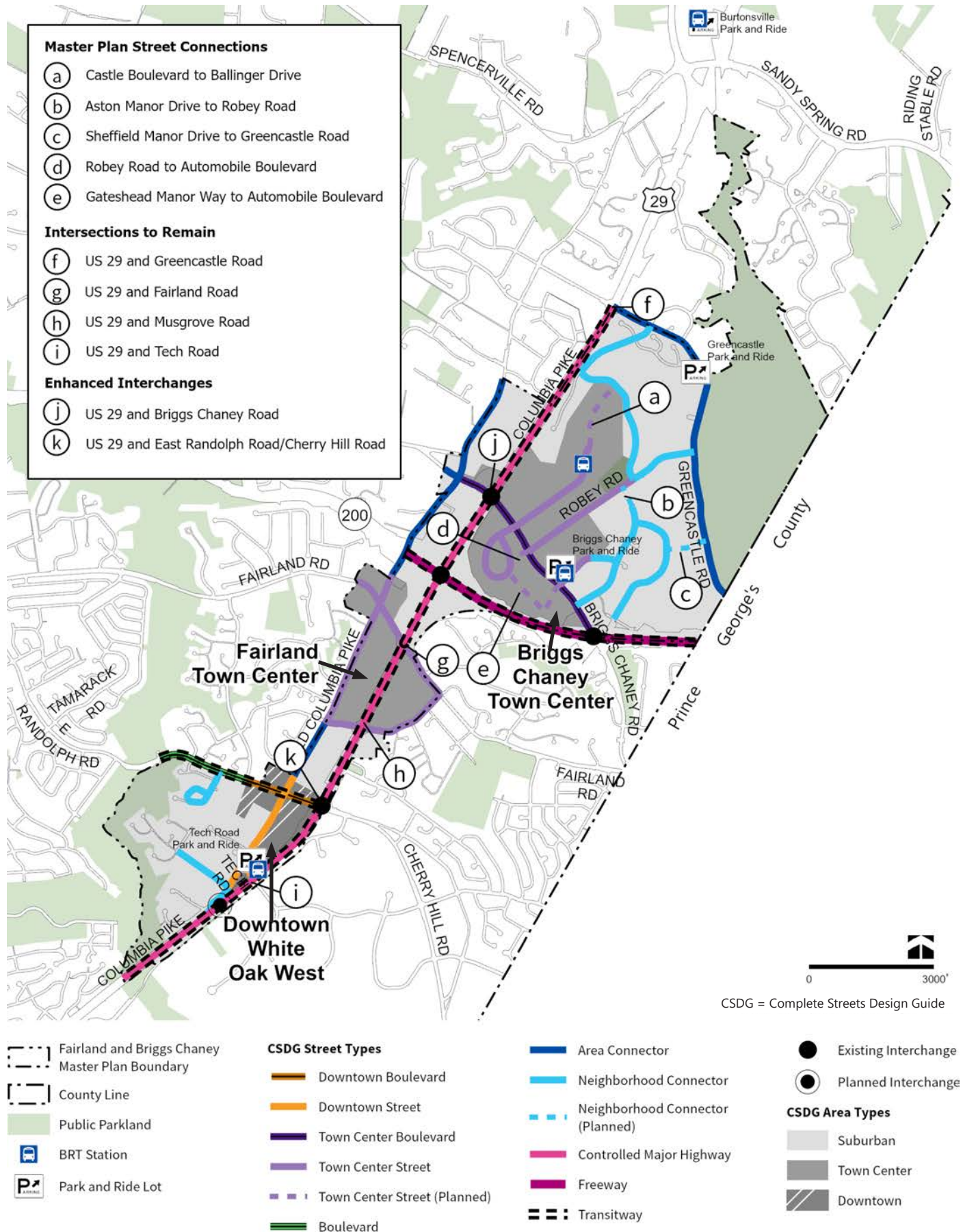
| Street | From (east or north) | To (west or south) | Minimum Planned ROW (ft) | Existing Lanes | Planned Lanes | Target Speed (mph) |
|---|---------------------------------------|--|--------------------------|----------------|---------------------|--------------------|
| Downtown Boulevard | | | | | | |
| East Randolph Road | Columbia Pike | Serpentine Way | 120 | 4 | 4 | 25 |
| Downtown Street | | | | | | |
| Old Columbia Pike | 150 feet south of Ruxton Road | Featherwood Street | 80 | 2 | 2 | 25 |
| Tech Road | Columbia Pike | Old Columbia Pike | 80 | 4 | 4 | 25 |
| Boulevard | | | | | | |
| East Randolph Road | Serpentine Way | Paint Branch stream/western plan boundary | 80 | 5 | 4 | 35 |
| Town Center Boulevard | | | | | | |
| Briggs Chaney Road | Intercounty Connector (MD 200) | Old Columbia Pike | 120 | 4 | 4 | 30 |
| Town Center Street | | | | | | |
| Automobile Boulevard | Briggs Chaney Road | Automobile Boulevard | 80 | 2 | 2 | 25 |
| Castle Boulevard (proposed) (a) | Ballinger Drive | Fairland Crossing Apartments | 80 | 2 | 2 | 25 |
| Castle Boulevard | Fairland Crossing Apartments | Briggs Chaney Road | 80 | 2 | 2 | 25 |
| Fairland Road | Musgrove Road | western plan boundary | 80 | 2 | 2 | 25 |
| Gateshead Manor Way | Parkford Manor Drive | Briggs Chaney Road | 70 | 2 | 2 | 25 |
| Gateshead Manor Way (proposed) (e) | Briggs Chaney Road | Automobile Boulevard | 70 | 2 | 2 | 25 |
| Musgrove Road | Fairland Road | Old Columbia Pike | 80 | 2 | 2 | 25 |
| Old Columbia Pike | 400 feet south of Edfinn Road | Musgrove Road | 80 | 2 | 2 | 30 |
| Robey Road | Ballinger Drive | Briggs Chaney Road | 70 | 2 | 2 | 25 |
| Robey Road (proposed) (d) | Briggs Chaney Road | Automobile Boulevard | 70 | 2 | 2 | 25 |
| Area Connector | | | | | | |
| Briggs Chaney Road | Old Columbia Pike | western plan boundary | 80 | 2 | 2 | 25 |
| Greencastle Road | Columbia Pike (U.S. 29) | eastern plan boundary | 80 | 2 | 2 | 25 |
| Old Columbia Pike | northern plan boundary | 400 feet south of Edfinn Road | 80 | 2 | 2 | 25 |
| Old Columbia Pike | Musgrove Road | 150 feet south of Ruxton Road | 80 | 2 | 2 | 25 |
| Neighborhood Connector | | | | | | |
| Aston Manor Way (proposed) (b) | Robey Road | Colgate Way | 70 | 2 | 2 | 25 |
| Aston Manor Way | Colgate Way | Briggs Chaney Road | 70 | 2 | 2 | 25 |
| Ballinger Drive | Wexhall Drive | Robey Road | 70 | 2 | 2 | 25 |
| Featherwood Street | Old Columbia (Old U.S. 29) | Loft Lane | 70 | 2 | 2 | 25 |
| Gateshead Manor Way | Aston Manor Drive | Parkford Manor Drive | 70 | 2 | 2 | 25 |
| new street (proposed) (c) | Greencastle Road | Sheffield Manor Drive | 70 | 2 | 2 | 25 |
| Old Columbia Pike | Featherwood Street | Cedar Hill Drive | 80 | 2 | 2 | 25 |
| Robey Road | Greencastle Road | Ballinger Drive | 70 | 2 | 2 | 25 |
| Sheffield Manor Drive | Aston Manor Drive | Guilford Run Lane | 70 | 2 | 2 | 25 |
| Stratford Garden Drive | East Randolph Road | Stratford Garden Drive | 70 | 2 | 2 | 25 |
| Wexhall Road | Greencastle Road | Ballinger Drive | 70 | 2 | 2 | 25 |
| Controlled Major Highway | | | | | | |
| Columbia Pike (U.S. 29) | Greencastle Road | Paint Branch stream/southern plan boundary | 200 | 6 | 6 + 2 Transit Lanes | 45-55 |
| Freeway | | | | | | |
| Intercounty Connector (MD 200) | eastern plan boundary | western plan boundary | 300 | 6 | 6 | 55< |

Notes:

1. On Downtown Streets, Town Center Streets, and Neighborhood Connectors, safety and utility for pedestrians and bicyclists will have the highest priority when determining space allocation within the right-of-way. Street trees should be allocated adequate space in which to thrive and expand the tree canopy.
2. Minimum planned rights-of-way do not include lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel. Additional rights-of-way may also be needed to accommodate spot master planned and required pedestrian, bicycle and transit facilities, including protected intersections, the envelopes of transit stations, pedestrian crossing refuges, and footprints associated with grade separation. Rights-of-way are considered by default to be measured symmetrically based upon right-of-way centerline.
3. The number of existing and planned through lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.
4. **Bold** rows are recommended amendments to the Complete Streets Design Guide street type classifications for a given street segment.
5. Letters in parentheses next to proposed streets refer to letter call-outs on Map 19: Existing and Planned Roadways.



MAP 19: EXISTING AND PLANNED ROADWAYS



Master Plan Street Connections

- (a) Castle Boulevard to Ballinger Drive
- (b) Aston Manor Drive to Robey Road
- (c) Sheffield Manor Drive to Greencastle Road
- (d) Robey Road to Automobile Boulevard
- (e) Gateshead Manor Way to Automobile Boulevard

Intersections to Remain

- (f) US 29 and Greencastle Road
- (g) US 29 and Fairland Road
- (h) US 29 and Musgrove Road
- (i) US 29 and Tech Road

Enhanced Interchanges

- (j) US 29 and Briggs Chaney Road
- (k) US 29 and East Randolph Road/Cherry Hill Road

- Fairland and Briggs Chaney Master Plan Boundary
- County Line
- Public Parkland
- BRT Station
- Park and Ride Lot

- CSDG Street Types**
- Downtown Boulevard
 - Downtown Street
 - Town Center Boulevard
 - Town Center Street
 - Town Center Street (Planned)
 - Boulevard

- Area Connector
- Neighborhood Connector
- Neighborhood Connector (Planned)
- Controlled Major Highway
- Freeway
- Transitway

- Existing Interchange
 - Planned Interchange
- CSDG Area Types**
- Suburban
 - Town Center
 - Downtown

3.C.3. Bicycle and Pedestrian Network Recommendations

1. Establish a continuous trail and path network, as illustrated in the Concept Framework Plan (Section 2.F) and Map 23, connecting Activity Centers, neighborhoods, parks, open spaces, community facilities, and bus stops within and beyond the plan area.
 - a. Depending on location and property ownership, responsible parties may include Montgomery County Department of Transportation, Montgomery Parks, and Homeowners' Associations and other private property owners. Completion of the network may be through capital expenditures in the public right-of-way, public park improvement projects, grants or funding to private property owners, and/or conditions of approval for applicable private development (see also Section 3.E.2).
2. Expand the Briggs Chaney Road bridge over Columbia Pike (U.S. 29) to include a wide, linear pathway and/or public plaza, with small-scale retail, entertainment, shade trees and landscaping, and other activated uses to improve the safety, comfort, and interest of the Briggs Chaney Road crossing over Columbia Pike. This project should be considered for federal planning and construction grants to support reconnecting the communities on either side of U.S. 29 for greater safety, comfort, and activation of the streetscape for all travel modes.
 - a. As an interim measure, reconfiguration of the existing road facilities at the bridge should be explored by MCDOT and Montgomery Planning and implemented to create a safer and more comfortable bridge crossing experience in the heart of the plan area.



I-95 bridge with trees and landscaping in Philadelphia, PA

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. Possible methods might include through public easements, shared access agreements, and wayfinding signage.
4. Provide sidewalks or sidepaths along all public roads, as required by Montgomery County Code Chapter 49 and/or the Complete Streets Design Guide. Achieve a Pedestrian Level of Comfort score of at least 2 on all roads within the plan area.
5. Complete the Breezeway Network along U.S. 29 and MD 200 within the plan area, as recommended by the *Bicycle Master Plan* (see Map 21). These breezeways would provide a continuous 'bike highway' connecting the Burtonsville commercial center with the Viva White Oak development and points south, as well as providing an important east-west link for plan area communities to central Montgomery County and Prince George's County.
6. Micro-mobility is expected to grow within the plan area for travel modes such as bicycles, scooters, electric-assist bicycles, and electric

scooters. More micro-mobility parking corrals should be provided so they are widely and conveniently available and riders learn to see them as an easy way to park the devices safely, conveniently, and in a way that does not hinder pedestrian access. Corrals should be built in accordance with MCDOT location and design specifications, including concrete pads, u-racks, scooter racks, lighting, and charging capability for both e-scooters and e-bikes. Improve the distribution of secure short-term bicycle parking facilities at existing public and commercial facilities, consistent with requirements outlined in Section 6.2.4C of the Montgomery County Zoning Ordinance. While new development projects are required to adhere to the code's bicycle parking calculations, current facilities lack sufficient bicycle parking. Providing safe bicycle facilities encourages cycling as a viable transportation option for all.

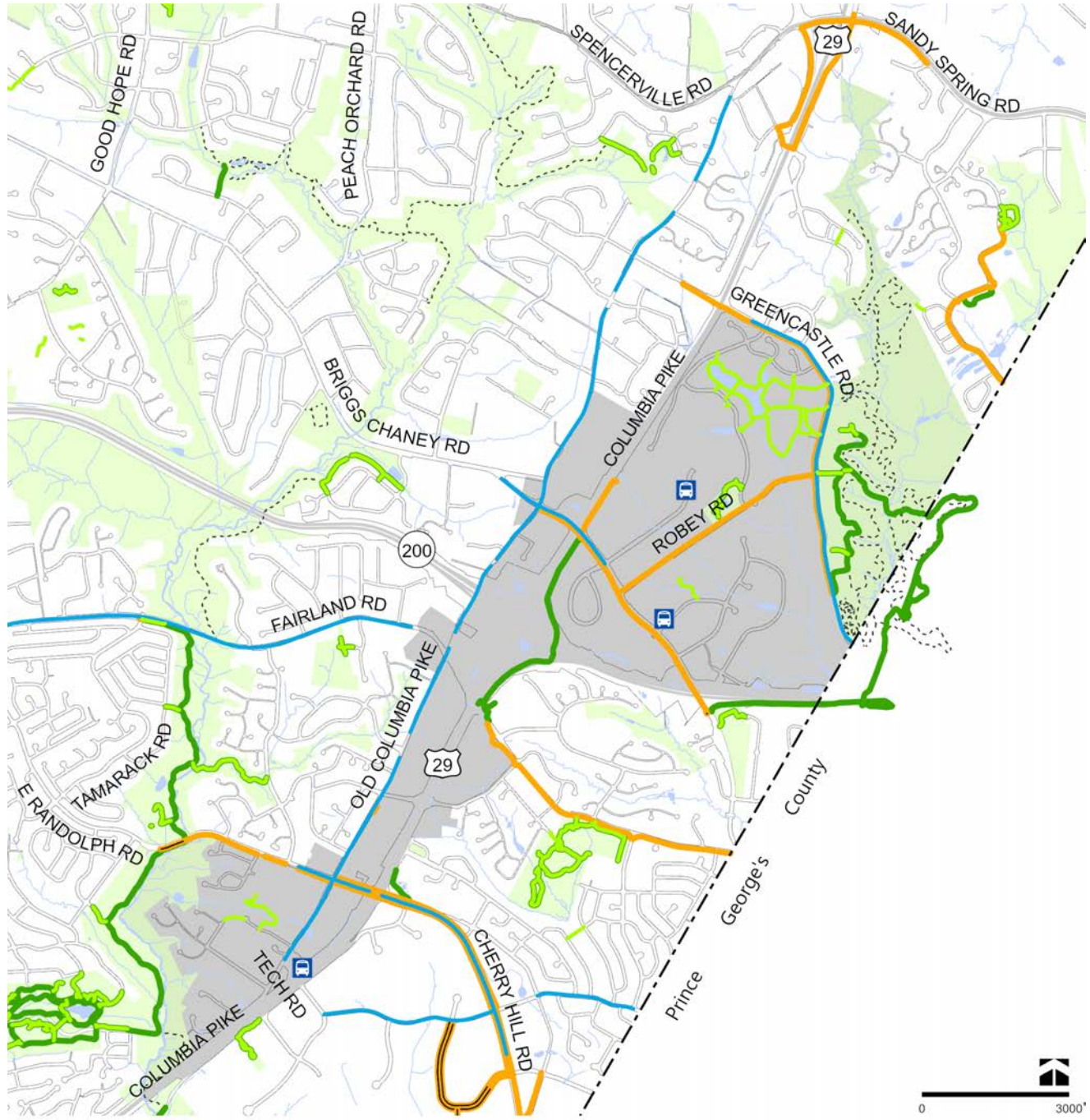
7. Improve major intersections to protected intersection standards. Priority should be given to intersections with a history of injuries and fatalities to pedestrians and cyclists and along high-injury segments of roadways. These include but are not limited to: Tech Road and U.S. 29, Fairland Road and U.S. 29, Fairland Road and Old Columbia Pike, East Randolph Road and Old Columbia Pike, Greencastle Road and U.S. 29, and all intersections on Briggs Chaney Road from Old Columbia Pike to Aston Manor Drive (see also Recommendation 3.C.2.6).
8. Advance investment in Bicycle and Pedestrian Priority Areas (BiPPAs) and corridors in the Master Plan Area, particularly 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 (see also Section 4.B.2).

9. Add new pedestrian and bicycle connections across U.S. 29 to improve connectivity between each side of U.S. 29. Each connection should be designed to be safe, convenient, comfortable, and accessible and to fit contextually with land uses along each approach to the connection. Connections should ideally be implemented as part of private development.



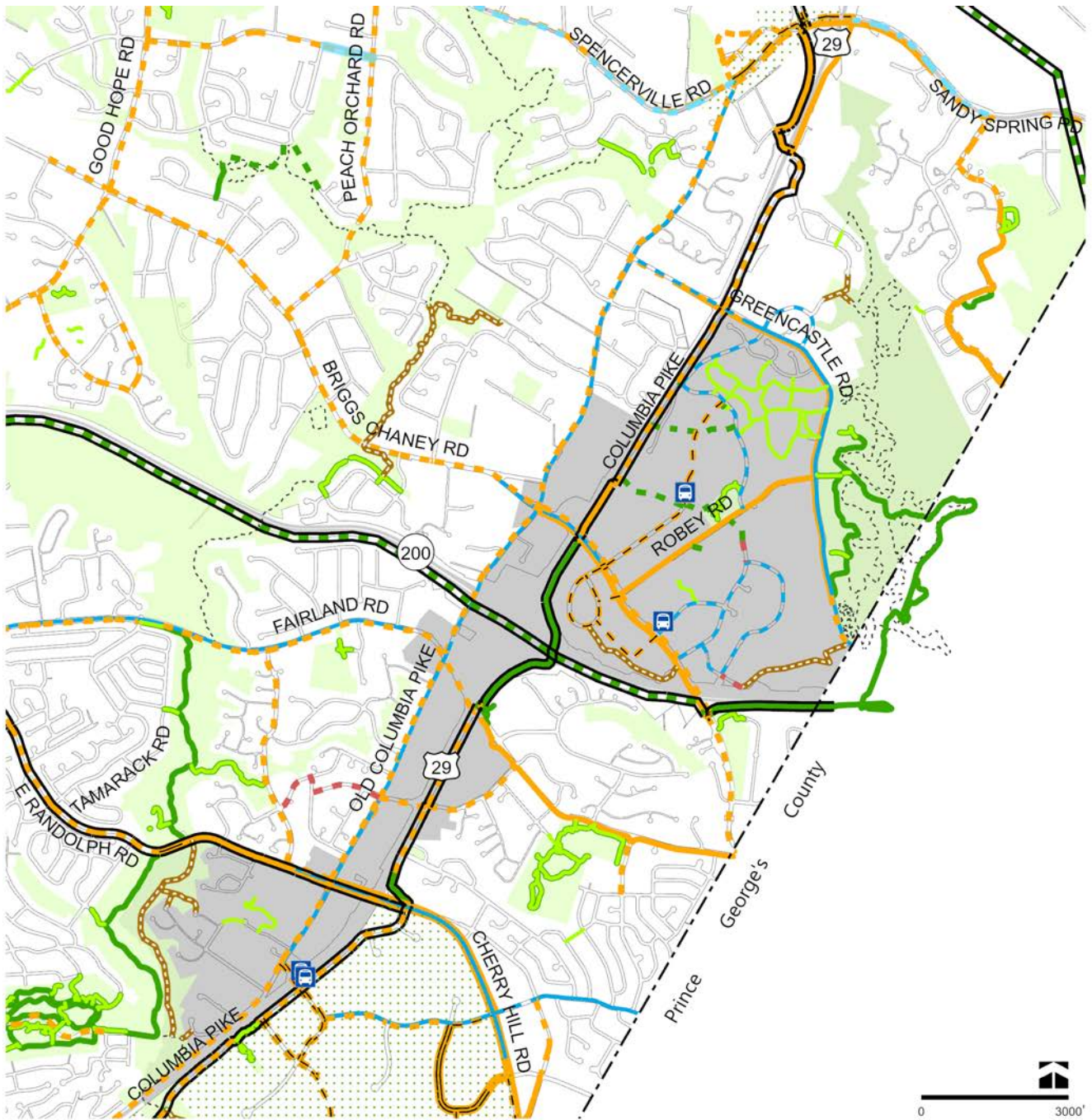
MAP 20: EXISTING BIKEWAYS



- | | | |
|---|-------------------------------------|------------------------------|
| County Line | Existing Bikeways and Trails | Striped Bikeways |
| Fairland and Briggs Chaney Master Plan Boundary | Off-Street Paved Trails | Neighborhood Connector Paths |
| Public Parkland | Sidepaths | Natural Surface Trails |
| BRT Station | Separated Bike Lanes | |



MAP 21: EXISTING AND PLANNED BIKEWAYS



- | | | |
|---|-------------------------------------|------------------------------------|
| County Line | Existing Bikeways and Trails | Planned Bikeways and Trails |
| Fairland and Briggs Chaney Master Plan Boundary | Off-Street Paved Trails | Off-Street Paved Trails (proposed) |
| Public Parkland | Sidepaths | Sidepaths (proposed) |
| BRT Station | Separated Bike Lanes | Separated Bike Lanes (proposed) |
| Breezeways (existing and planned) | Striped Bikeways | Striped Bikeways (proposed) |
| Bicycle Pedestrian Priority Areas (BiPPA) | Neighborhood Connector Paths | Bikeable Shoulders (proposed) |
| | Natural Surface Trails | Shared Roads (proposed) |
| | | Natural Surface Trails (proposed) |

TABLE 6: Bicycle Facility Recommendations

| Street | From (east or north) | To (west or south) | Facility Type | Bikeway Type | Tier |
|--------------------------------|---------------------------------|-----------------------|------------------------------------|--|------|
| Aston Manor Drive (1) | northern end of street (circle) | Sheffield Manor Road | Shared Road | Neighborhood Greenway | 5 |
| Aston Manor Drive (2) | Sheffield Manor Drive | Briggs Chaney Road | Striped Bikeway | Conventional Bike Lane (both sides) | 5 |
| Automobile Boulevard | Briggs Chaney Road | Automobile Boulevard | Separated Bikeway | Separated Bike Lane (both sides) | 4 |
| Ballinger Drive | Wexhall Drive | Robey Road | Striped Bikeway | Buffered Lane (both sides) | 5 |
| Briggs Chaney Road | Eastern Plan Boundary | Western Plan Boundary | Separated Bikeway | Sidepath (both sides) | 3 |
| Castle Boulevard | Ballinger Drive | Briggs Chaney Road | Separated Bikeway | Separated Bike Lane (both sides) | 3 |
| Columbia Pike (U.S. 29) (1) | Northern Plan Boundary | Briggs Chaney Road | Separated Bikeway | Sidepath (Breezeway) (east side) | 5 |
| Columbia Pike (U.S. 29) (2) | Briggs Chaney Road | Fairland Road | Trail | Off-Street Trail (Breezeway) (east side) | 4 |
| Columbia Pike (U.S. 29) (3) | Fairland Road | Deer Park Drive | Separated Bikeway | Sidepath (Breezeway) (east side) | 5 |
| East Randolph Road (1) | Columbia Pike (U.S. 29) | Serpentine Way | Separated Bikeway | Separated Bike Lane (both sides) (Breezeway south side) | 3 |
| East Randolph Road (2) | Serpentine Way | Western Plan Boundary | Separated Bikeway | Sidepath (both sides) (Breezeway south side) | 5 |
| Fairland Road | Musgrove Road | Western Plan Boundary | Separated Bikeway | Sidepath (both sides) | 4 |
| Gateshead Manor Drive | Aston Manor Drive | Automobile Boulevard | Striped Bikeway | Buffered Bike Lane | 5 |
| Greencastle Road | Eastern Plan Boundary | Old Columbia Pike | Striped Bikeway | Conventional Bike Lane (both sides); Sidepath (south side) | 3 |
| Guilford Run Lane (1) | Sheffield Manor Drive | Aston Manor Drive | Striped Bikeway | Conventional Bike Lane | 5 |
| Guilford Run Lane (2) | eastern end of street | Sheffield Manor Drive | Shared Road | Neighborhood Greenway | 5 |
| Intercounty Connector (MD 200) | Eastern Plan Boundary | Western Plan Boundary | Trail | Off-Street Trail (Breezeway) (South Side) | 3 |
| Musgrove Road | Fairland Road | Old Columbia Pike | Separated Bikeway | Sidepath | 5 |
| Old Columbia Pike (east side) | Northern Plan Boundary | Tech Road | Striped Bikeway; Separated Bikeway | Buffered Bike Lane (both sides); Sidepath (west side) | 4 |
| Robey Road | Greencastle Road | Automobile Boulevard | Separated Bikeway | Sidepath (east side) | 5 |
| Sheffield Manor Drive | Aston Manor Drive | Guilford Run Lane | Striped Bikeway | Buffered Bike Lane (both sides) | 5 |
| Tech Road | Eastern Plan Boundary | Old Columbia Pike | Separated Bikeway | Separated Bike Lane (both sides) | 1 |
| Wexhall Drive | Greencastle Road | Ballinger Drive | Striped Bikeway | Buffered Bike Lane (both sides) | 5 |

Park Trails and Neighborhood Connectors (the facilities below may be on public or private property, or a mix of both)

| | | | | | |
|---|----------------------------|----------------------------------|-------|------------------------|-----|
| unnamed trail (Paint Branch Stream Valley Park) | East Randolph Road | Old 29er Trail | Trail | Natural Surface Trail | n/a |
| unnamed path (Fairland Recreational Park) | Blackburn Road | Wexhall Drive | Trail | Natural Surface Trail | n/a |
| unnamed path | Sir Thomas Drive | Robey Road | Trail | Neighborhood Connector | n/a |
| unnamed path | Robey Road | Aston Manor Drive | Trail | Neighborhood Connector | n/a |
| unnamed path | Edgewood Neighborhood Park | Columbia Pike (U.S. 29) sidepath | Trail | Neighborhood Connector | n/a |
| unnamed path | Ballinger Drive | Columbia Pike (U.S. 29) sidepath | Trail | Neighborhood Connector | n/a |
| unnamed path | Greencastle Road | Guilford Run Lane | Trail | Natural Surface Trail | n/a |
| unnamed path | Briggs Chaney Road | Automobile Circle | Trail | Natural Surface Trail | n/a |
| unnamed path | Cedar Hill Drive | Old 29er Trail | Trail | Natural Surface Trail | n/a |

Notes:

1. Facility and Bikeway Types are recommended for both sides of a street, unless otherwise indicated.
2. Numbered streets represent a section of the street within the plan area.
3. Tier represents the level of prioritization for completion of a recommended bikeway. Tier 1 are bikeways in the following Bicycle and Pedestrian Priority Areas (BiPPAs): Downtown Bethesda, Downtown Silver Spring, Friendship Heights, Life Sciences Center, Wheaton, White Flint, and White Oak, as well as neighborhood greenways leading into these areas; Tier 2 are bikeways in all other BiPPAs; Tier 3 are remaining neighborhood greenways and the highest demand bikeways outside of BiPPAs; Tier 4 are all remaining bikeways that are anticipated to be completed in the life of the Plan; Tier 5 are bikeways that are unlikely to be constructed in the life of the Plan.

3.C.4. Transit Network Recommendations

1. MCDOT and MDOT SHA should jointly produce a comprehensive corridor study and plan that considers the following recommended solutions to realize the Plan's vision for a 'transit-first' Columbia Pike (U.S. 29) north of Tech Road:
 - a. MCDOT and MDOT SHA, as transportation implementation agencies, and Montgomery Planning, through the review of development applications, should prioritize transit movement on U.S. 29 over single-occupancy vehicles.
 - b. Build high-quality, dedicated Bus Rapid Transit (BRT) lanes on U.S. 29 and Briggs Chaney Road through the master plan corridor and connect to transitways beyond. As studies are conducted for future phases of the corridor's Flash BRT system, median-running dedicated transit lanes should be prioritized in order to match the expected future BRT lane configuration south of Tech Road.
 - c. Complete high-quality, frequent BRT service on East Randolph Road, connecting to rail stations, BRT transitways, and local bus routes. Determination on the preferred location for a future Randolph Road BRT station interchange with the U.S. 29 Flash BRT service, either at the Tech Road intersection with U.S. 29 or the East Randolph Road/Cherry Hill Road U.S. 29 overpass, should be made at the time of its planning and design. Dedicated BRT lanes should be strongly considered for the future Randolph Road BRT route.
 - d. MDOT SHA and Howard County Office of Transportation should build the extension of the U.S. 29 Flash BRT service north from Burtonsville to Columbia, MD and greater Howard County, in coordination with MCDOT and Montgomery Planning.
 - e. Expand on the BRT stations recommendations of the *Master Plan of Highways and Transitways* to establish additional or enhance existing BRT stations at key Columbia Pike intersections: Tech Road (existing), East Randolph Road/Cherry Hill Road (proposed), Fairland Road (proposed), Briggs Chaney Road (proposed), and Greencastle Road (proposed). Proposed new BRT stations at U.S. 29 would provide access to BRT routes running in mixed or dedicated lanes on U.S. 29 without the need for bus vehicles to divert from the highway. Facility feasibility studies should be conducted to determine the phasing of implementation to ensure that land use supports the construction of proposed new stations. Major new developments within a quarter-mile of a proposed new station location producing 200 or more peak-hour person trips should conduct a feasibility study to determine if stations are warranted (see Map 22).
 - f. Enhance future station designs or modify existing BRT stations to provide greater all-weather protection, access, and comfort.
 - g. MDOT SHA should explore tools and policies that reduce the demand for single-occupancy vehicle travel, such as incentive programs for the use of public transit, carpooling, or non-automobile travel modes, establishing high-occupancy vehicle lanes in the place of existing travel lanes on U.S. 29 and distance- or congestion-based pricing programs.

2. MCDOT should study re-routing the U.S. 29 Flash BRT service along Robey Road and Greencastle Road to replace the existing alignment on Castle Boulevard. In addition to the existing BRT station at the East County Community Recreation Center, new BRT stations should be considered along this route at or near the intersections of Robey Road/Ballinger Road and Robey Road/Greencastle Road, and at the Greencastle Road Park and Ride lot.



Bus station in a highway median in Minneapolis, MN

3. Enhance existing BRT stations 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, electric vehicle charging stations at park-and-ride lots, bicycle storage, green space, shade, and solar panels.

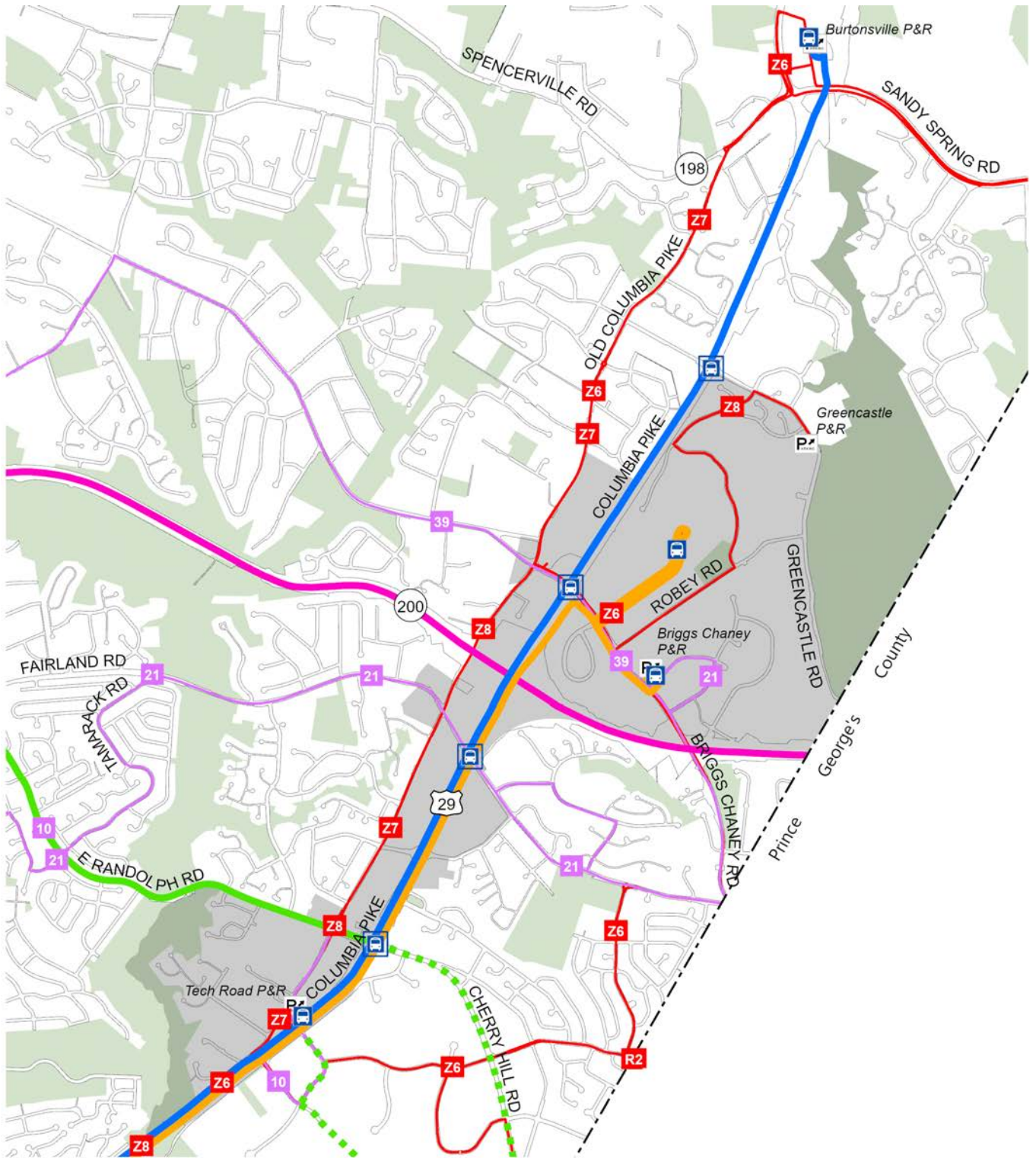
4. All BRT stations should include short- and long-term bike parking to meet parking goals set by the *Bicycle Master Plan*, with a minimum of 20 long-term and 6 short-term spaces.



Median Bus Rapid Transit station in Richmond, VA



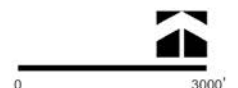
MAP 22: EXISTING AND PLANNED TRANSIT



- County Line
- Fairland and Briggs Chaney Master Plan
- WMATA Metrobus Routes
- Montgomery County Ride On Routes
- Park and Ride (P&R) Lots

- Bus Rapid Transit Routes (existing)**
- Flash BRT Blue Route
 - Flash BRT Orange Route
 - BRT Station (existing)

- Bus Rapid Transit Routes (planned)**
- Corridor 7 (Randolph Road)
 - Corridor 7 (Randolph Road) - WOSG Alt
 - ICC Corridor
 - BRT Station (proposed)



3.C.5. Transportation Analysis

In the fall of 2020, the County Council adopted a new Growth and Infrastructure Policy (GIP) that focuses on two primary tasks:

- Identify opportunities to incorporate the county's Vision Zero travel safety objectives into the Local Area Transportation Review process, and
- Reintroduce a policy area-level-review to evaluate a master plan's balance between transportation capacity and land-use travel demand.

The policy area-level metrics to evaluate the transportation adequacy of master plans are composed of five transportation system performance measures. These metrics and how they are derived and interpreted are briefly described below. For the purposes of this Plan, these metrics were calculated for the Fairland/Colesville Policy Area, in which the plan area is situated.

Accessibility is defined as the number of jobs that can be reached in the Washington, D.C. metropolitan region within 45 minutes by auto and by transit at the time of buildout. Adequacy is achieved if the master plan improves average accessibility, based on a Traffic Analysis Zone-level, population-weighted average, for the plan area relative to the currently adopted master plan.

Travel time is defined as the average time by auto and by transit, considering all trip purposes during all times on a weekday at time of buildout, reported as vehicle hours traveled (VHT) and person hours traveled (PHT), respectively. Adequacy is achieved if the master plan improves average travel time for the plan area relative to the currently adopted master plan.

Vehicle miles traveled (VMT) per capita is defined as the sum of the weekday VMT from trips that both start and end within the plan area and half the weekday VMT from trips that either start or

end within the plan area. Adequacy is achieved if the Plan improves (i.e., reduces) average VMT per capita for the plan area relative to the currently adopted plan.

Non-auto-driver mode share (NADMS) is defined as the non-auto-driver mode share for the journey to work in the plan area. This is the meaning of the measure in current master plans, the 2020–2024 GIP, and the goals used by the county regulating transportation demand management. Adequacy is achieved if the Plan confirms the relevant pre-established journey-to-work NADMS goal for the plan area.

Low-stress bicycle accessibility is defined as the percentage of potential bicycle trips that can be accommodated on a low-stress (LTS-2) bikeway network. Adequacy is achieved if the Plan meets or improves the average for the percentage for the county at the time of buildout.

Transportation System Performance Metrics

The transportation performance metrics pertaining to job accessibility for the year 2045 adopted plan scenario (i.e., the 1997 *Fairland Master Plan*, updated with current zoning district) and the year 2045 proposed plan scenario (this Master Plan) indicates an approximate 6% decrease in accessibility by auto, yet an increase in job accessibility by transit of about 14%. This divergence is due in part to a shift in projected land-use development within the plan area from employment-oriented development to a more residential-heavy mix of development because of a change in recommended zoning districts in the Plan. Recommendations for enhanced transit service, through dedicated transit lanes and additional stations on U.S. 29, explain much of the increase in projected job accessibility by transit.

The transportation performance metrics pertaining to travel time (VHT and PHT) and VMT per capita

analyzed for the year 2045 adopted plan scenario (i.e., the 1997 *Fairland Master Plan* updated with current zoning district) and the year 2045 proposed plan scenario (this Master Plan) each show a slight improvement, with an approximate 4% decrease in VHT and PHT and a nearly 9% decrease in VMT. These projections indicate that this Master Plan achieves transportation adequacy for these metrics at buildout.

The projected change in NADMS from the currently adopted plan to the proposed plan indicate a policy area-level rise in non-automobile mode share by about 4%, to a projected 29% by 2045. This estimate is nearly consistent with the recommended 30% NADMS goal of the proposed plan, a difference that is expected to be resolved by even a slight shift in travel behavior rather than policy-based solutions. With additional effort to encourage travel within the policy area, this Master Plan is expected to be able to achieve adequacy for this metric at buildout.

As previously stated, the low-stress bicycle accessibility metric is derived from the application of Montgomery Planning’s Bicycle Travel Demand Model. Using this tool, this Plan’s recommendations are projected to increase year 2045 countywide connectivity from 82.7% to 83.0%. Low-stress bicycle accessibility in the Fairland/Colesville Policy Area is projected to increase from 92% to 95%. These results indicate that this Plan achieves adequacy for this metric at buildout.

3.C.6. Travel Demand Management

1. This Plan recommends a 30% Non-Auto Driver Mode Share (NADMS) for all new development, residential and commercial, in all designated town center and downtown areas of the Plan based on the area’s future transit service and connectivity opportunities. The NADMS goal for suburban designated areas is 25%.

3.D COMMUNITY HEALTH AND CULTURE

3.D.1. Community Health and Culture Goals

This Master Plan envisions greater systems of accountability that minimize disparities and enhance the well-being of all residents. Networks are sustained and considered successful when public resources are leveraged with working partnerships that reinforce social resilience and foster healthy community development.

The goals of the Plan’s community health and culture recommendations apply an equity lens to the living conditions and local economy (e.g., education, business development, employment, housing, and income) of the people who live, work, shop, play, and visit the plan area, especially in the aftermath of a pandemic.

Goals of the Plan’s community health and culture recommendations are to:

- Develop Sustainable and Supportive Healthy Food Systems—space for local food production, manufacturing, distributing, community-scale composting, public training facilities, drinking fountains, wayfinding, signage, solar panels, and greenhouses.
- Increase Access to Resources and Community Connectedness—identifiable and accessible Activity Centers, public facilities that strengthen a sense of community, cultural resources, community landmarks, public artworks, outdoor seating, community engagement, and multicultural/multigenerational programming.
- Support Job Growth and Business Development—workforce development, financing, increased awareness and support for local businesses and artists, training opportunities for entrepreneurs, job growth, and increased opportunities to earn higher wages.

3.D.2. Community Health and Culture Recommendations

1. The Montgomery Parks Community Gardens Program, serving as the food systems subject matter expert, should work in collaboration with commercial property owners, farmers' market cooperatives, homeowners' associations, the Montgomery County Food Council, Montgomery County Office of Agriculture, Montgomery County Office of Food Systems Resiliency, community development corporations, community centers, food providers, and distributors to conduct a food system assessment of the plan area to identify existing components and areas of potential support for a robust local food system, including growing, processing, distribution, sales, consumption, and waste management.
 - a. One potential area of study could be establishment of a local food system and sustainability hub, or Agriculture-Technology Facility, that includes demonstration and/or community gardens, educational programming, garden produce sharing, and direct-to-consumer sales, as well as opportunities for research and development of new trends in climate-resilient sustainable systems and communities.
2. Once a robust local food system is established, the Montgomery County Department of Environmental Protection (MCDEP), Montgomery County Food Council, Montgomery County Office of Agriculture, and Montgomery County Office of Food Systems Resiliency should connect with other partners to promote the Fairland and Briggs Chaney local food system to a larger regional network for green job opportunities and

industrial, manufacturing, and 'maker spaces' for budding food-based businesses.

3. Montgomery Parks and Montgomery Planning should work with MCDEP, WorkSource Montgomery and other partners to promote green job opportunities in the plan area, consistent with the Montgomery County Climate Action Plan and High Road Inclusion Framework for an Equitable, Climate-Ready Economy.
4. This plan supports the establishment of a Community Advisory Committee to help realize community-centered aspects 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 well-being. Additional guidance for the committee is provided in the Implementation chapter of this Plan (see Section 5.D).
5. This plan supports the establishment of a pilot program for community education and engagement in the planning process.



Selling produce at a farmers market

3.E PARKS AND PUBLIC OPEN SPACE

3.E.1. Parks and Public Open Space Goals

This Master Plan seeks to expand upon the high-quality parks and open spaces in and around the plan area by recommending new and improved connections between parkland, neighborhoods, and commercial areas. Activating and improving the condition of existing parks is another objective of the Plan to ensure that public parkland and open space is open, inviting, and exciting for area residents, workers, and visitors. Fairland Recreational Park, in particular, is identified as an underutilized park within the county's extensive park system that is in need of improved access, amenities, and engagement with local and regional populations.

This Plan recognizes that social engagement and community building are basic purposes of parks and recreation amenities, which should strive to serve residents in an equitable way. This Plan promotes vigorous physical activity for all ages, abilities, and cultures. The goal in this Plan is to provide high-quality parks, open spaces, and recreation amenities that are integrated into the community by using a system of publicly and privately owned spaces to deliver the needed amenities and programs.

The goals for public open space in the plan area are as follows:

- Increase access to parks and public open space for the community.
- Create spaces that foster community engagement and social cohesion.
- Focus on the specific needs and desires of an increasingly diverse population and of historically underserved communities.
- Use public parks to tell the story of Montgomery County's history, culture, and natural resources through signage and programming.

3.E.2. Parks and Public Open Space Recommendations

1. Establish a continuous trail and path network, as illustrated in the Concept Framework Plan (Section 2.F) and Map 23, connecting Activity Centers, neighborhoods, parks, open spaces, community facilities, and bus stops within and beyond the plan area. Depending on location and property ownership, responsible parties may include Montgomery County Department of Transportation, Montgomery Parks, and homeowners' associations and other private property owners. Completion of the network may be through capital expenditures in the public right-of-way, public park improvement projects, grants or funding to private property owners, and/or conditions of approval for applicable private development (see also Section 3.C.3).



Trail tunnel under MD 200 (Intercounty Connector)



Trail signage on Paint Branch Trail



People playing basketball in a public park

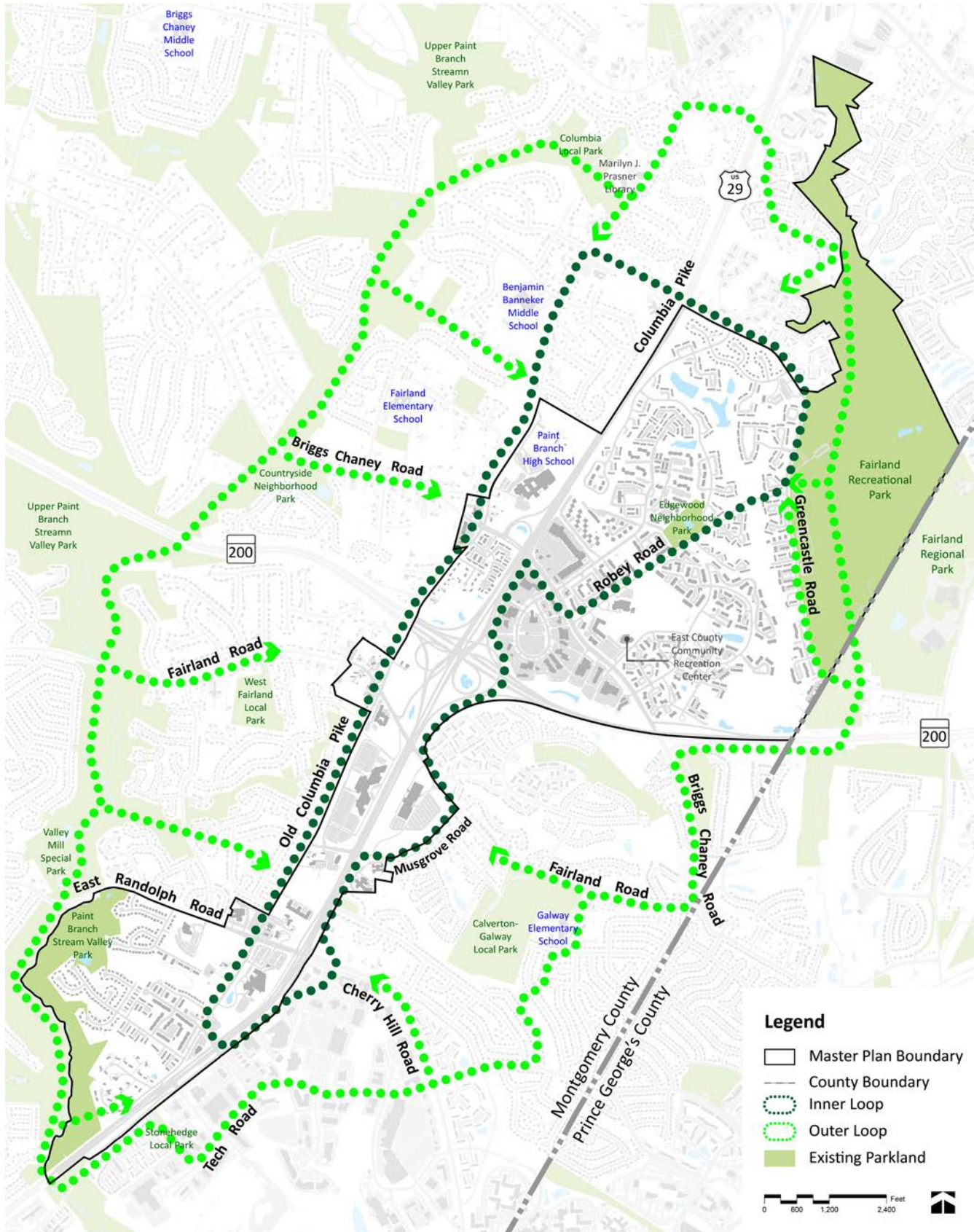
2. Establish a network of public open spaces along the plan area's trail and path network, depicted in Map 23, that provide a variety of social gathering spaces, recreational amenities, and environmental stewardship. Montgomery Parks will make recommendations on the ownership of new public open spaces at the time of development application.
3. For development under the Optional Method of Development, require a minimum of 10% contiguous public open spaces for the establishment of anchor destinations within Activity Centers during redevelopment.
4. Establish trail or bicycle connections to parks and open spaces from adjacent neighborhoods. A connection that should be considered by Montgomery Parks is access from the Rolling Acres neighborhood into Paint Branch Stream Valley Park and to Martin Luther King, Jr. Recreational Park.
5. 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 conserved, while additional activities and amenities that serve the diverse community should be considered.
6. Undertake a park study, in partnership with the Prince George's County Department of Parks and Recreation, to formulate recommendations for enhancing Fairland Recreational Park and Fairland Regional Park as a major regional destination. The park study should consider the following:
 - a. Adding more activities and amenities for families and children.
 - b. Establishing better access points into the park from surrounding neighborhoods.
 - c. Expanding and formalizing the existing park access trail from the Bentley Park community on Camley Way.
 - d. Creating a more direct paved pathway and pedestrian bridge between Montgomery County and Prince George's County that traverses the southern portion of the park.
7. Add and enhance amenities in all existing and new parks and open spaces to serve diverse populations and interests by offering a range of recreational opportunities, social gathering spaces, and nature enjoyment, such as designing gathering spaces that accommodate various sports, holiday observations, and cultural or ethnic festivities.
8. Montgomery Parks, MCDEP, and other food system–centric local government agencies and organizations should work to enhance

Edgewood Neighborhood Park as a resource for local food production and education in the community. Recommended park improvements include:

- a. Conformance to ADA guidelines.
 - b. A community garden space with a preference for users within walking or rolling distance (within a 2- to 5-mile radius of the park).
9. Fill the gaps in services and amenities based on Energized Public Spaces (EPS) analysis to provide a full system of recreational amenities, parks, and open spaces with multiple functions accommodating multiple needs distributed throughout the community.
 10. Implement the recommendations of the Montgomery County Climate Action Plan as they pertain to parkland and open space in the plan area, such as expanding electric vehicle charging stations and solar infrastructure, introducing community gardens, retaining forests, restoring and enhancing meadows and wetlands, and expanding green stormwater infrastructure and public gathering spaces.

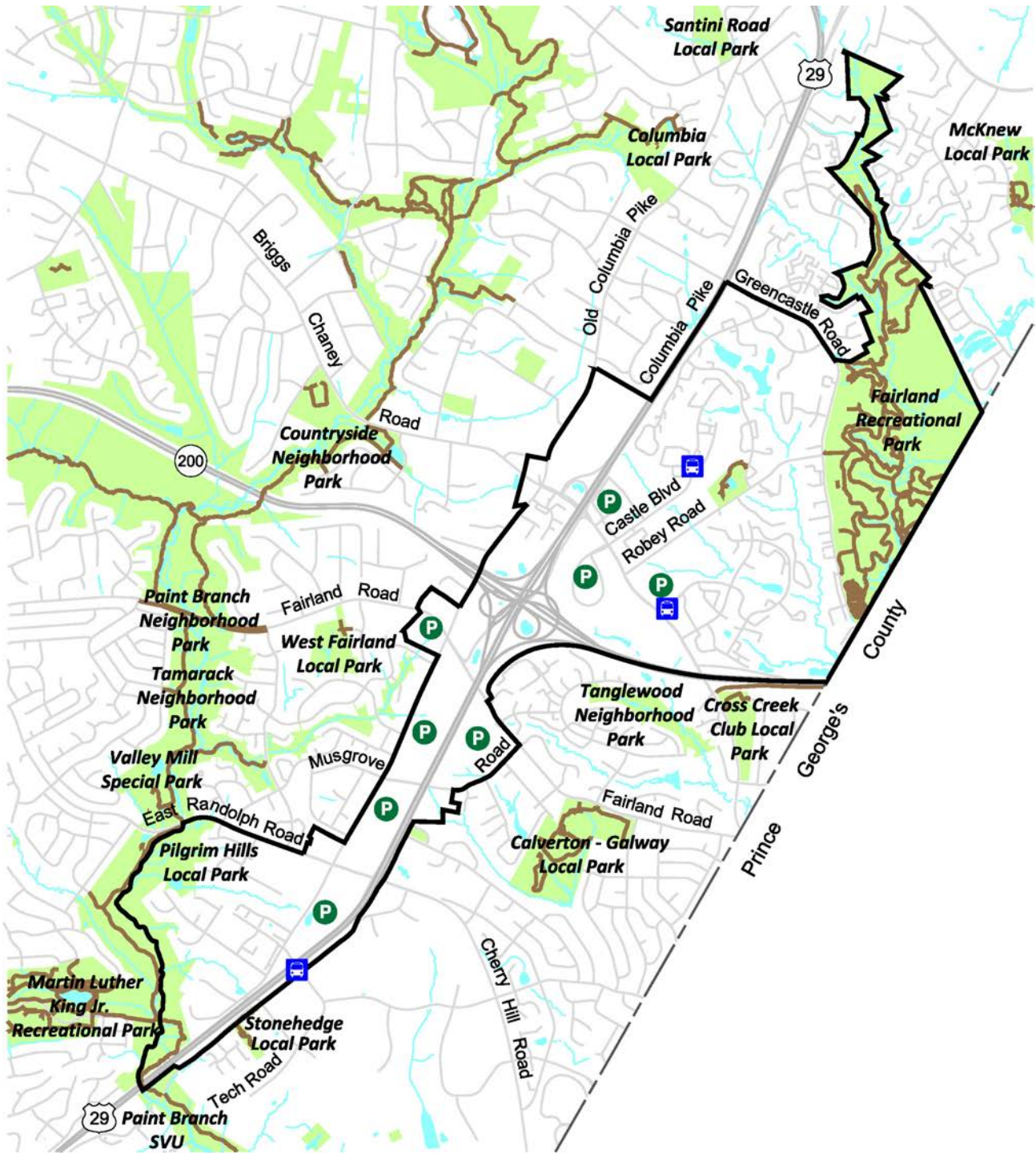


MAP 23: INNER AND OUTER ACTIVE TRANSPORTATION LOOPS





MAP 24: EXISTING AND PLANNED PARKS AND OPEN SPACES



- Fairland and Briggs Chaney Master Plan Boundary
- County Line
- Parkland
- BRT Station
- Water Features
- Trails
- Planned Public Open Space or Park



3.F ENVIRONMENT

3.F.1. Environment Goals

The Plan envisions an environmentally resilient and socially connected community that lives and thrives in a changing climate and world. It seeks to extend the benefits of its exceptional environmental features to the built environment such that there is improved community health with the ability to withstand climate risk. The following recommendations are consistent with the county's Climate Action Plan (CAP) and seek to:

- Improve environmental quality by protecting sensitive areas, enhancing exceptional natural habitats, and ensuring the highest quality of landscape design and maintenance.
- Incorporate the natural environment into the built environment, public pathways, and gathering spaces in a way that ensures its long-term viability and improves quality of life for residents, workers, and visitors.
- Remedy historical injustices and unfair practices that created environmental challenges for those most sensitive to a changing climate and least able to adapt.
- Encourage building and landscape designs that reduce the use of energy and water and increase resiliency to extreme weather events.

3.F.2. Environmental Recommendations

1. Increase tree canopy coverage through the planting of trees and forest stands on private property. Priority should be given to areas with excessive impervious surface and within the public realm.
 - a. All public gathering spaces on private property and pedestrian corridors in the public right-of-way should provide a minimum of 60% tree canopy coverage.

- b. Areas of surface parking lots on public and private properties should provide at least 50% tree canopy coverage, inclusive of any tree canopy area required by parking standards under the Zoning Ordinance.
- c. Soil volume levels, appropriate tree selections, and water access within planted areas must be sufficient to allow for a healthy and long-lasting canopy.
- d. Shade trees planted within stormwater treatment areas or other areas not required by code should count toward the Plan's coverage targets.
- e. Other shade or 'cool' design structures or techniques that reduce heat island effect may be acceptable as an alternative if adequate tree plantings are infeasible.



Parking lot at Verizon offices with shade and solar panels

2. Undertake design efforts to retain small forests and large individual trees as development takes place to increase shade.
3. Encourage the introduction of depressed tree islands in parking lots to ensure survivability of trees and plantings and to capture stormwater, using best management practices. Safety of these facilities should be ensured to avoid unintentional harm to people or vehicles.
4. Repair and enhance stormwater management systems to modern standards through redevelopment to improve and better complement the built environment.
5. Strive to use modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties. Practices should accomplish the retention of stormwater runoff for the benefit of on-site plantings, particularly shade trees. Consider the use of silva cells, which allow for the healthy growth of tree roots without impacting surrounding sidewalks and parking lots.
6. Encourage on-site energy generation systems such as wind, solar, and geothermal technologies to new and redeveloping buildings and sites.
7. Drastically reduce urban heat island effect to improve community safety, comfort, and experiences in 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' (i.e., light-colored or reflective) rooftops, pavements, cool streets, cool facades, and other heat-reducing construction techniques in the public realm.



*Stormwater management and trees in a parking lot.
Source: Toronto Botanical Garden, Toronto, Canada*

8. 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.G COMMUNITY FACILITIES

3.G.1. Community Facilities Goals

- Increase access to higher education, continuing education, and workforce training and certification for residents and workers in the plan area.
- Preserve the East County Community Recreation Center as a community resource and promote opportunities to accommodate programming for the community with future renovation or expansion of the building.
- Improve safety and accessibility to community facilities by walking, rolling, and transit.
- Ensure that the public schools serving the plan area have plausible options to be able to accommodate the growth envisioned by this Plan.

3.G.2. Community Facilities Recommendations

1. Establish a Resilience Hub and Environmental Learning 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.
 - a. Potential Hub partners could include: the Eastern Montgomery Regional Services Center, the Montgomery County Department of Health and Human Services, Montgomery County Department of General Services, Montgomery County Office of Emergency Management and Homeland Security, Montgomery County Public Schools, Montgomery County Fire and Rescue Service, Montgomery County Department of Permitting Services,

Montgomery College, the Montgomery County Department of Recreation, and other public and non-governmental services agencies.

2. Consider adding more community-serving programming and opportunities at the East County Community Recreation Center, such as public library programs, before- and after-school care, new parent activities, and senior programs.
3. Consider enhancing the grounds around the East County Community Recreation Center to include outdoor recreation amenities, such as public open spaces, outdoor athletic fields, play spaces, nature trails, community gardens, and pollinator gardens.
4. Consider expanding indoor capacity at the East County Community Recreation Center and explore ways to optimize existing public open space and natural features for additional outdoor programs and amenities.

East County Community Recreation Center



Resilience Hub

Resilience hubs are defined as community-serving facilities augmented to support residents and coordinate resource distribution and services before, during, and after a natural hazard event or limited food accessibility. These facilities are unique to the communities they serve, have well-established and trusted relationships, provide year-round services and programs, and reduce the burden on local emergency response teams. Financial investments in existing facilities foster greater community cohesion and increase the effectiveness of community-centered institutional programs.

Resilience hubs empower strong leadership and help communities to become more self-determining, socially connected, and environmentally resilient. Some of the key components of a resilience hub include: a building that is actively used, adequate staffing and community support (the desire to help or volunteer), resources that meet the community's needs in extreme events, year-round communication/operations, and reliable energy systems.

5. If Montgomery College locates a new full-service campus in East county, several sites could accommodate the size, scale, and operations to support campus activities within the plan area. Possible locations include the Auto Sales Park on Briggs Chaney Road, the Verizon properties on U.S. 29, or a site near the intersection of Columbia Pike (U.S. 29) and East Randolph Road, should one of these sites be available or of interest to the college.
6. 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:
 - a. MCPS should consider the Fairland Center as an additional elementary school site that can serve the plan area and vicinity and seek to relocate the holding facility to an alternate location.
 - b. MCPS should consider the possibility of retrofitting a non-traditional site, such as either a vacant office or commercial space, or a place of worship site seeking to relocate or close, into an adaptive reuse school facility.
 - c. MCPS should pursue reservation or dedication of land as part of property redevelopment at the Auto Sales Park, the Verizon office and data center, or some other vacant or unoccupied property of appropriate size beyond the Master Plan area.

3.H HISTORIC PRESERVATION AND CULTURAL RESOURCES

3.H.1. Historic Preservation and Cultural Resources Goals

Historic preservation recommendations provide for the continued identification, education, designation, preservation and use of historic sites and districts to enhance the quality of life in the plan area. These recommendations safeguard the community's cultural heritage, while honoring the past and strengthening a sense of community for its residents.

3.H.2. Historic Preservation and Cultural Resources Recommendations

1. Interpret historical and cultural resources using signage along roadways, pathways, trails, and within public facilities (e.g., community centers, libraries, schools).
Based on historical research and community conversations, potential themes for historical and cultural interpretation may include African Americans in Fairland, Farming in Fairland, Fairland Community Institutions, Evolution of Housing in Fairland, The Automobile Transforms Fairland, Sand and Gravel Mining, and Water Milling.
2. Preserve properties listed on the *Master Plan for Historic Preservation* and the Montgomery County Burial Sites Inventory. Specifically, Montgomery Planning should look for opportunities to partner with MCDOT SHA and adjacent landowners to conduct investigations that refine the location of the Conway Jackson Cemetery.
3. Commemorate the Briggs Chaney Road bridge as the Malinda Jackson Memorial Bridge through elements such as street signage, interpretive exhibits, or public art. Ms. Jackson was a former enslaved woman who lived with her family in the vicinity of the current MD 200 highway interchange with Columbia Pike (U.S. 29) in the late 1800s and early 1900s and later purchased property after her emancipation.

An American Story: The Archaeological Discovery of the Jackson Homestead

For over 150 years, the burned remains of a slave cabin lay undisturbed near this spot until Maryland State Highway Administration archaeologists, surveying for the Intercounty Connector project, discovered the site. Historical records revealed that Malinda Jackson, once an enslaved African American, purchased this house and about nine acres of land from her former owner in 1869. This humble home and small plot of land was just large enough for Malinda to raise crops and livestock to support her five children.

The archaeological excavation uncovered a stone foundation and thousands of personal and domestic artifacts. In an attempt to connect the past with the present, archaeologists went in search of Malinda's descendants. They were found living just several miles away. The family, previously unaware of their ancestral matriarch, made a visit to the home site. Before they left that day, family members took a stone from the foundation—an heirloom to remember the intrepid spirit of their great-great grandmother, a woman who endured slavery and found a home to call her own.



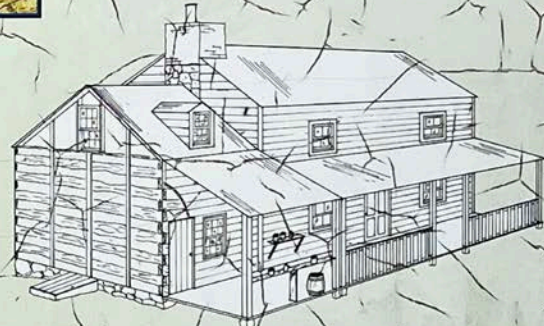
A family portrait of Malinda's great-great grandchildren



The excavated stone foundation of the Jackson family home



The Jackson children's lost and discarded toys were found by archaeologists



Artist's rendering of what the slave cabin and late-19th century addition may have looked like in 1915 before it burned. The original slave cabin, on the left side of the structure, was built in the first half of the 19th century.

Interpretive sign for the Jackson Homestead



Chapter 4.

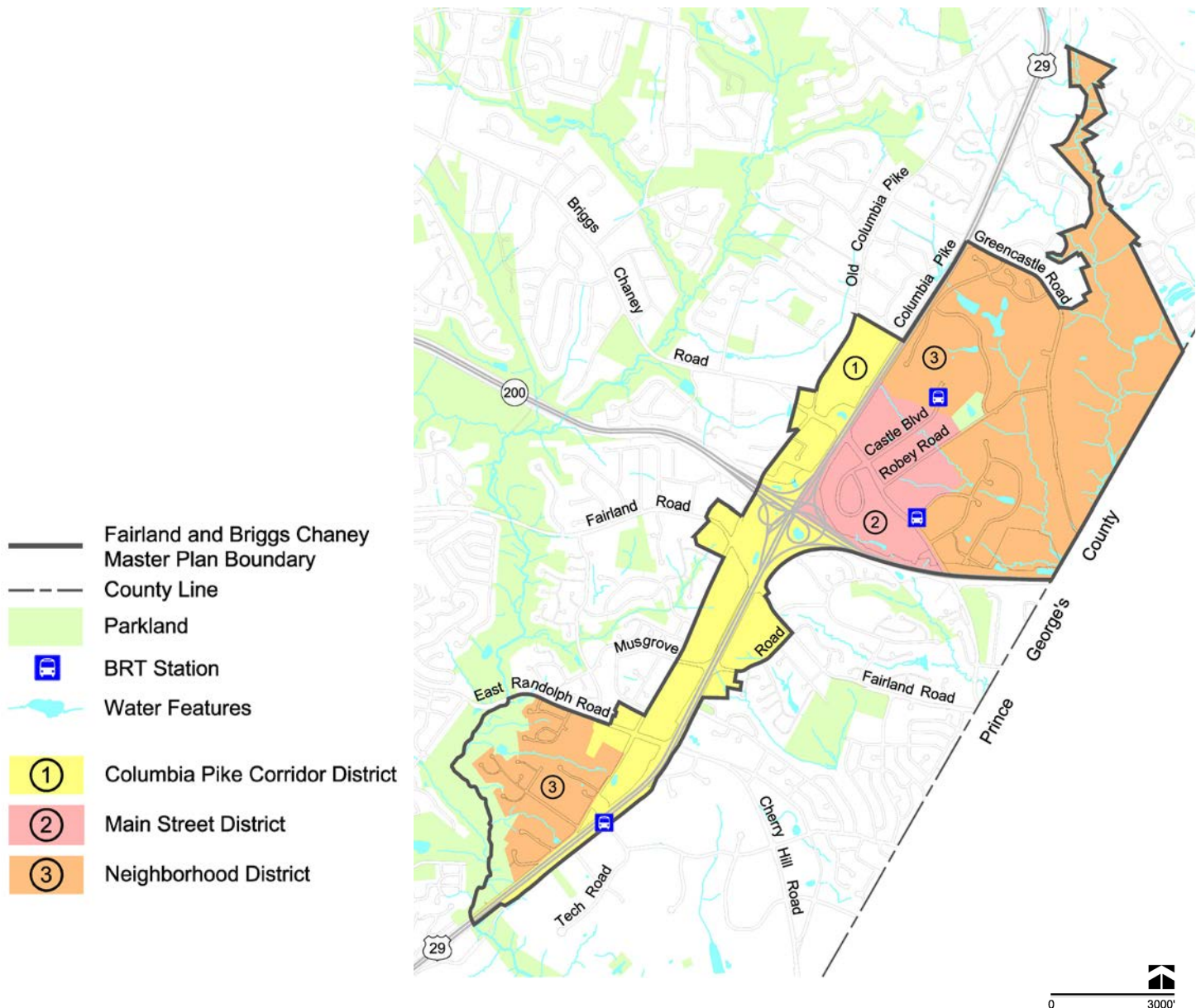
DISTRICT RECOMMENDATIONS

The *Fairland and Briggs Chaney Master Plan* has three identifiable districts with varying contexts, opportunities, and challenges. These districts are Columbia Pike Corridor, Main Street Corridor, and Residential Neighborhoods.

This plan considers land use, zoning, design and potential improvements to the public realm at the district level to evaluate the existing context, develop recommendations that strengthen the corridor and adjoining communities, and explore opportunities for additional density and alternative housing prototypes.



MAP 25: PLAN DISTRICTS



4.A COLUMBIA PIKE CORRIDOR DISTRICT

This district is composed of the properties situated along Columbia Pike (U.S. 29) and Old Columbia Pike, including the Secondary Focus Areas and Activity Centers identified in the Concept Framework Plan. Columbia Pike within the plan area is a limited-access highway with both grade-separated interchanges and at-grade signalized intersections. There are no driveways or entrances accessible from Columbia Pike, though several large offices and institutions have a visible presence along the highway, including Paint Branch High School, Verizon, and the General Conference of Seventh Day Adventists World Headquarters. As the 'old road,' Old Columbia Pike is a smaller-scale two-lane roadway, with direct access to the neighborhoods, religious institutions, offices, and commercial businesses situated along it.

The development scale in this district today is low-density, suburban commercial businesses and shopping centers, with a handful of larger office buildings and institutions. Bicycle and pedestrian pathways are present on or parallel to both Columbia Pike and Old Columbia Pike, yet improvements to road crossings, comfort, and connectivity are needed. Both local bus and enhanced bus service are available, yet the predominant mode of travel is by automobile.

4.A.1. District Vision

The Plan envisions development of compact, neighborhood-focused development along Old Columbia Pike within about a five-minute walk of Activity Centers located around intersections with Briggs Chaney Road, Fairland Road, Musgrove Road, and East Randolph Road. Public art installations, unique architectural elements, and community gathering spaces should be incorporated at each of these Activity Centers and

at Community Gateways as unique, distinguishing features (see Concept Framework Plan).

4.A.2. District Recommendations

1. This Plan encourages retrofitting and adaptive reuse of landmark buildings (such as Verizon and the General Conference of Seventh Day Adventists), green spaces, and pathways along Columbia Pike (U.S. 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. New roadway infrastructure projects along Columbia Pike (U.S. 29) and Old Columbia Pike (e.g., sidewalks, paths, intersections, crosswalks, BRT stations, bridges) should include public art and design features that enhance the pedestrian experience and quality of life.
3. Utilities should be underground along Old Columbia Pike and Tech Road through private development and/or public projects to enhance the streetscape by adding shade and ornamental tree plantings. Short lengths of targeted utility undergrounding should be considered at major intersections to allow for increased shading and cooling from large canopy trees, where people wait to cross intersections in vehicles and at crosswalks.
4. Revise the Transferable Development Rights (TDRs) Overlay zone to exclude the interchange of U.S. 29 and MD 200 right-of-way (Tax Account #00268004).

4.A.3. Old Columbia Pike and Briggs Chaney Road Activity Center



This area is envisioned as a small-scale, mixed-use, neighborhood-serving Activity Center through potential future redevelopment of the retail shopping center (Briggs Chaney Center) at the southwest corner and existing homes and medical office at the northeast corner.



Storefronts of the Briggs Chaney Center with parked cars

This Activity Center is consistent with the Neighborhood Centers of the *Thrive Montgomery 2050* Growth Map, which are the lowest intensity centers containing a small number of neighborhood-serving uses and located in rural areas and low-density residential neighborhoods.

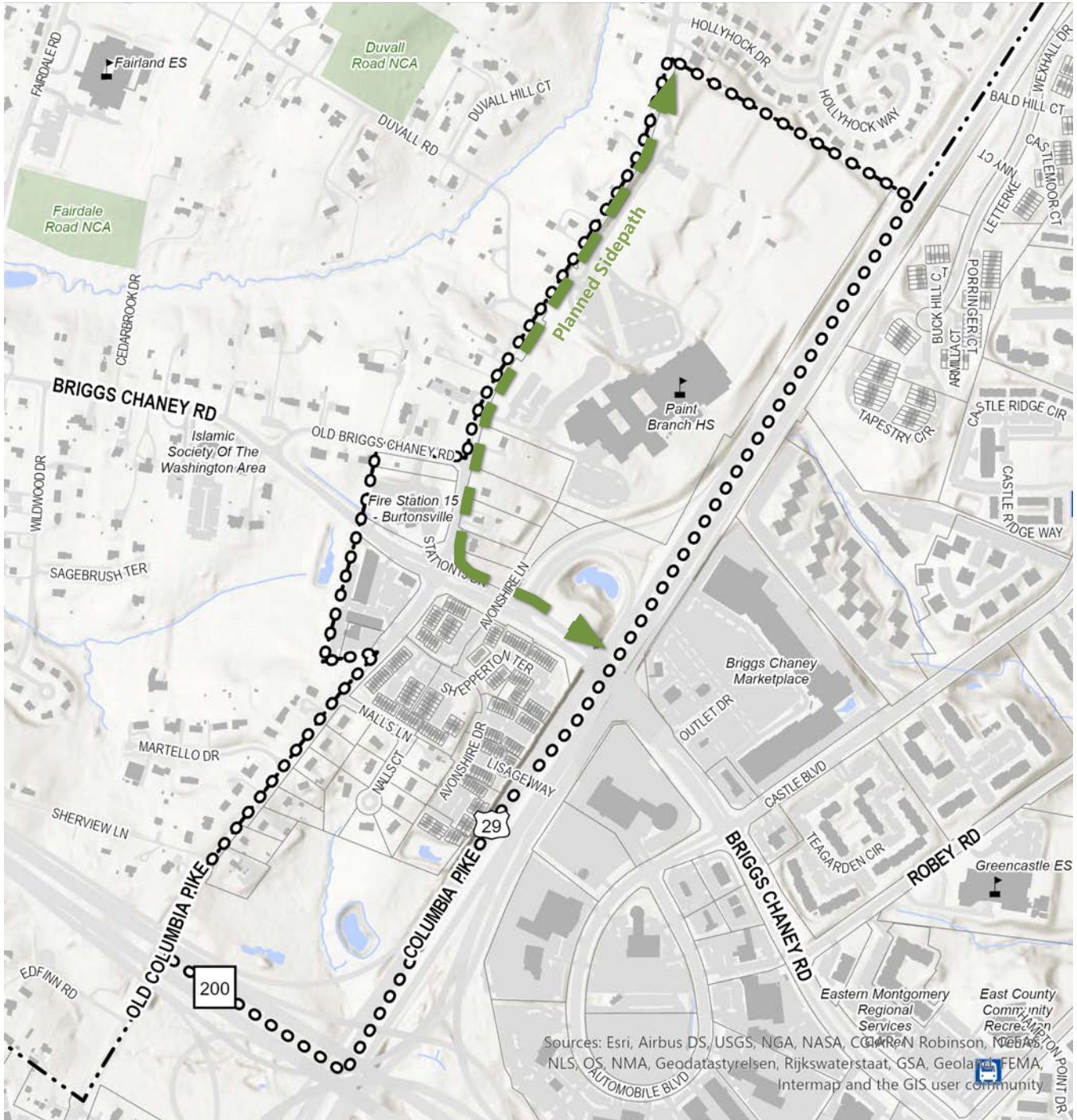
Figures 5, 12, and 13 show conceptual illustrations for a possible realization of the Plan's vision in this Activity Center.

Recommendations

1. Encourage redevelopment of properties toward a more compact, mixed-use neighborhood-serving Activity Center, with new buildings fronting the street and generous, pedestrian-oriented, landscape and amenity zones. Parking, trash and recycle collection, loading areas, and drive aisles should be located behind buildings.
2. Create a sidepath along the east side of Old Columbia Pike and north side of Briggs Chaney Road, between Paint Branch High School and the west side of the Briggs Chaney Road bridge over Columbia Pike (U.S. 29), to provide a safe and comfortable pedestrian connection between the high school and the bridge. The sidepath should be designated for public use and dedicated as public right-of-way when redevelopment occurs on adjacent properties and/or purchased by agreement with affected property owners. Streetscape designs should meet the regulated design standards of MCDOT (see also Map 26).
3. Conduct traffic calming work along Old Columbia Pike and Briggs Chaney Road, between Paint Branch High School and the west side of Briggs Chaney Road bridge over Columbia Pike (U.S. 29) to increase bicycle and pedestrian comfort and safety along these roadways.



MAP 26: OLD COLUMBIA PIKE AND BRIGGS CHANEY ROAD ACTIVITY CENTER DETAIL



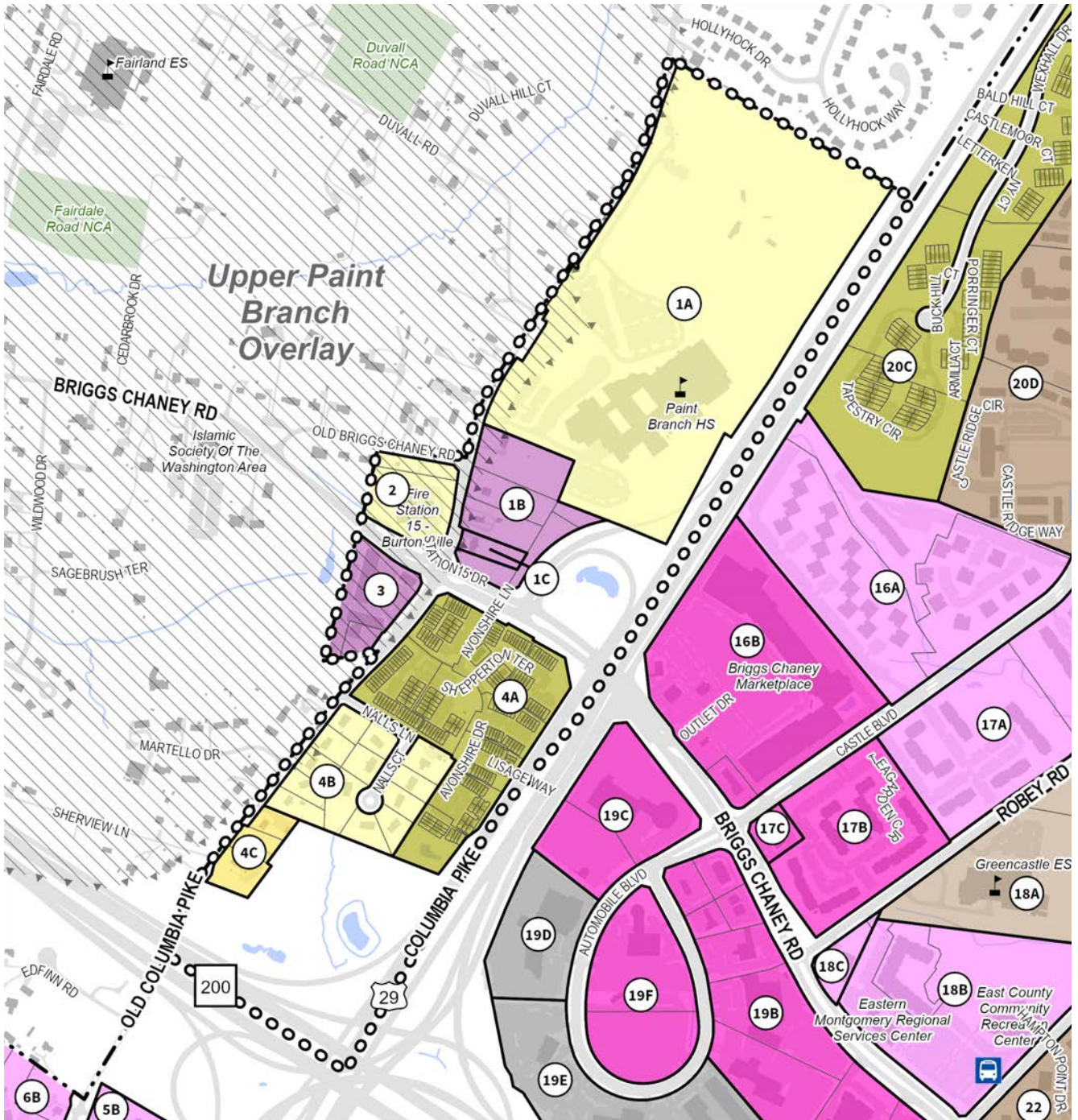
Sources: Esri, Airbus DS, USGS, NGA, NASA, CGRS, N Robinson, NGA, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

-  Fairland and Briggs Chaney Master Plan Boundary
-  Activity Center Boundary
-  Property Line
-  Public Parkland
-  BRT Station





MAP 27: OLD COLUMBIA PIKE AND BRIGGS CHANEY ROAD ACTIVITY CENTER RECOMMENDED ZONING



- | | | | |
|---|-----------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-22C Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | I-M Moderate Industrial |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |



TABLE 7: Old Columbia Pike and Briggs Chaney Road Activity Center Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------|----------------------------|--|
| 1A | R-200 | R-200 | Confirm existing zoning |
| 1B | R-200 | CRN-1.5 C-1.25 R-1.25 H-65 | Allow for small-scale, mixed-use development |
| 1C | EOF-1.5 H-75 | CRN-1.5 C-1.25 R-1.25 H-65 | Allow for small-scale, mixed-use development |
| 2 | R-200 | R-200 | Confirm existing zoning |
| 3 | NR-0.75 H-45 | CRN-1.0 C-0.75 R-0.75 H-45 | Allow for small-scale, mixed-use development |
| 4A | RT-12.5 | THD | Update similar townhome zone from pre-2014 RT zone |
| 4B | R-200 | R-200 | Confirm existing zoning |
| 4C | R-60 | R-60 | Confirm existing zoning |

FIGURE 5: STREET-LEVEL CONCEPTUAL ILLUSTRATION OF BRIGGS CHANEY ROAD AT OLD COLUMBIA PIKE



4.A.4. Old Columbia Pike and Fairland Road Activity Center



Aerial view of Old Columbia Pike and Fairland Road.
Source: Google Maps

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.

This Activity Center is consistent with the Smaller Centers of the *Thrive Montgomery 2050* Growth Map, which are generally characterized by low- to medium-density residential neighborhoods, with clusters of commercial activity, including shopping centers and neighborhood-serving retail.

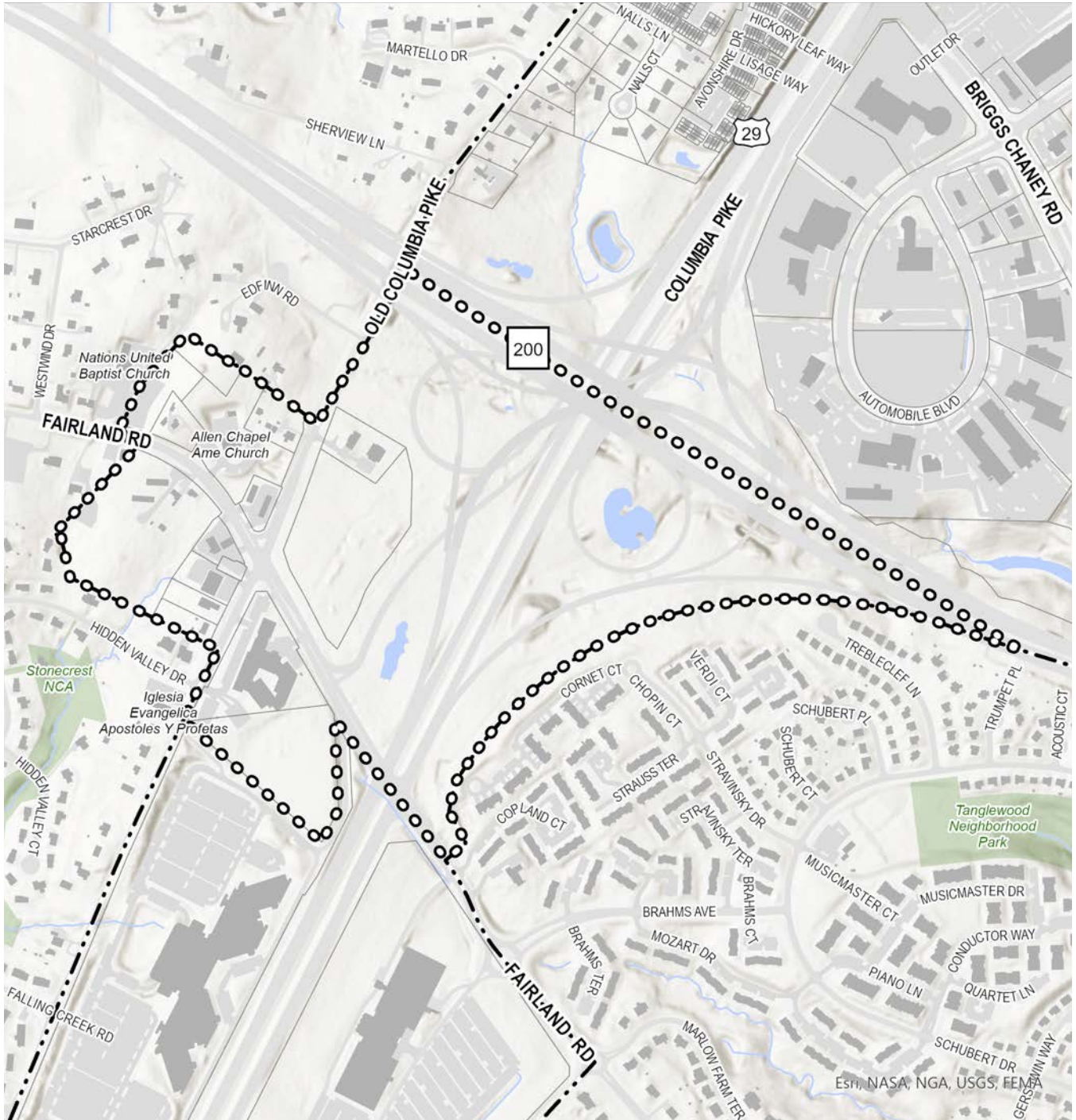
Figure 6 shows a conceptual illustration for a possible realization of the Plan’s vision that includes a portion of this Activity Center.

Recommendations

1. Encourage new development to create a compact building footprint with mixed-use, neighborhood-serving Activity Center focused on the intersection of Old Columbia Pike and Fairland Road.
2. Apply the ‘Town Center’ context area of the Complete Streets Design Guide (CSDG) to encompass the entirety of this Activity Center and assign the Town Center Street roadway classification within this context area, as shown in Map 19.
3. 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. 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.



MAP 28: OLD COLUMBIA PIKE AND FAIRLAND ROAD ACTIVITY CENTER DETAIL

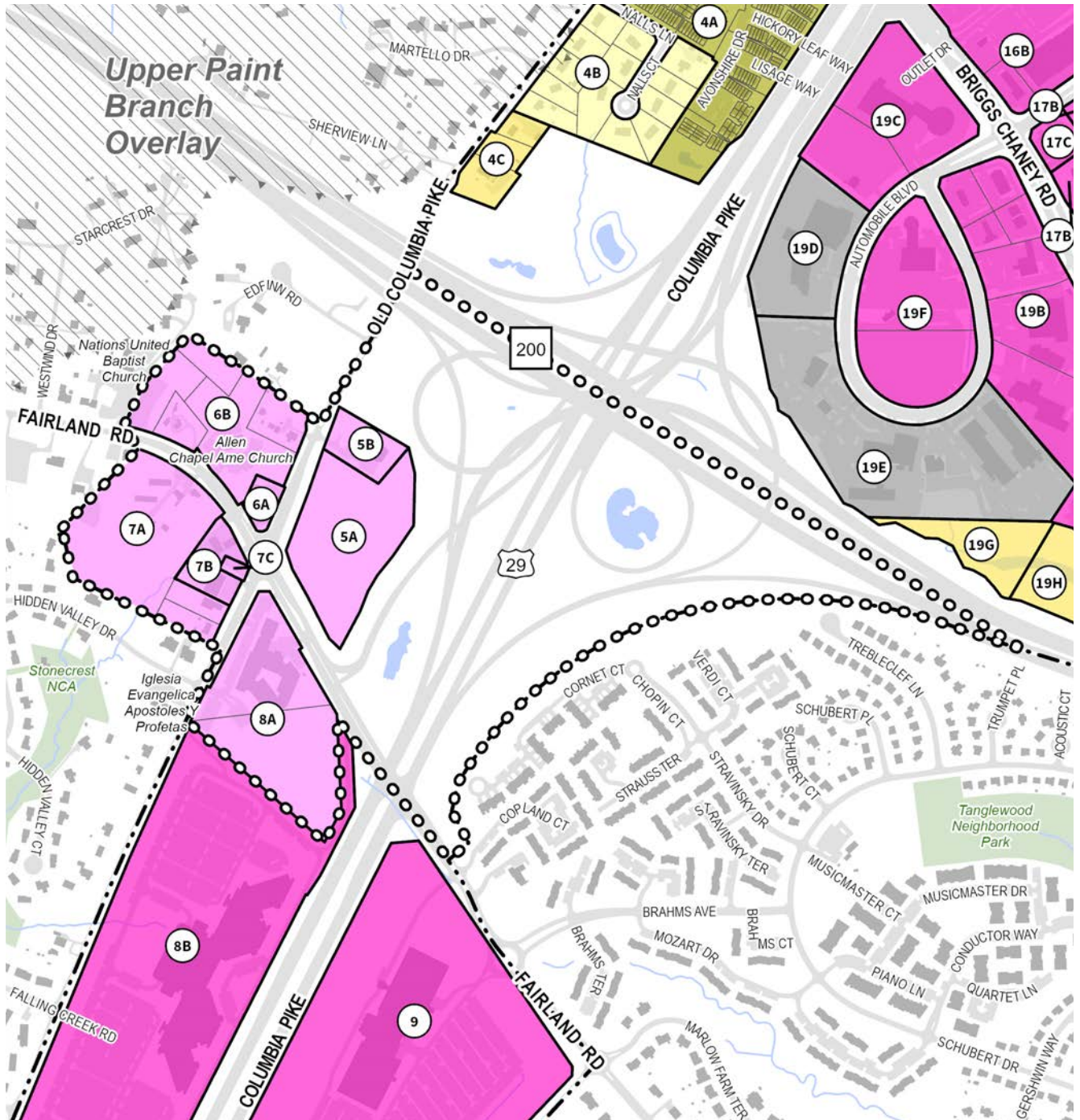


- Fairland and Briggs Chaney Master Plan Boundary
- Activity Center Boundary
- Property Line
- Public Parkland
- BRT Station





MAP 29: OLD COLUMBIA PIKE AND FAIRLAND ROAD ACTIVITY CENTER RECOMMENDED ZONING



| | | | |
|---|-----------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-20C Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | IM Moderate Industrial |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |

0 500'

TABLE 8: Old Columbia Pike and Fairland Road Activity Center Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|--------------------------------|-----------------------------|---|
| 5A | R-90 | CRT-1.5 C-0.75 R-1.25 H-75 | Allow for medium-density, mixed-use development Note: Location is in the Public Right-of-Way. |
| 5B | R-90 | CRT-1.5 C-0.75 R-1.25 H-75 | Allow for medium-density, mixed-use development |
| 6A | NR-0.75 H-45 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 6B | R-200 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 7A | R-200 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 7B | NR-0.75 H-45 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 7C | CRT-0.75 C-0.75 R-0.25 H-35 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 8A | R-90 | CRT-1.25 C-0.75 R-1.25 H-75 | Allow for small-scale, mixed-use development, should this property no longer be needed as a MCPS holding school |

4.A.5. Columbia Pike and Musgrove Road Activity Center



Due to their large size and presence on Columbia Pike (U.S. 29), the properties at 13100 Columbia Pike (Verizon West) and 13101 Columbia Pike (Verizon East) have a significant impact and importance in the plan area. Notwithstanding their existing utility as major employers and regional telecommunications services providers, these properties today are developed with large areas of surface parking and open spaces that are inaccessible and disconnected from their surrounding community.

The 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 to replace the existing buildings on the properties.

This Activity Center is consistent with the Medium Centers of the *Thrive Montgomery 2050* Growth

Map, which could include significant clusters of existing or planned residential density, as well as clusters of commercial density, including large shopping centers and office campuses. Medium Centers are also likely to be close to transit.

Figure 6 shows a conceptual illustration for a possible realization of the Plan's vision in this Activity Center.

Recommendations

1. This Plan encourages infill development of surface parking spaces at 13100 Columbia Pike (Verizon West), while retaining the existing corporate headquarters building and operations.
2. Apply the 'Town Center' context area of the Complete Streets Design Guide (CSDG) to encompass the portion of this Activity Center between Fairland Road and Musgrove Road and assign the Town Center Street roadway classification within this context area, as shown in Map 19.
3. If the entire property at 13100 Columbia Pike (Verizon West) becomes available for redevelopment, this Plan emphasizes a compact building footprint with a significant housing component and a mix of other neighborhood-serving land uses.
 - a. In the event of major redevelopment of this property, a new BRT station should



Verizon's Fairland Data Center

- be considered to serve the U.S. 29 Flash BRT service at the intersection of either Musgrove Road or Fairland Road and U.S. 29, unless already approved through redevelopment of the Verizon East property.
- b. A minimum 3-acre contiguous public open space should be provided as part of redevelopment of this property as a public facility to new residents, workers, and visitors within the plan area, unless approved as part of redevelopment of the Verizon East property. Montgomery Parks will make recommendations on the ownership of new public open spaces at the time of development application.
4. This Plan recommends adaptive reuse of the Fairland Data Center building at 13101 Columbia Pike (Verizon East), should it no longer be needed as a telecommunications data center, and supports 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.
 5. If the entire property at 13101 Columbia Pike (Verizon East) becomes available for redevelopment, a compact building footprint with a mix of neighborhood-serving uses and a significant housing component is highly recommended for this property.
 - a. In the event of major redevelopment of this property, a new BRT station should be considered to serve the U.S. 29 Flash BRT service at the intersection of either Musgrove Road or Fairland Road and U.S. 29, unless already approved through redevelopment of the Verizon West property.
 - b. An internal street connection should be created parallel to Columbia Pike (U.S. 29), establishing roughly equal new development blocks, as a part of major redevelopment to alleviate new traffic impacts on the residential portion of Musgrove Road. Any such street connections or frontage roads shall adhere to all applicable intersection spacing and design requirements.
 - c. A minimum 3-acre contiguous public open space should be provided as part of redevelopment of this property as a public facility to new residents, workers, and visitors within the plan area, unless approved as part of redevelopment of the Verizon West property. Montgomery Parks will make recommendations on the ownership of new public open spaces at the time of development application.
 6. Improve the safety and comfort of east-west travel across U.S. 29 within the Activity Center for non-vehicular modes of travel (e.g., walking, biking, rolling, use of assistive devices). Potential improvements might include a grade-separated crossing of U.S. 29 or at-grade intersection improvements at the intersections with Fairland Road and Musgrove Road. Improvements should be explored and provided by any major development application, or through a public-private partnership as scope, proportionality, and circumstances warrant, fronting the east and west sides of U.S. 29.

FIGURE 6: CONCEPTUAL ILLUSTRATION OF THE COLUMBIA PIKE AND MUSGROVE ROAD ACTIVITY CENTER



TABLE 9: Columbia Pike and Musgrove Road Activity Center Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|------------------|-----------------------------|---|
| 8B | EOF-0.75 H-100 T | CR-2.0 C-1.5 R-1.5 H-120 | Allow for higher-density, mixed-use development |
| 9 | EOF-1.5 H-75 | CR-2.0 C-1.5 R-1.5 H-120 | Allow for higher-density, mixed-use development |
| 10 | R-90 | CRT-1.25 C-0.75 R-1.25 H-65 | Allow for small-scale, mixed-use development |
| 11A | R-90 | CRT-1.25 C-0.75 R-1.25 H-65 | Allow for small-scale, mixed-use development |

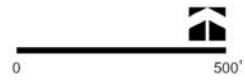


MAP 30: COLUMBIA PIKE AND MUSGROVE ROAD ACTIVITY CENTER DETAIL



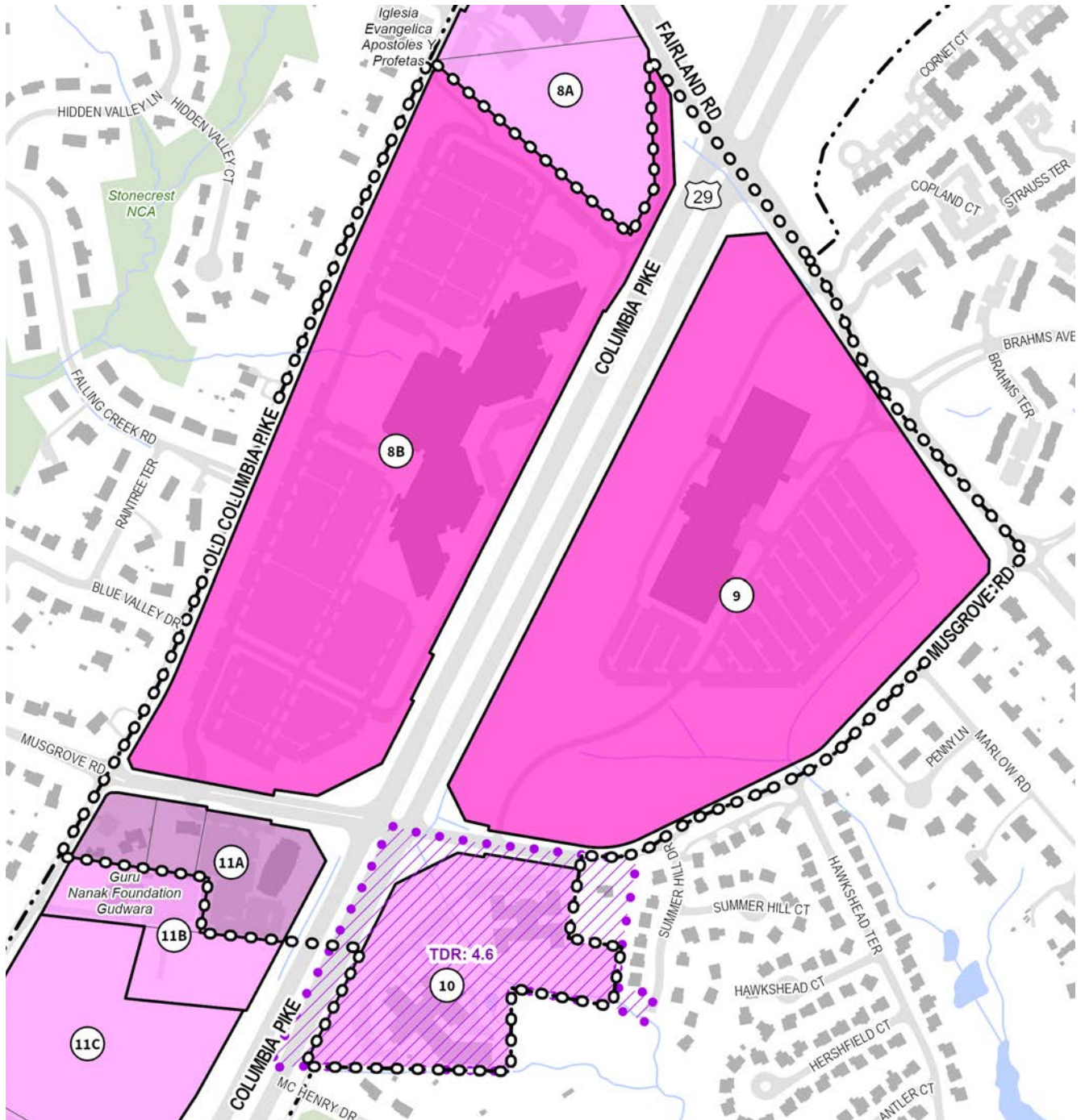
Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

- Fairland and Briggs Chaney Master Plan Boundary
- Activity Center Boundary
- Property Line
- Public Parkland
- BRT Station

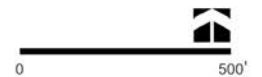




MAP 31: COLUMBIA PIKE AND MUSGROVE ROAD ACTIVITY CENTER RECOMMENDED ZONING



- | | | | |
|---|------------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-2/2C Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | I-M Moderate Industrial |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |



4.A.6. Old Columbia Pike and East Randolph Road Activity Center



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.



Flash BRT bus at a station on U.S. 29 (Columbia Pike)

This Activity Center is consistent with the Medium Centers of the *Thrive Montgomery 2050* Growth Map, which could include significant clusters of existing or planned residential density, as well as clusters of commercial density, including large shopping centers and office campuses. Medium Centers are also likely to be close to transit.

Figures 7, 8, 9, and 10 show conceptual illustrations for a possible realization of the Plan’s vision in this Activity Center.

Recommendations

1. Encourage moderate-density, mixed-use, transit-oriented development in this area to support and benefit from the existing U.S. 29 Flash BRT service and a future BRT route along East Randolph Road.
2. Apply the ‘Downtown’ context area of the Complete Streets Design Guide (CSDG) to encompass a portion of this Activity Center and assign the Downtown Boulevard and Downtown Street roadway classifications within this expanded context area, as shown in Map 19.
3. Future development of the unimproved property at 2131 East Randolph Road should provide a pedestrian connection to the Manors of Paint Branch HOA property and, if accepted by the HOA, a connection to the private Staley Manor Drive to provide for non-vehicular access from the HOA property and Rolling Acres neighborhood. Future development should also seek to provide compatible transitions to the neighboring properties.
4. Future development on the property at 12501 Old Columbia Pike (General Conference of Seventh Day Adventists) should be designed and oriented to support the existing U.S. 29 Flash BRT service and planned East Randolph

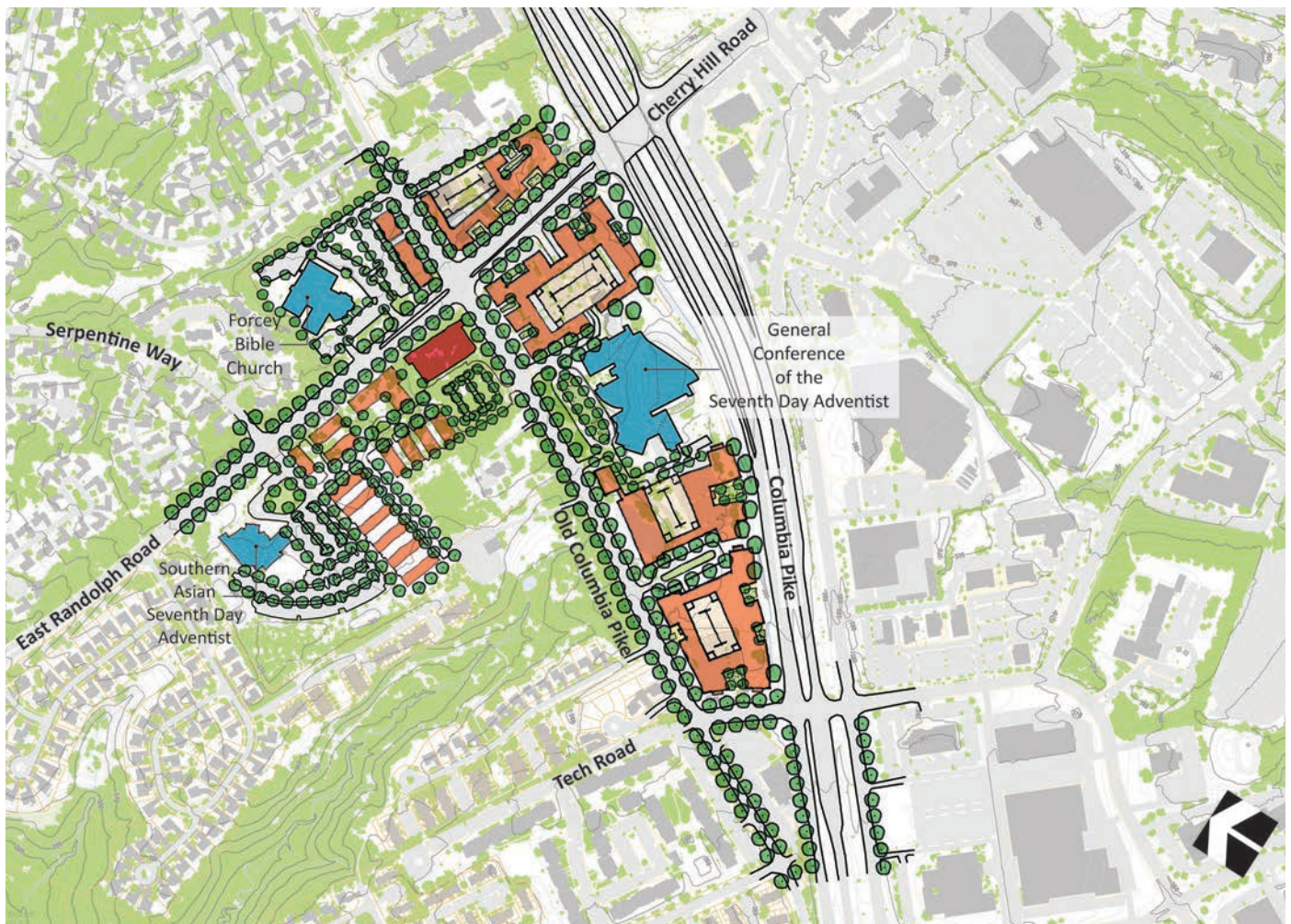
Road BRT route through pedestrian-friendly street frontages and building design, active ground-floor uses, publicly accessible open space, and a mix of uses that allows living, working, shopping, and gathering near transit.

5. In the event of future development on the property at 12501 Old Columbia Pike, MCDOT should partner with the property owner to develop the Tech Road Park and Ride lot as an extension of mixed-use development at this high-frequency transit station area. Development at the Park and Ride lot should ensure that transit access, convenience, and

comfort are improved, and any replacement public parking facility is sized to meet current and future bus ridership demands. Development of the Park and Ride lot should be designed as a Community Gateway on Columbia Pike (U.S. 29) in this part of the master plan and support the U.S. 29 Flash BRT service.

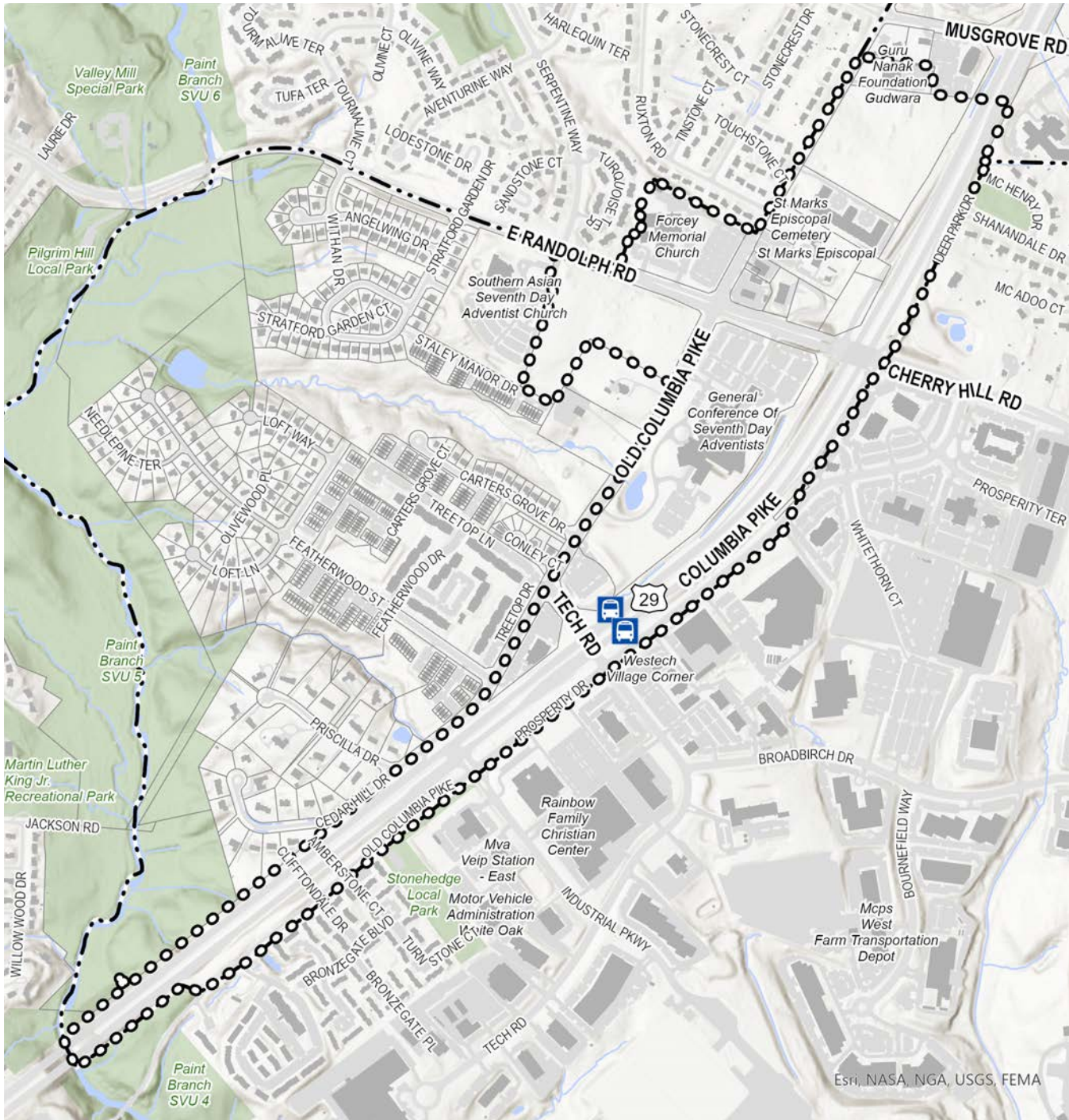
6. Future redevelopment of the property at 12301 Old Columbia Pike should be designed as a Community Gateway on Columbia Pike (U.S. 29) in this part of the master plan and support the U.S. 29 Flash BRT service.

FIGURE 7: CONCEPTUAL ILLUSTRATION OF THE OLD COLUMBIA PIKE AND EAST RANDOLPH ROAD ACTIVITY CENTER





MAP 32: OLD COLUMBIA PIKE AND EAST RANDOLPH ROAD ACTIVITY CENTER DETAIL

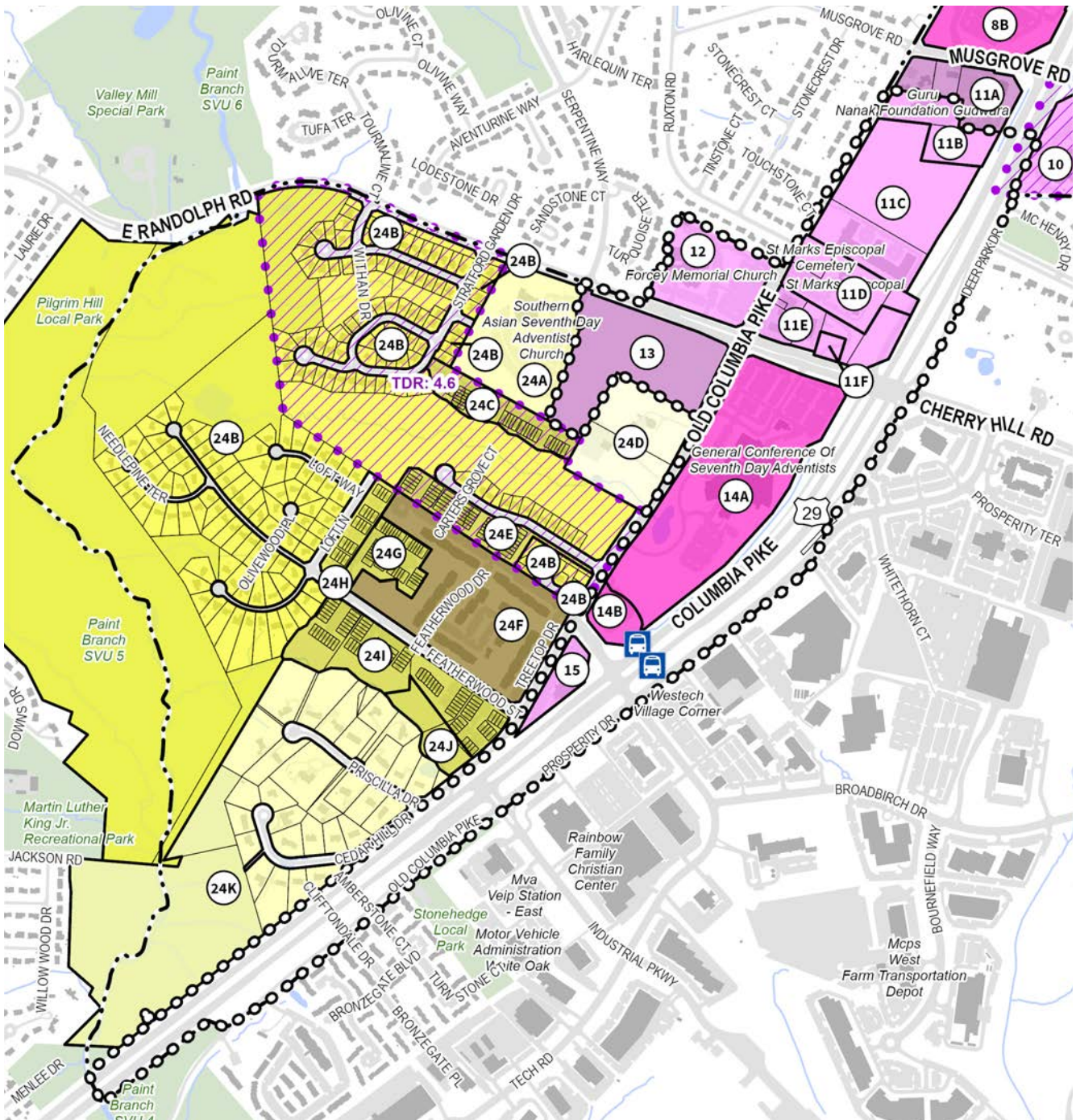


- Fairland and Briggs Chaney Master Plan Boundary
- Activity Center Boundary
- Property Line
- Public Parkland
- BRT Station





MAP 33: OLD COLUMBIA PIKE AND EAST RANDOLPH ROAD ACTIVITY CENTER RECOMMENDED ZONING



- | | | | |
|---|------------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-2/2G Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | IM Moderate Industrial |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |



TABLE 10: Old Columbia Pike and East Randolph Road Activity Center Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------------------|-----------------------------|--|
| 11B | R-90 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 11C | R-200 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 11D | R-90 | CRT-1.25 C-0.75 R-1.25 H-55 | Allow for small-scale, mixed-use development |
| 11E | CRT-0.75 C-0.75 R-0.25 H-35 | CRT-1.25 C-0.75 R-1.25 H-75 | Increase allowable FAR and building height. |
| 11F | CRT-0.75 C-0.75 R-25 H-45 | CRT-1.25 C-0.75 R-1.25 H-75 | Increase allowable FAR and building height. |
| 12 | R-90 | CRT-1.25 C-0.25 R-1.0 H-55 | Allow for small-scale, mixed-use development |
| 13 | R-200 | CRN-1.0 C-0.0 R-1.0 H-75 | Allow for higher-density residential development |
| 14A | EOF-1.5 H-75 | CR-2.0 C-1.5 R-1.5 H-120 | Allow for higher-density, mixed-use development |
| 14B | EOF-1.5 H-75 | CR-2.0 C-1.5 R-1.5 H-120 | Allow for higher-density, mixed-use development, in conjunction with a public parking facility serving the transit station area. Note: Location is in the Public Right-of-Way. |
| 15 | CRT-0.75 C-0.75 R-0.25 H-35 | CRT-1.25 C-0.75 R-1.25 H-75 | Increase allowable FAR and building heights |

FAR = Floor-to-Area Ratio

FIGURE 8: STREET-LEVEL CONCEPTUAL ILLUSTRATION OF EAST RANDOLPH ROAD AT OLD COLUMBIA PIKE



FIGURE 9: ELEVATED CONCEPTUAL ILLUSTRATION OF TECH ROAD AT COLUMBIA PIKE



FIGURE 10: STREET-LEVEL CONCEPTUAL ILLUSTRATION OF TECH ROAD AT COLUMBIA PIKE



4.B MAIN STREET DISTRICT

This district includes properties located along Briggs Chaney Road, between Old Columbia Pike and the Intercounty Connector (MD 200), as well as properties along some roads leading to Briggs Chaney Road, such as Automobile Boulevard, Castle Boulevard, and Robey Road. Notable properties include those in the Auto Sales Park, the Briggs Chaney Marketplace, residential properties on Castle Boulevard, and the Eastern Montgomery Regional Services Center/East County Community Recreation Center site.

Due to a concentration of residential neighborhoods and commercial businesses, the district serves as a sort of downtown for this portion of the plan area, yet its traffic circulation, bicycle and pedestrian facilities, built environment, and public amenities remain rooted in their auto-dominated suburban origins.

Two Bus Rapid Transit (BRT) stations serve the

district, providing access to the U.S. 29 Flash BRT Orange Route for area residents, workers, and visitors. Other bus routes serving the district include the WMATA Metrobus Routes Z6 and Z8 and Montgomery County Ride On Routes 21 and 39.

4.B.1. District Vision

The Plan envisions a compact, mixed-use corridor along Briggs Chaney Road, between Old Columbia Pike and MD 200 that serves as a gateway into the community, focused on the U.S. 29 Flash BRT service, community gathering spaces, and cultural and historic landmarks. New urban-style development on both sides of Briggs Chaney Road should orient building frontages toward the street and include pedestrian amenity areas, and sidewalks with strategically placed ornamental and shade trees.

Figures 11, 12, and 13 show conceptual illustrations for a possible realization of the Plan's vision for this District.

FIGURE 11: ELEVATED CONCEPTUAL ILLUSTRATION OF THE MAIN STREET DISTRICT



FIGURE 12: CONCEPTUAL ILLUSTRATION OF THE MAIN STREET DISTRICT (OPTION 1)



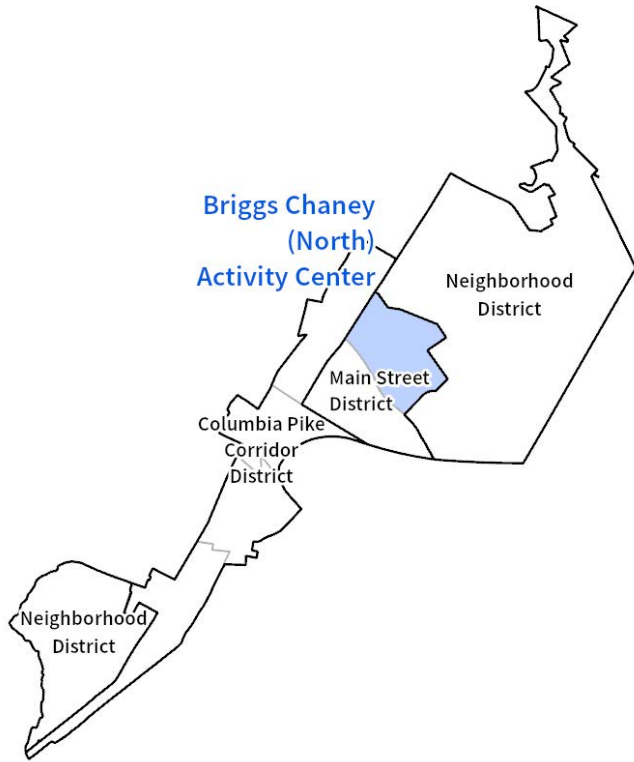
FIGURE 13: CONCEPTUAL ILLUSTRATION OF THE MAIN STREET DISTRICT (OPTION 2 WITH POSSIBLE EDUCATION CAMPUS)



4.B.2. District Recommendations

1. Property redevelopment in this District should be designed as high-density, mixed-use development that contributes to an active town center area on Briggs Chaney Road and Castle Boulevard.
2. A new U.S. 29 Flash BRT station should be considered at the Columbia Pike (U.S. 29)/ Briggs Chaney Road interchange. The U.S. 29 Flash BRT Blue Line service should be connected at the lower highway level on U.S. 29, with pedestrian access provided via stairs and elevators from the Briggs Chaney Road bridge level. Infrastructure leading to the station will provide safe, comfortable, and convenient access to the new station from the bridge without deviating from dedicated transit lanes on U.S. 29. A feasibility study by MCDOT should be conducted to determine when future land uses will support the construction of this new station.
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. Utilities should be underground along both sides of Briggs Chaney Road through private development and/or public projects to enhance the streetscape by adding shade and ornamental tree plantings. Short lengths of targeted utility undergrounding should be considered at major intersections to allow for increased shading and cooling from large canopy trees, where people wait to cross intersections in vehicles and at crosswalks.
5. Expand the 'Town Center' context area of the Complete Streets Design Guide (CSDG) to encompass the Briggs Chaney District and Castle Boulevard neighborhood and assign the Town Center Boulevard and Town Center Street roadway classifications within this expanded context area (see Map 19).
6. Advance investment in Bicycle and Pedestrian Priority Areas (BiPPA) and corridors in the Master Plan Area, particularly 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 (see also Section 3.C.3).
7. Increase tree canopy coverage through the planting of shade trees and small forest stands on public and private property, such as the Auto Sales Park and Briggs Chaney Marketplace. See also Environment recommendations for targeted tree canopy coverage recommendations.
8. Retrofit road rights-of-way to retain and infiltrate surface water, convert impervious surfaces to infiltration areas, and add shade and ornamental trees to roadway medians and planting strips. Trees should be added, where appropriate, to reduce traffic noise, heighten the aesthetics of the public realm, and provide visual and natural buffers between pedestrians and roadways.

4.B.3. Briggs Chaney Road (North) Activity Center



Briggs Chaney Marketplace

This multi-property site is envisioned for compact, mixed-use development with buildings fronting onto existing and new streets, a central publicly accessible private open space amenity, 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.

This Activity Center is consistent with the Medium Centers of the *Thrive Montgomery 2050* Growth Map, which could include significant clusters of existing or planned residential density, as well as clusters of commercial density, including large shopping centers and office campuses. Medium Centers are also likely to be close to transit.

This Eastern Montgomery Regional Services Center and East County Community Recreation Center site could catalyze the creation of a more compact, walkable, and active Briggs Chaney Road corridor. It could become a primary indoor and outdoor activity node for this portion of the plan area, as well as for 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 U.S. 29 Flash BRT Orange Line station and park-and-ride facility should be retained and integrated into any new development, improving transit access, convenience, and comfort.

Recommendations

1. Create a sidepath along the north side of Briggs Chaney Road, between the east side of the Briggs Chaney Road bridge over Columbia Pike (U.S. 29) and the East County Community Recreation Center property, that provides a safe and comfortable pedestrian connection between the bridge and points east of U.S. 29. The sidepath should be designated for public use and dedicated as public right-of-way when redevelopment occurs on adjacent properties and/or purchased by agreement with affected property owners. Streetscape designs will meet the regulated design standards of MCDOT (see also Map 34), and above-grade utility lines should be placed underground to increase shade from tree canopy or shade structures.
2. Short-term improvements of the Briggs Chaney Marketplace property should:
 - a. Incorporate green building standards and sustainable construction materials.
 - 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.
3. Long-term redevelopment of the Briggs Chaney Marketplace property should:
 - a. Encourage redevelopment of the Briggs Chaney Marketplace to infill surface parking lots with compact development (e.g., multiple stories, parking garages) with active storefronts that provide a mix of uses, outdoor seating, a grid of internal streets creating short blocks, and strategically placed shade trees and/or shade structures.
 - b. Provide a centrally located public open space or plaza area with public art, activated by surrounding storefronts.
 - 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.
 - 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.
4. Montgomery County Public Schools (MCPS) should work in coordination with the Montgomery County Department of General Services to improve the existing hard-surface trail connecting Greencastle Elementary School to Gateshead Manor Way to improve student access to the school and the East County Community Recreation Center, as well as greater pedestrian access between Gateshead Manor Way and Robey Road. Possible improvements include wayfinding signage, safe grade changes and accessible design, and regular maintenance of vegetation and the trail surface.
5. Support the new construction of high-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. Development at the Park and Ride lot should improve transit access, convenience, and comfort and any replacement public parking facility is sized to meet current and future bus ridership

demands. The transit facility should include structured parking and electric-charging infrastructure for cars and buses.

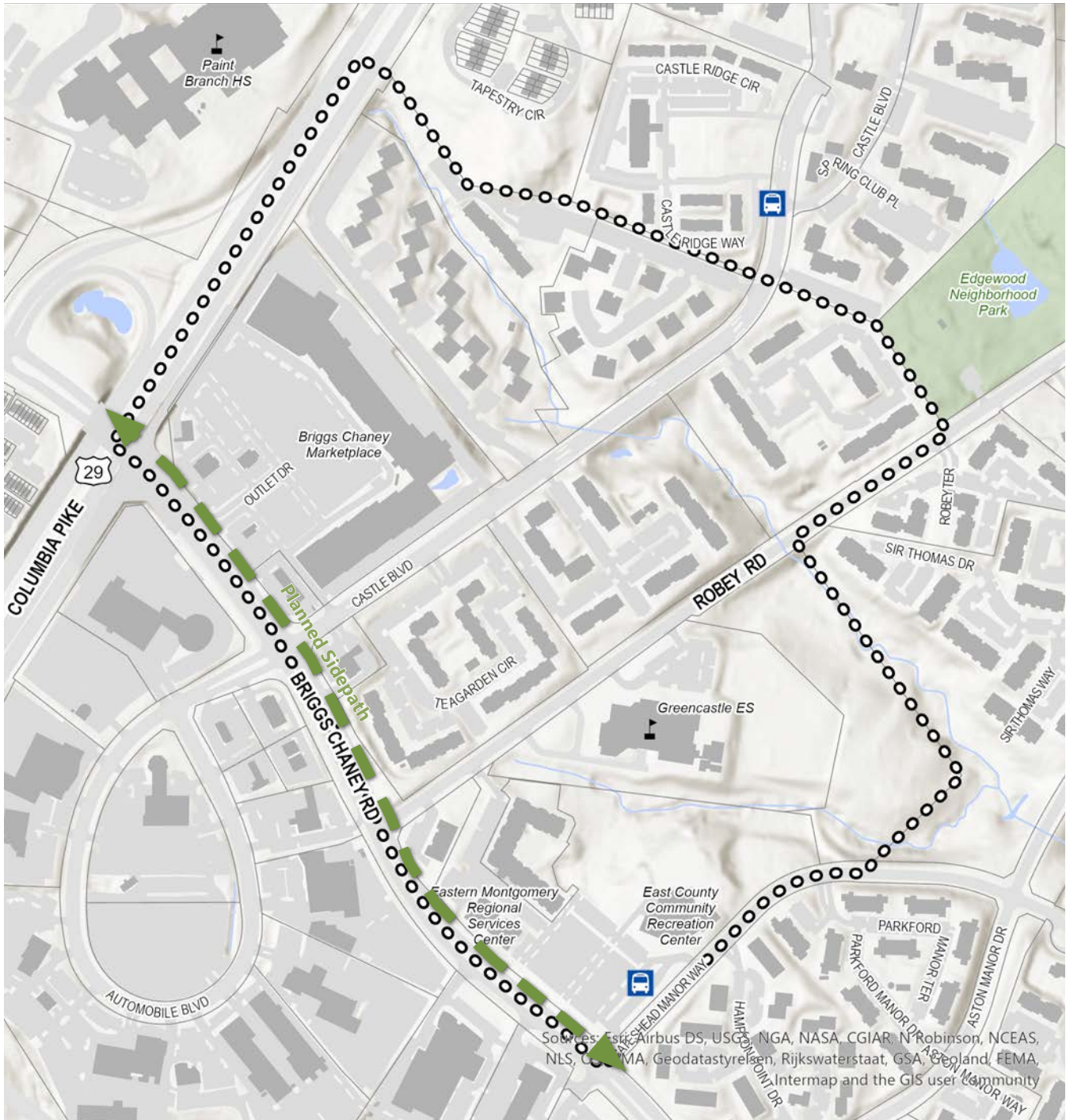
6. Any redevelopment of public properties that include the Eastern Montgomery Regional Services Center, U.S. 29 Flash BRT Orange Line station and park-and-ride facility, East County Community Recreation Center, and associated surface parking lots should provide adequate transitions between new development and existing neighborhoods through appropriate building heights and development intensities.
7. The MCDGS 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.
8. Conduct traffic calming work along Briggs Chaney Road, between the west side of Briggs Chaney Road bridge and the Intercounty Connector (MD 200) to increase bicycle and pedestrian comfort and safety along the roadway.

TABLE 11: Briggs Chaney Road (North) Activity Center Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|----------------------------|----------------------------|---|
| 16A | R-20 | CRT-1.5 C-0.25 R-1.5 H-85 | Allow for higher-density, mixed-use development |
| 16B | CRT-2.25 C-1.5 R-0.75 H-75 | CR-2.25 C-1.5 R-0.75 H-85 | Replace a CRT with CR zone |
| 17A | R-20 | CRT-1.25 C-0.25 R-1.0 H-85 | Allow for higher-density, mixed-use development |
| 17B | R-20 | CR-2.0 C-0.5 R-2.0 H-85 | Allow for higher-density, mixed-use development |
| 17C | CRN-0.5 C-0.5 R-0.25 H-35 | CR-2.0 C-0.5 R-2.0 H-85 | Allow for higher-density, mixed-use development |
| 18A | R-30 | R-30 | Confirm existing zoning |
| 18B | R-30 | CRT-2.0 C-0.25 R-2.0 H-85 | Allow for higher-density, mixed-use development |
| 18C | RT-10.0 | CRT-2.0 C-0.25 R-2.0 H-85 | Allow for higher-density, mixed-use development |

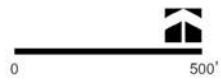


MAP 34: BRIGGS CHANEY ROAD (NORTH) ACTIVITY CENTER DETAIL



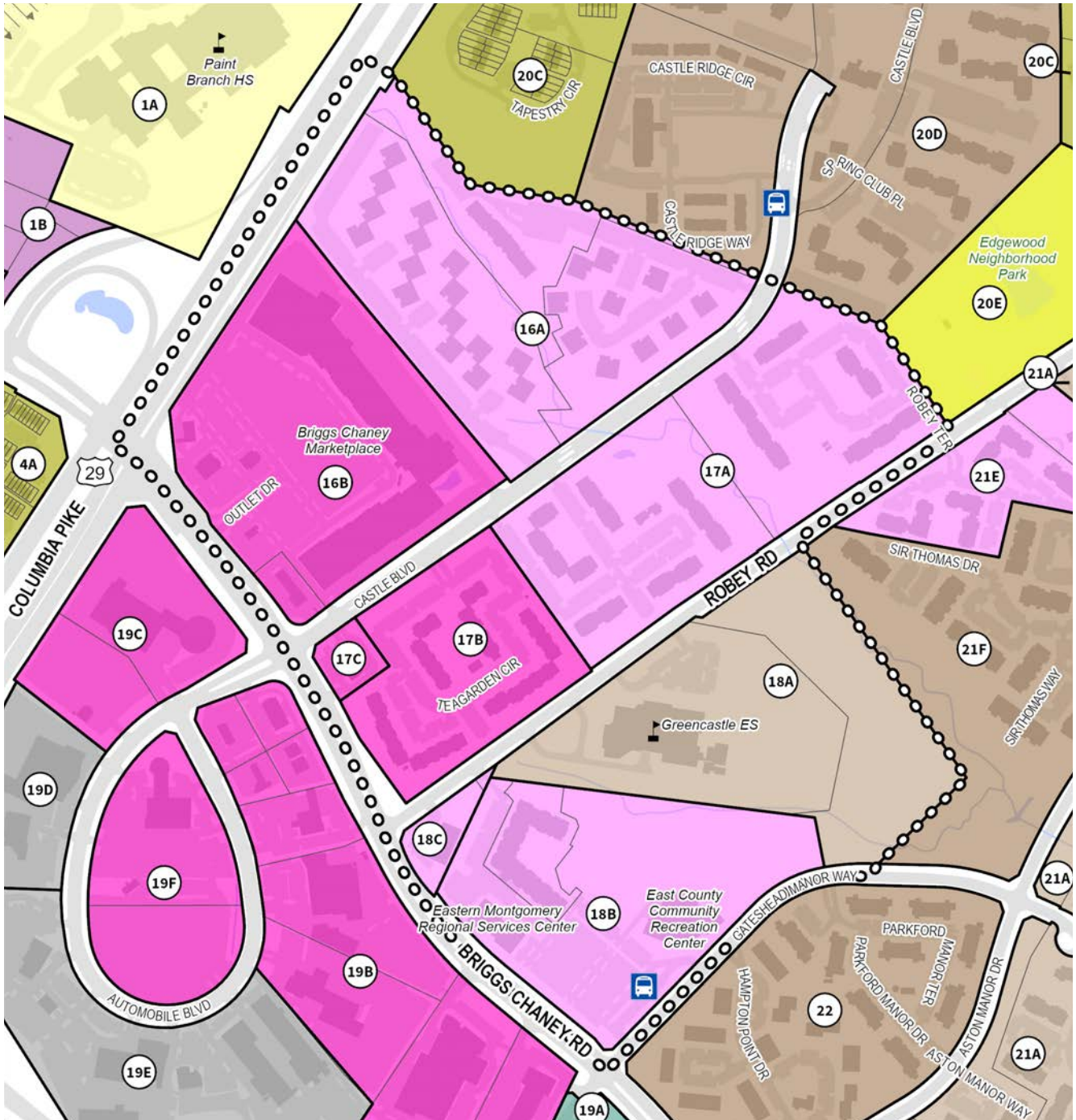
Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, COMMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

-  Fairland and Briggs Chaney Master Plan Boundary
-  Activity Center Boundary
-  Property Line
-  Public Parkland
-  BRT Station

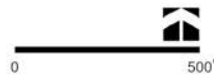




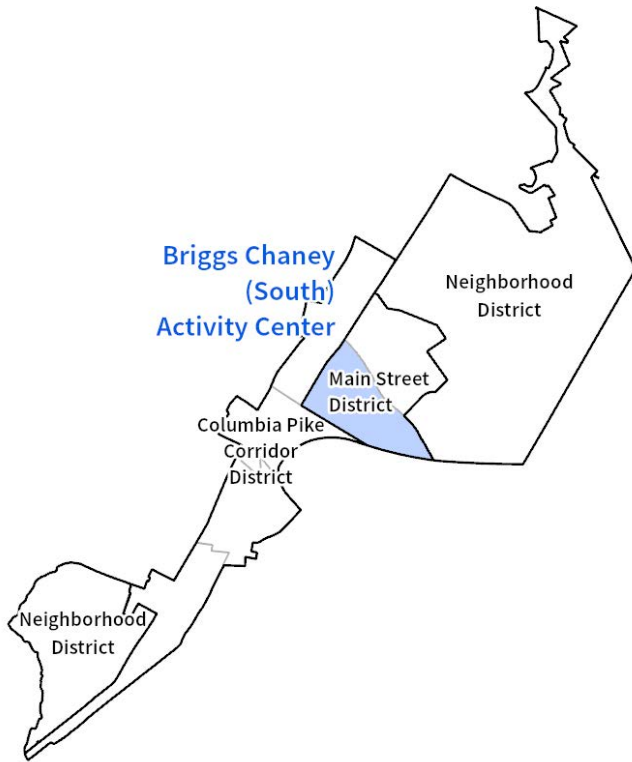
MAP 35: BRIGGS CHANEY ROAD (NORTH) ACTIVITY CENTER RECOMMENDED ZONING



- | | | | |
|---|------------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-2/2C Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | I-M Moderate Indi |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |



4.B.4. Briggs Chaney Road (South) Activity Center



This Activity Center is consistent with the Medium Centers of the *Thrive Montgomery 2050* Growth Map, which could include significant clusters of existing or planned residential density, as well as clusters of commercial density, including large shopping centers and office campuses. Medium Centers are also likely to be close to transit.

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 Activity Center could also be an appropriate location for an institutional use such as a college, educational training facility, or public school, if the scale of future redevelopment and land assembly allows for it.

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 allows for potential 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 within pervious surfaces.



Auto Sales Park on Briggs Chaney Road

The long-term vision for the Auto Sales Park, and its adjacent commercial properties along Briggs Chaney Road, is as a transformed neighborhood of mixed-use buildings accessible through a new grid of streets, walkways, and green spaces, with compact (i.e., multiple stories) auto-related uses located at the southwest portion of the site, away from Briggs Chaney Road.

Recommendations

1. Short-term improvements to these Auto Sales Park properties should include the following, where applicable. These recommendations should be considered when commensurate to the scope and size of a proposed development:
 - a. Restricted access (on platted properties) along the south side of Briggs Chaney Road will be considered for removal with the redevelopment of auto sales and service uses. Permitted access encourages building frontage along Briggs Chaney Road and could require structured parking or service access from Briggs Chaney Road instead of solely depending on access to Automobile Boulevard. Improvements to on-site circulation patterns seek to improve safety and separate occasional service drop-offs from regular visits.
 - b. Whenever most feasible, encourage property owners and tenants to consolidate uses and combine common activities between sites, such as storing inventory, parking for employees and customers, displaying vehicles, washing cars, collecting trash and recycling, and loading inventory.
 - c. Apply 'main street' design principles on Briggs Chaney Road in conjunction with new development to establish building frontages closer to the street, wide sidewalks, street trees, and other 'cool' streetscape designs to mitigate urban heat island effects and improve the public realm for walking, rolling, and biking.
 - d. Vehicle sales and service businesses should consider structured parking and/or the installation of pervious surfaces for vehicle storage to reduce impervious paving.
 - e. Shade structures and ornamental trees should be maintained and increased within the right-of-way of Automobile Boulevard and Briggs Chaney Road.
2. Realize the Plan's long-term vision for compact, mixed-use development with retail, light-industrial, and residential uses facing Briggs Chaney Road. Comprehensive or large-scale redevelopment of one or more Auto Sales Park properties should include the following, where applicable. These recommendations are not applicable in minor or targeted development projects.
 - a. Structured parking and storage facilities, service areas, trash collection, loading, and repair shops should be located toward the rear of properties and/or back up to Columbia Pike (U.S. 29) and the Intercounty Connector (ICC or MD 200). Major views of these areas should be blocked by a heavily planted landscape buffer that connects into the inner pathway loop and other natural resources. Structured parking should replace surface parking lots whenever feasible.
 - b. Extend Robey Road to Automobile Boulevard as a 'Town Center Street' as defined by the Complete Streets Design Guide (see also Map 19).
 - c. Extend Gateshead Manor Way to the southernmost point of Automobile Boulevard as a 'Town Center Street' as defined by the Complete Streets Design Guide (see also Map 19).
 - d. Provide a minimum 3-acre contiguous public open space that functions as a cohesive park-like setting, reduces heat island effects, and creates a connected public gathering space. Montgomery Parks will make recommendations on the

ownership of new public open spaces at the time of development application. If the size and scope of development cannot sufficiently accommodate the entire 3 acres onsite, the required public open space will be located directly adjacent to neighboring public open space or green space along the property boundary.

- 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. To mitigate urban heat island effects, better manage stormwater, and provide publicly accessible open space in the Auto Sales Park, provide a linear open space amenity from within Automobile Circle that connects with existing open spaces and future trails along MD 200 (the ICC), continuing east along the ICC to connect with the Fairland Regional Park trail system in Prince George's County. The linear amenity should include shade trees, vegetated swales for collecting and conveying stormwater, and pedestrian amenities, such as outdoor furniture, shade structures, and wayfinding signs (see also Map 36). Above-grade utility lines should be relocated below grade.
4. Consider future redevelopment of a portion of the Auto Sales Park for new public facilities or institutional uses in East county, such as a new college campus, an educational training facility, or a public-school site. If an institutional use is not developed at the Auto Sales Park site, a portion of the area along Briggs Chaney Road should still be considered for redevelopment into a mixed-use neighborhood with a new grid of streets

defining small, public open spaces and walkable blocks interspersed throughout this new neighborhood.

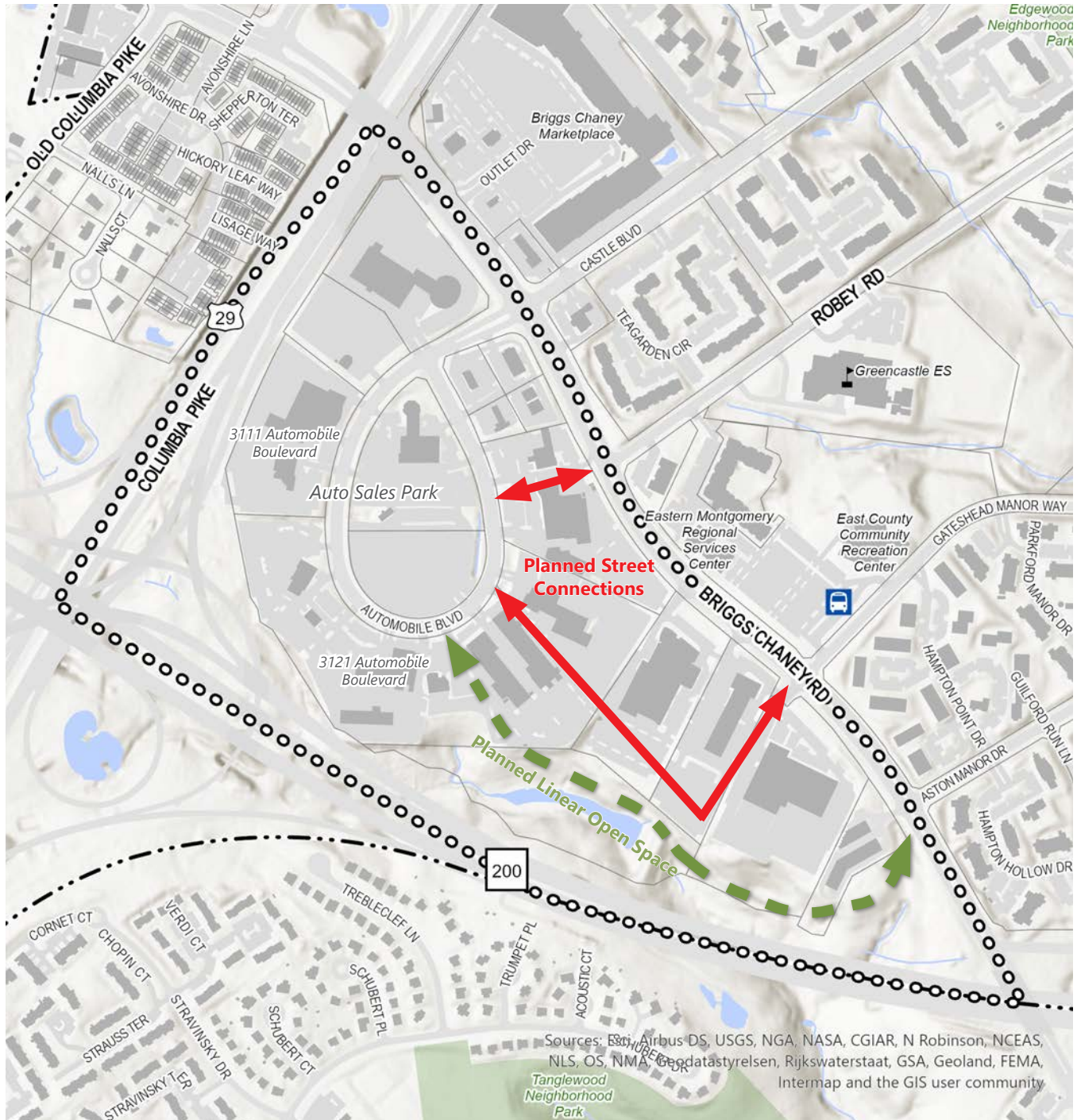
5. MCDOT should study the potential for a new or relocated U.S. 29 Flash BRT station on Briggs Chaney Road near the entrance to the Auto Sales Park and Briggs Chaney Marketplace that can provide greater access to transit for these major land uses and to help support future redevelopment interest.
6. Allow a floating zone to be requested by the property owners of 3111 and 3121 Automobile Boulevard to apply a CR zone consistent with adjacent properties, should the property owner instead choose to develop according to the CR zone.

TABLE 12: Briggs Chaney Road (South) Activity Center Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|---------------------|--------------------------|---|
| 19A | EOF-0.75 H-100 T | EOF-0.75 H-100 | Update the zone from a pre-2014 "T" zone |
| 19B | GR-1.5 H-85 | CR-2.0 C-1.5 R-1.5 H-85 | Allow for higher-density, mixed-use development |
| 19C | GR-1.5 H-85 | CR-2.0 C-1.5 R-1.5 H-120 | Allow for higher-density, mixed-use development |
| 19D | IM-2.5 H-50 | IM-2.5 H-85 | Retain the maximum allowable density and increase the maximum allowable height for consistency with adjacent zones while retaining a focus on industrial, auto sales/service, and employment uses |
| 19E | GR-1.5 H-85 | IM-2.5 H-85 | Increase the maximum allowable density and retain the maximum allowable height for consistency with adjacent zones while retaining a focus on industrial, auto sales/service, and employment uses |
| 19F | GR-1.5 H-85 | CR-2.0 C-1.5 R-1.5 H-85 | Allow for higher-density, mixed-use development |
| 19G | GR-1.5 H-85 | R-60 | Remove split zoning by applying the lower-density zone, consistent with the existing public stormwater management facility and future public open space access that is shared by 19H |
| 19H | R-60 | R-60 | Confirm existing zoning |



MAP 36: BRIGGS CHANEY ROAD (SOUTH) ACTIVITY CENTER DETAIL

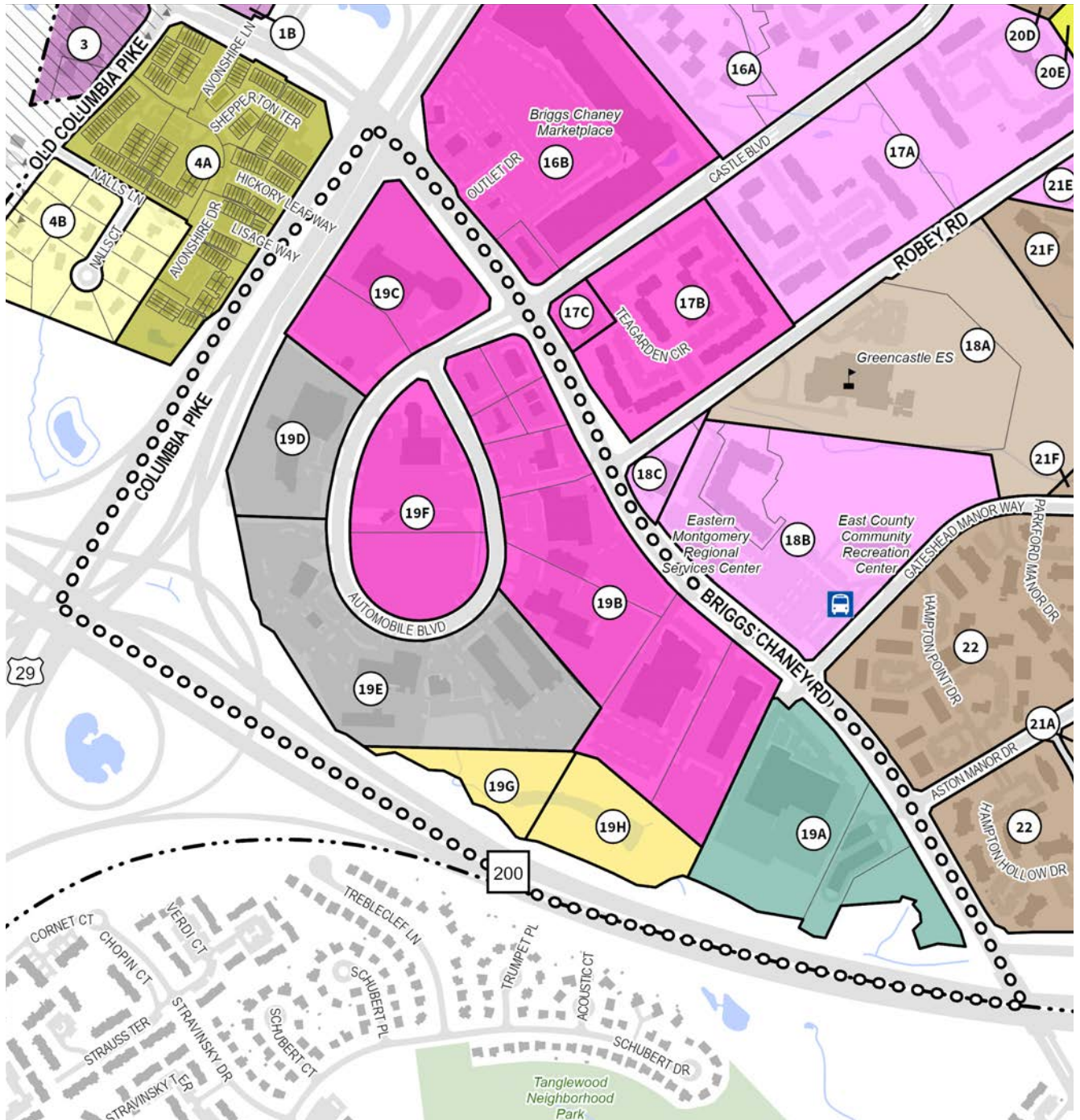


- Fairland and Briggs Chaney Master Plan Boundary
- Activity Center Boundary
- Property Line
- Public Parkland
- BRT Station

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community



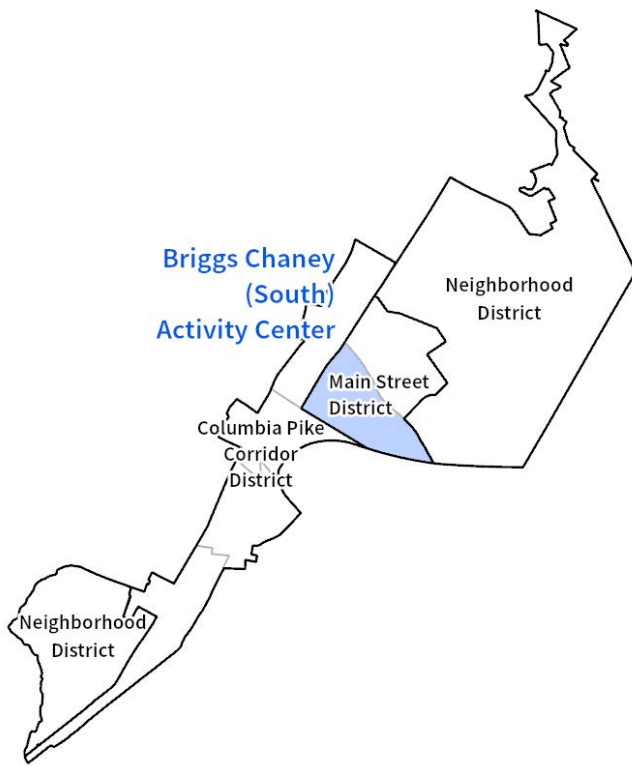
MAP 37: BRIGGS CHANEY ROAD (SOUTH) ACTIVITY CENTER RECOMMENDED ZONING



- | | | | |
|---|-----------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-20C Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | I-M Moderate Indl. |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |



4.C RESIDENTIAL NEIGHBORHOODS



This district is composed of two areas of primarily residential neighborhoods within the plan area, including Rolling Acres and Greencastle Lakes, among others.

The southern portion of the district contains the residential neighborhoods bounded by Columbia Pike (U.S. 29) and Old Columbia Pike to the east, East Randolph Road to the north, and Paint Branch Stream Valley Park to the west. Neighborhoods include a mix of detached, attached, and multi-unit residential housing types for both ownership and rental occupancy. The Southern Asian Seventh Day Adventist Church is also located within this plan district.

The northern portion of the district contains the residential neighborhoods bounded by Greencastle Road to the north and east, Briggs Chaney Road and the Main Street District boundary to the

south, and Columbia Pike (U.S. 29) to the west. The southern portion is composed of a mix of detached, attached, and multi-unit residential housing types for both ownership and rental occupancy. Several homeowners' associations own and manage common open space areas within their communities that preserve stream valleys and steep slopes within the district.

4.C.1. District Vision

The Plan seeks to maintain the essential character of residential neighborhoods within the plan area, with a set of recommendations that aim to improve the quality of life and vitality of these established communities.



Greencastle Lakes HOA path and stormwater pond



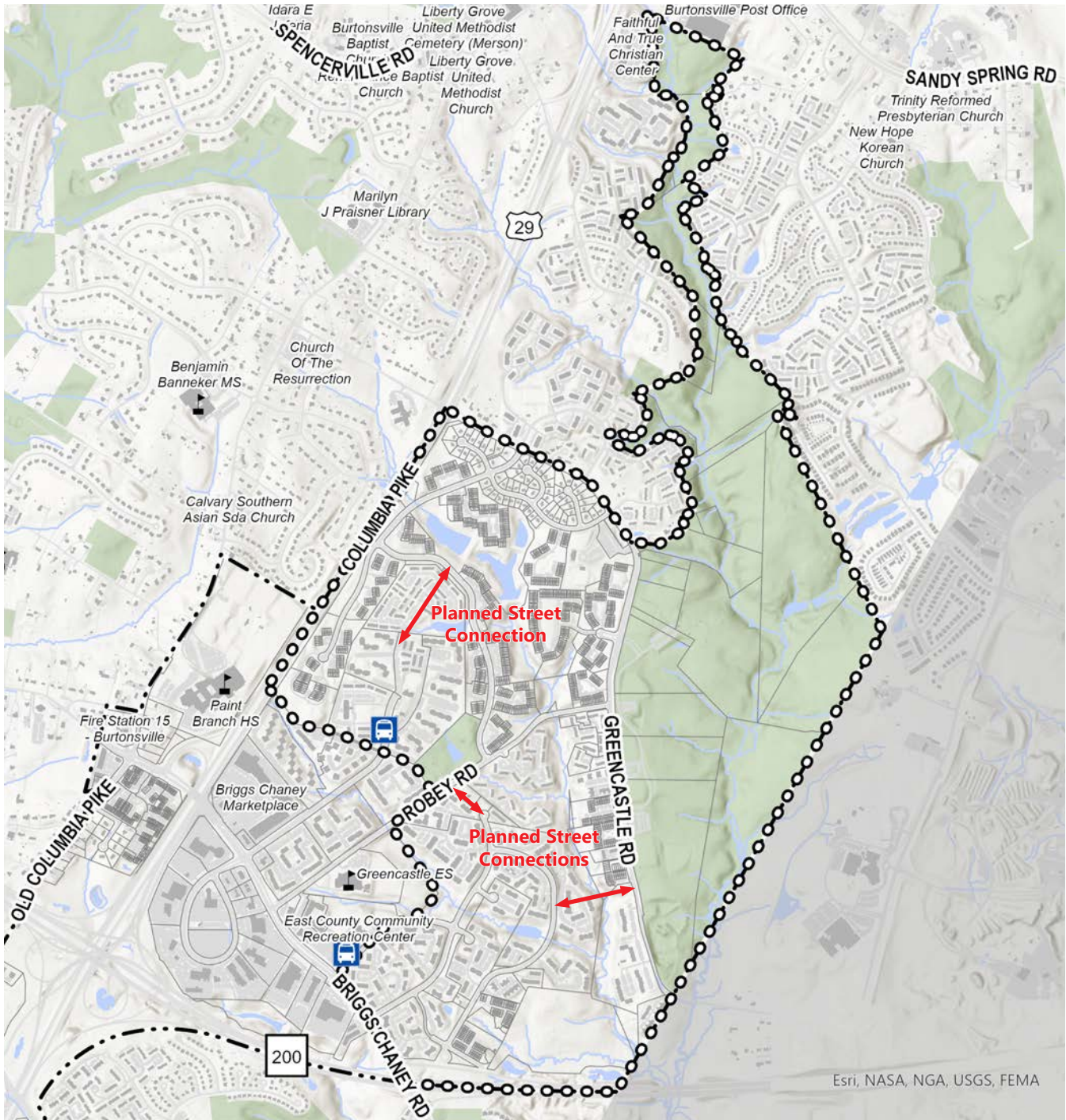
Spring Parc Apartments

4.C.2. District 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.
 - a. 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. Retain, enhance, and expand existing public open space and stream valley connections as part of the redevelopment of residential neighborhoods on private property. Trail access easements should be retained to provide for internal and external connections.
3. Montgomery Planning should work with development applicants, civic leaders, commercial property owners, HOAs, and other residential neighborhoods to establish neighborhood connector paths that overcome physical barriers, where feasible, through public maintenance agreements, property acquisition or dedication, public access agreements, and/or trail easements, as appropriate.
4. Extend Castle Boulevard to connect with Ballinger Drive, contingent on redevelopment of the Ventura Condo properties (see also Map 19).
5. Development at the Greencastle Park and Ride property should be in conjunction with a public parking facility sized to meet current and future bus ridership demands.
6. Any future development at the county-owned Greencastle Road Park and Ride property and Greencastle Lakes HOA common use property on Greencastle Road should be compatible with the surrounding low-density residential neighborhood and should accommodate the existing stormwater management requirements.
7. Redevelopment of the Vineyards Condominiums property on Aston Manor Drive should include a road connection between Aston Manor Drive and Robey Road to increase vehicle and pedestrian access and neighborhood mobility (see also Map 19).
8. Redevelopment of either the Dring's Reach Apartments property (3401 Robey Terrace) or property at 13901 Robey Road should include a road connection between Aston Manor Drive and Robey Road to increase vehicle access and neighborhood mobility (see also Map 19).
9. Protect globally rare and critically imperiled fall line Terrace Magnolia Bogs present in a property owned by MDOT SHA, north of the ICC. In the event of proposed development on this property, efforts to protect these areas should include the following:
 - a. The Natural Resource Inventory/Forest Stand Delineation (NRI/FSD), like any development review process, should include a search for and identification of this specific ecosystem. The uphill hydrology that feeds the seep areas should be protected from erosion and sedimentation.
 - b. These ecosystems should be protected from development where mapped by the NRI/FSD.
 - c. 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.



MAP 38: RESIDENTIAL NEIGHBORHOODS DISTRICT (NORTH) DETAIL

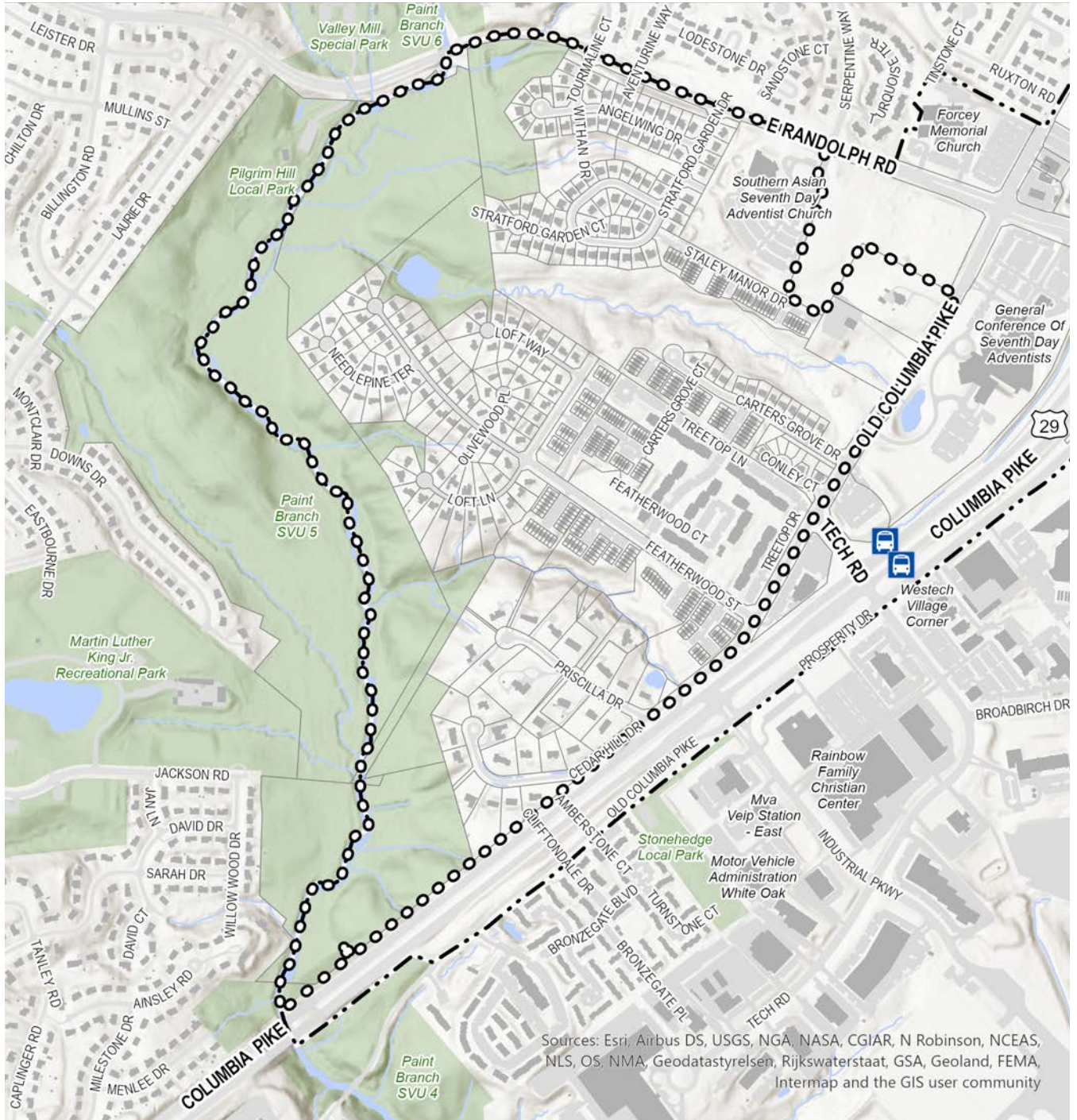


- Fairland and Briggs Chaney Master Plan Boundary
- Property Line
- BRT Station
- Public Parkland
- Activity Center Boundary





MAP 39: RESIDENTIAL NEIGHBORHOODS DISTRICT (SOUTH) DETAIL

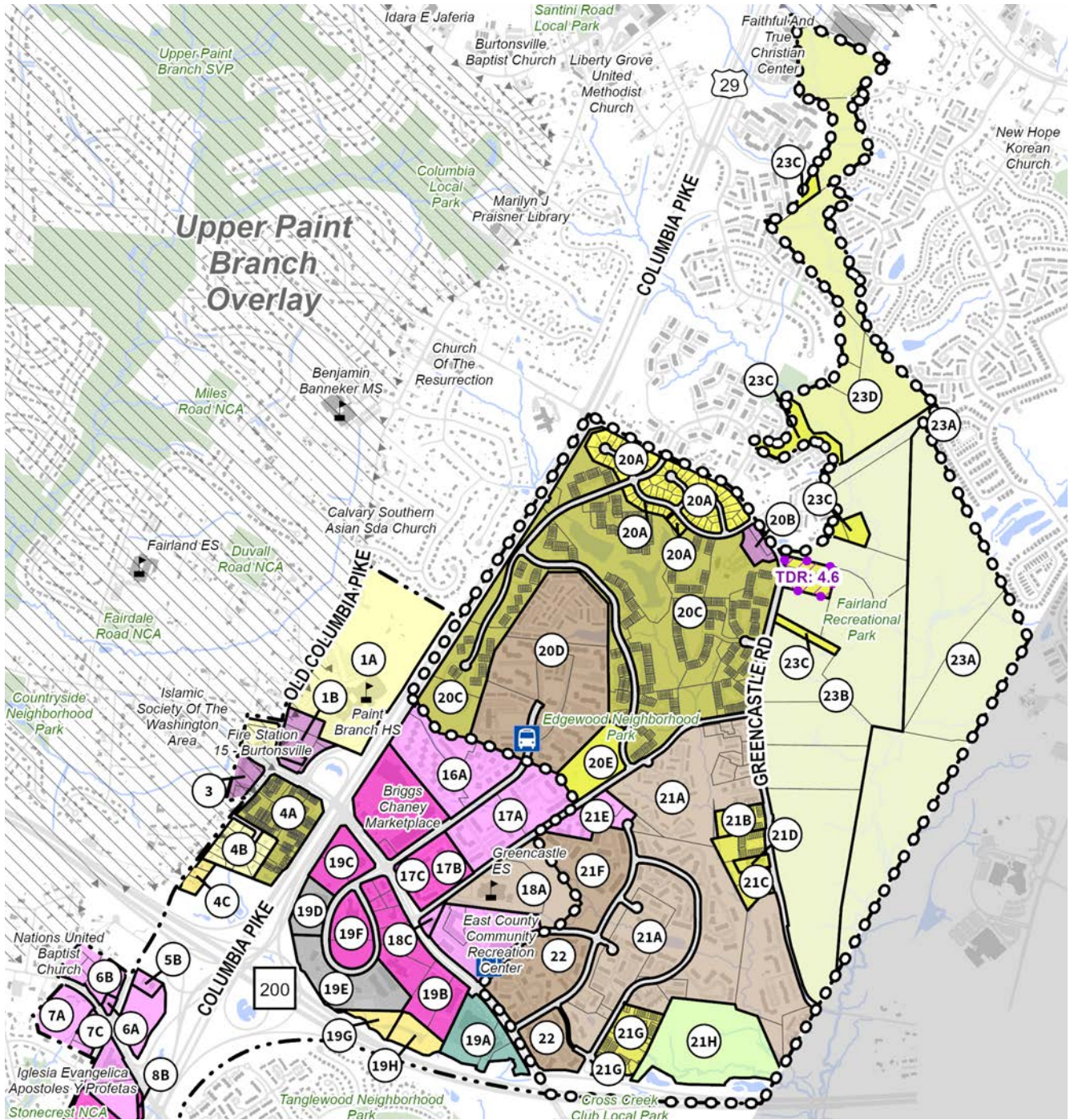


Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

| | | |
|---|-----------------|-------------|
| Fairland and Briggs Chaney Master Plan Boundary | Property Line | BRT Station |
| Activity Center Boundary | Public Parkland | 0 500 |



MAP 40: RESIDENTIAL NEIGHBORHOODS DISTRICT (NORTH) RECOMMENDED ZONING



- | | | | |
|---|-----------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-20C Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | IM Moderate Industrial |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |

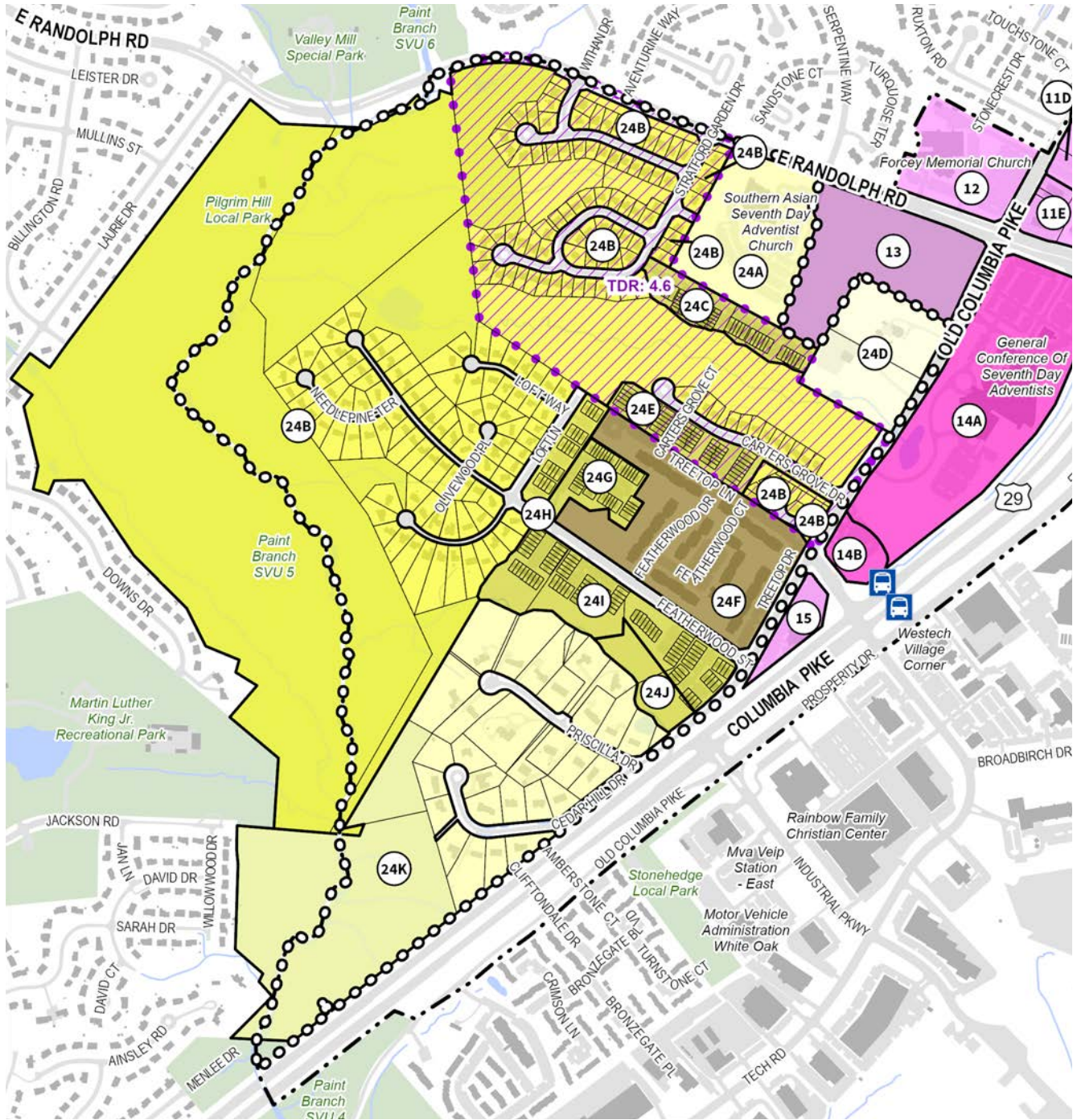


TABLE 13: Residential Neighborhoods District (North) Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------|--|---|
| 20A | R-90 | R-90 | Confirm existing zoning |
| 20B | R-90 | CRN-0.25 C-0.25 R-0.0 H-45 | Allow small-scale commercial on this existing park-and-ride lot and stormwater management parcel |
| 20C | R-90 | THD | Proposed zoning is consistent with existing development pattern |
| 20D | R-H | R-20 | Update high-density apartment zone from pre-2014 to similar multi-unit residential zone |
| 20E | R-90 | R-90 | Confirm existing zone |
| 21A | R-30 | R-30 | Confirm existing zone |
| 21B | RT-10.0 | TLD | Update attached residential zone from pre-2014 to similar attached residential zone |
| 21C | RT-8.0 | TLD | Update attached residential zone from pre-2014 to similar attached residential zone |
| 21D | R-30 | TLD | Update attached residential zone from pre-2014 to similar attached residential zone |
| 21E | R-30 | CRT-1.25 C-0.25 R-1.0 H-75 R-1.0 H-75 | Allow for small-scale, mixed-use development |
| 21F | R-30 | R-20 | Allow higher-density residential development |
| 21G | RT-8.0 | TLD | Update attached residential zone from pre-2014 to similar attached residential zone |
| 21H | R-90/R-200 | RC | Apply a low-density residential cluster zone to protect sensitive environmental features and stormwater management facilities in the event of future disposition by the State of Maryland for private development |
| 22 | R-30 | R-20 | Allow higher-density residential development |
| 23A | PD-2 | RE-2 | Replace pre-2014 Planned Development zone with a low-density residential zone to reflect adjacent zone in the Public Park. |
| 23B | RE-2 | RE-2 | Confirm existing zone |
| 23C | R-90 | R-90 | Confirm existing zone |
| 23D | R-200 | R-200 | Confirm existing zone |



MAP 41: RESIDENTIAL NEIGHBORHOODS DISTRICT (SOUTH) RECOMMENDED ZONING



| | | | |
|---|-----------------------------------|--------------------------------------|---|
| Fairland and Briggs Chaney Master Plan Boundary | RC Rural Cluster | TMD Townhouse Medium Density | CRT Commercial Residential Town |
| Activity Center Boundary | RE-22C Residential, Single-Family | THD Townhouse High Density | CRN Commercial Residential Neighborhood |
| TDR Overlay Zone | R-200 Residential, Single-Family | R-30 Multiple-Family, Low Density | EOF Employment Office |
| Other Overlay Zone | R-90 Residential, Single-Family | R-20 Multiple-Family, Medium Density | IM Moderate Industrial |
| BRT Station | R-60 Residential, Single-Family | R-10 Multiple-Family, High Density | Map Number |
| | TLD Townhouse Low Density | CR Commercial Residential | |



TABLE 14: Residential Neighborhoods District (South) Recommended Zoning

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------|--------------------|---|
| 24A | R-200 | R-200 | Confirm existing zoning |
| 24B | R-90 | R-90 | Confirm existing zoning |
| 24C | R-90 | TMD | Proposed zoning is consistent with existing development pattern |
| 24D | RE-2C | RE-2C | Confirm existing zoning |
| 24E | R-90 | TMD | Proposed zoning is consistent with existing development pattern |
| 24F | R-H | R-10 | Update high-density apartment zone from pre-2014 to similar multi-unit residential zone |
| 24G | RT-12.5 | TMD | Update attached residential zone from pre-2014 to similar attached residential zone |
| 24H | R-90 | TLD | Update attached residential zone from pre-2014 to similar attached residential zone compatible with abutting detached residential development |
| 24I | RT-12.5 | TMD | Update attached residential zone from pre-2014 to similar attached residential zone |
| 24J | R-200 | TMD | Update zone to reflect existing development pattern and property ownership boundary |
| 24K | R-200 | R-200 | Confirm existing zoning |



Chapter 5.

PLAN IMPLEMENTATION

This chapter provides the guidance and priorities that will help the plan become a reality. Implementation of the master plan will take the involvement and support from everyone in the Fairland and Briggs Chaney community to ensure that the plan continues to be relevant and responsive to the community needs.



5.A MANAGING GROWTH

Growth and change in any area of Montgomery County must be managed and timed with the delivery of the infrastructure necessary to support it. The county's Growth and Infrastructure Policy (GIP)—formerly Subdivision Staging Policy (SSP)—is the current methodology used to establish the policies and procedures for administration of the Adequate Public Facilities Ordinance (APFO). The APFO requires the examination of public facilities—roads and transportation facilities, sewer and water service, schools, police stations, firehouses, and health clinics—to ensure that they meet the needs of a development during the subdivision approval process.

County master plans identify where growth is appropriate and at what levels or densities this growth should occur. Each master plan conducts a high-level analysis of the infrastructure needed to accommodate the master plan's vision, like the GIP, which may result in recommended capital improvements to be implemented by either the county or state government or the private sector.

While the size of the plan area is relatively minor compared with that of the county, the Plan's recommended zoning may result in a considerable number of new housing units in the future and, therefore, new residents and students. This potential population growth may require advance planning to accommodate a projected number of new students at new or expanded school facilities,

the roadways and intersections that are able to handle any additional volume of traffic, and enhanced transit service to provide long-distance travel options beyond cars. Water and sewer service is available in the area and no additional libraries, recreation centers, police stations, or firehouses are expected to be needed.

Many of the recommendations in this Plan do, however, require public or private investment to fully realize future development. These items are enumerated below. One prominent example is the construction of dedicated transit lanes to accommodate Bus Rapid Transit (BRT) service along Columbia Pike (U.S. 29). Not only will this recommended transportation improvement require thorough study and engineering designs, but construction costs and impacts to the local community are substantial and require coordination and funding commitments at all levels of government.

5.A.1. School Capacity

When a master plan is underway, Montgomery Planning collaborates with MCPS on the plan's potential impact on public school enrollment. To estimate the potential impact over a 15- to 20-year period, a maximum build-out scenario is hypothesized in which the residential capacity of each parcel is built out to the full extent allowed, and the number of students that can be generated from that scenario is calculated.

Based on this Plan’s maximum build-out scenario over the next 15 to 20 years, school enrollment impact is estimated to be:

- 400 to 750 additional high school students
- 300 to 600 additional middle school students
- 750 to 1,150 additional elementary school students

It is difficult to gauge the actual number of residential units that will be built, and the pace of development that will occur. Furthermore, master plans envision a 20- to–30-year timeline, whereas MCPS uses six-year projections to determine their CIP. Therefore, a plan’s estimated enrollment impact alone will not warrant immediate action by MCPS to request capital investment in schools serving the area. Instead, MCPS will continue to monitor actual enrollment trends as residential development appears and reflect the change in their projections annually. In the meantime, Montgomery Planning will continue to evaluate the projected utilization levels of schools through the Annual Schools Test and impose Utilization Premium Payments appropriately on residential units proposed in school service areas projected to be overutilized.

In that light, the high schools and the middle schools serving the plan area should be able to accommodate the Plan’s estimated enrollment impact with appropriate and timely capital improvements to the existing facilities. The elementary schools, on the other hand, will mostly be at the maximum capacities once the capital projects scheduled in the current CIP are complete. Therefore, it is important to obtain an additional elementary school site that can accommodate the expected demand before the actual need arises.

5.B SECTIONAL MAP AMENDMENT

A Sectional Map Amendment (SMA) is a comprehensive rezoning process that classifies properties within the plan area to correspond with the zoning recommendations contained in the master plan. Following approval by the Montgomery County Council, the master plan is forwarded to The Maryland-National Capital Park and Planning Commission for adoption of the SMA. The SMA applies the master plan’s recommended zoning to the official zoning map of Montgomery County. Once adopted by the Commission, the master plan amends the master or sector plans and any functional plans cited in the Commission’s adoption resolution.

5.C OPTIONAL METHOD OF DEVELOPMENT PUBLIC BENEFITS

The Commercial Residential Town (CRT) and Commercial Residential (CR) zones in the plan area allow for higher density under the county’s optional method of development but require public amenities to support the additional density. Ensuring the right mix of public benefits is key to realizing the Plan’s goals of a more equitable, economically healthy, and environmentally resilient community.

Pursuant to the general considerations of Optional Method Public Benefits by the Montgomery County Zoning Ordinance, in approving any density incentive based on the provision of public benefits, the Planning Board may consider, among other factors, the recommendations and objectives of the applicable master plan (Zoning Code Section 4.7.1.B.1).

The Plan prioritizes the following public benefits:

- Dwelling Unit Mix
- Enhanced Accessibility for Seniors or the Disabled

- Major Public Facilities
- Small Business Opportunities
- Tree Canopy
- Public Art
- Vegetated Area
- Energy Conservation and Generation

Any future updates to the public benefits standards or guidelines amend this Plan. However, the Plan’s intent to improve equity and affordability, environmental resilience, and community beautification should continue as the primary goal of providing public benefits under the optional method of development within the plan area.

Property owners and/or developers are strongly encouraged to work with community organizations and stakeholders to ensure that public benefits and amenities, provided as part of the optional method of development, contribute to meeting the needs of the community identified in this Plan.

5.D COMMUNITY ADVISORY COMMITTEE

This Plan supports the creation of an advisory group to help realize its community objectives. Montgomery Planning should initiate the formation of a new advisory committee, with a staff liaison working in close coordination with civic, business, and neighborhood groups within the plan area.

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. Members of the committee should include representatives from the various constituencies interested in implementing various aspects of the Plan, including residents,

business owners, property owners, social services organizations, and civic leaders.

The advisory committee could undertake the following initiatives:

- Interact with property owners and developers to ensure that development is contributing to and meeting the needs of the community identified in this Plan.
- Seek to enhance commercial properties in the plan area by communicating and advocating with responsible county departments (e.g., MCDHCA, MCDOT, MCHHS, MCDPS, MCDEP, MCFRS) to help ensure consistent enforcement of property maintenance, building code, fire code, and parking standards. Efforts should seek to improve business success, customer and employee safety, health and comfort, efficient traffic and pedestrian circulation, green space maintenance, heat island mitigation, and aesthetics.
- Seek to improve multi-unit residential properties in the plan area by communicating and advocating with responsible county departments (e.g., MCDHCA, MCDOT, MCHHS, MCDPS, MCDEP, MCFRS) to help ensure consistent enforcement of property maintenance, building code, fire code, and parking standards to improve resident safety, health, and comfort.
- Explore potential partnerships, civic advocacy initiatives, financial resources, and development opportunities to support the implementation of transportation infrastructure and access improvements on private property in the plan area, in coordination with community stakeholders, and affected homeowners’ associations and other property owners.
- Support initiatives to increase community education and engagement in the planning process.

5.E DESIGN GUIDELINES

The Plan recommends adopting design guidelines for private development and public projects to implement the environmental, experiential, aesthetic, and functional recommendations of the Plan that are linked to quality-of-life standards for developable properties within the master plan area. These design guidelines should illustrate a vision along corridors, streetscapes, pathways, and community landmarks throughout the entire plan area, but also specific to the district goals and objectives.

Suggested elements of the design guidelines should seek to:

- Transform the Columbia Pike (U.S. 29) corridor into a greener, more accessible place that provides tree canopy and shade along pedestrian pathways, human-scale building and roadway design, public artworks, and architecture that complements surrounding neighborhoods.
- Establish streetscapes within the plan area, consistent with the county's Complete Streets Design Guide, which improve pedestrian and bicycle safety and comfort, limit unprotected vehicle turning movements, install pedestrian-scale lighting, right-size the number and width of travel lanes, and increase and/or provide buffer space between travel paths and sidewalks that allows for shade trees.
- Design guidelines for new parks and public open spaces will re-state the Plan's intent, size, and function of these spaces. Montgomery Parks will make recommendations on the ownership of new public open spaces at the time of development application.

- Increase shade, landscaping, pervious surfaces, and tree plantings appropriate to dealership business operations on properties within the Auto Sales Park and adjacent auto-related businesses.

5.F CAPITAL IMPROVEMENTS PROGRAM

The Capital Improvements Program (CIP), funded by the County Council and implemented by county agencies, establishes how and when public construction projects and studies are completed. The CIP cycle occurs every two years when regional advisory committees discuss proposed items for the CIP. Proposed CIP projects are also reviewed by Montgomery Planning and the Planning Board of The Maryland-National Capital Park and Planning Commission for recommendations on transportation and school CIP priorities to the County Council.

Table 15 shows a list of potential CIP projects that may be needed to implement the Plan's vision.

TABLE 15: Capital Improvements Program Priorities**Short-Term (1-5 Years)**

| Project Name | Plan References | Category | Lead and (Coordinating) Agency |
|--|---------------------------------|--|--|
| Facility and Needs Study for Industrial Parkway Interchange | 3.C.2.4 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| Musgrove Road and Columbia Pike Protected Intersection | 3.C.2.5 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| Briggs Chaney Road 'Road Diet' and Traffic Calming Study | 3.C.2.8, 4.A.3.3, 4.B.3.8 | Transportation | MCDOT (M-NCPPC) |
| Fairland Road 'Road Diet' Study | 3.C.2.8 | Transportation | MCDOT (M-NCPPC) |
| East Randolph Road 'Road Diet' Study | 3.C.2.8 | Transportation | MCDOT (M-NCPPC) |
| Old Columbia Pike 'Road Diet' and Traffic Calming Study | 3.C.2.8, 4.A.3.3 | Transportation | MCDOT (M-NCPPC) |
| Feasibility Study for Roundabouts on Briggs Chaney Road | 3.C.2.9 | Transportation | MCDOT (M-NCPPC) |
| Neighborhood Connection Trails | 3.C.3.3, 3.E.2.1 | Parks and Open Space, Transportation | MCDOT (M-NCPPC, Private HOAs) |
| Areawide Short-Term Bike Parking Improvements | 3.C.3.6 | Transportation | MCDOT (M-NCPPC) |
| Install Protected Intersections at High-Injury Intersections in the Plan Area | 3.C.3.7 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| U.S. 29 BRT Phase 2 Corridor Study (Tech Road to Burtonsville) | 3.C.4.1.a-g | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| Study U.S. 29 BRT Route along Robey Road and Greencastle Road | 3.C.4.2 | Transportation | MCDOT (M-NCPPC) |
| Plan Area Food System Study | 3.D.1 | Community Health | M-NCPPC (Montgomery County Office of Food Systems Resilience, Montgomery County Food Council, Montgomery Countryside Alliance) |
| Promote Green Job Opportunities, Consistent with the Montgomery County Climate Action Plan and High Road Inclusion Framework for an Equitable, Climate-Ready Economy | 3.D.2.3 | Economic Development | MCDEP/WorkSource Montgomery (M-NCPPC) |
| Bi-County Fairland Recreational/Regional Park Study | 3.E.2.6 | Parks and Open Space | M-NCPPC / Prince George's County Parks and Recreation |
| Commemorate Briggs Chaney Road bridge as Malinda Jackson Memorial Bridge | 3.H.2.3 | Historic Preservation and Transportation | MCDOT (M-NCPPC) |
| Improve Greencastle Elementary School Trail to Gateshead Manor Way | 4.B.3.4 | Community Facilities, Transportation | MCPS |

TABLE 15: Capital Improvements Program Priorities

Medium-Term (5-10 Years)

| Project Name | Plan References | Category | Lead and (Coordinating) Agency |
|---|---------------------------------|--------------------------------------|---------------------------------------|
| Plan Area Continuous Trail and Path 'Inner' and 'Outer' Loops | Concept Framework Plan, 3.C.3.1 | Transportation, Parks and Open Space | M-NCPPC (MCDOT) |
| Public Art and Gateway Features as a Part of Roadway Projects within Briggs Chaney Road Right-of-Way | 3.A.2.3 | Land Use, Design and Transportation | MCDOT (M-NCPPC) |
| Complete Columbia Pike (U.S. 29) Intersection Safety Improvements | 3.C.2.6, 3.C.3.9, 4.A.5.6 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| East Randolph Road/Cherry Hill Road/Columbia Pike (U.S. 29) Bridge Bike and Pedestrian improvements | 3.C.2.7 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| Briggs Chaney Road / U.S. 29 Overpass Bike and Pedestrian Improvements (within Bridge Span) | 3.C.2.7, 3.C.3.2.a | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| U.S. 29 BRT Dedicated Lanes and Station Enhancements and Additions | 3.C.4.1.b, 3.C.4.1.e | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| Complete an Alignment and Design Study for the Randolph Road BRT Lanes | 3.C.4.1.c | Transportation | MCDOT (M-NCPPC) |
| U.S. 29 BRT Extension to Howard County | 3.C.4.1.d | Transportation | MDOT SHA / Howard County DOT (MCDOT) |
| Mobility Hubs and Enhanced Weather Protection for BRT Stations and Park and Ride Lots | 3.C.4.1.f, 3.C.4.3 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| East County Resilience Hub and Environmental Learning Center | 3.G.2.1 | Community Facilities, Environment | Montgomery County (M-NCPPC) |
| East County Community Recreation Center Community-Serving Programs and Opportunities | 3.G.2.2 | Community Facilities | MCDOR |
| East County Community Recreation Center Outdoor Enhancements | 3.G.2.3 | Community Facilities, Recreation | MCDOT (MCDGS) |
| East County Community Recreation Center Expansion | 3.G.2.4 | Recreation | MCDGS (MCDOR) |
| Utility Undergrounding along Old Columbia Pike and Tech Road | 4.A.2.3 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| Sidepath along Old Columbia Pike and Briggs Chaney Road | 4.A.3.1 | Transportation | MCDOT (M-NCPPC) |
| Utility Undergrounding along Briggs Chaney Road | 4.B.2.4 | Transportation | MCDOT (M-NCPPC) |
| Briggs Chaney Road "Main Street" BiPPA Improvements | 4.B.2.6 | Transportation | MCDOT (M-NCPPC) |
| "Main Street" District Roadway Stormwater and Treescap Retrofits | 4.B.2.8 | Transportation, Environment | MCDOT (M-NCPPC) |
| Linear Pathway between Paint Branch H.S. and East County Community Recreation Center along North Side of Briggs Chaney Road | 4.B.3.1 | Parks and Open Space, Transportation | MCDOT (M-NCPPC) |
| Greencastle Road Sidepath Extension to Little Paint Branch Trail | 4.C.2.9 | Transportation | MCDOT (M-NCPPC, PG-DPW&T) |

TABLE 15: Capital Improvements Program Priorities

Long-Term (More than 10 Years)

| Project Name | Plan References | Category | Lead and (Coordinating) Agency |
|---|-------------------------|----------------|--------------------------------|
| Street Connection – Sheffield Manor Drive to Greencastle Road | 3.C.2.2 | Transportation | MCDOT (M-NCPPC) |
| Street Connection – Aston Manor Drive to Robey Road | 3.C.2.2 | Transportation | MCDOT (M-NCPPC) |
| Street Connection – Castle Boulevard/Terrace to Ballinger Drive | 3.C.2.2 | Transportation | MCDOT (M-NCPPC) |
| Street Connection – Robey Road to Automobile Boulevard | 3.C.2.2 | Transportation | MCDOT (M-NCPPC) |
| Street Connection – Gateshead Manor Way to Automobile Boulevard | 3.C.2.2 | Transportation | MCDOT (M-NCPPC) |
| U.S. 29/Briggs Chaney Road Bridge Expansion with Linear Park and/or Plaza Element | 3.C.3.2 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| U.S. 29 Breezeway | 3.C.3.5 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| Inter-County Connector (MD 200) Breezeway | 3.C.3.5 | Transportation | MCDOT (MDOT SHA, M-NCPPC) |
| U.S. 29 BRT Station at Musgrove Road or Fairland Road | 4.A.5.3.a, 4.A.5.5.a | Transportation | MCDOT (MDOT SHA, M-NCPPC) |

5.G MARYLAND PLANNING VISIONS

The State of Maryland has adopted 12 Planning Visions that reflect the State's ongoing aspiration to develop and implement sound growth and development policy. The following list describes how this Plan seeks to implement the State's 12 Planning Visions through its policies and recommendations.

Quality of Life and Sustainability

This plan seeks to improve quality of life and sustainability for those living, working, and visiting the plan area by reducing the impacts of 'urban heat' through increased tree canopy and shade requirements, increasing access to healthy food and food production, and expanding public transit service and the ability to travel more safely and comfortably by walking, cycling, and rolling.

Public Participation

This plan employed innovative techniques to engage with the Fairland and Briggs Chaney community during the initial visioning and drafting of the Plan, including virtual listening sessions, citizen surveys via in-person door knocking, informational community pop-ups, and visioning workshops in a variety of venues and formats. The plan also calls for the establishment of a Community Advisory Committee to help guide implementation of various plan recommendations and community improvements. Additional information can be found in Section 2.E (Community Engagement) and 5.D (Community Advisory Committee).

Growth Areas

This plan seeks to concentrate growth in established population and business activity centers, focused along major transportation corridors and at neighborhood crossroads.

In addition, the entire plan area, except for a portion of Fairland Recreational Park, is within the county's Priority Funding Areas, which are existing communities and places designated by local governments indicating where they want state investment to support future growth.

Community Design

This plan supports compact, mixed-use walkable design consistent with existing community character and located near available or planned transit options, through enhanced streetscapes, public art installations, and historic and cultural interpretation and wayfinding.

Infrastructure

This plan supports growth within established population and business centers, with adequate water resources and infrastructure that will accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.

Transportation

This plan supports a well-maintained, multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

Housing

This plan supports a range of housing densities, types, and sizes that provide residential options for residents of all ages, incomes, and abilities.

Economic Development

This plan supports economic development that promotes employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities.

Environmental Protection

This plan supports the protection of land and water resources, including the Chesapeake and coastal bays, through greater stormwater infiltration and pollution control and increased tree canopy for better air quality and comfort.

Resource Conservation

This plan seeks to conserve waterways, forests, open space, and natural systems within the established public stream valley park system and connecting private lands.

Stewardship

This plan establishes responsibility by government, business entities, and residents for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.

Implementation

This plan integrates strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation across the local, regional, state, and interstate levels to achieve these Visions.



REFERENCES

6.A ACRONYMS

ACS – American Community Survey (U.S. Census Bureau)

AMI – Area Median Income

BRT – Bus Rapid Transit

EFA – Equity Focus Area

FBC – Fairland and Briggs Chaney

MCDEP – Montgomery County Department of Environmental Protection

MCDGS – Montgomery County Department of General Services

MCDHCA – Montgomery County Department of Housing and Community Affairs

MCDOR – Montgomery County Department of Recreation

MCDOT – Montgomery County Department of Transportation

MCDPS – Montgomery County Department of Permitting Services

MCFRS – Montgomery County Fire and Rescue Service

MCHHS – Montgomery County Department of Health and Human Services

MCOCP – Montgomery County Office of Community Partnerships

MCOEMHS – Montgomery County Office of Emergency Management and Homeland Security

MCPS – Montgomery County Public Schools

MDL – Maryland Department of Labor

MDOT SHA – Maryland Department of Transportation, State Highway Administration

M-NCPPC – Maryland-National Capital Park and Planning Commission

Montgomery Parks – Montgomery County Parks Department, an agency of The Maryland-National Capital Park and Planning Commission

Montgomery Planning – Montgomery County Planning Department, an agency of The Maryland-National Capital Park and Planning Commission

MPDU – Moderately Priced Dwelling Unit

MTA – Maryland Transit Administration

MWCOG - Metropolitan Washington Council of Governments

POPS – Privately Owned, Publicly Available Open Space(s)

RSC – Regional Services Center

TDR – Transferable Development Rights

WMATA – Washington Metropolitan Area Transit Authority

6.B GLOSSARY

Breezeway – Part of a network of special bikeways that are envisioned to carry a high number of bicyclists, primarily for longer, faster trips to central business districts (CBDs), transit stations, activity hubs and job centers. Breezeways may be designed as trails, sidepaths, separated bike lanes, and neighborhood greenways (Montgomery County *Bicycle Master Plan*).

Carbon Footprint – The total greenhouse gas emissions caused by an individual, event, organization, service, place, or product, expressed as carbon dioxide equivalent (Wikipedia).

Compact Development – A pattern of land development focused on centers of activity where site elements including buildings, circulation, parking, environmental features, and gathering spaces are configured efficiently on a site and located close to nearby sites to allow safe and comfortable access by a range of travel modes (driving, walking, biking, rolling, and transit) (Montgomery Planning).

Complete Streets – Roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of our roadway system, including pedestrians, bicyclists, transit riders, and motorists (MCDOT Complete Streets Design Guide).

Complete Communities – Places that include the range of land uses, infrastructure, services and amenities that allow them to meet a wide range of needs for a variety of people (*Thrive Montgomery 2050*).

Environmental Preservation Area – A geographic area where existing environmental resources are of such high quality and/or sensitive nature that they shall be protected through a combination of predominantly low-density residential and agricultural land uses and conservation easements/public acquisition (Montgomery Planning).

Environmental Restoration Area – A geographic area where, in general, past practices have significantly degraded environmental resources. Restoration efforts are required to assure a minimum quality or to achieve stated goals, standards or policies of federal, state, or local government (Montgomery Planning).

Green Infrastructure – The range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, reuse, absorb, or slowly release stormwater and reduce flows to sewer systems or to surface waters (U.S. Environmental Protection Agency).

Low-income Housing – As defined by the State of Maryland, housing that is affordable for a household with an aggregate annual income below 60% of area median income (AMI).

Micro-mobility – Any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances (U.S. DOT Federal Highway Administration).

Moderately Priced Dwelling Unit (MPDU) – Montgomery County’s inclusionary zoning program which requires 12.5-15% of all new units in developments with 20 or more units to be affordable to moderate income households (65-70% of AMI).

Naturally Occurring Affordable Housing – Housing that is not income-restricted to occupants but due to the age and quality of the buildings is affordable to households earning below 80% of the Washington, D.C. metropolitan region’s AMI.

Park(s) – M-NCPPC Parkland operated by the Montgomery County Parks Department.

Privately Owned, Publicly Available Open Spaces (POPS) – Privately owned open spaces that are open and accessible for public use.

Public Open Space(s) – Any open spaces accessible for public use regardless of ownership.

Resilience Hub – A community-serving facility augmented to support residents and coordinate

resource distribution and services before, during, and after a natural hazard event or limited food accessibility (Montgomery County Climate Action Plan).

Road Diet – A road diet reduces the number and width of travel and turning lanes to reduce the speed of traffic and crossing distances, and to provide additional space for other modes of travel. Available space could be used to install safety infrastructure that protects pedestrians and bicycle movement as well as additional transit infrastructure. Road diets also reduce paved-surface area, which reduce the heat island effect and the impact of stormwater outflow (U.S. Department of Transportation, Federal Highway Administration).

Sidepaths – Shared-use paths located parallel to and within the road right-of-way. They provide two-way travel routes designated for walking, bicycling, jogging, and skating.

Special Protection Area – A geographic area where existing water resources or other environmental features relating to those water resources are of high quality or unusually sensitive, and proposed land uses would threaten the quality or preservation of those resources or features in the absence of special water quality protection measures, which are closely coordinated with appropriate land-use controls (Montgomery Planning).

Third Places – Public places on neutral ground where people can gather and interact and are able to host regular, voluntary, informal, and happily anticipated gatherings of individuals beyond the realms of home and work. Maybe on public or private property (Ray Oldenburg, *The Great Good Place*).

Workforce housing – As defined by the state of Maryland, rental housing that is affordable for a

household income between 50 and 100% of AMI or homeownership housing between 60 and 120% of AMI except for Maryland Mortgage Program target areas (60-150% AMI). In Montgomery County, Workforce Housing generally refers to the Workforce Housing Units program (WFHU), which are units set aside as affordable to households earning between 80 and 120% AMI.

6.C COMMUNITY DEMOGRAPHIC PROFILE

TABLE 16: Fairland and Briggs Chaney Study Area Demographic Profile, 2021 (prepared March 31, 2023)

| Fairland and Briggs Chaney Study Area Demographic Profile, 2021 | Area | Area MOE | Area % | County | County MOE | County % |
|---|-----------|----------|--------|-----------|------------|----------|
| POPULATION | | | | | | |
| Total Population (% of County) | 46,026 | 2,910 | 100% | 1,057,201 | - | 100% |
| Total Households | 15,596 | 800 | - | 383,308 | 1,061 | - |
| Foreign-born | 18,343 | NA | 40% | 340,873 | 3,956 | 32% |
| Age Distribution | | | | | | |
| 0-4 Years | 3,236 | 522 | 7% | 64,174 | 72 | 6% |
| 5-17 Years | 8,226 | 670 | 18% | 182,184 | 1,833 | 17% |
| 18-34 Years | 9,499 | 708 | 21% | 212,677 | 1,045 | 20% |
| 35-44 Years | 6,471 | 522 | 14% | 146,600 | 1,464 | 14% |
| 45-64 Years | 11,906 | 634 | 26% | 286,470 | 1,465 | 27% |
| 65 Years and Older | 6,688 | 580 | 15% | 165,096 | 1,578 | 16% |
| Race and Hispanic Origin Combined | | | | | | |
| Not Hispanic | 39,925 | 2,423 | 87% | 848,985 | | 80% |
| White | 7,206 | 828 | 16% | 447,683 | 1,116 | 42% |
| Black | 22,847 | 2,275 | 50% | 190,282 | 1,487 | 18% |
| Asian or Pacific Islander | 8,111 | 75 | 18% | 159,799 | 38 | 15% |
| Other Race (1) | 1,761 | 52 | 4% | 51,221 | 59 | 5% |
| Hispanic or Latino (2) | 6,101 | 1,369 | 13% | 208,216 | NA | 20% |
| HOUSEHOLD INCOME | | | | | | |
| Average Household Income | | | | | | |
| Average Household Income | \$147,476 | | | \$190,837 | | |
| White Non-Hispanic | \$125,323 | | | \$196,565 | | |
| Black | \$102,918 | | | \$105,403 | | |
| Hispanic | \$72,761 | | | \$112,150 | | |
| Asian | \$129,635 | | | \$158,875 | | |
| HOUSING | | | | | | |
| Housing Units | 16,394 | 808 | | 401,942 | 268 | |
| Occupied Housing Units | 15,596 | 800 | | 383,308 | 1,061 | |
| Tenure | | | | | | |
| Owner-occupied | 9,391 | 643 | 60% | 250,746 | 2,394 | 65% |
| Renter-occupied | 6,205 | 575 | 40% | 132,562 | 2,029 | 35% |
| Tenure by Race | | | | | | |
| White Non-Hispanic | | | | | | |
| Owner-occupied | 2,318 | 286 | 69% | 145,294 | 1,548 | 76% |
| Renter-occupied | 1,022 | 228 | 31% | 46,612 | 1,364 | 24% |
| Black | | | | | | |
| Owner-occupied | 3,805 | 481 | 49% | 29,020 | 1,228 | 42% |
| Renter-occupied | 3,984 | 501 | 51% | 39,801 | 1,381 | 58% |
| Hispanic | | | | | | |
| Owner-occupied | 1,134 | 298 | 66% | 30,121 | 1,120 | 55% |
| Renter-occupied | 573 | 218 | 34% | 24,868 | 988 | 45% |
| Asian (3) | | | | | | |
| Owner-occupied | 1,803 | 315 | 78% | 38,876 | 911 | 71% |
| Renter-occupied | 499 | 169 | 22% | 16,164 | 1,017 | 29% |
| Household by Type | | | | | | |
| Family Households | 11,419 | 746 | 73% | 267,285 | 2,113 | 70% |
| Nonfamily Households | 4,177 | 474 | 27% | 116,023 | 2,029 | 30% |
| Households Spending More Than 30% of Income on Housing Costs | | | | | | |
| Homeowners with a Mortgage | 1,539 | 302 | 22% | 47,589 | 1,746 | 27% |
| Renters | 3,495 | 525 | 60% | 61,945 | 2,138 | 50% |

Source: Research and Strategic Projects tabulation of 2017-2021 American Community Survey 5-year estimates, Tables: B01001, B03002, B19025, B25002, B25003, B11001, B25091, B25070 (March 2023).

Notes:

1. "Other race" includes: American Indian and Alaska Native alone, Some Other Race alone, Two or More Races
2. Those of Hispanic origin may be of any race.
3. For Tenure by Race the category "Asian" includes those who identify as Asian Alone (ACS table B25003D) only. Hawaiian and Pacific Islander data are not included in the calculations.
4. "Area %" is the given population as a percentage of the relevant area total unless otherwise indicated.

6.D ENERGIZED PUBLIC SPACES (EPS) ANALYSIS

The 2017 and 2022 *Parks, Recreation and Open Space (PROS) Plan* introduced and refers to a policy document that focuses on the delivery of parks and open spaces in higher density areas of the county: the 2018 *Energized Public Spaces Functional Master Plan* (EPS Plan) and its associated 2019 *Designing Public Spaces Design Guidelines*. The EPS Plan applies an innovative methodology and framework to identify areas with the highest need for parks and open spaces and recommends opportunities to increase the amount and quality of parks and open space in those communities.

This Plan promotes public spaces as platforms where people can share experiences and build a sense of community. As participants noted during this Plan's listening and visioning sessions, the Fairland and Briggs Chaney community needs more parks and access to parks for physical activity. The EPS Plan implemented data analysis, a new user-friendly metric, and scenario-testing layers to support this need and enhance our park planning analysis during the planning process.

The main purpose of the EPS Plan is to create outdoor spaces where people of all ages, ethnicities, incomes, and tenures can meet, play, relax, exercise, and enjoy nature in areas where more people live and work. These parks and open spaces will integrate the public network of streets, transit options, and other infrastructure, creating a framework around which sustainable future development can occur. In summary, the overarching goals of the EPS Plan are to:

- Identify where parks and open space are needed most to serve dense populations within walking distance.

- Prioritize parks and open spaces for implementation using racial equity and social justice factors.
- Propose innovative tools and new funding sources to activate and connect parks, renovate and repurpose existing facilities, develop new facilities, and create new parks and open spaces.

To reach these goals, an innovative GIS-based methodology was used to identify areas with low levels of service for parks and open space and to remedy the shortages in a systematic way. This methodology is employed to prioritize and distribute parks and open spaces equitably across the EPS Study Area.

Analysis was completed for the plan area to identify Experience Improvement Areas (EIA), areas within Montgomery County that are identified as the highest residential and mixed-use densities in the county, covering approximately 17% of the county's land area but including over 40% of the county's residents and over 60% of its jobs.

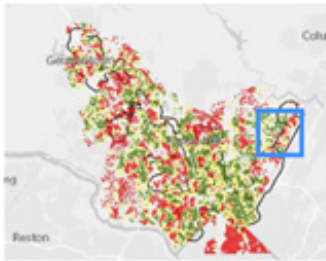
Maps 42 and 43 show the results of EPS analysis for the plan area, where areas with low experience scores are spatially clustered. Experience scores were determined by calculating the ratio and scoring of accessible public space experiences to the number of people capable of walking to them from a specific location.

As indicated in these figures, people living in the red areas lack access to parks and open spaces that provide active, contemplative, and social experiences. This Plan addresses the low level of service in these areas by proposing new open spaces within private new development, new amenities within existing parkland, and more access to parks and open spaces from residential neighborhoods.

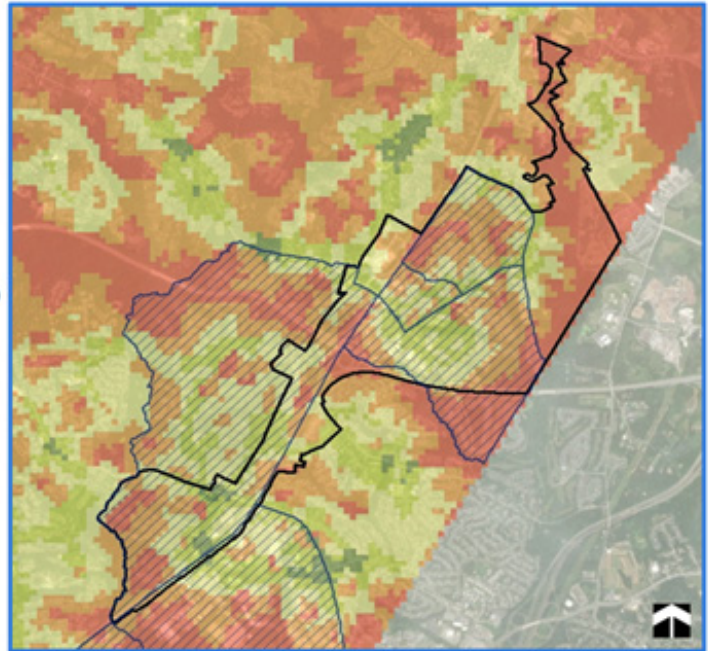
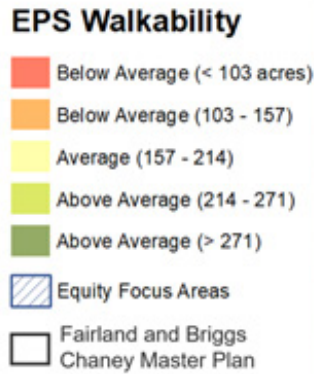


MAP 42: ENERGIZED PUBLIC SPACES (EPS) ANALYSIS

Fairland and Briggs Chaney Master Plan Energized Public Spaces (EPS) 10-minute Walkability Analysis



Montgomery County



MAP 43: EPS EXPERIENCE IMPROVEMENT AREAS AND EXPERIENCE AREAS

Fairland and Briggs Chaney Master Plan EPS Experience Improvement Areas (EIAs) and Experience Areas (EAs)



| Experience Type | Experience Points Per Person | People in EIAs | People in Medium EAs | People in High EAs |
|--------------------|------------------------------|----------------|----------------------|--------------------|
| All - Consolidated | 2.25 | 58.21 % | 37.12 % | 4.67 % |
| Active | 0.71 | 56.68 % | 35.64 % | 7.68 % |
| Contemplative | 0.82 | 62.89 % | 31.34 % | 5.77 % |
| Social | 0.72 | 57.76 % | 35.55 % | 6.69 % |



6.E WEB LINKS

- *Fairland and Briggs Chaney Master Plan* update webpage
<https://www.montgomeryplanning.org/fairlandbriggschaney>
- Fairland and Briggs Chaney Housing Market Assessment Study, July 2022.
https://montgomeryplanningboard.org/wp-content/uploads/2022/07/FBC-Housing-Market-Assessment-Staff-Report_CL_7-22-22_FINAL.pdf
- *Fairland and Briggs Chaney Master Plan* Existing Conditions Report to the Planning Board
https://montgomeryplanning.org/wp-content/uploads/2022/04/FBC_Exist_Conds_Report_website.pdf
- *Fairland and Briggs Chaney Master Plan* Vision Workshops – Community Comments and Feedback
<https://montgomeryplanning.org/planning/communities/upcounty/fairland/fairland-master-plan-1997/fairland-briggs-chaney-mp/equitable-community-engagement/>
- 1997 *Fairland Master Plan*
<https://montgomeryplanning.org/planning/communities/upcounty/fairland/fairland-master-plan-1997/>
- 2010 *Countywide Water Resources Plan*
http://www.montgomeryplanning.org/environment/water_resources_plan/index.shtm
- 2013 *Countywide Transit Corridors Functional Master Plan*
https://www.montgomeryplanning.org/transportation/highways/documents/countywide_transit_corridors_plan_2013-12.pdf
- 2018 Technical Update to the *Master Plan of Highways and Transitways*
<https://montgomeryplanning.org/wp-content/uploads/2018/01/Master-Plan-of-Highways-and-Transitways-Approved-and-Adopted.pdf>
- 2018 Montgomery County *Bicycle Master Plan*
<https://montgomeryplanning.org/wp-content/uploads/2019/09/Bicycle-Master-Plan-Web-Version.pdf>
- 2018 *Energized Public Spaces Functional Master Plan* (EPS Plan) and its associated 2019 *Designing Public Spaces Design Guidelines*
<https://montgomeryparks.org/projects/directory/energized-public-spaces-functional-master-plan/>
- 2022 *Parks, Recreation, and Open Space (PROS) Plan*
<https://montgomeryparks.org/projects/directory/powered-by-parks-2022-park-recreation-and-open-space-plan/park-planning/>
- 2030 *Strategic Plan for Parks and Recreation in Montgomery County*
<https://s3.amazonaws.com/assets.montgomeryparks.org/uploads/2018/04/vision2030-vol2.strategic.plan-final-6.17.2011-508update.pdf>
- Guidelines for Environmental Management of Development in Montgomery County, 2000
http://www.montgomeryplanning.org/environment/forest/guidelines_0100/toc_environ_guide.shtm
- Maryland Department of Planning Priority Funding Areas webpage
<https://planning.maryland.gov/Pages/OurProducts/pfamap.aspx>
- Montgomery Housing Needs Assessment, July 2020
<https://montgomeryplanning.org/wp-content/uploads/2020/07/MoCo-HNA-July-2020.pdf>



7.A TRANSPORTATION MODELING ANALYSIS

In the fall of 2020, the County Council adopted a new Growth and Infrastructure Policy (GIP) that focuses on two primary tasks:

- Identify opportunities to incorporate the county’s Vision Zero travel safety objectives into the Local Area Transportation Review process, and
- Reintroduce a policy area–level review to evaluate a master plan’s balance between transportation capacity and land-use travel demand.

The policy area–level metrics to evaluate the transportation adequacy of master plans are composed of five transportation system performance metrics. These metrics and how they are derived and interpreted are briefly described below. For the purposes of this Plan, these metrics were calculated for the Fairland/Colesville Policy Area, in which the plan area is situated.

Accessibility is defined as the number of jobs that can be reached in the Washington, D.C. metropolitan region within 45 minutes by auto and by transit at the time of buildout. Adequacy is achieved if the master plan improves average accessibility, based on a Traffic Analysis Zone-level, population-weighted average, for the plan area relative to the currently adopted master plan.

Travel time is defined as the average time by auto and by transit, considering all trip purposes during all times on a weekday at time of buildout, reported as **vehicle hours traveled (VHT)** and **person hours traveled (PHT)**, respectively. Adequacy is achieved if the master plan improves average travel time for the plan area relative to the currently adopted master plan.

Vehicle miles traveled (VMT) per capita is defined as the sum of the weekday VMT from trips that both start and end within the plan area and half the weekday VMT from trips that either start or end within the plan area. Adequacy is achieved if the Plan improves (i.e., reduces) average VMT per capita for the plan area relative to the currently adopted plan.

Non-auto-driver mode share (NADMS) is defined as the non-auto-driver mode share for the journey to work in the plan area. This is the definition of the measure in current master plans, the 2020-2024 GIP¹, and the goals used by the county regulating transportation demand management. Adequacy is achieved if the Plan confirms the relevant pre-established journey-to-work NADMS goal for the plan area.

Low-stress bicycle accessibility is defined as the percentage of potential bicycle trips that can be accommodated on a low-stress (LTS-2)² bikeway network. Adequacy is achieved if the Plan meets or improves the average for the percentage for the county at the time of buildout.

¹ For information on the 2020-2024 Growth and Infrastructure Policy, visit: <https://montgomeryplanning.org/wp-content/uploads/2020/11/20210101-Text-of-the-2020-2024-Growth-and-Infrastructure-Policy-with-Maps.pdf>

² LTS-2 is defined as bicycle travel network “appropriate for most adults” or “appropriate for most children” (consistent with the approach for Objective 2.1 of Bicycle Master Plan – “Countywide Connectivity”).

Transportation System Performance Metrics

The transportation performance metrics pertaining to job accessibility for the year 2045 adopted plan scenario (i.e., the 1997 *Fairland Master Plan*, updated with current zoning district) and the year 2045 proposed plan scenario (this Master Plan) indicates an approximate 6% decrease in accessibility by auto, yet an increase in job accessibility by transit of about 14%. This divergence is due in part to a shift in projected land-use development within the plan area from employment-oriented development to a more residential-heavy mix of development because of a change in recommended zoning districts in the Plan. Recommendations for enhanced transit service, through dedicated transit lanes and additional stations on U.S. 29, explains much of the increase in projected job accessibility by transit.

The transportation performance metrics pertaining to travel time (VHT and PHT) and VMT per capita analyzed for the year 2045 adopted plan scenario (i.e., the 1997 *Fairland Master Plan* updated with current zoning district) and the year 2045 proposed plan scenario (this Master Plan) each show a slight improvement, with an approximate 4% decrease in VHT and PHT and a nearly 9% decrease in VMT. These projections indicate that this Master Plan achieves transportation adequacy for these metrics at buildout.

The projected change in NADMS from the currently adopted plan to the proposed plan indicate a policy area-level rise in non-automobile mode share by about 4%, to a projected 29% by 2045. This estimate is nearly consistent with the recommended 30% NADMS goal of the proposed plan, a difference that is expected to be resolved by even a slight shift in travel behavior rather than policy-based solutions. With additional effort to encourage travel within the policy area, this Master

Plan is expected to be able to achieve adequacy for this metric at buildout.

As previously stated, the low-stress bicycle accessibility metric is derived from the application of Montgomery Planning's Bicycle Travel Demand Model. Using this tool, this Plan's recommendations are projected to increase year 2045 countywide connectivity from 82.7% to 83.0%. Low-stress bicycle accessibility in the Fairland/Colesville Policy Area is projected to increase from 92% to 95%. These results indicate that this Plan achieves adequacy for this metric at buildout.

For a summary of the metrics described above, see Figures 14 and 15.

FIGURE 14: TRANSPORTATION SYSTEM PERFORMANCE METRICS AND SUPPLEMENTAL INFORMATION TABLES

FBCMP Transportation system performance metrics for 2015 & 2045

| | S1_2015 Existing | | | S2_2045 Existing Zoning | | | S3_2045 New_Zoning | | |
|--|------------------|-------------|---------------|-------------------------|-------------|---------------|--------------------|-------------|---------------|
| | County Wide | Policy Area | Plan Boundary | County Wide | Policy Area | Plan Boundary | County Wide | Policy Area | Plan Boundary |
| Auto Accessibility (Jobs) *1 | 1,140,208 | 1,146,642 | 1,104,796 | 1,297,287 | 1,340,994 | 1,257,248 | 1,264,503 | 1,264,524 | 1,223,698 |
| Transit Accessibility (Jobs) *2 | 129,519 | 27,283 | 28,360 | 220,383 | 49,615 | 48,108 | 217,598 | 56,368 | 71,213 |
| VHT (Minutes) *3 | 17.33 | 16.02 | 16.66 | 19.33 | 18.65 | 20.67 | 19.27 | 17.94 | 18.79 |
| PHT (Minutes) *4 | 50.16 | 56.27 | 59.18 | 50.70 | 59.44 | 62.43 | 50.58 | 57.04 | 57.81 |
| VMT per Capita* 5 | 12.94 | 11.49 | 12.17 | 12.58 | 13.36 | 14.24 | 12.48 | 12.19 | 12.03 |
| NADMS *6 | 31.52% | 26.77% | 23.68% | 35.22% | 25.37% | 24.32% | 35.58% | 29.08% | 29.91% |

*1 Total Jobs/ Total Population

*2 Total Jobs/Total Population

*3 Total VHT/Total Auto Trips, VHT denotes Vehicle Hours of Travel

*4 Total PHT/Total Transit Trips, PHT denotes Person Hours of Travel

*5 Total VMT/(Total Pop+Total Emp), VMT denotes Vehicle Miles of Travel

*6 Non-Auto Trips/Total Trips, NADMS denotes Non-Auto Drive Mode Share

FBCMP Supplemental Information for Metrics Comparison for 2015 & 2045

| | S1_2015 Existing | | | S2_2045 Existing Zoning | | | S3_2045 New_Zoning | | |
|----------------------|------------------|-------------|---------------|-------------------------|-------------|---------------|--------------------|-------------|---------------|
| | County Wide | Policy Area | Plan Boundary | County Wide | Policy Area | Plan Boundary | County Wide | Policy Area | Plan Boundary |
| # of TAZs | 471 | 24 | 9 | 471 | 24 | 9 | 471 | 24 | 9 |
| Population *7 | 1,028,164 | 67,855 | 19,135 | 1,236,982 | 72,664 | 22,085 | 1,262,846 | 98,530 | 47,951 |
| Employment | 522,569 | 12,889 | 8,237 | 712,693 | 46,124 | 34,675 | 698,460 | 31,891 | 20,442 |
| HBW SOV | 353,450 | 15,970 | 6,308 | 428,099 | 28,395 | 16,006 | 427,933 | 28,136 | 15,909 |
| HBW NADMS | 167,475 | 6,131 | 2,036 | 237,356 | 9,957 | 5,249 | 240,832 | 11,768 | 6,805 |
| HBW TOTAL | 531,306 | 22,902 | 8,599 | 673,962 | 39,239 | 21,585 | 676,960 | 40,463 | 22,753 |

*7 includes Group Quota Population

FIGURE 15: TRANSPORTATION SYSTEM PERFORMANCE METRICS CHARTS



7.B COMMUNITY ENGAGEMENT

7.B.1. Plan Update Timeline

The engagement strategy for this plan occurred in four phases: Listening, Visioning, Refining, and Sharing. The chart below summarizes the overall engagement process and the meetings and milestones completed for each.

TABLE 17: Community Engagement Process

Listening Phase

Building social networks and working partnerships, gaining insight and perspective on the background context of the socio-economics and existing conditions of the community from a variety of different stakeholders. The goal was to meet people wherever they were in their understanding of the planning process, and to spend at least a year gathering their feedback.

| | |
|--------------------------|--|
| May – June 2021 | Spring Speakers Series (3 virtual events total) – titled: “CommUNITY Conversations in Fairland” New Discoveries on Sacred Ground: Paying Homage to Local Pioneers The Importance of People-First Transportation Planning Grassroots Advocacy on CommUNITY Greenspace |
| May 2021 – December 2022 | Stakeholder Interviews East County Community Advisory Board (ECCAB) Meetings |
| August 2021 and 2022 | Everyday Canvassing Multi-family Units (544 Interviews) Local Businesses (327 interviews) |
| August – September 2022 | Community-led Events Summer of Peace / National Night Out (August 2021 and 2022) Story Tapestries Event (August 2021) East County Hub Expo (September 2021) Burtonsville Day (September 2021 and 2022) Manna Food / Black Physicians and Healthcare Network (June 15th) |
| June – September 2021 | Online Tools: eLetters, Survey and Questionnaire (+90 responses) |
| October 2021 | Pedestrian Audit Walking Tour along Briggs Chaney Road |
| August – March 2021 | University of Maryland / PALS Program |
| November 2021 | Fall Listening Sessions (4 virtual events) Parks, Recreation, and Places to Play An Equitable Community, a Vibrant Economy and a Healthy Environment Mobility and Equitable Infrastructure Food to Thrive |
| March – June 2022 | Community Pop-up Events (4 separate locations) <ul style="list-style-type: none"> • Edgewood Neighborhood Park • Tech Road and Old Columbia Pike Park and Ride Lot • East County Community Recreation Center • Briggs Chaney Marketplace |

| | |
|---|--|
| Visioning Phase¹ | |
| Resolving existing challenges, leveraging community partnerships, considering alternative outcomes, and foreseeing possible scenarios. The goal was to inspire stakeholders to creatively express their hopes for the future and challenge the status quo or traditional approaches to engagement. | |
| July 2022 | Housing Market Assessment Study |
| June - July 2022 | Visioning Workshops (6) 2 virtual meetings 4 in-person meetings, including a mini-festival at Fairland Recreational Park |
| October 2022 | Fairland and Briggs Chaney Placemaking Festival |
| Refining Phase | |
| Thoughtfully considering future changes and comparing them with existing conditions and alternative outcomes. This phase referenced other related plans and policies to track progress and align preliminary recommendations with future projections. | |
| September 2022 | In-person Community Open House and Planning Board Briefing on Preliminary Recommendation 'Big Ideas' |
| January 2023 | In-person Community Open House on Full Preliminary Recommendations |
| March 2023 | In-person Community Meeting and Planning Board Briefing to Review Master Plan Working Draft |
| Sharing and Adoption Phase | |
| Deliberating on the feasibility of possible recommendations and incorporating the thoughtful considerations of all stakeholders. Leveraging established partnerships and carefully considering new social networks (both local and regional) to transform recommendations into a vision that gets implemented over the next 20 years. | |
| May 2023 | Montgomery Planning Board Public Hearing and Work Sessions |
| September – November 2023 | Montgomery County Council Public Hearing and Work Sessions |
| December 2023 | Montgomery Planning Board Resolution of Approval |
| January 2024 | Maryland-National Capital Park and Planning Commission Resolution of Adoption |

7.B.2. Vision Workshops Feedback

Feedback Summary

The purpose of the following Vision Workshop Feedback Matrix is to demonstrate a clear connection between the comments received from the Vision Workshops, the Placemaking Festival, and an internal design charrette and the recommendations of the Master Plan. These comments (575 total) are in addition to the comments received during the Listening Phase. The Community Engagement Report (https://montgomeryplanning.org/wp-content/uploads/2022/02/FBC_community_engagement_report_Final.pdf) is posted online and provides specific details regarding comments received during the Listening Phase.

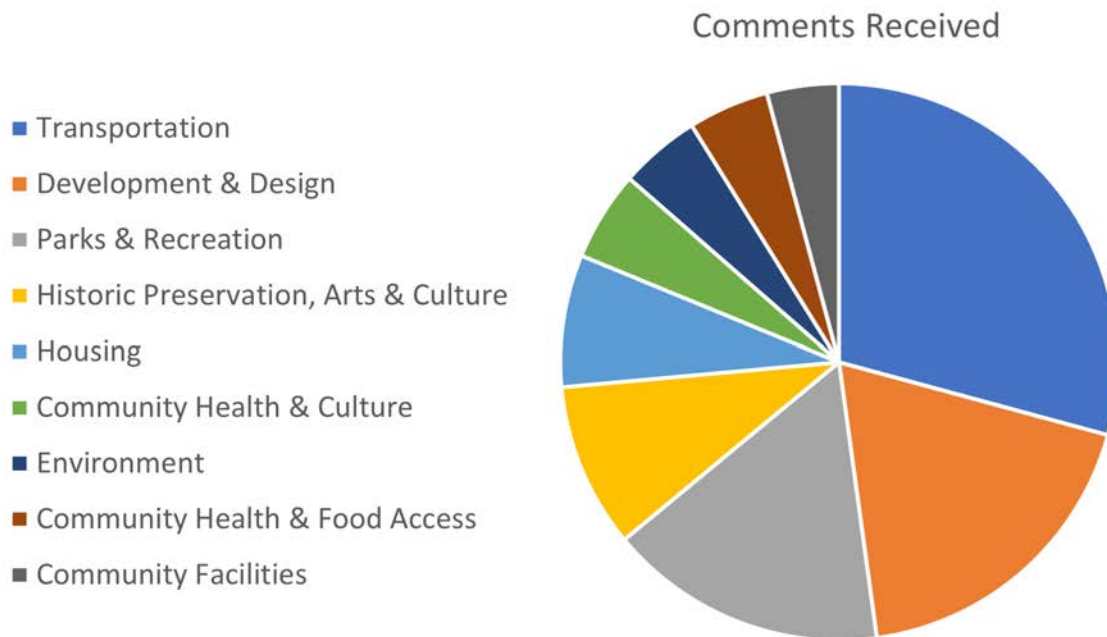
Synthesizing all the comments, many stakeholders expressed interest on the policy theme related to transportation (168 comments received). Increased accessibility, alternative mobility options, more connected communities, public safety, and convenience are just a few attributes that best describe future visions. The following breakdown provides a visual summary of the overall Matrix.

¹ The comments generated in the Vision Workshop Feedback Matrix were generated during this stage. This Matrix was not presented in the Community Engagement Report (dated February 3, 2022), because the Visioning Stage did not start until the summer of 2022.

Feedback Summary Breakdown

Organized by policy themes and in order of the number of comments received

| TABLE 18: Feedback Summary Breakdown | | |
|---|---------------------|-------------|
| Policy Theme | Comments Received | Percentage |
| Transportation | 168 comments | 29% |
| Development and Design | 107 comments | 18% |
| Parks and Recreation | 93 comments | 16% |
| Historic Preservation, Arts and Culture | 55 comments | 10% |
| Housing | 44 comments | 8% |
| Community Health and Culture | 30 comments | 6% |
| Community Health and Culture | 27 comments | 4% |
| Environment | 27 comments | 4% |
| Community Facilities | 24 comments | 4% |
| Total | 575 comments | 100% |



Feedback Matrix - All Comments

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|---------------------------|-------------------------------|------------------|--|
| Community Health & Culture - Safety (30 Comments) (Need) Quality childcare | Community Health & Safety | Public Benefits & Development | July 14 Workshop | Noted 4.B.3.6 New childcare facility <i>Incorporated into the site redevelopment</i> ; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; and 3.E.2.7 - Education on Parks & Food Systems |
| Briggs Chaney Marketplace is not safe to go to | Community Health & Safety | Crime | July 14 Workshop | 4.B.2. Briggs Chaney (North Activity Center) Noted. |
| Heard about the crime happening at the apartment behind the Briggs Chaney marketplace; I avoid visit those area, including Robey road and Edgewood park. | Community Health & Safety | Parks & Recreation | July 14 Workshop | |
| Keep the sense of safety | Community Health & Safety | Crime & Transportation | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sidpaths along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIPOC; 4.B.3.1 - Sidpath along Briggs Chaney Road; 4.B.4.1c - 'main street' design Noted. |
| Population and ages have changed- more people are here now | Community Health & Safety | Crime & Transportation | July 14 Workshop | Noted. |
| Public Safety | Community Health & Safety | Crime & Transportation | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Revitalization of Police precinct/sub station next to East County Community Center | Community Health & Safety | Crime | July 14 Workshop | Noted 4.B.3.5 - Redevelopment of DGS Property (w/ Briggs Chaney Park & Ride, Police precinct, East County Regional Services) |
| Safety is not a concern for him, did hear some the business(a chain store) close due to crime. | Community Health & Safety | Crime & Economic Development | July 14 Workshop | 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee. |
| The lack of job opportunities can also increase the number of absent parents that increase the need for youth engagement. | Community Health & Safety | Schools & Education | July 14 Workshop | Noted 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility <i>Incorporated into the site redevelopment</i> . |
| There's many young people hanging around there and causing trouble; I think that is the result of lack of economic opportunities and not enough programs to engage the youth; I Think the best solution is to keep the young people in the school. | Community Health & Safety | Schools & Education | July 14 Workshop | Noted 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility <i>Incorporated into the site redevelopment</i> . |
| Workout Stations | Community Health & Safety | Parks & Recreation | July 14 Workshop | 3.E.2.6 - Fairland Recreational Park |
| Parks, bike paths, library | Community Health & Safety | Parks & Recreation | July 22 Festival | Noted 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| The access to multiple resources and the friendly people | Community Health & Safety | | July 22 Festival | Noted 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| (Need) more light @ PVD2 | Community Health & Safety | Transportation | July 6 Workshop | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|---------------------------|-----------------------|------------------|---|
| More lighting in walkable areas | Community Health & Safety | Lighting | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| More/better lighting on Featherwood St. and Ct. | Community Health & Safety | Street lighting | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Patrol security contractors | Community Health & Safety | Crime | July 6 Workshop | Noted. |
| Safety (lower crime) | Community Health & Safety | Crime | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Helping provide a sense of identity and place | Community Health & Safety | Development & Design | June 19 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPs Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Love downtown Silver Spring. I like not having to get into a car all the time. Want to do shopping and visit families and friends in the same neighborhood where I live. I want to spend money where I live. | Community Health & Safety | Development & Design | June 19 Workshop | 3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Some perceptions of the east county seem to inhibit people from patronizing area, would like to make the area more family-oriented and family welcoming. | Community Health & Safety | Development & Design | June 19 Workshop | Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPs Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Is there a local news source like Source of the Spring? | Community Health & Safety | Crime | June 24 Workshop | Noted. |
| Need to bring the kids together to talk about violence, but not with the police. The community center could be put to use for things like this. | Community Health & Safety | Public Safety | June 24 Workshop | Noted. |
| People who are neighbors aren't talking to each other. Need opportunities where people are kind of "forced" to meet one another. | Community Health & Safety | Development & Design | June 24 Workshop | Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPs Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Crime is a concern - especially Briggs Chaney shopping center area, castle Blvd. area | Community Health & Safety | Crime | June 27 Workshop | 4.B.2. Briggs Chaney (North Activity Center) |
| Diverse | Community Health & Safety | Crime | June 27 Workshop | Noted. |
| Family friendly dynamic | Community Health & Safety | Crime | June 27 Workshop | Noted. |
| Innovative communication | Community Health & Safety | Crime | June 27 Workshop | 3.D.3.4 Community Advisory Committee |
| Intersection of crime, accessible resources and amenities, and economic opportunity for residents of all ages | Community Health & Safety | Crime | June 27 Workshop | Noted. |
| Less crime | Community Health & Safety | Crime | June 27 Workshop | Noted. |
| Lively | Community Health & Safety | Crime | June 27 Workshop | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|---------------------------|-----------------------|------------------|---|
| Reducing crime, improve residents' overall income, and bring back major grocery store/major Brands | Community Health & Safety | Public Safety | June 27 Workshop | Noted: 4.A.6.4 Future Development of 12501 Old Columbia Pike |
| Safety in the community | Community Health & Safety | Public Safety | June 27 Workshop | Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Safety is a concern in the White Oak area | Community Health & Safety | Public Safety | June 27 Workshop | Noted: |
| Unity through community event | Community Health & Safety | | June 27 Workshop | 3.D.3.4 Community Advisory Committee |
| Vibrant | Community Health & Safety | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Voter registration sites for residents | Community Health & Safety | | June 27 Workshop | Noted: |
| Development & Design (107 Comments) | | | | |
| (Need) Places to eat- sit down; outdoor cafes; gathering spaces | Development & Design | Land Use | July 14 Workshop | 3.A.2.2, 3.A.2.3, and 3.A.2.4 Gathering Spaces; 4.B.2.1 Redevelopment to active town center; 4.B.3 and 4.B.4 Briggs Chaney Activity Center; |
| (Need) Water Splash areas | Development & Design | Parks & Recreation | July 14 Workshop | Noted: 3.E.2.5 Fairland Recreational Park |
| Amount of parking has changed- once was 2/home, now 4/home- everything is built up-where to put in housing? | Development & Design | Parking | July 14 Workshop | Noted: 3.C.1 Transportation Goals |
| Another Urgent care facility | Development & Design | | July 14 Workshop | Noted: 3.G.2.1. Resilience Hub |
| Area should be improved for additional dense development in specific areas that are underutilized. Would also like to see more activation areas. | Development & Design | | July 14 Workshop | 3.A.2.3. Community Gateways and Activity Centers; 3.B.1 Housing Goals |
| Banneker – needs a selling point, needs to revamp, too small | Development & Design | | July 14 Workshop | Noted |
| Convenient Store for Greencastle Lakes Community centre | Development & Design | Food Access | July 14 Workshop | 4.C.2.6 Future Redevelopment of Greencastle Lakes Park & Ride |
| Focal point; stretches out for placemaking | Development & Design | | July 14 Workshop | 3.A.2.2 - Design Guidelines and 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2.1 Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.2 Town Center Design Guide; 4.A.4.3 MOPS Short Term Leasing for Extracurricular Activities; 4.A.6.2 Town Center Design Guide; 4.B.2.3 Public Art and Design Features; 5.E Design Guidelines |
| Gateway | Development & Design | | July 14 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2.1 Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.2 Town Center Design Guide; 4.A.4.3 Fairland Center MOPS Short Term Leasing for Extracurricular Activities; 4.A.6.2 Town Center Design Guide; 4.B.2.3 Public Art and Design Features; 5.E Design Guidelines |
| Grant money for Briggs Chaney shopping center- green area, where people can get together | Development & Design | | July 14 Workshop | 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment |
| Have outdoor seating | Development & Design | Parks & Recreation | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 - Linear Pathways and Public Plaza |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------------|-----------------------|------------------|--|
| Improve nightlife. There should be mixed use development (include something like chapalas, Fridays, etc with safe lounge spaces) | Development & Design | Local Economy | July 14 Workshop | Noted. |
| Interesting roof top for new buildings. Rio better design | Development & Design | | July 14 Workshop | Noted. |
| Job: There's no opportunity. In for my property plus media | Development & Design | Parks & Recreation | July 14 Workshop | 3.D.2.3 - Community Health and Culture |
| Like to see the auto mall transfer to something else, it is empty and not well maintained . It is not an attractive place to visit. Will be nice to have different usage over there . Such as a fine dining place instead of a pile of cars. | Development & Design | | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.D.2.1 Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.8 Edgewood Neighborhood Park; and 3.E.2.9 Gaps in Services and amenities. |
| Make space presentable | Development & Design | Local Economy | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Mall | Development & Design | | July 14 Workshop | Noted. |
| Mixed use building | Development & Design | | July 14 Workshop | 4.A.2.1, 4.A.3.1, Table 7: Old Columbia Pike and Briggs Chaney Activity Center Zoning; 4.A.4.1 and Table 8: Old Columbia Pike & Fairland Activity Center Zoning. |
| More local Business(photography, little bit of everything) | Development & Design | Local Economy | July 14 Workshop | Noted. 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems |
| Need more banks in the area | Development & Design | Local Economy | July 14 Workshop | Noted. |
| No high rises – but mid-rise with nice roof tops –integrate green space | Development & Design | | July 14 Workshop | Noted. 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; |
| No more commercial R-90 only | Development & Design | | July 14 Workshop | Noted. |
| Outdoor seating for restaurants | Development & Design | | July 14 Workshop | 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace |
| Parking | Development & Design | Parking | July 14 Workshop | 4.B.4.1b, 4.B.4.1d, 4.B.4.2a and 4.C.2.5 - Structured Parking facilities |
| Shopping center on east side to north, is dead | Development & Design | | July 14 Workshop | 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------------|-----------------------|----------------------------|---|
| Signage and Wayfinding | Development & Design | | July 14 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Tivoli neighborhood remake | Development & Design | | July 14 Workshop | Noted. |
| Wine bar | Development & Design | | July 14 Workshop | Noted. |
| Wish Auto mall to be redevelopment | Development & Design | | July 14 Workshop | 4.B.4 Briggs Chaney (South) |
| Briggs Chaney Road and US 29 is as big as Four Pike & Rose's | Development & Design | | July 20 Internal Charrette | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Centers should be street-oriented development | Development & Design | Transportation | July 20 Internal Charrette | 3.A.2.5 - Building closer to street |
| Central plaza, square, green space should be included at centers | Development & Design | Public Open Space | July 20 Internal Charrette | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Consider a CBD (or other organized structure) for east county (following Thrive's recommendations) | Development & Design | | July 20 Internal Charrette | 4.B.3.3d - Enterprise Zone |
| Intensity: Added density; bigger transformation along US-29; major urban park; mixed use; a deck over US-29; maximum public investment; maximize 15-min. living effect | Development & Design | | July 20 Internal Charrette | 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee. |
| Light Touch: neighborhood retail; missing middle housing; better walking and biking | Development & Design | | July 20 Internal Charrette | 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee. |
| Maker spaces allowed at all centers | Development & Design | Local Economy | July 20 Internal Charrette | 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.4 and 5.D Community Advisory Committee. |
| Secondary Center: serve southern portion; better connection to parks; medium intensity/density | Development & Design | Transportation | July 20 Internal Charrette | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|----------------------|----------------------------|-----------------|---|
| (Desire for the community to be more like) Columbia Town Center - stores, restaurants | Development & Design | | July 6 Workshop | Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2 Develop Design Guidelines |
| (Like) white oak shopping center as the new activity hub | Development & Design | Food Access | July 6 Workshop | Noted. |
| A more robust economy and jobs | Development & Design | Local Economy | July 6 Workshop | Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Activity is low in the service areas – lack of people | Development & Design | Local Economy | July 6 Workshop | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems; Noted. |
| Against changing Residential zones to Commercial zones | Development & Design | | July 6 Workshop | Noted. |
| Bring Columbia (Town Center) here | Development & Design | Environment | July 6 Workshop | 3.A.2 - Land Use and Design |
| Build up reduce footprint | Development & Design | Environment | July 6 Workshop | Noted. |
| Churches have low foot traffic when there are no events happening on their property. Their parking surface lots are underutilized. Destinations can create opportunities for people to come together and meet each other. | Development & Design | Community Health & Culture | July 6 Workshop | 3.E.5 and 3.E.7 Parks and Public Open Space |
| Dining out restaurants other than fast food eateries | Development & Design | Food Access | July 6 Workshop | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| In favor of a grocery store | Development & Design | Food Access | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------------|----------------------------|-----------------|---|
| Maybe a 2 Michelin Star restaurant | Development & Design | Retail Restaurants | July 6 Workshop | Noted: 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Mixed-use centers | Development & Design | | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Need a MOMs grocery store | Development & Design | Food Access | July 6 Workshop | Noted: |
| Need a way to gather, in a public space in the neighborhoods where we live | Development & Design | Community Health & Culture | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; |
| Need a Wegman's | Development & Design | Food Access | July 6 Workshop | Noted: |
| Need outdoor eating options | Development & Design | | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Need shopping (food) | Development & Design | Food Access | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Nice coffee shops / places to eat | Development & Design | Food Access | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Place to grab a drink and seat | Development & Design | Food Access | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Residents are traveling outside the region to seek fine dining, food, cultural and entertaining experiences. | Development & Design | Transportation | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Restaurants like Bone Fish | Development & Design | Food Access | July 6 Workshop | Noted: |
| Shopping not working because 29 is so hard to cross when walking so have to drive to shopping. | Development & Design | Transportation | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| The existing churches in the southern region are only active at peak hours when religious services are happening. Otherwise there is very little foot traffic on their properties. <i>Is this be a missed opportunity that could be fully realized in the Master Plan?</i> | Development & Design | Environment | July 6 Workshop | Noted: |
| Town Center | Development & Design | Local Economy | July 6 Workshop | 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Transit-oriented Development | Development & Design | | July 6 Workshop | 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.5 and 4.B.3.6 - Redevelopment of the Briggs Chaney BRT station. |
| Viva White Oak is transformational. How do we connect (to) them? | Development & Design | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Want a Pizza Cafe | Development & Design | Food Access | July 6 Workshop | Noted: |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|----------------------|-----------------------|---------------------------|---|
| Want a restaurant that people actually want to come to | Development & Design | Local Economy | July 6 Workshop | Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Want an AVEDA Salon | Development & Design | Retail | July 6 Workshop | Noted. |
| Want an experience | Development & Design | Placemaking | July 6 Workshop | Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Want boutique coffee shops | Development & Design | Local Economy | July 6 Workshop | Noted. |
| We are too spread out | Development & Design | Environment | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Can we do something with the auto park? It's so much land that could be used for something more community oriented | Development & Design | Local Economy | June 19 Workshop | 4.B.4 Briggs Chaney (South) Activity Center |
| Fairland Road (at Old Columbia Pike), next to the gas station, could be a good place for improvement. | Development & Design | Local Economy | June 19 Workshop | 4.A.4 Old Columbia Pike and Fairland Activity Center |
| I believe the community needs improvements in the night life. | Development & Design | Local Economy | June 19 Workshop | Noted. |
| Introducing a beer park or wine bar that gives room for a multi-generational crowd | Development & Design | Local Economy | June 19 Workshop | Noted. |
| Encourage development of strategic activity node | Development & Design | | June 22 Internal Charette | Map 14 - Concept Framework Plan; 4.A.6 - Old Columbia Pike and East Randolph Activity center; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Encourage development of strategic activity node | Development & Design | | June 22 Internal Charette | Map 14 - Concept Framework Plan; 4.A.6 - Old Columbia Pike and East Randolph Activity center; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Encourage development of strategic activity node | Development & Design | | June 22 Internal Charette | Map 14 - Concept Framework Plan; 4.A.5 - Columbia Pike and Musgrove Activity Center; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Encourage development of strategic activity node | Development & Design | | June 22 Internal Charette | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Encourage development of strategic activity node | Development & Design | | June 22 Internal Charette | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride. |
| Encourage pedestrian-scale development along Briggs Chaney Rd. with appropriate streetscape improvements | Development & Design | Transportation | June 22 Internal Charette | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Encourage the transition of Briggs Chaney Marketplace into an urban town center; possibly with interim infill development | Development & Design | | June 22 Internal Charette | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace |
| Bakery | Development & Design | Local Economy | June 24 Workshop | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------------|-----------------------|------------------|--|
| Corner store trucks / distribution of goods | Development & Design | Food Access | June 24 Workshop | Noted; 3.C.2.12 - Freight Traffic; 3.D.2.1 Food Systems and Connected Communities |
| Improve Briggs Chaney Shopping center visual | Development & Design | | June 24 Workshop | 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space |
| more affordable shops and bakery | Development & Design | Local Economy | June 24 Workshop | Noted. |
| More pop-up shops in vacant stores | Development & Design | Food Access | June 24 Workshop | Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E. Design Guidelines |
| Outdoor fountain and water play area | Development & Design | Parks & Recreation | June 24 Workshop | Noted. |
| Town center | Development & Design | | June 24 Workshop | Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials |
| water fountain / water falls | Development & Design | Parks & Recreation | June 24 Workshop | Noted. |
| Area along Fairland road and Old Columbia Pike, potentially developing into a town center | Development & Design | | June 27 Workshop | Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Auto Sales Park is a void space for the community, there's nothing for the resident to do at the auto-mall. | Development & Design | | June 27 Workshop | 4.B.4 Briggs Chaney (South) |
| Bad parking and circulation at Briggs Chaney Marketplace | Development & Design | | June 27 Workshop | Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Better retail | Development & Design | | June 27 Workshop | Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Better retail option and return of a major grocery store | Development & Design | Retail Uses | June 27 Workshop | Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Develop the 'jungle' behind the Briggs Chaney Center (Briggs Chaney Road/Old Columbia Pike) | Development & Design | Urban Design | June 27 Workshop | Noted; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Dynamic economic development – incentivize higher-paying jobs | Development & Design | Local Economy | June 27 Workshop | Noted. |
| Facade management program in some areas | Development & Design | | June 27 Workshop | 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Future development in Viva White Oak and Burtonsville will impact the overall economic vitality for this region. | Development & Design | Local Economy | June 27 Workshop | Noted. |
| Handy to have automall close for repairs | Development & Design | | June 27 Workshop | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|----------------------|-----------------------|------------------|---|
| Home values should be able to increase rather than decrease. | Development & Design | Housing | June 27 Workshop | Noted. |
| Incentivize higher paying jobs; better income | Development & Design | | June 27 Workshop | Noted. |
| Integrate the two shopping centers (Briggs Chaney Marketplace and Center); reduce their segregation from US 29 | Development & Design | | June 27 Workshop | 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways |
| Mixed use apartment buildings with grocery stores and restaurants at the base of the building, as well as in-building parking garages for accessibility | Development & Design | | June 27 Workshop | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride |
| Restaurant diversity | Development & Design | | June 27 Workshop | Noted. |
| There is a desire for more employment options, more employers | Development & Design | Local Economy | June 27 Workshop | Noted. |
| Verizon has two facilities. East side is only a processing center and looks abandoned. The west side is administrative. East side seems to have a lot of wasted parking spaces. | Development & Design | | June 27 Workshop | 4.A.5 Columbia Pike and Musgrove Activity Center |
| An East County Edens Center (Mosaic) as they have in VA | Development & Design | | July 6 Workshop | Noted. |
| Briggs Chaney Shopping Center (Marketplace) needs parking improvement | Development & Design | | July 6 Workshop | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems; |
| Environment (27 Comments) | | | | |
| (Need) Public services for tree maintenance, recommend more property management and need a way to track how neglected areas need to be maintained | Environment | Public Safety | July 14 Workshop | Noted. 2.E. Community Engagement and Placemaking; 3.A.2.2. Design Guidelines; 3.A.2.3 Gateway Activity Centers; 3.A.2.4 Third Places; 3.C.1 Transportation Goals; 3.E.2.2 Network of Public Open Spaces; 3.E.2.6 Enhance park amenities; 3.E.2.10 Climate Action Plan; 3.F.1 Environment Goals; 3.F.2.1.a Increasing Tree canopy; 4.A.1 District Vision; 4.A.6.4 Seventh Day Adventist Property |
| Affordable solar panels | Environment | | July 14 Workshop | Noted. 3.C.4.3 BRT stations; 3.D.2.1 Healthy Food Systems; 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy |
| Briggs Chaney Shopping Center and bus stop need more shade. | Environment | Transportation | July 14 Workshop | 3.F.2.1, 3.F.2.3 - Tree Canopy; 3.F.2.7 - Reduce Urban Heat Island Effects; 4.B.2.4 and 4.B.2.5 Streetscape Design; 4.B.3.3a and b - Redevelopment of Briggs Chaney Shopping Center |
| Clean Lakes | Environment | | July 14 Workshop | Noted. 3.F.1. Environmental Goals; 3.F.2.3 and 3.F.2.4 - Enhanced SWM and Rainwater Capture; 3.F.2.5 Modern Green Infrastructure; 3.F.2.8 Waster Quality within Upper Paint Branch Special Protection Area Overlap Zone |
| EV Stations | Environment | | July 14 Workshop | 3.C.2.11 - Network of Electric Car Charging; 3.G.2.1 - Resilience Hub and Learning Center |
| Giant has two electric charging stations- perhaps other parking lots- easier to put in at SFH, tough w/rowhomes (also this is tied to new development) | Environment | Development & Design | July 14 Workshop | Noted. 3.C.2.11 - Network of electric car charging stations; 3.E.2.10 - CAP- 4.B.2.1 - Redevelopment of Main Street District; and 4.B.3.5 - electric-charging infrastructure. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|--------------|-----------------------|---------------------------|---|
| Green Area | Environment | | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Green space in area not black top area | Environment | | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Solar panels in areas where there are no trees- suggestions for panels over highway | Environment | | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Integrate 'cool street' design into urban design guidance | Environment | Climate mitigation | July 20 Internal Charette | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.E.2.10 Climate Action Plan |
| Finance is a barrier for private solar panel installation | Environment | | July 22 Festival | Noted. |
| Grad to learn that the county's green bank is going to fund church property's solar panel installation; would like to see all the church in the FBC area have renewable energy. | Environment | | July 22 Festival | Noted. 3.E.2.10 Climate Action Plan |
| Like to see more renewable energy in the community, yet would like to receive financial support. I wish to see the government provide tax reduction for low-income households who want to install the solar panel. | Environment | | July 22 Festival | Noted. 3.C.4.3 BRT stations; 3.D.2.1 Healthy Food Systems; 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy |
| My community HOA does not have enough funding to install solar panels; their roof condition is too bad for solar panels, so I need to redo the roof first. | Environment | | July 22 Festival | Noted. |
| My condo is planning to install solar panels. | Environment | | July 22 Festival | Noted. |
| Need more greenery in the middle of the Briggs Chaney Marketplace | Environment | Parks & Recreation | July 22 Festival | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places |
| Wire (cable line) is the barrier for tree canopy, seeing may tree been trimmed or removed because of the wire. Would like to underground the cable line. | Environment | Transportation | July 22 Festival | 4.A.2.3 and 4.B.2.4 - Undergrounding Utilities |
| Charging stations | Environment | | July 6 Workshop | 3.F.2.6 - on-site energy generation systems; 3.E.2.10 Climate Action Plan |
| Environmentally stable | Environment | | July 6 Workshop | Noted. |
| Improve Briggs Chaney Auto Mall - landscape | Environment | | July 6 Workshop | 4.B.4.1a, b, c, d, e and 4.B.4.2 Auto Mall Development |
| Smoke-free spaces | Environment | | July 6 Workshop | Noted. |
| Daylight the former stream through the middle of the Auto Sales Park through redevelopment | Environment | | June 22 Internal Charette | 3.F.1.8 - Water Quality Protection; 4.B.4.3 - Auto Mall Heat Island Effects; |
| Establish a resilient hub (CAMP) site to increase renewable energy (e.g., East County Rec. center, other state and county property in the study area) | Environment | | June 22 Internal Charette | 3.G.2.1 - Resilience Hub and Environmental Learning Center |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|--------------|-----------------------|---------------------------|---|
| Reduce urban heat island effects (e.g., Change pavement color; introduce cool street guidance, Band black roof tops, Compensation option for providing shade if street trees are not applicable) | Environment | | June 22 Internal Charette | 3.F.2.7 - Urban Heat Island Effect |
| Support single household solar panel installation | Environment | | June 22 Internal Charette | 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy |
| Lots of natural areas | Environment | | June 27 Workshop | Noted. |
| Plant more trees | Environment | | June 27 Workshop | 3.F.2.1 - Tree Canopy |
| Shade and tree canopy needed at bus stops and along sidewalks. | Environment | Transportation | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; |
| Community Health & Culture - Food Systems (27 Comments) | | | | |
| Community Garden (Food and flora) | Food Access | | July 14 Workshop | 3.D.2.1 - Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.8 Edgewood Neighborhood Park; and 3.E.2.9 Gaps in Services and amenities. |
| Food Access | Food Access | | July 14 Workshop | 3.D.2.1 - Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.7 Edgewood Neighborhood Park |
| More farmer's markets – access to community gardens | Food Access | | July 14 Workshop | 3.D.2.1 - Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.7 Edgewood Neighborhood Park |
| Places to eat | Food Access | | July 14 Workshop | 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems |
| Farmer's market | Food Access | | July 20 Internal Charette | 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; |
| Bringing more restaurants that aren't just fast food | Food Access | Development & Design | July 22 Festival | 3.G.2.2 - Community-serving programming at East County Recreation Center. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems |
| Grocery stores with more diversity of food | Food Access | Development & Design | July 22 Festival | 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center. |
| More affordable, healthier food | Food Access | | July 22 Festival | 3.B.2 - Housing Recommendations; 3.D.2.1 Healthy Food Systems; 3.E.2.10 Climate Action Plan |
| More grocery stores | Food Access | Development & Design | July 22 Festival | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road |
| More local family restaurants that benefit local residents | Food Access | Development & Design | July 22 Festival | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space, 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center. |
| (Dislike) monotonous grocery chain (Giant), need mechanism to maintain retail diversity | Food Access | Development & Design | July 6 Workshop | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road |
| (Like) This area is not a food desert. | Food Access | | July 6 Workshop | Noted. |
| (Need) More sit down Restaurant | Food Access | Development & Design | July 6 Workshop | Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|--------------|-----------------------|------------------|---|
| Co-ops farming | Food Access | | July 6 Workshop | 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.E.2.8 - Edgewood Neighborhood Park |
| Corner markets don't survive | Food Access | | July 6 Workshop | Noted. |
| Food choices - vegan + vegetarian | Food Access | | July 6 Workshop | 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace |
| Food courts | Food Access | | July 6 Workshop | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; |
| More white linen restaurants | Food Access | | July 6 Workshop | 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.D.2.2 and 3.D.2.3 - Food Systems |
| Stores on Fairland Market doing well because they are ethnicity-specific | Food Access | | July 6 Workshop | Noted. |
| Use parking lots for markets | Food Access | Local Economy | July 6 Workshop | Noted. 3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Would like to see a Farmer's Market established in the community - perhaps at the Tech Road Park & Ride Lot | Food Access | Local Economy | July 6 Workshop | 3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| less food waste is thrown away | Food Access | | June 24 Workshop | Noted. |
| Concerns over access to fresh produce | Food Access | | June 27 Workshop | 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established |
| Food drive locations | Food Access | | June 27 Workshop | 3.G.1.2.1 - Resilience Hub & Environmental Learning Center |
| Healthy fast food and sit-down dining options | Food Access | Local Economy | June 27 Workshop | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride; 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established |
| Return of major grocery store | Food Access | | June 27 Workshop | 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established |
| Global Foods-Doesn't have the items I typically shop for. There are not many family-oriented food choices | Food Access | | June 27 Workshop | Noted. |
| Need variety of Grocery stores | Food Access | | June 27 Workshop | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|------------------------|-----------------------|------------------|---|
| Historic Preservation - Arts & Culture (55 Comments) | | | | |
| (Need) Art and landmarks in the community/ e.g mural or the tunnel at the Silver Spring) like the Windows display at the silver spring. Art center, showcasing and rotating art. Think the paint branch is a good location for an art event. Although the visibility is low. Another good example for cultural landmarks is the little roundbau (George Ave and US29) in downtown Silver Spring, where they have flower installations. | History, Culture & Art | | July 14 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Annual multicultural events to bring the diverse community in this area | History, Culture & Art | | July 14 Workshop | 3.A.2.4 Third Places; 3.D.1 Community Health and Culture Goals; and 3.E.2.7 - Enhance Amenities to serve diverse populations. |
| Artistic Opportunities | History, Culture & Art | | July 14 Workshop | Noted; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.2 Town Center Design Guide; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.A.6.2 Town Center Design Guide; |
| | | | | Page 86 Recommendation 4.B.2.3 Public Art and Design Features; Page 109 Recommendation 5.E Design Guidelines |
| Cultural Festival like in Silver Spring | History, Culture & Art | | July 14 Workshop | Noted; 3.A.2.4 - Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.G.2.1, 3.G.2.2, and 3.G.2.3 - Creating a Community Hub; 3.H.2.1 - Historical and Cultural Resources within public facilities; 4.A.4.3 - Fairland Center. |
| Don't lose the ethnicity of the shopping place | History, Culture & Art | | July 14 Workshop | Noted; 3.D.2.4 and 5.D Community Advisory Committee. |
| Lack of community connection in the neighborhood. Would love to see more activities such as mentoring opportunities for instance to connect during different times of the day. Activities for interaction would be recommended to help community | History, Culture & Art | | July 14 Workshop | Noted; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, and 3.E.2.5 - Public Open Space; 3.E.2.6 - Park Study; 3.E.2.7 - Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Mini Museum for cultural heritage like sandy spring museum | History, Culture & Art | | July 14 Workshop | 3.G.2.6 a, b, and c - Retrofitting Non-Traditional sites; 3.H.2.1 - Historical and Cultural Signage |
| Multi generational floss gardens | History, Culture & Art | | July 14 Workshop | 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems |
| Multidiscipline art center | History, Culture & Art | | July 14 Workshop | Noted; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Murals | History, Culture & Art | | July 14 Workshop | Noted; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Need places to volunteer/Community Service | History, Culture & Art | | July 14 Workshop | Noted. |
| Seasonal concerts | History, Culture & Art | | July 14 Workshop | Noted; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, and 3.E.2.5 - Public Open Space; 3.E.2.6 - Park Study; 3.E.2.7 - Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|------------------------|-------------------------------------|---------------------------|---|
| The issue of lack of local identity, it should separate from the Silver Spring, have its own name or merge with Burtonsville. This area has many little towns that are different from one another. | History, Culture & Art | | July 14 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| This place also needs a landmark or gate (to emphasize the local identity).The location for the landmark can be the current shopping center. Not necessary a landmark, it can also be an art piece; something that showcase the culture diversity of the community, the different ethnic that live in here. | History, Culture & Art | Development & Design | July 14 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Establish restaurants with performance/live music | History, Culture & Art | | July 20 Internal Charette | 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems |
| Have more arts/cultural amenities as part of new development projects | History, Culture & Art | | July 20 Internal Charette | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Hold festivals and fairs | History, Culture & Art | | July 20 Internal Charette | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Reconnect the past-Archaeology research project for the cemetery site and reserve it as a memorial site | History, Culture & Art | Historic preservation and education | July 20 Internal Charette | 3.H.1.2 and 3.H.1.3 - Historic Preservation |
| Show outdoor films | History, Culture & Art | | July 20 Internal Charette | 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 4.B.3.5 - Briggs Chaney Park & Ride; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| (Need for) festival fairs and outdoor film event; more restaurants with live music performance | History, Culture & Art | Parks & Recreation | July 6 Workshop | Noted; 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2 Develop Design Guidelines |
| (Need) More dine-in restaurants that can include a nice outdoor setting connected to walking paths | History, Culture & Art | Parks & Recreation | July 6 Workshop | Noted; 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.A.6.3 - Redevelopment of 2131 Randolph Road |
| Artspace (housing for artists) would be good for the community. | History, Culture & Art | Housing | July 6 Workshop | 3.B.2 - Housing Recommendations |
| Community Events and Meeting Place - Forey Memorial Church and Christian School is a large facility. Could it allow community activities? | History, Culture & Art | Local Economy | July 6 Workshop | Noted. |
| Diverse places | History, Culture & Art | | July 6 Workshop | Noted; 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|------------------------|--|-----------------|--|
| Exposure to arts | History, Culture & Art | | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Historical markers in community | History, Culture & Art | History | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| I would love to know more history about my community | History, Culture & Art | | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Intergenerational complete communities and activities | History, Culture & Art | | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Lots of industrial spaces but not as attractive as art spaces or historical interpretive markers and spaces | History, Culture & Art | | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| More cultural highlights relative to Master plan area | History, Culture & Art | | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| More programs, public art, things to do! There doesn't appear to be a central destination worth traveling to that encourages fun community gatherings. | History, Culture & Art | Parks / Recreation/ Arts / Design/ Development/ Transportation | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Multicultural | History, Culture & Art | | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Public art | History, Culture & Art | | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2, Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|------------------------|-----------------------|---------------------------|---|
| The community wants more quality experiences. | History, Culture & Art | | July 6 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 2.3 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| The community's history could be included in wayfinding techniques and site designs. Designs that encourage a stronger sense of pride or community connectedness. | History, Culture & Art | Development & Design | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| The voting Precinct is clear down at White Oak Middle School – way too far away. Need to be able to Vote in their own community. | History, Culture & Art | | July 6 Workshop | Noted. |
| There was no mention of Valley Mill Special Park, which is located near the Randolph Road crossing. However, there are historic resources onsite. Is this be a missed opportunity that could be fully realized in the Master Plan? | History, Culture & Art | | July 6 Workshop | Noted. 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects |
| Figure out how to work with developer with white oak town center to help develop a nightlife and walkable communities. | History, Culture & Art | | June 19 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Establish strategic community gathering and event spaces that celebrate local history and culture | History, Culture & Art | | June 22 Internal Charette | Noted. 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.3.6 - Redevelopment og Briggs Chaney Park & Ride; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Community art projects bring together people of different ages. The point History, Culture & Art is to have people (especially the youth) make something. Like if a youth is part of a group that planted trees, they aren't going to mess up those trees. | History, Culture & Art | | June 24 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Community mural | History, Culture & Art | | June 24 Workshop | Noted. |
| farmer's market | History, Culture & Art | Food Access | June 24 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.D.2.1 Food Systems and Connected Communities |
| ice skating rink | History, Culture & Art | Parks & Recreation | June 24 Workshop | Noted. |
| Live music, band shell, dancing | History, Culture & Art | | June 24 Workshop | Noted. |
| more public art everywhere | History, Culture & Art | | June 24 Workshop | 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| music classes | History, Culture & Art | | June 24 Workshop | Noted. |
| Night life | History, Culture & Art | Local Economy | June 24 Workshop | Noted. |
| Swap meet | History, Culture & Art | Local Economy | June 24 Workshop | Noted. |
| theater, shows, night life | History, Culture & Art | | June 27 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| A community history center should be placed at the High School in the midst of that sea of parking. Students need to learn about this type of history. Local artifacts currently being stored in Baltimore should be brought back to the community | History, Culture & Art | | June 27 Workshop | Noted. |
| Arts theater | History, Culture & Art | | June 27 Workshop | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|------------------------|-----------------------|----------------------------|---|
| Cultural sites for East County, in East County | History, Culture & Art | | June 27 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.3.5 and 4.B.3.6 - Redevelopment Near the Briggs Chaney Park & Ride |
| Enrichment activities, presentations on different topics | History, Culture & Art | | June 27 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| FDA has a visitor's center and historical center – but not very accessible to the public. | History, Culture & Art | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| The East County Management Center had a hard time coming up with cultural sites to celebrate, such as the Underground Railroad in Sandy Spring. How about the burial site for the free woman of color who had her own farm? The artifacts from that archeological dig should be brought back from Baltimore and placed in the area. | History, Culture & Art | | June 27 Workshop | 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Housing (44 Comments) | | | | |
| Allow more housing that has a higher market rate but also keeps affordability for current residents | Housing | | July 20 Internal Charrette | 3.B.2 - Housing Recommendations |
| Housing diversity | Housing | | July 14 Workshop | 3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing. |
| Housing that we can afford – need for affordable housing, homes priced well, more multifamily housing, more missing middle, garden style apartments, mid-rise condos – something for people who are younger | Housing | | July 14 Workshop | 3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing. |
| More Housing all 90s not apartment | Housing | | July 14 Workshop | 3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing. |
| Multifamily Triplex | Housing | | July 14 Workshop | 3.B.2.3, 3.B.2.5, 3.B.2.6, 3.B.2.7 Diversity of Housing. |
| Missing Middle - as stated in Thrive 2050: XX mile from Transit Center; Transit-based | Housing | | July 20 Internal Charrette | 3.B.2 - Housing Recommendations |
| "In between" housing | Housing | | July 22 Festival | 3.B.2 - Housing Recommendations |
| Lower heights for senior-friendly living | Housing | | July 22 Festival | 3.B.2 - Housing Recommendations |
| More affordable housing | Housing | | July 22 Festival | 3.B.2 - Housing Recommendations |
| More neighborhoods | Housing | | July 22 Festival | 3.B.2 - Housing Recommendations; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.E.2.10 Climate Action Plan |
| More senior housing | Housing | | July 22 Festival | 3.B.2 - Housing Recommendations |
| Roof gardens/community greenhouse | Housing | | July 22 Festival | 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center; 3.D.2.1a - Argo Tech Park. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|--------------|--|---------------------------|---|
| (there should be) Only residential in R zone. No commercial development (should be allowed) in R zone | Housing | | July 6 Workshop | Noted. |
| Affordable housing | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Elderly Housing | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Equitable affordable housing; less Section 8 housing | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Housing proposed for future development could be more supportive of residents that want to start businesses or housing multiple generations under the same household. Planners should anticipate the future needs of residents to want to increase their household income (economics) by way of consolidating their family's greatest resources (e.g., time and money). | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Live/work units | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Mixed use housing | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| More housing near jobs | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations; |
| Need housing for seniors as well as for young 1st time homeowners | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Quality new housing | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Smoke-free homes | Housing | | July 6 Workshop | Noted. |
| Support intergenerational communities(price, size, type of housing)-ownership opportunities | Housing | | July 6 Workshop | 3 B.2 - Housing Recommendations |
| Welcome new development with new housing and grocery option | Housing | Food Access | July 6 Workshop | 3 B.2 - Housing Recommendations; 3.D.2.1 Food Systems and Connected Communities; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| 2131 Randolph Road is a good place for housing and not anything else | Housing | | June 19 Workshop | Noted. |
| Also we could put more housing behind Greencastle Ridge Ter. I think those are the newest homes in the plan area. But if we do that we have to rebuild/modernize green castle elementary, that school is far too old and doesn't have any specialized programs for students | Housing | | June 19 Workshop | 3 B.2 - Housing Recommendations |
| Don't introduce new housing types in established areas | Housing | | June 19 Workshop | 3 B.2 - Housing Recommendations |
| Modern and updated housing is needed; contemporary | Housing | | June 19 Workshop | 3 B.2 - Housing Recommendations |
| Allow higher-end/higher density housing to balance existing market-rate and income-restricted housing to support mixed-income neighborhoods. | Housing | | June 22 Internal Charette | 3 B.2 - Housing Recommendations |
| Encourage a diverse mix of housing, 2- and 3-bedroom units, and more housing in general | Housing | Housing Types | June 22 Internal Charette | 3 B.2 - Housing Recommendations |
| Encourage home ownership through condo regimes | Housing | Home ownership | June 22 Internal Charette | Noted. |
| Seek partnerships with religious institutions and other apartment property owners of to support infill development | Housing | | June 22 Internal Charette | 3 B.2 - Housing Recommendations |
| Affordable Housing | Housing | | June 27 Workshop | 3 B.2 - Housing Recommendations |
| Better development that improves the real estate value of the area. | Housing | Economic Development, Land Use, and Design | June 27 Workshop | 3 A.2.2 - Design Guidelines for Private development; 3.B.2 - Housing Recommendations; 3.A.2.4 - Third Place Proposed Development; 3.A.2.6 - Context-Sensitive Infill Development; 3.A.2.2; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects |
| Community needs more affordable housing | Housing | | June 27 Workshop | 3 B.2 - Housing Recommendations |
| Creative approaches to retain communities by making homeownership affordable, especially for immigrant and culturally diverse populations | Housing | | June 27 Workshop | 3 B.2 - Housing Recommendations |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|--------------------|-----------------------|------------------|---|
| Home ownership for younger people to keep them in the area, more economic opportunity for high-paying jobs to help people climb economic ladder | Housing | | June 27 Workshop | 3.B.2 - Housing Recommendations |
| Home ownership versus rental | Housing | | June 27 Workshop | 3.B.2 - Housing Recommendations |
| Looking into higher density housing, like townhomes, rather than low density residential zonings | Housing | | June 27 Workshop | 3.B.2 - Housing Recommendations |
| Section 8 housing and affordable housing should be equitably distributed across the county, not concentrated in one area | Housing | Housing | June 27 Workshop | 3.B.2 - Housing Recommendations |
| More new housing | Housing | | June 27 Workshop | 3.B.2 - Housing Recommendations |
| Need more housing vouchers for teachers, lower income future resident | Housing | | June 27 Workshop | Noted. 3.B.2 - Housing Recommendations |
| Parks & Recreation (93 Comments) | | | | |
| Zumba and yoga classes | Parks & Recreation | | July 14 Workshop | 3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities, 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center, 3.E.2.8 - Edgewood Neighborhood Park |
| (Need) Dedicated exercise equipment (outdoor) meant for public use, including bike lanes | Parks & Recreation | Transportation | July 14 Workshop | Section 7f. Energized Public Spaces; 3.C.2, 10 Consolidation of Streets and separated bike lanes Section 3.C.3.5 Continuous Bike Highway, Capacity Building, and Expanding; 3.C.3.6 Bikeshare infrastructure Table 6: Bicycle Facility Recommendations; 3.C.3.8 and 4.B.2.6 BIPPA and 'Main Street' corridor. 3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities, 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center |
| (Need) facility for kids and adults; like to see rock climbing walls. | Parks & Recreation | | July 14 Workshop | 3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities, 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center |
| (Need) more playgrounds (toddlers lot) especially. There can be more dirt road trail for biking and walking at the greencastle road and old gunpowder road | Parks & Recreation | | July 14 Workshop | Table 5: Street Classification and ROW Recommendations for Greencastle; Table 6: Bicycle Facility Recommendations; 3.E.2.1, 3.E.2.2, 3.E.2.3, 3.E.2.4, 3.E.2.5, 3.E.2.5, and 3.E.2.6 - Network of public open spaces, 3.E.2.9 gaps in services and public amenities, 4.B.2.5 Main Street design principles that includes biking |
| Activate the edgewood park | Parks & Recreation | | July 14 Workshop | 3.E.2.7 Enhancements to Edgewood Neighborhood Park |
| Activation- Zumba and yoga | Parks & Recreation | | July 14 Workshop | 3.G.2.2 East County Recreation Center, and 4.C.2.1 Access to recreation |
| Brewery Park | Parks & Recreation | | July 14 Workshop | Noted |
| Bridges and meditation areas along the walking trails in the park | Parks & Recreation | | July 14 Workshop | 3.H.2.1 Cultural Resources; 4.C.2.1 a Trail connections including bridges |
| Dog Park like Bark Social | Parks & Recreation | | July 14 Workshop | Noted. 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations, 3.E.2.1, 3.E.2.2, and 3.E.2.5 - Public Open Space, 3.E.2.6 - Park Study; 3.E.2.7 - Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Have a destination area to save Briggs Chaney. For instance, include a large recreation area/destination area in the community for bikers in Briggs Chaney. i.e. Have sections with obstacle courses for bicyclists for visitors with different levels of difficulty. This will help bring more folks with different skill level (easy, medium and hard). Consider placing this in area with mid-high development areas. | Parks & Recreation | | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|--------------------|-----------------------|---------------------------|--|
| Individual spots along the paint trail or where the courts are; during pandemic folks working out every day- need more spaces to do this | Parks & Recreation | | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Keep the Green | Parks & Recreation | Environment | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Kids ride dirt bikes- there is nowhere for them to go- so they tear up the roads; perhaps adding dirt bike trail in Fairland rec park | Parks & Recreation | | July 14 Workshop | Noted. |
| Man-made lake in the park/trail area | Parks & Recreation | Environment | July 14 Workshop | 3.C.3.2 - Linear Pathways; 4.B.3.1 - Sidepaths; 3.E.2.3 Trail and Bicycle Connections; 3.C.1 Transportation Goals, Inner and Outer loop |
| Mini activities along trails | Parks & Recreation | Development & Design | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 4.B.3.2 and 4.B.3.3 - Briggs Chaney Marketplace Redevelopment; 4.B.2.1 Property Redevelopment; 3.D.2.1 Food Systems; 3.D.2.2 Food Businesses and Regional Networks; 3.E.2.8 Edgewood Neighborhood Park; and 3.E.2.9 Gaps in Services and amenities. |
| More Rec. in each community | Parks & Recreation | | July 14 Workshop | 3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities; 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center |
| Recommend incorporating additional amenities for a sports field for residents | Parks & Recreation | | July 14 Workshop | 3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities; 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center |
| Skate parks | Parks & Recreation | | July 14 Workshop | Noted. |
| Sprinklers for kids | Parks & Recreation | | July 14 Workshop | Noted. |
| There's many private greens, yet they have limited usage. People can walk by but not have activities there; This area (by the green lake community center) is a townhouse community, yet. These spaces are not actively used by the residents. | Parks & Recreation | | July 14 Workshop | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Trails | Parks & Recreation | | July 14 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities. |
| Well kept parks and recreation areas | Parks & Recreation | | July 14 Workshop | 3.E.2 - Parks and Public Open Space |
| Add more park connectivity as part of new development | Parks & Recreation | | July 20 Internal Charette | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loops |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|--------------------|---|---------------------------|---|
| Establish a green loop trail through Fairland Rec. Park and Paint Branch SVP with connections to centers and neighborhoods | Parks & Recreation | Transportation & Environment | July 20 Internal Charette | 3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA; 3.E.2.6 - Fairland Recreational Park; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loops |
| Paint Branch gathering space | Parks & Recreation | | July 20 Internal Charette | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride; 3.E.2.10 Climate Action Plan |
| Paint Branch Park underpass at US 29 (is there one?) | Parks & Recreation | | July 20 Internal Charette | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| Crossing Greencastle rd. is the challenge for accessing the fairland recreational park. She would like to speed pump or speed limit along the Greencastle rd to the US 29. | Parks & Recreation | Transportation | July 22 Festival | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| Glad to have a diverse age group in this area; love the fact that this place has so many trails and rec center that is well utilized by all age groups. Seeing many kids walk on the trail with their parents. | Parks & Recreation | Community Health & Culture | July 22 Festival | Noted. |
| Like the idea of a Sports Field for people with disabilities. | Parks & Recreation | | July 22 Festival | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population. |
| Like the walkability of the Fairland Recreational park. I would love to see a meditation spot(quiet, calm place) along the trail for people to take a break. | Parks & Recreation | Development & Design | July 22 Festival | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population. |
| Love to see gathering space for kid in their community (residential area) | Parks & Recreation | Community Health & Culture | July 22 Festival | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.2 Bridge Expansion on Briggs Chaney Road; 3.C.4.3 Green Space at BRT Stations; 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 4.A.5.3b and 4.A.5.5c Open Space; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| Need sidewalks in Fairland Park | Parks & Recreation | Transportation | July 22 Festival | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| She would like to see pickleball, table tennis, community theater, stage for live music performance, dog park and EV charger inside the residential area. Also, a farmer's market that is close to her condo. | Parks & Recreation | Community Health & Culture, Food Access | July 22 Festival | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| The rec center in FBC did not provide activity for senior. most of the senior like her have to go to white oak and Marilyn J Praisner Community Recreation Center. She thinks the rec center in the planning area need to expand it's capacity. | Parks & Recreation | Community Health & Culture | July 22 Festival | 3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center |
| The sidewalk along the Greencastle rd is not walkable and make it hard for people to walk to the park | Parks & Recreation | Transportation | July 22 Festival | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|--------------------|------------------------------|------------------|---|
| The traffic along US 29 makes it hard for her to travel to the (white oak) rec center, especially in the morning. | Parks & Recreation | Transportation | July 22 Festival | Noted. 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| Would like to have a park in the middle of the Briggs Chaney Market's parking lot, where people can sit and not distract the business. Being in the middle of the parking lot also helps catch people's attention, which will be good for hosting events. | Parks & Recreation | Community Health & Culture | July 22 Festival | 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2 Develop Design Guidelines |
| (Like) Nice shaded path to the PG | Parks & Recreation | Transportation | July 6 Workshop | Noted. |
| (Like) the US29 under cross at the Paint branch stream | Parks & Recreation | Transportation | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| (Need) East-West connections to enter Paint Branch Park | Parks & Recreation | Development & Design | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| (Need) for Shaded Paved Paths | Parks & Recreation | Transportation & Environment | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 4.A.2.3 and 4.B.2.4 - Underground Utilities |
| (Need) space for gathering by the Paint branch stream | Parks & Recreation | Public Open Space | July 6 Workshop | Noted. 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 4.B.4.2d - Public Open Space; 4.C.2.2 Public Open Space; 3.A.2.2 |
| (Need) way(path) to access greater Paint Branch | Parks & Recreation | Transportation | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| Ability to cross the parks | Parks & Recreation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| Bridge over Paint Branch Park to MLK Recreation Center | Parks & Recreation | | July 6 Workshop | Noted. 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| Create a loop that connects Paint Branch to Fairland rec Park | Parks & Recreation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| Don't go to Fairland Rec Park because I only go if there is an event (birthday party, cookout). | Parks & Recreation | | July 6 Workshop | Noted. |
| Extend Paint Branch Trail under US 29 to the east | Parks & Recreation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| Extension of Paint Branch trail to the east side of US 29 | Parks & Recreation | Transportation | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| Fairland does not have features that attract me like playgrounds, programs (recycle programs) in a fun interactive way like Candy Cane City style of park. You can walk around Candy Cane Park and before you know it, you've walked 2-3 miles. | Parks & Recreation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study; 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; |
| For Trail in Paint Branch Park – need more access. Would be nice to have lighting too for safety reasons. | Parks & Recreation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|--------------------|---------------------------------|------------------|---|
| If bring in Art spaces, we could have outdoor art exhibits in the park | Parks & Recreation | Art, Community Health & Culture | July 6 Workshop | 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.D.2.1 Food Systems and Connected Communities; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofiting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Improve the two parks on Randolph Road | Parks & Recreation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.3, and 3.E.2.5 - Public Open Space and Park Study, 3.E.2.7 Enhanced Amenities; 3.E.2.9 Gaps in Services and Amenities; 3.G.2.2, 3.G.2.3, and 3.G.2.4 East County Recreation Center |
| Indoor pool near East County Recreation Center | Parks & Recreation | | July 6 Workshop | |
| Indoor pools | Parks & Recreation | | July 6 Workshop | Noted. |
| Need for programming | Parks & Recreation | | July 6 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population |
| Need paths to cross Paint Branch SVU5 between Rolling Acres and MLK Jr. Rec. Park | Parks & Recreation | | July 6 Workshop | Noted. |
| Outdoor recreation for adults - Mini-golf, Board Game tables, Yoga, Thai-Chi, Zumba Dance, Badminton, beautiful walking experiences. | Parks & Recreation | | July 6 Workshop | 3.E.2.7 - Trails and public amenities |
| Park space with seating | Parks & Recreation | | July 6 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Parks | Parks & Recreation | | July 6 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Pool near East County Recreation Center | Parks & Recreation | | July 6 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population |
| Public gathering spaces | Parks & Recreation | Community Health & Culture | July 6 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| The existing park facilities are not well-known or heavily used by residents Parks & Recreation in the southern region because residents need a good reason to travel up north that does not currently exist today. | Parks & Recreation | Transportation | July 6 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| The residents do not frequent Edgewood Neighborhood Park or Fairland Recreational Park. We did not discuss Stonehedge Park to any great length and I'm not sure how many people actually know about this linear park facility. | Parks & Recreation | | July 6 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Trail needs extension and connection between SVU4 and SVU5 | Parks & Recreation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities. |
| Trails | Parks & Recreation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities. Noted. |
| Water elements - ponds/fountains | Parks & Recreation | | July 6 Workshop | 3.A.2.2 Design Guidelines; 3.D.2.2 and 3.D.2.3 - Food Systems; 4.A.6.3 - Future Redevelopment; 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; 4.C.2.6 - Redevelopment of Greencastle Park and Ride |
| What might bring more people to the Fairland Rec Park is more events and programming | Parks & Recreation | | July 6 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Basketball court/playground | Parks & Recreation | | June 19 Workshop | |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|--------------------|----------------------------|---------------------------|---|
| Dog park in this area? (HOA areas at Sheffield Manor Drive) | Parks & Recreation | | June 19 Workshop | Noted. |
| Encourage public-private partnerships for internal residential recreational facilities for all ages (e.g., community garden, playground and sport field) | Parks & Recreation | | June 22 Internal Charette | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.D.2.1 Food Systems and Connected Communities |
| Increase connectivity and access to Fairland Recreational Park (e.g., construct boardwalk trail, Remove fences, Create paths; acquire small parcels to create corridor or trail, Pedestrian crossing/extend trail, connecting residential area to the park) | Parks & Recreation | Transportation | June 22 Internal Charette | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| o/Wide crosswalk to cross Greencastle Road; add traffic calming zone (speed control) | Parks & Recreation | Community Health & Culture | June 24 Workshop | 3.E.2.7 - Trails and public amenities |
| activities for toddlers | Parks & Recreation | Community Health & Culture | June 24 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Add programs and activities for younger kids/toddlers | Parks & Recreation | Community Health & Culture | June 24 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Boardwalk through natural areas | Parks & Recreation | | June 24 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Dog park | Parks & Recreation | | June 24 Workshop | Noted. |
| Hold mixed sports games with young and old players mixed together | Parks & Recreation | Community Health & Culture | June 24 Workshop | 3.E.2.7 - Trails and public amenities |
| marketing and activities to youth | Parks & Recreation | | June 24 Workshop | Noted. |
| see the elevation of the landscape | Parks & Recreation | | June 24 Workshop | Noted. |
| see thoughts / cut thoughts at parks | Parks & Recreation | | June 24 Workshop | 3.E.2.1, 3.E.2.4, 3.E.2.6 - Trails and public amenities |
| Skate Park | Parks & Recreation | | June 24 Workshop | Noted. |
| Access to recreation walking trails is limited | Parks & Recreation | | June 27 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Consider accessibility of Viva White Oak, White Oak Town Center area to rec center | Parks & Recreation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; |
| Increasing youth programming in addition to sports and rec, community building across neighborhoods | Parks & Recreation | | June 27 Workshop | 3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; |
| Like the parks and rec that exists | Parks & Recreation | | June 27 Workshop | Noted. |
| Lots of trails | Parks & Recreation | | June 27 Workshop | Noted. 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|---------------------|----------------------------|---------------------------|---|
| More park-we love them and want more | Parks & Recreation | | June 27 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4 - Trails and public amenities; 3.D.2.1 Food Systems and Connected Communities |
| More recreation programming for children at community center, better outreach | Parks & Recreation | Community Health & Culture | June 27 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.D.2.1 Food Systems and Connected Communities; 3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center; |
| Nature, hiking, outdoor programming | Parks & Recreation | | June 27 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities |
| Paint Branch valley stream doesn't connect to the other side, to White Oak community center | Parks & Recreation | Environment | June 27 Workshop | Noted. |
| Pickle Ball courts needed at East County/rec center. | Parks & Recreation | | June 27 Workshop | 3.G.2.4 Community Facilities |
| trail networks that connect regional parks would be nice to bike and walk through | Parks & Recreation | | June 27 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities |
| Community Facilities (24 Comments) | | | | |
| Education across the board | Schools & Education | | July 14 Workshop | Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Elementary, middle and high school – recommend programs specific to life/skills, finance, and growth, mentorships. Suggest school programs for all school ages to work with businesses for instance to help the community with finance | Schools & Education | | July 14 Workshop | Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Have movie nights at Paint Branch High School | Schools & Education | Community Health & Culture | July 14 Workshop | Noted. |
| Like more investment for education especially for elementary school. Renovated the Elementary school. | Schools & Education | | July 14 Workshop | Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Movie Nights at Paint Branch H.S. | Schools & Education | Community Health & Culture | July 14 Workshop | Noted. 3.E.2.5, 3.E.2.6, 3.E.2.8 and 3.E.2.9 - Fairland Regional Park, needs assessment, gaps in services, and public amenities; 3.G.2.2, 3.G.2.3, and 3.G.2.4 Expanding Capacity at East County Community Recreation Center |
| Private school | Schools & Education | | July 14 Workshop | Noted. |
| Increase elementary school demand and seek federal funding to expand school capacity | Schools & Education | | July 20 Internal Charette | Noted. 3.G.2.6, 3.G.2.6a, b and c - Public Schools |
| A trade school (like Edison)* in this area + a performing arts center past high school | Schools & Education | | July 22 Festival | Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Differentiated classes | Schools & Education | | July 22 Festival | Noted. 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Academic preparedness is needed | Schools & Education | | July 22 Festival | Noted. |
| Class opportunities | Schools & Education | | July 22 Festival | Noted. |
| Free little libraries | Schools & Education | | July 22 Festival | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|--|----------------------------|------------------------------------|---|
| How many kids walk to schools? Not safe to walk | Schools & Education | Transportation | July 22 Festival | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| Long-term projects (planning & collaborating) | Schools & Education | Development & Design | July 22 Festival | Noted: 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| New Burtonsville Elementary School/ Benjamin Banneker Middle School | Schools & Education | Development & Design | July 22 Festival | Noted. |
| Nursing Program is great Public transit opportunity Consortium choice also at vocational school would be great | Schools & Education | Transportation | July 22 Festival | Noted: 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Paint Branch High School - community use/events (movie night, etc.) | Schools & Education | Community Health & Culture | July 22 Festival | Noted. |
| Shaded green space, better looking landscape, school food not healthy | Schools & Education | Parks & Recreation | July 22 Festival | 3.A.2.4 Third Places; 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; 3.D.2.1, 3.D.2.2 and 3.D.2.3 - Food Systems; 3.E.2.8 - Edgewood Neighborhood Park; 3.G.2.2 - Community-serving programming at East County Recreation Center; 3.D.2.1a - Argo Tech Park; 3.G.2.5 and 4.B.4.4 - Future Development of college campus. |
| We need a community college | Schools & Education | | July 22 Festival | |
| Daycare | Schools & Education | | July 6 Workshop | Noted: 4.B.3.6 - Redevelopment of Briggs Chaney Park & Ride |
| Education focus | Schools & Education | | July 6 Workshop | Noted: 3.D.2.1a - Argo Tech Park & Educational Programs; 3.D.2.5 - Community Education and Engagement; 3.E.2.7 - Education on Parks & Food Systems; 3.G.2.1 - Resiliency Hub & Learning Center; 3.G.2.2 and 3.G.2.3 Youth Educational Programs at the Recreation Center; 3.G.2.5 - New Location for Montgomery College; 3.G.2.6 - Future School Sites; and 4.B.3.6 New childcare facility incorporated into the site redevelopment. |
| Host student events from local high schools, elementary, middle school Paint Branch High School needs to be more activated within the community for both indoor and outdoor community activities in the evening and on weekends. That campus has a great deal of space. | Schools & Education Schools & Education | | July 6 Workshop July 6 Workshop | 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities Noted. |
| Better public school ratings in East County, especially ES | Schools & Education | | June 27 Workshop | Noted. |
| considering expected students that would come out of Viva White Oak, school capacities will have to be looked at. | Schools & Education | | June 27 Workshop | Noted. |
| Need more educational programs and activities | Schools & Education | | June 27 Workshop | 3.G.2.2, 3.G.2.3 and 3.G.2.4 - East County Recreation Center; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, 3.H.2.2, 3.H.2.3 Historic Preservation; 4.A.2. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.A.4.3 MCPS Short Term Leasing for Extracurricular Activities; 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population. |
| Work with MCPS for boundary adjustment. Look at entire Northeast Consortium | Schools & Education | | June 27 Workshop | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------|-----------------------|------------------|---|
| Transportation (168 Comments) | | | | |
| (Need) more space for cars, for bikes, for scooters, more bike lanes, accessible sidewalks | Transportation | | July 14 Workshop | 3.C.2.8 Road Diets and create more comfortable pedestrian and bike movements; 3.C.3.5 Continuous Bike Highway; 3.C.3.6 Bikeshare Infrastructure; 3.C.2.10 Consolidation of Streets and Spurred bike lanes; Table 6: Bicycle Facility Recommendations; Map 21: Existing and Planned Bikeways; 3.E.2.5 Park Study; 3.E.2.6 Recreational Opportunities and Social Gathering Space; 3.E.2.9 Gaps in Services (EPS Analysis); 3.G.2.2 and 3.G.2.3 Recreation Center Retrofit and Expansion; 4.A.3.2 - Connecting Sideways |
| (Need) Trucks parking on Greencastle | Transportation | | July 14 Workshop | Noted; 4.C.2.5 - Development of Greencastle Park and Ride |
| Announce merge lane northbound on US 29 | Transportation | | July 14 Workshop | Noted; 3.C.2.6 - Existing at-grade intersections on US 29 |
| Bike lane alongside I/C- missed opportunity | Transportation | | July 14 Workshop | 4.B.4.3 Automobile Girder Open Space and Trails |
| Bike lane that connects over to the south | Transportation | | July 14 Workshop | Noted; 3.E.2.3 Trail and Bicycle Connections; 3.C.1 Transportation Goals, Inner and Outer loop |
| BRT station for Greencastle Park and Ride | Transportation | | July 14 Workshop | 3.C.4.1e - Expansion of BRT Stations; 3.C.4.2 - Rerouting BRT; and 4.C.2.6 - Development of Greencastle Road Park and Ride |
| Build overpass on 29 to connect communities | Transportation | | July 14 Workshop | 3.C.3.2 - Expand Briggs Chaney Road Bridge over US 29 |
| Connect roads in Neighborhoods | Transportation | | July 14 Workshop | Page 42 3.C.2.2 New Street Connections; 3.C.2.3 New Development and New Public Streets; |
| Electric bikes in the Area | Transportation | | July 14 Workshop | Noted. |
| Extend sidewalk between US 29, Old Columbia Pike and Greencastle road | Transportation | | July 14 Workshop | 3.C.3.2 - Linear Pathways; 4.B.3.1 - Sideways; |
| Flash bus should stop at every major area- Briggs Chaney & Seventh Day Adventist | Transportation | | July 14 Workshop | 4.A.6.5 - Development of Park & Ride |
| Greencastle is a speedway – need traffic calming | Transportation | Public Safety | July 14 Workshop | Map 14 - Concept Framework Plan shows a community gateway at Greencastle Road and Robey Road; 3.A.2.3 - Community Gateways; Table 5: Street Classification and ROW Recommendations; 3.C.3.7 - Major Intersection Improvements; Map 20 & 21 - Existing and Planned Bikeways; Table 6: Bicycle Facility Recommendations; |
| Heavy traffic congestion in the morning to DC | Transportation | | July 14 Workshop | Noted; 3.C.2.2 New Street Connections; 3.C.2.3 Enhanced Neighborhood Multimodal Interconnectivity; 3.C.4.1a,b,c,d,e,f,g BRT Stations; 3.C.5 - Non-Auto Driver Mode Share (NADMS) for new development. |
| Improve pedestrian crossing | Transportation | Public Safety | July 14 Workshop | 3.C.3.4 - Sideways and sideways; Map 21 - Existing and Planned Bikeways - Identifies locations. |
| It's scary to cross 29, dangerous, not safe for biking | Transportation | Public Safety | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Lack of pedestrian connection to existing amenities. Do not want to use the car to access amenities. Suggest more publication of amenities and assets in the community | Transportation | | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sideways along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIRPA; 4.B.3.1 - Sideway along Briggs Chaney Road; 4.B.4.1c - 'main street' design |
| Metro for Viva White Oak | Transportation | | July 14 Workshop | Noted. |
| Minimize traffic and no more traffic lights | Transportation | | July 14 Workshop | 3.C.2.1 and 3.C.3.2 - Alternative Modes of Transportation |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------|-----------------------|----------------------------|---|
| More flash bus stops | Transportation | | July 14 Workshop | 3.C.4 - Transit Network |
| Narrow the lines – add medians | Transportation | | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Need better crosswalks/ crosswalk timing and sidewalks | Transportation | | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sideways along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIPPA; 4.B.3.1 - Sideway along Biggs Chaney Road; 4.B.4.1c - 'main street' design |
| Neighborhood roads is too narrow, need improvement. | Transportation | | July 14 Workshop | Noted. |
| No Bike Lanes | Transportation | | July 14 Workshop | 3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA |
| People coming in, fewer cars; young kids don't want cars | Transportation | | July 14 Workshop | Noted. |
| Safe pedestrian crossings recommended all over Briggs Chaney. For instance, for intersection at pedestrians 29 and Greencastle | Transportation | Public Safety | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| There is no safe way to cross route 29-walking | Transportation | Public Safety | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Too much street parking on main road should be limited | Transportation | | July 14 Workshop | 3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA |
| Trails are great | Transportation | | July 14 Workshop | Noted. |
| US 29 has been great but it needs and overpass | Transportation | | July 14 Workshop | Noted. 3.C.2.4 - Master Plan of Highways and Transitways. |
| use speed bumps | Transportation | Public Safety | July 14 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Well connected transportation means(including metro/train) | Transportation | | July 14 Workshop | 3.C.4 - Transit Network Recommendations |
| Would be nice to have direct park access from community | Transportation | Parks & Recreation | July 14 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities. |
| Create street sections/designs for each major street | Transportation | | July 20 Internal Charrette | 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Deemphasize US 29 as a freeway; make it and the ICG serve the community | Transportation | | July 20 Internal Charrette | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Street Networks - fine grain of streets at centers; break up superblocks | Transportation | | July 20 Internal Charrette | 3.A.2.2 Develop Design Guidelines; 3.A.2.4 Third Places; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 4.A.3.2 - Sideways along Old Columbia Pike; 4.A.4.2, 4.A.5.2, 4.B.2.5 - Streetscape Town Center; 4.A.6.2 - Streetscape Downtown Context; 4.B.2.6 BIPPA; 4.B.3.1 - Sideway along Biggs Chaney Road; 4.B.3.3 and 4.B.4.4 - Shorter Blocks; 4.B.4.1c - 'main street' design |
| Bridge across stream make it accessible | Transportation | | July 22 Festival | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| Cameras for speeding | Transportation | Public Safety | July 22 Festival | Noted. 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| More protected bike lanes | Transportation | Public Safety | July 22 Festival | 3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA; 3.E.2.6 - Fairland Recreational Park; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loops |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|----------------|-----------------------|------------------|--|
| Turn one lane on every road into a bike lane | Transportation | Public Safety | July 22 Festival | 3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA |
| (Dislike) Nobody wants to walk on Randolph Rd | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| (Image of) two-way painted, protected bicycle lanes | Transportation | | July 6 Workshop | 3.C.3.5 - Breezeway Network; 3.C.3.6 bicycle parking facilities; 3.C.3.7 - BIPPA |
| (Need) BRT connect | Transportation | | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| (Need) Bus circulator around the community/residential areas that could take them to shops and other places of activity. | Transportation | | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| (Need) maintained sidewalk | Transportation | Parks & Recreation | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 4.A.2.3 and 4.B.2.4 - Underground Utilities |
| (Need) Reducing traffic lights to make traffic move faster with more safe crossings being added. | Transportation | | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| (prefer) No lights from New Hampshire Avenue to MD-198 29 during rush hour – very heavy | Transportation | Public Safety | July 6 Workshop | Noted. |
| All retail is on one side of 29 and the neighborhoods are on the other side and there is no friendly way to get there walking | Transportation | Public Safety | July 6 Workshop | 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Bike friendly | Transportation | Public Safety | July 6 Workshop | 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Bus Access | Transportation | | July 6 Workshop | 3.C.4 - Transit Network |
| Can Robey road meet Spencerville(198)? | Transportation | | July 6 Workshop | Noted. |
| circulator route running around the area | Transportation | | July 6 Workshop | Noted. |
| Connectivity | Transportation | | July 6 Workshop | Noted. 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop. |
| Connectivity to Viva White Oak and vicinity | Transportation | | July 6 Workshop | Noted. |
| Crossing (US 29) should be safer | Transportation | | July 6 Workshop | 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| East Randolph Road – a lot of collisions and deaths at the bend. People go very fast along this road. Don't feel comfortable taking a stroller along this road. | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop. |
| Extend BRT - Blue FLASH past 7:30 p.m., up to 9:00 p.m. | Transportation | | July 6 Workshop | Noted. |
| Great transit BRT + local bus | Transportation | | July 6 Workshop | 3.C.4 - Transit Network Recommendations |
| Industrial Road intersection – depending on the time of day, its just gets more and more ugly | Transportation | Public Safety | July 6 Workshop | 4.B.2.3 Public Art and Design Features; and 5.E Design Guidelines |
| Integrate BRT lines (between US 29 and White Oak) | Transportation | | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Interchanges at Tech Road and Fairland - get them out of Master Plan | Transportation | | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| like the Flash bus; need a bus circulator | Transportation | | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------|----------------------------|-----------------|--|
| Make it safe to get to the park | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| More Flash stops | Transportation | | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| More parking at Briggs Chaney Marketplace | Transportation | | July 6 Workshop | 4.B.3.3b - Redevelopment of Briggs Chaney Marketplace; |
| More transit options | Transportation | | July 6 Workshop | 3.C.4 - Transit Network Recommendations |
| Need connectivity to the southern part of the Paint Branch | Transportation | Parks & Recreation | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; |
| Need more sidewalks that aren't along such dangerous roads | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop |
| Need more vehicle connections between Castle Boulevard community and Greencastle Lakes community | Transportation | | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; |
| Need ride on to bring people to BRT | Transportation | | July 6 Workshop | 3.C.4 - Transit Network Recommendations |
| No traffic light at Greencastle Road and US 29 | Transportation | | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Not enough parking | Transportation | | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; |
| Now that there is the BRT/Flash, all the riders have to cross 29 to get back Transportation to their neighborhoods, but the BRT stops on either side help to slow traffic down around these areas. | Transportation | | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Off-street parking etc. and there is sufficient parking | Transportation | | July 6 Workshop | Noted. 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Paint Branch Trails were mentioned, but only used for leisure or recreational use. The crossing at Randolph Road is unsafe for small children. | Transportation | Parks & Recreation | July 6 Workshop | Noted. 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Parking spaces are too narrow | Transportation | | July 6 Workshop | Noted. |
| Pedestrian safety and access | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; |
| Residents are not walking to see their neighbors because they do not know their neighbors. | Transportation | Community Health & Culture | July 6 Workshop | Noted. |
| Ride On increased reach into neighborhood to link to BRT | Transportation | | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Roadway infrastructure projects are expensive. In order to resolve these type of challenges, we will need to determine how these projects will be funded. | Transportation | Local Economy | July 6 Workshop | Noted. |
| Safety access of intersections/interchanges along US 29 | Transportation | Public Safety | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Tech Road Intersection | Transportation | Public Safety | July 6 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|----------------|-----------------------------|----------------------------|---|
| The existing road network and design / shade along the roads make the community feel unconnected. | Transportation | Public Safety & Environment | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| The FLASH bus at Tech Road is a good thing, but the intersection could be much improved and less intimidating. | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| The traffic along Randolph Road is fast because of the existing topography. There are not a lot of people that walk along the road, due to these roads feeling very unsafe. These roads to feel more safe in order to increase connectness. | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; Map 19 - Existing and Planned Roadways; Map 21 - Existing and Planned Bikeways |
| There is a need for safer and less intimidating crossings, otherwise people will default to driving their alone. | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| there is enough parking | Transportation | | July 6 Workshop | Noted. |
| There needs to be safer ways for walkers and bikers to cross Columbia Pike so as to reach shops and eateries. The existing pedestrian crossings are too far out of the way. | Transportation | Public Safety | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| This area (Kolling Acres) is hilly so it can divide community | Transportation | | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities. |
| Walkable communities | Transportation | | July 6 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Want sidewalks with locals and strollers using them. Want to see people out casually walking. | Transportation | | July 6 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Greencastle Elementary: Road needs repair (Robey Rd) and resurfaced. Crosswalks need repainting. Motorists are driving too fast, install speed cameras? | Transportation | Public Safety | June 19 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Has anyone looked at local transportation connecting to the east? (not everything needs to be US-29 centric). Consider some transit alternatives connecting Briggs Chaney/Greencastle to Old Gunpowder Road (at Fairland Regional Park), and on to Laurel | Transportation | | June 19 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Overpass at 29 and Randolph, and Briggs Chaney - work well. Difficulties is where there are no overpasses. | Transportation | | June 19 Workshop | Noted. |
| Please install speed cameras near Greencastle Elementary School to help traffic slow down also please repaint the white stripes on the crosswalks near Greencastle Elementary to make them more visible | Transportation | Public Safety | June 19 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Please resurface Robey Road from end to end, especially around Greencastle Elementary. It is full of potholes and very rough. | Transportation | | June 19 Workshop | Noted. |
| Transportation needs to examine the entire community holistically | Transportation | | June 19 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Yes! Love the overpasses | Transportation | | June 19 Workshop | Noted. |
| Consider adding more vehicle street grid within the community to improve accessibility | Transportation | | June 22 Internal Charrette | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|----------------|----------------------------|---------------------------|---|
| Consider center median station on Briggs Chaney Road at the Marketplace | Transportation | | June 22 Internal Charette | Noted. 4.B.3.2 Briggs Chaney Marketplace |
| Consider recommending MCDOT study repurposing travel lane(s) for BRT, adding HOT lanes, adding dedicated bus lanes on US 29 | Transportation | | June 22 Internal Charette | 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways |
| Establish a major, regional transit station at Briggs Chaney Park & Ride with linkages to Laurel MARC, Metro Red Line, and future BRT routes | Transportation | | June 22 Internal Charette | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network |
| Expand bridge deck at Briggs Chaney Road and US 29 to widen pedestrian facility as a linear park that extends beyond bridge | Transportation | Parks & Recreation | June 22 Internal Charette | 3.C.3.1 and 3.C.3.3 Briggs Chaney Road Bridge Expansion; 3.C.3.2 - Bridge |
| Increase connections between and through contiguous residential communities, less fences | Transportation | Community Health & Culture | June 22 Internal Charette | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network |
| Pursue pedestrian connections from Rolling Acres, into Paint Branch SVP and trail, through to MLK Jr. Recreation Park | Transportation | Parks & Recreation | June 22 Internal Charette | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network |
| Return to *1986 Corridor plan's Scenic easement proposal - greenery along highway and main road | Transportation | | June 22 Internal Charette | Noted. Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials |
| Target certain corridors for streetscape improvements (pedestrian safety and comfort, landscaping and shade, building faces, street furniture, public art, etc.) and road diets | Transportation | | June 22 Internal Charette | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Colored trails (wayfinding): music on trails | Transportation | | June 24 Workshop | 3.E.2.6 and 3.E.2.7 - Parks Study and enhanced amenities serving a diverse population; 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; Map 23 - Inner and Outer Active Transportation Loop; 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety |
| Friendly pedestrian crossings of US 29 | Transportation | | June 24 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| A challenging physical terrain is a reality in this area. Biking can be difficult, and you need to be very fit in order to use the trails. It is a reality of the physical terrain. It would be helpful if some of these physical limitations could be mitigated as part of the plan. | Transportation | Environment | June 27 Workshop | Noted. |
| Access to jobs is a major plus | Transportation | Local Economy | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Accessible | Transportation | | June 27 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------|-----------------------|------------------|---|
| always drive because there doesn't seem to be any good walking paths | Transportation | | June 27 Workshop | 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Better accessible public transit and increased safety measures for pedestrians and bicyclists (mapped at Tech Road/US 29) | Transportation | Public Safety | June 27 Workshop | Noted: 3.E.2.1, 3.E.2.2, 3.E.2.4, 3.E.2.6, and 3.E.2.7 - Trails and public amenities; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Better integrate BRT with future Viva White Oak development | Transportation | | June 27 Workshop | Noted: |
| Better lighting needed | Transportation | Public Safety | June 27 Workshop | Noted: 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| BRT service should be expanded to more areas | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| BRT: There is not availability of the blue bus to downtown silver spring over the weekend. Look into extending the service to weeklong and later hours, as well as bus | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; Transit Network Recommendations |
| Carpool connections with other commuters | Transportation | | June 27 Workshop | Noted: |
| Commuter-friendly | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; |
| Connectivity across travel modes | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; |
| Connectivity between neighborhoods; interchanges makes this even more challenging | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Connectivity/common ground across US 29 (mapped at Briggs Chaney Road) | Transportation | | June 27 Workshop | Noted: 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Creating a bus route from Briggs Chaney to Greenbelt | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Creating more sidewalks and bike paths, increasing connectivity across BRT in county and to Prince George | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Desire for safe community, better for walking | Transportation | Public Safety | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Electric cars and charging stations are needed in the community. | Transportation | Environment | June 27 Workshop | 3.C.2.11 - Established a network of electric car charging stations; 3.C.4.3 - Enhance Existing BRT Stations and Park & Ride facilities |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|---|----------------|-----------------------|------------------|--|
| Enjoying bike trail in rock creek park | Transportation | | June 27 Workshop | Noted. |
| Extension of 26 availability | Transportation | | June 27 Workshop | Noted. |
| ICC is a community benefit, accesses jobs | Transportation | | June 27 Workshop | Noted. |
| Improve ingress/egress of Briggs Chaney Marketplace to be 'seamless' | Transportation | | June 27 Workshop | 4.B.3.2 and 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways |
| Improve transit south to Silver Spring instead of Tech/Industrial interchange; Accessibility is important, should be at grade, but the current investment for transit is taking place too far north. | Transportation | | June 27 Workshop | 3.C.4 - Transit Network Recommendations |
| Issue of vehicles parking in bike lanes | Transportation | | June 27 Workshop | Noted. |
| Issues walking on Tech road | Transportation | Public Safety | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines |
| Making trips to Baltimore more accessible | Transportation | | June 27 Workshop | Noted. |
| More places to park to walk home. Park and Ride should be more explicit about when parking is allowed | Transportation | | June 27 Workshop | Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride; |
| Most residents drive to their destinations. Suburbs are made for driving their cars. This mindset is tied to generational norms, but curious to know if younger generation also moved to suburbs for similar accommodations. Mostly likely because the cost of living is cheaper and the tradeoff is that they have to drive to work. | Transportation | Local Economy | June 27 Workshop | Noted. Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 - Greencastle Park and Ride; 3.A.2.3 Community Gateways; 3.C.3.2 Briggs Chaney Road Bridge Expansion; 3.C.4.3 Public Art at BRT Station; 3.H.2.1, Historic Preservation; 4.A.2.1. Retrofitting Landmark Buildings and Public Art in Infrastructure Projects; 4.B.3.5 and 4.B.3.6 - Redevelopment Near the Briggs Chaney Park & Ride |
| Need for bike highway; look into the recommendation from the bike master plan | Transportation | | June 27 Workshop | Map 19 Existing and Planned Roadways; 3.C.2.1 - Town Center; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials; 3.C.3.8 - BIPPA |
| Need more transportation options for food access | Transportation | | June 27 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations; 3.D.2.1 Food Systems and Connected Communities; 3.D.2.2 -Local Food System Established |
| no easy way to get to rec centers, parks, etc. from West side of Rte 29 | Transportation | Parks and Recreation | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; |
| Open better lanes for pedestrians and cyclists. It needs to be safer to travel in ways that do not involve a car. | Transportation | Public Safety | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Opportunities to expand BRT | Transportation | | June 27 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Pedestrian/bike friendly | Transportation | Public Safety | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; |
| Provide circulator bus, like DC Circulator, to provide access to shopping center for residents (location unknown) | Transportation | | June 27 Workshop | Noted. 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Proximity to FDA White Oak should be capitalized - maybe provide a shuttle | Transportation | | June 27 Workshop | Noted. |
| Regular maintenance appears lacking in relation to other parts of county, especially ped infrastructure | Transportation | | June 27 Workshop | Noted. |
| Roads need improvement | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Short commute | Transportation | | June 27 Workshop | Noted. |

| Comment / Feedback | Policy Theme | Sub category (if any) | Feedback Source | Planning Board Recommendations |
|--|----------------|----------------------------|------------------|---|
| Stations should hug closer to US29/ Commercial activity | Transportation | Community Health & Culture | June 27 Workshop | Noted. |
| The massive interchange has disconnected the community. This needs to be brought down to a human scale rather than taking up so much space and so completely dividing the community. | Transportation | | June 27 Workshop | Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| There should be a walkway over us 29 | Transportation | | June 27 Workshop | Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| this area is unfortunately an auto-oriented area. not easy to ride a bike because of the terrain | Transportation | Environment | June 27 Workshop | Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Traffic is very bad | Transportation | | June 27 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.2.8 - Road Diets on Main Arterials |
| Transportation features are a barrier | Transportation | | June 27 Workshop | Noted: 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Walking across Briggs Chaney Rd. is dangerous | Transportation | Public Safety | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |
| Walking across Fairland rd. is dangerous | Transportation | | June 27 Workshop | Noted. |
| Accessibility to shopping center | Transportation | | June 27 Workshop | Noted: 4.B.3.2 Briggs Chaney Marketplace; Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center |
| Bus routes / transit system is not working. nor as convenient for quick access to retail / shopping. | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| EV station for electric vehicles | Transportation | Environment | June 27 Workshop | 3.C.2.11 - Established a network of electric car charging stations; 3.C.4.3 - Enhance Existing BRT Stations and Park & Ride facilities |
| Improve the BRT and improve access | Transportation | | June 27 Workshop | 3.C.4 - Transit Network Recommendations |
| Improve the pedestrian crosswalks | Transportation | Public Safety | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; |
| More EV station for electric vehicles | Transportation | Environment | June 27 Workshop | 3.G.2.1 - Resilience Hub & Environmental Learning Center; 3.E.2.10 Climate Action Plan; and 3.F.2.6 On-site Energy; 3.C.2.11 - Established a network of electric car charging stations; |
| Most residents currently travel outside the Plan Boundary for food, jobs, entertainment. | Transportation | Food Access | June 27 Workshop | Noted. |
| No bus lanes | Transportation | | June 27 Workshop | 3.C.2.4 - Master Plan of Highways and Transitways; 3.C.4 - Transit Network Recommendations |
| Residents should have better places to shop that are easily accessible by car and mass transit. | Transportation | | June 27 Workshop | Map 14 - Concept Framework Plan; 4.B Main Street; Figures 8 and 8; 4.B.2, 4.B.3, and 4.B.4 Briggs Chaney (North and South) Activity Center; 4.C.2.5 and 4.C.2.6 |
| Seniors have a tough time using the BRT due to accessibility, comfort, and convenience. | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers; 3.F.1-Environmental Goals |
| Some residents ride the BRT-FLASH, but majority of residents do not. | Transportation | | June 27 Workshop | Noted. |
| Walkable access in area | Transportation | | June 27 Workshop | 3.C.3.1, 3.C.3.2, 3.C.3.3, 3.C.3.4, 3.C.3.5, 3.C.3.7, 3.C.3.8 - Improvement to Pedestrian Safety; 3.A.2.2 Design Guidelines; 3.C.2.1 - Complete Street Design Guide to Activity Centers |

7.C CLIMATE ASSESSMENT REPORT

7.C.1. Purpose of the Climate Assessment

The purpose of this climate assessment is to evaluate the anticipated impacts of the Fairland and Briggs Chaney Master Plan Planning Board Draft (“Master Plan”) on the County’s contribution to addressing climate change. The assessment will provide the County Council with a better understanding of the potential climate impacts and implications of the Master Plan compared to the projected climate impacts and implications if the Master Plan were not adopted.

The scope of this climate assessment is focused primarily on the effects of the land use, transportation, and environmental recommendations in the proposed Master Plan on greenhouse gas (GHG) emissions and carbon sequestration, and how actions proposed by the Master Plan could improve the County’s adaptive capacity to climate change and increase community resilience. While co-benefits and ancillary impacts on topics such as public health, smart growth, and cost savings may be discussed, the focus is on how the proposed Master Plan may directly impact GHG emissions and community resilience.

This climate assessment was conducted in accordance with the Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 1, 2022, prepared by ICF, which offers a recommended approach for conducting a climate assessment of the potential impacts to GHG emissions, sequestration, community resilience, and adaptive capacity for proposed zoning text amendments and master plan updates through both a qualitative and quantitative approach.

7.C.2. Assessment Summary

Montgomery Planning anticipates that the Master Plan will have a **slightly negative** (increased) impact on GHG emissions, a **slightly positive** (increased) impact on carbon sequestration, and a **moderately positive** impact on ensuring resilience and adaptive capacity in the Fairland and Briggs Chaney community than if the Master Plan were not adopted.

Based on analysis by the GHG Quantification Tool (“GHG Quant Tool”), if the Master Plan is adopted as approved by the Planning Board (“Master Plan scenario”), there is a projected increase in GHG emissions by the year 2045 of approximately 30 percent compared to if the Master Plan were not adopted (“Existing Policy scenario”). This moderately anticipated increase is due in large part to a forecasted increase in apartments in buildings with five or more units and their significantly higher association emissions from building occupant waste.

7.C.3. Background of the Fairland and Briggs Chaney Master Plan

The Montgomery County Planning Department (“Montgomery Planning”) initiated a multi-year planning process to update a portion of the 1997 Fairland Master Plan starting in the spring of 2021. The Fairland and Briggs Chaney Master Plan is a corridor-focused master plan that seeks to establish a renewed vision for a portion of the Columbia Pike (U.S. 29) corridor over the next 10 to 20 years. The Plan serves as the updated guide for future growth and development, transportation investments, community facilities, parks, and recreation amenities, historic preservation, and environmental features specific to this community, while simultaneously advancing the goals and objectives initiated by other related county plans.

Introduction of the Colesville Road/Columbia Pike (U.S. 29) Flash Bus Rapid Transit (BRT) service in 2020 is one of several recent indicators that this community is shifting from an auto-dependent, suburban community into an evolving suburb that encourages the development of compact, mixed-use Activity Centers and shared public spaces near transit. Compact development is defined in this Plan as a pattern of land development focused on centers of activity where site elements including buildings, circulation, parking, environmental features, and gathering spaces are configured efficiently on a site and located close to nearby sites to allow safe and comfortable access by a range of travel modes (driving, walking, biking, rolling, and transit). This Plan seeks to build upon the early successes of the U.S. 29 Flash BRT service by embracing a future for a more complete, equitable, transit-oriented, and compact community.

The Plan also seeks to build upon the vision of the 2014 White Oak Science Gateway Master Plan and 2012 Burtonsville Crossroads Neighborhood Plan, whose plan areas book-end this master plan area and are intrinsically linked along the U.S. 29 corridor. The updated vision for this community keeps pace with market demands, while prioritizing linkages to other related strategic plans.

Anticipating potential significant impacts from future development and a growing population in the eastern region of the county, this Plan also seeks to address inequities pertaining to housing opportunities, impacts from and resiliency to climate change, enhancements to underutilized properties through infill development and redevelopment, and improvements to existing systems (e.g., parks, circulation, and food) to meet the needs of residents, workers, and visitors. This Plan also incorporates the goals and policies of Thrive Montgomery Plan 2050, the General Plan for Montgomery County.

The main objectives of this Master Plan are to realize:

- 1. Equitable Communities:** The Plan considers racial equity and social justice as essential themes of its purpose and implementation. Attention to past injustices in planning policy and public investment, particularly in the East county, as well as present inequities in the public and personal realm, informed the development of the Plan to support a stronger social network that embraces the advantages of a multi-racial and multi-cultural community.
- 2. Economic Health:** The Plan seeks to ensure a vibrant, strong, and competitive economy by attracting and maintaining major employers, continuing to enhance nearby federal and institutional campuses, supporting local small businesses and innovation, and attracting and retaining a high-quality, diverse workforce.
- 4. Environmental Resilience:** The Plan seeks to apply the best available strategies to fight climate change and mitigate the impacts of both planned changes and unexpected events in the community while continuing to preserve and enhance our natural resources.

7.C.4. Variables of the Assessment

The following climate-related variables were considered in this assessment as impacted by the Master Plan. Climate related variables include the various GHG reduction, sequestration, resilience, and adaptive capacity activities in the climate assessment qualitative checklists (Tables 1 and 8) contained in the Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County.

Greenhouse Gas Emissions and Sequestration

- **Transportation** – Vehicle Miles Traveled, Number of Trips, Non-Vehicle Modes of Transportation, Public Transportation Use, Electric Vehicle Infrastructure Access
- **Building Embodied Emissions** – Building Square Footage, Pavement Infrastructure, Material Waste Produced, Use of Green Building Materials
- **Energy** – Electricity Usage
- **Land Cover Change & Management** – Area of Forest, Area of Non-Forest Tree Canopy, Area of Green Cover, Implementation of Nature-Based Solutions



Community Resilience and Adaptive Capacity

- **Exposure-Related Factors** – Activity in Flood Risk Areas, Activity in Urban Heat Island
- **Sensitivity-Related Factors** – Change to Forest Cover, Change to Non-Forest Tree Canopy, Change to Impacts of Heat, Change in Perviousness, Change in Stormwater Management System Treatments, Change to Water Quality and Quantity, Change to Air Quality, Infrastructure Design Decisions
- **Adaptive Capacity Factors** – Change to Accessibility or Prevalence of Community and Public Spaces, Change to Emergency Response and Recovery Capabilities, Change in Access to Transportation, Change to Accessibility or Prevalence of Local Food Sources and Other Goods, Change to Community Connectivity, Change in Distribution of Resources and Support

7.C.5. Anticipated Climate Impacts

This section details the anticipated impacts of the Fairland and Briggs Chaney Master Plan on GHG emissions, sequestration, community resilience, and adaptive capacity. Impacts are projected based on a quantitative analysis of an Existing Policy scenario and a Master Plan scenario, projected out to the year 2045, using the GHG Quant Tool, prepared for Montgomery Planning by the consultant, ICF. The GHG Quant Tool calculates estimates of embodied, energy, waste, transportation, and land cover and management emissions for master plans. For detail on the methodology and assumptions used for the GHG Quant Tool, see Sources of Information, Assumptions, and Methodologies Used, below.






Qualitative analysis was also considered to anticipate GHG emissions, sequestration, community resilience, and adaptive capacity impacts of the Master Plan scenario, derived from the checklists prepared by the consultant, ICF, and provided as Tables 1 and 8 in the *Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 1, 2022*.






The following sections detail impacts that are anticipated to have a positive impact as , while impacts that are anticipated to have a negative impact are represented as .






Greenhouse Gas Emissions and Carbon Sequestration

Overall, the Fairland and Briggs Chaney Master Plan is anticipated to have a **slightly negative** (increased) impact on GHG emissions and a **slightly positive** (increased) impact on carbon sequestration. For further explanation of the anticipated impacts of the Master Plan on GHG emissions and carbon sequestration by individual activity, see Table 17 below.

TABLE 19: Anticipated Impacts on Greenhouse Gas Emissions and Sequestration





| Impact Activity | Impact | Explanation |
|--|---|---|
| Transportation | | |
| Vehicle Miles Traveled (VMT) |  | <p>Despite a small projected increase in total annual VMT by the year 2045 (about 1.8%) from the Existing Policy scenario to the Master Plan scenario prepared as GHG Quant Tool inputs, total lifetime transportation GHG emissions by the year 2045 are expected to be lower under the Master Plan scenario. A major factor for this reduction is an estimated electric vehicle market penetration rate in the GHG Quant Tool of 90% by the year 2035. This estimate is based on the Montgomery County goal for 100% of electric vehicle trips by 2035, adjusted down 10% to allow for a possible slower market uptake. However, assuming just a 29% electric vehicle market share by 2035 results in no change to total lifetime transportation GHG emissions between the Existing Policy and Master Plan scenarios.</p> <p>Not captured by the quantitative analysis of the GHG Quant Tool is the anticipated increase in land use diversity, multi-modal transportation access, and convenience expected because of Master Plan recommendations that are expected to increase accessibility for residents, resulting in a reduction in future GHGs (see Plan Sections 3.A.2, 3.B.2, 3.C.3, 3.C.4, 4.A, 4.B).</p> |
| Number of Trips |  | <p>Master Plan recommendations seek to increase accessibility for residents and decrease the overall number of trips made solely by automobile (see Plan Sections 3.A.2, 3.C.3, 3.C.4, 4.A, 4.B). Therefore, the number of trips is expected to decrease and result in a slightly positive impact on GHG emissions.</p> |
| Non-Vehicle Modes of Transportation |  | <p>The Master Plan recommends establishment of more complete streets, greater neighborhood connectivity for non-vehicular travel, enhanced public transit service, and increased bicycle and pedestrian comfort and safety. The plan's impact on non-vehicular modes of travel is expected to be moderately positive, with more community residents, workers, and visitors traveling throughout the plan area by modes other than a single-occupancy vehicle (see Plan Sections 3.C.2, 3.C.3, 3.C.4, 4.A, 4.B).</p> <p>Furthermore, calculation of low-stress bicycle accessibility for the transportation policy area in which the plan area is located (Fairland/Colesville) based on Master Plan recommendations projected an increase by 3% over that of existing bicycle infrastructure policy under the adopted Montgomery County <i>Bicycle Master Plan</i> (92% to 95%).</p> |
| Public Transportation Use |  | <p>The Master Plan's recommendations for establishing dedicated Bus Rapid Transit (BRT) lanes on U.S. 29 and East Randolph Road, establishing additional BRT stations on transit corridors as land-use development occurs, and enhancing existing BRT stations and park-and-ride facilities as "mobility hubs for multi-modal, last-mile connectivity options is expected to increase use of public transportation within and through the plan area and result in a positive impact on GHG emissions (see Plan Section 3.C.4).</p> |
| Electric Vehicle Infrastructure Access |  | <p>The Master Plan recommends adding electric vehicle charging stations at BRT park-and-ride lots and establishing a network of electric vehicle charging stations that are evenly distributed throughout the plan area. An increase in electric vehicle infrastructure access would result in a significantly positive impact to GHG emissions (see Plan Sections 3.C.2, 3.C.4, 3.E.2, 4.B.3.5).</p> |





| Impact Activity | Impact | Explanation |
|------------------------------------|---|---|
| Building Embodied Emissions | | |
| Building Square Footage |  | Because of the projected increase in development density and redevelopment over time through the realization of the Master Plan's recommendations, particularly with a higher proportion of residential buildings of five units or more, total building square footage is expected to increase under the GHG Quant Tool's Master Plan scenario (see Plan Section 3.A.2). This increased residential square footage is expected to result in a higher amount of GHG emissions from both total lifetime embodied building emissions (approximately 6%) and total lifetime building energy emissions (approximately 47%), resulting in a moderately negative impact on GHG emissions. |
| Pavement Infrastructure |  | <p>While the plan area is approximately 40% public parkland or private open space, and therefore largely covered by natural, pervious surfaces in these areas, certain properties in the plan area have high levels of impervious surface from paved parking lots and buildings. U.S. 29 (Columbia Pike) and other area roadways also represent a significant amount of impervious pavement within the plan area. Data inputs prepared for the GHG Quant Tool estimated a reduction in impervious surface within the plan area by approximately 45%.</p> <p>The Master Plan recommends that properties with high levels of impervious surface, especially within designated Activity Centers, be converted to landscaped areas, stormwater management areas, and other pervious surfaces that reduce urban heat effect, reduce localized flooding, improve community safety, comfort, and experience, increase stormwater infiltration, and improve water quality (see Plan Sections 3.F.2, 4.B.4). The plan also recommends that road rights-of-way be retrofitted to incorporate more pervious surfaces. Reduction of paved surfaces has the added benefit of reducing embodied GHG emissions from the reduced production and application of asphalt and concrete materials (see Plan Section 4.B.2.8).</p> |
| Material Waste Produced |  | <p>For apartment buildings with five or more units, there is a projected increase of about 9,800 new residential units by 2045, compared with the Existing Policy scenario. This increase anticipates that the total lifetime building waste emissions may also increase by as much as 150%.</p> <p><u>Note:</u> The GHG Quant Tool assigns a much higher rate of building waste emissions to apartments in buildings with five or more units, compared with other building types, with about 13,100 total annual metric tons of carbon dioxide equivalent (MTCO₂e) emissions, compared with about 4,800 MTCO₂e for single-family attached homes, about 420 for single-family detached homes, and about 4 MTCO₂e for both office and retail commercial uses.</p> |
| Use of Green Building Materials |  | The Master Plan is expected to result in a slightly positive impact on GHG emissions from the use of green building materials due to recommendations to incorporate green building standards and sustainable construction materials for certain priority properties (see Plan Sections 3.F.2, 4.B.3). These recommendations would be above and beyond the green building standards and practices already in place in the county's building construction codes. |
| Energy | | |
| Electricity Usage |  | The Master Plan recommends that new and redeveloping buildings and sites within the plan area reduce the use of energy and install on-site energy generation systems, such as wind, solar, and geothermal technologies, resulting in a potentially major positive impact on GHG emissions insofar as these recommendations are implemented (see Plan Section 3.F.2.6). |






| Impact Activity | Impact | Explanation |
|--|---|--|
| Land Cover Change and Management | | |
| Area of Forest |   | <p>A forest is considered a biological community dominated by trees and understory plantings, including but not limited to a plant community with woody plantings all resting on a forest floor of 10,000 square feet or greater and at least 50 feet wide. A loss of even a small area of forest within the plan area, likely due to redevelopment, would result in a negative impact on GHG emissions due to the loss of carbon sequestration potential.</p> <p>Projected development on properties with areas of existing forest may account for an approximate loss of 1.63 hectares of forest stand. However, the plan encourages design efforts to retain small forests and large individual trees as development takes place (section 3.F.2.2), as well as increasing tree canopy coverage through planting trees and forest stands on private property (section 3.F.2.1). Retention of this existing forest cover within the plan area will provide significant GHG reduction benefits by sequestering carbon in higher quality forest.</p> |
| Area of Non-Forest Tree Canopy |  | <p>The Master Plan recommends a significant increase in the percentage of tree canopy coverage within the plan area, with priority given to areas with excessive impervious surface (e.g., a minimum 50% on surface parking lots) and within the public realm (e.g., a minimum 60% in all public gathering spaces on private property and pedestrian corridors in the public right-of-way) (see Plan Sections 3.F.2, 4.B.2, 4.B.3, 4.B.4). These recommendations help explain the estimated increase of approximately 12 hectares of non-forest tree canopy in the Master Plan scenario based on GHG Quant Tool analysis.</p> <p>Master Plan recommendations also seek to support the health and vitality of planted trees by further recommending adequate soil volume levels, appropriate tree selections, and water access within planted areas, as well as encouraging shade trees to be planted within stormwater treatment areas or other areas not otherwise required by code to count toward the Master Plan's non-forest tree canopy coverage targets (see Plan Section 3.F.2).</p> |
| Area of Green Cover |  | <p>The Master Plan is expected to result in a positive impact on carbon sequestration potential stemming from areas of green cover due to recommendations for significant public open space on properties proposed for major development (e.g., a minimum three-acre contiguous area on select large properties) (see Plan Sections 3.E.2, 4.A.5, 4.B.3, 4.B.4).</p> |
| Implementation of Nature-Based Solutions |  | <p>In addition to a recommended increase in tree canopy and 'cool', reflective surfaces to reduce urban heat effects, the Master Plan recommends requiring modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties, particularly for properties in the Auto Sales Park where urban heat effects and impervious surfaces are among the highest in the plan area (see Plan Sections 3.F.2, 4.B.4).</p> |

Community Resilience and Adaptive Capacity

Overall, the *Fairland and Briggs Chaney Master Plan* is anticipated to have a **moderately positive** impact on community resilience and adaptive capacity. For an explanation of the anticipated impacts of the Master Plan on community resilience and adaptive capacity by individual activity, see Table 20.

| TABLE 20: Anticipated Impacts on Community Resilience and Adaptive Capacity | | |
|---|---|---|
| Impact Activity | Impact | Explanation |
| Exposure-Related Factors | | |
| Activity in Flood Risk Areas |  | <p>Except for a portion of a residential property on Castle Boulevard mapped in a 500-year (5% chance) flood hazard area (FEMA, DFIRM 2011), 100- and 500-year flood hazard areas mapped elsewhere in the plan area are limited to undeveloped public parkland and private common area open space that is not expected to accommodate development. The Castle Boulevard property is also located within one of the county's Equity Focus Areas, as is much of the plan area itself, indicating a particular interest in protecting existing and future residents from potential flood risk.</p> <p>The Master Plan's recommendations to reduce impervious surfaces and treat the quantity and quality of stormwater are anticipated to have a positive impact on activity in flood risk areas, as well as areas outside of mapped flood risk areas that experience localized flooding (see Plan Sections 3.F.2, 4.B.4). This impact is not easily quantified due to the variability of storm events and the complexity of determining hydrologic conditions in relation to incremental reductions in impervious surface, yet better managing on-site stormwater will lead to greater protection for downstream waterways, habitats, and structures.</p> |
| Activity in Urban Heat Islands |  | <p>Several areas within the plan area experience a high degree of urban heat effects during the summer season. Urban heat effects present a myriad of harmful effects to human health, environmental quality, structural integrity, and property values. While the Master Plan recommends infill development and redevelopment of properties with existing surface parking lots and low-rise buildings, this development is recommended to include heat-reducing techniques, such as shade trees and reflective shade structures, 'cool' pavement surfaces and roof tops, and additional and expanded areas of parks and green spaces (see Plan Sections 3.F.2, 4.B.4).</p> |
| Sensitivity-Related Factors | | |
| Change to Forest Cover |   | <p>A forest is considered a biological community dominated by trees and understory plantings, including but not limited to a plant community with woody plantings all resting on a forest floor of 10,000 square feet or greater and at least 50 feet wide. A loss of even a small area of forest within the plan area, likely due to redevelopment, results in a negative impact on the community's sensitivity to climate change.</p> <p>Projected development on properties with areas of existing forest may account for an approximate loss of 1.63 hectares of forest stand. However, the plan encourages design efforts to retain small forests and large individual trees as development takes place (section 3.F.2.2), as well as increasing tree canopy coverage through planting trees and forest stands on private property (section 3.F.2.1). Retention of this existing forest cover within the plan area improves the community's resilience by reducing impacts related to extreme heat (e.g., by reducing local temperatures and improving air quality).</p> |

| Impact Activity | Impact | Explanation |
|---|---|---|
| Sensitivity-Related Factors (continued) | | |
| Change to Non-Forest Tree Canopy |  | <p>The Master Plan recommends a significant increase in the percentage of tree canopy coverage within the plan area, with priority given to areas with excessive impervious surface (e.g., a minimum 50% on surface parking lots) and within the public realm (e.g., a minimum 60% in all public gathering spaces on private property and pedestrian corridors in the public right-of-way) (see Plan Sections 3.F.2, 4.B.2, 4.B.3, 4.B.4). These recommendations help explain the estimated increase of approximately 12 hectares of non-forest tree canopy in the Master Plan scenario based on GHG Quant Tool analysis.</p> <p>Master Plan recommendations also seek to support the health and vitality of planted trees by further recommending adequate soil volume levels, appropriate tree selections, and water access within planted areas, as well as encouraging shade trees to be planted within stormwater treatment areas or other areas not otherwise required by code to count toward the Master Plan’s non-forest tree canopy coverage targets. Increases in non-forest tree canopy can increase community resilience by reducing impacts related to extreme heat and the urban heat effect (see Plan Section 3.F.2).</p> |
| Change to Impacts of Heat |  | <p>The Master Plan recommends that areas with high incidents of urban heat effects be mitigated, particularly within designated 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’ (i.e., light-colored or reflective) rooftops, pavements, cool streets, cool facades, and other heat-reducing construction techniques in the public realm (see Plan Sections 3.F.2, 4.B.4).</p> <p>The plan recommends the establishment of a Resiliency Hub and Environmental Learning Center in East County, which would further support community resiliency, especially during high heat emergency events (see Plan Section 3.G.2.1). The Resiliency Hub serves as a community destination for reliable electricity, water, temporary shelter, food, indoor heating and cooling, social services, and fellowship during public emergencies. This Resiliency Hub is a net zero public facility that has its own power source without heavy reliance on public utilities in case of emergencies.</p> |
| Change in Stormwater Management System Treatments |  | <p>The Master Plan recommends requiring modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties, particularly for properties in the Auto Sales Park where urban heat effects and impervious surfaces are among the highest in the plan area (see Plan Sections 3.F.2, 4.B.4). Improvements in stormwater management systems treatments can increase community resilience by reducing impacts related to extreme precipitation and flooding.</p> |
| Change to Water Quality and Quantity |  | <p>The Master Plan recommends requiring modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties, particularly for properties in the Auto Sales Park where urban heat effects and impervious surfaces are among the highest in the plan area (see Plan Sections 3.F.2, 4.B.4). More green infrastructure practices would have the effect of retaining, filtering, and slowing stormwater flows and improving water quality within the plan area. Improvements in water quality can increase community resilience by reducing a variety of climate change impacts, including extreme heat, drought, and heavy precipitation.</p> |

| Impact Activity | Impact | Explanation |
|--|---|---|
| Sensitivity-Related Factors (continued) | | |
| Change in Perviousness |   | <p>While the plan area is approximately 40% public parkland or private open space, and therefore largely covered by pervious surfaces in these areas, certain properties in the plan area have high levels of impervious surface from paved parking lots and buildings. U.S. 29 (Columbia Pike) and other area roadways also represent a significant amount of impervious pavement within the plan area. Data inputs prepared for the GHG Quant Tool estimated a reduction in impervious surface within the plan area by approximately 45%.</p> <p>The Master Plan recommends that properties with high levels of impervious surface, especially within designated Activity Centers, be converted to landscaped areas, stormwater management areas, and other pervious surfaces that reduce urban heat effect, reduce localized flooding, improve community safety, comfort, and experience, and increase stormwater infiltration (see Plan Sections 3.F.2, 4.B.4). The plan also recommends that road rights-of-way be retrofitted to incorporate more pervious surfaces. Increases in pervious surfaces within the plan area will contribute to greater community resilience by increasing capacity to absorb water underground and, as a result, reduce local area flooding (see Plan Section 4.B.2.8).</p> <p>Plan recommendations for increased neighborhood connections and active transportation loop connections will increase impervious surfaces to some degree (see Plan Sections 3.C.3, 3.E.2). While these surfaces were not captured in quantitative analysis, they are expected to be minor compared with anticipated decreases in impervious surfaces on properties in the plan area through redevelopment.</p> |
| Change to Air Quality |   | <p>The Master Plan's recommendations to increase tree canopy and landscape plantings, especially in existing commercial areas with limited coverage today, are expected to improve air quality in the plan area and increase community resilience (see Plan Sections 3.F.2, 4.B.2, 4.B.3, 4.B.4). Plan recommendations to expand and enhance public transit in the plan area are also expected to improve air quality by encouraging more trips by transit rather than gas-powered personal vehicles (see Plan Section 3.C.4).</p> <p>The Master Plan's vision and support for increased residential housing in and around Activity Centers along U.S. 29 has the potential to introduce residents to negative impacts of harmful air quality due to their closer proximity to highway traffic. However, greater penetration of electric vehicles as a share of regional vehicle trips could ameliorate this impact as trips by gas-powered, internal-combustion engine cars decrease.</p> |
| Infrastructure Design Decisions |  | <p>Master Plan recommendations to promote the use of nature-based solutions or green infrastructure to reduce heat and flood risk and promote the use of cooling materials and other solutions to reduce urban heat effects have the potential to increase community resilience to the effects of climate change (see Plan Sections 3.F.2, 4.B.4).</p> |

| Impact Activity | Impact | Explanation |
|---|---|---|
| Adaptive Capacity Factors | | |
| Change to Accessibility or Prevalence of Community and Public Spaces |  | Master Plan recommendations for new or expanded public open spaces on properties that redevelop within designated Activity Centers would bring more natural, shaded, and restful places that are closer to community residents, workers, and visitors (see Plan Sections 3.E.2, 4.A.5, 4.B.3, 4.B.4). New and enhanced pedestrian pathways recommended by the Master Plan through neighborhoods and connecting to natural and hard surface trails and parklands would also positively impact the adaptive capacity of the Fairland and Briggs Chaney community (see Plan Sections 3.C.3, 3.E.4, 4.A, 4.B). |
| Change to Emergency Response and Recovery Capabilities |  | The Master Plan's recommendation for a Resiliency Hub in East County would improve emergency response and recovery capabilities in the face of extreme weather events by serving as a destination for reliable electricity, water, temporary shelter, food, indoor heating and cooling, social services, medical care, and fellowship (see Plan Section 3.G.2.1). |
| Change in Access to Transportation |  | The Master Plan's vision and recommendations for U.S. 29 (Columbia Pike) as a 'transit first' corridor prioritizes transit movement over single-occupancy vehicles (see Plan Section 3.C.4). This approach would greatly improve access to public transportation for communities within the plan area and beyond. Recommendations for achieving this goal include building high-quality, dedicated Bus Rapid Transit (BRT) lanes on U.S. 29, Briggs Chaney Road, and (for the future BRT route) East Randolph Road; extending the U.S. 29 Flash BRT service north to Howard County; adding new BRT stations at key U.S. 29 intersections; and enhancing existing BRT stations and park-and-ride facilities as 'mobility hubs' for greater multi-modal, last-mile connectivity options. Expanding affordability and access to public transit stops will further enhance community resilience and help the County reduce community GHG emissions. |
| Change to Accessibility or Prevalence of Local Food Sources and Other Goods |  | The Master Plan recommends developing a more sustainable and supportive healthy food system in the plan area by providing space for local food production, manufacturing, distributing, community-scale composting, public training facilities, drinking fountains, wayfinding, signage, solar panels, and greenhouses. The Plan also seeks to support a healthy community by encouraging the establishment of healthy grocery and dining destinations, farmers' markets, and community gardens (see Plan Sections 3.D.2, 3.E.2, 3.G.2). |
| Change to Community Connectivity |  | The Master Plan seeks to increase community connectivity by establishing new bicycle and pedestrian pathways through and between neighborhoods, activity centers, public gathering spaces, and public parks (see Plan Sections 3.C.3, 3.E.2). Plan recommendations to increase public art installations, unique architectural elements, community gathering spaces, and historical and cultural exhibits will also increase community understanding, appreciation, and cohesion (see Plan Sections 3.A.2, 4.A.2, 4.B.2, 4.B.3). |
| Change in Distribution of Resources and Support |  | <p>By recommending greater development diversity and density through zoning changes, greater investment in public transit in BRT and local bus service, and establishment of Complete Streets design, the Master Plan seeks to bring attention to the economic and social needs of the Fairland and Briggs Chaney community in East County (see Plan Sections 3.A.2, 3.B.2, 3.C.3, 3.C.4, 4.A, 4.B). These investments are anticipated to 'lift up' the residents and property owners in the plan area and increase their capacity to adapt and thrive in the face of climate change.</p> <p>The Master Plan also supports the establishment of a Community Advisory Committee to help realize community building, learning, and cooperation and the establishment of a pilot program for community education and engagement in the planning process (see Plan Section 3.D.2.4, 5.D).</p> |

Relationship to the Montgomery County Climate Action Plan (CAP)

The following greenhouse gas emission or sequestration actions of the Montgomery County Climate Action Plan (CAP) are applicable to the GHG activities considered for the *Fairland and Briggs Chaney Master Plan*.

| CAP-recommended action | CAP-assessed GHG reduction potential | Relevant master plan checklist GHG activities |
|--|--------------------------------------|--|
| E-3: Promote Private Solar Photovoltaic Systems | Medium | Electricity usage |
| E-4: Public Facility Solar Photovoltaic Installations and Groundwork | Low | Electricity Usage |
| S-1: Retain and Increase Forests | Not Assessed (NA) | Area of forest |
| S-2: Retain and Increase Tree Canopy | NA | Area of non-forest tree canopy |
| S-3: Restore and Enhance Meadows and Wetlands | NA | Area of green cover, Nature-based solutions |
| S-4: Regenerative Agriculture | NA | Not assessed for ZTAs and master plans |
| S-5: Restore Soil Fertility, Microbial Activity, and Moisture Holding Capacity | NA | Not assessed for ZTAs and master plans |
| T-1: Expand Public Transit | Medium | Vehicle miles traveled, number of trips, Public transportation use |
| T-2: Expand Active Transportation and Micro-mobility Network | Medium | Vehicle miles traveled, number of trips, Non-vehicle modes of transportation |
| T-3: Private Vehicle Electrification Incentives and Disincentives | Medium | Electric vehicle infrastructure access, Electricity usage |
| T-4: Constrain Cars in Urban Areas, Limit Major New Road Construction | Medium | Vehicle miles traveled, number of trips |
| T-7: Expand the Electric Vehicle Charging Network | Medium | Electric vehicle infrastructure access, Electricity usage |

The following resiliency and adaptation actions of the Montgomery County Climate Action Plan (CAP) are applicable to the GHG activities assessed for the *Fairland and Briggs Chaney Master Plan*.

| CAP-recommended action | CAP-assessed primary benefit to climate risk reduction potential | Relevant master plan checklist Resilience and Adaptation activities |
|--|--|---|
| A-2: Repair and Enhancement of Stormwater Conveyance Systems | Extreme Precipitation | Stormwater Management System Treatments, Infrastructure Design Decisions, Perviousness, Water Quality or Quantity |
| A-7: Green Public Spaces | Extreme Precipitation | Urban Heat Island, Accessibility of Community and Public Spaces, Community Connectivity |
| A-8: Harden Emergency Shelters and Install Resilience Hubs | Extreme Heat | Accessibility of Community and Public Spaces, Emergency Response and Recovery Capabilities |
| A-10: Green Infrastructure | Extreme Precipitation | Flood Risk Areas, Stormwater Management System Treatments, Water Quality or Quantity |
| A-18: Expanded Community Gardens | Drought | Accessibility of Local Food Sources and Other Goods, Community Connectivity |

7.C.6. Recommended Amendments

The Climate Assessment Act requires the climate assessment to offer appropriate recommendations such as amendments to the *Fairland and Briggs Chaney Master Plan* (approved by the Montgomery County Planning Board in June 2023) or other mitigating measures that could help counter any identified negative impacts anticipated by the Master Plan. Some of the following recommendations were considered during the plan's preparation, but were deemed either overly burdensome to residents, tenants, or property owners or beyond the scope of the plan area (i.e., worthy of consideration as countywide policy and not specific to the Fairland and Briggs Chaney community). The County Council may wish to consider whether the potential benefits to GHG emissions reduction measures outweigh any trade-offs impacting affordability or economic feasibility in the Fairland and Briggs Chaney community.

Recommended Master Plan Amendments

- Create a Community Choice Energy Program pilot program in East County to benefit plan area residents.
- Adopt electrification requirements and/or incentives for existing commercial, public, and residential buildings within the plan area.
- Include a goal and recommendation to retain and/or expand existing forest areas.
- Increase minimum requirements for non-forest tree canopy coverage for existing properties and/or properties proposed for development above what the Master Plan already recommends.
- Strengthen the recommendation to encourage on-site energy generation systems, such as wind, solar, and geothermal technologies to new and redeveloping buildings and sites.

- Recommend public facility solar photovoltaic installations and groundwork on all public properties within the plan area.
- Expand recommendations for construction of 'green' building standards and sustainable construction materials beyond the properties identified by the Master Plan.

Other Recommended Countywide Amendments

- Reduce household waste and increase recycling and composting rates, especially for apartments with five or more units, to mitigate the anticipated increases in GHG emissions from the growth of these building types in the master plan area.
- Accelerate the countywide transition to electric vehicles by county residents, businesses, and government fleets and support expansion of electric vehicle charging stations through a mix of incentives and requirements to reduce the impacts of GHG emissions from internal-combustion vehicles.

7.C.7. Sources of Information, Assumptions, and Methodologies Used

This climate assessment for the *Fairland and Briggs Chaney Master Plan* uses the methodology for master plans from the Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 1, 2022. The approach for projecting GHG emissions from future land use and transportation growth calculates total lifetime emissions for an Existing Policy scenario and Master Plan scenario by the year 2045 using the GHG Quant Tool, prepared by consultants ICF. The GHG Quant Tool analysis references and assumes the following information.

Sources of Information

- Climate Assessment Recommendations for Master Plans and Zoning Text Amendments in Montgomery County, December 2022
- Montgomery County Climate Action Plan, June 2021
- GHG Quant Tool inputs:
 - Land Use – Master Plan Parcel GIS, 2023 (land-use attributes from original county parcel layer re-assigned to match GHG Quant Tool inputs; residential units and commercial floor area values adjusted for the Existing Policy and Master Plan scenarios based on theoretical maximum possible build-out for each scenario’s zoning allowances).
 - Renewable Energy – Verizon Maryland, LLC Annual Solar Photovoltaic Generation Capacity, 2023 (the sole large-scale solar PV installation in the plan area).
 - Pavement – Montgomery County Planimetric GIS, 2020 (coverage values adjusted for projected Master Plan build-out).
 - Transportation (VMT) – Calculated from Travel4 analysis of forecasted growth under the Existing Policy and Master Plan scenarios, 2022.
 - Land Cover – Forest area (Montgomery County GIS, 2015), Non-forest tree canopy (Montgomery County Planimetric GIS, 2020), Turf (Montgomery County Planimetric GIS, 2020).
- The Existing Policy scenario assumes that existing pavement and land cover areas (e.g., forest, non-forest tree canopy, turf) remain constant with existing conditions by the year 2045.
- The Master Plan scenario calculates GHG emissions for a theoretical maximum possible build-out by 2045 of land-use development (i.e., residential units and commercial building area) and resulting vehicle miles traveled consistent with the theoretical maximum build-out for zoning districts as recommended by the Master Plan.
- The Master Plan scenario assumes an electric vehicle market penetration rate in the GHG Quant Tool of 90% by the year 2035. This estimate is consistent with the Montgomery County goal for 100% of electric vehicle trips by 2035, adjusted down 10% to allow for a possible slower market uptake.
- The Master Plan scenario assumes a pavement area with a maximum of 30% for properties with a higher percentage of existing pavement area and likely will experience development by the year 2045. Pavement area is held constant for all other properties in the plan area.
- The Master Plan scenario assumes non-forest tree cover area as an average of 30% for properties that are likely to experience development by the year 2045. Non-forest tree cover area is held constant for all other properties in the plan area.

GHG Quant Tool Assumptions

- The Existing Policy scenario calculates GHG emissions for a theoretical maximum possible build-out by 2045 of land-use development (i.e., residential units and commercial building area) and resulting vehicle miles traveled consistent with the existing allowable development potential for current zoning districts.

Resolution No.: 20-348
Introduced: July 25, 2023
Adopted: December 12, 2023

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: County Council

SUBJECT: Approval of *Fairland and Briggs Chaney Master Plan*

1. On June 9, 2023, the Montgomery County Planning Board transmitted to the County Executive and the County Council the June 2023 Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*.
2. The June 2023 Planning Board Draft of the *Fairland and Briggs Chaney Master Plan* contains the text and supporting maps for a comprehensive amendment to portions of the approved and adopted 1997 *Fairland Master Plan*. It also amends *Thrive Montgomery 2050*, the county's General Plan; the 2013 *Countywide Transit Corridors Functional Master Plan*; the 2018 *Master Plan of Highways and Transitways*, as amended; the 2018 *Bicycle Master Plan*, and the 2023 *Pedestrian Master Plan*.
3. On September 27, 2023, the County Council held a public hearing on the June 2023 Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*, which was referred to the Council's Planning, Housing, and Parks Committee for review and recommendations.
4. On October 16, 23, and 30, 2023, and November 6, 2023 the Planning, Housing, and Parks Committee held a worksession to review the June 2023 Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*.
5. On November 14, and 28, 2023, the County Council reviewed the June 2023 Planning Board Draft of the *Fairland and Briggs Chaney Master Plan* and the recommendations of the Planning, Housing, and Parks Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District lying situate in Montgomery County, Maryland, states as follows:

The Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*, dated June 2023, is hereby approved with revisions. District Council revisions to the Planning Board Draft of the *Fairland and Briggs Chaney Master Plan* are identified below. Deletions to the text of the Plan

are indicated by [brackets], additions by underscoring. Montgomery County Planning Department staff may make additional, non-substantive revisions to the Master Plan before its adoption by The Maryland-National Capital Park & Planning Commission.

All page references in this section are consistent with the page numbering in the print version of the Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*.

Page 35-36 Add new headings to existing text under Section 2.F for reference:

2.F.1 Policy Framework Statements

2.F.2 Concept Framework Plan

Page 40 Add a note to Map 16: Planned Land Uses to clarify a map symbol:

Note: Private Open Space (owned by HOAs) is included in residential areas, but not shown in this map.

Page 43 Revise a plan wide recommendation under Land Use and Design (Section 3.A.2):

7. [Discourage] Minimize the impact of new drive-throughs to prioritize the pedestrian environment and Vision Zero goals over auto-oriented development.

Page 43 Revise a plan wide recommendation under Land Use and Design (Section 3.A.2) to clarify the applicability of the recommendation:

8. Discourage vehicle or equipment sales, storage, rental, and service uses, as well as warehouse uses within the plan area, except for properties in the Briggs Chaney (South) Activity Center, [outside of the Auto Sales Park area] to minimize the influence of auto-oriented [development] uses beyond the Auto Sales Park.

Page 45 Revise a plan wide recommendation under Housing (Section 3.B.2):

3. Add more housing units and housing types to [meet the] accommodate a diversity of incomes and households including families, seniors, and persons with disabilities [that currently reside within the plan area].

Page 45 Revise a plan wide recommendation under Housing (Section 3.B.2):

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].

Page 45 Revise a plan wide recommendation under Housing (Section 3.B.2):

6. When public properties are redeveloped with a residential component, provide a minimum of 30 percent [affordable housing units, striving for at least 25 percent of the] MPDUs, with 15 percent affordable to households earning at the standard MPDU level of 65-70 percent or less of Area Median Income (AMI) and 15 percent affordable [units] to households earning at or below 50 percent of [Area Median Income (AMI)].

Page 45 Revise a plan wide recommendation under Housing (Section 3.B.2):

8. In the event of redevelopment, priority should be given to existing eligible residents for the units under market-affordable rental agreements. P[p]roperty owners should work with the MCDHCA and tenants so that eligible residents receive support and assistance to mitigate the impacts of [temporary] relocation.

Page 48 Revise a plan wide recommendation under Transportation, Street Network (Section 3.C.2):

11. Establish [a network of] electric car charging and car sharing stations that are evenly distributed throughout the plan area. This [can] may be accomplished through [the use of] public-private partnerships within each Activity Center.

Page 49 Add a new row to Table 5: Street Classification and ROW Recommendations to reference Tech Road as a ‘Downtown Street’ to match its designation in Map 19:

| Street | From (east or north) | To (west or south) | Min. Planned ROW (ft) | Existing Lanes | Planned Lanes | Target Speed (mph) |
|------------------------|----------------------|--------------------------|-----------------------|----------------|---------------|--------------------|
| Downtown Street | | | | | | |
| <u>Tech Road</u> | <u>Columbia Pike</u> | <u>Old Columbia Pike</u> | <u>80</u> | <u>4</u> | <u>4</u> | <u>25</u> |

Page 51 Revise a plan wide recommendation under Transportation, Bicycle and Pedestrian Network (Section 3.C.3):

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. Possible methods might include through public easements, shared access agreements, and wayfinding signage.

Page 52 Add a new plan wide recommendation under Transportation, Bicycle and Pedestrian Network (Section 3.C.3):

9. Add new pedestrian and bicycle connections across U.S. 29 to improve connectivity between each side of U.S. 29. Each connection should be designed to be safe, convenient, comfortable, accessible, and to fit contextually with land uses

along each approach to the connection. Connections should ideally be implemented as part of private development.

Page 54-55 Revise Map 21: Existing and Planned Bikeways and Table 6: Bicycle Facility Recommendations to add planned Separated Bike Lanes along Automobile Boulevard and to follow the planned street extensions of Gateshead Manor Way and Robey Road to Automobile Boulevard and a planned street extension of Castle Boulevard to Ballinger Drive.

Page 56 Revise a plan wide recommendation under Transportation, Transit Network (Section 3.C.4):

1.b. Build high-quality, dedicated Bus Rapid Transit (BRT) lanes on U.S. 29 and Briggs Chaney Road through the master plan corridor and connect to transitways beyond. As studies are conducted for future phases of the corridor's Flash BRT system, median-running dedicated transit lanes should be prioritized in order to match the expected future BRT lane configuration south of Tech Road. [This Plan recommends a preference for median-running dedicated transit lanes on to match this expected future BRT lane configuration south of Tech Road. However, interim design alternatives consistent with the implementation of dedicated lanes to the south of the plan area are acceptable as a staged approach. The Plan emphasizes flexibility in implementation for the near term as the studies are conducted for future phases of the corridor's Flash BRT system.]

Page 63 Revise a plan wide recommendation under Parks and Public Open Space (Section 3.E.2):

3. For development under the Optional Method of Development, r[R]equire a minimum of 10 percent contiguous public open spaces for the establishment of anchor destinations within Activity Centers during redevelopment.

Page 67 Revise a plan wide recommendation under Environment (Section 3.F.2):

1.b. Areas of surface parking lots on public and private properties should provide at least 50 percent tree canopy coverage, inclusive of any tree canopy area required by parking standards under the Zoning Ordinance.

Page 68 Revise a plan wide recommendation under Environment (Section 3.F.2):

5. [Require] Strive to use modern green infrastructure practices using nature-based solutions on all newly developing and redeveloping properties. Practices should accomplish the retention of stormwater runoff for the benefit of onsite plantings, particularly shade trees. Consider the use of silva cells, which allow for the healthy growth of tree roots without impacting surrounding sidewalks and parking lots.

Page 73 Revise the first and second paragraphs in Section 4.A.3 - Old Columbia Pike and Briggs Chaney Activity Center

This area is envisioned as a small-scale, mixed-use, neighborhood-serving Activity Center through potential future redevelopment of the retail shopping center (Briggs Chaney Center) at the southwest corner and existing homes and medical office at the northeast corner.

This Activity Center is consistent with the [Smaller] Neighborhood Centers of the Thrive Montgomery 2050 Growth Map, which are the lowest intensity centers containing a small number of neighborhood-serving uses and located in rural areas and low-density residential neighborhoods [generally characterized by low- to medium-density residential neighborhoods, with clusters of commercial activity, including shopping centers and neighborhood-serving retail].

Page 73 Add a recommendation for the Old Columbia Pike and Briggs Chaney Activity Center (Section 4.A.3):

3. Conduct traffic calming work along Old Columbia Pike and Briggs Chaney Road, between Paint Branch High School and the west side of Briggs Chaney Road bridge over Columbia Pike (U.S. 29) to increase bicycle and pedestrian comfort and safety along these roadways.

Page 76 Revise Table 7 to reduce the maximum allowable height for map blocks 1B and 1C from 75 feet to 65 feet (Section 4.A.3):

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------|--|--|
| 1B | R-200 | CRN-1.5 C-1.25 R-1.25 H-[75] <u>65</u> | Allow for small-scale, mixed-use development |
| 1C | EOF-1.5 H-75 | CRN-1.5 C-1.25 R-1.25 H-[75] <u>65</u> | Allow for small-scale, mixed-use development |

Page 80 Revise Table 8 to change the recommended zones for a selection of map blocks (Section 4.A.4):

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------------------------|--|---|
| 5A | [Public Right-of-Way] <u>R-90</u> | CRT-1.5 C-0.75 R-[0.75] <u>1.25</u> H-75 | Allow for medium-density, mixed-use development. <u>Note: Location is in the Public Right-of-Way.</u> |
| 5B | R-90 | CRT-1.5 C-0.75 R-[0.75] <u>1.25</u> H-75 | Allow for medium-density, mixed-use development |
| 6A | NR-0.75 H-45 | CRT-1. <u>[0]25</u> C-0.75 R-[0.75] <u>1.25</u> H-55 | Allow for small-scale, mixed-use development |

| | | | |
|----|--------------------------------|--|---|
| 6B | R-200 | [CRN]CRT-1.[0]25 C-0.75 R-[0.75]1.25 H-[45]55 | Allow for small-scale, mixed-use development |
| 7A | R-200 | [CRN]CRT-1.[0]25 C-0.75 R-[0.75]1.25 H-[45]55 | Allow for small-scale, mixed-use development |
| 7B | NR-0.75 H-45 | [CRN]CRT-1.[0]25 C-0.75 R-[0.75]1.25 H-[45]55 | Allow for small-scale, mixed-use development |
| 7C | CRT-0.75 C-0.75 R-0.25 H-35 | [CRN]CRT-1.[0]25 C-0.75 R-[0.75]1.25 H-[45]55 | Allow for small-scale, mixed-use development |
| 8A | R-90 | CRT-1.[0]25 C-0.75 R- [0.75]1.25 H-75 | Allow for small-scale, mixed-use development, should this property no longer be needed as a MCPS holding school |

Page 82 Add a recommendation for the Columbia Pike and Musgrove Activity Center (Section 4.A.5):

6. Improve the safety and comfort of east-west travel across U.S. 29 within the Activity Center for non-vehicular modes of travel (i.e., walking, biking, rolling, use of assistive devices for those who are differently-abled, etc.). Potential improvements might include a grade-separated crossing of U.S. 29 or at-grade intersection improvements at the intersections with Fairland Road and Musgrove Road. Improvements should be explored and provided by any major development application, or through a public-private partnership as scope, proportionality, and circumstances warrant, fronting the east and west sides of U.S. 29.

Page 86 Revise Table 9 to change the recommended zones for map blocks 10 and 11 (Section 4.A.5):

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------|--|--|
| 10 | R-90 | [CRN]CRT-1.[0]25 C-0.75 R-[0.75]1.25 H-[55]65 | Allow for small-scale, mixed-use development |
| 11A | R-90 | [CRN]CRT-1.[0]25 C-0.75 R-[0.75]1.25 H-[55]65 | Allow for small-scale, mixed-use development |

Page 87 Revise a recommendation for the Old Columbia Pike and East Randolph Activity Center (Section 4.A.6):

3. Future development of the unimproved property at 2131 East Randolph Road should provide a pedestrian connection to the Manors of Paint Branch HOA property and, if accepted by the HOA, a connection to the private Staley Manor Drive to provide for non-vehicular access from the HOA property and Rolling Acres neighborhood. Future development should also seek to provide compatible transitions to the neighboring properties.

Page 92 Revise Table 10 to change the recommended zones for a selection of map blocks (Section 4.A.6):

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|---|--|---|
| 11B | R-90 | [CRN]CRT-[0.75]1.25 C-0.75 R-[0.75]1.25 H-[45]55 | Allow for small-scale, mixed-use development |
| 11C | R-200 | [CRN]CRT-[0.75]1.25 C-0.75 R-[0.75]1.25 H-[45]55 | Allow for small-scale, mixed-use development |
| 11D | R-90 | [CRN]CRT-[0.75]1.25 C-0.75 R-[0.75]1.25 H-[45]55 | Allow for small-scale, mixed-use development |
| 11E | CRT-0.75 C-0.75 R-0.25 H-35 | CRT-1.[0]25 C-0.75 R-[0.25]1.25 H-75 | Increase allowable FAR and building height. |
| 11F | CRT-0.75 C-0.75 R-25 H-45 | CRT-1.[0]25 C-0.75 R-[0.25]1.25 H-75 | Increase allowable FAR and building height. |
| 12 | R-90 | [CRN]CRT-1.[0]25 C-0.25 R-[0.75]1.0 H-[45]55 | Allow for small-scale, mixed-use development |
| 13 | R-200 | [CRT]CRN-1.0 C-[0.25]0.0 R-1.0 H-75 | Allow for [small-scale, mixed-use] <u>higher-density residential development</u> |
| 14A | EOF-1.5 H-75 | CR-2.0 C-1.5 R-1.5 H-120 | Allow for high-density, mixed-use development |
| 14B | [Public Right-of-Way] <u>EOF-1.5 H-75</u> | CR-2.0 C-1.5 R-1.5 H-120 | Allow for high-density, mixed-use development, in conjunction with a public parking facility serving the transit station area. <u>Note: Location is in the Public Right-of-Way.</u> |
| 15 | CRT-0.75 C-0.75 R-0.25 H-35 | CRT-1.[0]25 C-0.75 R-[0.75]1.25 H-75 | Increase allowable FAR and building heights |

Page 97 Insert a recommendation for the Briggs Chaney (North) Activity Center (Section 4.B.3) between the fifth and sixth recommendations, as follows:

6. Any redevelopment of public properties that include the Eastern Montgomery Regional Services Center, U.S. 29 Flash BRT Orange Line station and park and ride facility, East County Community Recreation Center, and associated surface parking lots should provide adequate transitions between new development and existing neighborhoods through appropriate building heights and development intensities.

Page 97 Add a recommendation for the Briggs Chaney (North) Activity Center (Section 4.B.3):

8. Conduct traffic calming work along Briggs Chaney Road, between the west side of Briggs Chaney Road bridge and the Intercounty Connector (MD 200) to increase bicycle and pedestrian comfort and safety along the roadway.

Page 107 Revise a recommendation for the Residential Neighborhoods district (Section 4.C.2)

1. Establish, expand, and improve access from residential neighborhoods to nearby Activity Centers, parkland, [and] recreational amenities, and other neighborhoods

by establishing publicly accessible trails and connector paths through existing barriers, such as fence structures, steep topography, private property, and HOA common-use areas.

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

Page 108 Revise a recommendation for the Residential Neighborhoods district (Section 4.C.2)

9.b These ecosystems should be protected from development where mapped by the NRI/FSD [using Special Protection Area-type buffers].


Page 112 Revise Table 13 to change the recommended zones for a selection of map blocks (Section 4.C.2):

| Map Number | Existing Zoning | Recommended Zoning | Justification |
|------------|-----------------|------------------------------------|---|
| 21E | R-30 | [CRN]CRT-1.25 C-0.25 R-1.0 H-75 | Allow for small-scale, mixed-use development |
| <u>23A</u> | <u>PD-2</u> | <u>RE-2</u> | <u>Replace pre-2014 Planned Development zone with a low-density residential zone to reflect adjacent zone in the Public Park.</u> |
| <u>23B</u> | <u>RE-2</u> | <u>RE-2</u> | <u>Confirm existing zone</u> |
| <u>23C</u> | <u>R-90</u> | <u>R-90</u> | <u>Confirm existing zone</u> |
| <u>23D</u> | <u>R-200</u> | <u>R-200</u> | <u>Confirm existing zone</u> |

General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft of the *Fairland and Briggs Chaney Master Plan*, dated June 2023. The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.



 Sara R. Tenenbaum
 Clerk of the Council

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Stakeholder Support

Thank you to the state and county agencies, the East County Regional Services Center, local civic associations, community groups, property owners, residents, neighboring jurisdictions and numerous individuals who dedicated valuable time and energy to this planning effort and to the future of the Fairland and Briggs Chaney community.

ELECTED AND APPOINTED OFFICIALS

County Council

Evan Glass, At-Large, President

Andrew Friedson, District 1, Chair of the Planning, Housing, and Parks Committee, and Vice President

Gabe Albernoz, At-Large

Will Jawando, At-Large, Member of the Planning, Housing, and Parks Committee

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Marc Elrich

The Maryland-National Capital Park and Planning Commission

Peter Shapiro, Chair

Artie Harris, Vice Chair

Montgomery County Planning Board

Artie Harris, Chair

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THE PLAN PROCESS

Work Program, Pre-Scope of Work, and Scope of Work

Agreed-upon plans are added to Montgomery Planning's work program. To start the plan, planners collect data, determine the plan's boundary, and conduct technical analysis on the conditions of the plan area. This work culminates in a Scope of Work that is presented to the Planning Board.

Visioning and Analysis

Planners continue identifying issues and begin to identify solutions with the community. Community conversations help develop a vision for the plan, discussing how to improve future community conditions, infrastructure, the built environment, amenities, and more. Planners also review best practices and apply in-house and external expertise to explore possibilities for the community.

Preliminary Recommendations

Planners consult with the community to develop alternative actions and recommendations for the master plan, then present these to the Planning Board.

Working Draft

The Working Draft is the first publicly available version of a plan and can be accessed online. The draft is prepared by the Montgomery County Planning Department for presentation to the five-member Montgomery County Planning Board. The Planning Board reviews the Working Draft Plan, makes preliminary changes as appropriate and approves the plan for a public hearing. After the Planning Board's changes are made, the document becomes the Public Hearing Draft Plan.

Public Hearing Draft

The Public Hearing Draft is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony at a public hearing held by the Planning Board. After this hearing, the Planning Board holds public work sessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

Planning Board Draft

The Planning Board Draft is the Planning Board's recommended Plan and reflects its revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a master plan, sector plan or functional plan to the County Council with copies to the County Executive who must, within 60 days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward other comments and recommendations to the County Council.

County Executive and County Council Review and Public Hearing

The Planning Board draft is sent to the Montgomery County Council and Executive for review. The County Council holds a public hearing to receive public testimony on the Planning Board Draft. After the hearing record is closed, the relevant Council committee holds public work sessions to review the testimony and makes recommendations to the County Council. The full Council holds work sessions, then adopts a resolution approving the Planning Board Draft, as revised.

Approval and Adoption

After Council approval, the plan is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, sector plans and functional plans cited in the Commission's adoption resolution.

Master Plan Implementation

While Montgomery Planning provides consultation and research support to the county agencies responsible for making plans come to fruition, we do not implement the plans. Once a plan is adopted, Montgomery County government is responsible for coordinating plan implementation with Montgomery County agencies and partners, along with community members and developers, as appropriate.



Fairland and Briggs Chaney

MASTER PLAN

APPROVED AND ADOPTED

DECEMBER
2023

 **Montgomery Planning**

www.montgomeryplanning.org/fairlandbriggschaney