



Scope of Work for the Fairland and Briggs Chaney Master Plan

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Description

Scope of Work for the Fairland and Briggs Chaney Master Plan.

Staff Recommendation

Staff recommends approval of the proposed Scope of Work and master plan boundary.

Summary

The Fairland and Briggs Chaney Master Plan is an update to a portion of the 1997 *Fairland Master Plan*. This report presents the Scope of Work for the Fairland and Briggs Chaney Master Plan, including the proposed plan boundary, purpose, overall planning framework, elements to explore, a public engagement strategy, and project schedule.

Scope of Work for the Fairland and Briggs Chaney Master Plan

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Scope of Work for the Fairland and Briggs Chaney Master Plan

The framework for the Fairland and Briggs Chaney Master Plan is modeled after Thrive Montgomery 2050 and centered on the three pillars of economic health, community equity, and environmental resiliency.

Introduction

This report provides the scope of work for the proposed Fairland and Briggs Chaney Master Plan, a comprehensive amendment to the 1997 Fairland Master Plan. The scope of work describes the geographic area, purpose, elements of study, and how the community can be part of the planning process.

The study area and proposed master plan boundary (see attached) consists of a portion of the larger Fairland community, located in the northeastern section of Montgomery County. The study area contains a diverse population of about 36,800 residents and 14,000 housing units of varying types. In general, the Briggs Chaney area is within the 20866 zip code. It has the highest concentration of Black or African American residents in Montgomery County – making it one of the county’s most important Equity Focus Areas. The proposed plan geography is a suburban community with a variety of commercial, retail and residential developments in addition to local parks and community spaces.

Why update the plan?

Thrive Montgomery 2050 (General Plan Update) is underway. The Fairland and Briggs Chaney Master Plan will be the first major corridor plan that highlights equity and social justice, following the framework established by the General Plan Update. Additionally, it has been over 20 years since a comprehensive master plan was developed for the community. The overarching goal of the 1997 Fairland Master Plan was to reinforce existing development patterns with adjustments (based on the 1993 General Plan Refinement) in order to balance land use with available facilities and infrastructure. The 1997 plan achieved many of its goals including the delivery of public sector capital improvements (parks, recreation, road improvements); however, challenges still persist with respect to job creation, connectedness, and urban design.

Moreover, much of daily life has changed since 1997. We have experienced economic disruption, social and demographic shifts, technological innovations, climate change and the COVID-19 pandemic. While such trends and challenges have always existed, the pace of change has accelerated. The impact on our lives has been dramatic, particularly with respect to technological innovation and disruption. The turbulence brought upon by the COVID-19 pandemic has been broad and deep, both at home and work.

Other drivers of this master planning effort include the obligation to increase the supply of affordable and attainable housing and the implementation of the Equity Agenda for Planning and the county Racial Equity and Social Justice Act. The newly adopted law provides that the Planning Board consider racial equity and social justice when preparing master plans.

This update will also consider the impacts of two major transportation projects, completed after the adoption of the 1997 Fairland Master Plan. These major transportation projects are: 1) the Intercounty Connector (ICC) controlled-access highway (MD 200), Maryland's first all-electronic toll-road, which became fully operational in 2014; and 2) Montgomery County's first bus-rapid transit service (BRT), which became operational between downtown Silver Spring and Briggs Chaney in October 2020. These projects have created opportunities and challenges for local residents and commuters. Therefore, the master plan must be updated to address these challenges, evolving realities, historic inequities, and future outcomes.

Background and Context

Development History

In the mid-1600's, Indigenous peoples inhabited Montgomery County and the Fairland area before the English colonization of Maryland began. Beginning in the 18th century, mills became an important part of Montgomery County's economy, especially as agriculture in the county began to shift away from tobacco and towards wheat, and included grist mills, sawmills and woolen mills. A mill established along Paint Branch, in 1723 by Richard Snowden, is possibly the earliest mill in the county and one of the first developments near Fairland. The ruins of Snowden's Mill and associated mills are recorded as archaeological sites in the Paint Branch Stream Valley Park.

Built in 1810, the Columbia Pike provided a roadway from Burtonsville to the District of Columbia (Columbia Pike/US 29 form the north/south spine of the plan area). In response to a petition to provide an east-west road from Columbia Pike to Beltsville, the Briggs Chaney Road was laid out in 1854.

After the Civil War (1861-1865), records show that Fairland had a small African American farming community. Historical map records show the homestead of Sarah Lea [sic] located to the east of Columbia Pike. Lea was born into slavery but was freed and given 137 acres of land in the 1857 will of Evan Shaw. Lea was part of a small African American community that appears to have developed in Fairland after the Civil War. According to the Freedmen's Bureau records, Sarah Lea was the wealthiest African American woman in the entire county immediately following the Civil War. Lea's farmstead and family cemetery are located in Calverton Galway Local Park, which is located in the southern portion of the study area.

Between the periods of the Civil War and World War II (1939-1945), the Fairland area retained much of its rural character and agricultural farms. However, after World War II and like other places in Montgomery County, post-war development intensified in Fairland, particularly along the Columbia Pike.

Racially restrictive land covenants existed in some areas of Fairland. Two farmland plats created in 1937 and 1943 by William Briggs (along Briggs Chaney Road west of Columbia Pike)

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expressly forbade the sale of land to African Americans. However, most of the current land plats in the Fairland area were drawn after the U.S. Supreme Court found the practice of racial covenants to be unconstitutional in 1948 (*Shelley v. Kraemer*, 334 U.S. 1, 1948).

Map records show that most post-war multi-family residential development in the study area occurred north of Briggs Chaney Road and west of Robey Road. This area includes a number of garden apartment building types and the 12-story Waterford Tower apartment building, which was built in 1969. Following was the construction of the Fairland Crossing Apartments and Windsor Court and Tower, both built in 1974. The majority of multifamily housing is concentrated in the areas north of the ICC. The study area also contains numerous townhouse and single-family subdivisions. While at least one subdivision dates to as early as the 1940s, most subdivisions in the study area were completed between the late 1960s to the early 1990s.

With a few exceptions, most of the commercial building space was completed in the 1980s and 1990s, trailing off sharply in the 2000s. Notable commercial space along the corridor includes the Verizon Communications properties located on US 29 (Columbia Pike). The Verizon east building (13101, Fairland Data Center) was built in 1965 and the Verizon west building (13100, Verizon Chesapeake Complex) in 1996. The Briggs Chaney Market Place retail center was built in 1982, and it houses the plan area's only supermarket (Global Foods). Beginning around 1968, automobile dealers began to open showrooms at the Auto Sales Park mall, located on Briggs Chaney Road and US 29. Since then, the auto mall has expanded and today comprises eleven branded showrooms along with various vehicle service centers.

Previous Planning Initiatives

The entire proposed plan boundary area was included in the larger 1997 Fairland Master Plan. The 1997 master plan focused on neighborhoods, the transportation network, public facilities, and the environment. It emphasized the potential for additional single-family detached homes while maintaining a mix of other housing types and densities. Emphasis was also placed on developing safe and attractive transportation improvements that enhance local circulation and multi-modal travel. Recommendations also included additional community facilities such as an elementary school and two local parks with improved linkages between community facilities. The plan also recommended continued low-density land uses to protect the Patuxent watershed and designated it as an environmental preservation area and a special protection area.

The most important stated objective of the 1997 master plan was to “reshape the land use and zoning... to define clearly Fairland as suburban and not within the area of influence of the I-95 corridor” (p. 9). Furthermore, the plan identified challenges and opportunities to shaping and maintaining Fairland's livable communities. At the time, the community “described US 29 as ‘the Nile,’ separating community from community and communities from facilities” (p. 15). Further identified were the numerous stream valleys which further challenges community cohesiveness and mobility across Fairland. These connectivity challenges remain and have been worsened by

the expansion of US 29 and the construction of the Intercounty Connector ICC, a limited access highway, which became fully operational in 2014.

Master Plan Boundary

The master plan boundary consists primarily of property and communities of Fairland and Briggs Chaney along the US 29 corridor from near Paint Branch on the south to Greencastle Road on the north (see attached map). The boundary comprises of a large portion of the 1997 Fairland Master Plan and includes a range of commercial, residential, and institutional land uses. The northern portion of the 1997 Fairland Master Plan area was amended by the Burtonsville Crossroads Neighborhood Plan (2012) and the southern portion of the study area was amended by the White Oak Science Gateway Master Plan (2014). The remainder of the larger 1997 master plan area is what generally constitutes the geography of this planning effort. Notable properties contained in the plan boundary include the following:

- East County Community Center
- East County Regional Services Center
- Fairland Recreational Park (adjacent)
- Paint Branch High School and other schools
- Briggs Chaney Market Place (Global Foods)
- Auto Sales Park (11 branded dealerships)
- Verizon Communications office buildings
- Seventh Day Adventist Church national headquarters
- Three “Flash” bus rapid transit stations and walksheds

Excluded from the proposed plan boundary is the Upper Paint Branch special protection area (SPA) and two larger subdivisions south of the ICC. The SPA was approved to protect the watershed and regional water quality. The special protection area requires stringent water resource protection measures associated with new development and requires limited impervious surface coverage. As such, redevelopment of the SPA area is not anticipated and its inclusion in this master plan is not recommended. The larger subdivisions in the southern section of the study area are excluded because one subdivision was completed in the 1990s and it unlikely to be redeveloped. The other subdivision is more connected with Prince George’s County, Cherry Hill Road and I-95, and its relationship with the corridor is limited. Staff believes the corridor-focused plan boundary area, as recommended, will concentrate efforts where needed along the commercial corridors (US 29, Briggs Chaney Road) as well as reasonably include residential communities within the three BRT station area walksheds.

Planning Framework and County-Wide Initiatives

Thrive Montgomery 2050

Thrive Montgomery 2050 is an update to the Montgomery County General Plan. It is expected that the Planning Board will transmit its draft of the plan to the County Executive and County

Council in April 2021. Thrive Montgomery 2050 envisions a county that is more urban, more diverse, and more connected. The result of Thrive will be a plan that guides decision-making and helps secure resources to ensure Montgomery County is a place where everyone can be successful, have more opportunities and enjoy a high quality of life in a beautiful and resilient environment. The overall framework for the Fairland and Briggs Chaney Master Plan will be modeled after Thrive Montgomery 2050, centered on the three pillars of economic health, community equity, and environmental resiliency.

The Montgomery Planning Department, public agencies, and elected officials have recently made significant strides to place a higher emphasis on people and their environment (e.g. racial equity and social justice, Vision Zero, Net Zero, etc.), which will inform and guide the planning process.

The following initiatives and plans provide additional framework and guidance for the master planning effort:

Bus Rapid Transit (BRT)

The Countywide Transit Corridors Functional Master Plan provides enhanced opportunities for travel by transit to support Montgomery County's economic development and mobility goals in an environmentally sustainable way. This plan will continue to greatly increase the extent of high-quality transit service to Montgomery County's most densely developed areas and areas planned for redevelopment. As parts of the county urbanize, Bus Rapid Transit (BRT) will provide the transit service needed to move more people to and from jobs, homes, shopping, and entertainment areas. BRT is a high-quality and high-capacity bus-based transit system that delivers fast, comfortable, reliable, and cost-effective transit service through the provision of dedicated transit lanes, branded stations and buses, off-board fare collection, real time information and fast and frequent operations. As a result of this plan, a first step toward incorporating BRT along the US 29 corridor was implemented with the 14-mile FLASH. FLASH operation began in October 2020, with three BRT stops located within the Fairland and Briggs Chaney Master Plan boundary area. The team will explore ways to create direct and efficient connections to the three BRT stops and opportunities for housing, commerce, placemaking, and jobs around the new BRT stations to create a robust, multi-modal environment.

Equity in Master Planning

Montgomery Planning recognizes and acknowledges the role that its plans and policies have played in creating and perpetuating racial inequity in Montgomery County. In 2019, the County Council adopted a Racial Equity Bill, which requires Montgomery Planning to confront the legacy of racism and its ongoing effects, particularly in community development and considering racial equity and social justice in the Master Planning process. Therefore, an equity lens will be applied to policies and practices throughout the planning process. Staff will analyze adverse community impacts, strengthen partnerships, and continue to address past and present challenges.

Vision Zero

Vision Zero is an action plan to eliminate transportation-related deaths and severe injuries by the year 2030. In 2016, the County Council adopted a resolution requiring that Vision Zero principles be applied to all transportation planning efforts and policies. Montgomery Planning is committed to Vision Zero through its master planning efforts, data collection and analysis, and building a constituency of support through effective community engagement. The team will seek ways to advance the Vision Zero action plan in Fairland and Briggs Chaney.

Net Zero

In 2017, the County Council adopted a resolution that called for a “massive emergency global mobilization effort” and established a goal to reduce greenhouse gas emissions (GHG) by 80% by 2027 and become carbon-free by 2035. The resolution calls upon M-NCPPC and other agencies to work with and advise the County Council on how to achieve these goals. In July 2019, Montgomery County launched a planning process to develop prioritized actions and strategies to meet GHG emissions reduction goals. The county intends to finalize a Climate Action Plan by early 2021 that will provide a roadmap to achieve zero emissions and provide recommendations for adapting to a changing climate. The team will investigate and analyze ways to help the County achieve its Net Zero goals.

Pedestrian Master Plan, Complete Streets, Bicycle Master Plan

Montgomery Planning is currently developing the county’s first Pedestrian Master Plan. The Pedestrian Master Plan’s purpose is to make walking and rolling safer, more comfortable, more convenient and more accessible for pedestrians of all ages and abilities in all parts of the county. Montgomery Planning is also developing a new approach to designing county roads using a concept called “Complete Streets.” Complete Streets are roadways that are designed and operated to provide safe, accessible, and healthy travel for all users of the roadway system, including pedestrians, bicyclists, transit riders, and motorists. The adopted Bicycle Master Plan sets forth a vision for the county as a world-class bicycling community, where everyone has access to a comfortable, safe and connected bicycle network for both recreation and as viable transportation. The master plan will examine ways to advance and implement these important transportation planning efforts.

Community Engagement and Communication Plan

A major element of the Fairland and Briggs Chaney Master Plan is a comprehensive and equitable engagement and communication plan. The purpose is to gather the input of residents, business owners, grassroots community organizers, experts and influencers, and county government representatives. Together, Montgomery Planning and the community will learn from the stories, oral histories, current experiences, mapping tools, analytical data and trends to plan for a more equitable future. We will explore and imagine what life in Fairland and Briggs Chaney could be like in the years to come.

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Building on the engagement strategies developed by the equity working group for Thrive Montgomery 2050 and the Silver Spring Downtown and Adjacent Communities Master Plan, the Fairland and Briggs Chaney Master Plan communications strategy is a thoughtful approach to leveraging existing resources. Everyone will have the opportunity to learn and grow from this experience. The Thrive Montgomery Plan 2050 – specifically the equity working group developed a multifaceted approach to community engagement that will be utilized in this Master Plan.

After approval of the scope of work, the planning team will launch the Planning Department's first virtual Spring Speakers Series, a summer photo contest, and initiate the community kickoff phase. The Spring Speakers Series will be used as a regional platform and launching pad to kick off the master plan project. The overarching goal of the Spring Speakers Series is to not only highlight recent tools developed by the Planning Department, but also increase awareness of national conversations around racial equity and social justice and the opportunity to learn from a variety of "neighborhood champions" (i.e., community advocates) about their contributions to the community. By highlighting the work of neighborhood champions, the power dynamic is shifted from traditional mythologies and it positions the Planning Department as an equally contributing member of the community. This approach reflects the importance of a peer-to-peer exchange, rather than a hierarchical strategy. Also, as part of the Spring Speakers Series events, the team will engage artist-led communities to participate in a summer photo contest. The summer photo contest will provide a creative opportunity to highlight the work of local artists, as well as the people and places of Fairland and Briggs Chaney.

Communications Approach

The overall communications approach is audience-centric and focused on making the master plan about the community rather than the planning department. The team will not begin with heavy, government-ese about the history of past plans, the role and value of Montgomery Planning, or other hard-to-relate policymaking processes. This means that the message, at least initially, is less about Montgomery Planning; and more about the community, their values, their vision. To accomplish this approach, the team's approach will:

- Implement equitable engagement strategies focused on racial equity and social justice.
- Examine the audience's place in the overall planning journey.
- Make it easy for people to participate.
- Meet people where they are rather than asking them to come to us.
- Invite a conversation and sharing rather than participation in a process.
- Shine a light on community contributors.
- Show what's at stake and what's possible for the future.
- Communicate in simple and easy to understand formats, avoiding planning jargon and technical details.
- Ensure that engagement activities will not require prior planning or policy knowledge.
- Tailor strategies and staffing to the target audience(s).

Engagement Strategy

The only road to a successful master plan is one in partnership with the community. Success is achieved when community members feel trust towards Montgomery Planning and the planning process. Staff believes the proposed engagement strategy will build trust and ensure significant and meaningful community participation throughout the process. Importantly, this strategy will ensure diverse populations have opportunities to participate and shape their community's future.

The engagement strategy will be implemented in four phases over the two-year planning process: 1) listening, 2) visioning, 3) refining, and 4) sharing. While all engagement phases are important, the team places a strong emphasis on phases one (listening) and two (visioning). This will ensure that the master plan developed has strong roots in the community, its identity and core values. Also, this phased approach will ensure that the planning process engages the community at all the critical stages of the project.

1. Listening

This first phase of the community engagement process is focused on listening and understanding stakeholders with the goal to identify the diverse concerns of the communities. This will include discussions about equity/inequity in the community; understanding of which will be key to ensuring that our planning policies and recommendations are equitable.

Throughout the listening phase, the team will meet people where they are and reach community members in the ways most convenient and accessible to them, while observing COVID-19 restrictions and guidelines. The team will seek to determine the best methods for communication and continued engagement during the planning process. In addition to customary methods of communication (website, email, flyers), under consideration are virtual town halls, door canvassing, physically distanced encounters, virtual office hours, and other technology-driven tools.

2. Visioning

The second phase of engagement is visioning. Informed by community-expressed engagement preferences documented during the listening phase, visioning will focus on creating the shared future vision for the community.

The subject, locations and format for visioning engagement will be defined by what is learned during phase one (listening). It is expected that a series of virtual visioning workshops may be held at different times and places throughout the community over several months with language interpretation services, and other support to eliminate or reduce barriers to participation. For those who cannot attend a virtual workshop, the team will identify other methods for meaningful participation. All engagements will observe COVID-19 pandemic restrictions and guidelines.

3. Refining

The third phase is refining. It is concurrent with the team's development of the preliminary plan recommendations. The team will seek community feedback on preliminary master plan recommendations. There will also be opportunities for formal public comment. The engagement approaches will be informed by community preferences and lessons learned during the listening phase and throughout the planning process.

4. Sharing

Sharing is the final engagement phase. It aligns with the final plan recommendations. The team will discuss the policy recommendations contained in the master plan, how community participation shaped those policies, and how the master plan will implement the community's vision. During this phase, stakeholders will be encouraged to participate and provide testimony during the Planning Board work sessions and public hearing.

Engagement Tools

In addition to meeting stakeholders during daytime, evening, and weekend hours as needed, the engagement strategy includes various tools and way for community participation and communication. A summary of the proposed engagement tools include:

- Web-based tools including the master plan webpage, social media, e-newsletters, online surveys, and e-mail.
- Spring Speakers Series
- Door canvassing to distribute informational flyers and in-person interviews of hard-to-reach residents and populations (in accordance with COVID-19 restrictions).
- Attendance at regular meetings of established community, business, and civic organizations.
- Office hours for community question and answer sessions, "virtual coffee-with-a-planner" where staff and stakeholders co-host a topic-focused meeting with small groups. This is also an opportunity to identify and recruit stakeholders as community partners and who could assist during the plan process.
- Socially distanced visits with businesses (coordinated with owners/operators) may be considered during the pandemic.
- If COVID-19 restrictions are lifted, the team will attend in-person events such as farmer's markets, festivals, and other community events to meet and engage. If virtual versions of such events are available, staff will coordinate to determine if and how the team can participate.
- Other initiatives will be considered as may arise from time-to-time throughout the process.

Elements to Explore

The planning team will work with the stakeholders and the Planning Board throughout the planning process to determine the elements and the focus areas for the master plan, based on existing conditions, data analysis, stakeholder input, and overall vision and goals. Described below is a list of preliminary elements the team has identified for further study and analysis, in no specific hierarchy or preferred order. They are all considered equally important and linked. Additional elements may be added as the planning process moves forward.

Complete Communities

Complete Communities are places where everyone can live, work, shop, learn and play. Complete Communities are easier to walk around, offer amenities and gathering spaces, such as parks and libraries, and allow people to meet their daily needs closer to home. The goal is to create Complete Communities that are diverse in every way and can provide most essential services within a 15-minute walk, bike ride or transit. More compact development will encourage transit, walking and biking as the predominant modes of travel and will enhance efforts for active lifestyles and physical and social connectedness. While this area is currently defined by numerous parking lots and strip retail centers, the planning team will explore ways to convert these parking lots to places while establishing and enhancing physical and social connections, encouraging healthy lifestyles, and establishing the vision for a more vibrant and Complete Community for Fairland and Briggs Chaney.

Connectedness

Our sense of connectedness and participation in community life are diminishing. The places where we live, work, connect and play do not always facilitate and encourage social interaction and acceptance of all community members. Public spaces and social centers where residents interact, enjoy each other's company, exchange ideas, celebrate the arts and culture, and collaborate are essential to quality-of-life and strong communities. The Fairland plan area lacks such a place, a town square or plaza that would facilitate community participation, connections and social interactions. The team will explore ways to improve connectedness and build social capital by utilizing the framework outlined in Thrive Montgomery and its goals, policies, and possible actions to improve connectedness.

Housing

The county and the region have not produced enough housing to meet the growing demand, causing a housing supply mismatch with negative, secondary effects on our neighborhoods, schools, environment, transportation infrastructure and economic health. The county's economic health is dependent on an adequate and attainable supply of housing for workers. This plan will analyze existing zoning and land uses in order to find ways to increase the supply of attainable and affordable housing on undeveloped land and in other feasible locations. The team will consider the proposed Thrive Montgomery 2050 housing goals, which include policies that promote a range of housing types located near major transit, along corridors, near employment centers, all within the framework of creating a complete community.

Resilient Economy

Montgomery County has a large, robust, and competitive economy: well-paying jobs, a highly educated workforce, a world-class life sciences and biotechnology industry, and several major federal government agency headquarters with many satellite agency locations. The study area contains a mix of independent businesses, small businesses, national chains, major Verizon Communication offices, and the Auto Sales Park with 11 dealership branded showrooms. Fairland's diversity is its strength. Different skill and education levels and linguistic, racial, ethnic, and cultural backgrounds infuse the local economy with a diversity of perspectives necessary to solve problems and innovate. The team will examine ways to capitalize upon these strengths to support existing businesses and cultivate new ones to ensure a resilient economy for everyone.

Mobility and Connectivity

The County's major corridors, such as Route 29, along with existing transit and bus rapid transit (BRT) have great potential to become more transit-oriented places with safe multimodal travel options. These corridors can accommodate growth through infill and redevelopment to create vibrant mixed-use nodes around transit stations and bus stops. Vision Zero principles are fundamental to improving safety, mobility, and connectivity in the community. Building off equity as a framework, the plan will explore ways to create opportunities for housing, commerce, placemaking, and jobs around the new BRT stations and underutilized surface parking lots to create equitable people-centric streets and connections to parks, open space, and other community assets. The plan will seek ways to make transit, walking, micromobility, and bicycling the preferred travel mode for daily trips and reduce vehicle trips.

Historic Resources

We must ensure that everyone has the opportunity to draw inspiration and wisdom from historic places. To help us shape a better future, the master plan team will work to document the stories that reflect our complex and sometimes difficult past. Through continued research and community engagement, the team will expand the historical knowledge of Fairland and all its people. The team will seek ways to document and celebrate the diversity of histories and cultures that have shaped the development of the community. Among several actions, the team will examine whether there are properties that warrant evaluation for inclusion in the Master Plan for Historic preservation, continue historical investigations into area cemeteries and archeology, and explore opportunities for historic interpretation and signage – all within the framework of cultural inclusiveness and understanding.

Environment

The protection and management of natural resources and ecosystems are critical tools in combating climate change and in supporting healthy and sustainable communities. The suburban nature in which we developed the built environment with heavy reliance on the single occupancy vehicle in the last century has been a major driver of climate change due to gasoline/carbon-based energy and transportation systems. Sustainable design principles, smart

growth, and conservation are some of the strategies that can be employed to reduce and curtail the negative effects associated with land development. The master plan team will investigate and seek way to implement state and county polices, such as Net Zero, to support and advance a thriving, livable, and healthy community.

Parks and Open Space

Community parks and open space serve as critical places for recreation, civic engagement and are essential to quality-of-life. The Fairland area offers a range of public and private spaces including parks, recreation, trails, and open space. However, access to these essential resources is challenging across Fairland: transecting highways, disconnected and curvilinear street patterns, and meandering stream valleys create obstacles, particularly to walking or biking. Informed by a data-based approach, the 2018 Energized Public Spaces Functional Master Plan, the team will assess deficits and develop recommendations for improvements. A key element of the methodology evaluates walkable access to all public spaces. Park design, maintenance, and safety is also considered, as well as measures of social equity. This master plan effort will help Montgomery Parks identify specific needs, anticipate trends, and promote important goals such as health and social equity for the community.

Conclusion

The proposed Fairland and Briggs Chaney Master Plan presents an exciting opportunity to respond to new realities, address historic inequities, and create communities where all residents have equal access to attainable housing, healthy foods, employment, transportation, education, and more. Importantly, an equitable community engagement strategy will ensure that everyone has the opportunity to participate and shape their community’s future.

The master plan team requests approval the scope of work contained herein. It is expected the community engagement phase will begin this spring 2021 with other major milestones to be completed as indicated in the table below.

Schedule

| Milestone | Dates |
|---|---------------------------------|
| Scope of Work Approval | April 8, 2021 |
| Spring Speakers Series | Spring 2021 |
| Existing Conditions Analysis, Initiate Community Engagement | April 2021 to August 2021 |
| Visioning and Preliminary Draft | September 2021 to May 2022 |
| Development of Working Draft | June 2022 to August 2022 |
| Planning Board Work Sessions and Public Hearing | September 2022 to December 2022 |
| Planning Board Draft | December 2022 |

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| Milestone | Dates |
|---|---------------------------|
| County Executive and County Council Reviews, PHED Work Sessions | January 2023 to June 2023 |
| M-NCPPC Adoption | July 2023 |
| Section Map Amendment | Fall 2023 |

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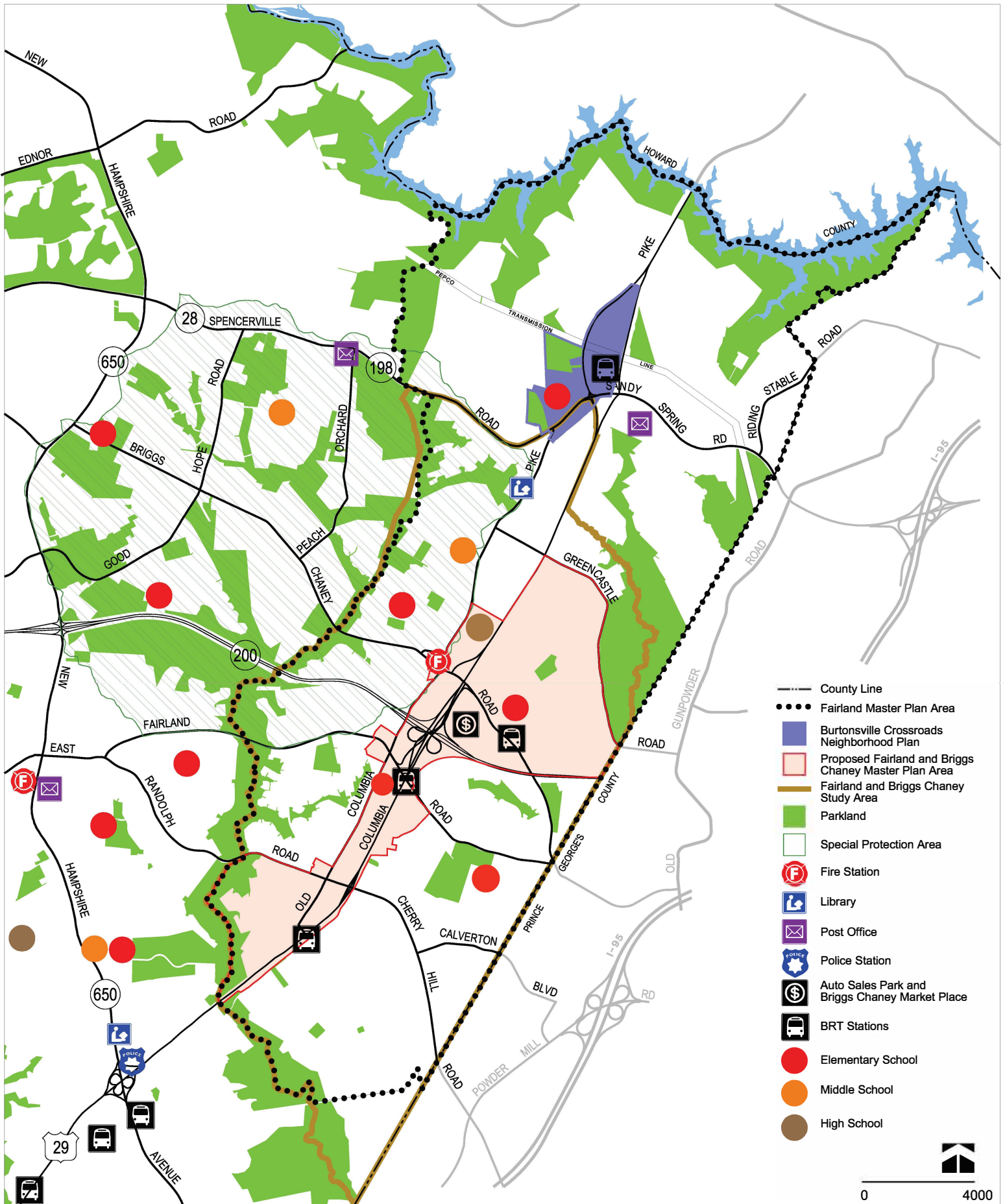
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<https://montgomeryplanning.org/planning/communities/upcounty/fairland/fairland-master-plan-1997/fairland-briggs-chaney-mp/>



- County Line
- Fairland Master Plan Area
- Burtonsville Crossroads Neighborhood Plan
- Proposed Fairland and Briggs Chaney Master Plan Area
- Fairland and Briggs Chaney Study Area
- Parkland
- Special Protection Area
- Fire Station
- Library
- Post Office
- Police Station
- Auto Sales Park and Briggs Chaney Market Place
- BRT Stations
- Elementary School
- Middle School
- High School

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