

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item A: Karamihas (Montgomery County Public Schools)

From: Karamihas, Adrienne L <Adrienne_L_Karamihas@mcpsmd.org>

Sent: Thursday, March 30, 2023 12:32 PM

To: Larson, Clark <Clark.Larson@montgomeryplanning.org>

Subject: RE: [EXTERNAL] Fairland and Briggs Chaney Master Plan revised school recommendations

Clark,

Thanks for the opportunity to comment. Please see comments/edits (strikethroughs and edits in red) below and let me know if you have any questions. Thanks.

Adrienne

Adrienne Karamihas

Director, Division of Capital Planning and Real Estate

Montgomery County Public Schools

Tel: 240-314-1035

Fax: 240-314-3062

Hello Adrienne,

I would like to share with you some updated language pertaining to schools in the Working Draft of the Fairland and Briggs Chaney Master Plan. We will be presenting the Working Draft to the Planning Board on March 23rd, after which we hope to have a Public Hearing Draft released for public comment through the month of April and a Public Hearing tentatively on May 4, 2023.

Please let me know if you have any comments or reservations about the text below. We also welcome your input on these and other elements of the Fairland plan at later stages in the master plan updates process, as well.

Best,
Clark

- - -

Background Context – Public 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. 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 current 2022-2023 school year, the enrollment at a few of these schools, including Blake and Paint Branch High School, 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 ability 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.

The Montgomery County Public Schools (MCPS) ~~Division of Capital Planning and Real Estate~~ **Department of Facilities Management** develops facility plans and capacity relief strategies to meet the needs of changing public school enrollment. They ~~generally~~ consider **capital or non-capital solutions** ~~classroom additions~~ when the six-year projection of a Capital Improvements Program 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 the latest projections in the Superintendent's Recommended FY 2024 Capital Budget and Amendments to the FY2023-2028 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.** ~~when funding should be considered for the project.~~

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.

Recommendations – Schools

Please Note: These recommendations are extracted from the Working Draft Plan since they pertain directly to school planning and programming. The full Working Draft Plan will be shared with MCPS once it is finalized and posted for review by the Montgomery Planning Board.

1. 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 vacant office or commercial space, into an adaptive reuse school facility, or ~~acquiring~~ a place of worship site seeking to relocate or close.

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- c. MCPS should pursue acquisition, 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.
2. ~~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.~~ **Comment: MCPS already leases, where feasible, our holding facilities as well as our closed schools.** 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.
3. The Department of Recreation should work with MCPS to improve the hard-surface trail connecting Gateshead Manor Way with the sports fields of Greencastle Elementary School, providing adequate signage and through access for this pedestrian pathway between Gateshead Manor Way and Robey Road and ensuring regular maintenance of vegetation and the trail surface.

Implementation – School Capacity Planning

When a master plan is underway, the Planning Department collaborates with MCPS on the plan's potential impact on public school enrollment. To estimate the potential impact over a 15-20 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, 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 that development will occur. Furthermore, master plans generally envision a 20–30-year timeline, whereas MCPS uses six-year projections to determine their capital budget and CIP. Therefore, a Plan's estimated enrollment impact alone will not warrant immediate action by MCPS to request for 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, the Planning Department 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.

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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 ~~that MCPS will operate at~~ once the capital projects scheduled in the current CIP are complete. Therefore, opportunities to obtain an additional elementary school site that can accommodate the expected demand from this plan should start being sought before the actual need arises.

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Item B: Salles (Montgomery County Executive)

From: Salles, Cicero <Cicero.Salles@montgomerycountymd.gov>

Sent: Friday, March 31, 2023 4:04 PM

To: Larson, Clark <Clark.Larson@montgomeryplanning.org>

Subject: RE: Notice of Fairland and Briggs Chaney Master Plan Planning Board Public Hearing Draft

Good afternoon, Clark and Don,

Thanks for dropping the draft Fairland Briggs Cheney Master Plan. I reviewed the document and have transportation comments regarding two recommendations:

1. “Establish a **continuous greenway network**, as illustrated in the Concept Framework Plan, connecting parks, open spaces, community facilities, and bus stops with neighborhoods within and beyond the Master Plan Area. The inner and outer circulation loops may consist of natural-surface and paved trails, boardwalks, side paths, and shared-use pathways.” **This is an important and significant improvement to better connect the community, increasing transportation mode alternatives, health, and leisure options. Who/what agencies would be responsible for developing the detailed plan and how would it be implemented?**
2. “Remove from the Master Plan of Highways and Transitways proposed grade-separated interchanges on Columbia Pike (US 29), previously recommended by the 1997 Fairland Master Plan, at the following intersections: Greencastle Road, Fairland Road, Musgrove Road, and Tech Road.” When presenting the earlier draft to the previous planning board, I believe staff initially recommended urban interchanges for Industrial Parkway and Tech Road. The 2014 White Oak Science Gateway (WOSG) Master Plan confirmed the need for a grade-separated interchanges at US 29 and Industrial Parkway/Tech Road, as previously recommended in the 1997 Fairland and White Oak Master Plans, to “accommodate the full level of potential development recommended by this Plan’s proposed zoning.”

The approved zoning will allow 12 million square feet of new development at VIVA White Oak, in addition to the other areas within the WOSG. This development will take decades to reach it’s build-out. Therefore, I believe it would be premature to remove the interchanges without conducting a detailed traffic study that would include all stakeholders. Therefore, I strongly recommend that the language in the revised Master Plan be modified to: **“SHA and/or MCDOT shall conduct a detailed traffic study to assess traffic capacity, accessibility, and safety, prior to any decision regarding the removal of the grade separated interchanges. The study should include the build-out scenario, and urban interchange and BRT alternatives.”**

Thanks, and congratulations to all your team. Have a great weekend, sincerely,

Cicero Salles

White Oak Planning Manager

Cell #: 202 993-6951

Office #: 240 777-8417

Address: 3300 Briggs Chaney Road, Silver Spring, MD 20904

From: stephen.ashurst@gmail.com
Sent: Wednesday, April 12, 2023 1:01 PM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Testimony for Fairland and Briggs Chaney Master Plan

Dear Montgomery County Planning Board Chair and Board Members,

I praise the idea of slowing the target speed down to 25 MPH on Greencastle Road east of US-29, but this section is designed with 2 lanes + central turn lane + wide shoulders + shared use path on south side + side walk for parts of the North Side. We have an opportunity to make this section appeal to all users who may want to walk, run, bike, stroll, etc. Please narrow the driving lanes as they are much too wide in most of this section already (10 ft should be the maximum width) and then create protected bike lanes in both directions from the shoulder and extra width taken from the lanes. Along with this, please provide floating bus stops so that bicyclists do not have to leave the protected bike lane at bus stops, while providing a much better facility to bus users. Finally, eliminate the slip lanes at the Fairland Park entrance, these are unnecessary on a 25 MPH road and conflict with bicycle lane traffic.

With all the great connectivity to the park and from the residences along Greencastle Road on the east side of US-29, I believe the scope always misses to connect these places with the rest of the useful amenities accessed via Greencastle Road west of US-29. The Shared-Use-Path that begins at US-29 should continue westbound, all the way to Old Columbia Pike. This gives access to schools, libraries, and community centers in the area, as well as shopping in Burtonsville. On the reverse, having a shared use path along Greencastle Road west of US-29 allows residents safe access to the park, car free!

Enabling the proper paths and protected bike lanes will make both segments of Greencastle Road safer. To connect these segments, the US-29 intersection must be prioritized for vulnerable users. Today, turn radii are all too large and practically create slip lanes for drivers of large vehicles to navigate without slowing much at all. Unfortunately, the starting point for the crosswalks across US-29 are too far around the corner for any driver to safely see someone starting out. Safe turning radius for each corner should be setup, including having bump-outs and islands. Turn signals should be setup so that turning on red is eliminated to protect the pedestrians and bicyclists using the cross walks.

Finally, Old Columbia Pike needs to provide continuous safe connectivity for these users via shared-use-path and protected-bike-lane along Old Columbia Pike between MD-198 and Randolph Rd along with Breezeways to get users east and west along MD-200.

To summarize:

1. Reduce lane width on Greencastle Road east of US-29
2. Build protected bike lanes on Greencastle Road east of US-29 along with floating bus stops
3. Build the shared-use-path on Greencastle Road west of US-29
4. Fix the US-29 and Greencastle intersection to make it safe for pedestrians and bicyclists
5. Complete Old Columbia Pike Shared-Use-Path and Protected-Bike-Lane and breezeways for regional connectivity.

Please continue to create safe spaces for all modes of transportation for the area via the updated Fairland and Briggs Chaney Master Plan and take into consideration these additional specific comments.

Sincerely,

Stephen Ashurst
14401 hollyhock way
burtonsville, md
20866

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Item D: Llareus (Maryland Department of Planning)

From: Susan Llareus -MDP- <susan.llareus@maryland.gov>

Sent: Thursday, April 20, 2023 10:57 AM

To: Larson, Clark <Clark.Larson@montgomeryplanning.org>

Subject: Fwd: Notice of Fairland and Briggs Chaney Master Plan Planning Board Public Hearing Draft

Good morning Clark,

Thank you for forwarding the Public Hearing Draft of the Fairland and Briggs Chaney Master Plan to our attention. We appreciate the opportunity to review the draft plan and hope you find our comments helpful. Please feel free to contact me if you have any questions or would like any further assistance.

Best regards,

Susan



Susan Holm Llareus, PLA, ASLA
Regional Planner for Maryland Capital Region
Planner Supervisor
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Wes Moore, Governor
Aruna Miller, Lt. Governor



Rebecca L. Flora, AICP, Secretary

Maryland
DEPARTMENT OF PLANNING

April 20, 2023

Clark Larson, AICP
Planner III, Upcounty Division
Montgomery County Planning Department
2425 Reddie Drive, Floor 14
Wheaton, MD 20902

Re: Fairland and Briggs Chaney Master Plan Update

Dear Mr. Larson:

Thank you for requesting Maryland Department of Planning (MDP) comments on Montgomery County's draft Fairland and Briggs Chaney Master Plan Update (March 2023). As a charter county, the Maryland Land Use Article does not require a formal state agency 60-day review. Planning acknowledges the county's desire to go beyond its legal mandate. It is our understanding that the Planning Board has adopted the staff recommendation and the document is now considered the Planning Board Draft Plan. MDP appreciates the opportunity to comment on the Draft Plan in preparation for the Planning Board hearing(s).

Planning recognizes the significant and thoughtful effort that Montgomery County staff, stakeholders, and residents applied to the development of the Draft Plan and looks forward to coordinating with the county on any assistance it seeks for plan adoption and implementation.

Sincerely,

Charles Boyd, AICP, Director
Planning Coordination

cc: Tanya Stern, Acting Director of Montgomery County Planning Department
Clark Larson, Planner III, Montgomery County Planning Department
Valdis Lazdins, Assistant Secretary for Planning Services, Maryland Department of Planning
Joseph Griffiths, Local Assistance and Training Manager, Maryland Department of Planning
Susan Llareus, Planning Supervisor, Maryland Department of Planning

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Wes Moore, Governor
Aruna Miller, Lt. Governor



Rebecca L. Flora, AICP, Secretary

Maryland **DEPARTMENT OF PLANNING**

Maryland Department of Planning

Review Comments

April 20, 2023

Fairland and Briggs Chaney Master Plan Update (March 2023)

Draft Plan

The Maryland Department of Planning (MDP) received the Draft Fairland and Briggs Chaney Master Plan Update (Draft Plan) on March 30, 2023, in an email to Secretary Flora from Clark Larson, on behalf of the Montgomery County Planning Board. While the Land Use Article (LUA) does not require MDP to review charter county draft comprehensive or master plans, such as for Montgomery, MDP acknowledges the county's desire to go beyond its legal mandate. Therefore, we are providing feedback as part of our assistance to local jurisdictions. It is MDP's understanding that the Draft Plan was reviewed by the Planning Board at the March 23, 2023, public hearing, when it was accepted as the public hearing draft, with comments.

Master Plan Draft Summary

The Draft Plan is an amendment to the adopted Thrive Montgomery 2050 (Thrive) plan and includes a portion of the 1997 Fairland Master Plan. The plan area is 1,800 acres and concentrates on five miles of Columbia Pike (US 29), south of Silver Spring and north of Washington DC. The Draft Plan continues policies to achieve the county's "Three Overarching Outcomes" of Equity, Economic Health, and Environmental Resiliency, as stated in Thrive. Existing land uses include residential and commercial uses along Columbia Pike, Paint Branch Stream Valley Park along the southwest and Fairland Regional Park along the northwest. The Draft Plan concentrates on revitalization and reinvestment in the community by incentivizing mixed-use development and higher densities.

Charter County Minimum Planning Requirements

Thrive is a high-level policy plan and upon its adoption Montgomery County expressed to MDP that subsequent master plan updates would refine the elements required in general plans, which include:

- Development regulations element.
- Housing element.
- Sensitive areas element.
- Transportation element.
- Water resources element.
- Mineral resources element if geological information is available.
- Priority preservation area element, developed in accordance with § 2-518 of the Agriculture Article, may be included.

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Maryland State Visions (Section 1-201 of the Land Use Article)

A planning commission (board) must implement the Maryland State Visions through a general plan. While Thrive addressed the 12 State Visions (Visions), MDP suggests describing how the Draft Plan implements the Visions and/or how Draft Plan visions, described in Section 2.B (page 4), connect to the state Visions.

Maryland State Elements

The LUA describes required charter county comprehensive plan components but does not mandate how they are to be addressed. The following identifies required plan elements and how the Draft Plan addresses or adheres to them.

Checklist of Maryland Code (Land Use Article) Element Requirements for Charter Counties		
Comprehensive Plan Requirements	MD Code Reference and Additional MD Code Reference	Reference in the Planning Board Draft
(1) The planning commission for a charter county shall include in the comprehensive or general plan the visions under § 1-201 of this title and the following elements:	L.U. § 1-406 (a)	
(i) a development regulations element	L.U. § 1-406 (a) (1) (i) L.U. § 1-407 -- Development Regulations Element	This element is expressed as the Sectional Map Amendment relating to rezoning, as indicated in Tables 7-14, listing specific properties.
(ii) a housing element	L.U. § 1-406 (a) (1) (ii) L.U. § 1-407.1 -- Housing Element	Chapter 3: Plan-wide Recommendations 3.B.
(iii) a sensitive areas element	L.U. § 1-406 (a) (1) (iii) L.U. § 1-408 -- Sensitive Areas Element	This element is expressed as environmental resilience throughout the document.
(iv) a transportation element	L.U. § 1-406 (a) (1) (iv) L.U. § 1-409 -- Transportation Element	Chapter 3: Plan Wide Recommendations 3.C
(v) a water resources element	L.U. § 1-406 (a) (1) (v) L.U. § 1-410 -- Water Resources Element	Not addressed. See discussion below.
(2) a mineral resources element, IF current geological information is available	L.U. § 1-406 (a) (2) L.U. § 1-411 -- Mineral Resources Element	Appendix A (page 144).
(b) A comprehensive plan for a charter county MAY include a priority preservation area (PPA) element	L.U. § 1-406 (b) For PPA Requirements, see § 2-518 of the Agriculture Article	Appendix A (page 143) Functional Master Plan for the Preservation of Agriculture and Rural Open Space reference.
(4) Visions -- A county SHALL through the comprehensive plan implement the 12 planning visions established in L.U. § 1-201	L.U. § 1-414 L.U. § 1-201 -- Visions	Not Addressed. See discussion above.
(5) Growth Tiers -- If a county has adopted growth tiers in accordance with L.U. § 1-502, the growth tiers must be incorporated into the county's comprehensive plan	L.U. § 1-509	Not addressed. See discussion below.

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Conformance to Section 1-406 (a) of the Land Use Article

- (1) The following analyzes whether the Draft Plan includes the required charter county LUA elements, in accordance with Division II, Title 21, Section 104 (a) Required elements, “the planning commission for a charter county shall include in the comprehensive or general plan the visions under § 1-201 of this title and the following elements:”

Development Regulations Element

This element includes recommendations for land development regulations that implement the plan; encouraging flexible development regulations and promoting innovative and cost-saving site design that protects the environment. Within designated growth areas, it should further include innovative economic development techniques and streamlined development application review, including permits and subdivision plats.

Plan Analysis

The Draft Plan includes a Sectional Map Amendment, which guides the subsequent rezoning of properties identified in Tables 7-14 for each activity center and residential neighborhoods. The Plan identifies both as within growth areas. It also appears that only one of four existing Transferable Development Rights programs will be available in the future (page 11).

Montgomery County should consider the following:

1. Does the Draft Plan provide for flexible development regulations, promote innovative and cost saving site design that protects the environment?
2. Are innovative economic development techniques referenced in the Draft Plan?
3. Are streamlined development application processes included in the Draft Plan to incentivize reinvestment?

Housing Element:

The housing element must address the need for housing that is affordable to low-income and workforce households within the jurisdiction. The plan must also define and address average median income, low-income housing and workforce housing, in accordance with state requirements and include an assessment of affordable housing needs for low-income and workforce households in the jurisdiction.

Plan Analysis

The Draft Plan includes a housing element in Chapter 3 - Plan Wide Recommendations, Section 3B Housing (pages 39-41) and Section 2.D.2 Demographic Context indicates that approximately 7,000 dwelling units and 15,000 residents are within plan boundaries. MDP's previous review of Thrive noted that HB-1045 requires all comprehensive/general plans adopted after June 1, 2020, to have a housing element. Since this Draft Plan refines the general plan, it should therefore address the need for low-income and workforce housing, as defined by the Land Use and the Housing and Community Development Articles, including a needs assessment for the affordable housing categories. MDP recommends including the state definitions of and ranges for low-income and workforce housing in the glossary. Text should also be revised accordingly whenever referring to low-income and workforce housing.

The Draft Plan suggests that future housing supply and demand challenges were analyzed based on the following:

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“Metropolitan Washington Council of Governments (MWCOC) 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 10,000 housing units by 2030 to meet future housing demand from population and job growth. This is beyond the existing 31,000 housing units already forecasted through the completed MWCOC forecast process. 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.” (page 17)

While Thrive, page 114, referenced the July 2020 Montgomery County Housing Needs Assessment, it is not mentioned in the Draft Plan.

Montgomery County should consider the following:

1. Is this a shift in the housing needs assessment? If so, please explain.
2. Is the Draft Plan housing element consistent with Thrive's?

Sensitive Areas Element:

The sensitive areas element must include goals, objectives, principles, policies, and standards designed to protect sensitive areas from the adverse effects of development (more recently referred to as climate change impacts) and assigns the Maryland Departments of Environment and Natural Resources the responsibility to provide and review sensitive area data.

Plan Analysis

The sensitive areas element is called the environmental element in the Draft Plan, and it is referenced throughout the document; most notably in Chapter 1. One of the Plan's three main objectives is Environmental Resilience, which is in concert with Thrive. It is explained further in Section 2.B.3. An Environmentally Resilient Community (page 4). Section 2.D.8 Environmental Context provides a clear picture of the area's current ecological conditions, naming extreme heat as the “...predominant risk from climate change in the plan area...” (page 26). Environmental goals and recommendations can be found in Chapter 3, on page 59. MDP encourages the county to continue working with MDE and DNR on sensitive areas issues. MDP can assist as needed to facilitate an agency meeting or provide contact information.

Transportation element:

The transportation element must reasonably project into the future the most appropriate and desirable locations, character, and extent of transportation facilities to move people and goods, accommodate bicycle and pedestrian access and travel-ways, and estimate their anticipated use.

Plan Analysis

The Draft Plan includes a transportation element in Chapter 3 - Plan Wide Recommendations, Section 3C Housing (pages 41-52). Because it is corridor-focused, the Draft Plan prioritizes transit service and non-auto modes over single-occupancy vehicles and seeks infill development around major Bus-Rapid Transit (BRT) stops to enhance neighborhood connectedness and sustainability. To achieve this vision, the Draft Plan includes the following goals and recommendations:

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(a) prioritize transit service over single-occupancy vehicles by building and improving Bus Rapid Transit (BRT) along the US 29 corridor and other transit systems, (b) emphasize the creation of a contiguous and safe on-/off-road walking, bicycling, and rolling network connecting neighborhoods and amenities including improving pedestrian and bicycle crossing and along US 29,

(c) create complete street patterns in downtown and town center areas, and (d) call for establishing an electric car charging network. In addition, the element recommends a 30% Non-Auto Driver Mode Share for all new development through the usage of transit and non-auto modes of transportation.

These are consistent with the transportation vision of the State Planning Policy, defined in Subtitle 5-7A of the State Finance and Procurement Article.

Recommendation 4 (page 43) seems to recommend improving the US 29 and Industrial Parkway interchange; however, Map 19 (page 46) doesn't include that recommendation - please clarify.

Water Resources Element:

The water resource element must consider available data from the Maryland Department of the Environment (MDE) and identify drinking water that will be adequate for the needs of existing and proposed future development; and suitable receiving waters and land areas to meet stormwater management and wastewater treatment and disposal needs. MDE and MDP are available to provide technical assistance to develop the water resources element, ensuring consistency with MDE programs and goals.

Plan Analysis

The County Council approved the [Water Resources Plan](#) (WRP) in July 2010, which was adopted by the full Commission in September 2010, and states the following:

“The Plan provides information on County water and sewer service capacity in light of planned growth to 2030, summarizes an estimate of nutrient loadings on watersheds for existing and future conditions, and identifies the policies and recommendations to amend the General Plan that are needed to maintain adequate drinking water supply and wastewater treatment capacity to 2030, and meet water quality regulatory requirements as the County continues to grow. It is meant to satisfy the requirements of House Bill 1141.” (Abstract of the Approved and Adopted Water Resources Functional Plan)

This suggests that an amendment to the general plan would address policies and recommendations relating to maintaining an adequate drinking water supply and wastewater treatment capacity to 2030; continuing to meet the needs of the county. Thrive did not include the policies suggested in the 2010 WRE, but instead adopted it by reference. The WRP used pre-2010 data to examine Montgomery County's land use, growth, and stormwater management capabilities, as related to adequate drinking water supplies, wastewater treatment capacity, water quality regulatory requirements, and inter-jurisdictional commitments. As redevelopment occurs, the increases in density proposed in this Draft Plan, and in other master plans, will likely impact the waters of the state and existing water, sewer and stormwater infrastructure capacities.

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The Draft Plan states that, “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” (page 12)

- The Montgomery County Department of Environmental Protection (DEP) should review the WRP and determine if it accounts for the Draft Plan’s revised development capacities. This analysis should consider stormwater infrastructure, water and sewer capacity analysis, and finally, upgrading old systems that may be failing or improperly sized for increased development. MDP encourages updating the WRP since it impacts all master plans and the Montgomery County Ten-Year Comprehensive Water Supply and Sewerage Systems Plan.

Growth Tier Map

The Draft Plan identifies specific areas designated for growth and conservation. Montgomery County implemented the Maryland Sustainable Growth and Agricultural Preservation Act of 2012 by adopting a Tiers Map and a legislative amendment to the county’s Subdivision Regulations (Ordinance 17-20 on September 19, 2012), which has been incorporated by reference as noted in Thrive - Appendix A (page 114). The areas within the boundary of the Draft Plan are mainly in Tier 1, and limited areas in Tier 2

From: cwright01 <cwright01@aol.com>
Sent: Wednesday, April 26, 2023 11:09 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Fairland and Briggs Chaney Master Plan - potential boundary expansion

Dear Planning Board/ Mr. Larson,

I am the owner of property adjacent to the northern boundary of the current Fairland and Briggs Chaney Master Plan boundary. The property is a 3+ acre vacant lot, currently zoned residential, located behind the 4 houses on Greencastle Rd at the Rt29 end and adjacent to the Towns of Gloucester townhomes.

I wanted to inquire if the county would be interested in purchasing this land as part of the planning of this project?

address: 14831 Old Columbia Pike (Tax Description [1244 184](#) Sopers Seat, Account # 00249956).

Please let me know if this should be a topic at next weeks meeting and I can provide the required request in more detail.

I look forward to your reply.
Or alternatively to any recommendations for who to contact for consideration in another planning project.
Thank you for your assistance.

Regards,
Cynthia D Wright
301-421-1320 (land)
301-233-1887 (cell)

Sent from my iPhone

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item F: Daniel

From: Jeyakumar Daniel <jkdaniel@hotmail.com>

Sent: Wednesday, April 26, 2023 3:26 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Opposition to recommended zoning change to a piece of land on East Randolph Road (10 acres)

Hello Chairman,

I would like to bring to your attention rezoning application LMA H-145PFFCP H-145 that was submitted and eventually withdrawn to change the zoning on this piece of church land on East Randolph Rd. I am attaching 100 pages oppositions that was submitted against this rezoning. It looks like the master plan also recommending a zoning change for this piece of church land from residential to commercial. I sincerely request the planning board to reconsider their decision by weighing the over whelming oppositions and valuable points made by the community members(attached). We are not against the master plan initiatives; but all we are asking is that not to change the zoning of this piece of church land from residential to commercial.

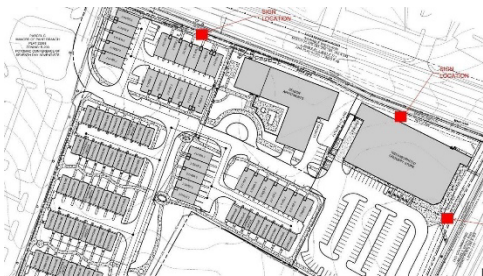
Thanks,

Jey Daniel

732-581-9325

Attachment: Oppositions letter submitted against rezoning of this land

Online opposition petition link (787+ signed): <https://www.change.org/p/opposition-to-zoning-changes-at-land-across-from-forcey-church-on-east-randolph-road-in-silver-spring-road?redirect=false>



[Sign the Petition](https://www.change.org/p/opposition-to-zoning-changes-at-land-across-from-forcey-church-on-east-randolph-road-in-silver-spring-road?redirect=false)

Opposition to Zoning Changes at Land across from Forcey Church on East Randolph Road.

www.change.org

From: Moses Duggirala <duggiralamosesd@gmail.com>

Sent: Thursday, April 27, 2023 4:06 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Opposition to recommended zoning change to a piece of land on East Randolph Road (10 acres)

Hello Chairman,

I want to raise your attention to the rezoning application LMA H-145PFFCP H-145 for this plot of church property on East Randolph Road, which was made and subsequently withdrawn. I'm attaching 100 pages of objections to this rezoning that were made. It appears that the master plan also advises changing the zoning of this plot of church property from residential to commercial. I humbly ask the planning board to reevaluate their choice in light of the strong opposition and important arguments raised by the locals (attached). We only request that the zoning of this plot of church property remain as residential instead of being changed to commercial. We are not opposed to the master plan efforts.

I appreciate your consideration in advance.

Thank you.

--

DUGGIRALA Moses

14917 Falconwood Dr, Burtonsville, MD 20866.

<https://www.change.org/p/opposition-to-zoning-changes-at-land-across-from-forcey-church-on-east-randolph-road-in-silver-spring-road?redirect=false>

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item H: Wallace (Mile One)

From: Wallace, Scott C. <swallace@MilesStockbridge.com>

Sent: Friday, April 28, 2023 3:30 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Written Testimony for Fairland/Briggs Chaney Master Plan Public Hearing on May 4

See attached letter being submitted on behalf of MileOne/Montgomery Auto Park.

Thank you.

Scott C. Wallace

11 N. Washington Street | Suite 700 | Rockville, MD 20850-4229

D: +1 301.517.4813 | O: +1 301.762.1600 | F: +1 301.517.4813



vCard | swallace@milestockbridge.com





April 28, 2023

Scott C. Wallace
swallace@milesstockbridge.com
301.517.4813

Mr. Jeff Zyontz, Chair
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Re: MileOne – Montgomery Auto Park– Fairland and Briggs Chaney Master Plan Update

Dear Mr. Zyontz:

This office represents MileOne, the owner and operator of multiple dealerships and service centers in the Montgomery Auto Park (“Auto Park”) as identified on the attached Zoning Map. MileOne’s sites are included in the area designated as the “Main Street District-Briggs Chaney (South) Activity Center” of the Public Hearing Draft of the Fairland and Briggs Chaney Master Plan Update (the “Update”). We have reviewed the Update and our comments on behalf of MileOne are provided below.

Applicability of Master Plan Recommendations to MileOne’s Anticipated Improvements and Development

MileOne intends to operate at the Auto Park for the foreseeable future and potentially beyond the life of the Update. Future improvements to the MileOne sites could range from modest exterior improvements to existing buildings to the replacement of older buildings with updated dealership and service center concepts. Such improvements are essential to maintaining the appearance and vitality of the Auto Park, which is recognized in the Update at page 17 as a major employment center in the planning area. These projects would most likely be constructed with other buildings and site features such as stormwater management, surface parking and landscaping remaining in place and would not entail or require the comprehensive redevelopment of MileOne’s sites.

However, the Update includes recommendations for the comprehensive redevelopment at the Auto Park that would not be feasible to impose on the targeted improvements that MileOne would pursue in the foreseeable future. Moreover, even the “near term” improvements recommended in the Update may not be feasible or practical given the modest scope of MileOne’s likely development at the Auto Park over the life of the Update. Because of the required finding for development plans to “substantially conform” with the applicable Master Plan, recommendations in the Update that might be appropriate if significant redevelopment is proposed could be an impediment to MileOne’s pursuing improvements to existing buildings or



Mr. Jeff Zyontz
April 28, 2023
Page 2

construction of a new building. Accordingly, the Update should explicitly state that (i) the recommendations applicable to comprehensive redevelopment at the Auto Park do not apply to targeted development projects and (ii) any requirements for near-term improvements must be commensurate to the scope and size of a proposed development.

Briggs Chaney (South) Activity Center – Section 4.B.4 – Location of a Major Public Facility / Provision of Significant Public Open Space (pp. 95-96)

The Update at page 95 recommends the Auto Park provide a minimum 3-acre contiguous public open space as part of any major redevelopment and, at page 96, recommends the Auto Park as a possible location for a major public facility. It is unclear as to how these recommendations would be implemented at the Auto Park, which has multiple owners and relatively small lots. Any recommendation that makes the Auto Park a potential location for a significant public facility and/or a large public open space creates uncertainty in the planning and design of new projects. Accordingly, the recommendations for location of a public facility or public open space in the Auto Park must be more clearly defined and stated in order to allow MileOne to assess the impact of such a recommendation on their operations.

Plan-Wide Recommendations – Section 3.F Environment – Tree Plantings (pages 60-61)

Recommendations regarding tree plantings should take into account the need for visibility of dealership sites for both customer exposure from the street and for security, including not impeding effectiveness of security cameras and other safety and security measures. Moreover, planting requirements must allow alternative planting locations and flexibility in species selection to avoid damage to paved areas and sidewalks as trees and their root structures grow to maturity. Additionally, species selection and planting location is important to prevent damage to dealership inventory from acorns and sap. (This comment also applies to the planting recommendations under the Main Street District section at pages 94-96 of the Update.)

Briggs Chaney (South) Activity Center – Section 4.B.2 (page 88) and Section 3.C.2, “Street Network Recommendations” (page 49)

Recommendations for retrofitting Briggs Chaney Road or Automobile Boulevard must recognize the need to maintain MileOne’s existing curb cuts for driveways on both roads. Further, improvements to MileOne’s facilities on Briggs Chaney Road should not automatically trigger a requirement to underground utilities because the cost to underground would make modest improvements and redevelopment projects economically unfeasible.

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Mr. Jeff Zyontz
April 28, 2023
Page 3

Briggs Chaney (South) Activity Center – Map 37, “Recommended Zoning” (pages 98-99)

The MileOne sites are currently zoned GR and EOF and are recommended in the Update to be rezoned CR and IM. See recommended zoning for Sites 19B and 19E on Map 37 at pages 98-99 of the Update. The rezoning recommendations must take into account the permitted uses in the GR Zone to ensure additional restrictions or approval processes are not placed on existing uses. For example, “major” vehicle repair is permitted as a limited use in the GR Zone, but is a Conditional Use in the CR Zone. MileOne operates a body repair shop on one of its sites as a permitted use and should not be required to obtain Conditional Use approval for modifications to an existing service center or for a new service center.

We also note the recommendations to rezone the County-owned property to the rear of MileOne’s main lot from GR to R-60 would impose the compatibility requirements under Section 4.1.8 of the Zoning Ordinance to future development on this lot. This would limit MileOne’s design options and is unnecessary given that the County-owned land has no residential development potential.

Please consider these comments as you review the Public Hearing Draft of the Update. We will provide additional comments as the Update process continues.

Thank you.

Very truly yours,

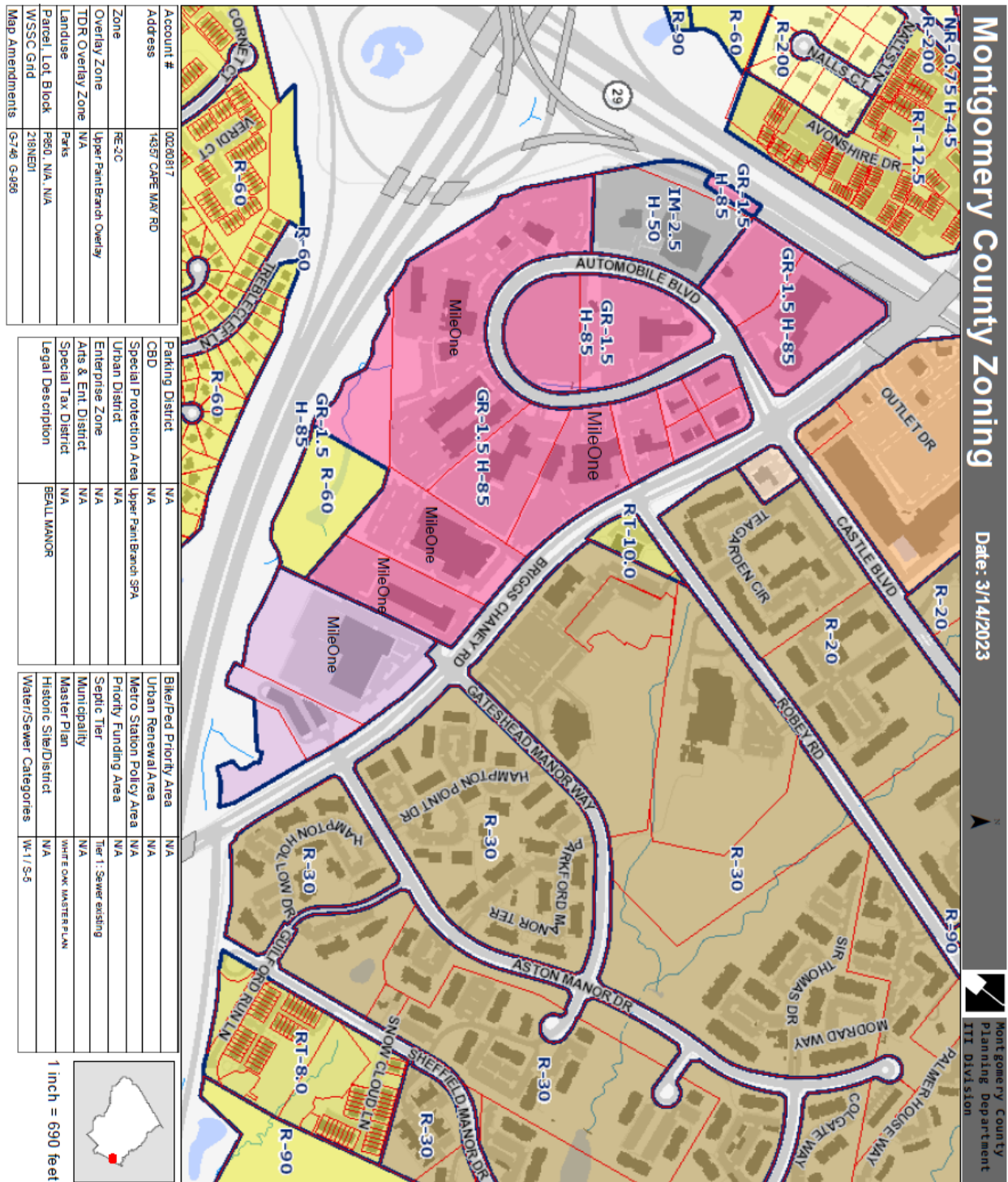
MILES & STOCKBRIDGE P.C.


Scott C. Wallace

cc: Molline Jackson
Clark Larson
Dennis Turnbaugh
Sabrina Sauer

115154/0000014858-8213-0012.v6

Attachment B – Written Testimony
 Fairland and Briggs Chaney Master Plan Work Session #1
 Item H: Wallace (Mile One)



Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1
Item I: Gordon (General Conference of Seventh-Day Adventists)

From: Matthew Gordon <mgordon@sgrwlaw.com>

Sent: Monday, May 1, 2023 3:10 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: General Conference of Seventh-day Adventists' Written Testimony for May 4th Planning Board
Public Hearing on Fairland & Briggs Chaney Master Plan

Chair Zyontz and Planning Board Commissioners,

Please see the attached written testimony submitted on behalf of the General Conference of Seventh-day Adventists for the May 4th Planning Board hearing on the Fairland & Briggs Chaney Master Plan.

Thank you,



Matthew Gordon | Partner | Attorney

mgordon@sgrwlaw.com

Direct: 301-634-3150 | Office: 301-986-9600 |

Fax: 301-986-1301

4416 East West Highway, 4th Floor, Bethesda,
MD 20814



Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #1
Item I: Gordon (General Conference of Seventh-Day Adventists)



Matthew M. Gordon, Esquire
mgordon@sgrwlaw.com
Direct Dial: 301-634-3150

May 1, 2023

VIA E-MAIL DELIVERY
MCP-Chair@mncppc-mc.org

Mr. Jeff Zyontz, Chair
And Members of the Planning Board
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, Maryland 20902

Re: General Conference of Seventh-day Adventists' Headquarters Property, 12501 Old Columbia Pike, Silver Spring – Written Testimony for Fairland and Briggs Chaney Planning Board Public Hearing Draft (the “Master Plan”)

Dear Chair Zyontz and Members of the Planning Board:

On behalf of the General Conference of Seventh-day Adventists (the “General Conference”), the owner of the property located at 12501 Old Columbia Pike in Silver Spring (the “Property”), we are submitting this written testimony for the May 4th Planning Board public hearing on the Master Plan. As described in greater detail below, the General Conference supports the vision, goals and objectives set forth in the Master Plan.

The General Conference was originally incorporated in the District of Columbia as a nonprofit corporation in 1904 but has maintained its headquarters in Montgomery County for over 100 years. The General Conference has operated its worldwide headquarters at the Property since the late 1980's. The Property includes office space, ancillary surface parking and storage space, and a variety of green space and amenities. The Property continues to serve the General Conference very well and aids it in furthering its various philanthropic and charitable missions. Further, as identified by the Master Plan, the General Conference is proud to be one of the major employers located in the Master Plan boundaries. (Master Plan, p. 11).

While the General Conference has no defined plans for the Property and the headquarters continues to meet its workforce and day-to-day demands, planning staff's initiation of the Master Plan presented a unique opportunity for the General Conference to undertake strategic planning for its future at the Property. In this respect, the General Conference appreciates the opportunity to provide feedback on the Master Plan to both planning staff and the Planning Board. In

*00433846;2

Selzer Gurvitch Rabin Wertheimer & Polott, P.C.

4416 East West Highway • Fourth Floor • Bethesda, MD 20814-4568 Phone:
(301) 986-9600 • Fax: (301) 986-1301 • Toll Free: (888) 986-9600
www.selzergurvitch.com

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #1
Item I: Gordon (General Conference of Seventh-Day Adventists)

Montgomery County Planning Board
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recognition that the Master Plan will establish key land use and zoning recommendations for the Property for the next 20-30 years, the General Conference would be remiss if it did not take the opportunity to evaluate various future scenarios for its headquarters in the context of the Master Plan process.

Notwithstanding that the Property continues to serve the General Conference well and that it has are no plans to redevelop or otherwise change the Property, the General Conference supports the Master Plan recommendation to rezone the Property from its current EOF zone to CR-2.0 C-1.5 R-1.5 H-120. (Master Plan, pp. 79-80). The Master Plan recommended CR zoning for the Property provides the necessary flexibility for the General Conference to respond to its future organizational needs and market demands. This CR zoning maximizes the opportunity for the addition of ancillary uses to the General Conference's headquarters as well for more comprehensive redevelopment of the Property that supports the Master Plan recommendation for "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" and related goals established by Montgomery County Thrive 2050. (Master Plan, p. 81).

In addition to the Master Plan recommendations for the Property, the General Conference also supports the recommendation that "[i]n 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." (Master Plan, pp. 81-82). The majority of the adjoining Tech Road Park and Ride Lot was dedicated by the General Conference when its headquarters was developed at the Property in the late 1980's, with a portion of the Park and Ride lot still owned by the General Conference. As a result, the General Conference has a vested interest in any future re-use or redevelopment of the Tech Road Park and Ride lot, and desires to have a seat at the table should MCDOT/SHA pursue redevelopment of this site.

In conclusion, the General Conference supports the Master Plan vision for the Property and surrounding vicinity. The Master Plan recommendations will provide the General Conference with the needed flexibility as it continues to study its long-range plans for the Property and will also further many important land use, housing, environmental, and economic development goals of the County. We respectfully request that the Planning Board adopt staff's recommendations for the Property when it transmits the Master Plan to the County Council.

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Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #1
Item I: Gordon (General Conference of Seventh-Day Adventists)

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Page 3

Very truly yours,

**Selzer Gurvitch Rabin Wertheimer
& Polott, P.C.**

Matthew M. Gordon

By: _____
Matthew M. Gordon

Enclosure

cc: Paul Douglas, GCSDA
Josue Pierre, GCSDA
Tanya Stern
Robert Kronenberg
Patrick Butler
Donnell Ziegler
Clark Larson
Molline Jackson

{00534956;1}

From: cwright01@aol.com <cwright01@aol.com>

Sent: Monday, May 1, 2023 4:57 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Fairland and Briggs Chaney Master Plan - Written testimony to expand the study area boundary

1 May 2023

Dear Planning Board Chair:

Thank you for allowing me the opportunity to provide my written testimony for review at the Planning Board hearing on 4 May 2023.

Public Hearing Item: The Fairland and Briggs Chaney Master Plan draft

Mailing address:
Cynthia D. Wright
3112 Winifred Drive
Burtonsville, MD 20866

Testimony Comments /Request:

I would like to request the Planning board consider expanding the northern boundary of the Fairland and Briggs Chaney Master Plan map to include a 3.2 acre vacant, wooded parcel located off U.S. 29 that is privately owned. Reference Map 3: Fairland and Briggs Chaney Study Area, my family's property is located between the jagged arrow part of the outline and U.S. 29. The address of this parcel is 14831 Old Columbia Pike (Tax Description [1244 184](#) Sopers Seat, Account # 00249956).

Background:

The Athey family is one of the original Burtonsville founding families. This parcel was split off from the parent Athey property tract on Old Columbia Pike in Burtonsville many years ago when the State of Maryland constructed U.S. 29 causing the address to be misleading and confusing since it is actually located off the northbound side of U.S 29 near the intersection of Greencastle Road. The property is currently zoned residential and Montgomery County property taxes have been paid accordingly over the years. As an inherited owner of the property, I have discovered that the land was left with no access/without a right of way for entry/exit when the Townes of Gloucester townhomes were built in the 1980s. We have had several buyers over the years interested in purchasing the land but this fact makes it impossible to get through to a final sale.

My Grandfather, Roy Jack Athey, was one of the founders of the original Burtonsville Volunteer Fire Department and the family continues to support the fire department to this day. My Grandfather's love of the land and the family's desire to have the land used for the Community led to the sale of another Athey property off Spencerville Rd in 2012 to the Maryland Park and Planning Agency for planned recreational use with sports fields and park development.

Over the last 5 years, with delays due to the Covid pandemic closures and restrictions in 2020-2022, I communicated directly with the County Executive, the Montgomery County Eastern Regional Director, several Area 3 Maryland National Capital Parks and Planning Commission Senior Planners, the Montgomery County Tax Assessment office, the Maryland State Highway Administration, a local Real Estate Lawyer and my mother's estate Lawyer on how to proceed. None of these communications provided viable options on how to proceed with a sale of the property without great personal expense.

Comments:

Expanding the current boundary to include this 3.2 acre parcel supports the goals of the Master Plan's land use, zoning and environmental items of this study area.
This also supports the potential future Transportation plan for an exchange at U.S. 29 and Greencastle Rd.

I personally have paid the Montgomery County Real Property Taxes since 2015 and it has become a financial burden. The last Planning Member concluded the following "However, without legal and perpetual access to Wexhall Terrace, and by extension, the public street network the development potential of this property is non-existent. " . Thus, my family is left with continuing to pay property taxes on a land-locked property that is not likely to developed without great expense, if at all.

This small land area addition to the Fairland and Briggs Chaney Master Plan does not cause major impacts to the proposed plan. The sale of this 3.2 acre parcel will reduce my financial burden of paying the taxes on an unusable property. It will enhance the usability of the area. Both lead to an easy Win-Win option for Montgomery County Planning, the Community and my family.

Request:

Please consider adding this 3.2 acre parcel to the Fairland and Briggs Chaney Master Plan study area map and purchase the 3.2 acres at a fair market price now.

Thank you for your consideration of this request. I look forward to your response.

Cynthia D. Wright

From: Mani Panickar <mpanickar@gmail.com>

Sent: Tuesday, May 2, 2023 10:01 AM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Opposition to recommended zoning change to a piece of land on East Randolph Road (10 acres)- from Resident of the county.

Hello Chairman,

I would like to bring to your attention rezoning application LMA H-145PFFCP H-145 that was submitted and eventually withdrawn to change the zoning on this piece of church land on East Randolph Rd. It looks like the master plan is also recommending a zoning change for this piece of church land from residential to commercial.

I sincerely request the planning board to reconsider their decision for the following reasons

- This a quiet residential neighbour hood
- The area is surrounded by Churches, School, Temples and homes

And rezoning from Residential to Commercial will

- impact the quiet neighbourhood
- add traffic issues
- Safety to elementary school kids- few commercial shops that already exists

And with the new developments, coming up across Rt 29, which has stores and facilities available for people to shop and enjoy

Also, the new white oak town center as well.

We are not against the master plan initiatives; all that we are asking is not to change the zoning of this piece of church land from residential to commercial.

Thank you

Mani Panickar

2738 Hunters Gate Ter

Silver Spring MD 20904

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item L: Reed (Greater Greater Washington)

From: Dan Reed <dreed@ggwash.org>;

Received: Wed May 03 2023 13:23:49 GMT-0400 (Eastern Daylight Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>

Subject: Greater Greater Washington comments on Fairland and Briggs Chaney Master Plan

Hi! Please find attached Greater Greater Washington's comments in support of the Fairland and Briggs Chaney Master Plan, which I'll be delivering tomorrow evening. If you have any questions, please don't hesitate to reach out.

Best regards,

Dan

 [GGWash comments on Fairland and Briggs Chaney M...](#)



Dan Reed, AICP (he/they)

Regional Policy Director
Greater Greater Washington

<https://ggwash.org>

(202) 256-7238

Think cities are great? Want them to be greater? [Support our work](#) and be part of the change!



May 4, 2023

Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
2425 Reedie Drive
Wheaton, Maryland 20902

Dear Chair Zyontz and members of the Planning Board:

My name is Dan Reed and I serve as the Regional Policy Director for [Greater Greater Washington](#), a nonprofit that works to advance racial, economic, and environmental justice in land use, transportation, and housing throughout Greater Washington. We enthusiastically support the draft recommendations in the [Fairland and Briggs Chaney Master Plan](#).

As this plan notes, previous planning efforts in East County reflected unease around rapid demographic changes in the area, and emphasized keeping things the same. The result is that East County has missed out on the development that has enriched so much of Montgomery County over the past 25 years, pushing people and investment out to Howard County and exacerbating racial and socioeconomic disparities in the process.

We recognize that this plan reflects the Planning Department's innovative approach to public engagement, including pop-up events and door-knocking, reaching the people we don't always hear from. I volunteered to knock doors at apartment complexes for this plan, and what I heard is that people like living in East County, but they want more things to do nearby, more places to walk, and more affordable, quality homes.

This plan reflects what they had to say, beginning with its emphasis on bringing jobs and investment back to East County. It recommends making Route 29 a "transit-first" corridor with Bus Rapid Transit and better pedestrian and bicycle access. It recommends road diets for fast, busy roads like Fairland Road and an expanded network of sidepaths and bike lanes to connect people to one of East County's biggest assets, its substantial park system. It identifies opportunities to transform aging suburban strip malls and office parks into walkable, inviting places with more housing options, more places to shop, more jobs, and more public amenities like a future campus for Montgomery College.

The Washington, DC region is great ➡ and it can be greater.

80 M Street SE, Suite 100, Washington, DC 20003
info@ggwash.org

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #1
Item L: Reed (Greater Greater Washington)



I am personally excited about the vision for the vacant Verizon campus on Musgrove Road as a mixed-use neighborhood, because I grew up nearby. Our family moved to the Fairland Green subdivision, across Musgrove Road, in 1999. I lived there for several years, my parents and brother still live there, and my mother owns a business nearby in Burtonsville. I ran across Route 29 as a teenager to catch the Z8 bus to work, or to hang out in downtown Silver Spring. My dad walks six miles a day. My brother is starting a career and wants to buy a home of his own. The vision laid out in this plan, and the recommendations within it, would benefit a lot of people, including my family.

It's about time that East County got to take part in the prosperity that other parts of Montgomery County take for granted, and this plan is a good start. We're hopeful that the Planning Board approves this plan and can work with the County Council to find ways to make these recommendations a reality sooner rather than later. Thank you for your time.

Sincerely,

Dan Reed
Regional Policy Director

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item M: Pedapudi

From: Nischel Pedapudi <nischel2000@gmail.com>;

Received: Wed May 03 2023 15:12:55 GMT-0400 (Eastern Daylight Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>

Subject: Opposition to recommended zoning change to a piece of land on East Randolph Road (10 acres)

Hi,

I was requested to send my mailing address here is the address below:

Nischel Pedapudi

4317 Camley Way, Burtonsville, MD 20866.

Nischel Pedapudi

--

From: Nischel Pedapudi <nischel2000@gmail.com>

Sent: Wednesday, May 3, 2023 3:02 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Opposition to recommended zoning change to a piece of land on East Randolph Road (10 acres)

Mr. Chairman,

I want to raise your attention to the rezoning application LMA H-145PFFCP H-145 for this plot of church property on East Randolph Road, which was submitted and subsequently withdrawn. It appears that the master plan also advises changing the zoning of this plot of church property from residential to commercial.

I humbly ask that the planning board rethink its choice for the reasons listed below: This is a peaceful residential neighborhood; there are homes, churches, schools, and temples all around.

And changing the zone from residential to commercial will affect the peaceful neighborhood and cause more traffic problems. Few existing commercial stores; safety for primary school students

And with the new construction along Route 29, where there are shops and other amenities for people to use, additionally, the brand-new White Oak Town Center.

We request that the zoning of this church property remain as residential rather than being changed to commercial even if we are not opposed to the master plan initiatives.

--

Nischel Pedapudi

From: Gertrude Jones <gertjon@outlook.com>;
Received: Thu May 04 2023 00:44:13 GMT-0400 (Eastern Daylight Time)
To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>
Cc: Gertrude Jones <gertjon@outlook.com>;
Subject: Re: May 4, 2023, 6PM Fairland Briggs Chaney Master Plan Meeting

I am not sure whether you want to use my email message below or not so I am providing my address:

13705 Modrad Way, Unit 32
Silver Spring, MD 20904
The Vineyards Condominium community

Thank you again and again.

Best,

Gertrude Jones
Briggs Chaney, MD Resident

> On May 4, 2023, at 12:34 AM, Gertrude Jones <gertjon@outlook.com> wrote:
>
> Dear Chair of The Montgomery County MD Planning Board,
>
> I am reaching out to you as a resident of Briggs Chaney, MD, Montgomery County MD Planning Board Area, although I am a Montgomery County MD East County Citizens Advisory Board Member. I am, as well as many of my neighbors are I am sure are, relieved and glad that finally you are planning to address the needs of the Briggs Chaney area and particularly the Briggs Chaney shopping Center. Thank you for not overlooking the Briggs Chaney, MD area. We look forward to seeing, and not solely hearing about, improvements within the Briggs Chaney Shopping Center directly off of MD Highway 200.
>
> I will not be able to attend your May 4, 2023, meeting in person due to a prior commitment, and needed you to know the sentiments of the Briggs Chaney area citizenry. Will the meeting be aired via Zoom or another online accessible service for those who are interested but unable to attend in person? Thank you again for not forsaking the Briggs Chaney, East County, Montgomery County, MD area.
>
> Best,
>
> Gertrude Jones
> Briggs Chaney Resident

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item O: Dugan (Verizon Maryland LLC)

From: Timothy Dugan <tdugan@beankinney.com>

Sent: Friday, May 5, 2023 11:08 AM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Fairland and Briggs Chaney Public Hearing Draft Master Plan = Submission of Verizon Maryland Written Testimony

(I am attaching a more legible pdf of the following message. I respectfully request that this communication be included in the Record concerning the Fairland and Briggs Chaney Public Hearing Draft Master Plan.)

May 5, 2023

By Email (mcp-chair@mncppc-mc.org)

The Montgomery County Planning Board

The Maryland-National Capital Park and Planning Commission

2425 Reedie Drive

4th Floor

Wheaton, Maryland 20902

Re: Fairland and Briggs Chaney Public Hearing Draft Master Plan
Verizon's Properties at 13100 Columbia Pike (West) and
13101 Columbia Pike (East)

To the Planning Board:

On behalf of our client, Verizon Maryland, LLC, the owner of the land and premises that flank Columbia Pike, at 13100 Columbia Pike (West) and 13101 Columbia Pike (East), we support the recommendations concerning 13100 Columbia Pike (West) and 13101 Columbia Pike (East).

We testified in support during the May 4, 2023 Public Hearing (during which we reiterated written testimony sent *via* our February 16, 2023 letter).

Many thanks to the Planning Staff for their hard work, technical acumen, and thoughtful consideration of the future development of the Fairland and Briggs Chaney Master Plan area, and of the Verizon properties in particular.

Verizon has no current plans to redevelop either 13100 Columbia Pike (West) or 13101 Columbia Pike (East). However, it is important to establish a flexible framework for a possible redevelopment that would fit well within the fabric of the Fairland and Briggs Chaney Master Plan area, considering the Master Plan's long-term vision. We respectfully request that the Planning Board advise the County Council to include such recommendations in the final Master Plan. Thank you for your consideration.

Very truly yours,

Timothy Dugan

cc:

Ms. Molline Jackson

Mr. Clark Larson

Mr. Patrick Butler

Mr. Don Zeigler

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1
Item O: Dugan (Verizon Maryland LLC)

Mobile: 301-922-4504

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Timothy Dugan



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Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #1
Item O: Dugan (Verizon Maryland LLC)



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May 5, 2023

By Email (mcp-chair@mncppe-mc.org)
The Montgomery County Planning Board
The Maryland-National Capital Park and Planning Commission
2425 Reedie Drive
4th Floor
Wheaton, Maryland 20902

Re: Fairland and Briggs Chaney Public Hearing Draft Master Plan
Verizon's Properties at 13100 Columbia Pike (West) and
13101 Columbia Pike (East)

To the Planning Board:

On behalf of our client, Verizon Maryland, LLC, the owner of the land and premises that flank Columbia Pike, at 13100 Columbia Pike (West) and 13101 Columbia Pike (East), we support the recommendations concerning 13100 Columbia Pike (West) and 13101 Columbia Pike (East).

We testified in support during the May 4, 2023 Public Hearing (during which we reiterated written testimony sent *via* our February 16, 2023 letter).

Many thanks to the Planning Staff for their hard work, technical acumen, and thoughtful consideration of the future development of the Fairland and Briggs Chaney Master Plan area, and of the Verizon properties in particular.

Verizon has no current plans to redevelop either 13100 Columbia Pike (West) or 13101 Columbia Pike (East). However, it is important to establish a flexible framework for a possible redevelopment that would fit well within the fabric of the Fairland and Briggs Chaney Master Plan area, considering the Master Plan's long-term vision. We respectfully request that the Planning Board advise the County Council to include such recommendations in the final Master Plan. Thank you for your consideration.

Very truly yours,

Timothy Dugan
Timothy Dugan

cc:

Ms. Molline Jackson	Mr. Clark Larson
Mr. Patrick Butler	Mr. Don Zeigler

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item P: Wilhelm (Greater Colesville Citizens Association)

From: djwilhelm@verizon.net <djwilhelm@verizon.net>

Sent: Saturday, May 6, 2023 3:30 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: Fairland Master Plan Comments

Greater Colesville Citizens Association

PO Box 4087

Colesville, MD 20914

May 6, 2023

Montgomery County Planning Board

Attn: Jeff Zyontz, Chair

2425 Reedie Drive

Wheaton, MD 20902

Re: Comments on Fairland Briggs Chaney Master Plan

Dear Chairman Zyontz:

The Greater Colesville Citizens Association (GCCA) generally supports the recommendations in the staff draft plan except as noted below. The designation of Activity Centers is not in keeping with Thrive in that some of them are two [sic] small to create a complete community and as such they need to be adjusted. The key item that must be addressed is BRT. The plan as written confuses local bus and BRT. They are not the same. BRT in this plan must be integrate with BRT in the White Oak Science Gateway Master Plan, especially now that Viva White Oak is moving forward. Four of the 11 BRT corridors must be operated as a network to provide connectivity between locations that require a high level of mobility.

We think it is unreasonable to assume that a large number of churches and senior housing will be redeveloped over the life of this plan. We think it is reasonable to assume many gas stations will disappear but we don't think that same conclusion applies to auto dealers. The nature of retail and office is also changing, but it is probably too early to know what it will look like in 10-20-30 years.

Activity Centers

The preliminary plan labels areas to be developed as "activity centers." That term needs to be changed to something else (or labelled as rezoning) for all but two areas since it needs to be consistent with the recently approved Thrive Montgomery 2050 General Plan. That plan defines four levels of activity centers: Large, Medium, Smaller and Village/Neighborhood. Many areas within the county that have retail and/or commercial were not designated as an activity center. Recall that activity centers must be planned as a complete center to do achieve that it requires a certain size.

The definition of these categories from Thrive are as follows:

"Large Centers are envisioned as the highest intensity areas generally characterized by significant residential and/or commercial density, either existing or planned, and are typically close to high quality transit. They include the county's Central Business Districts existing and future employment centers the

municipalities of Gaithersburg and Rockville, and most of the Metrorail stations which provide an opportunity for significant redevelopment.

Medium Centers would be less intense and cover a smaller geography than Large Centers. The Medium Centers 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 likely to be close to transit. (White Oak, Burtonsville, and Olney are nearby examples)

Smaller Centers are generally characterized by low- to medium-density residential neighborhoods, with clusters of commercial activity, including shopping centers and neighborhood-serving retail. (Aspen Hill, Hillandale, and Montgomery Village are examples.)

Villages and Neighborhood Centers are the lowest intensity centers containing a small number of neighborhood-serving uses and located in rural areas and low-density residential neighborhoods. (Ashton, Colesville, and Cloverly are nearby examples)."

The draft master plan applies that term to the following five areas:

1. Old Columbia and Briggs Chaney Rd (proposed as a neighborhood center or small center). This area consists of one small shopping center which is much smaller than the three neighborhood examples and should not be labeled as an activity center. It could be part of the Briggs Chaney Activity Center.
2. Old Columbia and Fairland Rd (proposed as small center). This is smaller than even the Old Columbia and Briggs Chaney area that consists of two gas stations, and several businesses. Therefore, it should not be labeled as an activity center. Prior studies have concluded that it does not justify a BRT station.
3. Old Columbia/US29 and Musgrove (proposed as neighborhood center). This area consists of one medical building and two large Verizon buildings. It could be labeled as neighborhood if the Verizon buildings are redeveloped. It is not reasonable to assume redevelopment of the existing senior housing facility. A BRT station would be justified at some future date if it redevelops or Verizon starts again to fully use the complex.
4. Old Columbia/US29 and East Randolph Rd (medium). This area consists of one gas station, a handful of very small retail stores, Adventist HQ and planned mixed use development. This is similar in size to Neighborhood centers and thus should be assigned as a Neighborhood Center. It is not reasonable to assume the redevelopment of the Adventist HQ, two churches or senior housing facility.
5. Castle Blvd/ & gov't center, north (medium) and Auto Sales Park, south (medium). These two areas need to be combined into a single center since they are adjacent to each other, Collectively it could be classified as a medium, like White Oak and Burtonsville.

Transportation

Improvements are needed primarily within the activity centers for walkers and bikers. People who will use them will primarily access public transportation to travel between centers.

Public transit consists of local bus (i.e., Ride On and MetroBus) and Flash (BRT). The primary purpose of local bus is to collect people from where they live, work, shop or play and get them to Flash stations. There is not sufficient housing, retail, or commercial use to justify the proposed provision of Flash along

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Fairland and Briggs Chaney Master Plan Work Session #1

Item P: Wilhelm (Greater Colesville Citizens Association)

Roby Rd and Greencastle. We agree that transit service improvements are needed in this area but it needs to be local bus.

The Flash network needs to be considered in a much larger geographic area than just this Master Plan. It must consider the development and BRT slated for the White Oak Science Gateway Master Plan and service to Burtonsville and Howard County. Some people residing in the two residential areas in this Fairland Master Plan will want to access retail in the Briggs Chaney Shopping Center and businesses (Auto dealers, Verizon, and Adventist HQ). More than that they will want to access the Life Science and White Oak centers. This includes large employers in Viva White Oak, White Oak Medical Center, Montgomery College, FDA, two large shopping Centers and a large number of office buildings. Some people within the White Oak Center and LifeSci Center (Viva is projected to add 5000 housing units) will want to access retail facilities, auto dealers, gov't center, Paint Branch High School and recreation center in Briggs Chaney area. The master planned BRT service does a poor job providing the needed connectivity and thus must be modified.

The proposed Flash configuration integrates four BRT corridors. (The US29 corridor is actually two: Blue from Burtonsville and Orange from Briggs Chaney.) The four corridors are US29 Blue and Orange, Randolph Road and New Hampshire Ave. The configuration is illustrated in Figure 1 and consists of the following:

- The Blue Line from Burtonsville is unchanged within Montgomery County but is extended to Howard County. DOT indicates an extension to Maple Lawn is only two years away. The provision of a dedicated lane along US29 is needed to provide truly rapid service.
- Orange Line from Briggs Chaney should use Old Columbia Pike to the Tech Road Station for two reasons. The first reason is to provide good transit to the two activity centers (see above). It will pick up four additional stations: Shopping Center/Auto Park, Old Columbia Rd/Briggs Chaney Rd (shopping, housing and Paint Branch HS), Verizon (if fully used – looks empty now), and Adventist HQ/New mixed use development. The second reason is to stop at the US29 Tech Rd BRT station and then be able to turn east on Tech Rd. If US29 continues to be used, the BRT vehicle will not be able to undertake both actions.
- Orange Line routed through Life Science Activity Center rather the Stewart Ln. It picks up new stations at Montgomery College (New Apartment development, hotel/restaurants, businesses), WOMC (Businesses, shopping center, Riderwood), and Viva White Oak (12M sq ft of development).
- Orange Line crosses Paint Branch from Viva to WO Rec Ctr (new station) and picks up existing stations in the White Oak Activity Center. The connection to FDA will go directly from the White Oak Station. When the White Oak Shopping Center redevelops (eg Sears), the BRT station will be moved from Lockwood into that center and BRT routing will be changed to use the frontage road (these won't affect other stations.)
- Randolph Rd Corridor (red) will follow the above orange routing and connect with the New Hampshire Ave (Green) Corridor at the FDA station, effectively becoming a single red line.

The three diagrams and a table are attached that show BRT routes under three scenarios: existing Transit Master Plan; that Plan as modified by the White Oak Science Gateway Master Plan; and the recommended plan. The recommended plan is in keeping with the vision of those master plans but the details are changed. The attachment shows where BRT connectivity would exist and the number of different BRT vehicles (i.e., seats) that would need to be used between location pairs. The goal is to keep the number of seats as low as possible. The charts show connectivity between each of the 17 originations/destinations pairs. The destinations include the 13 identified stations within the three

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Fairland and Briggs Chaney Master Plan Work Session #1

Item P: Wilhelm (Greater Colesville Citizens Association)

activity centers (Life Sci, White Oak, Briggs Chaney) and the five roads outside those centers (US29 North, US29 southwest, New Hampshire southeast, E. Randolph and Cherry Hill.) New Hampshire Ave north of White Oak would have good local bus rather than BRT to Colesville and the BRT station there.

The following table tabulates the number of seats needed it will take to get between the 17 location pairs - not available, one, two or three.

	Master Plan (MP)	MP+VIVA	Recommended
one	21	22	117
Two	13	19	19
Three	2	3	0
None	117	109	17
Total	153	153	153

Comments on Specific Paragraphs

1. Page 1. Figure at bottom of page. The enhanced BRT should be Enhanced BRT and Local Bus. We don't think "innovative food systems" is key to this plan and therefore doesn't need to be on this chart. Racial Equity and Social Justice is more important and should probably be on this chart.
2. Page 4, 2.B.2. To be economical and provide a high level of non-auto driver mode share (NADMS), the master plan must be integrated primarily with the White Oak Science Gateway (WOSG) Master Plan (MP) LifeSci and White Oak activity centers, especially Viva White Oak, White Oak Medical Center, Montgomery College, and FDA. Without this integration, the proposed development will just add congestion to the area, which is what we who live here have been combating for the last 40 years. High NADMS is required to address the environmental issues.
3. Page 4, 2.B.2 and page 15. US29 should not be used for walkers and bikers, but they should rather use Old Columbia Pike. US29 is a limited access road which needs to remain as such.
4. Page 5. A complete community must consider the broader area, especially the White Oak Science Gateway and Burtonsville Master Plans.
5. Page 9. The 1981 Master Plan was based upon "Transit Serviceability", which only, four decades later, is starting to be provided via BRT and improved local bus service. The failure of the County to provide that service led the last two master plans for this area to limit planned development.
6. Page 15, 2.D.4. Fairland and East County do **NOT** currently have a significant employment base. East County consists largely of residential Properties, and many additional jobs are needed in the area. This was probably the most hotly discussed issue when the Council considered the WOSG MP in the 2013-2014 timeframe.
7. Page 39. Recommendation 6. We oppose eliminating park and ride lots.
8. Page 39, Recommendation 7. Most people will continue to drive and the public wants drive-throughs which are needed to allow some businesses to economically survive. Therefore, they must not be discouraged.

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9. Page 39, Recommendation 8. We oppose discouraging vehicle or equipment sales, storage rental and service. It is a long drive to obtain these services somewhere other than in this area.
10. Page 41. Transportation. The proposed BRT structure is key to much of the Plan goals being achieved, including housing, jobs, environment, and equity. The plan must address that dependence on the BRT and connection to the WOSG MP. The plan needs to address BRT on Randolph Rd.
11. Page 42. Recommendation 3.C, and Page 45. Downtown street types would apply to downtown areas (i.e., Large Activity Centers), which are not part of this area. Town Center street types would apply only to the Briggs Chaney activity center.
12. Page 43. Item 4. Agree with removing additional grade-separated interchanges, including at Industrial Pkwy. The existing ones must be retained.
13. Page 43. Item 6 and 8. The lane width of existing at-grade intersections needs to be retained for safety reasons. Also, the existing number of lanes, including left-turn lanes, must be maintained for safety reason and to avoid increasing congestion.
14. Page 50. Recommendation 3.C.4. See the above recommendation concerning transit service.
15. Page 61. Item 5. We question the need for another elementary school. MCPS has been modernizing buildings and at the same time expanding them. Also, a new Elementary School is slated for Viva White Oak.
16. Pages 64, 69, 73, 74, 79, 86, 92, 110 and 111. See the above discussions about activity centers and BRT.

Attachment

We have put together three possible BRT connectivity diagrams that cover the area from Briggs Chaney to New Hampshire Ave, east of US29/Old Columbia Pike. The three are:

- Transit Master Plan, which does not include VIVA. The Randolph Rd corridor stops at the Tech Rd station.
- Above Configuration plus extending Randolph Rd BRT along Cherry Hill Rd to FDA Blvd and thru Viva back to the Tech Rd station, where it terminates. See Page 62 of the WOSG MP.

The three diagrams are shown below and a table is provided for each that shows the routes that could be used to go between each of the 17 originations/destinations pairs. The destinations include the 13 identified stations within the three activity centers (Life Sci, White Oak, Briggs Chaney) and the five roads outside those centers (US29 North, US29 southwest, New Hampshire southeast, E. Randolph and Cherry Hill.) New Hampshire Ave north of White Oak would have good local bus rather than BRT to Colesville and the BRT station there.

The following table tabulates the number of routes required – not available, one, two or three.

	MP	MP+VIVA	Recommended
one	21	22	117
Two	13	19	19
Three	2	3	0
None	117	109	17
Total	153	153	153

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Note that it takes two or three BRT vehicles to provide connectivity from Viva to locations (except west) and the route is much longer. This will discourage many people from using BRT to access Viva. With the recommended configuration, there are many locations that can access Viva using a single BRT vehicle. Granted local bus could be used rather than BRT, but we think many pairs will require one or two vehicle transfers and the frequency will likely be long.

Master Plan Configuration (with US29 As Built)



Blue: US29

Orange: Briggs Chaney

Green: New Hampshire south (Hillandale)

Red: E Randolph Rd west.

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Fairland and Briggs Chaney Master Plan Work Session #1

Item P: Wilhelm (Greater Colesville Citizens Association)

Master Plan Configuration Connectivity Matrix (From/To)

		Tech Rd Station	Viva	MC	WOMC	Stewart Ln	WO Shop ctr	FDA	WO Rec Ctr	E County Rec	Auto Pk	HS	Verizon	Adv HQ	North	SE	SW	West	East
Life Sci Ctr	Tech Rd Station																		
Life Sci Ctr	Viva	Yellow																	
Life Sci Ctr	M College	Yellow	Yellow																
Life Sci Ctr	WOMC	Yellow	Yellow	Yellow															
WO Ctr	Stewart Ln	Oran			Yellow														
WO Ctr	WO Shop Ctr	Oran				Oran													
WO Ctr	FDA	Oran				Oran	Oran												
WO Ctr	WO Rec Ctr							Yellow											
Briggs Ctr	Rec/Castle	Oran				Oran	Oran	Oran	Yellow										
Briggs Ctr	Shop ctr/Auto Pk									Yellow									
Briggs Ctr	Old Colimbia/HS										Yellow								
Briggs Ctr	Verizon											Yellow							
Briggs Ctr	Adv HQ/												Yellow						
North	Burtonsville/Maple Lawn	Blue				Blue	Blue & Oran	Blue & Oran		Blue & Oran									
SE	Hillandale/DC/Langlely/Purple	Green & Oran				Green & Oran	Green	Green		Green & Oran					Red & Green & Oran				
SW	Four Corners/SS	Blue				Oran	Oran	Oran		Oran					Blue	Green & Blue			
West	Colesville/Glenmont	Red				Red & Oran*	Red & Oran*	Red & Oran*		Red & Oran*					Red & Blue	Red & Oran & Green*	Red & Blue		
East	PG County																	Yellow	

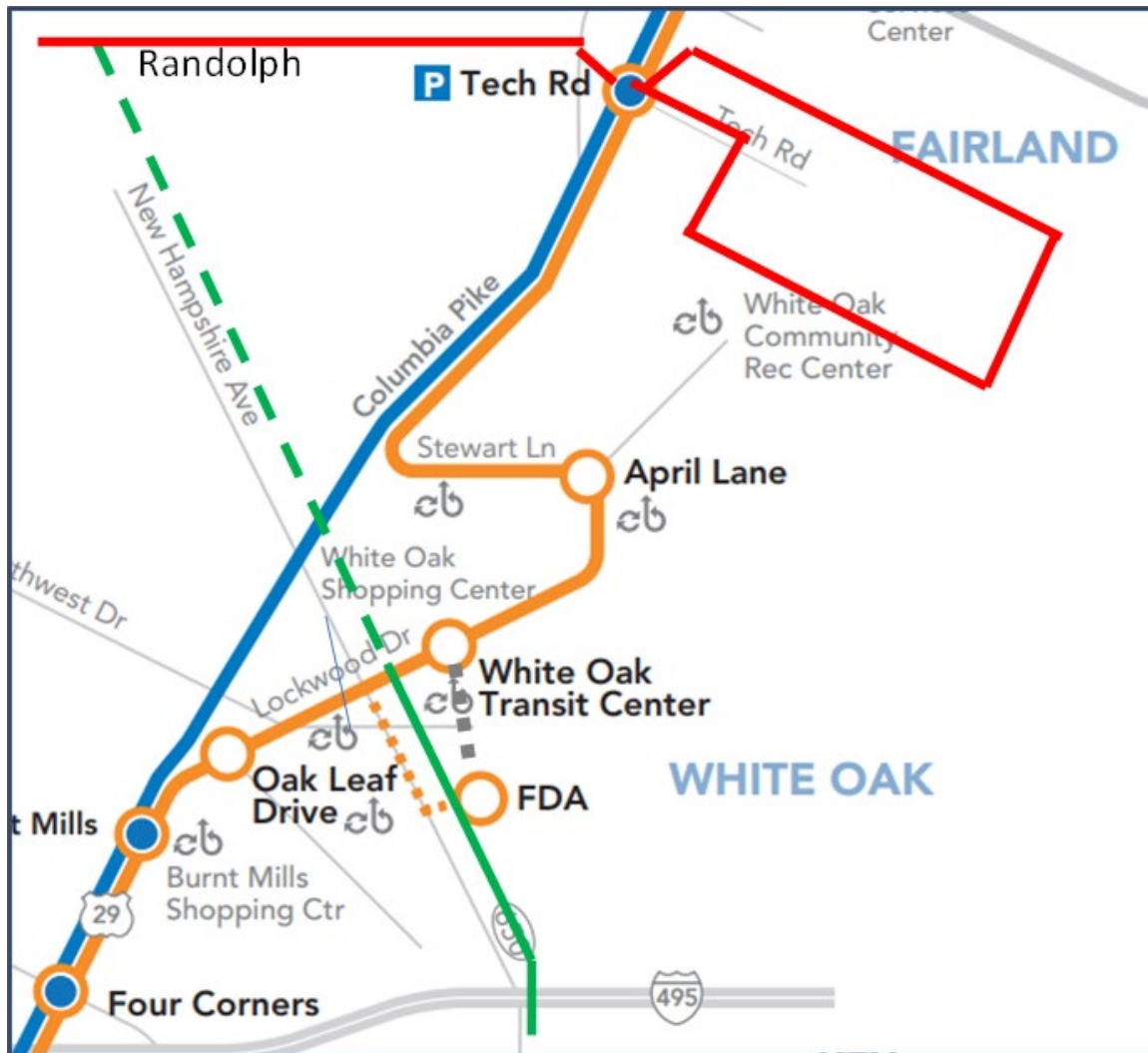
Yellow: No BRT Connection

Clear: one BRT Vehicle Ride

Blue: Two BRT Vehicle Ride

Red: Three BRT Vehicle Ride

Master Plan Configuration Plus Viva White Oak



Blue: US29

Orange: Briggs Chaney

Green: New Hampshire south (Hillandale)

Red: E Randolph Rd west & Viva

Attachment B – Written Testimony

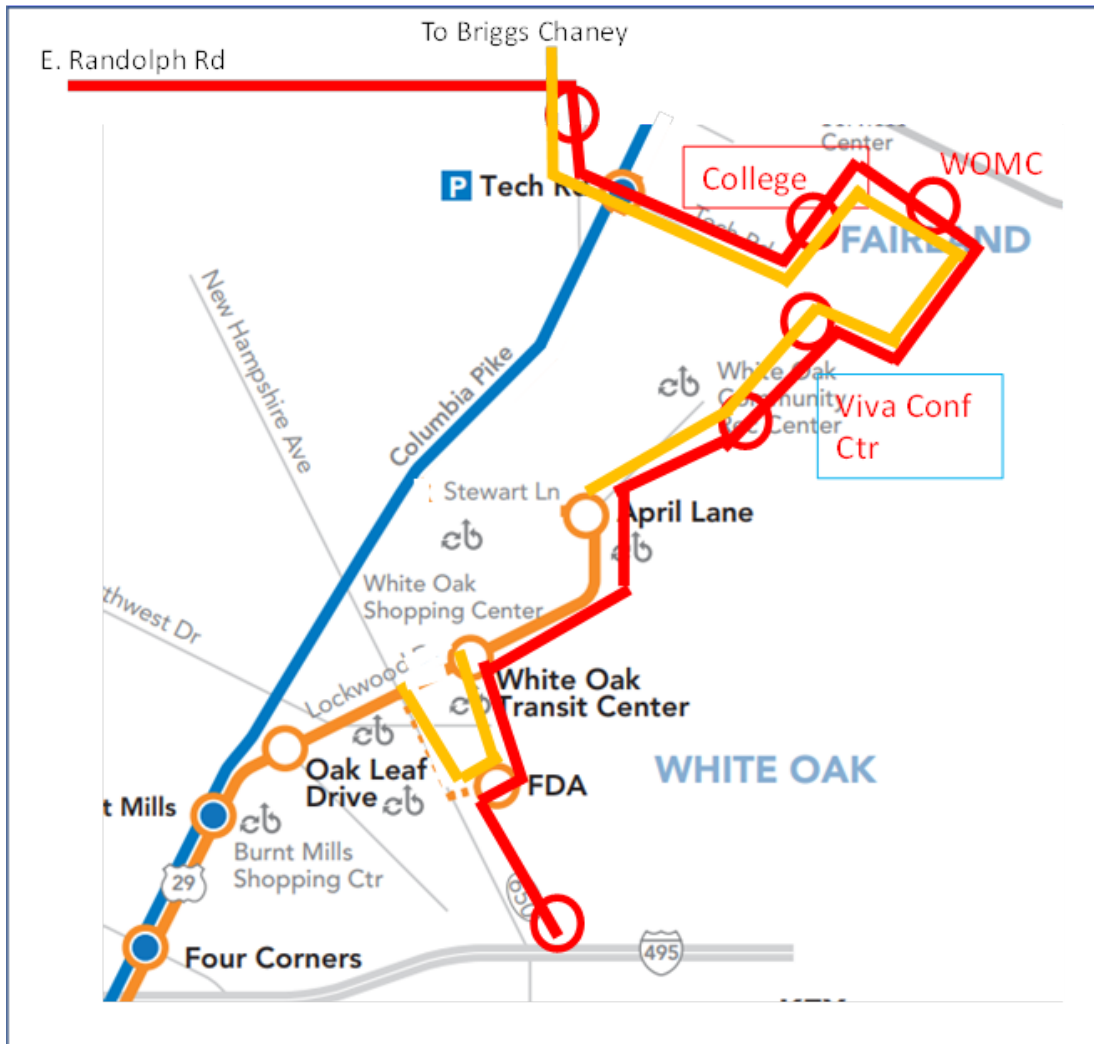
Fairland and Briggs Chaney Master Plan Work Session #1

Item P: Wilhelm (Greater Colesville Citizens Association)

Master Plan Configuration Plus Viva White Connectivity Matrix (From/To)

		Tech Rd Station	Viva	MC	WOMC	Stewart Ln	WO Shop ctr	FDA	WO Rec Ctr	E County Rec	Auto Pk	HS	Verizon	Adv HQ	North	SE	SW	West	East
Life Sci Ctr	Tech Rd Station																		
Life Sci Ctr	Viva	Red																	
Life Sci Ctr	M College																		
Life Sci Ctr	WOMC																		
WO Ctr	Stewart Ln	Oran	Red & Oran																
WO Ctr	WO Shop Ctr	Oran	Red & Oran			Oran													
WO Ctr	FDA	Oran	Red & Oran			Oran	Oran												
WO Ctr	WO Rec Ctr																		
Briggs Ctr	E County Rec	Oran	Oran & Red			Oran	Oran	Oran											
Briggs Ctr	Shop ctr/Auto Pk																		
Briggs Ctr	Old Columbia/HS																		
Briggs Ctr	Verizon																		
Briggs Ctr	Adv HQ/																		
North	Burtonsville/Maple Lawn	Blue	Red & Blue			Blue	Blue & Oran	Blue & Oran		Blue & Oran									
SE	Hillandale/DC/Langley/Purple	Green & Oran	Red & Oran & Green			Green & Oran	Green	Green		Green & Oran						Red & Green & Oran			
SW	Four Corners/SS	Blue	Red & Blue			Oran	Oran	Oran		Oran						Blue	Green & Blue		
West	Colesville/Glenmont	Red	Red			Red & Oran*	Red & Oran*	Red & Oran*		Red & Oran*						Red & Blue	Red & Oran & Gree*	Red & Blue	
East	PG County																		

Recommended Configuration



Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item P: Wilhelm (Greater Colesville Citizens Association)

Recommended Configuration Connectivity Matrix (From/To)

	Rd Station	Viva	MC	WOMC	Stewart Ln	Shop ctr	FDA	WO Rec Ctr	County Rec	Auto Pk	HS	Verizon	Adv HQ	North	SE	SW	West	East
Tech Rd Station																		
Viva	Red or Oran																	
M College	Red or Oran	Red or Oran																
WOMC	Red or Oran	Red or Oran	Red or Oran															
Stewart Ln	Red or Oran	Red or Oran	Red or Oran	Red or Oran														
WO Shop Ctr	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran													
FDA	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran												
WO Rec Ctr	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran											
E County Rec	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran										
Shop ctr/Auto Pk	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran									
Old Columbia/HS	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran								
Verizon	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran							
Adv HQ/	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran	Red or Oran						
Burtonsville/Ms ple Lawn	Blue	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran	Blue & Red or Oran					
Hillandale/DC/L angley/Purple	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red & Blue				
Four Corners/SS	Blue	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Oran	Blue			
Colesville/Glen mont	Red	Red	Red	Red	Red	Red	Red	Red	Red & Oran	Red & Oran	Red & Oran	Red & Oran	Red	Red & Blue	Red	Red & Blue		
PG County																		

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #1

Item Q: Grimes (Washington Area Bicyclist Association)

From: Seth Grimes <seth.grimes@waba.org>;

Received: Thu May 04 2023 17:57:20 GMT-0400 (Eastern Daylight Time)

To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>

Subject: WABA testimony on the Fairland and Briggs Chaney Master Plan (May 4, 2023)

I am pleased to submit written testimony on behalf of the Washington Area Bicyclist Association (WABA) in support of the Fairland and Briggs Chaney Master Plan, in conjunction with the May 4, 2023 public hearing.

Seth Grimes

--

Seth Grimes

Maryland Organizer

Washington Area Bicyclist Association (WABA.org)

240-556-2375 (voice/text)

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #1
Item Q: Grimes (Washington Area Bicyclist Association)



Fairland and Briggs Chaney Master Plan Public Hearing
Montgomery County Planning Board

May 4, 2023

Chair Zyontz and Planning Board Members,

The Washington Area Bicyclist Association (WABA) offers brief comments on the Public Hearing draft of the Fairland and Briggs Chaney Master Plan.

WABA is a nonprofit organization with over 700 Montgomery County members. We envision a just and sustainable transportation system where walking, biking, and transit are the best ways to get around.

We fully endorse the draft master plan Transportation Goals found in Section 3.C and the steps outlined to achieve them.

We note and endorse Section 3.C.3. Bicycle and Pedestrian Network Recommendations including creation of a continuous trail and path network with public-area and HOA connections, creation of sidewalks or sidepaths along all public roads, completion of the Breezeway Network along U.S. 29 and MD 200 within the plan area, and expanded Capital Bikeshare infrastructure. WABA would be pleased to support applications for federal planning and construction grants suggested in the master plan.

We note and endorse Short-Term Capital Improvement Program Priorities including, notably, study of the feasibility of road diets on major arterials. Lane narrowing and speed-limit reductions are essential steps toward advancing roadway safety for vulnerable road users.

The draft master plan is excellent work. Please approve it with any necessary revisions that come to light.

Finally, we hope to see similar planning of similar bicycle and pedestrian network improvements, in conjunction with the planning and construction of US 29 bus rapid transit, for the full extent of US 29 from the Washington DC border to Howard County and on and along other identified Montgomery County transportation corridors.

Thank you for the opportunity to testify.

Seth Grimes, Maryland Organizer
Washington Area Bicyclist Association
seth.grimes@waba.org

Attachment B – Written Testimony

Fairland and Briggs Chaney Master Plan Work Session #2

Item R: Gordon (DARCARS Automotive Group)

From: Matthew Gordon <mgordon@sgrwlaw.com>

Sent: Wednesday, May 10, 2023 12:52 PM

To: MCP-Chair <mcp-chair@mncppc-mc.org>

Subject: DARCARS Automotive Group's Written Comments for the Planning Board Public Hearing Record on Fairland & Briggs Chaney Master Plan

Chair Zyontz and Planning Board Commissioners,

Please see the attached written testimony submitted on behalf of DARCARS Automotive Group for the Planning Board public hearing record on the Fairland & Briggs Chaney Master Plan.

Thank you,
Matt



Matthew Gordon | Partner | Attorney

mgordon@sgrwlaw.com

Direct: 301-634-3150 | Office: 301-986-9600 |

Fax: 301-986-1301

4416 East West Highway, 4th Floor, Bethesda,
MD 20814



Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item R: Gordon (DARCARS Automotive Group)



Matthew M. Gordon, Esquire
mgordon@sgrwlaw.com
Direct Dial: 301-634-3150

May 9, 2023

Via Email - MCP-Chair@mncppc-mc.org

Mr. Jeff Zyontz, Chair
And Members of the Planning Board
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Re: DARCARS Automotive Group (“DARCARS”) Written Testimony for the May 4th
Planning Board Public Hearing on the Fairland & Briggs Chaney Master Plan (the
“Master Plan”)

Dear Chair Zyontz and Planning Board Commissioners:

On behalf of DARCARS, the owner of the properties located at 3110 and 3130 Automobile Boulevard in the Montgomery Auto Sales Park (the “Property”), please accept this written testimony for the May 4th public hearing on the Master Plan. DARCARS operates over 25 automotive dealerships across the east coast and is headquartered in Montgomery County. The Property is illustrated on the zoning map attached as Exhibit “A”. DARCARS has operated in Montgomery County for over 40 years and has operated an automobile dealership at this Property for over 10 years. We offer the following comments to the Master Plan with an emphasis on DARCARS’ need to continue to operate automobile sales and service uses at the Property in a market responsive fashion.

By way of background, on December 4, 2018, the Planning Board issued resolutions approving Preliminary Plan No. 11985027A and Site Plan No. 820140140 that allow for development of up to 70,000 square feet of automobile sales and service uses on the southern portion of the Property (known as Lot 18) that presently consists of a gravel parking lot. These approvals were granted under the prior C-3 Zone¹ for the Property and contemplated the filing of a Site Plan amendment

¹ The Property was comprehensively rezoned from C-3 to GR-1.5, H-85 on October 30, 2014, as part of the County’s adoption of a comprehensive rezoning map stemming from a comprehensive update to the Zoning Ordinance.

{00536957;2 }

Selzer Gurvitch Rabin Wertheimer & Polott, P.C.

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Item #9, Fairland & Briggs Chaney Master Plan (Planning Board Public Hearing)
May 9, 2023
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in the future when DARCARS determined its ultimate design and layout of its sales and service facilities on Lot 18. Due to delays arising out of the pandemic, changing market conditions, volatile capital markets and heightened construction costs over the past 5 years, DARCARS is now approaching a stage where it will be ready to file a Site Plan amendment for the addition of auto sales and service facilities on the southern, under-utilized portion of the Property. In accordance with Section 59-7.7.1.B.3 of the Zoning Ordinance, this future Site Plan amendment will be processed under the grandfathered C-3 Zone. DARCARS has previously communicated its plans to M-NCPPC staff and the need for its desired improvements to both fully conform with the grandfathered C-3 Zone and allow for successful operation of an auto dealership in the near and long-term horizons. Given DARCARS near-term plans to construct improvements under the grandfathered C-3 Zone and the need for such improvements to allow for operations that meet market demands, we offer the following comments to several Master Plan recommendations.

Briggs Chaney (South) Activity Center Recommended Zoning, Map #19F

The Master Plan identifies the Property as Map #19F and recommends rezoning the Property from the current GR-1.5, H-85 Zone to CR-2.0, C-1.5, R-1.5, H-85 to “[a]llow for higher-density, mixed-use development.” (Master Plan, p. 97). As stated above, DARCARS’ intention is to expand upon the automobile sales and service uses at the Property to allow for this use to continue for many decades into the future. Given that there is no intention to reposition this Property for mixed-use development, it is important that the Master Plan support and enhance continued automobile uses at the Property.

Short-term Recommendation 1.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.

DARCARS intends to work with M-NCPPC staff as part of its Site Plan amendment for the Property to provide a minimum of 10% of Lot 18 as green area under the grandfathered C-3 Zone. In this respect, DARCARS endeavors to add green elements to the Property to mitigate the urban heat island effects and improve opportunities for pedestrian and bicycle circulation along this southern frontage on Automobile Boulevard. Notwithstanding the foregoing, the ultimate design of DARCARS improvements added to the Property need to allow for effective wayfinding and visibility of its showroom and vehicles for sale so that the business can successfully function.

Short-term Recommendation 1.d Vehicle sales and service businesses should consider structured parking and/or the installation of pervious surfaces for vehicle storage to reduce impervious paving.

Current construction costs and market conditions do no support the investment necessary for structured parking in the Montgomery Auto Sales Park in the short-term. DARCARS will

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Attachment B – Written Testimony
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explore the feasibility of using impervious areas on portions of Lot 18 as part of its Site Plan amendment, but structured parking is not viable.

Long-term Recommendation 2.d Provide a minimum 3-acre contiguous public open space as a part of future major redevelopment. Montgomery Parks will make recommendations on the ownership of new public open spaces at the time of development application.

Given that DARCARS has entitlements to implement automobile sales and service uses on Lot 18 under the prior C-3 Zone and that the Master Plan does not clearly define where this 3-acre public open space is to be located, we are noting for the public hearing record that it is not feasible (or legally required) to provide public open space as part of its future Site Plan amendment for the Property. As noted above, DARCARS will work with staff to provide green area in accordance with the applicable C-3 Zone standards.

Long-term Recommendation 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).

As illustrated on Map 36 in the Master Plan, the proposed linear space would run through the properties to the south of the DARCARS' Property. A copy of Map 36 from the Master Plan is attached as Exhibit "B". As part of its future Site Plan amendment, DARCARS will work with M-NCPPC staff, as practical, to provide required green area on the Property in a manner that is compatible with the Master Plan's long-term vision for a linear open space on the properties to the south. Any green area and stormwater management facilities provided on the Property will need to also support DARCARS' ability to effectively operate an automobile showroom and service its customers vehicles.

We appreciate the opportunity to submit these written comments to the public hearing record for the Master Plan and look forward to the opportunity to process a Site Plan amendment for additional automobile uses at the Property that will enhance and support the continued economic vitality of the Montgomery Auto Sales Park in the short- and long-term.

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Very truly yours,

**Selzer Gurvitch Rabin Wertheimer
& Polott, P.C.**

Matthew M. Gordon

By: _____
Matthew M. Gordon

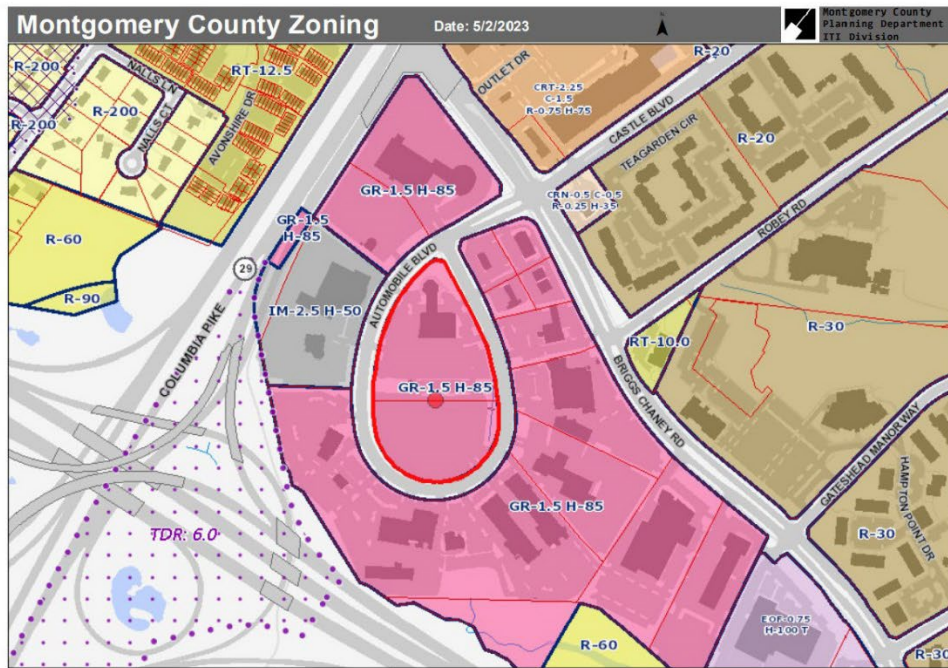
cc: Steve Hoffman, DARCARS Automotive Group
Brian Ryder, DARCARS Automotive Group
Tanya Stern
Robert Kronenberg
Patrick Butler
Donnell Ziegler
Clark Larson
Molline Jackson

{00536957;2 }

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Exhibit “A”

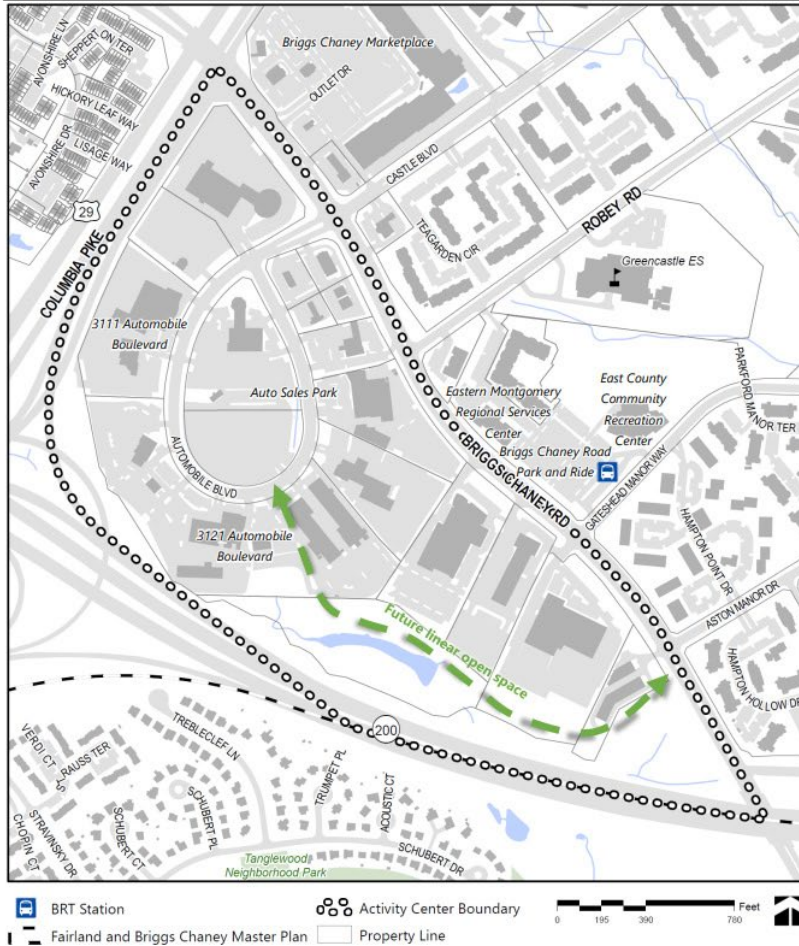


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Exhibit “B”

Map 36: Briggs Chaney (South) Activity Center Detail



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Attachment B – Written Testimony

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Item S: Bossi (Montgomery County Department of Transportation)

From: Bossi, Andrew <Andrew.Bossi@montgomerycountymd.gov>

Sent: Wednesday, May 17, 2023 1:02 PM

To: Zyontz, Jeffrey <Jeffrey.Zyontz@mncppc-mc.org>

Subject: Fairland and Briggs Chaney Public Hearing Draft - MCDOT Comments

Attached are our comments on the Fairland / Briggs-Chaney Public Hearing Draft.

Thanks!!

Andrew Bossi, P.E. (he/him)

Senior Engineer, Transportation Policy, Director's Office
Montgomery County Department of Transportation

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Fairland and Briggs Chaney Master Plan Work Session #2
Item S: Bossi (Montgomery County Department of Transportation)



Marc Elrich
County Executive

Christopher R. Conklin
Director

DEPARTMENT OF TRANSPORTATION

MEMORANDUM

May 17, 2023

TO: Jeff Zyontz, Chair
Montgomery Planning Board

FROM: Tim Cupples, Deputy Director for Transportation Policy
Department of Transportation (MCDOT)

SUBJECT: Fairland and Briggs Chaney Master Plan
Public Hearing Draft – MCDOT Comments

Digitally signed by
Timothy H. Cupples
Date: 2023.05.17
09:43:18-04'00'

Thank you for the opportunity to review the Spring 2023 Public Hearing Draft of the Fairland and Briggs Chaney Master Plan. In addition to the attached detailed technical comments, we would like to highlight three of the more significant issues. In the items below: footnotes identify the associated comment number in the attached detailed technical comments.

- 1) **TRANSPORTATION ANALYSES:** There does not appear to be any references to the transportation analyses, nor does this information appear to be available in an appendix. The analysis needs to ensure that it includes substantial changes proposed by the plan as noted in our detailed comments, as well as affirm that the plan meets the metrics set forth by Council in the December 2020 memo from the PHED Committee.^{4,5}
- 2) **PED/BIKE NEEDS:** The Bicycle and Pedestrian Network Recommendations (section 3.C.3) is surprisingly light on information considering the vision for a plan area focused on pedestrians and bicycles. This section should include information on Bicycle Levels of Traffic Stress, Pedestrians Levels of Comfort, where additional Protected Crossings, and pedestrian/bicycle capital needs.²²

Office of the Director

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Attachment B – Written Testimony
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- 3) **RANDOLPH RD ROW:** Fitting the proposed facilities within the rights-of-way along Randolph Road (particularly between Columbia Pike and Serpentine Way) does not appear feasible in a manner that reflects the plan's vision. With only 90' available, Sidepaths would be nearly at their minimum width, noting that this Sidepath is currently designated as a Breezeway.¹⁸

The Randolph Road Breezeway does not appear to be referenced in the Plan.²³ If the Breezeway designation is proposed for removal this should be clearly stated, though we would not support removing the Breezeway designation, as it is expected to provide an important connection for the area, particularly considering the expected growth at Viva White Oak.²⁴

On-street conventional bike lanes along Randolph Road would be the minimum width and located along a large and highly trafficked street. These bike lanes are envisioned to serve as a bike route for Paint Branch High School, and in such a scenario where we do not believe conventional bike lanes to be preferable as compared to separated bike facilities.¹⁸

The removal of an existing turn lane could have substantial impacts on transit operations, and it is unclear whether the removal of the turn lane is reflected in transportation analyses. Bus lanes are recommended in one part of the plan but do not appear to be recommended in the Transportation section and may also not fit within the proposed right-of-way.¹⁹

The plan needs to either reaffirm that these facilities achieve the plan's vision, reconsider the facilities planned for this corridor, or consider additional right-of-way needs.

- 4) **US 29 AT TECH & RANDOLPH BRT STATIONS:** The Plan proposes BRT stations at both Tech Road and Randolph Road. This would result in two very nearby stations, which runs counter to the purpose of BRT. These may also confuse potential users, as they would both serve transfers between the same lines, albeit different branches despite being nearly the same locations. Our currently ongoing project is proceeding with a station only at Tech Road, and if a station at Randolph is retained this would be a separate future project.³⁰

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- 5) **CLASSIFICATIONS:** The Downtown classification for the White Oak area is applied to relatively low-density areas that do not reflect what a Downtown area is intended to be. Either reclassify this area as a Town Center or substantially increase the densities and heights of the area to better reflect the intended definition of a Downtown, as to not erode the meaning of the designation.⁸

The Briggs Chaney Town Center includes the residential areas to the north, which does not reflect what a Town Center area is intended to be. Either limit the Town Center designation only to the CR- and CRT-zoned areas or rezone the residential areas to some form of CR zone.²¹


The Fairland Town Center is uniquely divided by US 29 with little interconnectivity between the parts of this Town Center, which may limit it from functioning like a Town Center. We support the designation, but the Plan should propose grade-separated connectivity for pedestrians & bicyclists across US 29 to better tie together each side at points between Fairland Road and Musgrove Road.²⁰

- 6) **INDUSTRIAL PKWY GRADE SEPARATION:** The Plan recommends that Industrial Parkway be a full interchange, instead of its currently planned status as a partial interchange. This would result in Industrial Parkway rising above US 29. Interchange ramps that have not been previously included in master plans would be provided on the west side. The ramps and grading will introduce new property impacts on both sides which property owners may not be aware of and will likely result in Old Columbia Pike / Prosperity Drive losing its direct connectivity with Industrial Parkway.^{11,12}
- 7) **CIP TABLE:** The CIP table does not appear to be complete. Our detailed comments list multiple efforts which should be included in this table, though there may be more (particularly among needs unrelated to transportation) which our comments do not identify.⁴⁵⁻⁴⁷

Attachments: Detailed Comments

cc: Andrew Bossi, MCDOT
Kara Olsen-Salazar, DGS
Molline Jackson, Montgomery Planning
Clark Larson, Montgomery Planning
Chris Van Alstyne, Montgomery Planning

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
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0		Team	Commenter	Page	Section	Summary	Comment
1		Policy	ADB	General	General	Colorblind Accessibility	Consider reviewing graphics for colorblind accessibility.
2		Policy	ADB	2	Key Recommendations	Add Safe Bike Movement	RE: Key Recommendation #1 Consider amending "safe pedestrian movement" to read "safe pedestrian and bicycle movement"
3	****	Policy	ADB	5 41-52	2.B.4 3.C	Complete Communities	Consider how to define, apply, and measure Complete Communities as called for by Thrive Montgomery 2050. I suggest the following metrics: (1) What target land uses are expected to be reachable, (2) within what defined timeframes (3) of traveling by what mode? For example: might the plan establish that high-frequency destinations like rec centers, grocery stores, or elementary schools should be within a 15 min walk/roll? And intermediate-frequency destinations like medical clinics perhaps 15 min by bike, or 30 min by walk/roll? And rarer or high-consolidation destinations perhaps 30 min by bike?
4	****	Policy, Devel Rvw	ADB, RT	18-19 41-43	2.D.6 3.C 3.C.2.4 3.C.2.7 3.C.2.8	Transpo Analysis	There does not appear to be any reference to the transportation analyses, nor does this information appear to be available in an appendix. Ensure the transportation analysis excludes the listed interchanges and includes Industrial along with its resulting impacts (such as losing OCP/prosperity connectivity with Industrial), considers the reduction of a turn lane along Randolph Rd, and includes the road diets on the Randolph / Cherry Hill and Briggs Chaney (and any other proposed diets).
5	****	Policy, Devel Rvw	ADB, RT	18-19 41-43	2.D.6 3.C 3.C.2.4 3.C.2.7 3.C.2.8	Transpo Analysis PHED Metrics	Note that the master plan metrics we're currently operating under (PHED's Dec 2020 memo) require that job access & travel times for autos be improved. I don't particularly agree with those metrics, as it can easily conflict with efforts to more efficiently and equitably move users (such as via dedicated transit lanes), but that's where we are. That said: I hope to address this with the 2024 Growth Policy Update starting this year. If this plan does not meet the current PHED Metrics, I'd suggest using the proposed metrics I sent to Jason Sartori on 24 February 2023 as additional guidance that might help justify the plan's vision if it's found that the plan does not meet the PHED Metrics.
6	****	Policy	ADB	34-62	3	Ultra Montgomery	Somewhere in the plan should be information relating to Ultra Montgomery. As noted previously: coordinate with Mitsuko Herrera on what all should be included in the Plan.
7	****	Policy	ADB	42-43	3.C.2	Freight	This should include some reference to freight, particularly given the centrality of a federal highway (US 29) to the plan.

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0		Team	Commenter	Page	Section	Summary	Comment
8		VZ, Policy	WH, ADB	42 46 79	3.C.2.1 Map 19 4.A.6	Downtown Classification	<p>The area designated as a Downtown does not reflect what a Downtown is intended to be.</p> <p>The properties where this designation is proposed have max heights of between 45-75' and densities between FAR 1.0 - 2.0; both of which are not remotely close to expected Downtown densities of over FAR 4.0 and heights over 200'.</p> <p>Furthermore, ROWs are not adequate to support the infrastructure proposed by the plan at a quality supportive of a Downtown designation (per a later comment).</p> <p>Change this area to a Town Center as to not erode the intent of Complete Streets.</p> <p>I would be willing to support a Downtown designation if it spans a larger area within the BRT watershed, and heights + densities are substantially increased to be more representative of what a Downtown is intended to be.</p> <p>This should include, at a minimum, FARs of at least 4.0 and heights over 150', as well as an analysis affirming that the market would support such growth.</p>
9		Policy	ADB	42	3.C.2.3.c	Superblocks	<p>I wouldn't characterize anything over 300' as a "superblock", most of DC's blocks within the L'Enfant Plan area are between 400-600'. Superblocks, as an planning term, are typically measured in thousands of feet.</p> <p>I'm not necessarily objecting to 300' here (though that is very dense, especially for this area), but consider using phrasing such as:</p> <p>"Block lengths exceeding 300 feet in any dimension are similarly discouraged."</p> <p>Why wouldn't we consider road diets to create dedicated bus lanes? Briggs Chaney is currently served by US 29 Flash. Randolph Road is a future BRT corridor.</p>
10	*	BRT	CP	43	3.C.2.8	Road Diets, Bus Lanes	<p>Tech & Industrial had long been planned as a single joint interchange, with southbound US 29 served by ramps at Tech Rd (which would bridge over US 29), and northbound US 29 served by ramps at Industrial Pkwy (which would still terminate at US 29 as it does today).</p> <p>By shifting the full interchange only to Industrial Pkwy: this will substantively increase impacts on properties that had not previously been considered at-risk.</p> <p>12301 Old Columbia Pike would almost certainly be a total-take. The townhomes along Old Columbia Pike by Featherwood Ct, as well as the single-family homes by Priscilla Dr, would all likely be significantly impacted; potentially also total takes.</p> <p>It is unclear if these property owners are aware of these potential impacts.</p>
11	***	Policy	ADB	43	3.C.2.4	Industrial Grade Separation Property Impacts (West Side)	


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							<p>If industrial Pkwy is presumed to cross above US 29, properties on the east side will likely be substantially impacted by the change in the road's grade.</p> <p>This notably includes White Oak Town Center (currently in development), as well as the 12201 Old Columbia Pike and 2121 Industrial Pkwy properties.</p> <p>Access for the 12201 property may be difficult to maintain without either substantially reggrading their property, or accessing Old Columbia Pike through the linear park.</p> <p>Old Columbia Pike / Prosperity Dr would likely lose direct access to industrial, running instead beneath industrial. This isn't as substantial an impact, but one which property owners on the east side should be mindful of.</p>
12	***	Policy	ADB	43	3.C.2.4	Industrial Grade Separation Property Impacts (East Side)	
13	*	BRT / Transit	JMC, CP	43	3.C.2.9	Roundabouts	<p>(JMC) The recommendation to implement roundabouts in place of signalized intersections seems in conflict with the plan's goal of improving the environment for pedestrians and cyclists. Roundabouts are not particularly safe for either of these users.</p> <p>(CP) I would caution against implementing roundabouts along corridors with proposed or active BRT.</p>
14	*	Policy	ADB	44	3.C.2.11	EV & Carsharing w/ New Development	<p>EV requirements for new developments are likely far fewer than they should be (and carshare requirements are likely higher than they need to be). Do you expect a ZTA to adjust the EV requirements, in particular, for this area?</p> <p>(addressing Countywide EV/carsharing requirements is on my personal to-do list, but admittedly very low behind a number of other priorities)</p>
15	**	Policy	ADB	44	3.C.2.11	Electrification Impacts	<p>Consider the forecast electrical use versus capacity for the area, particularly as we shift toward greater shares of electric vehicles, and whether this necessitates additional investments in area electrical infrastructure or power generation.</p> <p>While ensuring adequate power is at the behest of the utility companies and not explicitly within the scope of a master plan, the environmental impacts associated with this should be included in the narrative either with this recommendation or in the Environment section (3F).</p>
16		Policy	ADB	45	Table 5	Medians	<p>None of the streets are labeled as Divided, though some streets include medians today. As some examples: Briggs Chaney Rd has a median today but isn't necessarily required to have one. The ICC and US 29 have medians today and are required to have them.</p>
17	****	Policy	ADB	45, 50, 110-111	Table 5 Table 6 Table 15	ROW Impacts	<p>Update this table to reflect which streets are intended to be Divided.</p> <p>Identify any segments that have new ROWs proposed or that have new infrastructure demands placed upon them since the 1997 Fairland Master Plan (such as changes from this plan, the MPOHT, or the Bike Plan).</p> <p>Include any such changes as projects in the CIP Table.</p> <p>This will be needed for estimating costs for the Fiscal Impact Statement.</p>

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0	Team	Commenter	Page	Section	Summary	Comment
18	****	Policy	AD8	45 50 65	Table 5 Table 6 4.A.3.2	<p>Randolph ROW - Part I</p> <p>Sidepaths are 9' on each side through what is proposed to be a Downtown area. While above the 8' minimum for a Sidepath, Sidepaths are discouraged in Downtowns and Town Centers.</p> <p>Bike lanes are 5' on each side, which is the minimum width allowed, noting also that Conventional bike lanes are discouraged along streets of this size.</p> <p>This segment is today designated as a Breezeway. These narrow Sidepaths and bike lanes do not reflect Breezeway quality.</p> <p>[continued...]</p>
19	****	Policy	AD8	45 50 65	Table 5 Table 6 4.A.3.2	<p>Randolph ROW - Part II</p> <p>This does account for dedicated BRT lanes, per 3.C.4.1.c on p50. Table 5 does not appear to recommend bus lanes along Randolph Rd.</p> <p>These bikeways do not appear to meet the intent of 4.A.3.2 on p65 in serving Paint Branch HS students.</p> <p>Either reaffirm that these facilities are adequate for the vision, or reconsider the facilities planned for this corridor, or consider requiring additional ROW.</p>


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0		Team	Commenter	Page	Section	Summary	Comment
20	*	Policy	ADB	46 47 69 73	Map 19 3.C.3 4.A.4 4.A.5	Fairland Town Ctr Connectivity	<p>The proposed Fairland Town Center would be rather strange in that it'd be bisected by a generally inaccessible Controlled Major Highway, and each side of the Town Center isn't really interacting with the other.</p> <p>Consider requiring redevelopment of these sites to provide some form of grade-separated connectivity across US 29 which at least serves peds/bikes, intended to knit these two sides together.</p> <p>In the event only one side redevelops, they should at least establish the location for such a crossing, or provide flexibility for such a future crossing, with access easements as applicable, and possibly some form of funding participation.</p>
21	*	Policy	ADB	46-47 86	Map 19 4.B.2.5	Briggs Chaney Town Ctr	<p>Limit the Briggs Chaney Town Center area only to the CH- and CRT-zoned properties. Town Center designations are not intended for residential-only areas, such as those further north away from Briggs Chaney Rd.</p> <p>This section is surprisingly light on information considering the plan's stated vision of a more ped/bike focused area. As has been noted in prior reviews, this should include narrative and maps identifying:</p> <ul style="list-style-type: none"> - Segments with inadequate Bicycle Levels of Traffic Stress - Segment with inadequate Pedestrian Levels of Comfort - Where additional Protected Crossings are necessary per Complete Streets guidance - BIPPA scores based on draft Ped Master Plan methodology - Where new bike/ped connections could link together... - Neighborhoods - Bike/walksheds around BRT stations - Bike/walksheds around schools, libraries, and other community facilities <p>Each of these needs should then be reflected in the CIP Table (p110-111, Table 15).</p> <p>It'd be especially interested in whether any new crossings are desired across US 29 and the ICC, especially in the vicinity of Paint Branch HS.</p>
22	*****	Policy	ADB	47	3.C.3	Ped/Bike Needs	<p>While 3.C.3.5 references completing the Breezeways along US 29 and the ICC, neither Map 21 nor Table 6 reference any. The Map and Table need to include these.</p> <p>3.C.3.5 references two of the three Breezeways currently within the plan area. As the existing Randolph Rd Breezeway is not referenced, and the ROW given in Table 5 (p45) is not very wide; does this imply that the Breezeway designation will be removed from Randolph Rd? If so: this should be clearly stated.</p>
23	**	Policy	ADB	47-50	3.C.3.5 Map 21 Table 6	Breezeways	<p>3.C.3.5 references two of the three Breezeways currently within the plan area. As the existing Randolph Rd Breezeway is not referenced, and the ROW given in Table 5 (p45) is not very wide; does this imply that the Breezeway designation will be removed from Randolph Rd? If so: this should be clearly stated.</p>
24	**	Policy	ADB	47-50	3.C.3.5 Map 21 Table 6	Randolph Breezeway	<p>I would not support removing the Breezeway designation, unless Dave Anspacher can convince me otherwise. I think the Breezeway designations will be tremendously important & not including them in the plan will be a massive setback for bikeway mobility, especially considering the expected growth at Viva White Oak.</p>

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0		Team	Commenter	Page	Section	Summary	Comment
							<p>Replace 3.C.3.6 with this text, adapted from the 2022 Silver Spring Plan, which should be generic enough that it can be applied to any plan with micromobility services expected:</p> <p>-----</p> <p>Micromobility is expected to grow within the Plan area. More micromobility 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.</p> <p>-----</p> <p>This helps address a few issues we have previously raised, such as the vagueness of what it means to "enhance" Bikeshare Infrastructure, or how we haven't expanded Bikeshare in years given funding constraints & the rise of dockless options.</p>
25	*	Policy	ADB	47	3.C.3.6	Micromobility	
26		Policy	ADB	50	Table 6	Multiple Options	<p>There are multiple segments with what appears to be two options labelled (1) and (2). For each case: are both intended to be built? Or are these options where only one is expected to be built?</p> <p>For example:</p> <p>Briggs Chaney Road has each row showing a Sidepath on a different side.</p> <p>If both are intended to be built: consolidate into a single row and label the bikeway as "Sidepath (both sides)"</p> <p>If it's a choice of either side, then consolidate into a single row and label the bikeway as "Sidepath (side TBD)"</p>
27		Policy	ADB	50	Table 6	Sidepath Sides	<p>Many of these label Sidepath as just "Sidepath", though some others also include which side the path would be on.</p> <p>Clarify each "Sidepath" with either "Sidepath (both sides)" or "Sidepath (side TBD)"</p>
28		Policy	ADB	50-51	3.C.4	Transit	<p>There is no information establishing existing conditions for Local, Regional, Commuter, and Private Buses/Shuttles, or how these might either be supported, improved, expanded, etc.</p>
29		Policy	ADB	50	3.C.4.1.c	Randolph Dedicated Transit Lanes ROW	<p>Per an earlier comment, there appears to be inadequate ROW along E Randolph Rd / Cherry Hill for dedicated BRT lanes, among multiple other limitations with that ROW given.</p>

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0		Team	Commenter	Page	Section	Summary	Comment
30	*	BRT	CP	50-51	3.C.4.1.c 3.C.4.1.e	Tech, Randolph BRT Stations	<p>(CP) We have envisioned that the Randolph / Cherry Hill access would likely happen at the Tech Road intersection, as the two locations are very close together and activity is mostly focused on Tech Rd. There is not demand currently via Randolph/Cherry Hill, negating the need for another station or suggesting a second alignment.</p> <p>(CP) Having two stations in short succession along US 29 would erode the purpose of BRT.</p> <p>(ADB) Constructing stations at both locations would be expensive and perhaps also confusing for riders, as each would provide transfers between the same lines, but at different locations.</p> <p>(ADB) It might make some sense to pick a single alignment for the Randolph BRT. Choosing only the Tech Rd route might slow trips to/from Viva and any potential extensions to Greenbelt Metro, but would pickup the growing Tech/Industrial area.</p>
31	*	BRT / Transit	JMC	51	3.C.4.1.d	BRT to Howard County	<p>MCDDOT will not build the Flash BRT into Howard County. It will be up to Howard County and SHA to construct any improvements north of the county line (and, in fact, Howard County is already working on design and construction of three BRT stations). MCDDOT may operate the service, but we will not construct the infrastructure for another county.</p>
32	****	BRT, Policy	CP, ADB	51 86	3.C.4.1.e 4.B.2.2	29/Briggs Chaney BRT Station	<p>(CP) Is the new station for people along Briggs Chaney to access BRT or people traveling 29 to access Briggs Chaney? We have the existing route that travels Briggs Chaney. It would be helpful to understand the travel pattern being served by this given the expense and complication of this station.</p> <p>(ADB) Does this suggest keeping the BRT within the median of US 29 under Briggs Chaney, and the widened Briggs Chaney bridge would provide connections down to the US 29 platforms? If that is the intent, it should be more clearly stated. While I personally like it operationally, note that that is not what we are currently proceeding with in design; such a suggestion would likely be a separate project at some point in the rather distant future & would likely be very expensive.</p>
33		BRT / Transit	JMC	51	3.C.4.1.f	Enhance BRT Stations	<p>This is not a comment that should be in the master plan - it is too detailed and is a matter of personal preference. The stations on US 29 have already been constructed and are consistent with those planned for the rest of the network. The design of the stations was developed through a working group, which included staff from Planning.</p> <p>We do have plans to improve pedestrian facilities connecting to the stations, so the part of the recommendation regarding comfortable access is OK.</p>
34	*	BRT / Transit	JMC	51	3.C.4.2	Castle/Greencastle vs Robey BRT	<p>Since this bullet only references a study, it may be fine, but we should note that the Castle Blvd station is already constructed so we have no plans to remove it. The BRT is meant to be a direct service, so the recommendation to have the Flash deviate from primary routes to more neighborhood-type service is in direct conflict with the purpose of BRT.</p>


Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item S: Bossi (Montgomery County Department of Transportation)

0		Team	Commenter	Page	Section	Summary	Comment
35		BRT / Transit	JMC	51	3.C.4.3	BRT stop enhancements	(JMC) This bullet is a little confusing because the types of improvements you would make at BRT stations (which largely do not serve cars) are very different from what you might do at park-and-ride lots (which do serve cars). For example, charging stations are appropriate at park-and-rides, but not at BRT stations. Maybe separate these things out or be more clear. (ADB) I think most of these are probably fine for both types of stations, but this should clarify what "charging stations" are: is that EV charging or is it power ports for laptops, phones, etc? The only other reference to "charging stations" in the plan is regarding EV stations, in which case Joana's comment applies.
36		Policy	ADB	56	Map 23	Active Transportation Loops	The only other reference to these Loops that I see is a brief mention on p41 (3.C.1), but there does not appear to be any further elaboration on what these are. They're not mentioned at all in the section that Map 23 is located within. Are these just standard ped/bike facilities that are also branded as Active Transportation? Or are they intended to also serve more park-like uses beyond the scope of MCDOT? If the latter: I'm not saying No, but it does complicate implementation as multiple stakeholders can become involved in the capital, operating, and maintenance aspects of such a facility.
37	***	Policy	ADB	59	3.F	Climate Action Plan	While the Climate Action Plan is referenced elsewhere in the Plan, consider referencing it in the Environment section and identifying any goals / metrics which should be included in this section. Even if there aren't any which really fit into the scale of this plan, consider at least referencing it in the opening narrative of 3.F.1
38		Policy	ADB	62	3.H	Historic & Cultural Resources Map	Consider including a map showing historic & cultural resources.
39		Policy	ADB	62	3.H.2.3	Typo	Change "women" to "woman" so that "Ms. Jackson was a former enslaved woman" reads: "Ms. Jackson was a former enslaved woman"
40		Policy	ADB	65	4.A.3	Reference	The 3rd paragraph has a reference to "Figures 7 and 8, below", but these graphics are on p85. Adjust the reference to point readers to p85.


Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item S: Bossi (Montgomery County Department of Transportation)

0		Team	Commenter	Page	Section	Summary	Comment
							<p>This recommendation appears to suggest the creation of frontage roads, much like Old Columbia pike and Prosperity south of Randolph/Cherry Hill.</p> <p>I'd note that these roads, immediately adjacent to US 29, will essentially combine to form a 360' ROW of nothing but roads. I'm not necessarily saying No to these frontage roads if that is what is desired, but they do feel contradictory to the plan's vision.</p> <p>And these frontage roads are unlikely to function as intended by the plan (to relieve traffic on US 29), as again evidenced by existing examples south of Randolph/Cherry Hill.</p> <p>However, I *do* object to these frontage roads being shown in Figure 5 as intersecting with Fairland and Musgrove *immediately* adjacent to US 29. As can be seen at similar intersections south of Randolph/Cherry Hill: such designs create a host of safety and operating problems. Any such frontage roads <i>shall</i> adhere to intersection spacing requirements.</p> <p>I'd strongly urge staff to reconsider how this recommendation is applied & what issues it is trying to resolve, lest we recreate existing problems elsewhere in the area.</p>
41		Policy	ADB	74 75	4.A.5.5.b Figure 5	Frontage Roads	
42		Policy	ADB	110	Table 15	Capital Bikeshare Stations	Change "Enhance/Expand Capital Bikeshare stations" to "Enhance/Expand micromobility options"
43		Policy	ADB	110	Table 15	US 29 BRT to Howard County	Change the Lead Agency to MDSA / Howard County DOT" and the Coordinating Agency to "MCDOT / M-NCPPC"
44		BRT / Transit	JMC	111	Table 15	Randolph BRT Implementation Timeframe	In the CIP projects table, long-term says "Randolph Road BRT lanes". I assume means implementation, but shouldn't study of these lanes be shown in either the short or medium-term?

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
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0		Team	Commenter	Page	Section	Summary	Comment
							<p>In the CIP table consider adding a column that includes page references, listing each page where the project is substantially referenced. That will help lay-readers of the plan and will massively help me when I'm doing the fiscal analysis.</p> <p>Also make sure the CIP table includes all CIP projects. I haven't seen a single plan since I started at MCDOT in 2011 that has had a complete CIP table, which means lay-readers lose what could be a helpful resource, and my fiscal analyses risk being incomplete.</p> <p>Here's my tally of projects (some of which are indeed listed):</p> <ul style="list-style-type: none"> - Castle Blvd ext to Ballinger Dr (p42, 3.C.2.2) (p99, 4.C.2.4) - Aston Manor Dr ext to Robey Rd (p42, 3.C.2.2) (p99, 4.C.2.7) - Sheffield Manor Dr ext to Greencastle Rd (p42, 3.C.2.2) - Robey Rd ext to Automobile Blvd (p42, 3.C.2.2) (p93, 4.B.4.2.b) - Gateshead Manor Way ext to southernmost pt of Automobile Blvd (p42, 3.C.2.2) (p93, 4.B.4.2.c) - 29/Industrial full interchange & property impacts on both sides (per my earlier comments) (p43, 3.C.2.4) - US 29 non-auto safety & comfort treatments (p43, 3.C.2.6) - Randolph / Cherry Hill Bridge lane repurposings (p43, 3.C.2.7) - Briggs Chaney bridge lane repurposings (p43, 3.C.2.7) <p>[continued...]</p>
							<p>[...continued]</p> <ul style="list-style-type: none"> - Road diet studies (p43, 3.C.2.8) - Roundabout studies (p43, 3.C.2.9) - Any changes to street design from Existing Conditions (p45, Table 5) (p50, Table 6) - New ped/bike connections (p47, 3.C.3.1, 3.C.3.4, 3.C.3.5) (p55, 3.E.2.3) (p60, 3.G.1.4) - Briggs Chaney Bridge ultimate condition (p47, 3.C.3.b) - Expand Micromobility (p47, 3.C.3.6) - Build median lane US 29 BRT (p50, 3.C.4.1.b) - Build Randolph/Cherry Hill BRT (p50-51, 3.C.4.1.c) - Build US 29 BRT to Howard C (p51, 3.C.4.1.d) - Build additional US 29 BRT stations (p51, 3.C.4.1.e) - Enhance BRT stations with all-weather protection, access, comfort (p51, 3.C.4.1.f) - Enhance BRT stations as mobility hubs (p51, 3.C.4.3) - Reducing SOV Travel options (p51, 3.C.4.1.g) - Cool Streets (p60, 3.F.2.7) <p>[continued...]</p>
46	*****	Policy	ADB	110-115	Table 15	CIP Table (I)	

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item S: Bossi (Montgomery County Department of Transportation)

0		Team	Commenter	Page	Section	Summary	Comment
47	*****	Policy	ADB	110-115	Table 15	CIP Table (iii)	<p>[...continued]</p> <ul style="list-style-type: none"> - Rerouting US 29 along Robey-Greencastle instead of Castle, with new stations (p51, 3.C.4.2) - Art & design features on street projects (p64, 4.A.2.2) (p86, 4.B.2.3) - Utility undergrounding at intersections (p64, 4.A.2.3) - Redevelop Tech Rd P&R (p79-80, 4.A.6.5) - Redevelop Briggs Chaney P&R (p88, 4.B.3.5) - Redevelop Greencastle P&R (p99, 4.C.2.5) - Utility undergrounding at intersections (p86, 4.B.2.4) - Retrofit to retain & infiltrate water, porous pavements, shade & ornamental trees for shade, noise, aesthetics, and separation between peds/roads. (p86, 4.B.2.8) - Neighborhood Connector paths (p99, 4.C.2.3)

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item T: Dugan (Verizon Maryland LLC)

From: Timothy Dugan <tdugan@beankinney.com>
Sent: Friday, May 19, 2023 9:49 AM
To: MCP-Chair <mcp-chair@mncppc-mc.org>
Subject: Please include in the Record: Fairland and Briggs Chaney Public Hearing Draft Master Plan = Verizon Properties East and West

(I am also attaching a more legible pdf of the following message.)

May 19, 2023

By Email (mcp-chair@mncppc-mc.org)
The Montgomery County Planning Board
The Maryland-National Capital Park and Planning Commission
2425 Reedie Drive
4th Floor
Wheaton, Maryland 20902

Re: Fairland and Briggs Chaney Public Hearing Draft Master Plan
Verizon's Properties: 13100 Columbia Pike (West) and 13101 Columbia Pike (East)
Please include this letter in the Record.

To the Planning Board:

On behalf of our client, Verizon Maryland, LLC, the owner of the land and premises that flank Columbia Pike, at 13100 Columbia Pike (West) and 13101 Columbia Pike (East), we are supplementing earlier correspondence dated May 5, 2023. We testified in support of the Public Hearing Draft ("PHD") during the May 4, 2023 Public Hearing (during which we reiterated written testimony sent *via* our February 16, 2023 letter).

Upon further reflection and consultation with Verizon's real estate consultants, however, we recommend changing the Public Hearing Draft residential zoning density from R 0.50 to **R 1.50** to account for "redevelopment" or "major redevelopment" with a "significant housing component," as such terms are used in PHD Section 4.A.5. "Columbia Pike and Musgrove Activity Center," beginning at page 75.

We recommend changing the properties' recommended zoning as follows:

PHD Page	Map 31 Property Number	Verizon Property	PHD Recommended Zoning	Our Recommendations
78, Table 9	8B	West	CR-2.0 C-1.5 R-0.5 H-120	CR-2.0 C-1.5 <u>R-1.5</u> H-120
78, Table 9	9	East	CR-2.0 C-1.5 R-0.5 H-120	CR-2.0 C-1.5 <u>R-1.5</u> H-120

In essence, the current PHD-recommended residential zoning densities only address residential as infill, while preserving the existing nonresidential improvements. Recommendation No. 1 and Recommendation No. 4, on Pages 73-74, read:

[No. 1:] This Plan supports infill development of surface parking spaces at 13100 Columbia Pike (Verizon West), while retaining the existing corporate headquarters building and operations.

[No. 4:] This Plan supports 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

If there were a “major redevelopment” with a “significant housing component,” the residential density recommendations must be on the order of 1.5 FAR.

The following charts and calculations illustrate the residential density issue:

Units Per Acre Calculations			
Assume Average SF/Unit	Residential FAR	Units Per Acre Calculation	Units/Acre
1,000GSF ^[1]	0.5FAR (per the current PHD)	$((43,560\text{SF} \times 0.5\text{FAR})/1,000\text{GSF})$	22
1,000GSF	1.5FAR (as proposed)	$((43,560\text{SF} \times 1.5\text{FAR})/1,000\text{GSF})$	66

Density Comparison in the Event of a “Major Redevelopment”			
Property	Acres	FAR = 0.5 Unit Yield	FAR = 1.5 Unit Yield
Verizon West	34.5	759	2,277
Verizon East	36.5	803	2,409

Assuming: (1) (typical) 4-5 story wood frame construction; (2) structured parking; and (3) 360 units in each building, the PHD-recommended 0.5 FAR would yield only about two such buildings on each property; thus, such buildings would not be constructed in the case of a major redevelopment. The more likely development (in the case of a major redevelopment, at only 0.5 FAR) would be townhouses at such a low density.

If the properties’ residential zoning classification were R 1.5 FAR, the yield would be about 6 buildings on each property. With reference to PHD, page 75, Figure 5, “Conceptual Illustration . . .,” on Verizon East, it shows 3 “Texas donut”-type multifamily buildings of slightly varying sizes.^[2] One can imagine fitting 6 such buildings on each property, East and West, in the event of a major redevelopment. Such an outcome would constitute a “significant housing component.”

Maintaining the PHD’s current overall density recommendation at 2.0 FAR while changing the residential recommendation to 1.5 FAR, would still allow for 0.5 FAR of commercial

^[1] “GSF” = Gross Square Feet

^[2] Please also see a recent, nearby, Planning Board-approved example of the “Texas donut”-type multifamily building: White Oak Apartments, 6/28/2022 Staff Report Sketch Plan No. 320220050; Prelim Plan No. 120220060; Site Plan No. 820220110 at: https://eplans.montgomeryplanning.org/UFS/33115/101867/32-SR_Part1-820220110.pdf/32-SR_Part1-820220110.pdf, “a 5-story multifamily residential building with up to 359 units.”

density. Such an amount of commercial density would still be significant. For example, the existing building on Verizon East is about 350,684 SF or 0.22 FAR. The existing building on Verizon West is about 750,000SF or 0.50 FAR. We recommend preserving the PHD-recommended commercial density of C 1.5 FAR to foster flexibility. The Planning Board and the County Council have approved and adopted such flexibility in the past, especially where possible future nearby public transit is contemplated. The Great Seneca Science Corridor Master Plan includes zoning classifications with equal commercial (1.5) and residential (1.5) densities with up to a maximum 2.0 FAR overall density.^[3]

We are aware that each master plan conducts “a high-level analysis of the infrastructure needed to accommodate the master plan's vision.”^[4] Considering a master plan’s 20-30 year timeline, the composition of infrastructure demands for the Verizon properties, as they concern housing and commercial uses and densities, will be able to be implemented with the change to the zoning residential density to R 1.5 FAR.

As we have communicated previously, Verizon has no current plans to redevelop either 13100 Columbia Pike (West) or 13101 Columbia Pike (East). However, it is prudent to establish a flexible framework for a possible redevelopment that would fit well within the fabric of the Fairland and Briggs Chaney Master Plan area, considering the Master Plan’s long-term vision.

Again, we extend our thanks to the Planning Staff for their patience, hard work, technical acumen, and thoughtful consideration of the future development of the Fairland and Briggs Chaney Master Plan area, and of the Verizon properties in particular.

We respectfully request that the Planning Board advise the County Council to include our revised recommendations in the final Master Plan. Thank you for your consideration.

Very truly yours,
Timothy Dugan

cc:

Ms. Molline Jackson
Mr. Patrick Butler

Mr. Clark Larson
Mr. Don Zeigler

Timothy Dugan
Mobile: 301-922-4504
Office: 703-526-5583



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^[3] For example, please see the zoning for 9707 Key West Avenue.

^[4] PHD, page 106, Chapter 5 Plan Implementation.

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item T: Dugan (Verizon Maryland LLC)



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May 19, 2023

By Email (mcp-chair@mncppe-mc.org)
The Montgomery County Planning Board
The Maryland-National Capital Park and Planning Commission
2425 Reedie Drive
4th Floor
Wheaton, Maryland 20902

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Fairland and Briggs Chaney Master Plan Work Session #2
Item T: Dugan (Verizon Maryland LLC)

Fairland and Briggs Chaney Master Plan
 Verizon's Properties
 13100 Columbia Pike (West) and 13101 Columbia Pike (East)
 May 19, 2023
 Page 2 of 4



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Fairland and Briggs Chaney Master Plan Work Session #2
Item T: Dugan (Verizon Maryland LLC)

Fairland and Briggs Chaney Master Plan
Verizon's Properties
13100 Columbia Pike (West) and 13101 Columbia Pike (East)
May 19, 2023
Page 3 of 4



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³ For example, please see the zoning for 9707 Key West Avenue.

⁴ PHD, page 106, Chapter 5 Plan Implementation.

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item T: Dugan (Verizon Maryland LLC)

Fairland and Briggs Chaney Master Plan
Verizon's Properties
13100 Columbia Pike (West) and 13101 Columbia Pike (East)

May 19, 2023

Page 4 of 4



prudent to establish a flexible framework for a possible redevelopment that would fit well within the fabric of the Fairland and Briggs Chaney Master Plan area, considering the Master Plan's long-term vision.

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Very truly yours,

Timothy Dugan
Timothy Dugan

cc:

Ms. Molline Jackson
Mr. Patrick Butler

Mr. Clark Larson
Mr. Don Zeigler

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item U: Karns (Calverton Citizens Association)

From: Jeff Karns <jeff.karns@verizon.net>;
Received: Thu May 18 2023 14:47:48 GMT-0400 (Eastern Daylight Time)
To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>
Subject: Calverton Citizens Association Comments Fairland Briggs Chaney Master Plan

Attached you will find comments on the Fairland Briggs Chaney Master Plan, MCPB-5.4.23
Item 9.

Thank you,

Bernadine (Bernie) Karns, President

Calverton Citizens Association

Calverton Citizens Association
P. O. Box 21
Beltsville, Maryland 20704-0021

May 17, 2023

Mr. Artie Harris, Chair
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902.

RE: MCPB-5.4.23 Item-9 Fairland and Briggs Chaney Master Plan

Thank you for this opportunity to comment on the Fairland Briggs Chaney Master Plan.

The Fairland and Briggs Chaney Master Plan is an interesting read. It seems from the historical portion of the Plan that this area has always suffered from missteps, changes in plans, and putting other projects in this area that not only negatively impacted the Plan area but also the Study area.

1955 - the realignment of US 29. An African American cemetery was destroyed. Then things started looking up when Black ownership exceeded the rate of white homeownership. This is an amazing historical fact.

The 1964 Plan, when Calverton was developed, brought the County to concentrate development along transportation corridors, corridor city, alternating with low density residential housing and open space wedges. Great idea if there is a plan for infrastructure.

1968 Fairland-Beltsville Plan refined the concepts outlined in the 1964 Plan. Then the 1969 General Plan revised the 1964 Plan. This Plan gave the East County high-rise and garden apartments that resulted in inadequate sewer provisions and moratorium on new sewer construction in 1970. It was not until 1978 that new development began again in the area. What? There was no plan for infrastructure.

The 1981 Master Plan for Eastern Montgomery County recommended a variety of housing types and densities with a focus on transit serviceability encouraging development that is not dependent on the car. The Plan also included MPDU (Moderately Priced Dwelling Units) and TDR (Transferable Development Rights). The East County is now a receiving area for all the MPDUs and TDRs that other areas in the county don't want. The Plan also did away with the corridor city concept. So, what is going to happen with more houses and no road improvements or no good bus service? Are the schools ready for more students?

In 1983 the Montgomery County Council was angry with Prince George's County. Montgomery County had a responsibility to do something with its waste from the WSSC Blue Plains Plant in DC. Montgomery County designated East County as the receiving area for Site 2, the sludge composting facility. Site 2 caused many residents to suffer with allergies, asthma, and other breathing problems. The odors and

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Item U: Karns (Calverton Citizens Association)

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stench of Site 2 also caused many businesses to decide not to locate to the East County or to not renew a lease.

By 1986, the Fairland/White Oak Policy Area was in another development moratorium due to the lack of road capacity. There was no thought of infrastructure, amenities, school populations, or anything when it came to planning and approving developments in Fairland Briggs Chaney/East County area. It was all about build it and people will come. Well, people came and their lives were not happy lives because of traffic, no amenities, and overcrowded schools.

Other policies in the 1980s, 1990s, and 2000s were intended to address community needs like schools, parks, and transportation facilities. US 29 was widened from MD 198 to New Hampshire Avenue. There was no widening at New Hampshire across the bridge, so the widening of US 29 did not improve traffic flow. Traffic continues to back up on southbound US29 at New Hampshire 'til this day. At some point northbound US 29 did get another lane. Why southbound did not get another lane is the million-dollar question? Another question is what transportation facilities came to the area?

The 1990 Plan Trip Reduction Amendment to the 1981 Plan was to reduce potential growth until there was a comprehensive master plan addressing transportation infrastructure. Development peaked in the 1980s and slowed after 1990. Maybe Site 2 and the traffic problems in the area had something to do with the slowdown of development. No one wanted to come to East County. It was not welcoming.

The 1993 Refinement Plan that disregarded and removed growth corridor along US 29 in the East County. Montgomery County directed public and private investment away from East County and forwarded the established urban ring and I-270 corridor. Not only has the I-270 corridor benefited from "successive cycles of investments and reinvestments," I-270 flourished and so did other corridors like the Georgia Avenue Metro Rail corridor. "This recurring pattern aggravated the racial and economic disparities between the eastern and western parts of the county that remain today." Many people had voiced an option of a monorail or some kind of above ground rail system, but the County never listened to the East County and concentrated many, many dollars on other parts of the county. Montgomery County did not do anything good for the East County. The East County was ignored and neglected for many, many years.

The 1997 Fairland Master Plan focused on safe and attractive transportation improvements, community facilities, environmental protection, improved connections, and amenities for low-density neighborhoods. Somewhere between the late 1990s and the early 2000s Montgomery County gave the East County a water tower. A water tower that provided water for the Colesville/Cloverly area and did not benefit the area where it was located. West Farm Technology Park opened in 1997. West Farm Tech Park was a sprawling, attractive office park and not a warehouse office park. The construction workers and new tenants had to suffer with all the fumes and odors of Site 2. After 16 years of complaining to the County, WSSC and the State of Maryland about the obnoxious and noxious Site 2, Montgomery finally closed Site 2 in 1999. Again, the Plan area and the Study area suffered at the hands of the County.

In 1998 the County did build a new high school and the East County Recreation Center with no pool. Not to sound ungrateful. The new high school was too little too late. All the schools in the East County were still near capacity or over capacity even after the new school was built. Why wasn't a pool built in the East County? This could have been a great community addition, a great amenity, for the Fairland Briggs

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Chaney area. Yes, there is a pool at Martin Luther King and at Fairland Aquatics Center. But how do you get there? There was no quick way or good way for residents to get to a pool.

2007 brought a change to the way traffic and transportation adequacy is measured. It didn't work because traffic is still not moving in 2023. The County in 2023 now assumes that everyone or almost everyone will use the BRT (Bus Rapid Transit) system that opened in 2020. The County is saying that people do not need a vehicle and are now putting in fewer parking spaces in the proposed multi use or multifamily projects. This hypothesis is flawed because people still need a car for certain trips since there is no good transit system in the East County and no good transit system connecting the whole county. You can't get there from here and if you do get there it takes too long. It is going to be years and years down the road before everyone or almost everyone does not need a vehicle. The BRT will always bog down in traffic on southbound US 29 unless the widening at New Hampshire Avenue and the dedicated BRT lanes are built early in the Plan, not later and not spread out over years.

The 2023 Fairland Briggs Chaney Master Plan is focusing on rezoning areas in the area to allow for more compact construction in development in the area. The Master Plan will allow developments like Nova Randolph at the corner of Randolph Road and Old Columbia Pike to get approved without talking to the neighbors and not having to go through the Hearing Examiner for rezoning. The Hearing Examiner did not approve rezoning the corner land and asked the developer to meet with the communities. Well, the developer won't have to meet with communities now because Montgomery County is just giving the developer the zoning change needed to build on the property. The new focus is now taking every little nook and cranny and every corner and turning these areas into multi-use developments. The focus has changed back to corridor cities, "Activity Centers" and Community Gateways. Remember, with increased multi-use development and multifamily housing will come more cars. Cars parked on both sides of a street do narrow the path for other vehicles, especially emergency vehicles. At least the Plan has sidewalks to make for walkable communities because in older communities there is no safe place to walk with cars parked on both sides of a street.

It is great that there are plans to connect communities with the Activity Centers and connect communities with other communities and amenities. Cul-de-sacs are not bad for communities because there is no cut through to encourage vehicles to speed through communities. Connect communities with paths and bridges for walking and biking.

There is a problem with the tributaries in the Plan area and the Study area. The Galway Tributary is the worst one. It is great that construction will use modern environmental guidelines to prevent further problems. Are there plans to clean and redesign the tributaries to help with improving the environment and water flow in the Anacostia Watershed? Will these tributaries be improved and cleaned to help keep pollution out of the Anacostia and Potomac Rivers. Will these tributaries be cleaned to keep pollutants out of the communities, out of residential yards and out of parks.

Many residents in the area are disappointed and discouraged with Montgomery County. The County has not given the East County any indication that the County cares about us like the County cares about other parts of the county. Over the years Montgomery County has relaxed building and zoning codes. Older neighborhoods have seen the problems that come with multifamily housing. Problems like too many cars, schools are overcrowded, not being able to park in front of their house and not being able to walk down the street. Yet, the county gives residents who have lived in the county for many years a

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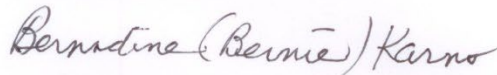
Calverton comments MCPB-5.4.23 Item-9 Fairland and Briggs Chaney-Master Plan – Page 4

homestead tax break. But this doesn't make the older person happy because all they want to do is to be able to park in front of their house and walk down the street safely. We need more help from the County for this area to have communities that residents want and communities where the older resident want to live. The Fairland Briggs Chaney Master Plan and Study area need more investment from Montgomery County to give residents what other parts of the county have. We want to see the interest and effort that the County has shown while bending over backwards to invest in other parts of the county. Where is equality when it comes to all residents and all communities in Montgomery County?

The County needs to invest equally in all areas of the county and to divide MPDUs and TDRs equally in all parts of the county. Montgomery County needs to come up with programs that spread all incomes across all parts of the county. For instance, schools in certain areas are not even close to being aligned with other schools in Montgomery County. Yet studies show that if people of different incomes or different backgrounds work together, live together, and go to school together then everyone benefits. You cannot make equitable communities if you don't treat everyone and every community and every area in the county equitably. What about us?

It is just too bad that it has taken all these years for a plan to develop that might save the Fairland Briggs Chaney area and the Study area. The new Fairland Briggs Chaney Master Plan looks to be the best laid-out plan for years to come. The Fairland Briggs Chaney Study area is really hoping that this plan is seen through because too many times the plans have been changed, dropped, or not completed for one reason or another. It is time to spend money in the Fairland Briggs Chaney Master Plan and Study area. It is time to deliberately concentrate and focus on the communities to fix the challenges that the residents and businesses have faced for years. It is finally our time to receive all the benefits that other parts of the county have received for years. Will this be the one. Will this be The Plan? We sure hope so.

Respectfully submitted,



Bernadine (Bernie) Karns, President
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Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item V: Bostick (Montgomery Countryside Alliance)

From: Kristina Bostick <kristina@mocoalliance.org>;
Received: Wed May 17 2023 09:37:10 GMT-0400 (Eastern Daylight Time)
To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>
Subject: Support for Briggs Chaney Fairland Master Plan Draft

Greetings Planning Board Members and Staff,

Thank you for the opportunity to write in support of the Briggs Chaney- Fairland Master Plan draft, our written testimony is attached.

We welcome new members and the new chair and look forward to collaborating with all for a vibrant Montgomery County.

Many Thanks,

Kristina Bostick
Senior Conservation Associate
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Item V: Bostick (Montgomery Countryside Alliance)



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Caroline Taylor
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caroline@mocoalliance.org

Kristina Bostick
Senior Conservation Associate
kristina@mocoalliance.org



Greetings Planning Board and Staff,

05 / 17 / 2023

Montgomery Countryside Alliance (MCA) is tasked with defending the County's 41-year commitment to local farms, the Agricultural Reserve. Though outside the boundaries of the Reserve, I'm writing on behalf of our 10,000+ supporters across the county to strongly endorse the Briggs Chaney – Fairland draft Master Plan—specifically its focus on infrastructure and opportunity that increase food equity in the Eastern County and the county as a whole.

When we talk about food equity, one thing that gets lost is not just who gets access to quality food for consumption – but who gets the access to food growing opportunities. Broadening food production access has benefits for the whole community in the areas of equity, public health, economic development and more. Plans for an Agriculture Technical Hub (recommendation 3.D.2) in this draft are a great step toward food equity and food access in the Eastern County and beyond.

As part of our organization's commitment to the County's ag sector, MCA nurtures new and expanding farms into thriving small businesses. Since 2011 we've run a Land Link program that connects new farmers with local landowners offering long term leases in an effort to overcome astronomical land prices and get farmers growing. We've made 500 acres of matches to date.

Here are a few gleanings we have had in working with the next generation producers seeking access to grow our region's food:

-In a recent demographic shift the typical land seeker is most likely a female Person of Color seeking to grow culturally appropriate food for their community. A majority of land seekers are immigrants. This new crop of land seekers each has decades of growing experience, often from home countries where, unlike here, agriculture remains an intrinsic part of community life. Among our longest tenured land matches, most are African women supplying many tons of food per year to county food banks.

-Having drive and experience does not make a farm or garden a reality. What land seekers lack is the capital to buy land as high property values go even higher.

-These land seekers are more likely to live in the Eastern County and want to seek land there to be close to day job(s) and family care responsibilities. Community gardens are one avenue, but the long wait list for these small plots only underscores the need for more urban/suburban growing space.

-The Ag Reserve is the site of many possible land leases, but the commute to properly care for a farm is a dealbreaker for these aspiring farmers.

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Item V: Bostick (Montgomery Countryside Alliance)

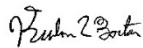
-The pandemic has increased food insecurity 50% in Montgomery County. The county's Farm to Food Bank program has helped – showing investing in local farmers is a win-win-win for farmers, food banks and their clients.

-A new focus on food equity has sprouted new avenues for this important work. The Food Council, Office of Agriculture, newly formed Office of Food System Resilience and our own activities at MCA show the potential for collaboration around gardens, farms and food.

For these reasons, the time is ripe to collaborate on solutions that get more residents growing. This draft plan's focus on a sustainable local food system plan and Agriculture Technical Hub is the right step forward and the Eastern County is the idea place to take this step. With partners, we are envisioning a further step – a fully featured small farm incubator program that brings together land, equipment and mentoring to create thriving small farms on hubs throughout the County. We stand ready to partner to make this pilot project a reality in the Eastern County and scale up to other parts of the county.

Like a playground or soccer field, space to grow food is a recreational benefit that many people want - an amenity that welcomes many cultures and builds community connections. Because food is so central and culturally linked in us humans, increased garden infrastructure and opportunity builds the self-determination and agency of a community the way few others measures can. It is our hope that this Master Plan's focus on food infrastructure – not just for food access but garden and farm access – becomes a standard piece of all master plans going forward.

Thank You



Kristina Bostick
Senior Conservation Associate

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From: Brandi Panbach <bengrohr@gmail.com>;
Received: Tue May 16 2023 20:26:37 GMT-0400 (Eastern Daylight Time)
To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>
Subject: Fairland and Briggs Chaney Master Plan Comment

Name: Brandi Panbach
Address: 12905 Olivine Way, Silver Spring, MD 20904
Date of Public Hearing: May 4th, 2023

I am resident of Fairland in the Snowden's Mill subdivision. I strongly support the Fairland Briggs Chaney Master Plan as proposed. This master plan envisions an east county that is significantly improved for future and current residents in 30 years. Montgomery County desperately needs more market rate and affordable housing for families and seniors. The proposed plan focuses on increasing housing supply in commercial areas and on major throughways. The proposed housing is crucial to increasing housing supply and preventing further price increases in Montgomery County and particularly east county which is one of the more affordable parts of the county. The only way to keep homeownership within reach is through building more housing to keep prices from getting even higher. The density proposed in the general plan is appropriate given its proximity to major roadways and various bus lines. I strongly encourage the planning board to keep all the proposed density changes in plan. The focus on an increase in service and quality of BRT will increase access to jobs and to other parts of the county. The plans focus on increasing pedestrian and bike pathways connections which will increase mobility and improve access. This plan presents a comprehensive vision of an improved east county. I appreciate all the local events the planning team did to engage the community. I strongly urge the planning board and county council to support this plan.

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item X: Caruso (Montgomery County Food Council)

From: Michelle Caruso <michelle@mocofoodcouncil.org>;
Received: Fri May 19 2023 15:31:48 GMT-0400 (Eastern Daylight Time)
To: MCP-Chair@mncppc-mc.org <mcp-chair@mncppc-mc.org>
Subject: Testimony: Fairland and Briggs Chaney Master Plan

Dear Chair Harris and Members of the Montgomery County Planning Board,

On behalf of the Montgomery County Food Council, please see testimony attached related to the May 4th public hearing of the Fairland and Briggs Chaney Master Plan. Thank you for your consideration of our testimony.

All the best,
Michelle



MONTGOMERY COUNTY
FOOD COUNCIL
Michelle Caruso, MPH, RDN

Manager, Strategic Partnerships
Pronouns: she, her, hers



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michelle@mocofoodcouncil.org



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The Montgomery County Food Council is committed to building equity and racial justice in our local food system. Learn more [here](#).

Attachment B – Written Testimony
Fairland and Briggs Chaney Master Plan Work Session #2
Item X: Caruso (Montgomery County Food Council)



May 19, 2023

Montgomery County Planning Board
2425 Reedic Drive
Wheaton, MD 20902

FAIRLAND BRIGGS CHANEY MASTER PLAN - Hearing Date: May 4th, 2023

Dear Montgomery County Planning Board,

The Montgomery County Food Council (Food Council) would like to express our appreciation for the opportunity to provide comments on the Fairland Briggs Chaney Master Plan (the Plan). We **strongly support the food system recommendations** outlined in the Plan and applaud the Planning Department for integrating these very important issues into the Plan.

The Food Council is dedicated to promoting a robust, equitable, and sustainable food system in Montgomery County, so we are thrilled to see that the Plan not only addresses the challenges of future development and a growing population, but also the inequities pertaining to housing opportunities, impacts from and resilience to climate change, and that it elevates and integrates important food system issues such as equity, resilience, access, and production and supply.

The Food Council particularly highlights the Plan's focus on infrastructure and opportunity that increase food equity and climate resilience in the Eastern County and the county as a whole. At the outset, we support the vision included in the Plan Framework (section 2.F) which sets "An Integrated and Innovative Local Food System, by establishing a network of community gardens, farmers' markets, food production and education facilities within the community" as one of the policy goals. This is very much in line with the [goals of the Food Council](#), and which we would love to see come to fruition. Additionally, we support the Plan's framework to achieve a "complete community" with 15-minute living for as many people as possible, and we would further suggest planning explicitly include safe and comfortable pedestrian access to grocery options - including from the curb to the front door (section 2.F and also 3.C.i).

The Plan smartly suggests a study to explore the infrastructure needed to support this vision in the Community Health and Culture section (3.D). First, the Plan references the goal 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" (section 3.D.i). The Plan then recommends that the County "conduct a food system study or 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" (section 3.D.2.i), including the possibility of studying the establishment of a local food system and sustainability hub, or Agriculture- Technology Facility, that includes demonstration and/or community



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Item X: Caruso (Montgomery County Food Council)

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 or communities” (section 3.D.2.1.a).

The Food Council strongly supports a food system study centered on the interests of this community and would be happy to be partner in such a project and in exploring ideas relating to food system related use of the Fairland Regional Park as well as other, smaller neighborhood parks, including the proposed community garden in the Edgewood Neighborhood park (3.E.1.7). To that end, we recommend that the food system study mentioned in 3.D.2.1 be formally included as a short-term goal in Table 15 as part of, or in addition to the Fairland Regional Park Study.

Section 5.D of the Plan proposes a community advisory committee to help support the goals of the plan. This committee could also provide input on some of the food systems proposals and help lead any study conducted. Montgomery Planning used unique and robust community engagement outreach in arriving at this plan and this committee would be a useful and equitable means to continue that effort.

The Food Council also lauds the Plan’s consideration of the impacts of climate change. Noting that the vulnerability score for the plan population is higher than the county average and that one of the predominant impacts to the plan population will be increased extreme heat days, the Food Council supports the Plan’s focus on the needs and trip patterns of vulnerable populations and on providing amenities for comfortable and safe walking, rolling, and transit-oriented food access for transportation cost-burdened residents (section 3.C.1).

The Food Council looks forward to continuing to work together with Montgomery Planning, the Planning Board, and the County Council and Executive to support these important food systems goals. Please do not hesitate to contact us for more information at the email and phone number provided below.

In Summary:

- The Montgomery County Food Council strongly supports the food system recommendations in the Fairland Briggs Chaney Master Plan.
- We specifically support the recommended study to explore the food system infrastructure needed to support the vision of this plan.
- We recommend that the food system study mentioned in 3.D.2.1 be formally included as a short-term goal in Table 15 as part of, or in addition to the Fairland Regional Park Study.
- We specifically support the proposed creation of a community advisory committee to support the goals of this plan.
- We applaud the plan’s focus on the impacts of climate change and support the focus on comfortable and safe walking, rolling, and transit-oriented food access for cost-burdened residents.



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