

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

Lead Sponsor: County Council

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

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

Action

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

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

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

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

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

2.F.1 Policy Framework Statements

2.F.2 Concept Framework Plan

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

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

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

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

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

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

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

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

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

5. Explore and leverage partnerships and incentives to preserve and expand housing affordability in the plan area and to enable properties to redevelop as mixed-income communities serving a broad spectrum of incomes [when appropriate].

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

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

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

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

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

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

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

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

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

3. Establish publicly accessible trail connections through HOA common area properties, other private property, public parkland, and road rights-of-way to connect neighborhoods, Activity Centers, public parks, and recreation centers. Possible methods might include through public easements, shared access agreements, and wayfinding signage.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

General

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

This is a correct copy of Council action.



Sara R. Tenenbaum
Clerk of the Council