

1997

fairland

Approved and Adopted

# Master Plan

**A Comprehensive Amendment to the 1981  
Eastern Montgomery County Master Plan**

*published by*



THE MONTGOMERY COUNTY  
DEPARTMENT of PARK & PLANNING

8787 Georgia Avenue  
Silver Spring, Maryland 20910

# ABSTRACT

TITLE: Approved and Adopted Fairland Master Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Master Plan for the Fairland Master Plan Area

DATE: May 1997

PLANNING AGENCY: The Maryland-National Capital Park and Planning Commission  
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SOURCE OF COPIES: The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

NUMBER OF PAGES: 155

ABSTRACT: This document contains the text with supporting maps for the Planning Board (Final) Draft Plan for the Fairland Master Plan Area. This Plan is a comprehensive amendment to the *Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, 1981, as amended.



# APPROVED AND ADOPTED

## Fairland Master Plan

*An Amendment to the Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, 1981, as amended; The Master Plan of Bikeways, 1978, as amended; the Functional Master Plan for the Patuxent River Watershed, 1993, The Master Plan for Historic Preservation, 1979, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; and The Master Plan of Highways within Montgomery County, as amended.*

*Prepared by*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Montgomery County Department of Park and Planning  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

August 1996

*Approved by*

THE MONTGOMERY COUNTY COUNCIL  
March 1997

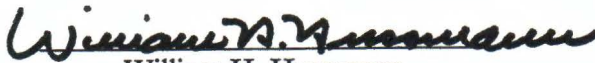
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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
May 1997

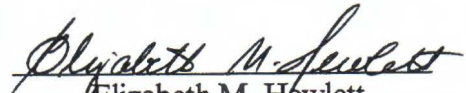
## CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the *Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, 1981, as amended; *The Functional Master Plan for the Patuxent Watershed*, 1993, as amended, *The Master Plan of Bikeways*, 1978, as amended; the *Master Plan for Historic Preservation*, 1979, as amended; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, 1964, as amended, and the *Master Plan of Highways within Montgomery County* as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 13-835 on March 25, 1997, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 97-11 on May 21, 1997 after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

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

The Commission has three major functions:

- (1) The preparation, adoption, and, from time to time, amendment or extension of *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*;
- (2) The acquisition, development, operation, and maintenance of a public park system; and
- (3) In Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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## NOTICE TO READERS

An area master plan, after approval by the County Council and adoption by The Maryland-National Capital Park and Planning Commission, constitutes an amendment to the General Plan for Montgomery County. As such, it provides a set of comprehensive recommendations and guidelines for the use of publicly and privately owned land within its planning area. Each area plan reflects a vision of future development that responds to the unique character of the local community within the context of a County-wide perspective.

Area master plans are intended to provide a benchmark point of reference with regard to public policy. Together with relevant County-wide functional master plans, they should be referred to by public officials and private individuals when decisions are made that affect the use of land within the plan's boundaries.

Master plans generally look ahead to a time horizon of about 20 years from the date of adoption, although it is intended that they be updated and revised about every ten years. It is recognized that the original circumstances at the time of plan adoption will change over time, and that the specifics of a master plan may become less relevant as time goes on. Any sketches or site plans in an adopted plan are for illustrative purposes only, and are intended to convey a general sense of desirable future character rather than any specific commitment to a particular detailed design.



## The Master Plan Process

**STAFF DRAFT PLAN** — This document is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. When the Board's changes are made, the document becomes the Public Hearing (Preliminary) Draft Plan.

**PUBLIC HEARING (PRELIMINARY) DRAFT PLAN** — This document is a formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public hearing testimony. The Planning Board holds a public hearing and receives testimony on the Draft Plan. After the public hearing record is closed, the Planning Board holds public worksessions to review the testimony and to revise the Public Hearing (Preliminary) Draft Plan as appropriate. When the Board's changes are made, the document becomes the Planning Board (Final) Draft Plan.

**PLANNING BOARD (FINAL) DRAFT PLAN** — This document is the Planning Board's recommended Plan and it reflects the revisions made by the Board in its worksessions on the Public Hearing (Preliminary) Draft Plan. The Regional District Act requires the Planning Board to transmit the Plan directly to the County Council with copies to the County Executive. The Regional District Act then requires the County Executive, within sixty days, to prepare and transmit a fiscal impact analysis of the Planning Board (Final) Draft Plan to the County Council. The County Executive may also forward to the Council other comments and recommendations regarding the Planning Board (Final) Draft Plan within the sixty-day period.

After receiving the Executive's fiscal impact analysis and comments, the County Council may hold a public hearing to receive public testimony on the Plan. After the record of this public hearing is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and then makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board (Final) Draft Plan, as revised.

**ADOPTED PLAN** — The Master Plan approved by the County Council is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the various master or sector plans cited in the Commission's adoption resolution.

### The Master Plan Process in Brief

Planning Board submits and County  
Council approves:

#### Annual Work Program

Park and Planning staff initiates  
community participation and  
prepares:

#### Issues Report

Park and Planning staff reviews  
Issues Report with Planning Board  
and then prepares:

#### Staff Draft Plan

Planning Board reviews Staff Draft  
and, with modifications as necessary,  
approves plan as suitable for public  
hearing.

#### Public Hearing (Preliminary) Draft Plan

Planning Board reviews public  
hearing testimony, receives County  
Executive comments at Board  
worksessions, and adjusts Public  
Hearing Draft to become:

#### Planning Board (Final) Draft Plan

County Executive reviews Planning  
Board Draft and forwards fiscal  
impact analysis and comments to  
County Council.

#### Planning Board (Final) Draft Plan Transmitted to County Council

County Council holds public hearing  
and worksessions and approves,  
disapproves, or amends Planning  
Board Draft, which is forwarded to  
M-NCPPC to become:

#### Approved and Adopted Master Plan

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# PLAN HIGHLIGHTS

## COMMUNITIES AND CENTERS

**This Master Plan reinforces the existing development patterns in the Fairland Master Plan area with appropriate adjustments based on the 1993 General Plan Refinement and the goal of balancing land use against available facilities and infrastructure.**

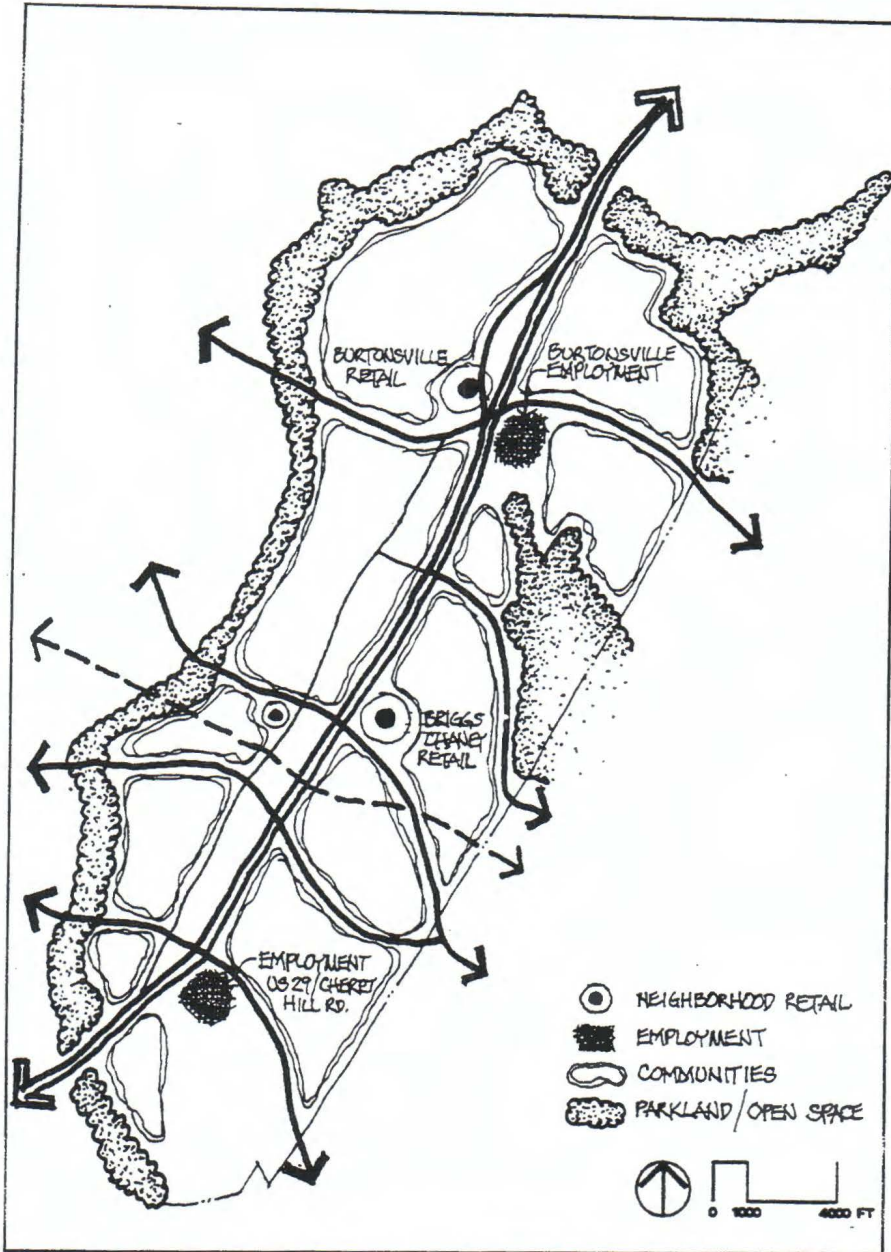
The Fairland Master Plan has community building as one of its key components; recognizing and reinforcing each community's unique character and identity and ensuring that local centers serving the communities are attractive, functional, safe, and accessible. The communities of Fairland are composed of new neighborhoods adjacent to mature neighborhoods, served by local shopping, schools, public services, and parks. The Fairland Master Plan implements the policies of the General Plan Refinement, which identified the Fairland Master Plan area as primarily residential in nature and within the Suburban Communities and the Residential Wedge.

### **This Plan:**

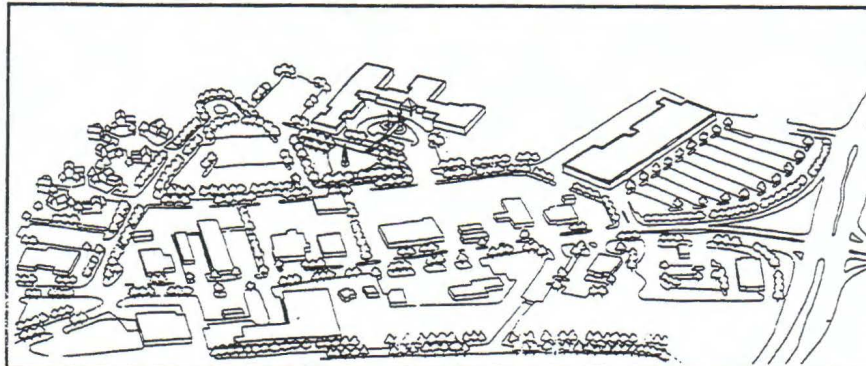
- Increases the potential for a greater percentage of single-family detached homes in undeveloped or underdeveloped areas within Fairland while maintaining a mix of housing types.
- Recommends a golf course community that straddles the Montgomery and Prince George's Counties' boundary and incorporates the revitalization of the public Gunpowder Golf Course, located off Gunpowder Road.
- Recommends redevelopment of the Great Oaks site with an institutional use or as a residential subdivision by using Transfer of Development Rights (TDRs).
- Removes TDR development options wherever environmental and access constraints limit using increased densities.
- Recommends streetscaping and sidewalk improvements in the Briggs Chaney Road and Burtonsville neighborhood retail areas.
- Recommends overlay districts to encourage diversification of uses in the US 29/Cherry Hill Road Employment Area and to provide opportunities for redevelopment in the Burtonsville Industrial Area.
- Recommends a new low-intensity regional shopping center in a 42-acre portion of the West\*Farm Technology Park.
- Recommends sidewalk, trail, and roadway connections between new and existing communities.

# COMMUNITIES AND CENTERS

FIGURE 1



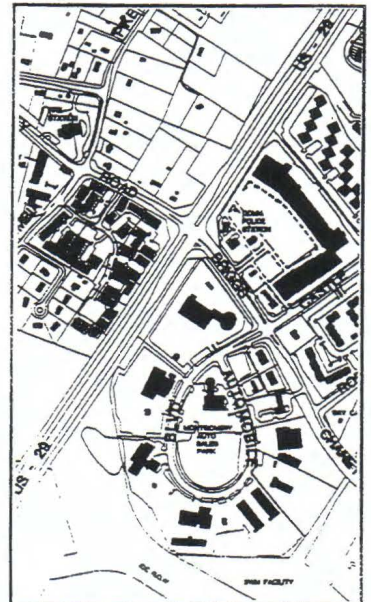
Burtonsville Center



Golf Course Community



Briggs Chaney Center





## TRANSPORTATION NETWORK

**The Fairland Master Plan recommends enhancing mobility by providing a safe and efficient transportation system with a wide range of alternatives.**

The Plan identifies right-of-way for grade-separated interchange improvements on US 29 and gives priority to east-west travel. The Plan underscores the need for pedestrian safety and access to local facilities and recommends a number of sidewalk improvements in commercial centers, in the residential communities, and along the major roads. Emphasis is placed on safe and attractive transportation improvements that enhance local circulation while improving all modes of travel within and through the communities and centers of Fairland.

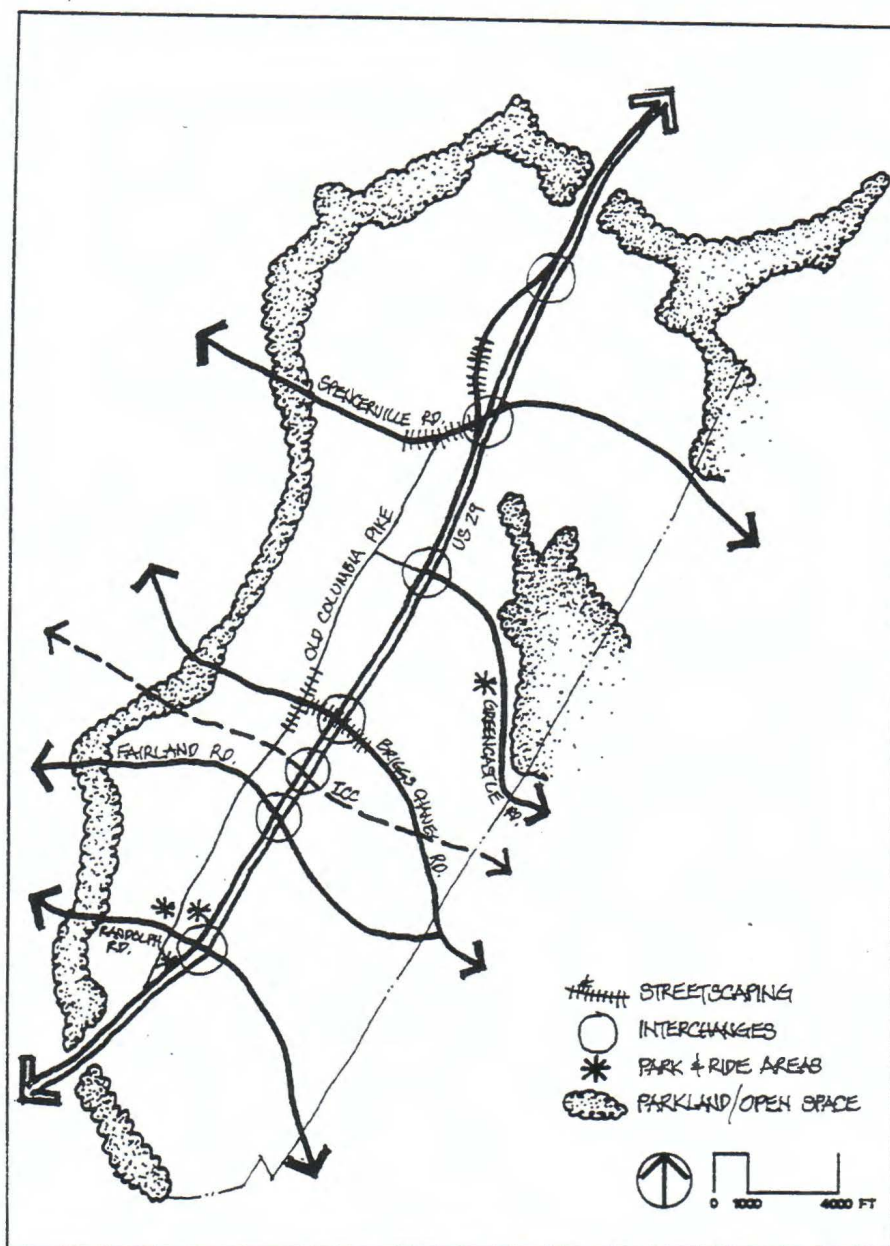
### **This Plan:**

- Recommends grade-separated interchanges for all east-west crossings of US 29 and the need to reserve right-of-way for all improvements.
- Provides improved traffic circulation for through and local traffic.
- Recommends a rear access road in the Burtonsville neighborhood retail area to improve circulation along MD 198.
- Recommends improved access to the Burtonsville Elementary School.
- Recommends streetscaping, sidewalks, and pedestrian crossings in the Briggs Chaney Road and Burtonsville neighborhood retail areas.
- Recommends extension of existing local and regional bus service.
- Recommends a Transportation Demand Management Program to encourage transportation alternatives to the single-occupancy automobile, including car pooling and mass transit.
- Provides a safe and convenient bikeway network that connects to local community centers, services, and recreational facilities and expands commuting opportunities for biking.
- Expands the system of sidewalks and walkways to improve access to public transit, commercial centers, schools, parks, and places of employment.

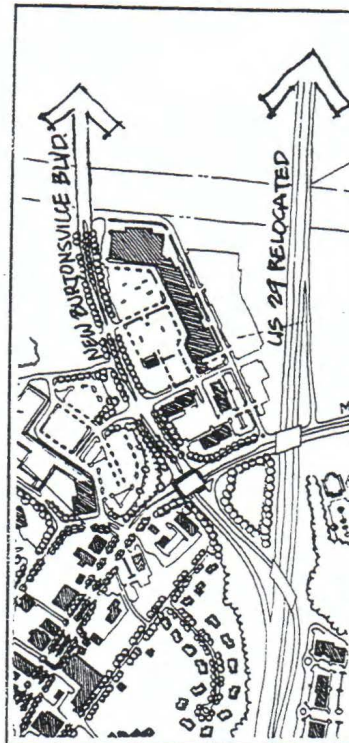


# TRANSPORTATION NETWORK

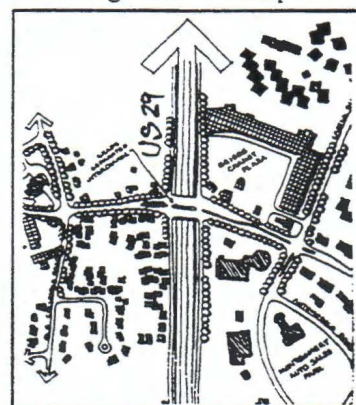
FIGURE 2



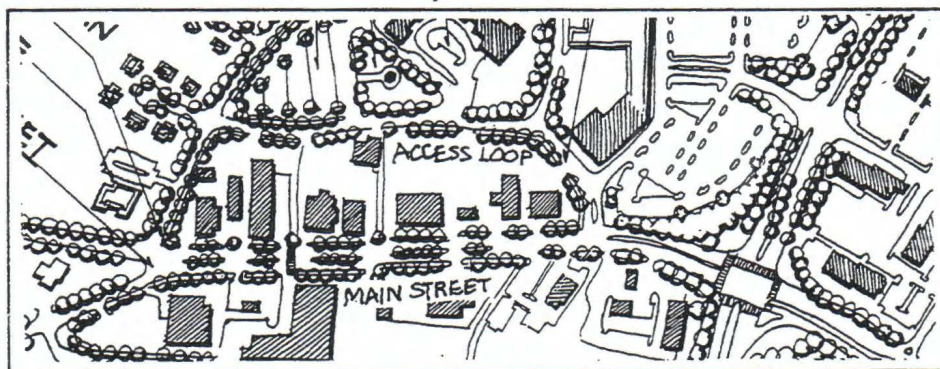
US 29 Relocated



US 29/Briggs Chaney Road Interchange and Streetscape



Burtonsville Main Street and Access Loop



## COMMUNITY FACILITIES AND LINKAGES

**The Community Facilities goal in the Fairland Master Plan is to provide sufficient public services to support the neighborhoods and communities in Fairland.**

Schools, libraries, recreation facilities, conservation areas, and government buildings are important components of a community. This Plan implements the General Plan Refinement objective of "...striving for facilities that foster a sense of community."

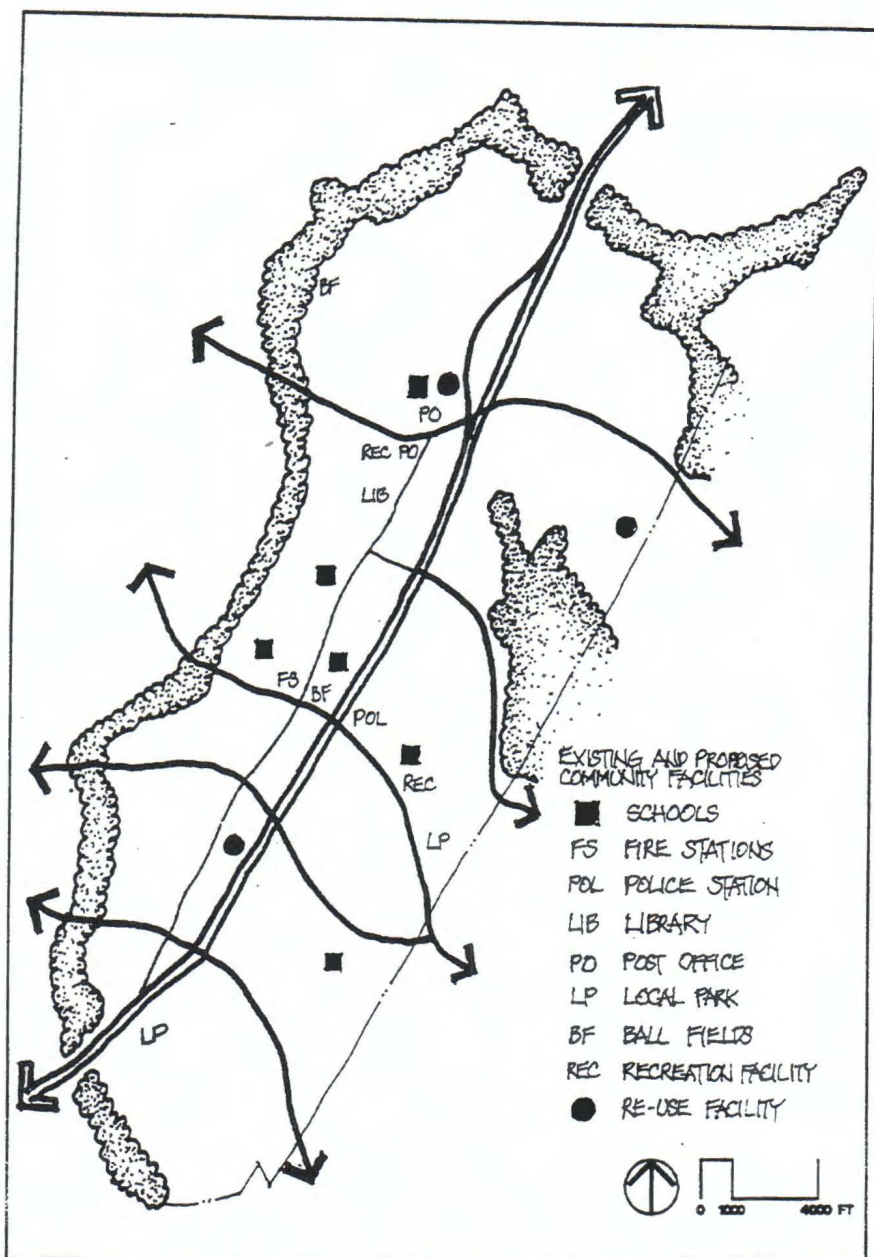
### **This Plan:**

- Recommends sites for an elementary school and two local parks.
- Recommends reuse of existing public facilities for recreation centers or other public uses.
- Recommends locations for additional recreation facilities such as ballfields, ball courts, and playgrounds.
- Recommends improving the public Gunpowder Golf Course as part of a new golf course community.
- Recommends extension of existing trails and connections to the Paint Branch Stream Valley Park.
- Recommends trails and connections to the Fairland Recreational Park through the Little Paint Branch stream valley.
- Expands park acquisition/dedication beyond current areas to ensure access to and protection of natural resources.
- Proposes a Greenway Network incorporating the Patuxent, Paint Branch and Little Paint Branch stream valleys.

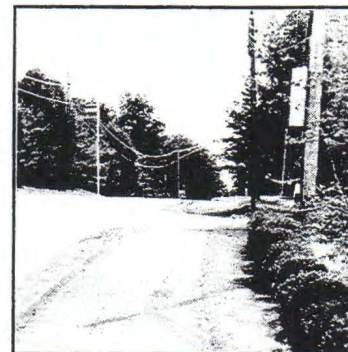


# COMMUNITY FACILITIES AND LINKAGES

FIGURE 3



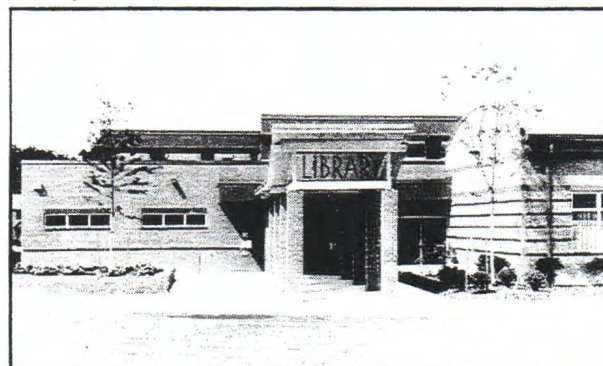
Bikeway: Old Columbia Pike



Fire Station



Library





## ENVIRONMENT

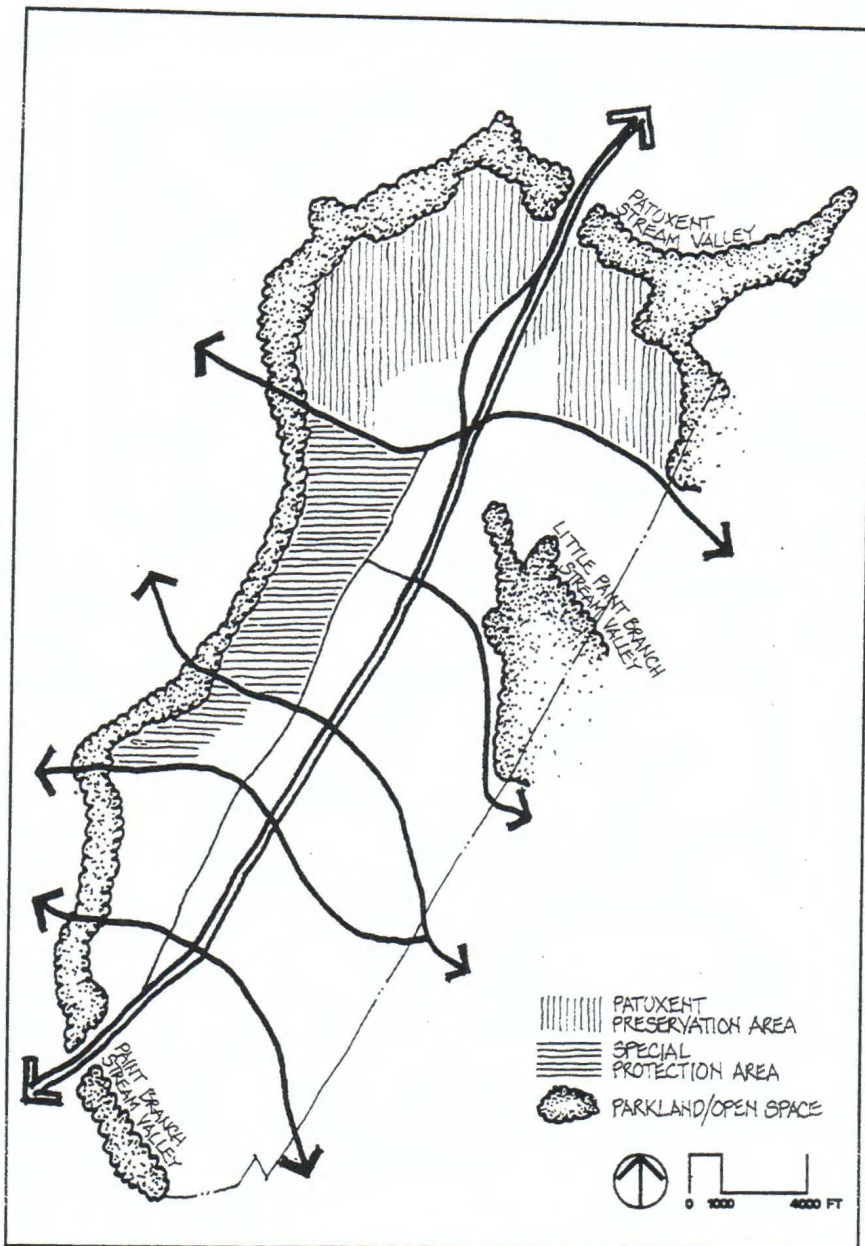
**This Plan uses an approach for resource management that includes resource protection, environmental restoration, and Special Protection Area designation to sustain and support the natural resources in Fairland.**

The Fairland Master Plan area falls within three watersheds, each having different characteristics and sensitive natural features. The Patuxent watershed drains to the water supply system for the eastern part of Montgomery County. The Little Paint Branch watershed supports the unusual habitat of both Piedmont and Coastal Plain vegetation. The Paint Branch watershed is unique in Montgomery County because its high-water quality supports a brown trout population.

### **This Plan:**

- Recommends continued low-density land uses in the Patuxent watershed to support the high-quality water resources.
- Designates the Patuxent watershed as an Environmental Preservation Area.
- Recommends an environmental overlay in the upper Paint Branch watershed above Fairland Road.
- Recommends additional parkland to protect sensitive resources in the Silverwood tributary of the Little Paint Branch watershed and the Right Fork of the Paint Branch watershed.
- Recommends portions of the Paint Branch and Little Paint Branch watersheds as Environmental Restoration Areas.
- Recommends low/medium densities where environmental constraints limit potential development.
- Recommends limiting imperviousness in all three watersheds to preserve high water quality.
- Recommends stormwater management facilities for the Burtonsville neighborhood retail area.
- Supports improving air quality by encouraging design in new and existing development that promotes pedestrian, bicycle, and mass transit access.
- Recommends the Montgomery County Regional Composting Facility (Site 2) be considered for phase out.

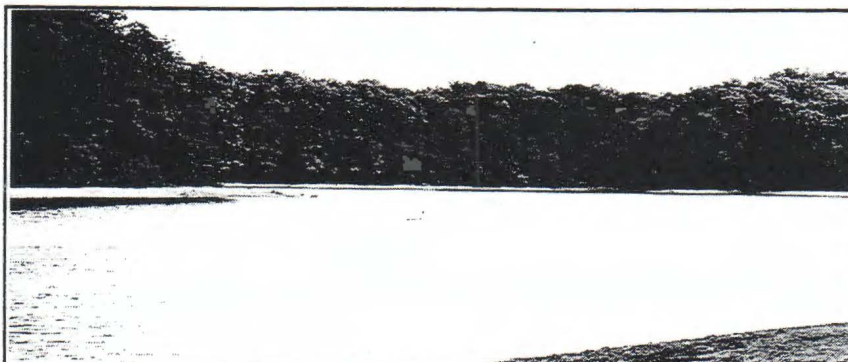
FIGURE 4



Paint Branch



Patuxent







# I. INTRODUCTION

The Fairland Master Plan covers one of four contiguous master plan areas covering Eastern Montgomery County (Figure 5). These four master plans (Cloverly, White Oak, Four Corners, and Fairland) are being updated simultaneously so that common issues, such as transportation and environmental protection, can be addressed in the master plans in a comprehensive and consistent manner. Supporting information regarding the analysis of the region covered by the four plans can be found in the following documents referenced in this Plan: *Population and Household Profile Eastern Montgomery County Master Plan Areas* (1995), *Eastern Montgomery County Neighborhood Retail Study* (1994), *Transportation Report: Eastern Montgomery County Master Plan Areas* (Revised 1996), *Historic Resources of the Eastern Montgomery County Master Plan Areas* (1995), *Environmental Resources: Eastern Montgomery County Master Plan Areas* (Revised 1996), and *The Upper Paint Branch Watershed Planning Study* (1995).

In 1992, at the direction of the Montgomery County Council, the Montgomery County Planning Board hired consultants to assist in designing a consensus-based citizen participation process that would be used in revising the Four Corners, White Oak, Fairland, and Cloverly master plans. The Concordia Systems Group and the Institute for Conflict Analysis and Resolution at George Mason University formed the consultant team. The Planning Board endorsed the consultants' recommendations to initiate a collaborative method for citizen involvement in the Eastern Montgomery County master plans. The major changes to the Citizens Advisory Committee (CAC) process for these four master plans include: selection of a chairperson by the CAC members, development and presentation of the Issues Report and subsequent master plan drafts as a collaborative effort between the Montgomery County Planning staff and the CAC, and extension of the life of the CAC beyond the County Council adoption of the master plan.

This Plan is a culmination of a two-year process involving more than 40 meetings of the Fairland CAC, M-NCPPC, and County and State agencies. During these meetings, issues and concerns regarding the Fairland Master Plan area were discussed. Forums with the other Eastern Montgomery County CACs and informational sessions with various citizens groups and business groups were also held.

This Master Plan serves as a guide for the communities in Fairland, the general public, and government agencies to direct and assure that public investment and future growth occur in a manner consistent with *The General Plan (On Wedges and Corridors) for the Maryland-Washington Regional District in Montgomery and Prince George's Counties* and *The 1993 General Plan Refinement*.

**FIGURE 5**





## II. BACKGROUND

The Fairland Master Plan area is in transition, having changed in less than two decades from a semi-rural area in the 1970s to a suburban community in 1990 with a population of over 23,000. In 1981, more than half of Fairland was farmland, woodland, or vacant. Less than one-third of the area was developed with homes; a very small percentage was in commercial or industrial use. Large tracts of land were in public or semi-public use, such as the 330-acre University of Maryland Agricultural Experiment Station and the Greencastle Golf Course.

By 1991, only a decade after adoption of the *1981 Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak*, the housing stock had more than doubled from 5,000 units to 13,000 units and employment had nearly tripled from 5,700 to 15,800 jobs. The Greencastle Golf Course became part of Greencastle—a residential community of 2,000 homes—and the Agricultural Experiment Station became the West\*Farm Technology Park.

This phenomenal growth and dramatic physical change, although envisioned in the 1981 Master Plan, occurred rapidly and sometimes without the timely provision of matching infrastructure. Although growth in Fairland is anticipated at some point in the future, it will probably occur at a much slower pace and under greater constraints. This Master Plan has as its prime task to answer the questions: what defines Fairland today? What should define Fairland tomorrow?

### REGIONAL CONTEXT

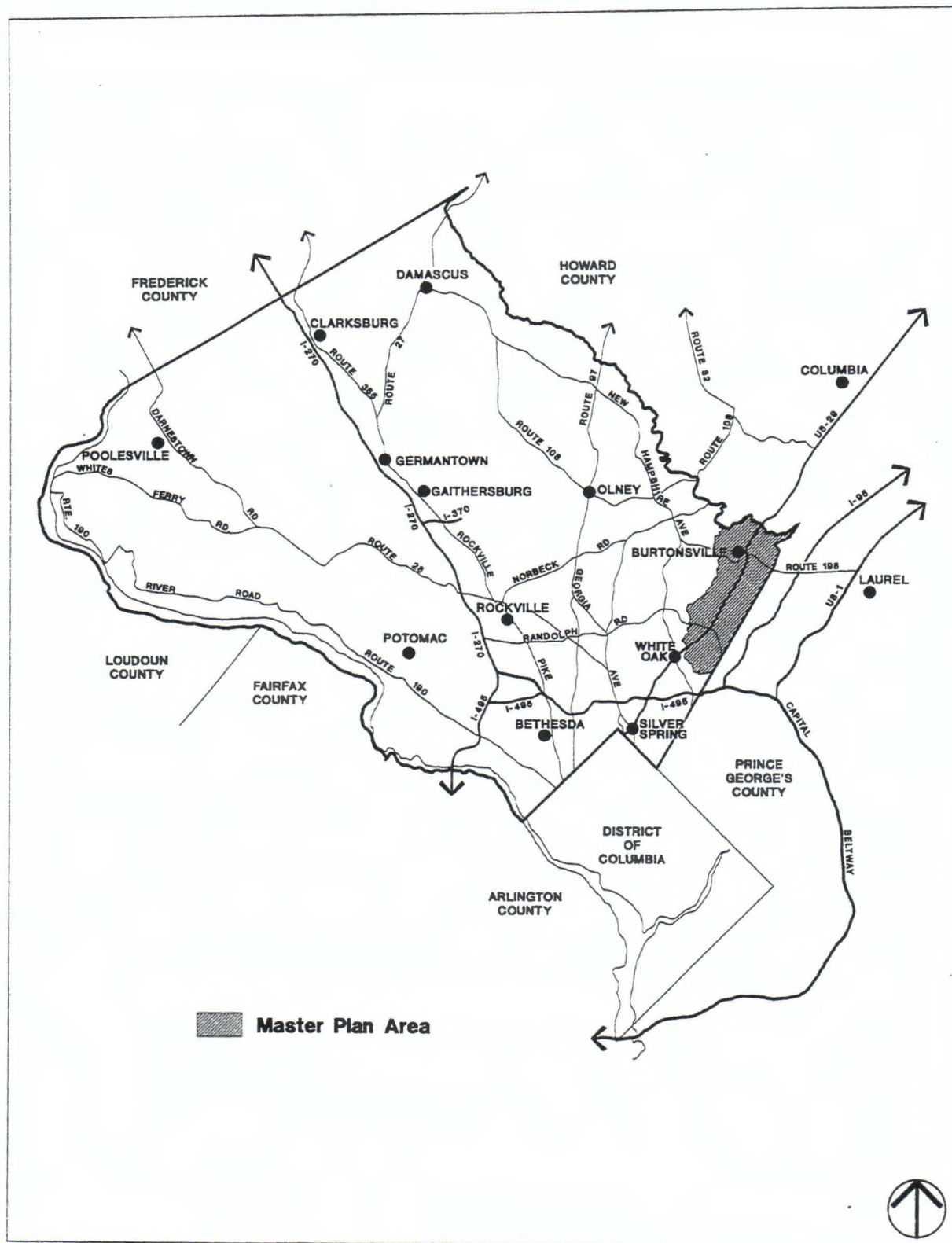
Fairland is directly affected by land use and traffic generated in adjacent Prince George's and Howard Counties (Figure 6). Both counties recently updated their respective master plans. Howard County adopted the comprehensive master plan, *The 1990 General Plan*. Prince George's County adopted the *Subregion I Master Plan* for the area adjacent to Fairland in 1991. Both plans recommended residential, commercial, and industrial growth along the main transportation routes: US 29 in Howard County and I-95 in Prince George's County. In November 1992, Howard County began the process of approving comprehensive zoning for the eastern portion of the County and implementing the 1990 General Plan, including some large mixed-use zones along US 29. Prince George's County adopted much of the zoning recommended in the Subregion I Plan in 1991. Land uses proposed in the Subregion I Plan include a large retail mall and a 500-acre mixed use area, both with access to I-95 and the proposed InterCounty Connector (ICC).

### DESCRIPTION OF THE FAIRLAND MASTER PLAN AREA

The Fairland Master Plan area (Figure 7) contains approximately 8,200 acres, or about 13 square miles. It is entirely bordered on the east by Prince George's County; on the west and south by the Paint Branch stream and the northern boundary of the Naval Surface Warfare Center and on the north by the Patuxent River, which also serves as the boundary between Montgomery and Howard Counties.

Natural and man-made features divide Fairland into smaller areas. Of these, streams and roads are the most prominent. The Paint Branch, which divides Fairland from the White Oak and Cloverly planning areas, and the Little Paint Branch, located east of US 29, are the two major streams in the master plan area. Both streams are part of the Anacostia watershed. The Paint Branch watershed is the more environmentally sensitive and supports a spawning brown trout population in the headwaters of its tributaries. Old Columbia





Pike is the divide between the two watersheds: the western side drains to the Paint Branch watershed; the eastern side to the Little Paint Branch watershed. Few east-west roads cross the Paint Branch or the Little Paint Branch streams because of the steep topography and wetlands.

US 29, a six-lane divided highway, bisects the entire north-south length of Fairland. Land use on the western side of US 29 contains predominantly single-family detached homes and also townhouses and multi-family housing. There is commercial and office development at major intersections and along US 29. The eastern side is more densely developed than the western side and contains a wide range of housing types. There are substantial areas of industrial and commercial development to the east of US 29 between Briggs Chaney Road and the southern boundary of the planning area. These include the Auto Sales Park, the Montgomery Industrial Park, and the West\*Farm Technology Park.

Old Columbia Pike, which originates at the intersection of Tech Road and US 29 and terminates at MD 198, is the other main north-south road. This two-lane road was a state road that connected Howard County to Silver Spring before being replaced in 1956 by US 29. Old Columbia Pike provides access to the residential areas lying between US 29 and the Paint Branch. As with most of the roads that wind through this area, the surrounding neighborhoods retain a somewhat rural flavor, hilly topography and winding open section roads with no sidewalks.

MD 198 is one of the major east-west roads and connects Fairland west to the Cloverly Master Plan area and east to the city of Laurel in Prince George's County. The road is planned as a four-lane highway for its entire length and currently has four lanes east of US 29. MD 198 follows the ridge line dividing the Patuxent watershed from the Paint Branch and Little Paint Branch watersheds. Land use in the Patuxent watershed is generally low- to very low-density residential. Some of the larger tracts are still farmed. The road network within the Patuxent watershed consists of narrow roads, all of which terminate before the Patuxent River. US 29 is the only crossing of the Patuxent River in the Fairland Master Plan area. Other east-west roads that connect Fairland to Prince George's County, Cloverly, and White Oak are Briggs Chaney Road, Fairland Road, Greencastle Road, and East Randolph Road/Cherry Hill Road.

## **PLANNING HISTORY**

### **"... On Wedges and Corridors"**

In 1964, *"... On Wedges and Corridors," The General Plan for the Maryland-Washington Regional District in Montgomery and Prince George's Counties* set forth a vision for the entire County and laid the groundwork for all subsequent planning efforts. The 1964 Plan was based on extending the existing radial pattern of development emanating from the District of Columbia, where a strong radial road pattern had evolved over the years, into parts of Prince George's and Montgomery Counties. The 1964 Plan developed the concept of concentrating development on transportation corridors alternating with low-density open-space wedges. Fairland, east of US 29 and between Greencastle and Fairland Roads, was depicted as the edge of a corridor city to be located on the I-95 corridor in Prince George's County.

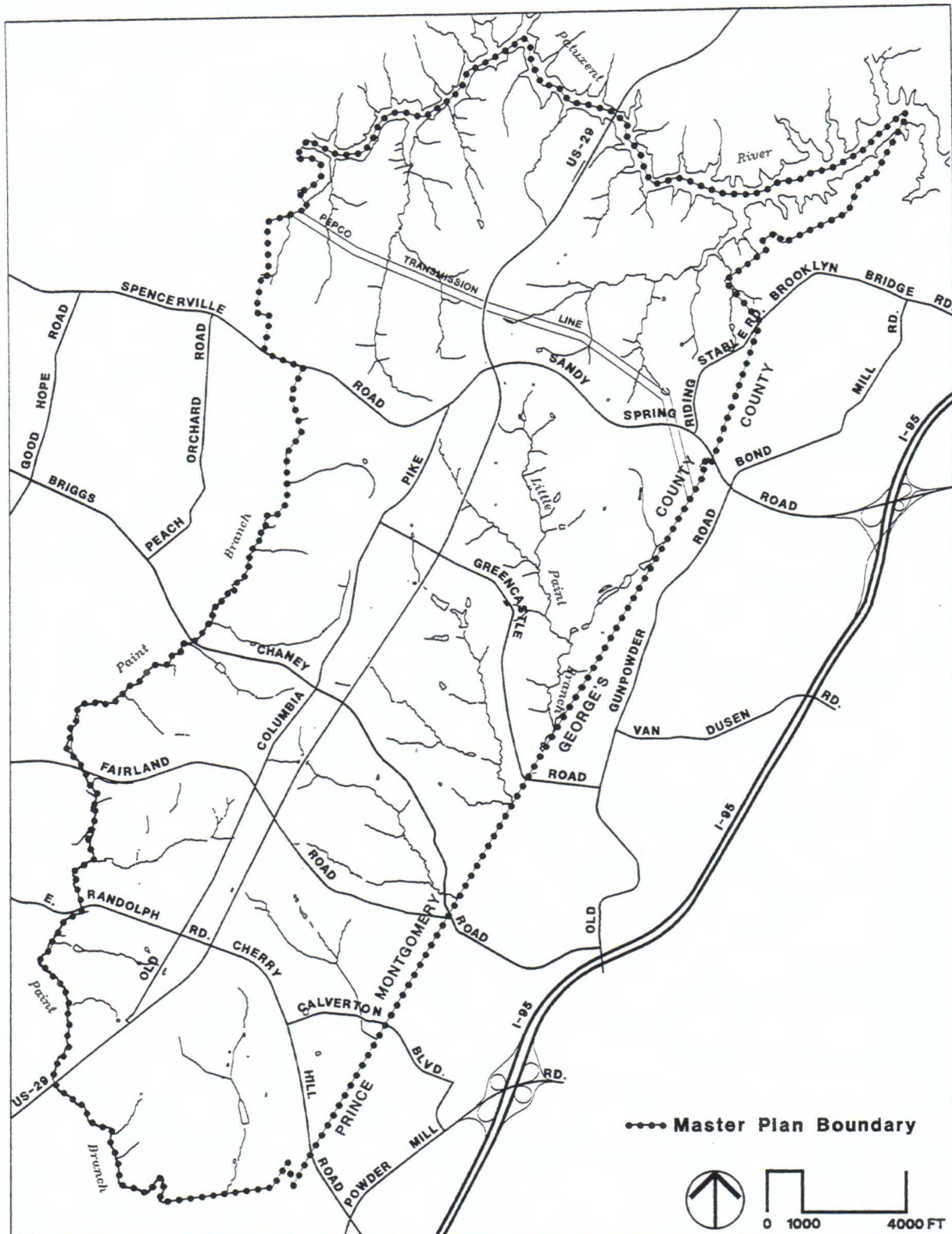
### **The 1968 Fairland-Beltsville Plan**

The corridor city concept was further developed in the first master plan specifically for the Fairland area, the Fairland-Beltsville Plan, approved and adopted in 1968. That Plan refined the concepts as outlined in the 1964 Plan and applied them to the inter-county Fairland-Beltsville area, a 37.5-square-mile area of which one-third



# FAIRLAND MASTER PLAN AREA

FIGURE 7





was in Prince George's County and the remainder in Montgomery County. The 1968 Plan offered specific land-use and zoning recommendations for the development of a planned corridor city, plus a number of transportation recommendations, such as a transit network, to connect the corridor city to Baltimore and Washington and a new major circumferential highway, named the outer beltway. The Fairland-Beltsville Corridor City straddled the County line between the outer beltway and Fairland Road. Higher-density residential development, such as high-rise apartments and townhouses, was planned around the city core and between US 29 and the County line. At that time, the zoning recommended in master plans was not implemented through the comprehensive zoning process (Sectional Map Amendment), but was approved on a case-by-case basis through local map amendments.

### **The 1969 General Plan Update**

In 1969, the Montgomery County Council revised the 1964 Plan to reflect new statistical information and changes in planning policy and theory, particularly the introduction of staging strategies in master plans and transportation policy. The Council did not alter planned land uses in the Fairland-Beltsville Plan and, as a result, property owners were able to seek high-rise and garden apartment zoning in accordance with that Plan. By the 1970s, about 150 acres of multi-family and townhouse zoning were approved in the Briggs Chaney Road area through local map amendments.

### **The 1981 Eastern Montgomery County Plan**

In 1970, the Maryland State Department of Health and Mental Hygiene imposed a moratorium on all new sewer construction in the County. New development requiring sewer in the eastern part of Montgomery County could not proceed. In 1978, the Montgomery County Council anticipated the end of the sewer moratorium and changes in market conditions and directed the Planning Board to develop a new master plan for the eastern portion of Montgomery County. That plan, titled *The Eastern Montgomery County Planning Area, Cloverly, Fairland, White Oak*, was approved and adopted in 1981 and is the current master plan.

The 1981 Master Plan incorporated a number of County policies, such as the need for affordable housing, preservation of agricultural land, and environmental protection. One of the underlying land-use planning concepts in the Plan was "transit serviceability," defined as a policy of "encouraging a pattern of development which is not entirely automobile dependent." Transit serviceability meant that higher densities should be located where they could be served by transit. The broad policy of locating more intense land uses near transit resulted in three major land-use recommendations: (1) land located near employment and transit should develop at higher densities than remote tracts, (2) a major employment center should be located on properties adjacent to the existing Montgomery Industrial Park situated along US 29, and (3) major commercial development should be limited to key intersections on US 29 and at existing commercial centers.

The 1981 Master Plan eliminated the Fairland "corridor city" shown in the 1968 Fairland-Beltsville Master Plan and recommended a variety of housing types and densities. It also encouraged using the provisions of two legislative acts, the Moderately Priced Dwelling Unit (MPDU) ordinance and the Transfer of Development Rights (TDRs) program. Using the then recently adopted (1974) County policy of farmland preservation, the Plan proposed the use of Transfer of Development Rights from agricultural lands in the northwestern part of the County to designated receiving areas in other areas throughout the County. The Eastern Montgomery master plan areas were among the first to incorporate receiving areas for TDRs. The receiving areas were located on either side of US 29, in keeping with the policy of concentrating development along transit serviceable arteries. The MPDU policy, adopted by the County Council in 1974, was also to be incorporated in proposed residential development wherever densities for a given project exceeded 49 units. Another major land use concept in the 1981 Master Plan was environmental assessment and the protection of environmental resources. Issues included watershed management, the Paint Branch brown trout fishery, noise, and air quality.



These environmental issues led to recommendations for density reduction in the areas draining to the Paint Branch and for optional methods of development, such as the Planned Development (PD) Zone, to address environmental constraints.

To achieve the goals of the 1981 Master Plan and to match public facilities with recommended changes in land use, the Plan recommended a phasing schedule over 15 or more years for new capital improvement projects that would serve planned development.

By 1985, development in Eastern Montgomery County was progressing rapidly, as was the case in other parts of Montgomery County. There was mounting concern over managing growth County-wide as it became apparent that there was an increasing delay in providing road improvements and other public facilities, such as schools, libraries, and fire/rescue services, to serve new residential and non-residential development. In 1987, the County Council passed legislation to manage growth, known as the Annual Growth Policy (AGP), that would be reviewed and adopted every year. The AGP linked development approval at the time of subdivision with programmed public facilities contained in the Capital Improvements Program (CIP). The AGP set levels of growth capacity (ceilings) for each policy area to ensure that new development would not outpace the provision of a transportation network, schools, and other public facilities in any planning area. By 1986, the Fairland/White Oak Policy Area was in a development moratorium due to lack of road capacity. During the 1980s, the State Highway Administration (SHA) added capacity to US 29 through several projects. Concurrent with the development of the C&P Telephone Chesapeake Complex, a fifth and sixth lane were added between East Randolph Road and Fairland Road in 1982. Private developers, in cooperation with the Montgomery County Department of Transportation and SHA, funded an extension of these lanes south to Industrial Parkway and north to Greencastle Road. The lanes have now been extended from New Hampshire Avenue to MD 198. These projects were completed contemporaneously with a comprehensive study of US 29 from Sligo Creek to the Howard County line. Alternatives studied included intersection improvements, grade-separations, and the construction of High Occupancy Vehicle (HOV) lanes within the existing median area. Among the recommendations was a "jug-handle" configuration of the intersection of US 29 and University Boulevard in the Four Corners Master Plan area.

### **The 1990 Trip Reduction Amendment**

Despite these road improvements, by 1988, traffic congestion in the area served by US 29, New Hampshire Avenue, and MD 198 reached unacceptable levels of congestion. In 1990, the County Council adopted the *Trip Reduction Amendment* to the 1981 Plan as an interim measure to reduce potential growth until a comprehensive master plan addressing the transportation infrastructure imbalance could be undertaken. The amendment eliminated the Planned Development option, reduced the TDR densities in the receiving areas to one unit above the base zone, and implemented voluntary trip reduction agreements with the owners of properties within the Montgomery Industrial and West\*Farm Technology Parks.

By 1990, the gap between public facilities and development had grown so large in the Fairland area that the only development that could be approved was residential development under special affordable housing provisions of the AGP. This option was removed in the 1991 AGP, resulting in a moratorium for new subdivision approvals in the Fairland/White Oak Policy Area. The worsening of transportation conditions was matched by increasing evidence of infrastructure imbalance in other facilities as well, notably schools. The *Fairland Master Plan Issues Report* states, "The school capacity imbalance alone would have placed the Fairland/White Oak Policy Area in moratorium were it not for the County Council's decision to waive the 110 percent capacity standard established in the 1993 AGP."



The 1990 Trip Reduction Amendment was considered a short-term answer to the gap between public facilities and development. The length of the moratorium and the limited options for increasing transportation capacity has led to the conclusion that reductions in density and related automobile trips are necessary to address the imbalance between land use and transportation capacity in the long run as well.

### **The 1993 General Plan Refinement**

The 1993 *General Plan Refinement of the Goals and Objectives for Montgomery County* amended the 1964 Plan and the 1969 *Updated General Plan for Montgomery County*. The General Plan Refinement provides the framework for the development of more specific area master plans, functional plans, and sector plans. It provides clear guidance regarding the general pattern of development in Montgomery County, while retaining enough flexibility to respond to unforeseeable circumstances as they arise. The General Plan Refinement divides Montgomery County into four geographic components: the Urban Ring, the Corridor, the Suburban Communities, and the Wedge (Figure 8). Each component is defined in terms of appropriate land uses, scale, intensity, and function. The geographic components provide a vision for the future while acknowledging the modifications to the Wedges and Corridors concept that have evolved during the past three decades. Two distinct sub-areas of the Wedge have evolved—an Agricultural Wedge and a Residential Wedge. The Refinement also recognizes the Suburban Communities—the transitional areas of generally moderate density and suburban character that have evolved between the Wedge, Corridor, and Urban Ring. While the Refinement continues to emphasize the intensification of development along the I-270 Corridor, particularly along the main stem, the area of influence of the I-95 corridor no longer extends to the Suburban Communities in Fairland.

One of the most important objectives in the Fairland Master Plan is to reshape the land use and zoning in the Fairland Planning Area consistent with the General Plan Refinement and to define clearly Fairland as suburban and not within the area of influence of the I-95 corridor.

The vision for the Suburban Communities includes:

- moderate-density land uses which are transit serviceable along major arteries
- increased transportation options
- suburban residential neighborhoods
- distinct centers
- appropriate public and private investment

The vision for the Agricultural and Residential Wedges includes:

- agricultural use
- low density residential development
- large areas for open space
- small rural centers
- targeted public and private investment

### **The Maryland Planning Act of 1992**

The Maryland Economic Development, Resource Protection, and Planning Act of 1992 (the Planning Act) establishes state-wide planning objectives that must be reflected in local master plans. The seven visions of the Planning Act, as stated in Article 66B of the Annotated Code of Maryland are:



**FIGURE 8**



- Vision 1. Development is to be concentrated in suitable areas;
- Vision 2. Sensitive areas are to be protected;
- Vision 3. In rural areas growth is to be directed to existing population centers and resource areas are to be protected;
- Vision 4. Stewardship of the Chesapeake Bay and the land is to be considered a universal ethic;
- Vision 5. Conservation of resources, including a reduction in resource consumption, is to be practiced;
- Vision 6. Economic growth is encouraged and regulatory mechanisms are to be streamlined;
- Vision 7. Funding mechanisms are to be addressed to achieve these objectives.

In addition to the seven visions, the Planning Act requires the implementation of a "sensitive areas" element designed to protect areas of environmental importance. Sensitive areas are described in the Planning Act as 100-year floodplain, streams and associated buffer areas, habitats of threatened and endangered species, and steep slopes.

## DEMOGRAPHIC PROFILE

According to the 1990 US Census<sup>1</sup>, the typical Fairland household consists of a dual-income, college-educated, married couple between 25 and 35 years of age with a child under ten years old. The family lives in a single-family detached home or townhouse purchased within the last five years. The 1990 US Census showed the average household income to be \$51,775 for 1989. Most residents are drawn to the affordable and up-to-date housing in Fairland, most of which was built during the 1980s. The area's housing stock provides a variety of types from which to choose. Housing opportunities are abundant for the first-time buyer and more limited for the move-up market.

Proximity and easy access to jobs in Prince George's and Howard Counties also attract people to Fairland. Most residents work outside the County, and many residents drive to work alone. Dual-income families rely on automobiles to run errands before and after work or pick up children from school and day-care. This multi-purpose trip pattern makes carpooling and use of transit difficult. More facilities provided close to home and options for improving mobility will make Fairland more livable.

Fairland is a youthful community, with 30 percent of its population between 25 and 35. The percentage of adults over 65 is about 5 percent. The typical resident is young—30 years old—and there is a large pre-school age population. There is a demand for day-care and pre-school facilities, and a need in many new subdivisions for recreational facilities within walking distance.

As the current population ages, their demographic characteristics suggest a need for new facilities and services. A new high school site on Norwood Road in the Cloverly Master Plan Area was approved in 1994 to relieve anticipated pressure in the Paint Branch, Springbrook, and Sherwood school clusters. Additional school facilities may be necessary to solve this problem over the life of this Plan.

The projected number of high school students suggests that there will be a need for recreational facilities suitable for teenagers. At the other end of the spectrum, elder care, housing for independent senior citizens, retirement homes, and nursing homes may be needed for the parents of current residents.

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<sup>1</sup> See: *Population and Household Profiles Eastern Montgomery County Master Plan Areas*, Montgomery County Planning Department, May 1995.



Almost 70 percent of the residents in Fairland moved during the five years prior to the 1990 US Census, compared to 50 percent County-wide. Fairland's high rate of mobility reflects the record number of housing completions during 1985 - 1990, a relatively young population, and a large share of multi-family rental housing.

Townhouses and multi-family units make up almost 70 percent of Fairland's housing stock. The area's baby boomers have now reached parenting age and the average size of area households has leveled out and will decline slightly over the next fifteen years. However, families with maturing children often have greater space needs. Currently, single-family detached housing makes up 30 percent of Fairland's housing stock, compared to 52 percent County-wide. The preference for single-family detached housing and Fairland's household characteristics suggests that single-family detached housing would best serve the needs of the community. This would also produce a closer balance among housing types in portions of the planning area with undeveloped properties.

## **EMPLOYMENT OUTLOOK**

Fairland experienced tremendous employment growth during the 1980s. As of 1995, area jobs are estimated at 15,800, an increase of 10,000 jobs since 1980. The area's inventory of non-residential space totals 5.3 million square feet. Fairland offers a wide variety of employment opportunities, which fall into four categories: office, retail, industrial, and "other." Office jobs, which include employment in research and development space, are estimated at 9,400, representing 59 percent of the area's employment. Area office space users include corporate headquarters; local professionals; and financial, insurance, and business services. Employers in research and development space include engineering telecommunications and other high-tech jobs. Retail employment is estimated at 2,900, followed by industrial related jobs at 2,500. Jobs in the "other" category total 1,000 and include medical, lodging, and non-office public employment.

### **Office Space**

The Fairland area contains 2.8 million square feet of office and flex-space. Over 85 percent of this space has been constructed since 1980. Owner-occupied space accounts for 1.7 million square feet, or 63 percent of the area's office space. Leasable space totals 1.1 million square feet, of which 20 percent is currently vacant. Assuming the past five-year average rate of absorption continues, it would take five years to absorb the vacant space.

There is also a large amount of additional office space that could go forward if the market warranted. As of June 1995, there were about 1.43 million square feet of office space in the pipeline of approved projects. The potential supply of office space totals 1.83 million square feet. Forecasts indicate, however, that office employment in the Fairland area will increase less than three percent a year during the next 15 years, well below the historical growth rate. By 2010, the Cooperative Forecast anticipates office employment to reach 14,000, an increase of 4,800 jobs. The development potential from approved and pending plans, along with current vacant space, could more than accommodate the 15-year office employment forecast.

### **Retail Space**

The Fairland Master Plan area contains 1.1 million square feet of retail space. Existing retail is a mixture of neighborhood convenience and comparison retail. For the most part, retail in the area serves the local market. Notable exceptions to this are Fairland's auto sales businesses, which serve the regional market.



Over three-quarters of the retail space in Fairland was completed during the last 15 years. Three new shopping centers opened during this period: the 186,000 square-foot Briggs Chaney Plaza in 1983, the 41,000 square-foot Briggs Chaney Center in 1987, and the 130,000 square-foot Burtonsville Crossing in 1989. A total of 292,000 square feet of auto-related retail space was completed at the Montgomery Auto Sales Park and Montgomery Industrial Park. In addition, approximately 50,000 square feet of retail developments including single-tenant buildings and smaller strip centers were constructed in the Burtonsville commercial area.

Staff analysis of neighborhood retail in Fairland indicated that an additional grocery store can be supported today in the Briggs Chaney market area.<sup>2</sup> The analysis also showed a greater supply of neighborhood retail space in the Burtonsville area than can be supported by market area residents. A number of factors help explain Burtonsville's ability to sustain a greater amount of retail space than the traditional market area can support, including great access to households outside the immediate market area. While the Burtonsville retail market currently appears to be doing well, potential retail development in Cloverly and in neighboring counties could reduce the size of the Burtonsville market, thereby reducing the amount of supportable space. In addition, the realignment of US 29 will reduce accessibility to Burtonsville Crossing for northbound commuters.

Retail trends toward value-oriented shopping, combined with the limited amount of large-scale discount retailing in the eastern part of the County, suggest that Fairland is a relatively untapped market for value-retail. The amount of non-neighborhood retail or comparison shopping space per capita in Eastern Montgomery County is 6.9 square feet compared to 20.6 square feet county-wide, evidence that the eastern portion of the county is underserved with respect to non-neighborhood retail space. The lack of large vacant tracts of commercially zoned land to accommodate this type of development make redevelopment of older commercial space an attractive real estate investment option. The age and size of Burtonsville Shopping Center, in particular, could encourage the future redevelopment of this site.

### **Industrial Space**

Industrial space in the Fairland Master Plan Area totals 810,000 square feet. Most of this space is in the US 29/Cherry Hill Employment Area. The predominant industrial uses are storage/warehouse, with some assembly, printing, and research-related space. Industrial space completions since 1980 total 430,000 square feet. Higher-end uses, such as office and research and development space, dominate new development in the Industrial Park.

The current oversupply of office space, and in particular research and development space, may encourage some developers to pursue traditional industrial development. However, high land costs in eastern Montgomery County tend to discourage industrial development and force most low-end users to less expensive markets, primarily in neighboring Prince George's County. Many properties in the Montgomery Industrial Park could redevelop at a higher Floor Area Ratio (FAR) under current zoning. Some of the older buildings may need to be demolished or renovated to bring them up to market standards.

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<sup>2</sup> *Eastern Montgomery County Neighborhood Retail Study*, The Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, 1994.





### III. PLAN FRAMEWORK

#### PLAN VISION

Communities are often described as fabrics, a weaving together of places, buildings, people, and activities. In a successful community these elements come together as one. Fairland, more than anything else, is its communities.

To extend the metaphor, the fabric of Fairland has frayed. The Fairland Citizens Advisory Committee has described US 29 as “the Nile,” separating community from community and communities from facilities. This Plan must draw together these unraveled threads of places to build useful, pleasant, and safe neighborhoods—in a suburban context.

Beneath the built environment, however, lies the shape of the land. Fairland is physically divided by numerous stream valleys, some of which have water quality high enough to support a self-sustaining brown trout population. Although these stream valleys make it difficult to connect roads, they provide an opportunity to form a trail system for active use of the parkland.

This Plan envisions physical alterations to US 29 that will alleviate congestion, improve east-west travel, and most importantly, allow bikes and pedestrians to cross US 29 safely to reach facilities and services on either side of the highway.

This Plan sees new residential development as providing options and variety, while being compatible with existing surrounding neighborhoods. Emphasis is placed on single-family detached housing with the centerpiece being a golf course community developed in conjunction with an upgraded public golf course.

Sidewalks, bikeways, and hiking trails will link the communities of Fairland and provide access to recreation and public facilities. The pedestrian and bike system will connect communities with better defined local neighborhood retail and employment centers. Neighborhood shopping centers at Briggs Chaney and Burtonsville will have streetscaping designed to create identity and improve the pedestrian environment. These retail areas will be defined by a shared public and private presence.

Most of all, this Fairland of the future is a livable suburban community—a series of neighborhoods with sidewalks and street trees, access to the natural environment and recreational facilities with employment and commercial areas emphasizing horizontal rather than vertical structures. There is plenty of green space, jobs, shopping, and, most importantly, a variety of housing options to serve a variety of needs and households—the young couples just starting out, single adults, families who need room, older couples who want less space, and senior citizens who want to be able to participate in community life.

## PLAN CONCEPT

The land use concept for the Fairland Master Plan area has three components: 1) Fairland is composed of livable suburban communities, 2) that the communities are surrounded and interlaced by a system of open spaces and greenways, and 3) that the communities are served by neighborhood commercial and employment centers (Figure 9).

Land-use strategies to guide the development of these three components are:

### **Residential Communities:**

Emphasize suburban densities and single-family detached housing.

Maintain suburban densities in suburban communities as defined by the General Plan Refinement.

Lower densities in the transition area between the Residential Wedge and the Suburban Communities as defined by the General Plan Refinement.

Maintain low-density development pattern within the Residential Wedge and Patuxent watershed.

Interconnect local streets, bikeways, sidewalks/paths for access between communities, public facilities, and neighborhood centers.

### **Open Space and Greenways:**

Include public open space and new recreational facilities in future residential development, including playgrounds, ballfields, and an expanded golf course.

Add critical pieces to expand the stream valley park system.

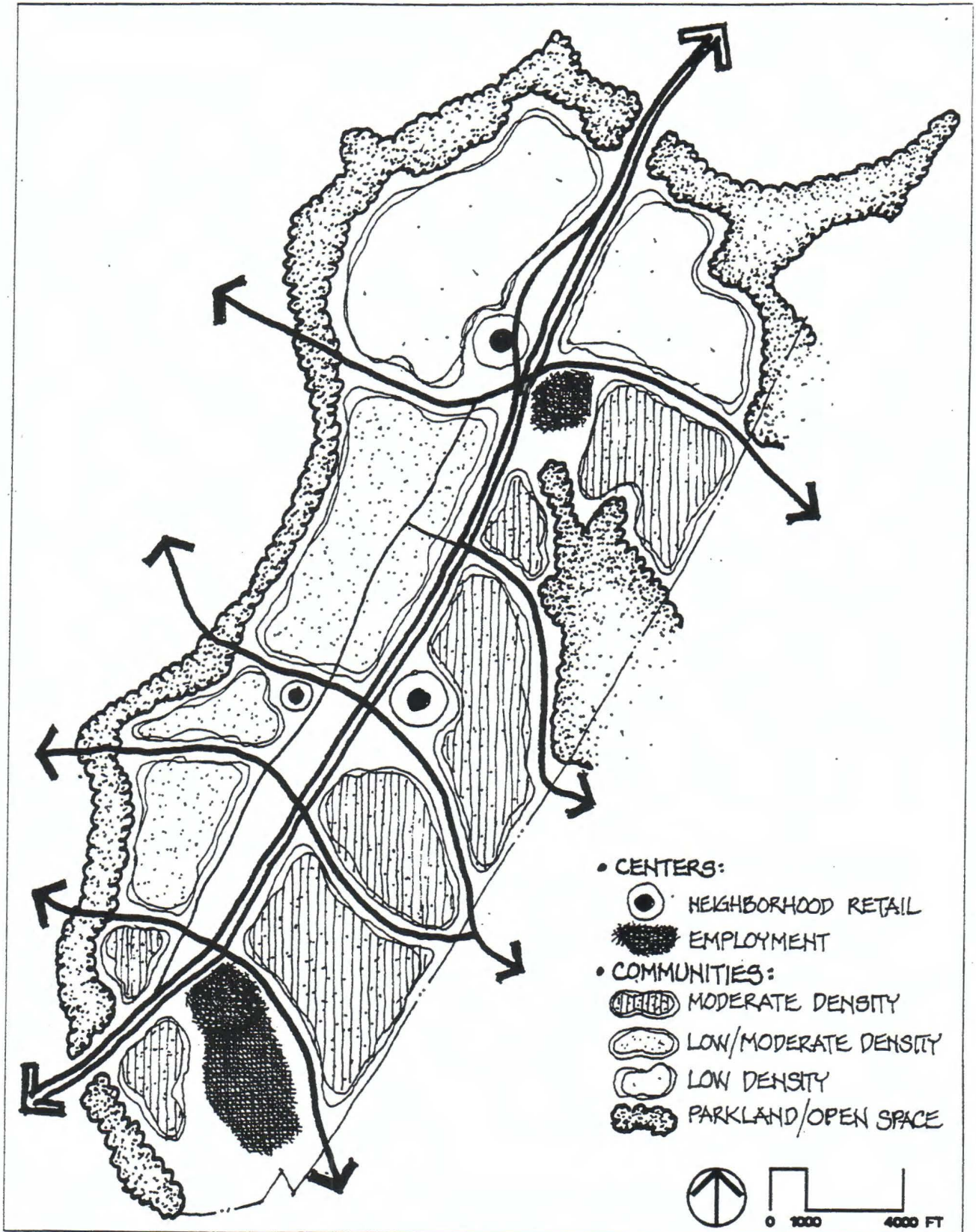
Develop a greenway system.

### **Centers:**

Define and improve the circulation, access, and appearance in the two neighborhood shopping centers, Briggs Chaney and Burtonsville, through public/private partnerships.

Diversify uses in the two employment centers, US 29/Cherry Hill Road Area and Burtonsville Industrial Area, to develop self-sufficient, modern centers.







## CONFORMANCE WITH THE STATE PLANNING ACT AND THE GENERAL PLAN REFINEMENT

The visions established in the 1992 Planning Act generally coincide with the General Plan Refinement goals, objectives, and strategies. The following description, organized around the seven goals of the General Plan—Land Use, Housing, Economic Activity, Transportation, Environment, Community Identity, and Regionalism—explains how the Fairland Master Plan supports both the seven visions of the Planning Act and the goals of the General Plan. (See page 11 for a brief description of the Planning Act's Seven Visions.)

**Land Use:**                    **Achieve a variety of land uses and development densities consistent with the Wedges and Corridors pattern.**

The Fairland Master Plan is consistent with the Wedges and Corridors concept of the General Plan by establishing medium-densities in the Suburban Communities and low-densities in the Residential Wedge. New commercial and residential opportunities in the Fairland Master Plan area are limited, thereby supporting a General Plan objective to “direct the major portion of Montgomery County's future growth to the Urban Ring and I-270 Corridor.” This also conforms with Vision 1 of the Planning Act that development is to be concentrated in suitable areas.

**Housing:**                    **Encourage and maintain a wide choice of housing types and neighborhoods for people of all incomes, ages, lifestyles, and physical capabilities at appropriate densities and locations.**

The Fairland Master Plan area already offers a wide choice of housing, including single-family detached and attached housing units and multi-family units. In some communities there are far greater numbers of attached units and multi-family units than single-family detached units. To help balance this housing mix, the Master Plan recommends that undeveloped areas be predominantly single-family detached. This correlates with the General Plan objective to “maintain and enhance the quality of housing and neighborhoods.”

**Economic Activity:**       **Promote a healthy economy, including a broad range of business, service, and employment opportunities at appropriate locations.**

The Master Plan seeks to enhance the existing employment centers in the Fairland Master Plan area by recommending additional uses in the employment areas. Improved connections between commercial centers and residential areas are promoted in the Plan, as envisioned by the General Plan Refinement. These recommendations are in accord with Vision 6 of the Planning Act that economic growth be encouraged in areas where development already exists.

**Transportation:**           **Enhance mobility by providing a safe and efficient transportation system, offering a wide range of alternatives that serve the environmental, economic, social, and land use needs of the County and provides a framework for development.**

The Fairland Master Plan supports the General Plan transportation principles, including an improved transit system, a bikeway system, and encouraging movement of through-traffic away from local streets and onto major highways. The Plan recommends grade-separations of US 29 intersections and assumes the construction of a roadway or transitway along the InterCounty Connector right-of-way, thereby supporting a General Plan strategy to “give priority to improving east-west travel.”



**Environment:**                    **Conserve and protect natural resources to provide a healthy and beautiful environment for present and future generations; manage the impacts of human activity on our natural resources in a balanced manner to sustain human, plant, and animal life.**

Protecting stream quality, wetlands, floodplains, and forest cover are all environmental issues addressed by both the Fairland Master Plan and the General Plan Refinement. The Fairland Master Plan pays particular attention to limiting further degradation of stream quality. It calls for selected park acquisition in the tributaries of the upper Paint Branch watershed, a special protection area for the upper Paint Branch and encourages stormwater management projects to improve stream valley protection. This Plan's commitment to reducing single-occupancy auto-mobile travel will help to improve air quality and reduce energy consumption.

**Community Identity:** **Provide for attractive land uses that encourage opportunity for social interaction and promote community identity.**

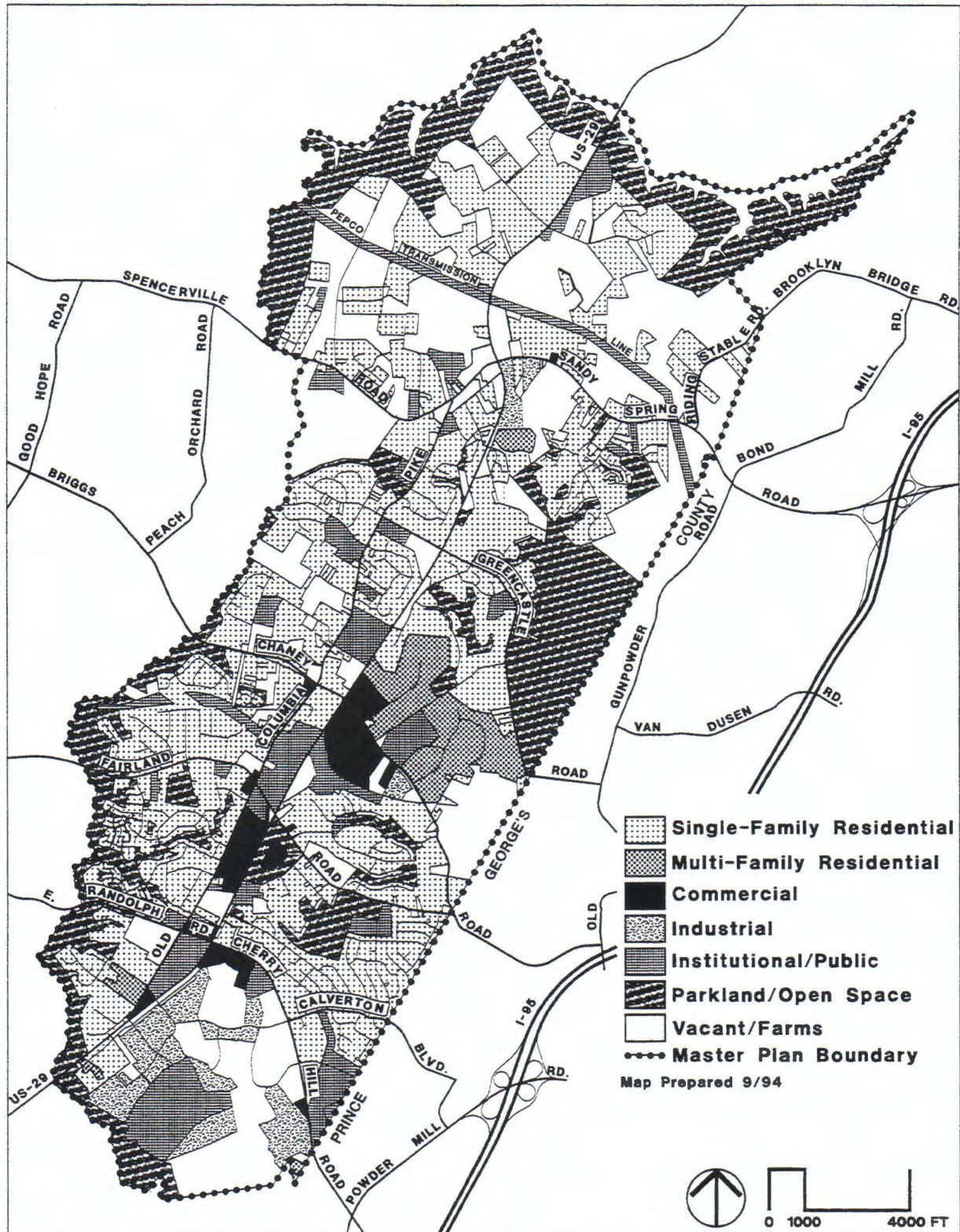
Community identity and community building are major components in the Fairland Master Plan. Many of the General Plan goals, objectives, and strategies aimed at improving community identity are employed in this Plan. Design improvements to increase the connections between residential neighborhoods and between residential and commercial areas are proposed. Other proposals include the retention of publicly-owned sites for future community facilities, improvements to the Gunpowder Golf Course as part of a golf course community, and public-private partnerships to improve streetscaping and access in the commercial and employment centers.

**Regionalism:**                    **Promote regional cooperation and solutions of mutual concern to Montgomery County, its neighbors, and internal municipalities.**

This Plan's commitment to achieving Clean Air Act standards and to protect water quality and quantity conforms to the General Plan Refinement's strategy to "attain and maintain regional standards for matters of regional significance," and with Visions 4 and 5 of the Planning Act regarding the regional importance of the Chesapeake Bay and other environmental resources.

# EXISTING LAND USE

FIGURE 10





## IV. LAND USE AND ZONING

### EXISTING LAND USE AND ZONING

The Fairland Master Plan area contains over 8,200 acres, of which 5,300 acres are fully developed. About 1,400 acres of developed land have redevelopment potential, and there are about 1,500 acres that are vacant. Table I summarizes a land use survey conducted in 1992. Figure 10 depicts the geographical extent of the various land uses. A summary of existing zoning (Figure 11) in Fairland is contained in Table II.

**Table I**

#### **EXISTING LAND USE IN ACRES**

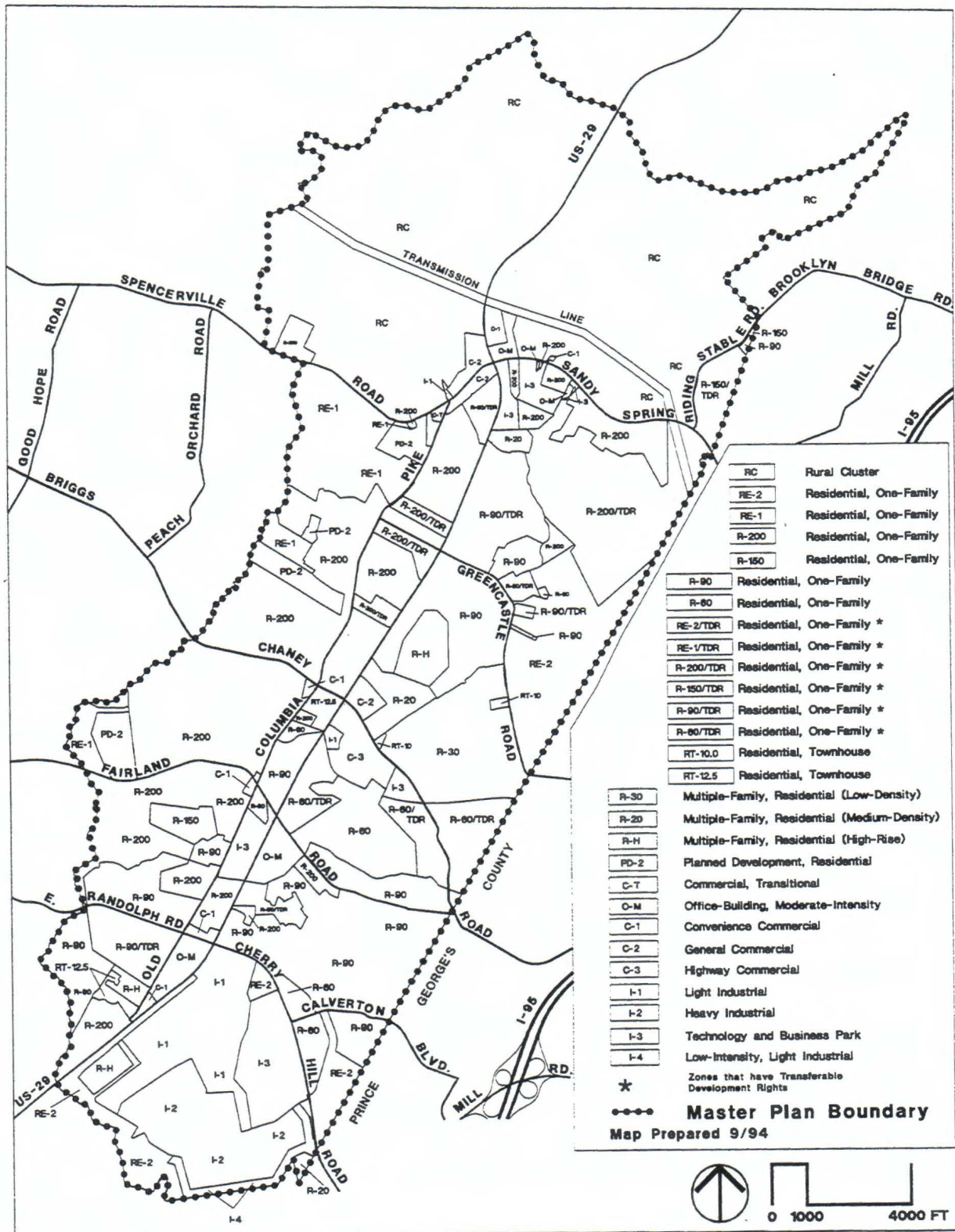
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Single-family (including detached, attached and townhouses)	2,610 acres
Multi-family	390 acres
Industrial/Office	535 acres
Commercial	150 acres
Parkland/Open Space/Recreation	900 acres
Public/Institutional	954 acres
Vacant/Farms	2,265 acres
Other*	460 acres
<b>TOTAL</b>	<b>8,264 acres</b>
* Includes outlots (no development potential), park-and-ride lots, cemeteries, swim clubs, entertainment facilities, etc.	

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# EXISTING ZONING

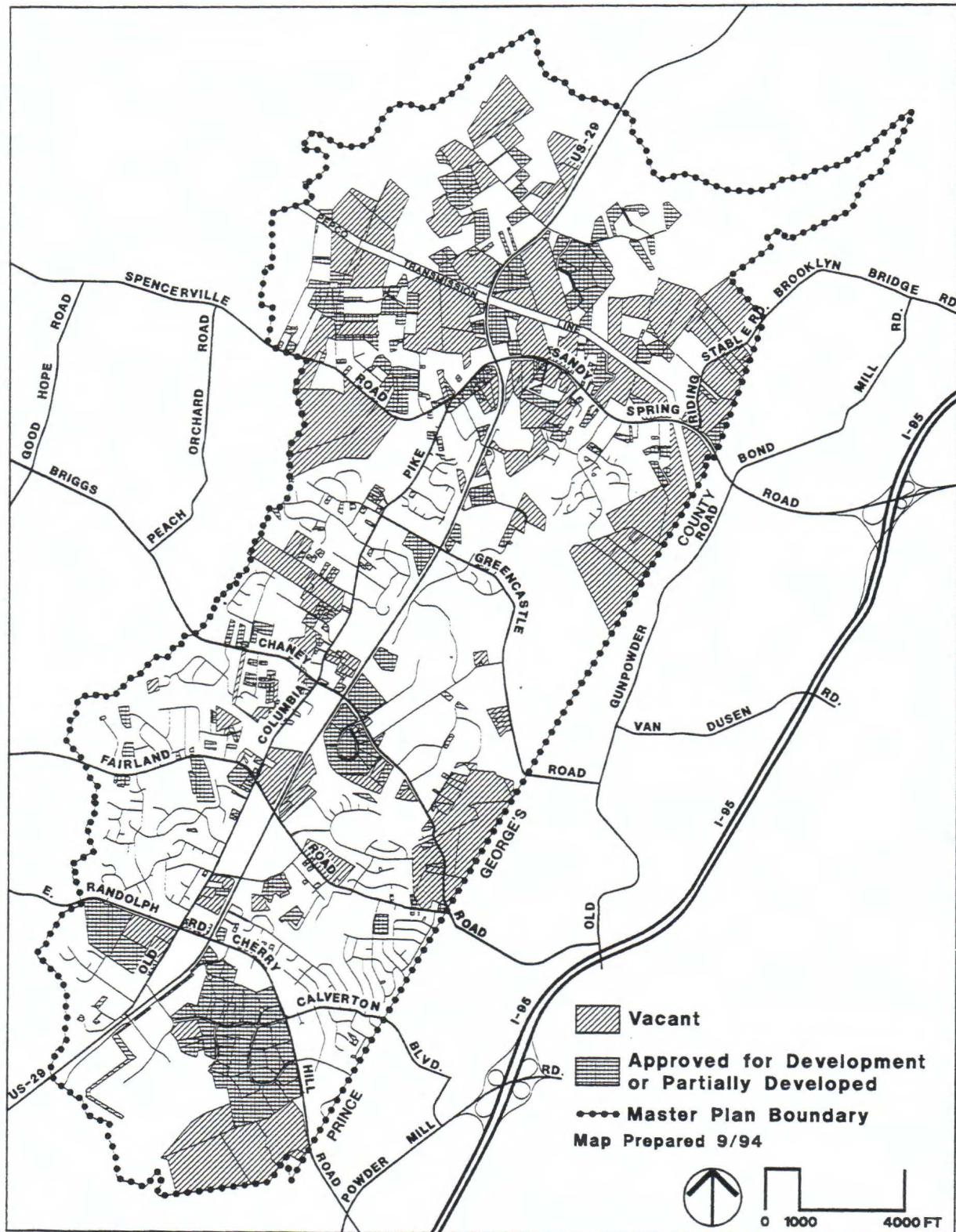
FIGURE 11





**Table II**  
**LAND AREA IN ACRES BY ZONE**

<b>Commercial</b>		
	C-1	28 acres
	C-2	61 acres
	C-3	52 acres
	CT	4 acres
<b>Industrial</b>		
	I-1	263 acres
	I-2	269 acres
	I-3	228 acres
	I-4	32 acres
<b>Office</b>		
	OM	79 acres
<b>Residential</b>		
a. 0.2 - 1 lot/acre		
	RC	2,448 acres
	RE-2	437 acres
	RE-1	264 acres
b. 2 - 10 lots/acre		
	PD-2	99 acres
	R-150	34 acres
	R-150/TDR	66 acres
	R-200	1,319 acres
	R-200/TDR	476 acres
	R-90	934 acres
	R-90/TDR	288 acres
	R-60	186 acres
	R-60/TDR	221 acres
c. 10 or more lots/acre		
	RT-10	5 acres
	RT-12.5	28 acres
	R-20	75 acres
	R-30	264 acres
	RH	104 acres
<b>TOTAL</b>		<b>8,264 acres</b>





## GROWTH POTENTIAL

Growth potential under current zoning in Fairland was calculated in order to assess a number of issues: the balance between the capacity of the existing and proposed transportation network and existing and potential trips generated by future development, existing and future housing mix, employment opportunities, and retail market needs. Table III shows the potential future housing mix and employment growth under existing zoning.

**Table III**  
**POTENTIAL DEVELOPMENT UNDER EXISTING ZONING**

	(A) Existing	(B) Pipeline*	(C) Future	(A+B+C) Total
<b>Households</b>				
Single-family detached	4,000	376	2,200	6,576
Townhouses	4,410	367	1,309	6,086
Multi-family	4,700	260	1,046	6,006
<b>TOTAL</b>	<b>13,110</b>	<b>1,003</b>	<b>4,555</b>	<b>18,668</b>
<b>Employment - Number of Jobs</b>				
Commercial/Retail	2,900	0	1,800	4,700
Office/Industrial	12,900	6,400	15,900	35,200
<b>TOTAL</b>	<b>15,800</b>	<b>6,400</b>	<b>17,700</b>	<b>39,900</b>
* Approved for development, but not yet completed.				

In addition to growth potential, a more detailed analysis of the 2,900 vacant and redevelopable acres (Figure 12) was conducted to determine which properties could be considered for a change in type of land use or intensity of land use. This analysis eliminated from consideration those properties already approved for development (Pipeline) but not yet under construction, as well as residentially zoned properties too small to develop more than five lots. In addition, all properties for which owners requested review were included. The analysis concluded that 1,800 acres should be reviewed for possible changes. These 1,800 acres are shown in Figure 13.

Since one of the key issues in the master plan is the future housing mix, potential residential development in the developable areas under existing zoning was compared to development within the entire planning area (Table IV). Much of the potential residential development occurs within the developable areas.

Employment growth will probably be generated primarily from developed properties that have not reached maximum potential. There is only one large parcel of non-residentially zoned land (Area 29) that has potential for creating a substantial number of new jobs.

**Table IV**

**POTENTIAL RESIDENTIAL UNITS IN DEVELOPABLE AREAS  
UNDER CURRENT ZONING COMPARED TO POTENTIAL IN PLANNING AREA**

---

Households	Developable Areas	Planning Area*
Single-family	1,676	2,200
Townhouse	1,309	1,309
Multi-family	1,046	1,046
<b>TOTAL</b>	<b>4,031</b>	<b>4,555</b>

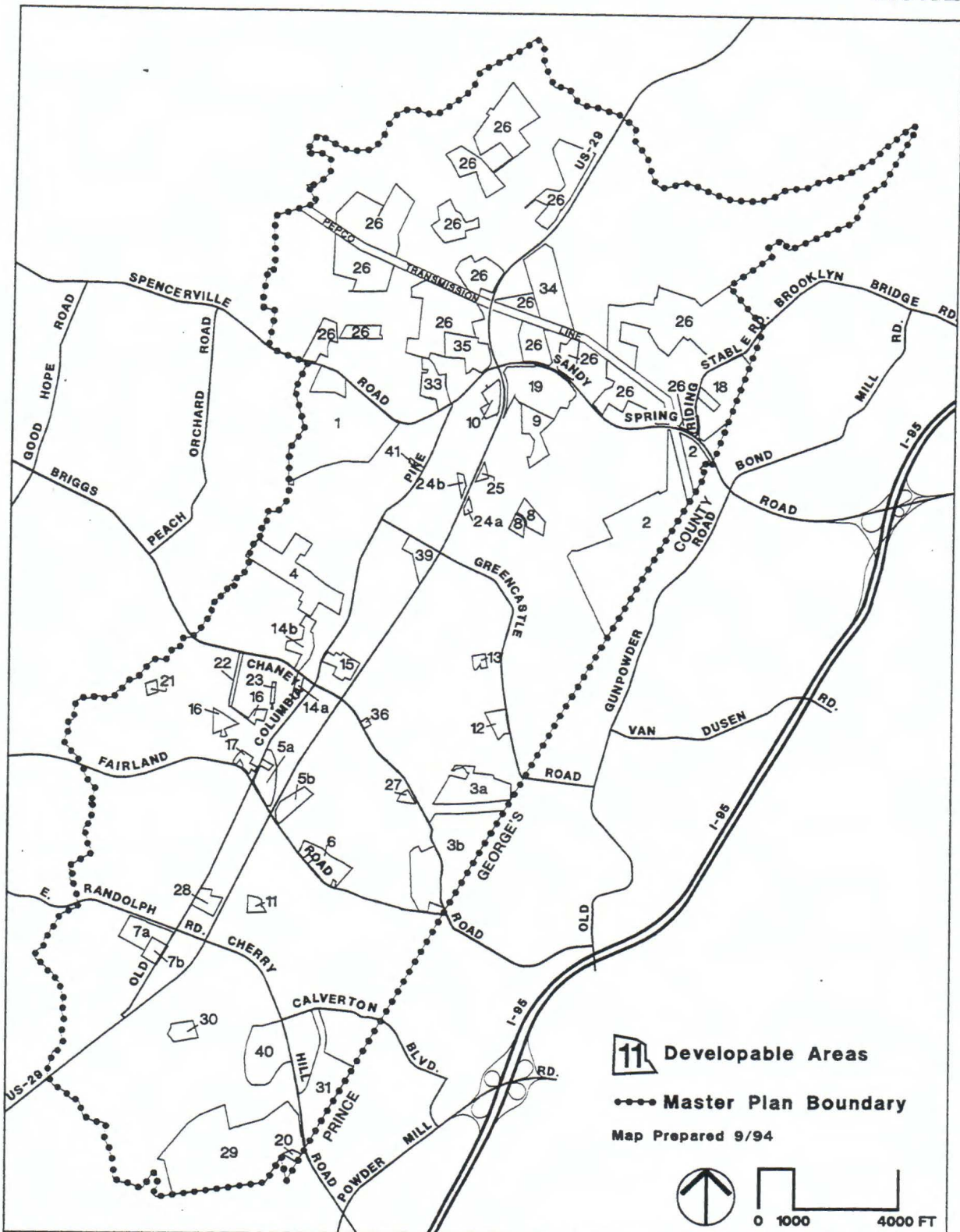
\* Properties either vacant or partially developed with development potential of five or fewer lots (depending on the zone) account for the difference.

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# DEVELOPABLE AREAS

FIGURE 13



## PROPOSED LAND USE AND ZONING

### AREA-WIDE RESIDENTIAL

**GOAL:** Implement the General Plan Refinement goals, objectives, and strategies for maintaining a wide choice of housing types and neighborhoods at appropriate densities and locations.

**OBJECTIVE:** Increase housing options.

The existing housing mix in Fairland is split three ways between single-family detached, townhouses, and multi-family units (Table V).

Table V

#### EXISTING AND APPROVED HOUSING MIX

Housing Type	Number of Units	Percentage
Single-family detached	4,376	31%
Townhouse	4,777	34%
Multi-family	4,960	35%
<b>Total</b>	<b>14,113</b>	<b>100%</b>

#### RECOMMENDATION:

- Maximize the percentage of single-family detached units in the developable areas.

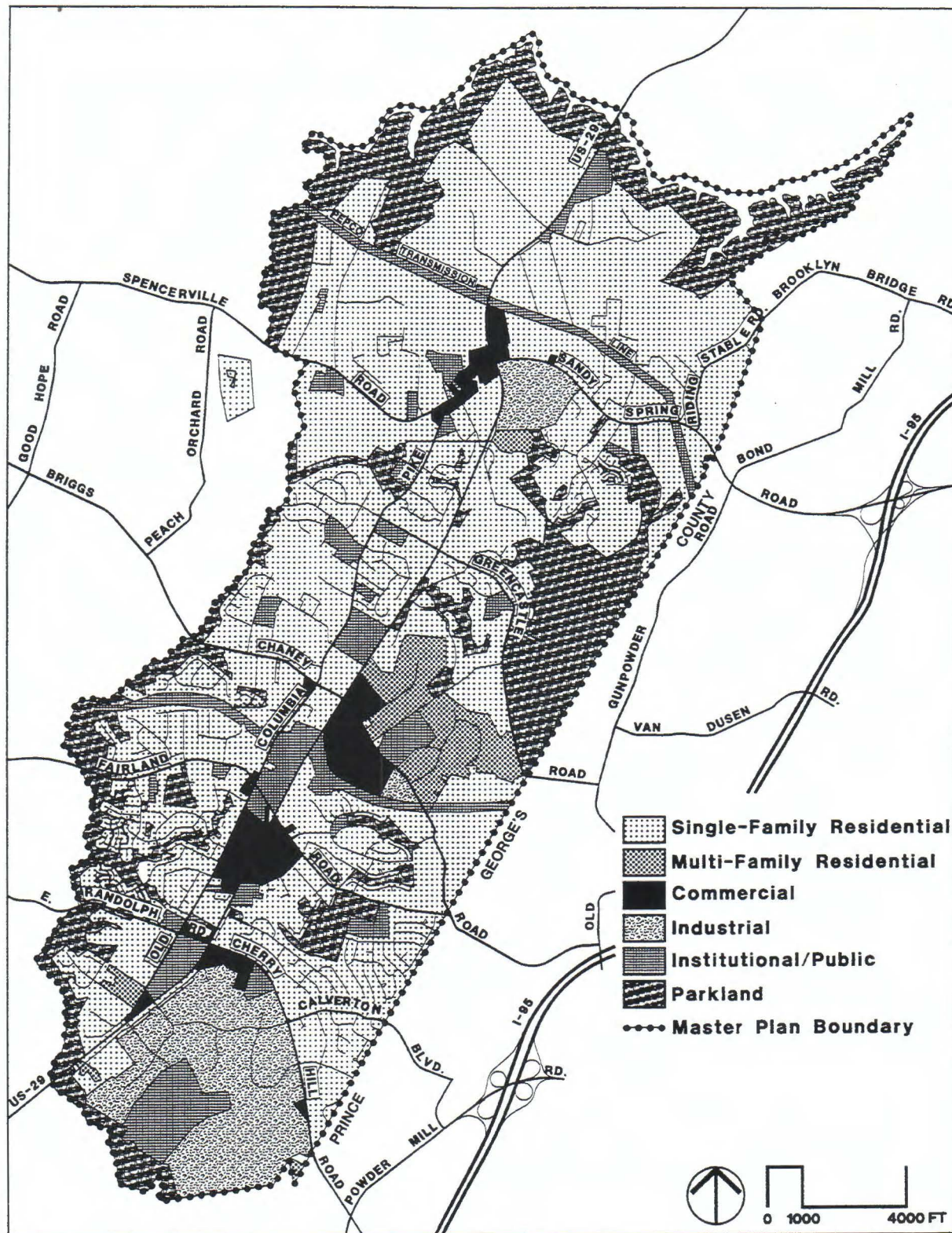
Table VI

#### PROPOSED MIX OF DWELLING UNITS

Housing Type	(A) Developable Areas	(B) Existing Units	(A+B) Total Units*	Percentage
Single-family detached	1,181	4,376	5,517	34.5 %
Townhouse	674	4,777	5,547	34.6 %
Multi-family	0	4,960	4,960	30.9 %
<b>TOTAL</b>	<b>1,855</b>	<b>14,113</b>	<b>16,024</b>	<b>100.0 %</b>

\* Units were calculated by individual parcel within the developable areas, in conformance with holding capacity calculations. Assemblage of parcels was not assumed. The total number of units will increase if adjacent parcels are assembled, thereby yielding more units and more MPDUs.







**OBJECTIVE: Encourage housing for the elderly in appropriate locations.**

There are very few existing opportunities for elderly housing in Fairland. Recent studies of senior citizen preferences have indicated that, given a choice, people will choose to live near activity areas where they can participate in local events and use services independently. There are two provisions for elderly housing in the Zoning Ordinance: the Planned Retirement Community (PRC) Zone, which is a large-scale residential community that includes commercial development and requires a minimum of 750 acres, and elderly housing as a special exception in all the residential zones. The PRC Zone can only be used on a few properties because of the size requirement, but provides for the entire spectrum of the elderly housing. The special exception provisions in the residential zones are for smaller development. Projects built under the special exception provision are usually targeted to particular needs, such as assisted living, independent living, or nursing care.

**RECOMMENDATION:**

- Identify appropriate locations for housing for the elderly.

**OBJECTIVE: Review the 1981 Plan recommendations for optional methods of development and relevant development standards.**

Residential development in Fairland used many of the options available in the 1981 Plan, such as cluster development, Planned Development (PD), and TDRs. The concept behind cluster and PDs was to address environmental and physical constraints. The allocation of TDRs in the 1981 Plan, however, did not consider physical constraints. In recognition of the effect of optional method densities on the transportation network, the County Council removed the PD option and reduced the TDRs by adopting the 1990 Trip Reduction Amendment. The amendment, however, did not address the environmental impacts of density. Many of the remaining TDR receiving areas are, for the most part, on properties with environmental and access constraints that are unsuitable for the densities currently recommended. Moreover, the development process, as applied in Fairland, was not effective in producing subdivisions with sufficiently wide streets or variety in lot sizes and housing type. Most of the sites remaining in Fairland with potential for residential development are constrained by environmental conditions, have access limitations, and are adjacent to or surrounded by existing development where local streets will have to accommodate future development.

A third issue is the physical layout of the existing communities in Fairland and the way MPDU requirements were incorporated into the design of subdivisions. The Zoning Ordinance allows greater flexibility for MPDU development standards, including smaller lot sizes, different housing types, and fewer parking spaces. The ordinance is not specific about open space and location of MPDUs within a subdivision. This has resulted in unequal distribution of open space, play areas, and parking spaces, as well as concentrations of affordable housing within the subdivisions. The Planning Board, on June 1, 1995, approved guidelines for MPDUs to address these issues.

**RECOMMENDATIONS:**

- Remove TDR designation from properties with environmental and access constraints.
- Encourage dispersal of MPDUs in new developments to prevent localized areas of high density and provide sufficient common open space and recreational facilities for MPDUs in accordance with Site Plan Guidelines for MPDUs.
- Recommend PD Zone only where maximum flexibility is needed to achieve compatibility *and* provide desired public amenities for the master plan area.



- Provide residential development with sufficient off-street parking that does not conflict with sidewalks. Where on-street parking is desirable, streets should be wide enough to accommodate two passing automobiles.
- Provide, where feasible, vehicle and pedestrian connections that permit movement between communities and local facilities.

**OBJECTIVE: Develop land use and transportation recommendations that will result in a balance between the transportation capacity and the transportation demand generated by the land use.**

The balance between transportation facilities/services and land use is a critical issue in Fairland since the area has been in moratorium since 1986 and the options to increase transportation capacity are limited. In developing this Plan, a primary objective was to insure that the land use and transportation recommendations would result in a Plan that would be in balance at build-out. Given the constraints, the only way in which this balance will be achievable is by reducing the number of trips and increasing transportation options wherever possible.

**RECOMMENDATIONS:**

- Reduce the number of trips by reducing densities wherever appropriate.
- Identify all options for increased transportation capacity.

## COMMUNITIES

Community- or neighborhood-based planning was used throughout the country and in Montgomery County during the 1960s. The 1968 Fairland-Beltsville Plan, for example, used neighborhoods to designate service areas for public facilities, such as the school/local park facility in Calverton.

The 1981 Plan, however, did not address neighborhood or community identity. As Fairland grew in the 1980s, the emerging development patterns and traffic congestion dramatically altered the way communities in Fairland looked and functioned.

Most of the communities in the Fairland Master Plan area are suburban. Within the Patuxent watershed, north of MD 198, and in some areas between the Paint Branch and Old Columbia Pike, residential development has a rural flavor. The boundaries of the communities of Fairland, as depicted in Figure 15, follow physical characteristics such as roads and stream valleys. Although each of these areas has particular features that make it distinguishable from the others, such as age of development, predominant housing types or style, these communities are defined, for the purpose of planning, within a context of development patterns and edges. The communities, for the most part, share common amenities, such as local recreation facilities and shopping centers. The Master Plan area is sufficiently large and diverse that residents identify with particular places, such as Burtonsville or Calverton.

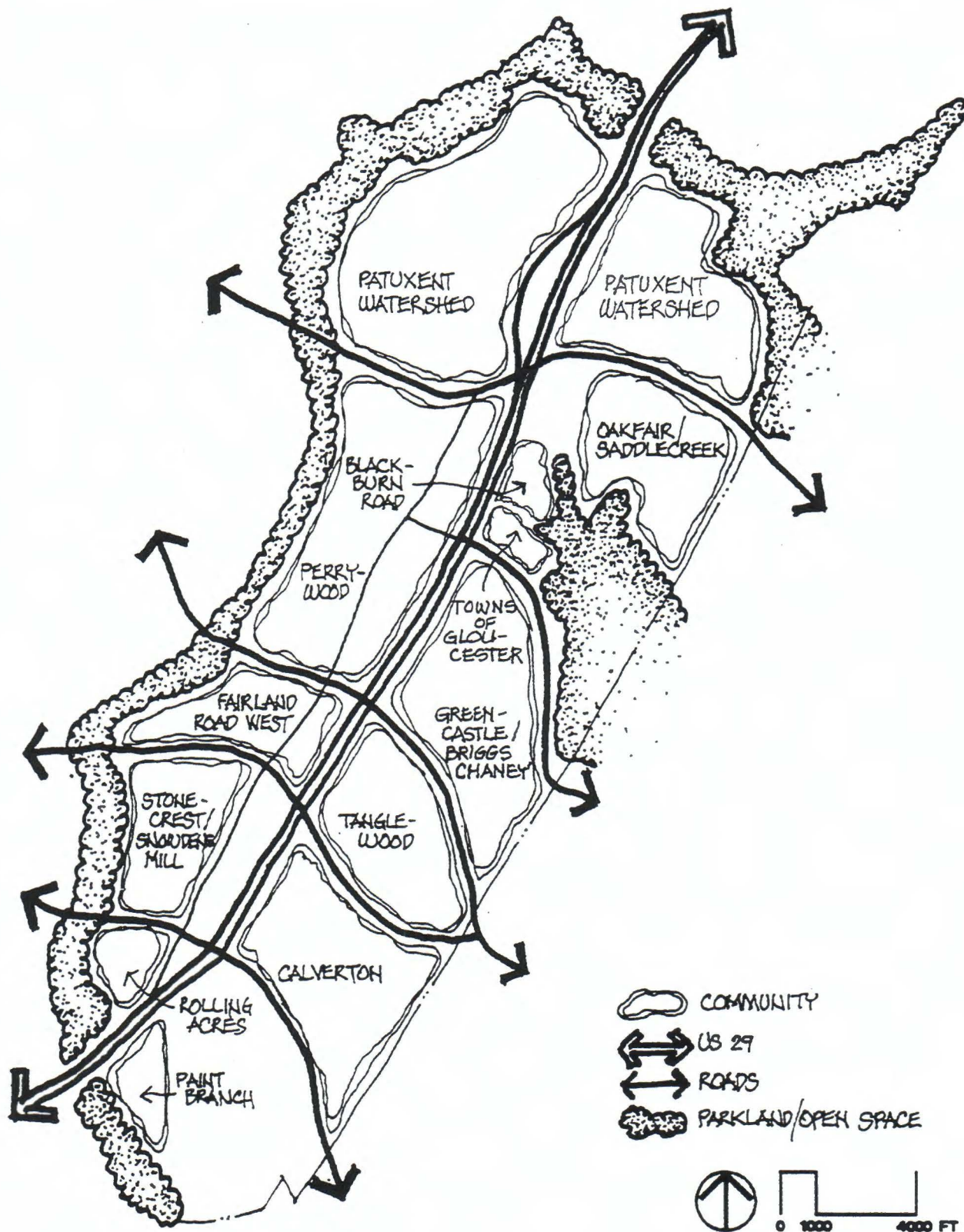
The General Plan Refinement established goals, objectives, and strategies to enhance community identity and design, including: 1) reinforcing each community's unique character; 2) developing attractive and functional centers; 3) preserving historic, scenic, and cultural features; 4) locating public facilities where they can foster a sense of community; and 5) utilizing innovative approaches and regulatory processes to create and maintain attractive and safe communities.

This following section defines the areas in Fairland that either already function or could function as neighborhoods or communities. These areas, in conjunction with the goals of the General Plan Refinement, are the building blocks of the residential component in this Plan. The following pages contain recommendations for land use, zoning, and guidelines for future development for developable properties within each of the communities.

**GOAL:** Implement the General Plan Refinement goal "to provide for land use patterns and land uses that offer ample opportunity for social interaction and promote a strong sense of community through public and private cooperation."

**OBJECTIVE:** Retain the Suburban Residential and Residential Wedge character of Fairland's Communities, provide community focal points where feasible, improve pedestrian connections between communities, and improve access to public and neighborhood facilities.





## **PAINT BRANCH (Figure 16)**

Paint Branch is a small community of over 400 townhouses and mid-rise condominium apartments, each having some private recreational facilities such as game courts or swimming pools. The average density in the neighborhood is approximately 15 units per acre. Residents can walk to the Paint Branch Stream Valley Park along Old Columbia Pike, which is the only point of access into the community and is closed to traffic south of the community. Residents identified the setting of the neighborhood, as well as its compactness, limited access, and its proximity to the stream valley park as desirable features.

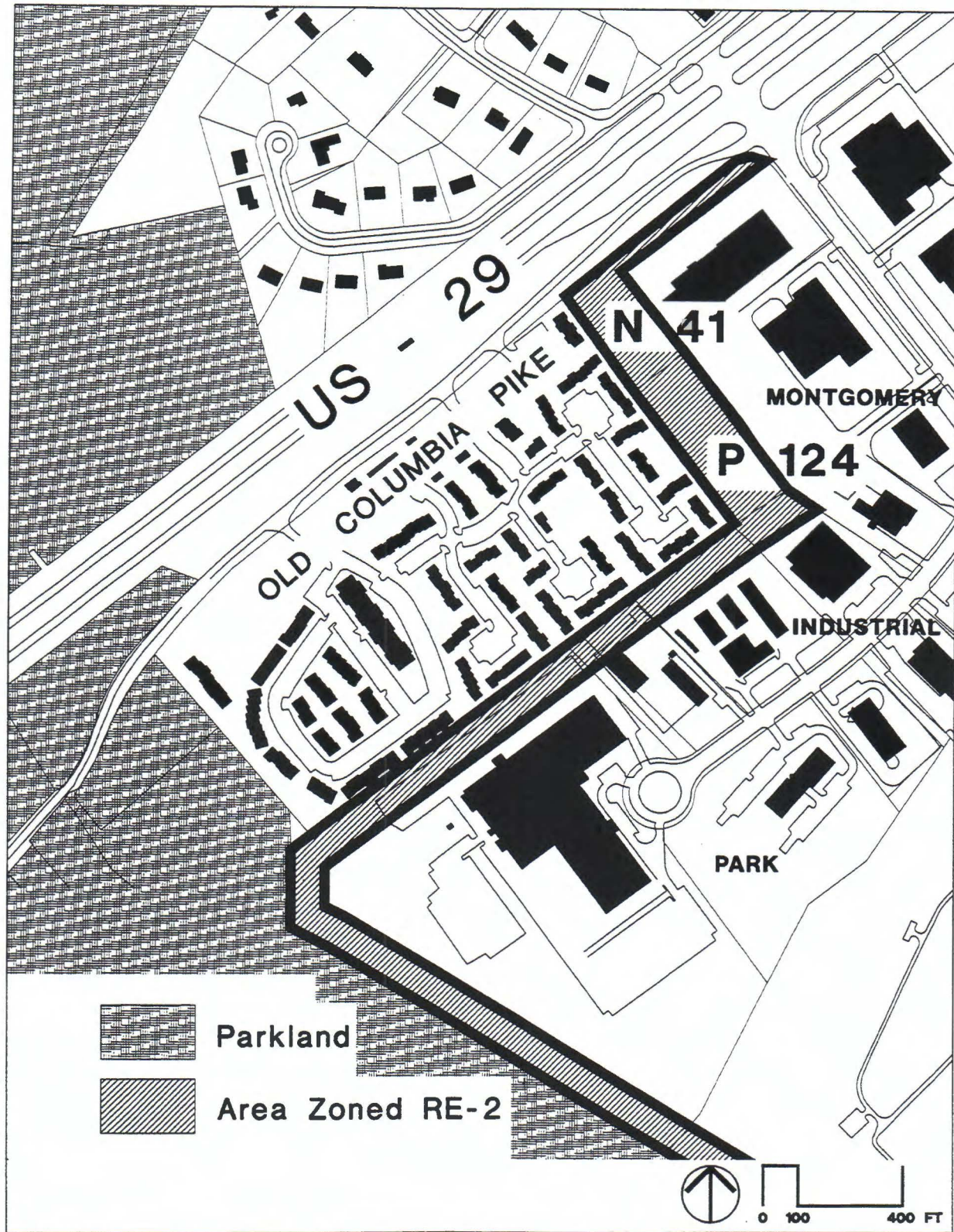
One of the issues in this neighborhood is the 100-200-foot-wide strip of land that separates the residential neighborhood from the Montgomery Industrial Park. The strip was withheld from a request for industrial zoning in the 1950s and retained its low density residential zoning (RE-2) in the 1981 SMA. The strip is comprised of individually owned properties. Parts of the strip have been used for parking through special exceptions, but portions remain undeveloped. There have been a number of requests to rezone two of the parcels with access from Old Columbia Pike for townhouse development. The Montgomery County Council, sitting as the District Council, in 1993 denied the most recent proposed rezoning on the basis that the proposed townhouse development would not be compatible with the adjacent industrial use. In 1994, the Court of Special Appeals upheld the District Council's denial of townhouse zoning on the parcel.

The other issue related to this community is whether or not the bridge over the Paint Branch stream should be opened to vehicular traffic. Residents are concerned that traffic will adversely affect the neighborhood's quiet and that the benefits of improved access do not outweigh the sense of security that they might lose.

### **RECOMMENDATIONS:**

- Add an off-road path along Old Columbia Pike for safer pedestrian access to Paint Branch Stream Valley Park.
- Maintain the bridge closure. (See Transportation section, page 94.)
- Reconfirm RE-2 zoning within 100-200-foot strip.
- Acquire Parcels N41 and P124 for a local park. (Also see page 35 and page 117.) Provide sidewalk along Old Columbia Pike to Tech Road within Parcel N41. Explore easements through the 100-foot strip south of the residential community for a direct connection to the Industrial Park and the Paint Branch Park.







## **CALVERTON (Figure 17)**

Calverton is one of the older residential areas in Fairland. Its edges are defined by Fairland Road, Cherry Hill Road, and US 29. Calverton crosses the County line and the local civic association includes residents of both Prince George's and Montgomery Counties. There are approximately 900 single-family detached homes and 330 townhouses in the Montgomery County portion. The townhouses are part of the West\*Farm community, a development built in the 1980s on the former University of Maryland Agricultural Experiment Station. The average density is 3.5 units per acre. Many of the detached homes were built in the 1960s; the townhouses were built in the 1980s. Public facilities include the Galway Elementary School, the adjoining Galway Drive Local Park, and the Fairland-Calverton Park. There is a local swim club and a church. Other uses include the Manor Care Nursing Home and the Bell Atlantic offices.

There are two redevelopable sites: Area 11, a five acre site zoned R-90/TDR, and Area 31, Great Oaks, a surplused, State-owned facility.

### **RECOMMENDATIONS:**

**Area 11:** 5 acres, R-90/TDR, 1 parcel

- Remove TDRs and retain the R-90 zoning to be more compatible with adjacent single family detached homes and provide for protection of environmental features.
- Retain wooded stream valley in a stream buffer and locate stormwater management facilities and sediment/erosion control measures outside stream buffer where feasible. This area is predominantly wooded and a tributary to the Little Paint Branch runs through the middle of the site making access to the entire property very difficult. These physical characteristics make use of additional density under TDRs problematic.
- Provide open space connection to common open space in adjacent subdivision.

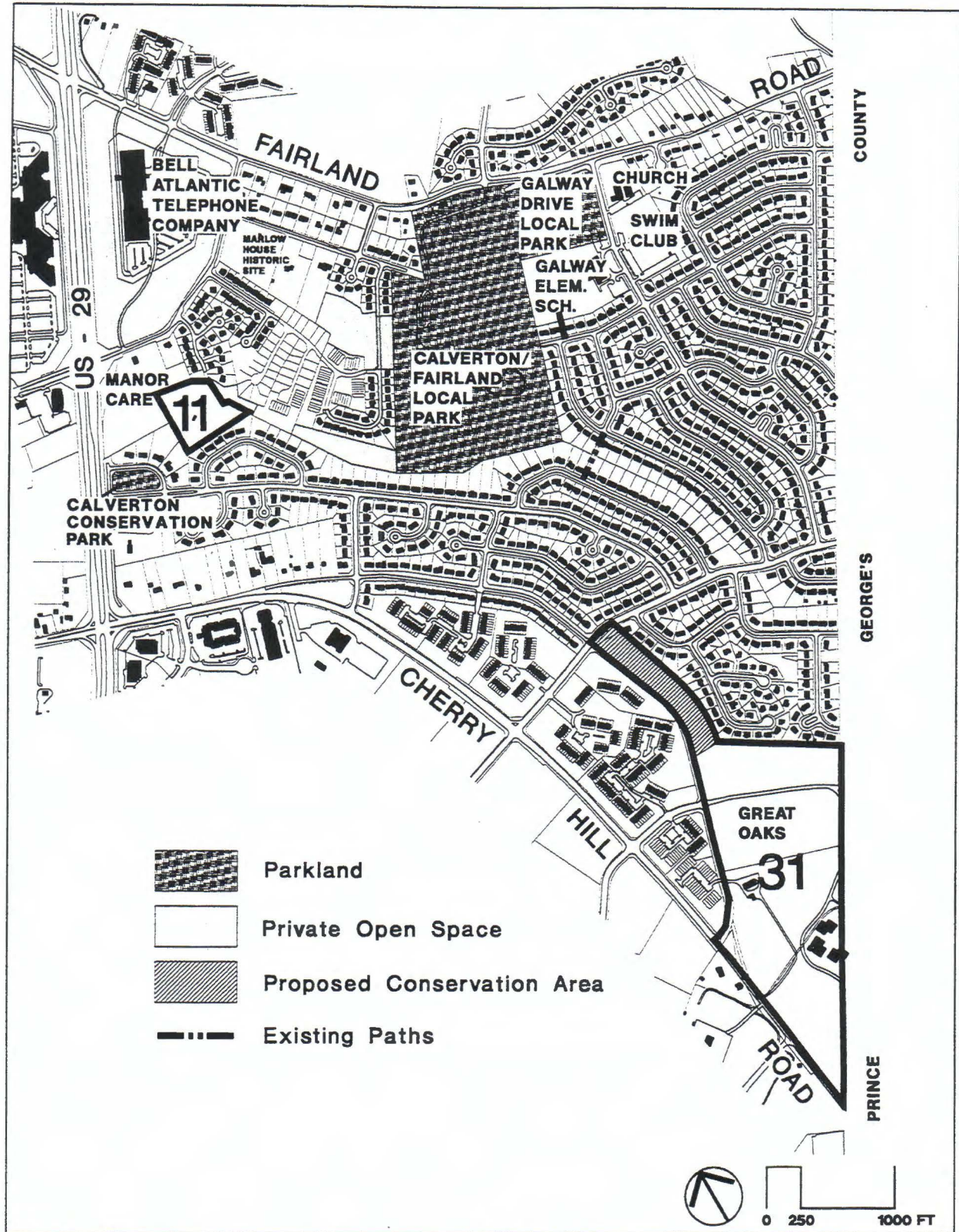
**Area 31:** **Great Oaks:** 155 acres (55 acres in Montgomery County; 100 acres in Prince George's County.)

Great Oaks spans both Montgomery and Prince George's Counties. The area in Montgomery County is zoned RE-2. The portion in Prince George's County is zoned OS, the zone used for public land. The State has closed Great Oaks so that the residents can live in smaller groups in existing communities. Prince George's County recently created a Reserved Open Space Zone (25 acre lots) for interim designation of land formerly in state or federal use. This zone is automatically applied to a site once it has been surplused. The Prince George's County Council must then decide the appropriate zone for the property through a local map amendment.

Five acres of the site along Gracefield Road has been identified by Montgomery County and surrounding community as desirable for a conservation area.

Any redevelopment of Great Oaks should connect A-287 through the site from Cherry Hill Road to Powder Mill Road in Prince George's County. This road will provide an alternative to Calverton Boulevard and aid in the dispersal of through traffic.





- If the State retains ownership, use of the site should be compatible with the surrounding residential community.
- Any change from the current public use of the property must undergo mandatory referral to the Planning Board; planning staff and the Board should evaluate environmental, transportation, and compatibility issues, as well as ways to maximize preservation of natural features. The surrounding communities should fully participate in this process.
- Any private use would be subject to the requirements of the applicable development process including conformance with zoning.
- Rezone to RE-2/TDR with a TDR designation of two units per acre, which should be compatible with the adjacent Calverton neighborhood. TDRs are the appropriate mechanism for adding density on this site should it be surplus to private developer.
- Densities for residential development should be compatible with the adjacent Calverton community. The extensive wooded areas, which provide considerable green space in this built-up area, should be retained.
- Uses, such as private educational institutions, life care, and other elderly or philanthropic institutions, are suitable at densities compatible with the surrounding communities; non-residential development should occur on that part of the property now used for Great Oaks buildings.
- High technology "incubator" uses may be considered, but should be limited to the existing buildings only and should provide permanent protection of existing open spaces.
- Natural features such as wooded areas and open space should be retained to the fullest extent possible; retention of open space will be a major consideration in any plan for this property.
- Designate the five acres along Gracefield Road as a conservation area.
- Connect A-287 as an arterial right-of-way to Powder Mill Road in Prince George's County. The alignment should be located with sufficient distance from the existing homes in Calverton. This road will provide an alternative to Calverton Boulevard.



## **TANGLEWOOD (Figure 18)**

One of the newer areas built in the 1970s and 80s, Tanglewood's boundaries are the proposed InterCounty Connector (ICC) right-of-way, US 29, and Fairland Road. At the edges along Fairland Road are three tracts of developable land: Area 3b (107 acres), Area 5b (10 acres), and Area 6 (23 acres).

Tanglewood supports a diverse housing supply including 380 detached units and 680 townhouse and attached units. Tanglewood Local Park is located in the interior, and is currently undeveloped. The 1994 approved Capital Improvements Program (CIP) indicates construction of the park to be completed by FY 1997.

Desirable features in Tanglewood noted by residents are the privacy resulting from an interior road system and the amount of open space. Problems include the narrowness of the interior roads and limited on-street parking. It is difficult for two cars to pass when cars are parked on the street.

The three developable sites have a number of constraints. Areas 3b and 6 include tributaries to the Little Paint Branch and large expanses of forest cover. Potential densities in Area 3b under existing zoning (with or without using TDRs), and the environmental constraints could result in more attached than detached housing types. Constraints on Area 5b include no access to Fairland Road because of the proposed US 29 interchange (access will be through the existing townhouse community via Stravinsky Drive), and potential noise impacts from the proposed interchanges. In addition, proximity to the proposed interchanges of US 29/ICC and US 29/Fairland Road and access through an existing townhouse development, make detached housing unlikely on this site, from a marketing perspective.

Area 3b has the most potential for adding to the stock of detached single-family homes in the immediate area and for providing additional open space along the tributaries to the Little Paint Branch and connecting to stream buffer areas in Prince George's County. It may also be possible to provide connections to Fairland Recreational Park.

### **RECOMMENDATIONS:**

**Area 3b:** 107 acres, R-60/TDR, 8 parcels

- Rezone R-60/TDR to R-200 to achieve a better balance of housing types.
- Provide sidewalks on both sides of all local streets.
- Locate a small public park/playground on land south of the proposed ICC right-of-way to provide future residents access to a park without having to cross Briggs Chaney Road.
- Develop open space connections between Tanglewood Local Park and Prince George's County.
- Establish stream buffers along all tributaries to the Little Paint Branch including wooded areas where possible.
- Cluster development away from Briggs Chaney Road to mitigate noise and to protect stream buffer areas and existing high-quality forest in the northern and eastern ends of the site.
- Locate stormwater management facilities and erosion and sediment control measures outside the buffers where feasible.

**Area 5b:** 12.58 acres, R-60/TDR, 2 parcels

- Remove TDRs since using TDRs will be difficult due to access constraints and adjacency to two major highways (US 29 and the ICC), as well as the proposed US 29/ICC interchange; retain R-60 zoning; suitable for townhouses if clustered.
- Encourage clustering for traffic noise mitigation and access constraints.
- Establish wooded stream buffer area.
- Provide access through Stravinsky Drive.

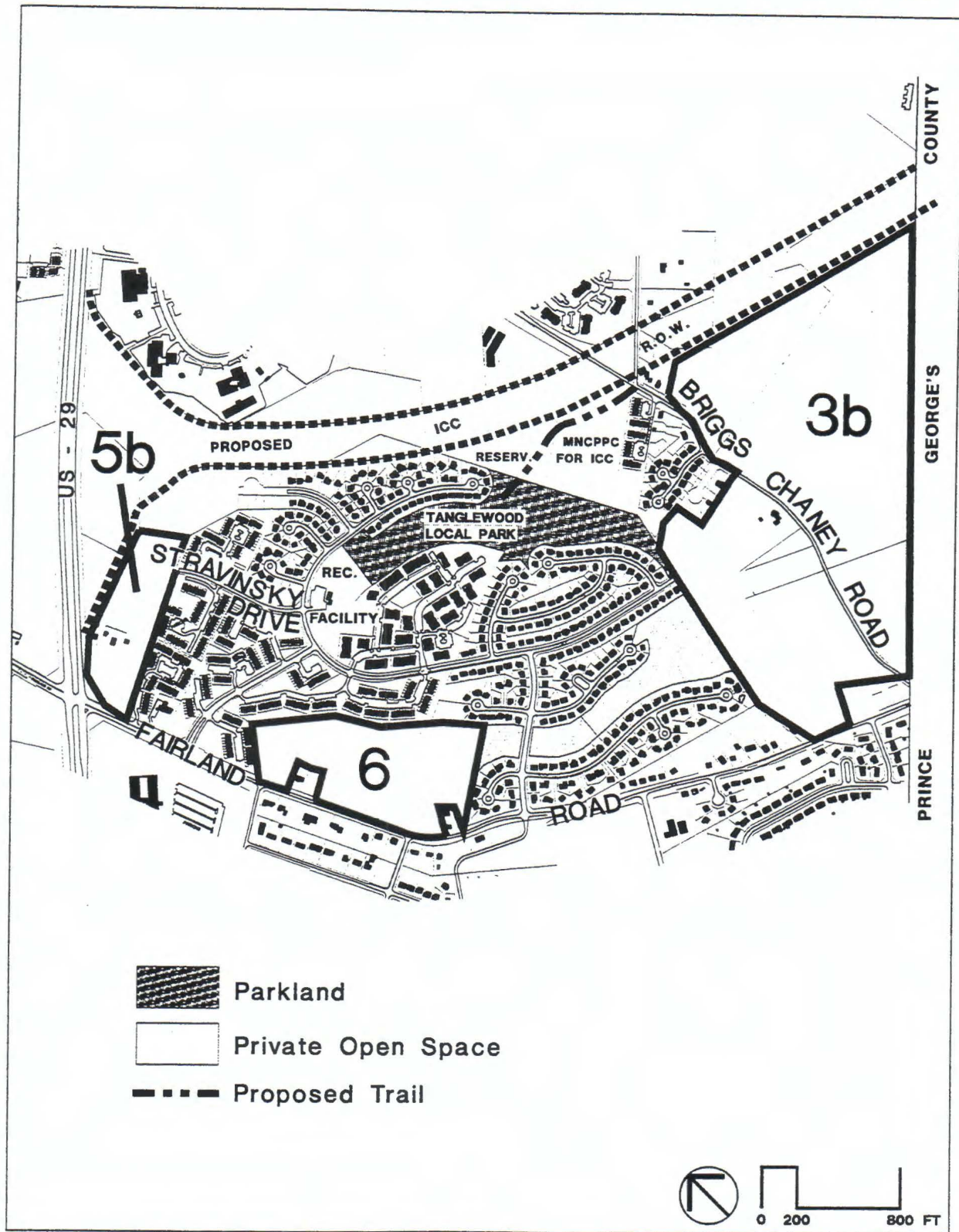
**Area 6:** 23 acres, R-90, 1 parcel

- Rezone from R-90 to R-200 to achieve a better balance of housing types, to provide adequate protection for steep slopes and the wooded stream along the northern boundary, and to provide compatibility with development directly opposite and to the east on both sides of Fairland Road. Compatibility with higher density to the north will be achieved through a wooded stream buffer.
- Provide open space connections to existing open space system in Tanglewood.
- Limit driveway access to Fairland Road.
- Provide sufficient building setbacks and noise mitigation measures along Fairland Road.
- Establish wooded stream buffer area.

**Trail Connection:**

- Add a trail from Tanglewood Local Park to Briggs Chaney Road across M-NCPPC parkland property remaining from reservation for the proposed ICC.







## **GREENCASTLE/BRIGGS CHANEY ( Figure 19)**

This is the most populous area in Fairland, containing diverse land uses and a variety of housing types. It is also one of the most recently developed. Much of the housing and the shopping center were built in the 1980s, although the high-rise apartment building and some of the garden apartment complexes were built in the 1970s. The housing stock includes 3,760 garden apartments and condominiums, 145 high-rise apartments, 1,899 townhouses, and 110 detached houses. The average density is ten units per acre.

Public facilities include the Fairland Recreational Park under construction and recently completed Edgewood Local Park, Greencastle Elementary School, and a County park-and-ride lot. The East County Recreation Center adjacent to the park-and-ride lot is under construction and when completed, it will provide indoor and outdoor recreation facilities within walking distance of the Greencastle/Briggs Chaney community. The Montgomery County Police Satellite Facility opened in Briggs Chaney Plaza in August 1994. Other non-residential uses include the 65-acre Auto Sales Park and a self-storage facility. Discontinuous sidewalks, lack of recreational facilities, traffic congestion, an unconnected road network, and concern about the appearance of the Auto Sales Park were listed as negative neighborhood attributes. Positive attributes were proximity to the Aquatic Center in Prince George's County and Fairland Recreational Park.

Area 3a, containing 51 acres, is located at the eastern edge of the community on an old sand and gravel excavation site now partially covered with second-growth forest. The site borders the proposed ICC right-of-way. This area has environmental constraints and limited access to public roads. Area 12, zoned for garden apartment development, contains seven acres composed of four parcels. Some of these parcels are improved with single-family detached homes. The vacant parcels would require assemblage to develop with garden apartments. A residential zone that allows a mix of detached and attached units may be preferable for these two areas, given the surrounding development, environmental conditions, and access constraints.

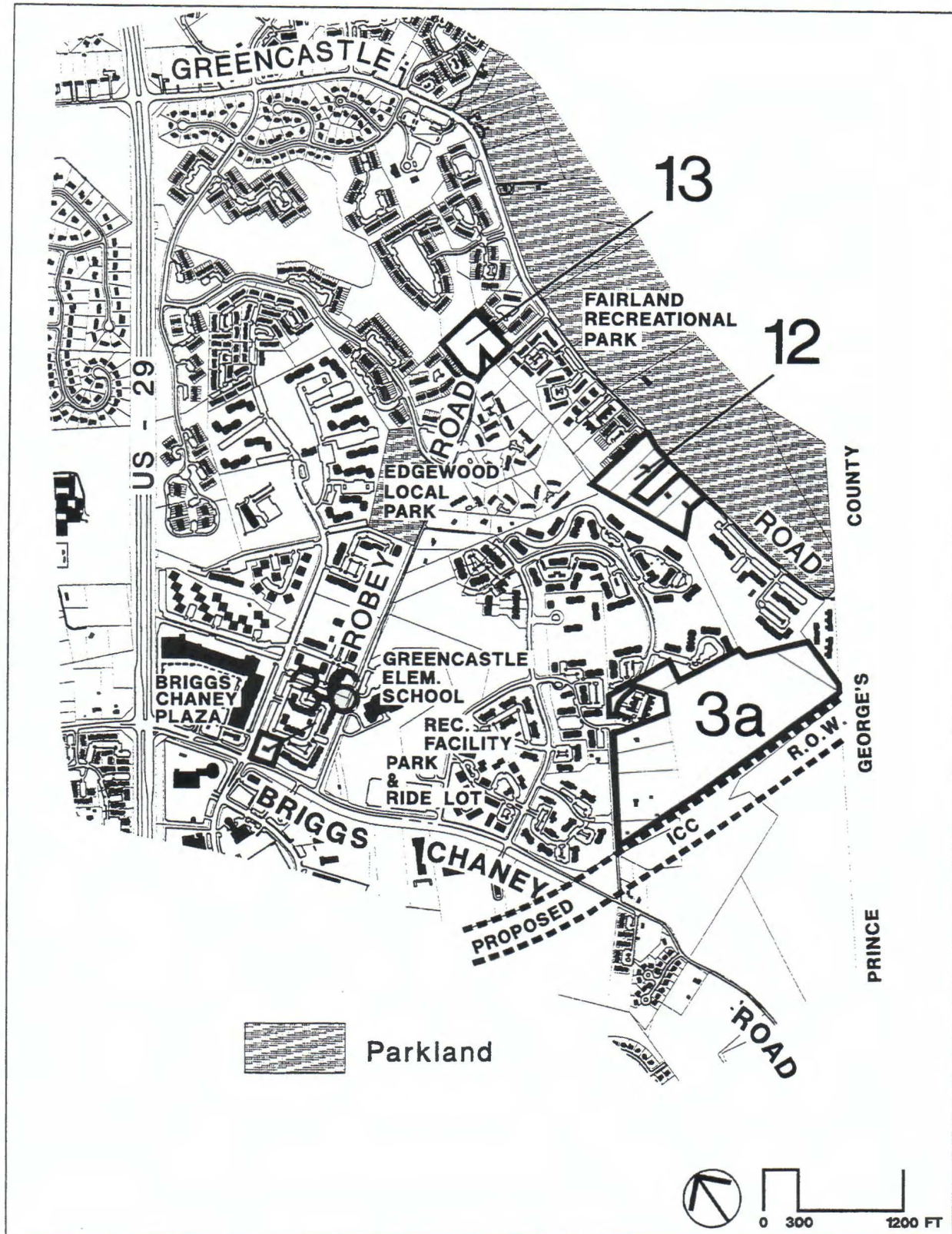
Area 13 is located between two townhouse developments and contains steep topography. Area 36 contains a single-family detached home on an one-acre parcel zoned for apartments. The house is opposite the Auto Park and Briggs Chaney Plaza. Multi-family development on the property is unlikely, given its size.

### **RECOMMENDATIONS:**

**Area 3a:** 51 acres, R-30, 6 parcels

- Rezone R-30 to R-90 to reduce total amount of development because of limited road access and to provide better balance of housing types in the Greencastle/Briggs Chaney Road community. This site area may be appropriate for elderly housing at a scale consistent with surrounding development and with sufficient green space. Encourage assemblage of the entire area for elderly housing, although elderly housing development could be achieved on the larger parcel not having access to Dogwood Lane. Townhouse development under the RT-8 zone would be appropriate for the smaller parcels with access to Dogwood Lane as a transition between the existing R-30 development and the R-90 zoning recommended in this Plan. Discourage RT-8 for the larger parcel.
- Suitable for a mixture of single-family detached and townhouse development or elderly housing.
- Provide sidewalks on both sides of all local streets.
- Establish wooded stream buffers along all tributaries to Little Paint Branch.





- Cluster development to protect stream buffer areas and high-quality forest in the northern end of the site
- Locate stormwater management facilities and erosion and sediment control measures outside stream buffers where feasible.
- Connect Dogwood Drive to Sheffield Manor Drive and Guilford Run Lane to improve overall circulation.
- Develop open space connections between Tanglewood Local Park and Prince George's County.

**Area 12:** 7 acres, R-30, 4 parcels

- Suitable for a mix of detached and townhouse development; rezone from R-30 to R-60; suitable for townhouses, RT-8.
- Provide connections to open space in adjacent properties to expand open space along tributaries to the Little Paint Branch.
- Incorporate stream buffer areas in open space.
- Require appropriate setbacks and noise mitigation along Greencastle Road.

**Area 13:** 4 acres, R-90, 2 parcels

- Retain R-90 zoning.
- Encourage cluster and connect open space to adjacent common open space.

**Area 36:** 1 acre, R-20, 1 parcel

- Consider transitional, small-scale, non-residential uses such as offices since the site can not develop with apartments as currently zoned. Suitable for CT Zone.



## **BLACKBURN ROAD (Figure 20)**

This small residential area is separated from the surrounding communities and facilities to the north and south. Connections are pre-empted by existing development patterns and the steep valleys of the Little Paint Branch. A connection between Wexhall Drive south to Briggs Chaney Road through the Greencastle subdivision was considered and eliminated because of the steep topography. Residential development includes over 300 garden apartments, 60 townhouses, and ten single-family homes. There is development under construction that will add 17 detached homes and 50 townhouses. The average density is about eight units per acre. Non-residential uses include the Burtonsville Office Park, which has a day-care center, and the Burn Brae Dinner Theater. There are no public recreational facilities in the area, although the determined hiker can reach Fairland Recreational Park by walking to the end of Blackburn Road and following an unmarked trail. The proposed interchange at Blackburn Road and US 29 will improve access to US 29 and enable pedestrians and vehicles to cross US 29 safely.

Area 8, a 14-acre area zoned R-90/TDR containing steep slopes and forest cover, is located at the end of Blackburn Road. This area could provide single-family detached houses and better access to the park. Area 24 has an easement to Blackburn Road, but it is not wide enough for a public road, and therefore, the potential for subdivision and utilizing TDRs is limited. Area 25 is a three acre site, located between Blackburn Road and US 29. In addition to addressing environmental constraints, future development in this area should contain single-family detached homes to balance the housing mix within the community.

### **RECOMMENDATIONS:**

#### **Area 8: 14 acres, R-90/TDR, 2 parcels**

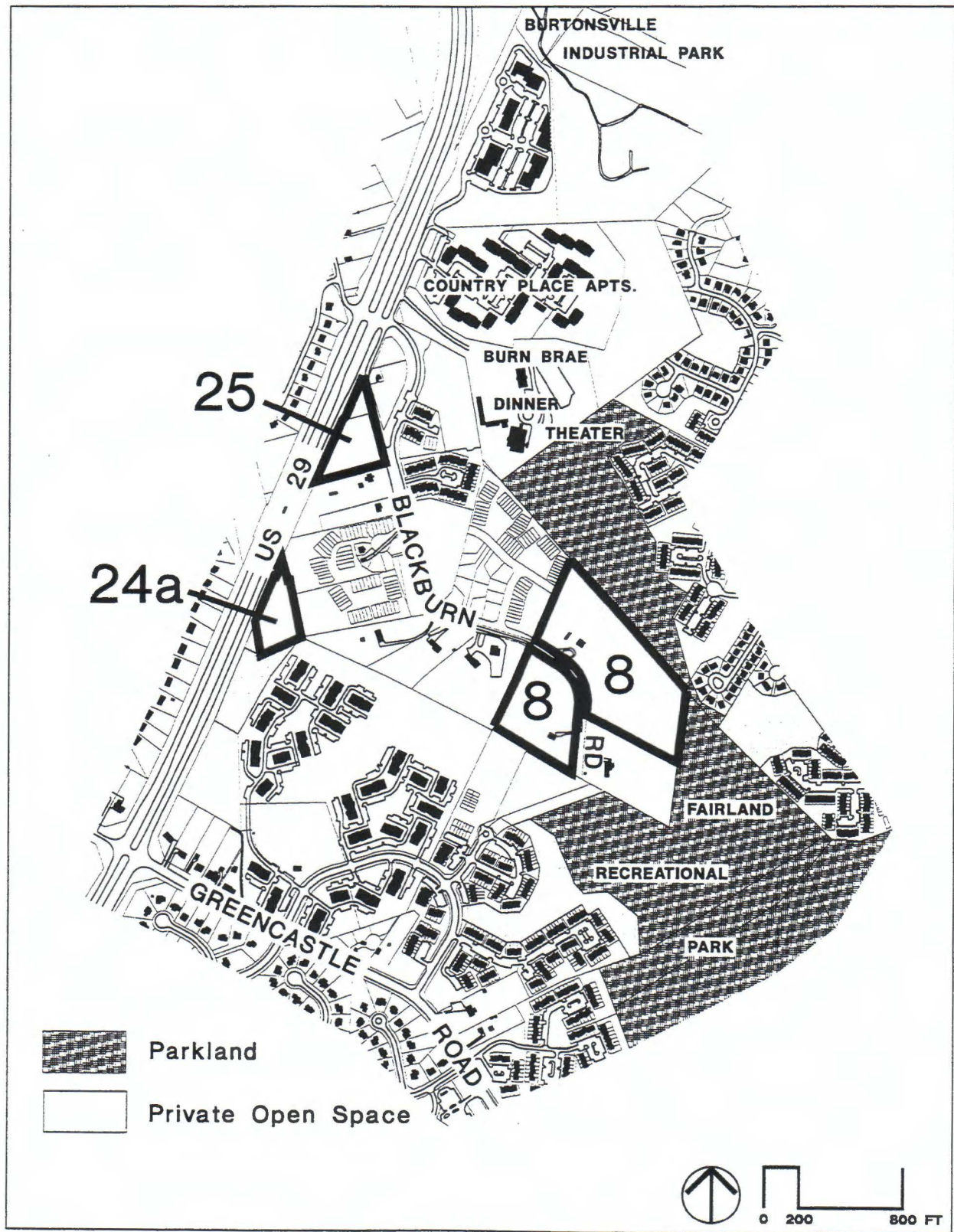
- Remove TDRs, rezone to R-200 to reduce density where environmental constraints, very steep slopes, woods, and streams, severely limit the ability to achieve the densities permitted under R-90/TDR zoning.
- Expand stream valley buffers and include them as part of a private open space system around Fairland Recreational Park.
- Encourage cluster development to maximize tree cover and forest preservation.
- Retain wooded stream buffers by locating stormwater management facilities and erosion/sediment control measures outside buffers where feasible.
- Incorporate on-site stormwater management quantity and quality controls, because the feasibility of the proposed Silverwood Regional SWM facility is in question due to its potential environmental impacts.

#### **Area 24a: 1 acre, R-90/TDR, 1 parcel**

- Remove TDRs, retain R-90 zoning.

#### **Area 25: 3 acres, R-90/TDR, 2 parcels**

- Remove TDRs since TDRs cannot be used due to access constraints and proximity to US 29(which will require significant setbacks); retain R-90 zoning.





## **OAKFAIR/SADDLECREEK (Figure 21)**

Much of this area was built in the 1980s and encompasses about 1,200 homes. The boundaries are MD 198, the Fairland Recreational Park, and a tributary of the Little Paint Branch. There are 800 townhouses and over 400 detached houses. The average density is six units to the acre. Older development is located along Birmingham Drive, Wooten Lane, and Valley Stream Road. The Seventh Day Adventist Church on McKnew Road is used as a meeting place. Although there are a few private recreational facilities associated with individual developments, including tot lots and ball courts, they are not open to the general public. McKnew Local Park is the only public facility in the area, but it is currently undeveloped. The park is planned to be improved by FY 99.

Problems in the area include the lack of pedestrian connections from this neighborhood to the Fairland Recreational Park and the Burtonsville commercial area. Sidewalks within the developments are discontinuous and critical links are missing. Three public streets stub at a 200-acre tract of vacant land (Area 2) and there are concerns regarding the extension of these roads and the ability of the road system to accommodate additional units. McKnew Road from MD 198 to Saddle Creek Drive is not a full-width primary road and does not have continuous curb, gutter, or sidewalks.

Area 2, is located between the residential development and the County line. Prior to the 1980s much of this acreage was used for sand and gravel excavation. There are forested areas, steep slopes, and wetlands associated with the upper reaches of the Little Paint Branch. A series of ponds remain from earlier uses. Area 2 has the potential for adding detached units to the housing mix; expanding or reconfiguring the Gunpowder Golf Course, as proposed by one of the land owners; improving the road network including a possible extension of roads to Old Gunpowder Road in Prince George's County; and hiker/biker access to the Fairland Recreational Park. The Planning Staff for the Montgomery Public Schools has recommended that a school site be included in Area 2 for two reasons: the number of households that could be served (approximately 1,500) and the potential for children to walk to school. A school would provide a centrally located community focal point. Area 9 contains steep slopes, is almost entirely wooded, and includes part of the stream valley for the Silverwood tributary of the Little Paint Branch.

### **RECOMMENDATIONS:**

**Area 2:** 198 Acres: 173, R-200/TDR; 25, RE-2; 9 Parcels

- Remove TDR designation, retain R-200 zoning since the density bonus provided by TDRs cannot be achieved in the golf course community design due to environmental constraints associated with the Little Paint Branch that flows through much of Area 2. Rezone RE-2 portion to R-200 to remove split zoning on properties. Encourage use of the Planned Development (PD) zone to achieve the appropriate mix and size of units, an improved golf course design located outside the stream valley, and protection of other environment features such as steep slopes and wooded area. The PD will permit a greater level of scrutiny throughout the development process and will promote compatibility between the golf course community and the existing community that will share a street network and elementary school.
- Encourage a public/private partnership between Montgomery and Prince George's County M-NCPPC Parks Departments and the property owners to develop a golf course community. This would entail upgrading and expanding the existing public golf course and developing a residential community around the links.

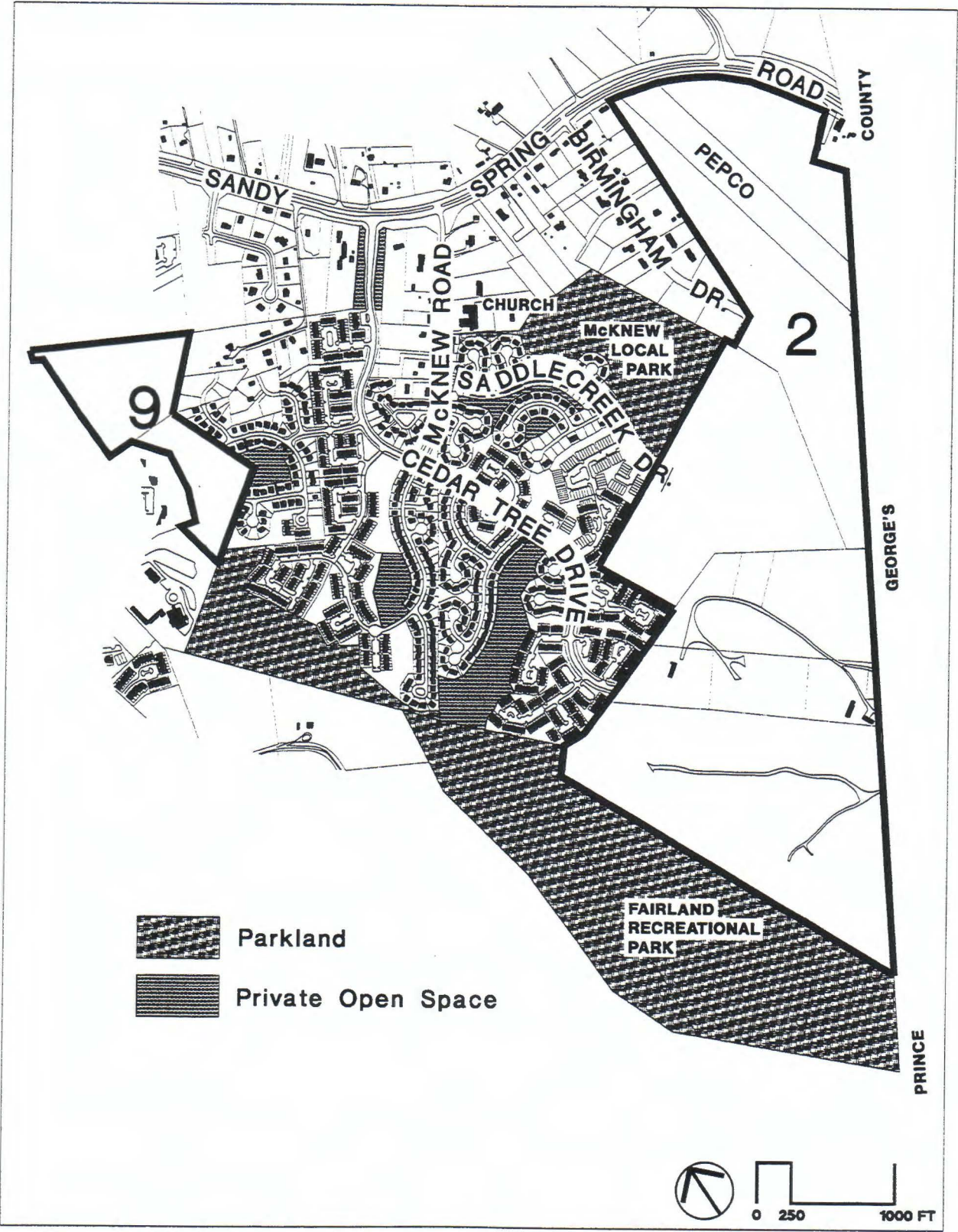
- The golf course community could be best accomplished under the provisions of the Planned Development Zone (PD 2). The following should be evaluated at the time of the zoning request for PD:
  - A density cap of 510 units overall, with 396 units in Montgomery County and an appropriate mix of housing types including single-family detached homes and attached units;
  - MPDUs to be distributed throughout the development;
  - Extension of the existing road network (see Transportation section, page 93);
  - Areas of no disturbance or environmental impact (see page 119);
  - Non-vehicular access to Fairland Recreational Park;
  - Connect road(s) to Old Gunpowder Road in Prince George's County, if desirable;
  - Common open space for residents of the new community; and
  - A 12-15-acre site for a public elementary school.

**Area 9:** 22 acres: 4 acres, R-200; 18 acres, R-200/TDR; 2 parcels

This site is severely constrained with steep slopes and forest cover and has limited potential for achieving existing density recommendations and utilizing TDRs.

- Remove TDRs.
- Provide pedestrian access via Red Cedar Lane and Swiss Stone Drive to Silverwood Tributary and Fairland Recreational Park.
- Expand stream buffers and open space connection to Fairland Recreational Park.
- Acquire much of steep slope area along the Silverwood tributary (Bryan and Fehr Properties) for parkland. (See page 119.)





## **ROLLING ACRES (Figure 22)**

The Rolling Acres area is bounded by Paint Branch Stream Valley Park on the west and south, US 29 on the east and Randolph Road to the north. The residential area, which comprises all the land between Old Columbia Pike and the park, contains 124 detached units, 400 apartments and 144 townhouses. The average density is just under seven units per acre. Residents have noted that although the Paint Branch Stream Valley Park is adjacent to the community, there is no access to the hiker/biker trail in the park.

Between Old Columbia Pike and US 29 are non-residential uses, including an office building, a park-and-ride lot, and the Seventh Day Adventist Headquarters. The historic Conley Farmhouse, one of the two historic sites in Fairland located in the suburban communities, sits prominently on an eight acre site near the Old Columbia Pike/Randolph Road intersection, opposite the Adventist Headquarters. There are two tracts of vacant land or developable land: Area 7a, a 22-acre tract located at the intersection of Randolph Road and Old Columbia Pike, and Area 7b, the eight acre Conley Farmhouse tract. These two tracts have potential for adding detached housing to the housing stock in the immediate area. Under the existing zoning designation, Area 7a could yield up to 50 percent attached units under the MPDU requirements. Area 7b will be limited by what is finally determined to be the appropriate historic setting. Given the size of the site, Area 7b would not be required to provide MPDUs. The cluster method could provide enough flexibility to preserve the appropriate historic setting and achieve a reasonable yield of units. However, the cluster method can permit townhouses on sites less than ten acres, if recommended for cluster in a master plan. Other development options that could also preserve the structure and setting include special exceptions, such as bed-and-breakfasts.

### **RECOMMENDATIONS:**

**Area 7a:** 22 acres, R-90/TDR, 1 parcel

- Rezone from R-90/TDR to R-200 to provide compatibility with single family detached development to the west and north and the larger lots recommended around the historic setting of the Conley House and to achieve a higher percentage of detached homes within the Rolling Acres community. Layout must provide adequate setbacks along Randolph Road for noise mitigation. A new street for access into the property should be located opposite Serpentine Way.
- Consider other suitable uses including special exception uses such as a private school, day-care facility, or elderly housing.

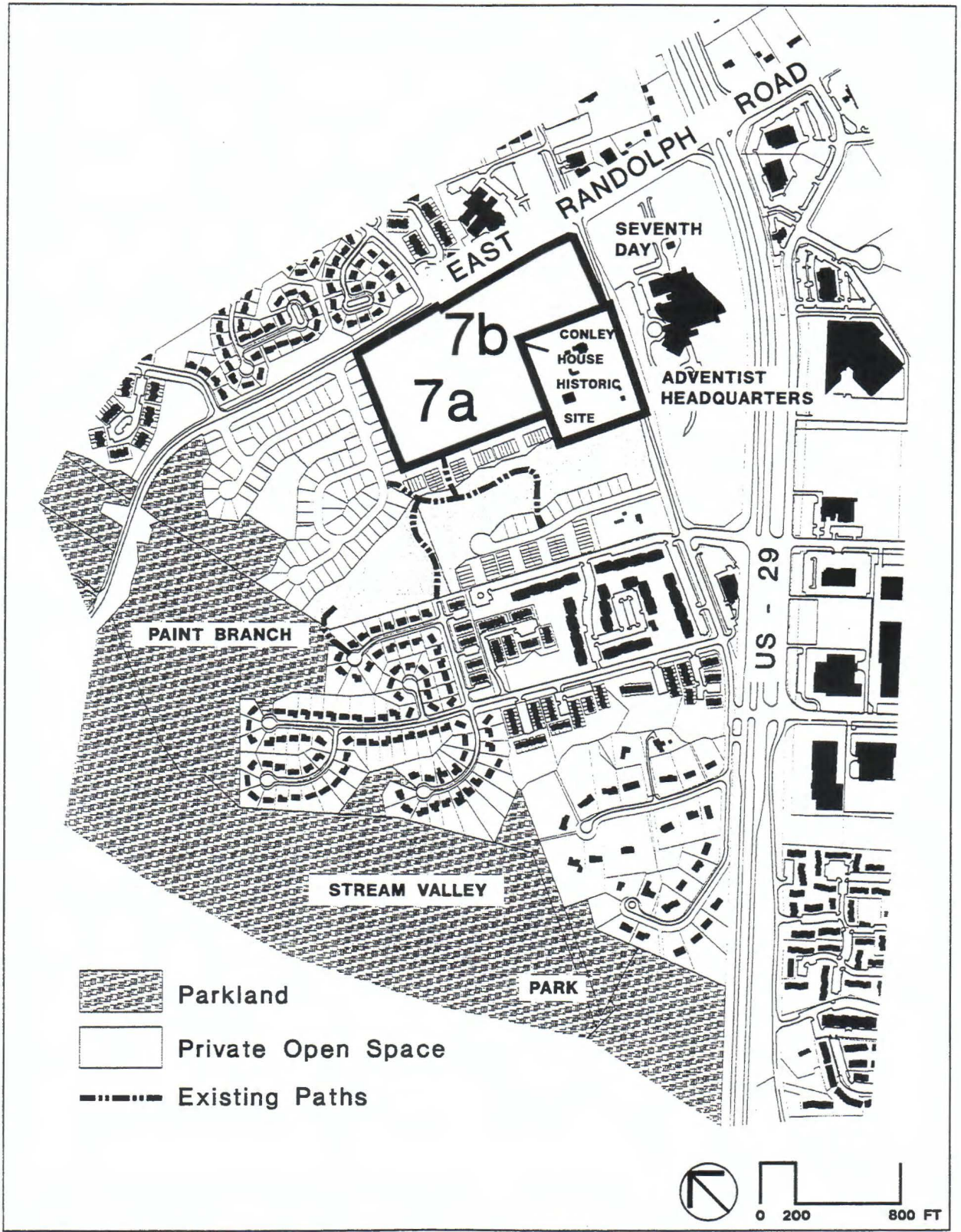
**Area 7b:** 8 acres, R-90/TDR, 1 parcel

- Rezone from R-90/TDR to RE-2C to provide sufficiently large lot sizes to achieve a cluster layout in keeping with the historic structure and setting.
- Consider the historic structure and setting for special exception uses, such as a bed-and-breakfast, to preserve structure and setting.

### **Trail Connection:**

- Provide connection to Paint Branch Stream Valley Park. (See page 120, Community Facilities section.)





## **STONECREST/SNOWDEN'S MILL (Figure 23)**

Stonecrest/Snowden's Mill is bounded by Fairland Road, Old Columbia Pike, Randolph Road, and the Paint Branch Stream Valley Park. Serpentine Way is the only through street connecting Fairland Road to Randolph Road. This area contains over 850 housing units. The majority, 650, are single-family detached homes, the remainder are 130 townhouses and 87 piggy-back townhouse units. The average density is three units per acre.

Bike or foot access to West Fairland Local Park, is via Fallen Creek Road or Fairland Road. The Paint Branch Stream Valley Park has a hiker/biker trail between Randolph and Fairland Roads that can be reached through some of the local streets. Subdivisions include Stonecrest, Fairland Estates, Fairland Heights, Stonecrest North, Woodcrest, Spring Mills, and Snowden's Mill.

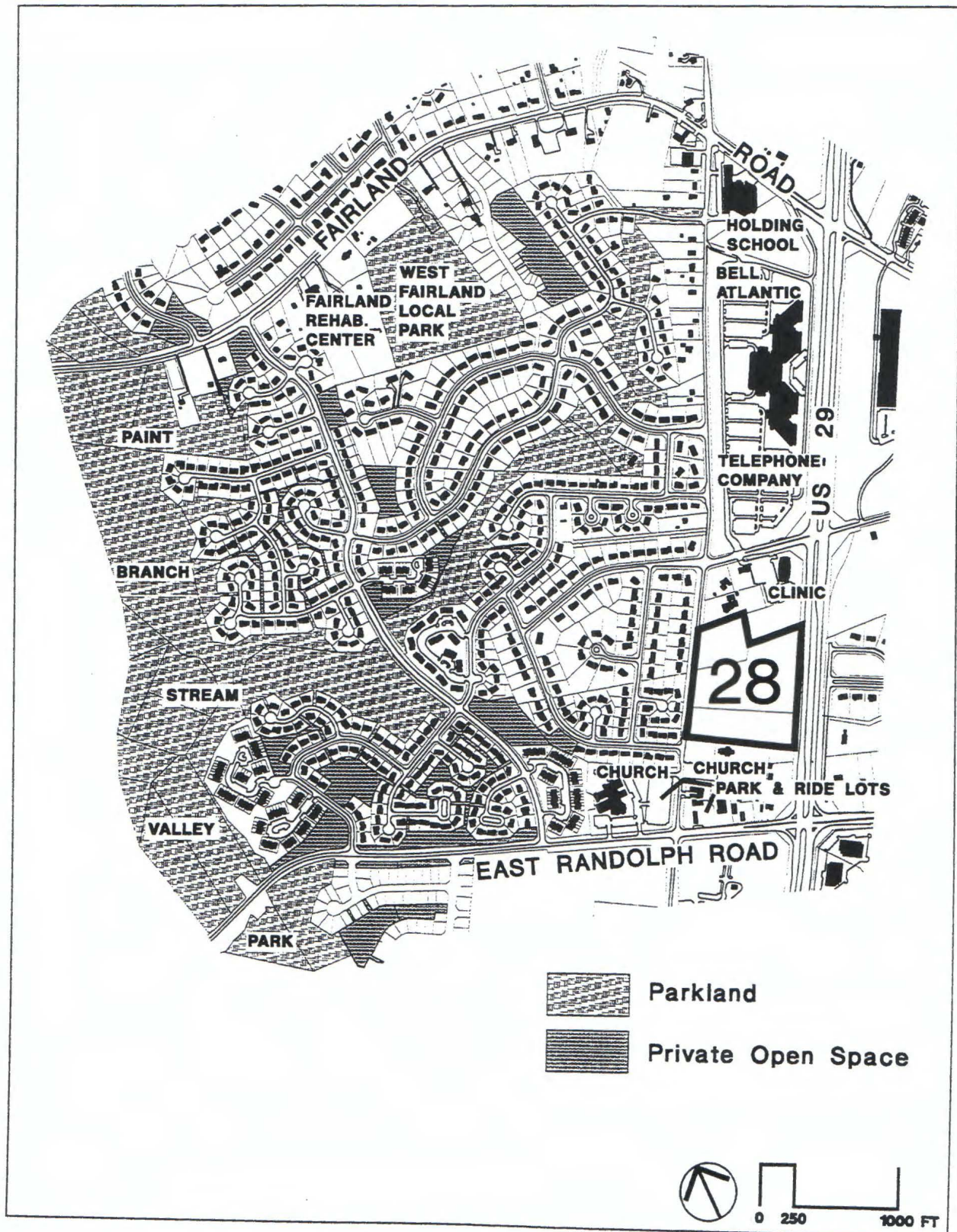
In the vicinity are the Forcey Memorial Church and St. Mark's Episcopal Church. There are public park-and-ride lots adjacent to each church. The Fairland Animal Hospital, local convenience stores, and a gas station mark the intersection of Randolph Road and Old Columbia Pike. The Holy Cross medical offices/clinic, located on Musgrove Road, were approved as a clinic by special exception in 1984. (The Zoning Ordinance was amended in 1989 to restrict all future clinic special exception use to a maximum of four practitioners.) Bell Atlantic corporate offices are located on a 35-acre site between US 29 and Old Columbia Pike. Most properties west of Old Columbia Pike drain to the Paint Branch. Area 28, the former site for the Machinists' Union Headquarters approved by special exception, was never built.

### **RECOMMENDATIONS:**

**Area 28:** 14.79 acres, R-90, 3 parcels

- Rezone to R-200 to reduce maximum density so that adequate setbacks and buffers can be provided to the east along US 29 and to the north and south where there are institutional and special exception uses and to insure compatibility with existing residential development.
- Encourage cluster development to provide adequate buffer from US 29.





## **FAIRLAND ROAD WEST (Figure 24)**

This area lies north of Fairland Road and is bound by Old Columbia Pike to the east, and the Paint Branch Stream Valley Park to the west. It is divided by the right-of-way for the proposed ICC. There are over 700 houses in this area (420 single-family detached units and 290 townhouses). The average density is just under three units per acre. The single-family subdivisions of this neighborhood do not share an interconnected road network because the area lies within the Paint Branch watershed and connections between new and old subdivisions are precluded by wetlands and steep topography. Newer single-family detached home development has been inserted alongside older homes that are reached by old narrow roads, private easements, or prescriptive rights-of-way.

Area 5a, an extremely flat parcel, is situated along Fairland Road between US 29 and Old Columbia Pike. Part of the tract will be needed for the proposed ICC alignment, leaving between seven and ten acres for development. Areas 14a, 16, 17, 21, 22, and 23 have potential for adding a modest number of new detached homes. Many of the properties drain to the Paint Branch and are included in the upper Paint Branch Special Protection Area.

### **RECOMMENDATIONS:**

**Area 5a:** 28 acres, R-90, 1 parcel

- Retain R-90 zoning.
- Encourage cluster to provide adequate setbacks along Fairland Road, US 29, and the proposed ICC interchange.

**Area 14a:** 15 acres, R-200, 7 parcels

- Retain R-200 zoning.

**Area 16:** 12 acres, R-200, 4 parcels

- Retain R-200 zoning.
- Consider pedestrian connection between Briggs Chaney and Fairland Roads across the proposed ICC right-of-way to Area 22. (See also Area 22, page 56.)

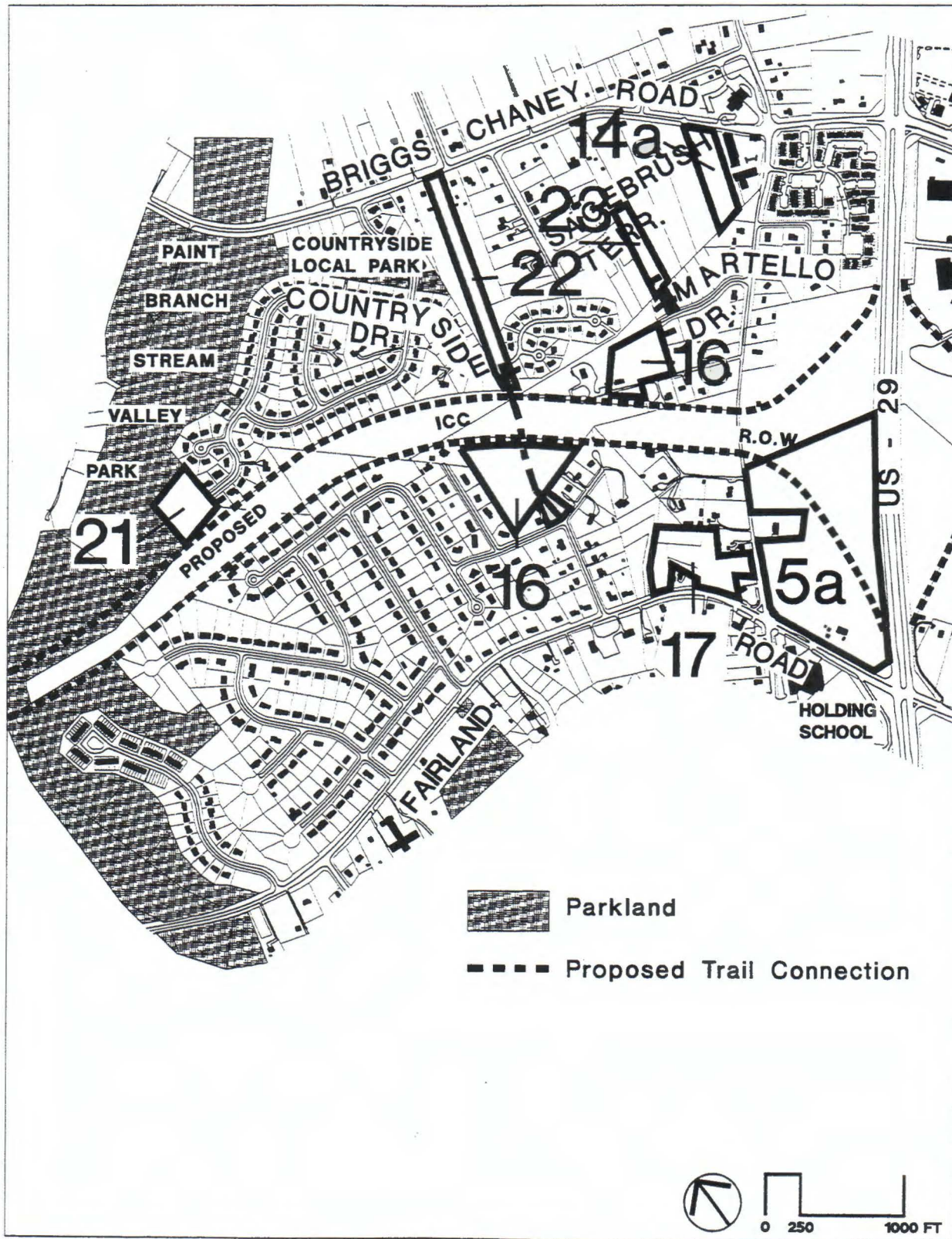
**Area 17:** 6 acres, R-200, 5 parcels

- Retain R-200 zoning.

**Area 21:** 3 acres, R-200, 1 parcel

- Retain R-200 zoning.
- Provide hiker/biker access to Paint Branch Stream Valley Park.





**Area 22:** 4 acres, R-200, 1 parcel

- Retain R-200 zoning.
- Extend public right-of-way to connect the two sections of Countryside Drive together and provide better access to Paint Branch Stream Valley Park.

**Area 23:** 2 acres, R-200, 1 parcel

- Retain R-200 zoning.
- Consider road or path connection between Martello Drive and Sagebrush Terrace.



## **PERRYWOOD (Figure 25)**

This area of single-family detached homes is located south of MD 198, west of US 29, east of the Paint Branch Stream Valley Park, and north of Briggs Chaney Road. Some tracts of land are still being farmed or used for nurseries. There are about 770 homes in the area: 721 single-family detached units and 47 townhouses. The average density is 1.4 units per acre. This area makes a transition between the Residential Wedge to the north and the Suburban Communities to the south and east. Newer development includes single-family subdivisions, including a small townhouse component, inserted amid older, larger lots. The single-family homes on the larger lots are reached via old, narrow roads like Miles Road. Connections between subdivisions are circuitous if they exist at all. Subdivisions in the area include Perrywood, Fairland Acres, and Fairland Gardens.

Banneker Middle School, Fairland Elementary School, Paint Branch High School, the new Fairland Library, and Columbia Local Park are located in this area. A tract of land located in the center (Area 4) has an approved Planned Development for forty acres including 96 single-family houses and townhouses, pedestrian and vehicular connections to adjacent subdivisions, and open space including park dedication along the Right Fork tributary of the Paint Branch.

Area 1 is located at the northwest edge of this neighborhood and part of it is the site for the annual Burtonsville Day Festival. This 147-acre area is zoned for one acre lots and could provide, in addition to large lots, added protection for the Right Fork of the Paint Branch and for one of the few remaining hardwood forests in Fairland. Area 39 has an approved special exception for an intensive-care facility that has not yet been constructed. The site is adjacent to the proposed Greencastle Road/US 29 interchange and has environmental constraints, including forest cover and wetlands. All properties draining to the Right Fork are included in the upper Paint Branch Special Protection Area.

### **RECOMMENDATIONS:**

**Area 1:** 147 acres, RE-1, 3 parcels

- Retain RE-1 zoning.
- Eliminate proposed realignment of MD 198.
- Add parkland to Paint Branch Stream Valley Park. This parkland, in conjunction with proposed parkland on properties in the Cloverly Master Plan area, will provide a connection to Burtonsville Local Park. Existing mixed hardwood forest stand should be included in parkland where possible or within conservation easements. (See page 138.)
- Develop street extensions with sidewalks from MD 198 and Briarcliff Manor Way into the new development as each of the three parcels develops. The street connections should be laid out circuitously so as not to encourage through traffic between MD 198 and Old Columbia Pike via Briarcliff Manor Way.

- Cluster development may be appropriate if common open space, dedication or acquisition of parkland, and environmentally sensitive layout results, including noise mitigation and appropriate setbacks along MD 198. Cluster development should include a range of lot sizes from the minimum 15,000 square feet to one acre or more. The lot layout and location of open space should be compatible with adjacent existing lots and the different sized lots should be distributed appropriately given surrounding development. The approval of community sewer service should be coordinated with the approval of subdivision plans which address the environmental concerns associated with development in the headwaters of the Paint Branch.

**Area 4:** 64 acres: 48 acres, PD2; 6 acres, R-200; 10 acres, RE-1; 6 parcels

- Retain existing zoning.
- Extend Fairdale Road to create a north-south connection between Friendlywood and Fairdale Roads. Public right-of-way should include sidewalks.
- Establish buffer areas along drainage areas to the Paint Branch as required by the Upper Paint Branch Special Protection Area.
- Lot sizes should be equal to adjacent existing lots; townhouse layout to include sufficient buffer to existing detached homes.

**Area 10:** 11 acres, R-60/TDR, 3 parcels

- Remove TDRs, rezone to R-200 to be more compatible with adjacent R-200 development and to provide for necessary setbacks from US 29 and a buffer for the wooded portion of the site.

**Area 14b:** 15 acres, R-200, 7 parcels

- Retain R-200 zoning.

**Area 15:** 12 acres, R-200, 9 parcels

- Retain R-200 zoning.

**Area 24b:** 2 acres, R-200, 1 parcel

- Retain R-200 zoning.

**Area 39:** 13.6 acres, R-200/TDR, 1 parcel

- Remove TDRs, retain R-200 zoning.
- If the property does not develop as an intensive-care facility as approved by special exception, new development proposals should preserve stream buffer, as much tree cover as possible, and appropriate setbacks from the proposed US 29 interchange.

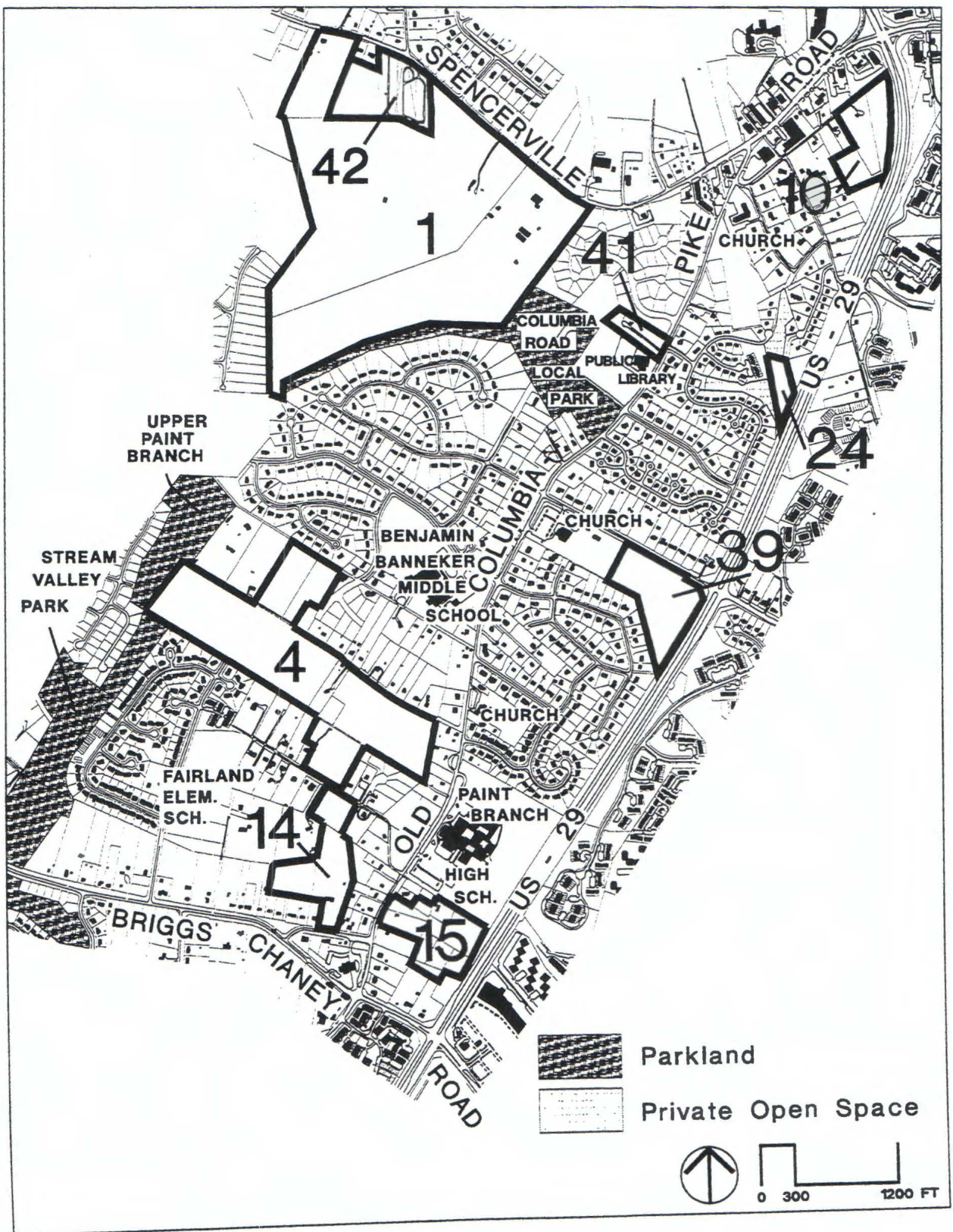


**Area 41:** 1.66 acres, R-200/RE-1, 1 parcel

- Rezone RE-1 portion to R-200 to eliminate split zoning on property and to be consistent with the adjacent PD 2 (2 lots per acre) and R-200 development across Old Columbia Pike.

**Area 42:** 14 acres, RE-1, 3 parcels

- Rezone the Union Cemetery Property from RE-1 to RE-2. This old cemetery predates the comprehensive zoning for this part of the county. Cemeteries are not a permitted use in the RE-1 zone, but can be permitted by special exception in the RE-2 zone. The owners can then apply for a special exception and eliminate the non-conformity.





## **PATUXENT WATERSHED (Figure 26)**

The Patuxent watershed comprises the Residential Wedge in Fairland. The land area is approximately 2,400 acres and drains, for the most part, to the Patuxent River and into the T. Howard Duckett Reservoir. To protect the watershed, the area was rezoned in 1981 from Rural Residential to Rural Cluster and no public water or sewer was provided. The Burtonsville commercial area is located at the southern boundary of the watershed. The watershed is bounded by MD 198 on the south and the Howard County line on the north. There are no through roads and few of the internal roads are publicly maintained for the entire length. Most of the area is zoned Rural Cluster and has developed on large lots with private wells and septic facilities. Almost all the roads have a rural character, as do the settings around many of the homes. There are about 285 houses and an average density of .26 units per acre. Parcels designated as Area 26 are zoned Rural Cluster and are large enough to subdivide. Area 18 functions as a transition area between 9,000-square-foot-lot development in Prince George's County and the larger lots (1 acre or more) in Montgomery County. The existing R-150/TDR zoning will result in an abrupt change in development pattern and is counter to the intent to maintain low densities in the Patuxent watershed.

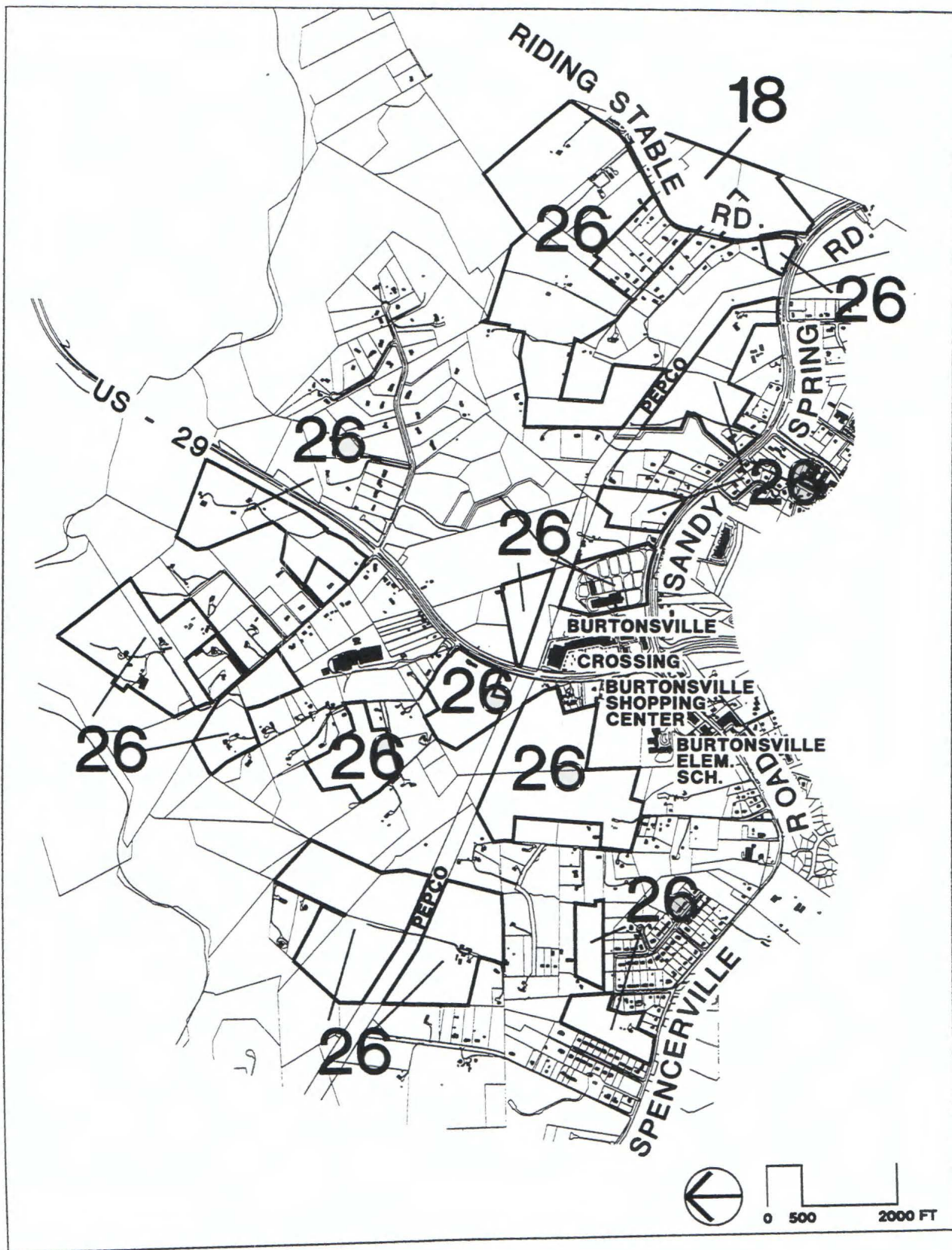
### **RECOMMENDATIONS:**

**Area 26:** 704 acres, RC, 37 parcels

- Retain RC zoning.
- Locate stormwater facilities outside regulatory stream buffers.
- Do not allow uses that result in more than ten percent imperviousness.
- Do not extend sewer service to RC zoned properties; water service to RC zone considered on a case by case basis.
- Community water and sewer service for R-200 zone.
- Cluster residential lots away from MD 198 for noise protection.

**Area 18:** 55 acres, R-150/TDR, 9 parcels

- Rezone from R-150/TDR to RE-1 to create a transition between the approved 9,000-square-foot-lot subdivision at the County line and the large lots on the west side of Riding Stable Road.
- Extend community water and sewer service.





## NON-RESIDENTIAL

The 1981 Plan recommended concentrating retail and employment uses in key locations along US 29 to support the transit serviceability concept and consequently added approximately 330 acres of commercial and industrial/office zoning in locations that could be reached by transit. The 1981 Plan placed additional neighborhood retail in Burtonsville at the northeast intersection of US 29 and MD 198 and at the intersection of Briggs Chaney Road and US 29. In addition, employment/office uses were added to the intersection of US 29 and Cherry Hill Road, adjacent to the existing Montgomery County Industrial Park, and at the southeast quadrant of the US 29/MD 198 intersection.

The 1994 *Eastern Montgomery County Neighborhood Retail Study* and the analysis for the employment outlook (see pages 12-13) concluded that there is sufficient existing and potential commercial and office development to support the existing and future residential population. This Plan accepts the premise that additional neighborhood retail or employment is unnecessary. This Plan also recognizes that during the life of the master plan, market forces will change and redevelopment may be desirable. For example, the older areas, such as the retail businesses in Burtonsville on the west side of US 29 or portions of the Montgomery Industrial Park, may be candidates for redevelopment within the next 20 years. The following pages describe the conditions of the existing retail and employment areas, and establish goals, objectives, and recommendations tailored to each.

## NEIGHBORHOOD RETAIL

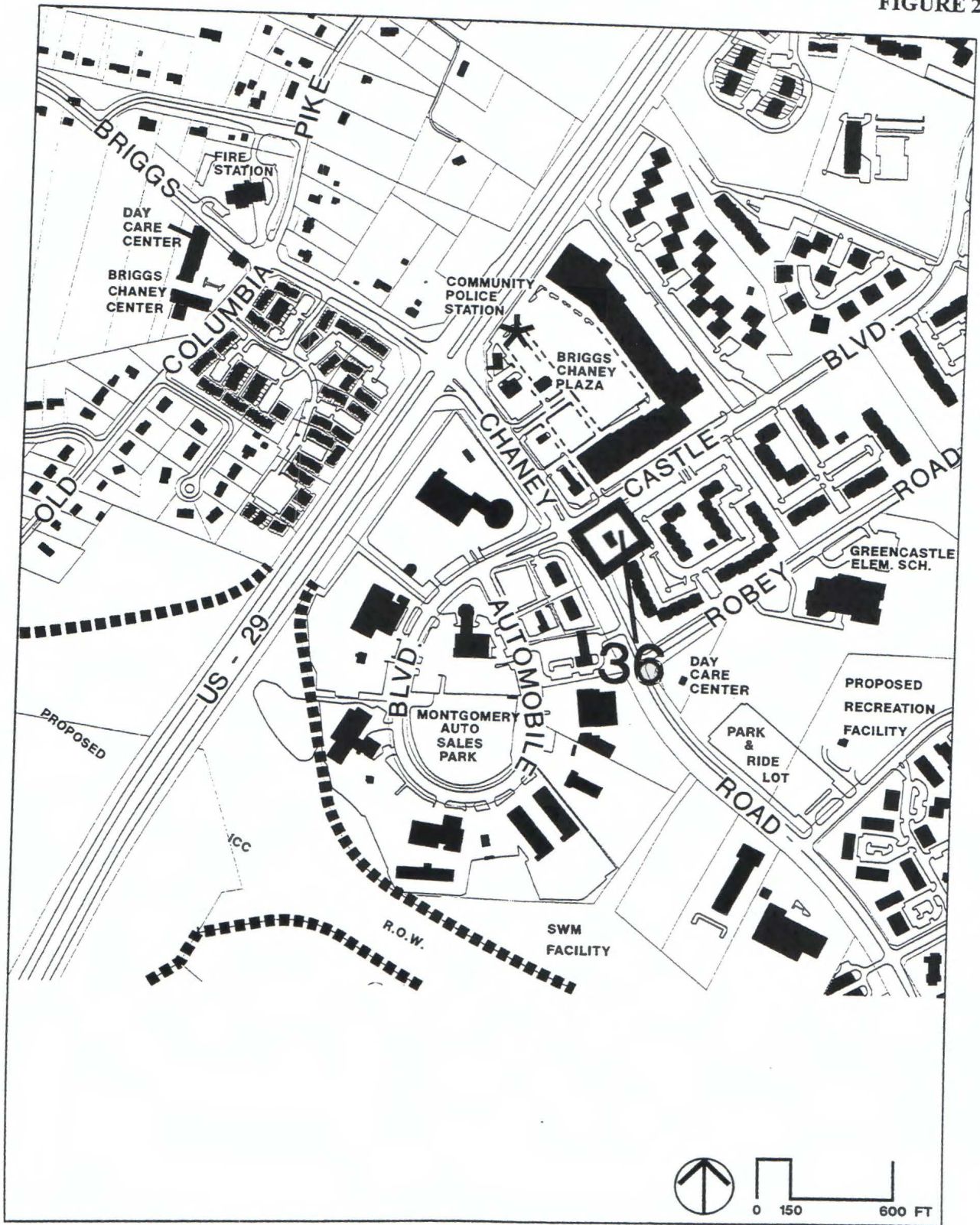
### Briggs Chaney

The Briggs Chaney area contains two neighborhood shopping developments (Briggs Chaney Center and Briggs Chaney Plaza) and the Auto Sales Park, a 46-acre car sales and service center with a regional draw (Figure 27).

Briggs Chaney Center, located at the intersection of Old Columbia Pike and Briggs Chaney Road opposite the Avonshire housing development, contains 41,000 square feet of retail development and opened in 1987. A restaurant lies adjacent to the south. There are a few local services: a day-care center in the lower level of the shopping center and a dentist's office. The Paint Branch High School is located on Old Columbia Pike, about 1,500 feet north of the Briggs Chaney Road intersection. Students walk to the shopping center and cross US 29 to reach Briggs Chaney Plaza. As a result of injuries and fatalities, a fence was recently installed along US 29 between Briggs Chaney Road and Greencastle Road to deter students from crossing US 29 at unsignalized locations.

Briggs Chaney Plaza, located at the northeast corner of the US 29/Briggs Chaney Road intersection, contains a supermarket and 50 stores totalling 186,000 square feet and the Eastern Montgomery County Police Satellite Facility. Vehicular access to the shopping center is awkward and sometimes left-turning traffic backs up in the US 29 intersection. On the north side of Briggs Chaney Road, east of the shopping center, is a single-family home, zoned for apartments. Approximately 600 feet east of the house is a day-care center located at the corner of Robey and Briggs Chaney Roads. About 1,000 feet east, at the corner of Gateshead Manor Way and Briggs Chaney Road is the site of the future County recreation center, just north of the County park-and-ride lot.







The Auto Sales Park is located on the southeast corner of Briggs Chaney Road and US 29, opposite the Briggs Chaney Plaza. The concept for an Auto Sales Park dates to the late 1960s, when changes to the Zoning Ordinance limited expansion of auto sales in central businesses districts. Auto sales businesses developed the one-stop automobile shopping area as a coordinated development in an attractive setting with green space. Although the auto-park concept is a successful sales tool, a number of problems have developed over the years. Private covenants were used to maintain the appearance of the Auto Park, but the covenants were extinguished by the affected parties in the 1980s. Since then, the green space has been used for parking and inventory storage and on-street parking is being used for car and truck storage.

Although the shopping centers and most of the facilities are within walking distance of US 29, the sidewalks are discontinuous and vary in standard. There are sidewalks for some stretches on the north side of Briggs Chaney Road; there are no sidewalks or paths on the south side. Most importantly, pedestrian crossing of US 29 is difficult. Although there is a pedestrian crosswalk on the north side of Briggs Chaney Road, turning movements and driver disregard for traffic signals make pedestrian crossing hazardous. The proposed grade-separated interchange will improve pedestrian crossing movements, but may hinder vehicular access to the shopping center. (See Transportation section, page 91.)

**GOAL:            Improve circulation and define boundaries of the commercial area.**

**OBJECTIVE: Clearly define the extent of retail and employment uses.**

**RECOMMENDATIONS:**

- No additional commercial (C-1, C-2) or industrial zoning (I-1, I-3).
- Encourage compatible and transitional land uses at the edges between the retail and residential uses. Housing for the elderly is an appropriate use in the vicinity of either shopping center. Residents of these developments could walk or use shuttle busses to shopping and other services. There are few medical offices or professional services in the immediate area. Single practitioners and small-scale offices uses, like those permitted through special exceptions may be appropriate to serve the residential communities.
- The single-family home site (Area 36) on Castle Boulevard is appropriate for CT, Commercial Transitional Zone. (See also page 44.)

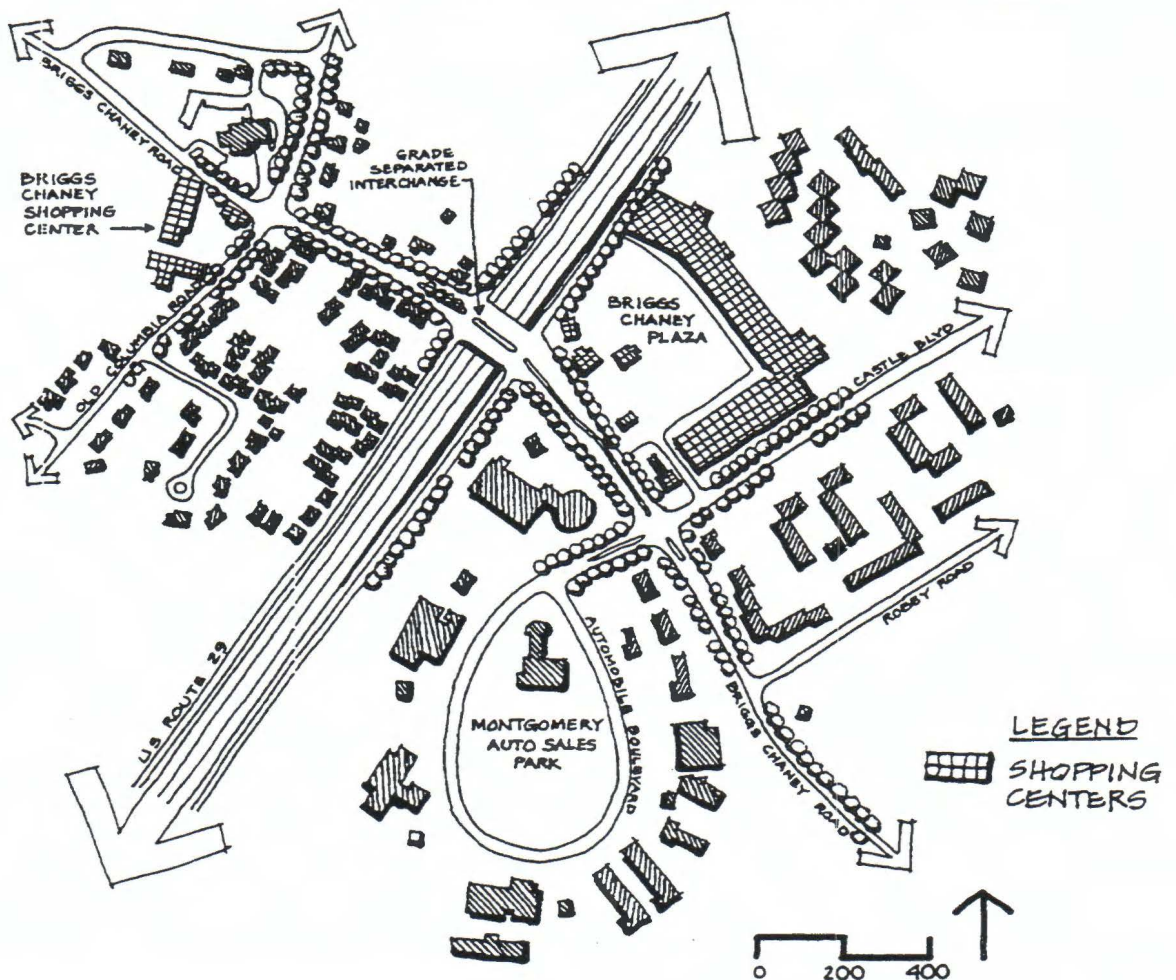
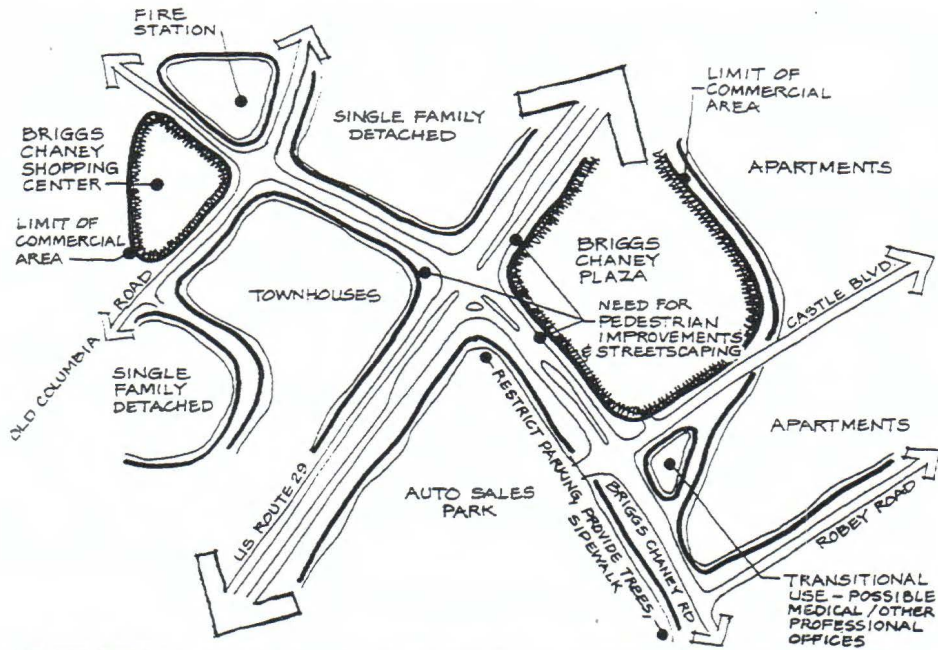
**OBJECTIVE: Provide continuous sidewalks and streetscaping along public roads to improve the visual appearance of the entire area and so that people can walk safely.**

**RECOMMENDATIONS:**

- Develop a coordinated streetscape plan, including street trees, sidewalks, and pedestrian crosswalks for Briggs Chaney Road between Old Columbia Pike and Castle Boulevard, and along Old Columbia Pike in the commercial area (Figure 28).
- Include sidewalks/bikeways for access to shopping and across US 29 in the design for the Briggs Chaney interchange. Auto access into the shopping centers must be included in the US 29 ramp and interchange design, to allow for sufficient left turn stacking and signalization where necessary.

# BRIGGS CHANEY CENTER CONCEPT

FIGURE 28





- Develop a public/private partnership including property owners, State Highway Administration (SHA), and Montgomery County Department of Public Works and Transportation (MCDPW&T) to accomplish these improvements, including streetscaping, within the public rights-of-way for US 29, Old Columbia Pike, and Briggs Chaney Road.
- Encourage the Auto Sales Park property owners to participate in efforts to make the south side of Briggs Chaney Road more attractive and compatible with opposite residential and retail uses including eliminating parking on green space along Briggs Chaney Road, US 29, and Automobile Boulevard. Consolidation or sharing of parking, possibly structured parking (with a building height greater than 42 feet, if necessary) should be considered to meet parking needs.

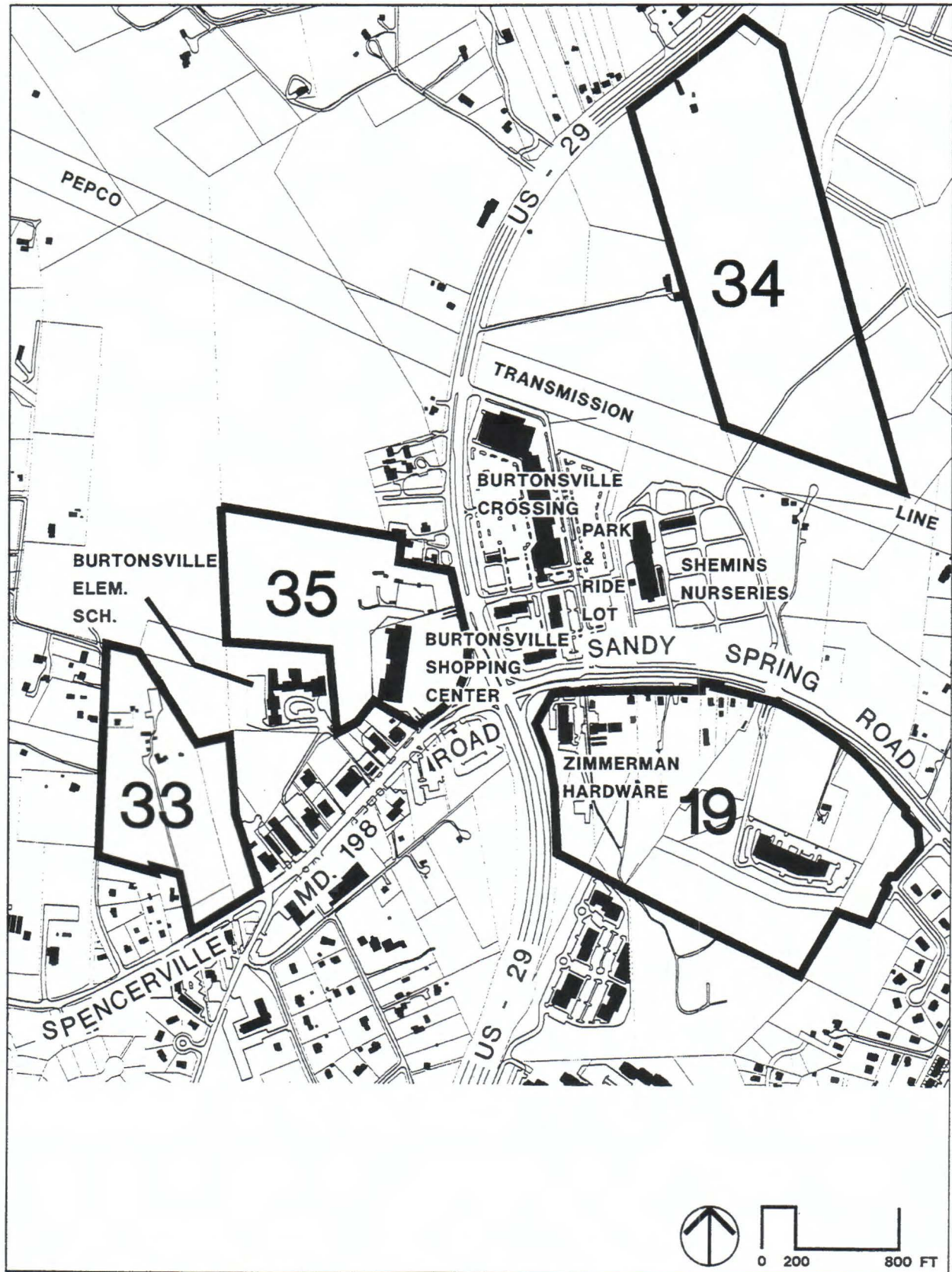
### **Burtonsville**

The intersection of MD 198 and US 29, known as Burtonsville, (Figure 29) contains approximately 232,000 square feet of commercial space. This location has historically served as one of Fairland's commercial and business centers. The 1981 Plan recommended additional commercial zoning in the area. Today, there are two shopping centers, a number of individual stores, small strip centers, and some public uses. Access to the stores and businesses in Burtonsville by car or on foot is hampered by traffic congestion and the lack of sidewalks.

Existing businesses along MD 198 west of US 29 include two mini-malls, ten restaurants, four printing businesses, an animal hospital, car repair and service businesses, home appliance services, small business and medical offices, and a bank. On the east side of US 29 are a plant nursery, a hardware store, and a medical office building. The Burtonsville Post Office, the Burtonsville Elementary School, and the vacant fire station are located west of US 29. A County park-and-ride lot is located on the east side of US 29. The school does not have adequate access to MD 198. The property owners of Area 33 have proposed a solution to the access problem. The Burtonsville Post Office will relocate in the Burtonsville Shopping Center. The Burtonsville Volunteer Fire Department moved to the new fire station on Briggs Chaney Road in March 1995, but retains ownership of the old fire station property, which is split zoned C-1 (commercial) and Rural Cluster (RC).

The *Eastern Montgomery County Neighborhood Retail Study* concluded that expansion of the Burtonsville area is probably not supportable because of future competition within and outside the County. On the other hand, the Study found this to be a strong market area with few vacancies. The two shopping centers supply most of the usual services found in neighborhood centers. The Burtonsville market area has the best potential in Eastern Montgomery County for new housing with sizable disposable income—there are about 300 acres of developable residentially zoned land within a mile of the US 29/MD 198 intersection. However, the realignment of US 29 will remove the convenient right-in/right-out access for northbound travelers. The old alignment will become a local road and not as convenient for northbound evening rush-hour shoppers. A portion of Area 34 lies between the existing and proposed realignment of US 29. Area 34 is zoned Rural Cluster. Special exceptions may be preferable to single-family detached lots on the portion of the Area that will be located between the two roadways.







Also important in developing strategies for defining future development are the following existing conditions.

- Existing topography, stream valleys, US 29 right-of-way, and the PEPCO right-of-way currently define the edges of the business area.
- An existing public presence—school, post office, park-and-ride lot—helps make Burtonsville a desirable destination.
- Existing development is disparate and needs to be shaped into a coherent center.
- Residential land uses and development character dominate MD 198 on either side of the Burtonsville commercial and industrial areas.
- The Patuxent watershed directly to the north, east, and south is an important environmental and recreation resource. The 1993 *Functional Master Plan for the Patuxent River Watershed*, continues a policy of low-density development in the watershed.
- The northwest quadrant of the Burtonsville commercial area drains to two unnamed tributaries of the Patuxent River which in turn flow into the T. Howard Duckett Reservoir. Most development in Burtonsville pre-dates stormwater management requirements and stormwater runoff is largely uncontrolled.

**GOAL:**        **Improve circulation, define boundaries, and, where applicable, encourage redevelopment.**

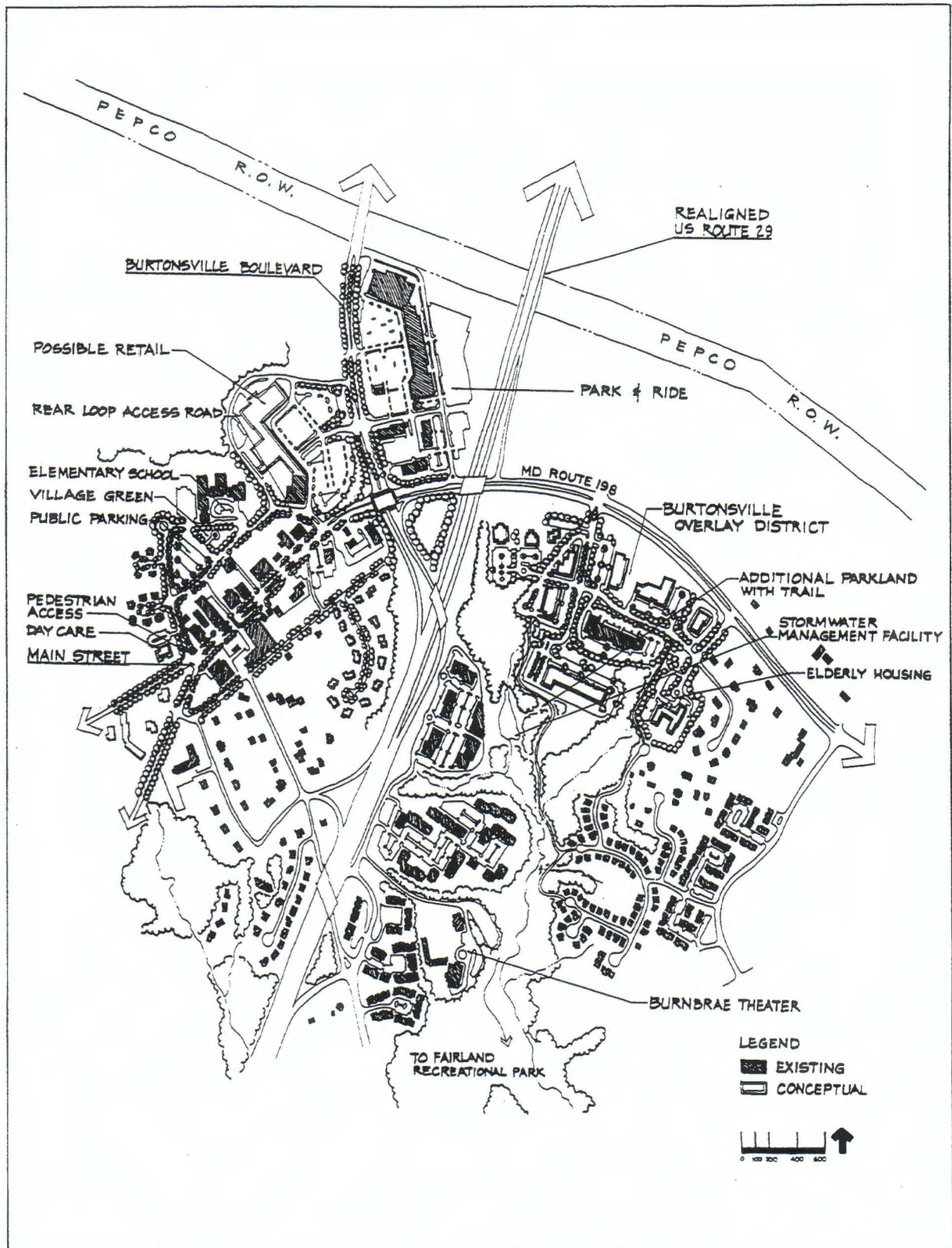
**OBJECTIVE:** **Encourage cohesive development and redevelopment in the Burtonsville commercial area including improved vehicular circulation, streetscaping, and sidewalks.**

**RECOMMENDATIONS:**

- Limit future development to the already existing commercial area and zoning envelope with the exception of the Burtonsville Shopping Center.
- Strengthen Burtonsville's character as a local center through reconstruction of existing roads and redevelopment of commercial properties.
- Special exception uses should retain residential character along MD 198 to the east and west of Burtonsville Center and between existing and future US 29.
- Develop a public/private partnership, including property owners, SHA, MCDPW&T, and Montgomery County Department of Housing and Community Affairs (MCDHCA), and Montgomery County Department of Environmental Protection (MCDEP), to implement the following projects:
  - Reconfiguring and streetscaping MD 198 and US 29 to have a “main street” and boulevard character respectively. A plan for landscaping, sidewalks, curb cuts, and signs should improve access and visibility. (See Figure 30.)

# BURTONSVILLE CENTER CONCEPT

FIGURE 30





- Construct a local access road north of and parallel to MD 198, between Old Columbia Pike and the entrance to Burtonsville Shopping Center. This new road will provide an important alternative access route for existing businesses on the north side of MD 198 and to the Burtonsville Elementary School. Since this new road would access MD 198 opposite to Old Columbia Pike, the need for a new traffic signal should be evaluated for this location.
- Investigate the feasibility of regional or joint-use stormwater management facilities as part of the redevelopment and development projects associated with the Burtonsville Shopping Center and adjacent retail and public uses. These facilities would correct existing stormwater runoff problems and reduce runoff problems from new development.

**Area 33:** 15.5 acres, RC, 2 parcels

The owners of these properties have proposed a solution to provide access to the school. The following recommendations reflect the proposal.

- Rezone both parcels from RC to RE-1 to provide a transition from the industrial and commercial uses to the east and the rural cluster development to the west. The RE-1 development to be separated from existing industrial and commercial development by a public right-of-way for a secondary street that will provide access to the Burtonsville Elementary School and will connect to the recommended rear access road that will provide access to north side of the commercial area. Public water and sewer is recommended for these two parcels in order to encourage a subdivision design incorporating the recommended transition and public access.
- Establish a public right-of-way, at the time of platting, on the east side of Parcel P 21 for a secondary road to provide access for new development and the elementary school.
- Consider southwest corner for special exception uses (including day-care or pre-school) with access to the new street.
- Cluster option to incorporate large farmstead lot and common open space with single-family detached lots.

**Area 34:** 48 acres, RC, 1 parcel

This parcel will be divided by the proposed US 29 realignment; access for southern and western portions will be from Amina Drive and for the northern and eastern portions access will be from old US 29.

- Retain RC zoning for entire parcel.
- Special exception uses, such as day-care or elderly housing, should be encouraged for the portion between existing and proposed US 29 relocated.
- Water and sewer service to approved special exception uses to be considered on a case by case basis.

**Area 35:** 26 acres; C-2, 12 acres, RC, 14 acres; 2 parcels

The owners propose to modernize the Burtonsville Shopping Center with a pedestrian friendly design including outdoor seating, streetscaping along the store facades and along the eastern terminus of the loop road.

- Rezone an amount not to exceed three acres of the eastern portion of the RC parcel to C-2 to enable the center to redevelop.
- Add a loop road adjacent to the outer perimeter of the new C-2 zoned land in the rear of the center, generally running from the southwestern corner of the site and exiting at US 29.
- Site loop road to take into consideration safety and noise mitigation measures with respect to the Burtonsville Elementary School. The layout should also provide sufficient green space and buffer between the loop road and the school.
- Place a perpetual conservation easement on all remaining RC zoned land. Such land will contain a regional stormwater management facility and a forest conservation area.

## EMPLOYMENT

Fairland contains two employment areas: a major concentration of over 400 acres at the southern end of the planning area, east of US 29 between Cherry Hill Road and Industrial Parkway (*Figure 32*); and a 68-acre area in Burtonsville (*Figure 34*). There are also three corporate sites, the Seventh Day Adventist Headquarters and two Bell Atlantic office complexes located along US 29.

### US 29/Cherry Hill Road Employment Area

The US 29/Cherry Hill Road employment area contains four distinct sections (each zoned differently): the Montgomery Industrial Park, the West\*Farm Technology Park, WSSC's Site 2, and the Percontee sand and gravel facility.

There are four industrial zones (I-1, I-2, I-3, I-4) and a residential zone (RE-2) within the boundaries of the area. The I-1 Zone is the least restrictive as to building setbacks and FAR, allows the most diversity of uses, and does not require site plan. The I-2 Zone permits heavy industrial and manufacturing uses. The I-3 Zone is very restrictive in terms of uses, FAR, and setbacks, and requires site plan review including trip mitigation. The I-4 Zone is the most restrictive and also requires site plan review. The I-4 Zone was added through a local map amendment to create a buffer between the heavy industrial uses of the I-2 zoning and the adjoining RE-2 zoning to the south.

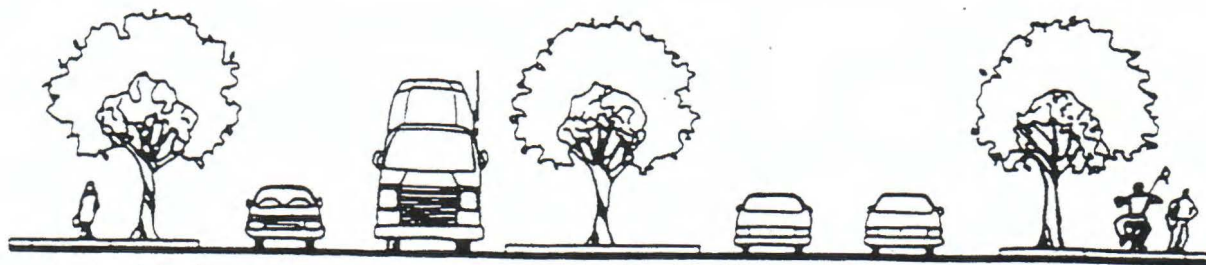
As a result of the zoning and the uses permitted in the different zones, retail, such as Home Depot, can exist in the I-1 Zone, but not in the adjacent I-3 Zone. Uses, such as Site 2 or the Percontee sand and gravel operation, can exist alongside office development. In addition to the differing parking and building setbacks, the age of some of the buildings lends an overall impression that the area is unplanned, rather than a high-tech or office employment center.

The Montgomery Industrial Park developed in the 1950s and today covers 75 acres of industrially zoned land (I-1). Most of the properties in the Industrial Park have been subdivided and developed. The park is a mixture of old and new; some of the structures date to the 1960s, others were built in the 1980s. There is a mix of uses including light industrial, such as film processing and dry cleaning, high-technology firms and a hotel. Companies in the park include, Link Pacific Systems (a defense contractor), C&P, Erie Insurance Group, Presstar (a photographic processor), Fabricare Institute, Marriott Courtyards Hotel, and DarCars auto sales and repair. Also located in the Industrial Park is the new State of Maryland vehicle inspection and emissions testing facility. There is very little vacant I-1 zoned land, except a ten acre piece (Area 30) owned by the Washington Post Company.

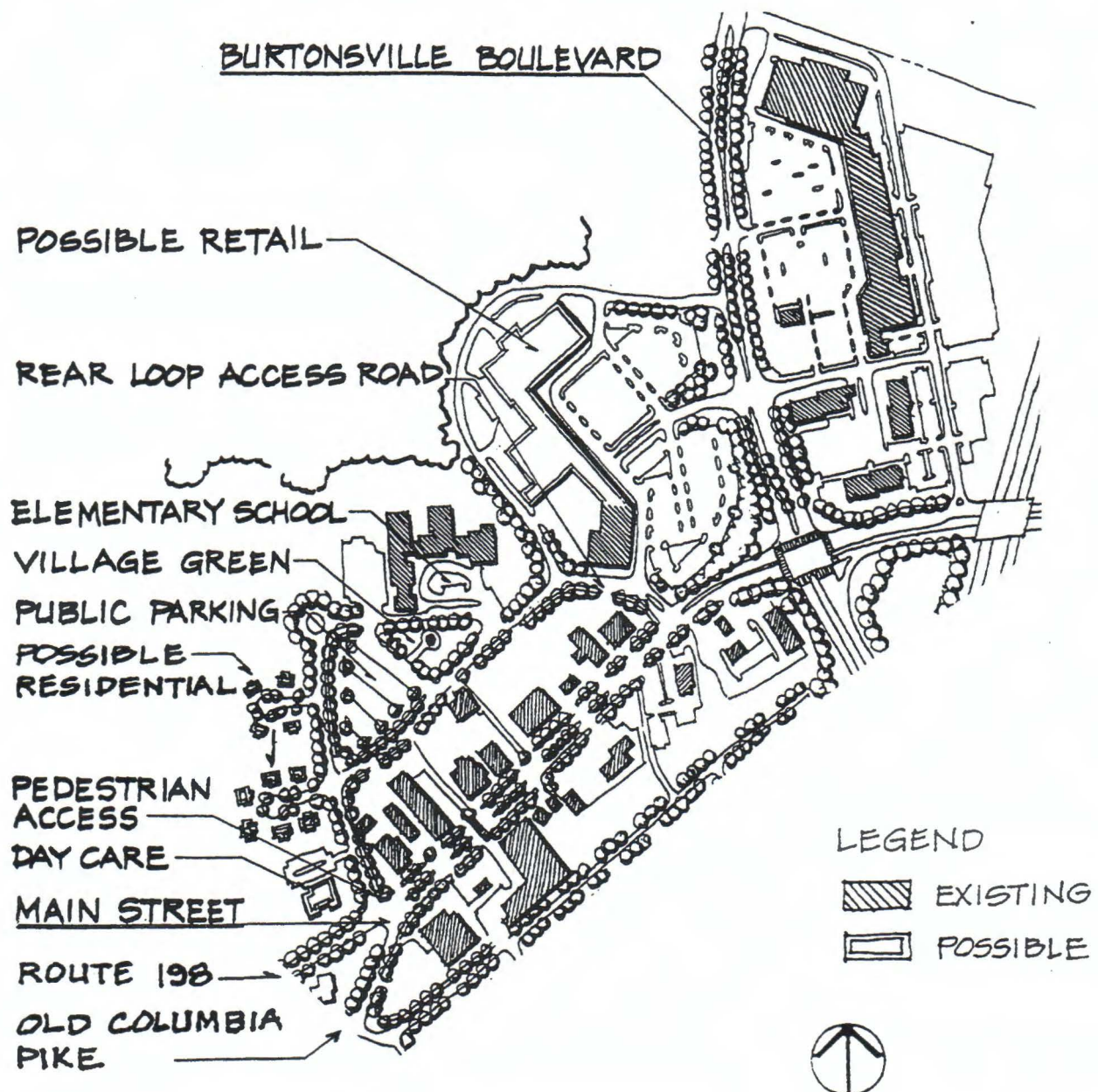


# BURTONSVILLE MAIN STREET

FIGURE 31



BURTONSVILLE MAIN STREET SECTION  
4 LANES DIVIDED





West\*Farm Technology Park was built in the 1980s under I-3 and I-1 zoning and includes amenities such as sidewalks, street trees, and a regional stormwater management facility. All of the Technology Park has been subdivided, but not all of the approved lots have been built—there are approximately 6,400 jobs held in the Pipeline for West\*Farm. An economic slowdown in the last five to eight years may account for the slow absorption of available development approvals. The Technology Park has both high-tech and service businesses. Home Depot, a retail home and garden center, opened in 1992, adding weekend and after-work activity in the area. Public facilities include the United States Postal Service distribution center, the Montgomery Public School Bus Facility, and a State Highway Administration maintenance facility.

WSSC's Montgomery County Regional Composting Facility (Site 2), located at the end of Industrial Parkway, processes bio-solids from the Blue Plains Advanced Wastewater Treatment facility. Despite state-of-the-art odor control technology, its odor has been a continuing problem for residents and businesses in this area.

One of the most significant land use decisions made in the Fairland area was the decision by Montgomery County to permit construction in 1982 of the WSSC sludge composting facility adjacent to the Montgomery Industrial Park.

In compliance with the court supervised 1974 Blue Plains Sewage Treatment Plant Agreement, and the Blue Plains Intermunicipal Agreement of 1985, Montgomery County is required to dispose of 400 wet tons per day of sewage sludge generated at the regional wastewater treatment plant at Blue Plains in Washington, D.C. Available disposal methods include landfilling, trenching, direct land application, composting, and incineration. WSSC was directed by court order in June of 1980 to construct the facility which uses a process that turns the sludge into compost, sold commercially under the brand name "ComPRO." After consideration of fourteen locations for the plant, the further decision was made to locate the facility adjacent to the Montgomery Industrial Park (Site 2). Construction was completed and the facility began accepting sludge from Blue Plains in April 1983.

This location for the plant was immediately opposed by residents of neighboring communities because of the strong odors produced by the composting process. Technological improvements at the plant have failed to control the odors to consistently acceptable levels.

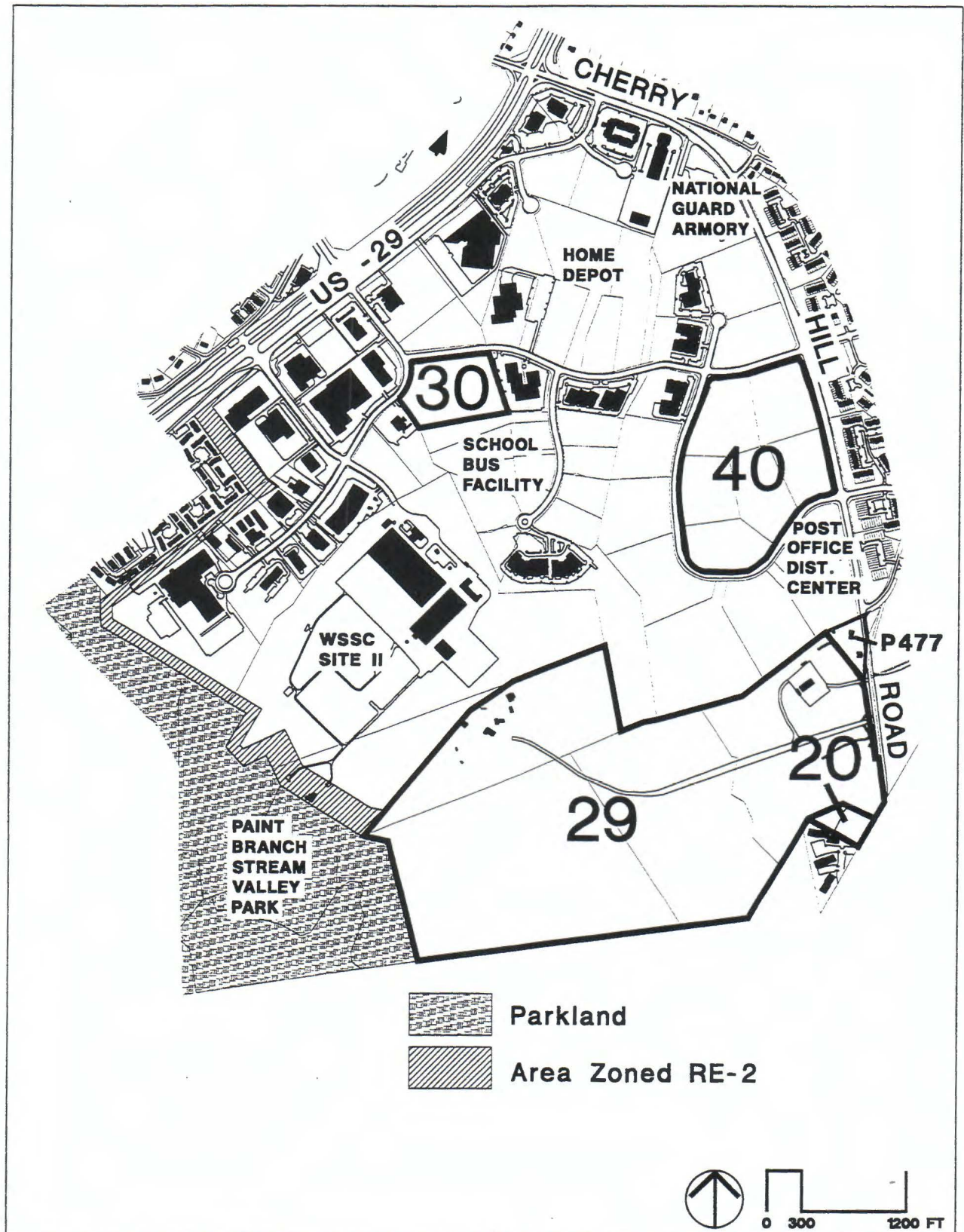
In addition to the adverse impact the facility has had on the quality of life for the residents of the Fairland area, the presence of this facility has had severe negative economic consequences, reducing the commercial viability of the Montgomery Industrial Park and West\*Farm Technology Park with major tenants fleeing the area after employees became nauseated by the noxious odors emanating from the plant. New tenants have been difficult to attract because of the proximity of the plant.

Recent issuance of a Council of Governments management study for improving biosolids facilities at Blue Plains recognizes land application as a viable, cost effective, long-term biosolids disposal option for Blue Plains. The study and a County government analysis suggest that the cost of composting at Site 2 is significantly more expensive (more than twice the cost) than the cost of land application. The County Executive is currently looking into the land application of the portion of biosolids currently composted at Site 2, including requesting State and Federal government assistance.

The potential cost savings of alternate biosolids disposal methods for WSSC ratepayers and the continuing problems of odor at Site 2 suggest that Site 2 be considered for phase-out as soon as a long-term replacement program is adopted, including resolution of all legal and financial impediments.

Percontee Sand and Gravel has been in operation for a number of years, first as a quarry and now as a sand and gravel washing operation. The operation covers a number of sites totalling 182 acres and borders Site 2





and the Technology Park to the north, at the Prince George's County line. These properties comprise Area 29 and are zoned I-2 (heavy industrial) and I-4. These parcels have potential for future development once the sand and gravel operation is no longer viable and are one of a very few underdeveloped I-2 areas remaining in the County.

The Naval Surface Warfare Center (NSWC), located in the White Oak Planning Area, forms the southern boundary of the US 29/Cherry Hill Employment Area and is adjacent to Percontee Sand and Gravel. NSWC is scheduled for closure and the Food and Drug Administration (FDA) as well as other federal agencies will be relocated to the site.

There are three properties, zoned residentially, which are unrelated to the four sections previously described: Area 20 (R-20) part of which currently provides parking for a convenience shopping center in Prince George's County; Parcel 477 (RE-2), which contains a residence and an approved special exception for a food and beverage store; and the State of Maryland Armory, also zoned RE-2.

The employment area has the potential to be a modern employment center with a diversity of uses in a park-like setting, but the existing zoning pattern and allowable uses hinders coordinated development. A strategy to guide future development, such as creating a special district through an overlay zone, could unify the area by permitting supportive services, such as restaurants and banks. Another benefit of specifying uses would be flexibility so that, for example, the owners of the I-2 property could pursue other options than heavy industrial at some point in the future. There is also an opportunity within the Technology Park, given its location within the planning area near US 29, the configuration of lots, and the existing industrial road network, to create a retail commercial area under commercial zoning that could serve both the employment area and the surrounding communities. An overlay zone could be used to limit the type and character of retail development to protect community interests. In addition, an overlay district could impose requirements for trip mitigation that achieve the county-wide goal of reducing peak hour trips from employment areas. The current requirement of having trip mitigation apply only to the I-3 area limits the potential effectiveness of any trip reduction program. An overlay district could require all development to participate in a trip reduction program, and thereby increase the possibilities of having a successful program.

**GOAL:**            **Develop diversity of uses in existing employment areas to serve and support the businesses, employees, and area residents.**

**OBJECTIVE:** **Make base zoning within the employment area compatible with employment/industrial uses.**

#### **RECOMMENDATIONS:**

**Area 20:**            2 acres, R-20, 1 parcel

This property is adjacent to commercial development in Prince George's County. Much of the property is paved and is used for parking. Access to the property is through development in Prince George's County. This property is more suitable for non-residential uses.

- Rezone to C-1, neighborhood commercial.

**Area 30:**            10 acres, I-1, 1 parcel

- Reconfirm I-1 zoning.



**Area 29:** 182 acres: 156, I-2; 26, I-4; 4 parcels

- Reconfirm I-2 and I-4 zones.

**Area 40:** 42 acres, I-3, 6 lots

This area is a part of West\*Farm Technology Park that has been platted, but not yet developed. Current economic conditions, combined with the location along US 29 and existing internal road network, and the ability to preserve the green spaces and buffers already established through the development process along Cherry Hill Road, present a unique opportunity for introducing retail and restaurant uses. Comparison and non-neighborhood shopping needs, as noted on page 13, are not well served in the Eastern Montgomery County. Comparison retail at this location would diversify and enhance uses within the employment center as well as serve the surrounding residential communities. Should the retail opportunity not be achieved, the C-6 Zone allows office uses that correspond to development permitted under the existing I-3 zoning. No additional traffic other than that which has already been approved would be allowed and all traffic generated by retail use would correspond to limitations cited in the 1990 Trip Reduction Amendment and associated agreements.

- Rezone to C-6, suitable for commercial retail and office uses.

**Parcel 477:** 2.8 acres, RE-2, 1 parcel

This residentially zoned property is surrounded by I-1 and I-3 zoned land. The owners operate a farm stand/food and beverage store as a special exception. The property does not have access through the employment area.

- Rezone to C-1, neighborhood commercial.

**Armory:** 13.2 acres, RE-2, 1 parcel

- Rezone from RE-2 to I-3, consistent with surrounding properties.

**OBJECTIVE:** Enable the US 29/Cherry Hill Road Employment Area to become diversified and self-supporting by adding compatible uses and prohibiting incompatible uses.

**RECOMMENDATIONS:**

- Develop an overlay district that:
  - Establishes compatible uses, such as restaurants (no drive-ins), specialty retail, printing and publishing, and prohibits incompatible uses, such as biosolid composting;
  - Permits and limits retail uses while protecting community interest through appropriate siting, setbacks, and access points;
  - Requires participation in trip reduction and mitigation programs, but allows flexible parking standards;
  - Does not allow additional traffic from properties with trip reduction agreements that were previously approved in conformance with the 1990 Trip Reduction Amendment or other agreements;

- Permits uses that support workday and after-work users, such as a telecommuting center, restaurants, convenience shopping, specialty retail, and banking. Non-service uses could include institutional uses such as public or private schools, training institutes, or day-care centers;
- Ensures all uses have appropriate building setbacks, FAR standards, and similar landscaping requirements; and
- Ensures compatibility of all proposed uses through site plan review.

**OBJECTIVE: Develop a comprehensive approach to coordinate planned reuse of the Naval Surface Warfare Center, located in the White Oak Planning Area.**

#### **Naval Surface Warfare Center:**

The Naval Surface Warfare Center (Figure 33), a 710-acre site located in the White Oak Planning Area, forms the southern boundary of the US 29/Cherry Hill Employment Area. NSWC is scheduled for closure and the Food and Drug Administration, as well as other federal agencies, will be relocated to the site. The consolidation of FDA and relocation of other facilities may add approximately 6,000 employees to the site.

The FDA relocation will require a new access road from Cherry Hill Road directly to the site, widening and intersection improvements of Cherry Hill Road and Powder Mill Road in Prince George's County, and expansion of the existing road network (extension of Plum Orchard Road) through West\*Farm to the new access road.

A-287, which has been shown on the Master Plan of Highways since 1968, is a critical connection because it provides an alternative to Calverton Boulevard, the only through connection between Powder Mill Road and Cherry Hill Road. Without A-287, the road connections for FDA will add traffic to Calverton Boulevard. The extension of A-287 should be built during the redevelopment of Great Oaks. (See Great Oaks, pages 36-38.)

The comprehensive solution to insure effective distribution of future traffic will also require cooperation with Prince George's County.

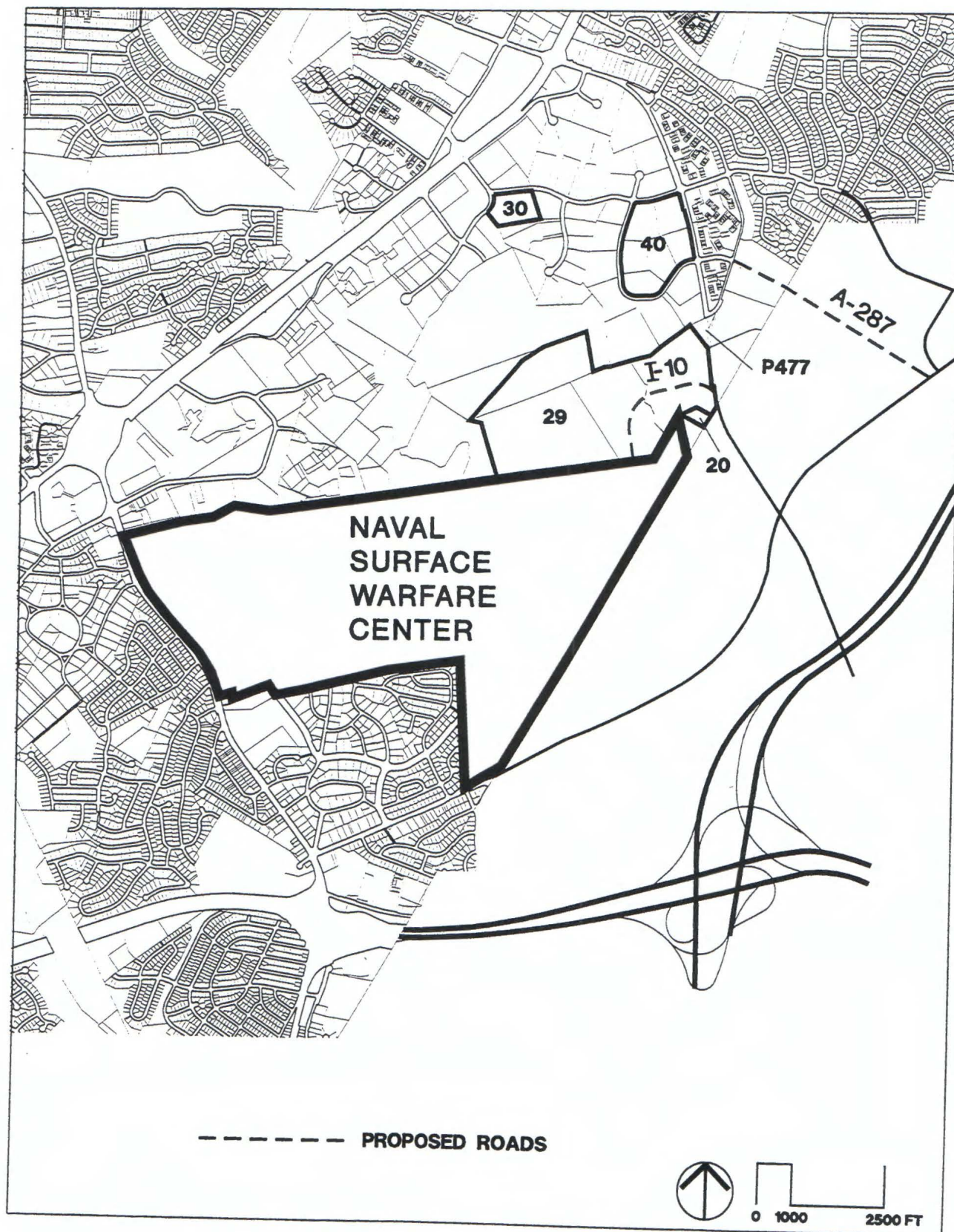
#### **RECOMMENDATIONS:**

- Add new access road from Cherry Hill Road to the FDA site as far south so as not to affect the Percontee sand and gravel operations or the garden apartments.
- Encourage Prince George's County to widen and improve Powder Mill and Cherry Hill Roads, as recommended in the 1990 *Approved and Adopted Plan for Subregion I*, and add A-287 to the Subregion I Plan.
- Dedicate A-287 through Great Oaks from Cherry Hill Road in Montgomery County. (See also Great Oaks, page 36.)
- Consider an amendment to this Master Plan to evaluate the road network and the Plum Orchard Road extension to be undertaken after A-287 is constructed from Cherry Hill Road to Powder Mill Road.
- Reclassify Calverton Boulevard from an arterial road to a primary road.



# NAVAL SURFACE WARFARE SITE

FIGURE 33





## **Burtonsville Industrial Area**

The 1981 Plan recommended employment and retail uses for all four quadrants of the MD 198/US 29 intersection. The Burtonsville Industrial Area (Figure 34), located at the southeast quadrant of US 29 and MD 198, was intended to be a 68-acre industrial park with offices, research and development, and light industry. The proposed area was separated by a tributary to Little Paint Branch: 12 acres had access to Blackburn Road and approximately 56 acres had access to Dino Drive, a proposed industrial road. The 1981 Plan recommended I-3 zoning for the entire 68 acres.

The existing irregular zoning pattern stems from the Sectional Map Amendment (SMA) for the 1981 Plan. At the time of the SMA, not all the affected property owners wanted to be rezoned to I-3. Therefore, the SMA rezoned approximately 32 acres of the proposed 68-acre industrial park to I-3, and left the remaining acreage R-200. Some property owners requested and received OM zoning on the basis that their properties were too small to develop in the I-3 Zone. Some of the R-200 parcels are too small or have little buildable area under the standards of the I-3 Zone. The I-1 zone, which is less restrictive as to lot size and setbacks, also permits more uses than the I-3 Zone. However, rezoning the smaller properties to the I-1 Zone may result in a situation similar to that described previously in the US 29 employment area.

Finally, the location of Dino Drive, as platted, does not provide access to all the properties as envisioned in the 1981 Plan. Most of the properties fronting MD 198 do not have access to Dino Drive. Star Pointe Lane, which provides access to at least four of the properties, is not a public road.

This Plan supports the industrial park employment concept of the 1981 Plan and addresses the problems that have since emerged: an irregular zoning pattern, minimum lot standards and setbacks that make development for some properties impossible under the I-3 Zone, and inability, to date, to achieve the desired internal road network with limited access to MD 198. An overlay district, similar to the one proposed for the US 29/Cherry Hill Employment Area, could best guide development so that consistency of standards and compatible development results.

**GOAL:**            **Develop diversity of uses to serve and support the businesses, employees, and area residents.**

**OBJECTIVE:** **Enable the Burtonsville Industrial Area to develop as a diversified, but unified employment center.**

### **RECOMMENDATIONS:**

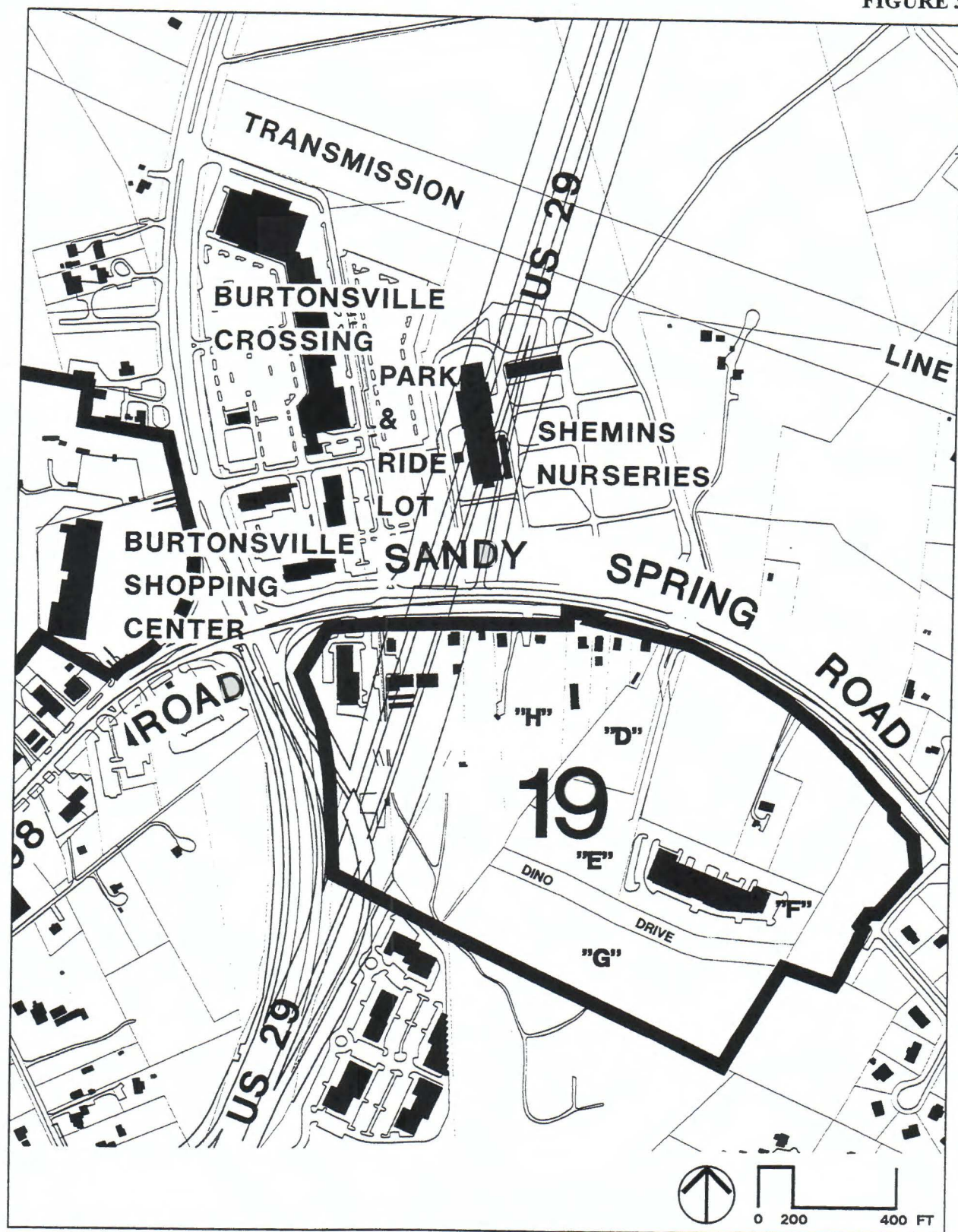
**Area 19:**        54 acres: 17 acres, R-200; 3 acres, OM; 34 acres, I-3; 19 parcels

- Rezone all R-200 and other parcels too small to develop under the I-3 standards to the I-1 Zone.
- Develop an overlay district for Area 19 that establishes appropriate uses and development standards. The overlay should have the following objectives:
  - Limit uses in the I-1 Zone to ensure compatibility with I-3 uses;
  - Allow additional uses in the I-3 Zone for services, such as restaurants;



# BURTONSVILLE INDUSTRIAL AREA

FIGURE 34



- Require trip mitigation for all properties;
- Ensure all uses have appropriate building setbacks, FAR standards and similar landscaping requirements; and
- Ensure compatibility of proposed uses through site plan review.
- Orient all development to the interior with access to MD 198 via relocated Dino Drive or Star Pointe Lane. Relocate Dino Drive to connect with Star Pointe Lane. (See page 93-93.)
- Conduct a study to evaluate whether a traffic signal should be provided at MD 198 and Dino Drive.
- Provide pedestrian/bikeway access to proposed parkland directly to the south.

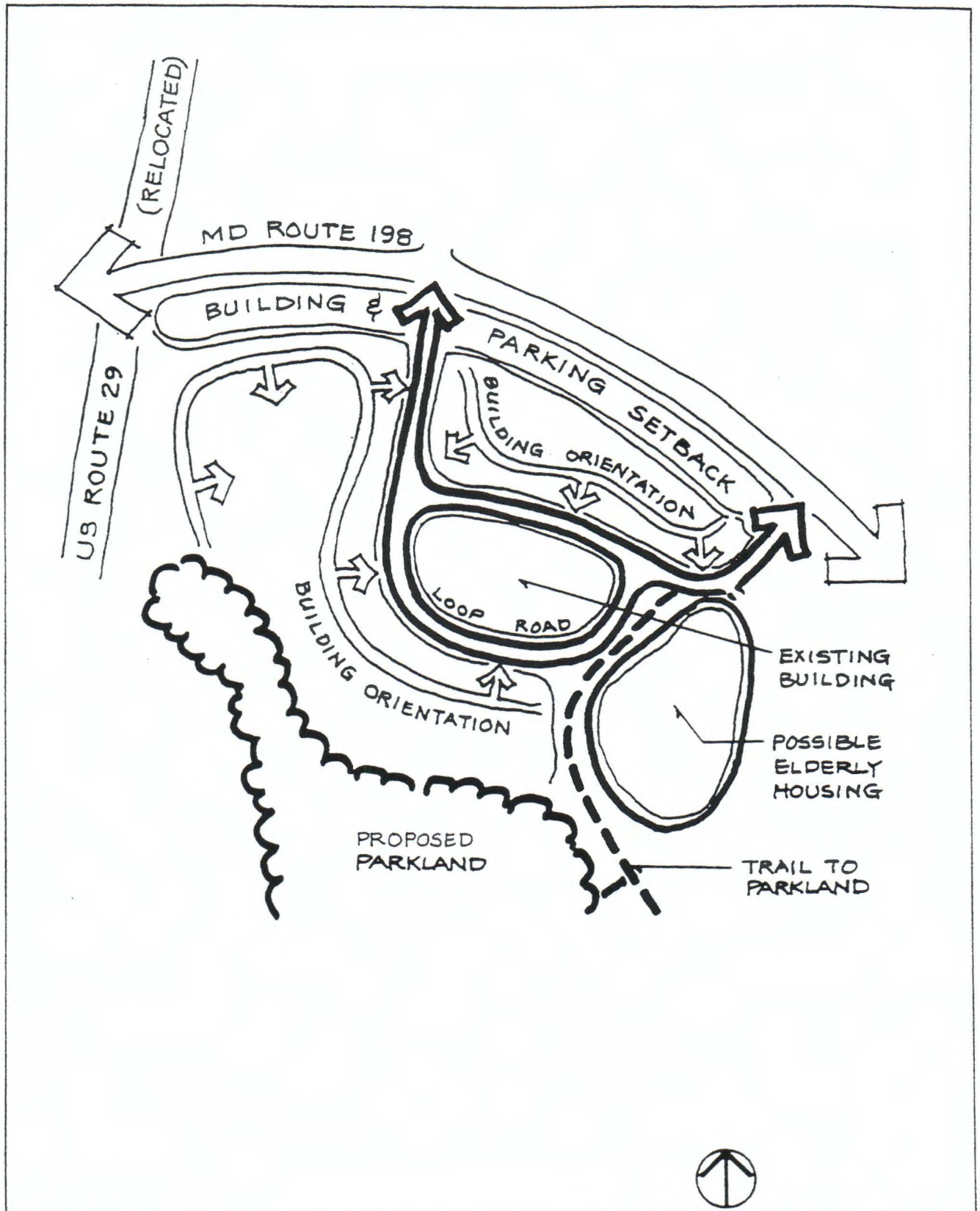
## **CORPORATE SITES**

There are three sites in Fairland developed by corporations and institutions: the two Bell Atlantic buildings and the Seventh Day Adventist Headquarters. The original Bell Atlantic site on the east side of US 29/Fairland Road was recently rezoned OM and has a development cap on future square footage and trip generation. The second Bell Atlantic site, opposite the original Bell Atlantic site on the west side of US 29/Fairland Road, and the Seventh Day Adventist site both have development potential remaining under existing zoning. All three sites are surrounded by green space and extensive landscaping with building setbacks 50-150 feet from US 29. Development of all three sites is subject to site plan review under the existing zoning.

## **RECOMMENDATIONS:**

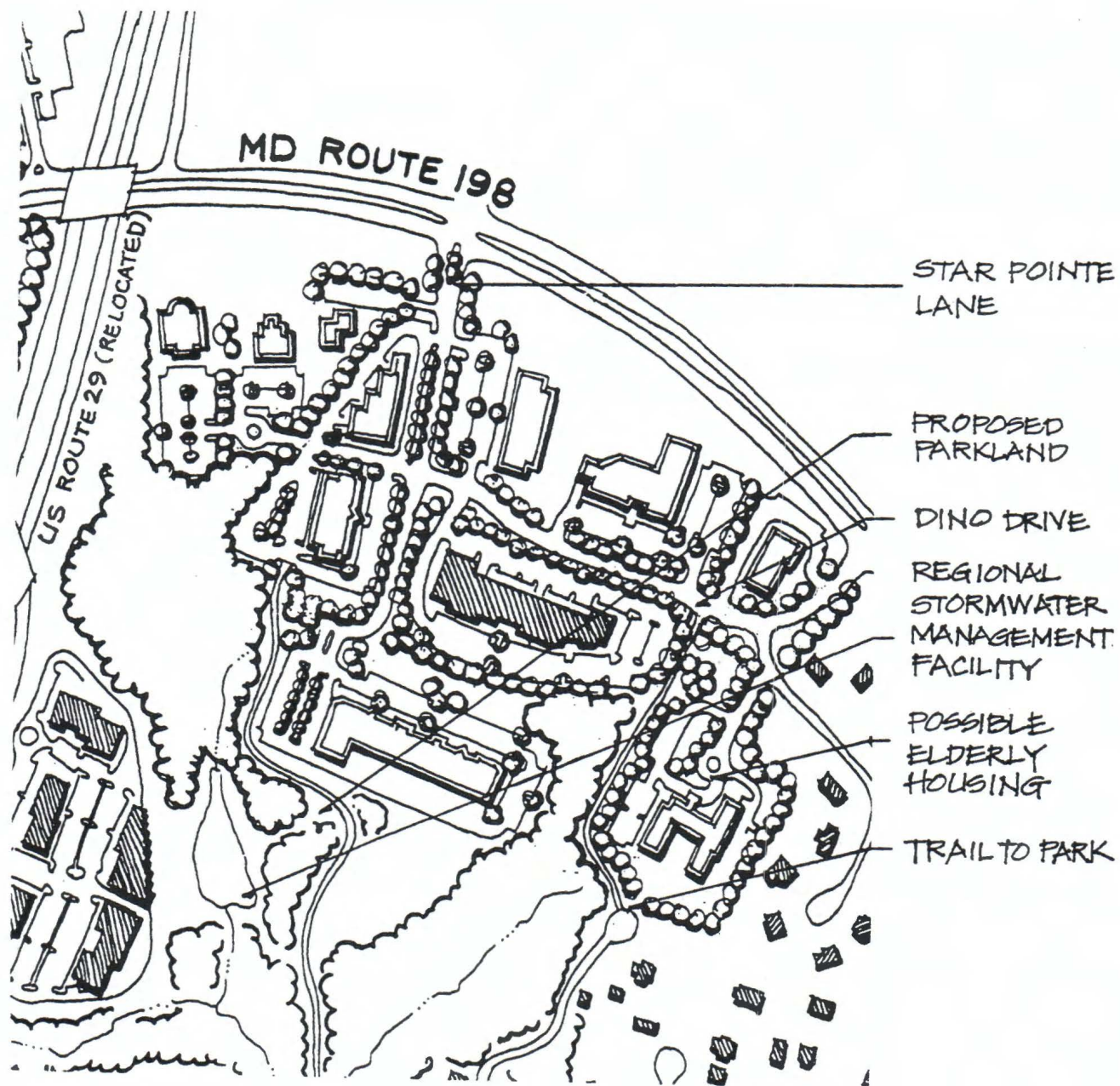
- Reconfirm existing zoning. Any redevelopment of corporate sites should retain existing setbacks and green space along US 29 and along any roads opposite residential development.
- Consider trip reduction measures or participation in transit program at the time of subdivision/site plan to extend and/or coordinate with existing trip mitigation/reduction programs.







# BURTONSVILLE INDUSTRIAL AREA CONCEPT

FIGURE 36



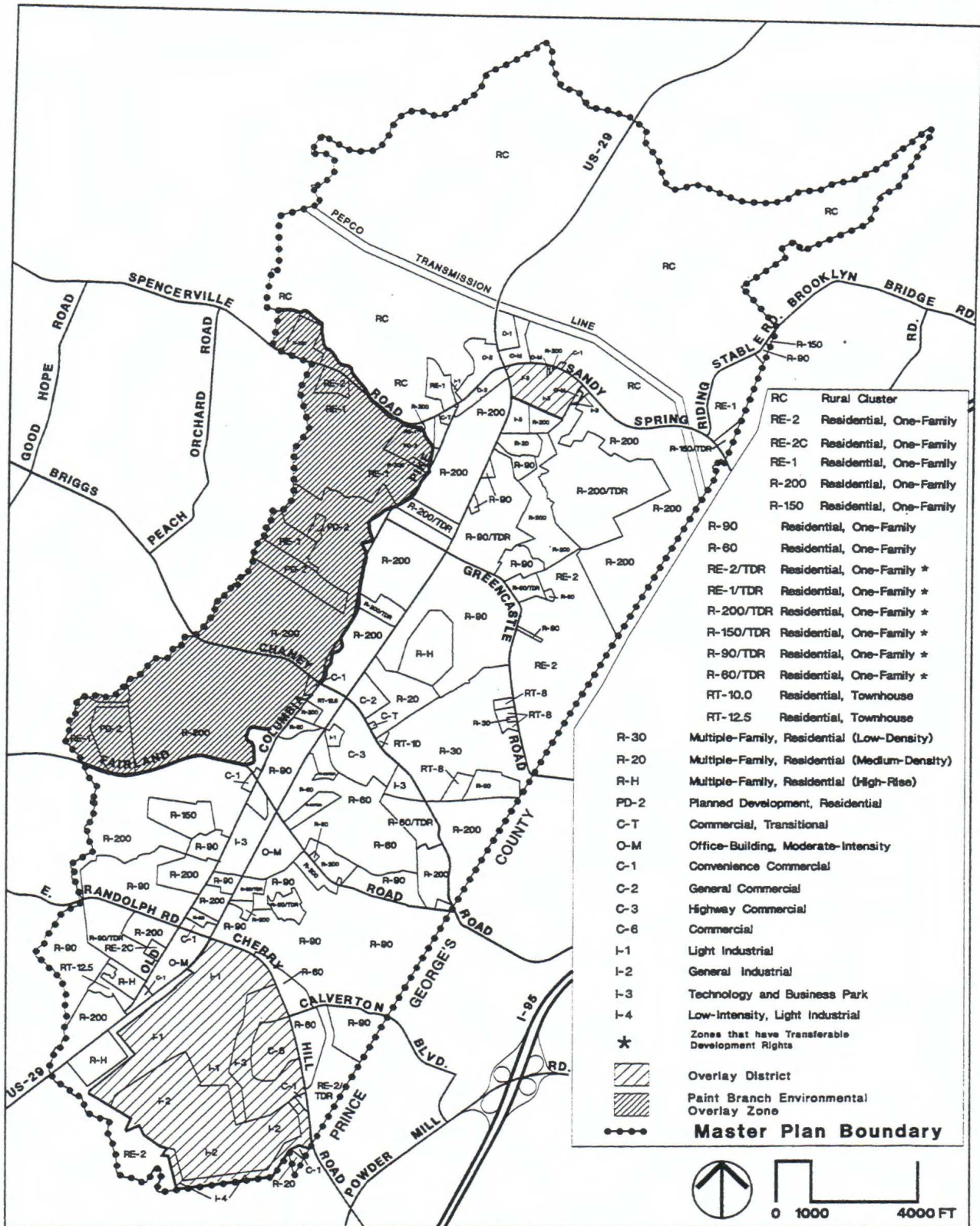
-  EXISTING BUILDINGS
-  POSSIBLE FUTURE BUILDINGS





# ZONING PLAN

FIGURE 37







## V. TRANSPORTATION

The transportation network in the Fairland Master Plan area serves both local and regional traffic. The current roadway network in the planning area is generally congested. Key intersections function at congested levels of service and the area-wide average for all roadway links is outside the acceptable limits of congestion stated in the current Annual Growth Policy (AGP). It is anticipated that current congestion will increase and necessitate additional capacity. This problem can be addressed by adding capacity where feasible and encouraging the use of alternative modes of travel, such as transit, carpools, walking, and bicycling.

This Plan recognizes the likelihood that traffic congestion will continue to be a fact of life in the Fairland Master Plan area and that the "transit serviceability" concept from the 1981 Plan of increasing land use densities to support transit is no longer appropriate. The concept of transit serviceability has proven to be more limited and problematic than was envisioned in the 1981 plan. It has been difficult to balance the recommended land use and transportation infrastructure. Nevertheless, the Fairland area is forecasted to achieve balance at build-out by maintaining the land use/zoning recommendations in the plan, phasing in the grade-separated interchanges as identified in the plan, and instituting improved transit service and other complementary measures to increase transit use.

The 1981 Plan statement that "...projected demand for roadway capacity in the planning area cannot be satisfied" still holds true today. It will not be possible to add sufficient capacity through roadway improvements alone. Further, limiting future development within the planning area will not reduce the need for transportation improvements but will mitigate the local congestion and help address the imbalance between transportation facilities and traffic generated by land use.

However, it is important to balance the needs of the Fairland communities with the major transit and road investments necessary to improve congestion that is caused largely by regional travel. This Plan, therefore, emphasizes making connections between Fairland neighborhoods and community facilities. These connections will allow residents to drive, walk, and bicycle to libraries, parks, schools, and community centers more easily and safely than today.

### TRANSPORTATION GOAL:

**Provide the residents of Fairland a safe and efficient means of using the facilities and services within their neighborhoods and communities while improving regional access and improving access to alternatives to single-occupant vehicle travel.**

### ROAD NETWORK

**OBJECTIVE: Develop a hierarchical road network that improves traffic circulation for through and local traffic on major connecting roads, improves east-west connections across US 29, and discourages regional traffic on roads intended to serve local traffic.**



**FREEWAYS:** A freeway provides for movement of vehicles at high speed over significant distances. Access is limited to grade-separated interchanges.

**RECOMMENDATION:**

**InterCounty Connector (ICC)**

The ICC is a planned limited-access transportation facility linking US 1 in Prince George's County with I-370 and the I-270 Corridor in Gaithersburg. Federal permitting processes require a detailed Environmental Impact Statement, consideration of alternative alignments, and the determination of a preferred alignment and design. Seven alternative alignments are being considered for the facility.

- This Plan assumed the alignment shown in the 1981 *Approved and Adopted Master Plan for the Eastern Montgomery County Planning Area*. If this alignment is not selected, then this Plan and other master plans will be amended accordingly.

**MAJOR HIGHWAYS:** A major highway provides for more access than a freeway through the use of intersections, but allows less speed and mobility.

**RECOMMENDATIONS:**

**US 29**

US 29 is the major north-south transportation facility in the eastern part of the County. In Eastern Montgomery County it is a major conduit to the Capital Beltway (I-495) and Washington, D.C. US 29 parallels I-95 in Prince George's County and connects Fairland south to White Oak, Silver Spring, I-495 (Capital Beltway), and the District of Columbia, and north to Howard County. US 29 is part of the National Highway System (NHS).

Most intersections along US 29 are forecast to continue to experience high levels of congestion. The State Highway Administration has proposed a series of intersection improvements on US 29 between University Boulevard (MD 193) and the County line. There will not be sufficient funding to construct all improvements at once. Certain improvements will be more urgently needed or more effective than others. It is important to develop an incremental approach that will maximize the benefit from public investment. One way to ensure this is through monitoring the effects of each improvement on traffic patterns, particularly downstream and upstream of each improvement.

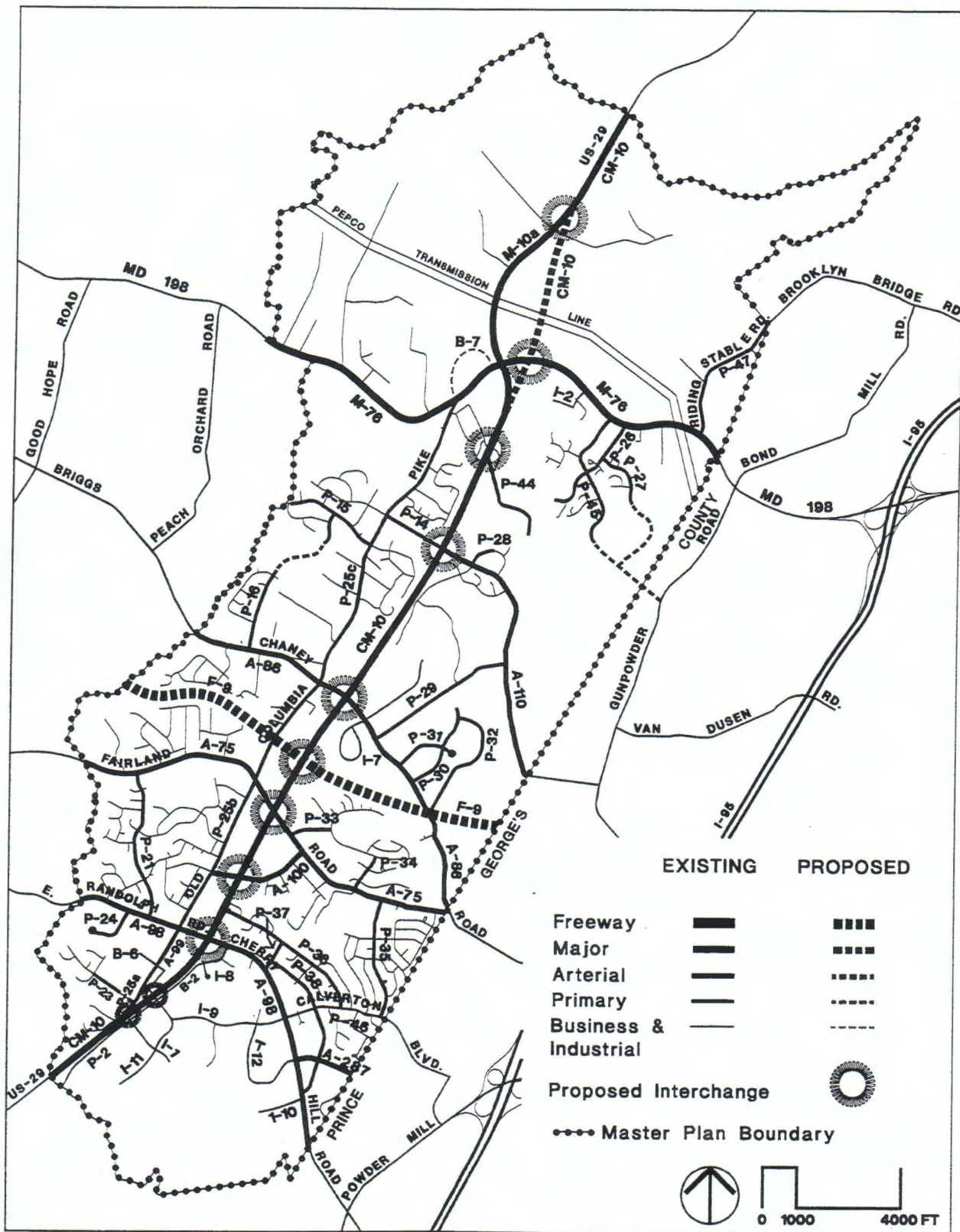
Analysis shows that some of the proposed grade-separation improvements will somewhat relieve congestion on US 29 as well as on parallel and east-west roads and will also aid in providing safe pedestrian crossings. These improvements may, however, have negative impacts downstream and upstream. It is impossible to predict accurately this complex interaction and only experience will tell.

Improvements to US 29 should provide six general purpose lanes plus acceleration/deceleration lane south of the vicinity of MD 198, five lanes plus acceleration/deceleration lanes between the vicinity of MD 198 and Dustin Road, and four lanes crossing the Patuxent River to the Howard County line, and should minimize impacts south of New Hampshire Avenue where grade separations may not be feasible. Grade separations north of New Hampshire Avenue are also intended to improve east-west crossings for vehicles and provide the communities, particularly pedestrians and bicyclists, better access to public facilities and commercial centers located on both sides of US 29.



# STREET & HIGHWAY PLAN

FIGURE 38



The following recommendations for grade separations make two assumptions: that congestion will continue to exist south of New Hampshire Avenue and that already planned improvements will be constructed.

- Add grade-separated interchanges to the *Master Plan of Highways* with the following construction priority:
  - MD 198/Dustin Road
  - Briggs Chaney Road
  - Randolph Road
  - Tech Road/Industrial Parkway
  - Stewart Lane
  - Musgrove Road/Fairland Road
  - Blackburn Road/Greencastle Road

The public will have the opportunity to review the design of these interchanges by the State Highway Administration.

- Monitor the net effects of completing each grade-separation for adverse impacts on upstream and downstream intersections as well as for east-west circulation as compared to the expected operational improvements. Monitoring may change the priorities, the cost effectiveness of the improvements, or whether other grade-separations should be constructed at all.
- Reserve right-of-way through this master planning process for all improvements to provide the greatest flexibility for future roadway and transit needs.
- Evaluate bus service to see if it alleviates some of the predicted congestion.
- Evaluate effectiveness of existing park-and-ride lots.
- Evaluate locations for new park-and-ride lots.
- Include a commuter bikeway facility in the design of US 29 from MD 198 in Burtonsville to Industrial Parkway that minimizes conflicts between bicyclists and vehicles at interchanges, and, where feasible, utilizes the existing service road.
- Include bikeways and sidewalks in the design of all bridges over US 29.
- For the individual grade-separated interchanges, consider the following recommendations:

#### **Dustin Road Interchange**

The current design for the grade-separation of the Dustin Road/US 29 intersection does not include a ramp to northbound US 29 from Dustin Road. All north-bound traffic must enter from the ramp at the MD 198 interchange, creating a circuitous path for some Fairland residents. Traffic leaving the Burtonsville Crossing Shopping Center to proceed north on US 29 would also be required to make a circuitous trip. This could adversely affect the businesses in the shopping center.



- Construct a split diamond northbound on-ramp from Dustin Road. It appears that sufficient right-of-way is available. This would lessen the need for excessive and circuitous travel for residents and those using the area businesses.

#### **Briggs Chaney Road Interchange**

The grade-separation of Briggs Chaney Road and US 29 will improve east-west movements across the center of Fairland to Cloverly and Prince George's County. The shopping center at the northeast corner of the intersection must continue to have good circulation and access from Briggs Chaney Road.

- Retain access to the shopping center from Briggs Chaney Road by including an eastbound left turn lane into the shopping center and a right-in/right-out entrance.
- Provide access to the frontage road ramp from the shopping center for drivers traveling north on US 29.

#### **Tech Road/Industrial Parkway Interchange**

- A full grade-separation at the intersection of Industrial Parkway and US 29, perhaps in a tight diamond configuration should be considered during the design of this interchange. SHA's proposed configuration makes access to US 29 very circuitous for local traffic, particularly for the Paint Branch neighborhood.

#### **Fairland Road Interchange**

- The Ellin property should have access from Stravinsky Drive rather than Fairland Road. Providing a second point of access for the Ellin property on Fairland Road would be difficult due to its proximity to the future bridge over US 29.

#### **Blackburn Road Interchange**

- The intersection of existing Blackburn Road and the new roadway should be configured so they intersect closer to a 90 degree angle. The access ramps should be designed to minimize impact on adjacent properties, perhaps using access from service roads.
- As part of the design for the Blackburn Road and MD 198 interchanges, sidewalk and bikeway needs along Blackburn Road from the Blackburn Village and Country Place communities on the east side of US 29 to the Burtonsville commercial area should be included.

#### **MD 198 (Spencerville Road/Sandy Spring Road)**

MD 198 is the major east-west highway between I-95 in Prince George's County and MD 108 in the Cloverly Master Plan area.

- Widen MD 198 to four travel lanes.
- Provide a new cross-section in the commercial area that consists of four travel lanes, a 16-20-foot median with selected turning lanes, and adequate space for street trees and sidewalks/bikeway on both

sides. This cross-section can be accommodated in a right-of-way less than the currently recommended 120 feet. Access to the shops along MD 198 should be controlled and consolidated to improve safety and circulation for both pedestrians and vehicles.

- Eliminate the realignment of MD 198 east of Kruhm Road recommended in the 1981 Plan, although safety improvements should be made where necessary.
- Relocate the traffic signal in front of the Burtonsville Fire Department to Old Columbia Pike when access to the school is provided opposite Old Columbia Pike.
- Evaluate relocating the traffic signal from McKnew Road/MD 198 to Cedar Tree Drive/MD 198. The signalized intersection at MD 198 and McKnew Road currently provides the primary access point to the Saddle Creek subdivision. Cedar Tree Drive is built to primary residential standards with sidewalks on both sides and has few driveway connections. Of the two roads, Cedar Tree Drive may be more suitable to serve as the primary access point, especially when vacant land at its southern end is developed. If the traffic signal is relocated, there should be a new median break at Cedar Tree Drive and the elimination of the existing median break at McKnew Road to restrict access to right-in/right-out should be evaluated.

**ARTERIAL ROADS:** An arterial road connects major highways and provides for more access points while moving traffic at lower speeds. Typically, more than half of the traffic on an arterial is “through” traffic.

## **RECOMMENDATIONS:**

### **A-287**

- Construct A-287 as a four-lane arterial from Cherry Hill Road to Prince George’s County line (see page 38).

### **Briggs Chaney Road**

- Add two travel lanes to Briggs Chaney Road from Aston Manor Way to the County line.
- Improve the safety of access to Briggs Chaney Plaza when the US 29/Briggs Chaney Road intersection is grade-separated (see discussion on proposed interchange at US 29 and Briggs Chaney on page 91).
- Reclassify the section between US 29 and Dogwood Drive as a 120-foot right-of-way arterial.
- Reclassify the section between Old Columbia Pike and the Paint Branch as a two-lane arterial.
- Consider accommodating a Class I bikeway within the right-of-way.

### **East Randolph Road/Cherry Hill Road**

- Reconstruct East Randolph Road between Old Columbia Pike and Fairland Road as a five-lane undivided roadway.



### **Fairland Road**

- Retain Fairland Road as an arterial with an 80-foot right-of-way.

### **Greencastle Road**

- Retain Greencastle Road as an arterial with an 80-foot right-of-way. As necessitated by future development, Greencastle Road should be widened to a four-lane undivided roadway.

### **Old Columbia Pike**

- Reclassify Old Columbia Pike as a four-lane arterial within an 80-foot right-of-way between East Randolph Road and Tech Road.

**INDUSTRIAL ROADS:** Industrial roads serve industrial properties and are built to support traffic from heavy vehicles.

### **RECOMMENDATIONS:**

#### **Dino Drive**

- Realign Dino Drive to the north of Parcel F, across Parcels D and E, terminating in a cul-de-sac at Parcel H. As part of the relocation, document through the land records that Star Pointe Lane will be available for use by all properties that will have access to the current or future Dino Drive through either or both of the following: an easement to all properties to authorize specifically and immediately the use of Star Pointe Lane, and/or, as a condition of the revision to the development approvals that will reflect the new Dino Drive alignment. In the event of abandonment and relocation of the paper street portion of Dino Drive (north of Parcel G), Planning Board approval of any abandonment resolution should be conditioned on acceptance by Montgomery County Department of Public Works and Transportation of the newly established right-of-way. Abandonment of the paper street portion of Dino Drive shall also be conditioned upon alternative access being established for those properties currently fronting on MD 198 or that would have access to MD 198 or to Star Pointe Lane. In the event that Star Pointe Lane is closed to public access by the State Highway Administration, access easements to realigned Dino Drive should be provided. The nature and extent of participation by the property owners in a share of the improvements for realigned Dino Drive shall be determined at the time of preliminary plan approval for the relevant properties.

#### **FDA Access Road**

- Provide access road (I-10) from Cherry Hill Road to FDA site; alignment to be located so as not to affect Percontee or garden apartments.

**PRIMARY ROADS:** The purpose of a primary road is to provide access for 200 or more households, but a primary may carry some "through" traffic.

**RECOMMENDATIONS:**

**Blackburn Road**

- Reclassify Blackburn Road west of US 29 from a primary residential road to a secondary residential road. Retain primary residential road classification for Blackburn Road east of US 29.

**Cedar Tree Drive/Saddle Creek Drive**

Cedar Tree Drive is one of two primary roads serving the Oakfair/Saddle Creek community (see pages 47-48).

- Extend Cedar Tree Drive to Old Gunpowder Road in Prince George's County to access the golf course and proposed golf course community. This would provide an alternative access road for neighborhoods currently served by MD 198 only.
- Consider a cul-de-sac on Saddle Creek Drive or connect to Cedar Tree Drive to channel traffic to Cedar Tree Drive.
- Consider a ban on truck traffic once Cedar Tree Drive is extended to Old Gunpowder Road.

**Fairdale Road**

- Extend Fairdale Road as a primary residential road (70-foot right-of-way) north to Friendlywood Road. Road cross-section should include sidewalks and a bikeway.

**Guilford Run Lane**

- The proposed ICC will intersect with Briggs Chaney Road at Dogwood Lane and may prevent access to Briggs Chaney Road for a number of undeveloped properties to Briggs Chaney Road. If the proposed ICC is constructed along the master-planned alignment, access to these properties should be provided from Guilford Run Lane to Briggs Chaney Road.

**Old Columbia Pike**

Old Columbia Pike provides access to a number of public facilities, including the Paint Branch High School, Banneker Middle School, and the Fairland Library and constitutes the most important north-south pedestrian/bicyclist link in Fairland because it extends the entire length of the Fairland Planning Area from Burtonsville south connecting with the White Oak Shopping Center. The road is one of the older roads in the planning area and has a residential character for much of its length. The following recommendations are intended to improve pedestrian access to the various public facilities and two shopping areas and to reinforce the residential character of the road. Neighborhood traffic control/traffic-calming measures are appropriate to discourage excessive auto speeds. This Plan supports the use of such measures to ensure pedestrian/bicyclist safety and to support the use of Old Columbia Pike as a primary residential road.

- Reclassify Old Columbia Pike between the bridge over the Paint Branch and Industrial Parkway from a business district street to a primary residential road with an 80-foot right-of-way.



- Retain Old Columbia Pike as a primary residential road with an 80-foot right-of-way south of Briggs Chaney Road to East Randolph Road and south of Tech Road, and a 70-foot right-of-way from Briggs Chaney Road north to MD 198. This will reinforce the local circulation and residential access functions while retaining much of the existing character and maintaining the existing number of travel lanes.
- Continue the policy of keeping the bridge over Paint Branch open only to pedestrians and cyclists. Opening the bridge to auto traffic would change its character, require a large expenditure of funds for limited benefit, and eliminate a valuable link in the pedestrian and bicycle network.
- Do not provide direct access from Old Columbia Pike to the proposed ICC.
- Provide a continuous off-road sidewalk/path on the east side from Tech Road to MD 198. Where possible, this facility could be a shared pedestrian/biker facility and should be placed far enough beyond the edge of pavement to allow for street trees.
- Provide pedestrian crossings where needed, consistent with the residential character of Old Columbia Pike.
- Provide sidewalk/path along both sides of the Old Columbia Pike, from the neighborhood retail area at the intersection of Briggs Chaney Road to the north end of the fire station. (See also Neighborhood Retail, page 65.)
- Provide sidewalk/path on both sides on Old Columbia Pike between Liberty Grove Church and the Burtonsville commercial area on MD 198. Street trees should be provided in this location wherever possible.

## **RUSTIC ROADS**

**OBJECTIVE:**           **Identify and preserve historic and scenic roadways that reflect the agricultural and rural origins of the County.**

In 1993, Montgomery County adopted a Rustic Roads Program to preserve those historic and scenic roadways that reflect the agricultural character and rural origins of the County. The following section documents the roads (Figure 39) that were considered for such designation in Fairland and recommends which roads should be designated.

### **RECOMMENDATIONS:**

#### **Santini Road**

Santini Road is a narrow (varies from 15 feet to 20 feet) two-lane road. Approximately 2,600 feet of this road is asphalt and the remaining 600 feet is gravel and is steeply sloped. The vertical alignment of the road is steep in some locations, and there are a few sharp horizontal curves. The traffic volume on Santini Road is low, and the road is predominantly used by the local residents. No accidents were reported on this road during the three-year period between 1992 and 1995.

This road provides access to single-family homes; a few of them are modern homes. There are some wooded areas, a horse farm, and overhead utilities are visible. There are no historic sites located on the road.

- Designate Santini Road along its entire length.

#### **Dustin Road**

Dustin Road is a narrow (20 feet) two-lane asphalt road, extending approximately 4,000 feet, with no shoulder. The alignment of the road consists of a significant number of horizontal curves. The traffic volume is low. Two accidents were reported on Dustin Road during the three-year period between 1992 and 1995.

This road provides access to residential developments. Approximately, 70 percent of the surrounding area is densely wooded. A majority of the houses in this area are hidden behind natural screening. Water's Gift (#15/65), a historic site, is located on the north side of the road. The densely wooded character alongside the roadway, the historic site, and the alignment are features that qualify Dustin Road for designation as a rustic road.

- Designate Dustin Road west of US 29.

#### **Belle Cote Drive**

Belle Cote Drive is a narrow (10 feet) gravel road extending east of Kruhm Road. The alignment of this road consists of vertical and horizontal curves. The traffic volume is very low since only a few homes are served by the road. No accidents were reported on Belle Cote Drive during the three-year period between 1989 and 1991.

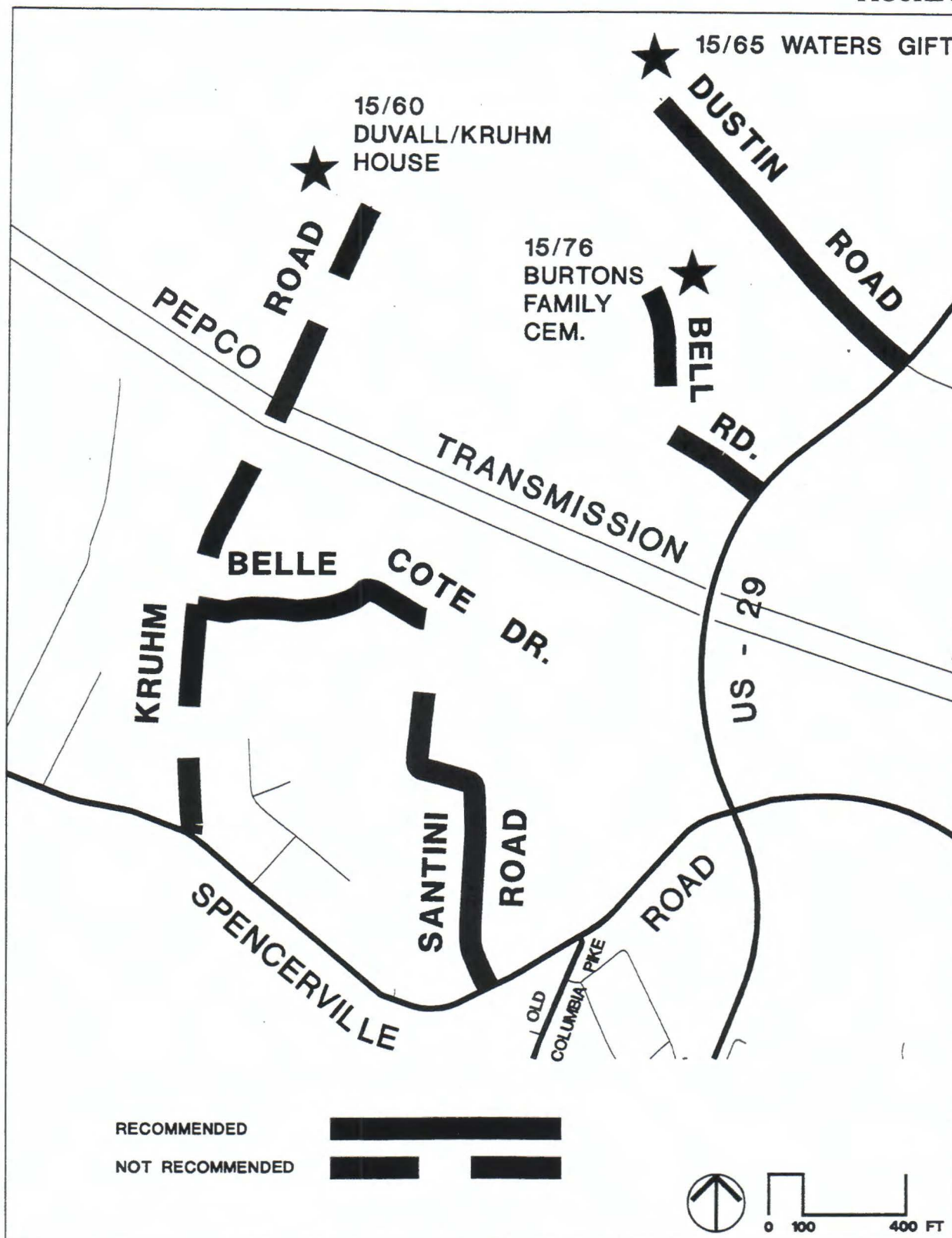
Characteristics such as an enclosed view of trees and vegetation along its borders, steep downhill grades, and gentle horizontal curves through the woods contribute to the unique features of the road and its surroundings.

- Designate Belle Cote as a rustic road for its entire length.



# RUSTIC ROADS

FIGURE 39



### **Kruhm Road**

Kruhm Road is a narrow (varies from 10 feet to 20 feet) two-lane asphalt road extending 1.2 miles north of Spencerville Road (MD 198) with no shoulder. The alignment of the road consists of sharp horizontal curves and gentle rolling terrain. The traffic volume is very low and the road is predominantly used by local residents. No accidents were reported during the three-year period of 1989-1991.

The road is surrounded by a mixture of modern houses, old homes, farms, and wooded areas. An expansive view of a horse farm, wooded area, and rolling hills can be seen in several locations. The high voltage towers, an electrical substation, and utility wires along and crossing the road have diminished the rural character of the road. The Duvall/Kruhm House (#15/60) historic site located at 15900 Kruhm Road.

- Do not designate Kruhm Road because a large section of the road is privately owned.

### **Bell Road**

Bell Road is a narrow (15 feet) two-lane asphalt road with no shoulder. It extends west of Columbia Pike (US 29) for approximately 2,100 feet. The alignment of the road consists of horizontal curves and gentle rolling hills. Traffic volumes are very low because the road is predominantly used by the local residents. No accidents were reported on this road during the three-year period between 1992 and 1995.

The road provides access to various types of single-family homes; some of them are poorly maintained. Overhead utilities are visible along the road. There is a row of white pine trees bordering one side of Bell Road for approximately one-half of the entire length. The pines are enclosed by wire fences that are inconsistent with the rustic character of the road. The historic Burton Family Cemetery (#15/76) is located near the end of the road.

- Do not designate Bell Road because there are no significant rustic characteristics along the roadway.



Table VII

**SUMMARY OF EVALUATION CRITERIA OF ROADS  
CONSIDERED FOR DESIGNATION AS RUSTIC ROADS**

	RUSTIC						EXCEPTIONAL		
	Narrow, Intended for local use	Traffic volume consistent with rustic road	Outstanding natural features ↑	OR Outstanding vistas; farm and rural	Historic Value ↓	Accident history does not suggest unsafe conditions	Significant contribution to natural, agricultural, or historic characteristics	Unusual features	Negatively affected by modifications
Bell Road	✓	✓				✓			
• Belle Cote Drive	✓	✓	✓			✓			
• Santini Road	✓	✓	✓			✓			
• Dustin Road	✓	✓	✓			✓			
Kruhm Road (large portion not public)	✓	✓				✓			

**Table VIII**  
**STREET & HIGHWAY CLASSIFICATION**  
**FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
<b>Freeways</b>					
F-9	<b>InterCounty Connector (ICC)</b>	Master Plan Area Boundary to Prince George's County line	300'	To be determined by ICC Environmental Study	
<b>Major Highways</b>					
CM-10	<b>US 29</b>	Master Plan Area Boundary to vicinity of MD 198	100' to 200'	6 lanes divided.	Controlled major highway with proposed interchanges at all existing crossings
		Vicinity of MD 198 to Dustin Road	100' to 200'	5 lanes divided	Controlled major highway with proposed interchange at MD 198- Dustin Road
		Dustin Road to Howard County line	100' to 200'	4 lanes divided	Controlled major highway
M-10a	<b>US 29 (Burtonsville Boulevard)</b>	South of MD 198 to Dustin Road	100' to 200'	6 lanes divided	Existing road with intersection at MD 198
M-76	<b>Sandy Spring/ Spencerville Road (MD 198)</b>	Master Plan boundary to Prince George's County line	120'	4 lanes divided	Sidewalks from Old Columbia Pike to US 29
<b>Arterials</b>					
A-75	<b>Fairland Road</b>	Paint Branch to Prince George's County line	80'	2-4	Sidewalks
A-86	<b>Briggs Chaney Road</b>	Paint Branch to Old Columbia Pike	80'	2-lanes	Sidewalks
				2 lanes; although the design of US 29 interchange will affect the number of approach lanes	
		Old Columbia Pike to US 29	80'	4-lanes	Sidewalks
		US 29 to Dogwood Drive	120'	4-lanes divided	Sidewalks



Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION  
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
		Dogwood Drive to Prince George's County line	80'	4 lanes	
A-98	<b>East Randolph/ Cherry Hill Road</b>	Master Plan Area Boundary to Prince George's County line	80'	4-5 lanes	Between Burkhardt Street and Old Columbia Pike widen to 5-lanes with 4' to 5' sidewalk on both sides. 8' bike-way along south side from Paint Branch to Old Columbia Pike.
A-99	<b>Old Columbia Pike</b>	East Randolph Road to Tech Road	80'	4 lanes	Sidewalks
A-100	<b>Musgrove Road</b>	Old Columbia Pike to Fairland Road	80'	Existing 2-lanes; widening will depend on occurrence and scale of development	Sidewalks
A-110	<b>Greencastle Road</b>	US 29 to Prince George's County line	80'	4 lanes	
A-287	<b>Clover Patch Extended</b>	Cherry Hill Road to Prince George's County line	80'	4 lanes	Sidewalks
<b>Industrial Roads</b>					
I-1	<b>Industrial Parkway and Industrial Parkway Extended</b>	US 29 into indus- trial property	80'	4-lanes	
I-2	<b>Dino Drive Extended</b>	Sandy Spring Road into industrial property	70'	2-lanes	
I-7	<b>Automobile Boulevard/ Castle Boulevard</b>	Auto Park to Ventura Townhouses	80'	Existing 4-lanes; no changes proposed	
I-8	<b>Prosperity Drive</b>	Industrial Parkway to Cherry Hill Road	80'	Existing 2-lanes	
I-9	<b>Broad Birch Drive</b>	Cherry Hill Road to Tech Road	80'	Existing 4-lanes	

Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION  
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
I-10	<b>FDA Access Road</b>	Cherry Hill Road to FDA site	80'	2-lanes	
I-11	<b>Tech Road</b>	US 29 to approximately 1,600 feet south-west of Industrial Parkway	80'	4-lanes	
I-12	<b>Plum Orchard Drive</b>	Cherry Hill Road to Broad Birch Drive	80'	4-lanes	
<b>Commercial Business District Streets</b>					
B-2	<b>Prosperity Drive</b>	Industrial Parkway to Cherry Hill Road	80'	4 lanes	
B-6	<b>Tech Road</b>	Old Columbia Pike to US 29	80'	4-lanes	
B-7	<b>Rear Access Road</b>	Rear Access Road for Burtonsville Commercial Area	60'	2-lanes	Sidewalks
<b>Primary Roads</b>					
P-2	<b>Old Columbia Pike</b>	Master Plan Area Boundary to Industrial Parkway	80'	2-lanes from Stewart Lane to Industrial Parkway; 4-Lanes from Industrial Parkway to East Randolph Road (Relocated);	Sidewalks/path
P-14	<b>Greencastle Road</b>	Old Columbia Pike to US 29	70'	2-lanes	Sidewalks
P-15	<b>Perrywood Drive</b>	Old Columbia Pike to Cabin Creek Drive	70'	2-lanes	Sidewalks
P-16	<b>Fairdale Road</b>	Briggs Chaney Road to Friendlywood Road	70'	2-lanes	Sidewalks
	<b>Friendlywood Road</b>	Fairdale Road to Perrywood Drive	70'	2-lanes	Sidewalks
P-21	<b>Serpentine Way</b>	East Randolph Road to Fairland Road	70'	2-lanes	



Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION  
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
P-23	<b>Featherwood Street</b>	Old Columbia Pike to Loft Lane	70'	2-lanes	
P-24	<b>Stratford Garden Drive</b>	East Randolph Road to road end	70'	2-lanes	
P-25a	<b>Old Columbia Pike</b>	Industrial Parkway to Tech Road	80'	2 lanes	Sidewalks
P-25b	<b>Old Columbia Pike</b>	East Randolph Road to Briggs Chaney Road	80	2-lanes	Sidewalks
P-25c	<b>Old Columbia Pike</b>	Briggs Chaney Road to Spencer- ville Road	70'	2-lanes	Sidewalks
P-26	<b>McKnew Road</b>	Sandy Spring Road south to Trailwood Place	70'	2-lanes	Sidewalks
P-27	<b>Saddle Creek Drive</b>	McKnew Road east to undetermined point	70'	2-lanes	Sidewalks
P-28	<b>Wexhall Road</b>	Greencastle Road north to Alpen Green Way	70'	2-lanes	
P-29	<b>Robey Road</b>	Briggs Chaney Road to Green- castle Road	70'	2-lanes	Between Greencastle Elem. School and Greencastle Road re- construction to 60'-70' right-of-way (2- lanes) with 5' sidewalk on south side, 8' bikeway on north side from Briggs Chaney to Ballinger.
P-30	<b>Aston Manor Way</b>	Robey Road to Briggs Chaney Road	70'	2-lanes	
P-31	<b>Gateshead Manor Way</b>	Briggs Chaney Road to Dogwood Lane	70'	2-lanes	
P-32	<b>Dogwood Lane/Sheffield Manor Drive</b>	Briggs Chaney Road to Aston Manor Drive	70'	2-lanes	Sidewalks

Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION  
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
P-33	<b>Brahms Avenue</b>	Fairland Road to Schubert Drive	70'	2-lanes	
P-34	<b>Beethoven Boulevard</b>	Fairland Road to Schubert Drive	70'	2-lanes	
P-35	<b>Galway Road</b>	Calverton Boulevard to Fairland Road	70'	2-lanes	
P-36	<b>Shanandale Drive</b>	Deer Park Drive to Calverton Boulevard	70'	2-lanes	
P-37	<b>O'Fallon Street</b>	Cherry Hill Road to Shanandale Drive	70'	2-lanes	
P-38	<b>Gracefield Road</b>	O'Fallon Street to Cherry Hill Road	70'	2-lanes	
P-44	<b>Blackburn Road</b>	US 29 to road end east of US 29	Existing (60'-70')	2-lanes	Sidewalk
P-45	<b>Cedar Tree Drive</b>	MD 198 to Prince George's County line	70'	2-lanes	
P-46	<b>Calverton Boulevard</b>	Cherry Hill Road to Prince George's County line	80'	4-lanes Cherry Hill Road to Gracefield Road; 2-lanes Gracefield Road to Prince George's County line	
P-47	<b>Riding Stable Road</b>	MD 198 to Prince George's County line	70'	2 lanes	Rural open section

\* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.



## TRANSIT

**OBJECTIVE:** Increase the share of travel by carpool and transit within and through Fairland by providing services, facilities, and policies that encourage their use.

### RECOMMENDATIONS:

- Work toward a long-term solution for significantly improving transit along US 29. Based on current demand projections, a substantial improvement to transit should be provided between Burtonsville at MD 198 and the Silver Spring Metro station (future Silver Spring Transit Center).
- Expand future regular bus service to include the current off-peak shuttle service. Current service operates in a circular fashion, looping around US 29 and Old Columbia Pike. Major public uses, such as schools, the library, the Fairland Aquatic Center, and other recreation facilities are logical points of connection. Other shuttles could link employment centers such as the West\*Farm Technology Park and Bell Atlantic with commercial centers at Briggs Chaney and Spencerville Roads, especially at mid-day.
- Extend regional bus service to include connections between major activity centers along US 29 and Prince George's County.
- Improve access to local transit by providing sidewalks leading to and along roads served by transit. (See sidewalk recommendations, page 112.)

## **TRAFFIC MANAGEMENT**

**OBJECTIVE:** To manage the transportation system demand to achieve better system efficiency and to reduce traffic for certain types of development under certain conditions.

### **RECOMMENDATIONS:**

- Develop a Transportation Demand Management Program (TDM) as a voluntary public/private partnership including SHA, MCDPW&T, Maryland Mass Transit Administration (MTA), WMATA, employers, and civic associations in the US 29 area. The geographic extent of the TDM should extend to the Silver Spring Policy Area. The program should:
  - Coordinate with the Silver Spring CBD traffic management program.
  - Develop alternatives to single-occupancy vehicles for use during US 29 construction.
  - Promote the use of transit, ridesharing, and other traffic mitigation measures, including compressed workweeks and telecommuting, among employees and residents in the US 29 area.
  - Link the TDM with the existing impact fee legislation for the Fairland/White Oak Policy Area to coordinate road construction and transit programs.
  - Coordinate bus service to park-and-ride lots.
  - Coordinate replacing any park-and-ride lots that may cease operation when trip mitigation agreements expire and better use existing lots.
  - Monitor all trip mitigation programs on a periodic basis to evaluate effectiveness.



## BIKEWAYS

The recommended bikeway network (Figure 40) includes a local system in Fairland with connections to the regional network in eastern Montgomery County and adjacent Prince George's County. The local network provides connections to public facilities, trails in parks, schools, commercial areas, and local parks.

There are three classes of bikeways: Class I is a separate off-street paved path; Class II and Class III are on-street paths with a striped bike lane or signs indicating the route. (See *Transportation Report: Eastern Montgomery County Master Plan Areas*, page 8.)

**OBJECTIVE: Provide safe and convenient bikeways that connect local community centers and services and expand recreational and commuting opportunities for biking.**

### RECOMMENDATIONS:

- Provide Class I bikeway for all grade-separated interchanges along US 29.
- Provide a recreational unpaved trail along the PEPCO transmission line right-of-way passing through the Patuxent watershed. The topography along the PEPCO right-of-way is quite hilly in places, so this route would be available for use by off-road bicycles only. (PB 41)
- Provide a Class I bikeway along MD 198 from the Prince George's County to Old Columbia Pike; Class II to the Cloverly Master Plan boundary. (PB 34)
- Provide a Class III bikeway along Riding Stable Road. Riding Stable Road extends from MD 198 to the northeast into Prince George's County. (PB 61)
- Provide a connection between Montgomery and Prince George's Counties via Cedar Tree Drive. The bikeway connections would be Class III on existing roads and Class I on new roads. These bikeways could provide a valuable connection to Old Gunpowder Road in Prince George's County. The Class I bikeways on new roads could be constructed as a condition of subdivision approval. (PB 46, PB 47)
- Connect Briggs Chaney Road and MD 198 with a Class I/III bikeway. The bikeway would follow Robey Road to the north as a Class I bikeway, continue to the northeast to connect to the proposed bikeway in the Fairland Recreational Park and finally, to Cedar Tree Drive as a Class III bikeway before meeting MD 198. These connections are contingent upon the development of the Fairland Recreational Park. The section of the bikeway along Robey Road will be included in the planned reconstruction of Robey Road. (PB 62, PB 46, PB 47)
- Provide a Class I bikeway along Greencastle Road from Prince George's County line to Carson Drive. To the east of US 29 along the existing Class I portion of the bikeway, the existing sidewalks should be reconstructed to accommodate bicycles. The portion of the bikeway from Old Columbia Pike to Carson Drive is recommended as a Class II bikeway. (PB 52)
- Add Class III bikeways along portions of Fairdale Road, Friendlywood Road, Perrywood Drive, and Carson Drive. This would provide a continuous bikeway from Briggs Chaney Road to the recommended Paint Branch trail (see Community Facilities section, page 120). Construction of parts of Fairdale Road depend upon future subdivision approval. (PB 49)

- Construct a Class I bikeway in the proposed ICC right-of-way. (PB 54)
- Provide a Class I bikeway along Fairland Road from Old Columbia Pike to the Prince George's County line. (PB 50)
- Add a Class III bikeway along Serpentine Way. This will provide a north-south connection between East Randolph Road and Fairland Road. (PB 64)
- Add a Class I bikeway along the portion of the existing US 29 (see Figure 30, Burtonsville Boulevard) to connect to the proposed bikeway along the PEPCO transmission line once US 29 is relocated. (PB 66)
- Connect Cherry Hill Road and Fairland Road via Deer Park Drive and Musgrove Road with a Class II/III bikeway. The right-of-way exists for a short bikeway connection between Cherry Hill Road and Deer Park Drive, which is the only portion of this proposed bikeway that would not be along an existing road and would have to be constructed. (PB 43)
- Connect the Galway Elementary School to neighboring residential areas with two Class III bikeways, one from Marlow Road, and the other along Galway Drive between Calverton Boulevard and Fairland Road. (PB 56, PB 59)
- Provide a Class II bikeway along Broadburch Drive and Industrial Parkway to connect Old Columbia Pike to Cherry Hill Road. These two roads have ample pavement for a striped bike lane. (PB 60, PB 65)
- Provide a Class I bikeway along Briggs Chaney Road from the County line to Old Columbia Pike. (PB 43)



**Table IX**  
**BIKEWAYS**  
**FAIRLAND MASTER PLAN**

Route	Name	Location	Class
<b>Existing Bikeways</b>			
EB-10	Briggs Chaney Road	Briggs Chaney Realigned to Paint Branch Park	II
EB-12	Cherry Hill Road	Prince George's County line to US 29	I
EB-6	Fairland Road	Old Columbia Pike to Paint Branch Park	II
EB-13	Old Columbia Pike	Stewart Lane to MD 198	I/II**
EB-8	Paint Branch Trail	Jackson Road to Fairland Road	I
<b>Proposed Bikeways</b>			
PB-43	Briggs Chaney Road	Old Columbia Pike to Prince George's County line	I
PB-45	Calverton Boulevard	Cherry Hill Road to Prince George's County line	III
PB-46	Cedar Tree Drive	Fairland Recreational Park Trail to MD 198	III
PB-47	Cedar Tree Drive Connector	Robey Road to Cedar Tree Drive	I
PB-43	Deer Park Connector	Cherry Hill Road to Fairland Road	II/III
PB-20	East Randolph Road	US 29 to White Oak Planning Area	II
PB-49	Fairdale Road	Briggs Chaney Road to Paint Branch Trail	III
PB-50	Fairland Road	Old Columbia Pike to Prince George's County line	I
PB-59	Galway Drive	Calverton Boulevard to Fairland Road	III
PB-52	Greencastle Road	Carson Drive to Prince George's County line	I
PB-54	Proposed ICC	Paint Branch Park to Prince George's County line	I
PB-56	Marlow Road	Musgrove Road to Galway Elementary School	III
PB-58	Paint Branch Connector	Paint Branch Park to Briggs Chaney Road	I/II
PB-21	Paint Branch Trail	Fairland Road to Briggs Chaney Road (See page 120.)	***
PB-22	Paint Branch Trail	Old Columbia Pike to Jackson Road (See page 120)	I

Table IX (Cont'd.)

**BIKEWAYS  
FAIRLAND MASTER PLAN**

Route	Name	Location	Class
PB-41	Patuxent Trail	Fairland Master Plan area to Prince George's County line via PEPCO ROW	unpaved trail
PB-60	Prosperity Drive	Industrial Parkway to Cherry Hill Road	II
PB-61	Riding Stable Road	MD 198 to Prince George's County line	III
PB-62	Robey Road	Briggs Chaney Road to Greencastle Road	I
PB-64	Serpentine Way	Randolph Road to Fairland Road	III
PB-34	Spencerville Road	Fairland Master Plan area to Prince George's County line	I/II
PB-65	Tech Road	Broadburch Road to Industrial Parkway	II
PB-66	Local US 29	MD 198 to PEPCO ROW	I

EB = Existing Bikeway

PB = Proposed Bikeway

\* Bikeways may be provided through developer participation.

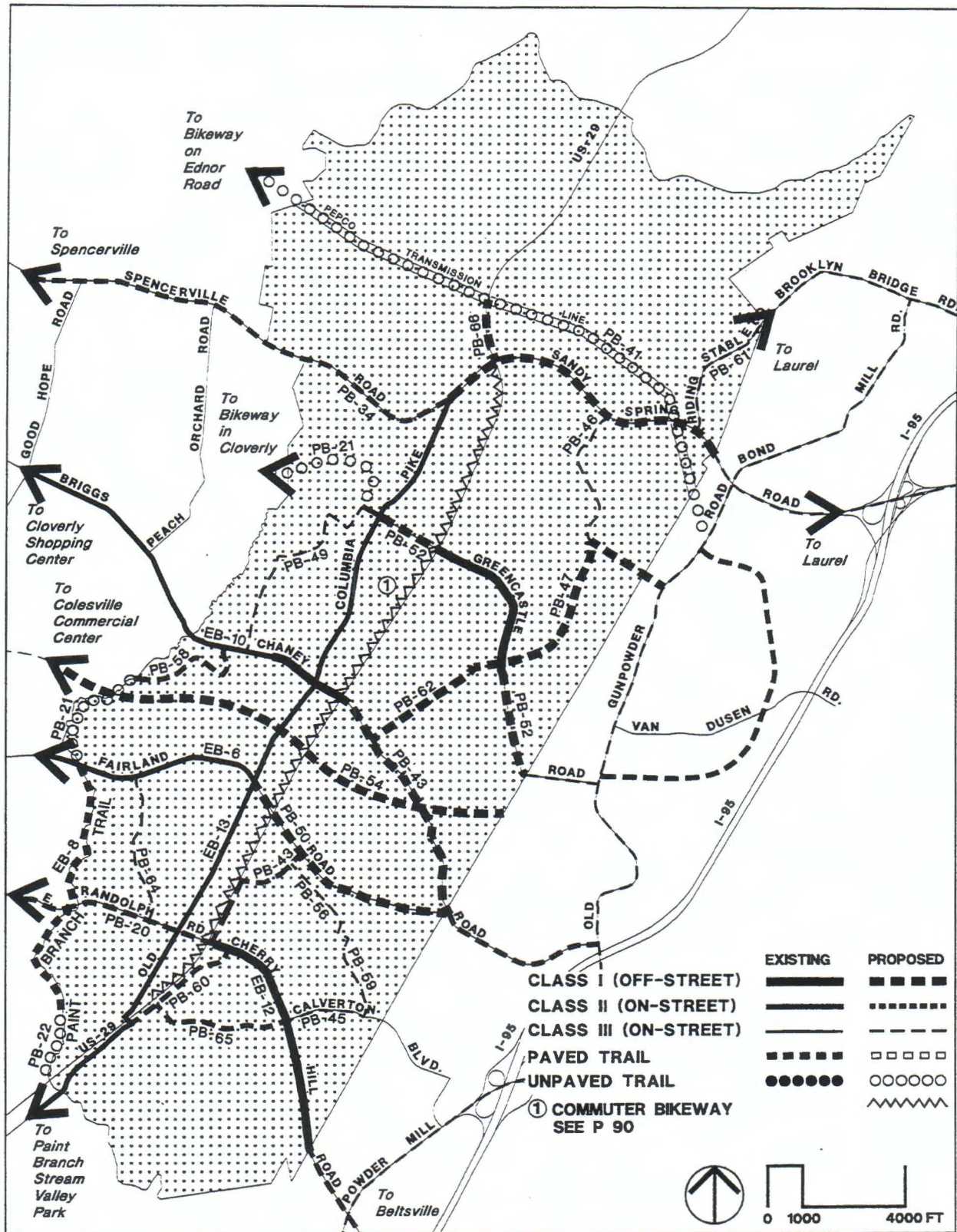
\*\* The existing bikeway along Old Columbia Pike is a Class II bikeway. See pages 94-95 for discussion of recommendation for a path/sidewalk and possible changes to the bikeway.

\*\*\* The Paint Branch Trail is to be a joint use trail.



# BIKEWAY PLAN

FIGURE 40



## SIDEWALKS

**OBJECTIVE:** Provide a sidewalk network that connects communities to public facilities and commercial areas.

### RECOMMENDATIONS:

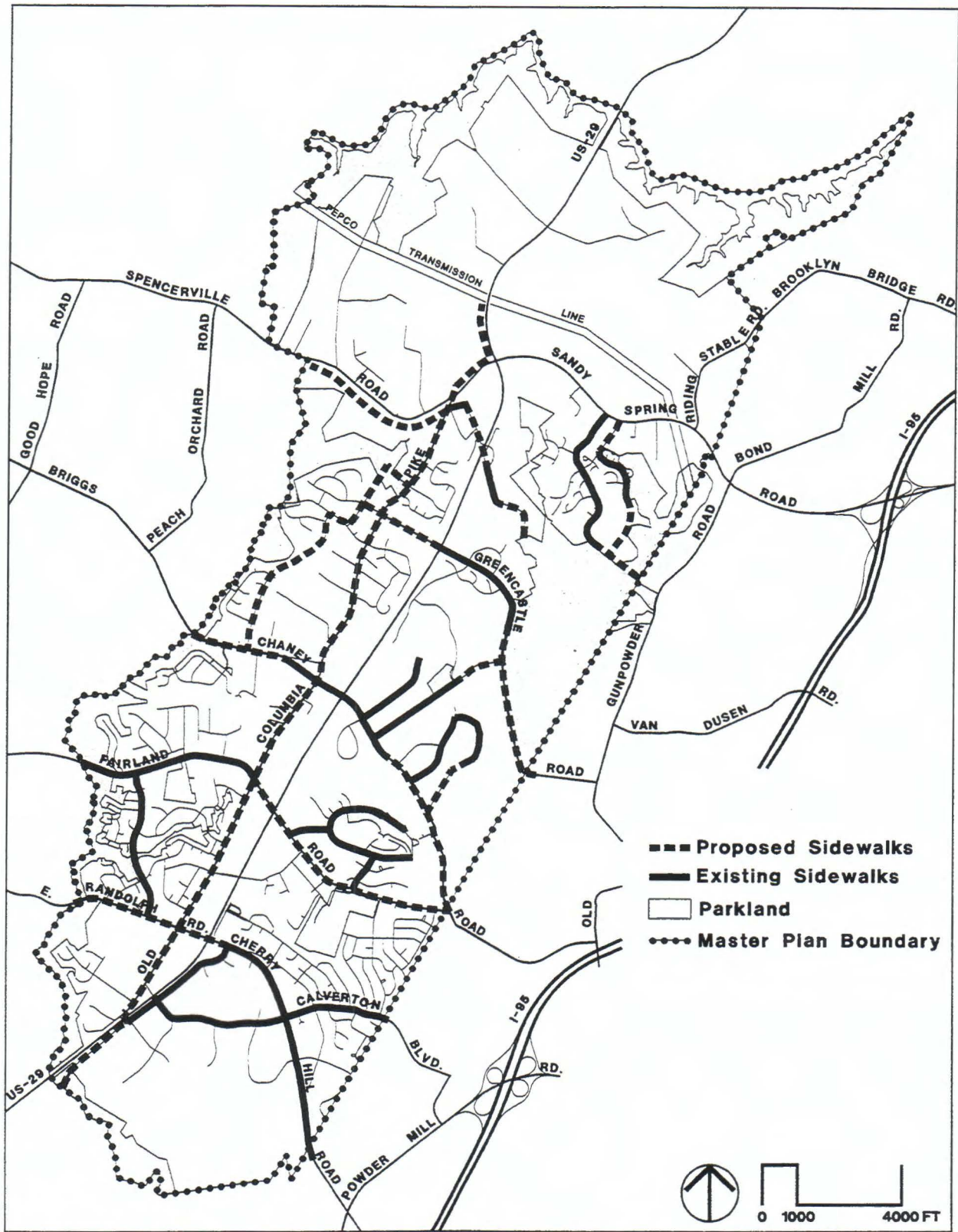
- Provide a sidewalk from Columbia Park/Fairland Library to Briggs Chaney Road via Carson Drive to Perrywood Drive, south to Friendlywood Road and finally to the existing sidewalk on Fairdale Road in the Fairland Farms subdivision. This route will connect nearby neighborhoods with the Fairland Elementary and the Banneker Middle Schools, Columbia Local Park, and the Fairland Library.
- Provide an off-road path along Old Columbia Pike. (For more detailed sidewalk and crosswalk recommendations, see pages 94-95.)
- Add sidewalks along Blackburn Road from Tolson Place across the proposed grade-separated interchange to the existing sidewalk east of US 29. Provide a connection to the proposed trail through the Silverwood tributary and into the Fairland Recreational Park.
- Add a sidewalk along McKnew Road between MD 198 and Sugar Pine Court.
- Provide sidewalks along any extension of Saddle Creek Drive.
- Provide connection between existing sidewalks on Sheffield Manor Drive and Dogwood Lane.
- Extend Loma Linda Drive with sidewalks on both sides through any new development with access to the Paint Branch Stream Valley Park.
- Provide a continuous sidewalk or path along Briggs Chaney Road between the Paint Branch Stream Valley Park and the Prince George's County line.
- Extend existing off-road path on Fairland Road east to the County line.
- Extend sidewalk along East Randolph Road to connect to existing sidewalk on Cherry Hill Road.
- Provide a continuous sidewalk on Greencastle Road between Old Columbia Pike and the County line.

Figure 41 displays the existing sidewalks along the major routes in Fairland. This Plan is not intended to preclude consideration of other sidewalk locations that may be identified in the future.



# SIDEWALK NEEDS

FIGURE 41



**Table X****PEDESTRIAN IMPROVEMENTS RECOMMENDED FOR  
CONSIDERATION IN FAIRLAND**

Street	Limits	Comments*
Friendlywood/ Fairdale Roads	Columbia Park to Briggs Chaney Road	One or both sides
Old Columbia Pike	Entire length: MD 198 to US 29	One or both sides, see page 96.
Blackburn Road	Tolson Place across US 29 to Fairland Recreational Park	One or both sides
McKnew Road	MD 198 to Saddle Creek	Both sides
Saddle Creek Drive extension	Existing to terminus	Both sides
Sheffield Manor Drive	Connection to Dogwood Lane	Both sides
Loma Linda Drive extension	East through Area #1	One or both sides
Briggs Chaney Road	Paint Branch Stream Valley Park to Prince George's County line	Both sides
Fairland Road	US 29 to Prince George's County line	Continue existing asphalt path on south side
East Randolph Road	Extend to Cherry Hill Road	One or both sides
Greencastle Road	Old Columbia Pike to Prince George's County line	One or both sides
* Montgomery County Department of Public Works and Transportation will determine appropriate surface for sidewalk.		

**DELETIONS FROM THE 1981 PLAN**

The realignment of MD 198 east of Kruhm Road, which was recommended in the 1981 Plan, is deleted in this Plan. The planned Paint Branch Bikeway between Fairland Road and Briggs Chaney Road (S-74) and between Briggs Chaney Road and Spencerville Road (P-11) are also deleted in this Plan.



## VI. COMMUNITY FACILITIES

Community facilities such as schools, libraries, and community and recreation centers are an important component of community character and livability. They help create and reinforce a sense of social cohesion—a sense of community. This Plan recommends a full range of facilities located where residents can reach them easily.

### COMMUNITY FACILITIES GOAL:

**Provide sufficient public facilities to support the neighborhoods and communities of Fairland.**

### PARKS AND PUBLIC OPEN SPACE

**OBJECTIVE: Provide adequate and accessible recreational opportunities for the residents of the Fairland area.**

The proposed FY 96-2001 Capital Improvements Program will provide one field, three playgrounds, and one basketball court in addition to what is currently developed. The proposed Fairland Recreational Park will serve area-wide needs for not only Fairland but other parts of Eastern Montgomery County as well. This large park will provide four fields, six tennis courts, two basketball courts, and two large playgrounds. Unmet needs by the year 2010 in the Fairland Master Plan area are estimated to be eight athletic fields, five playgrounds, and five basketball/multi-use courts (Table XI).

There are approximately 1,586 acres in Fairland designated as open space or parkland. These acres include stream valley parks, local parks, and watershed protection areas (Table XII).

**Table XI**

#### EXISTING, PLANNED, AND FUTURE RECREATIONAL FACILITIES NEEDED BY 2010

	Play Grounds	Athletic Fields	Basketball/ Multi-use Courts	Tennis Courts
(A) Existing Facilities	8	11	4.5	13
(B) Planned, not yet built	4	2	2	0
(C) Proposed in this Plan	1	5	1	0
(D) Gross Needs - 2010	5	8	5	0
(E) Net Needs - 2010 (E=D-B+C)	0	1	2	0

**Table XII**

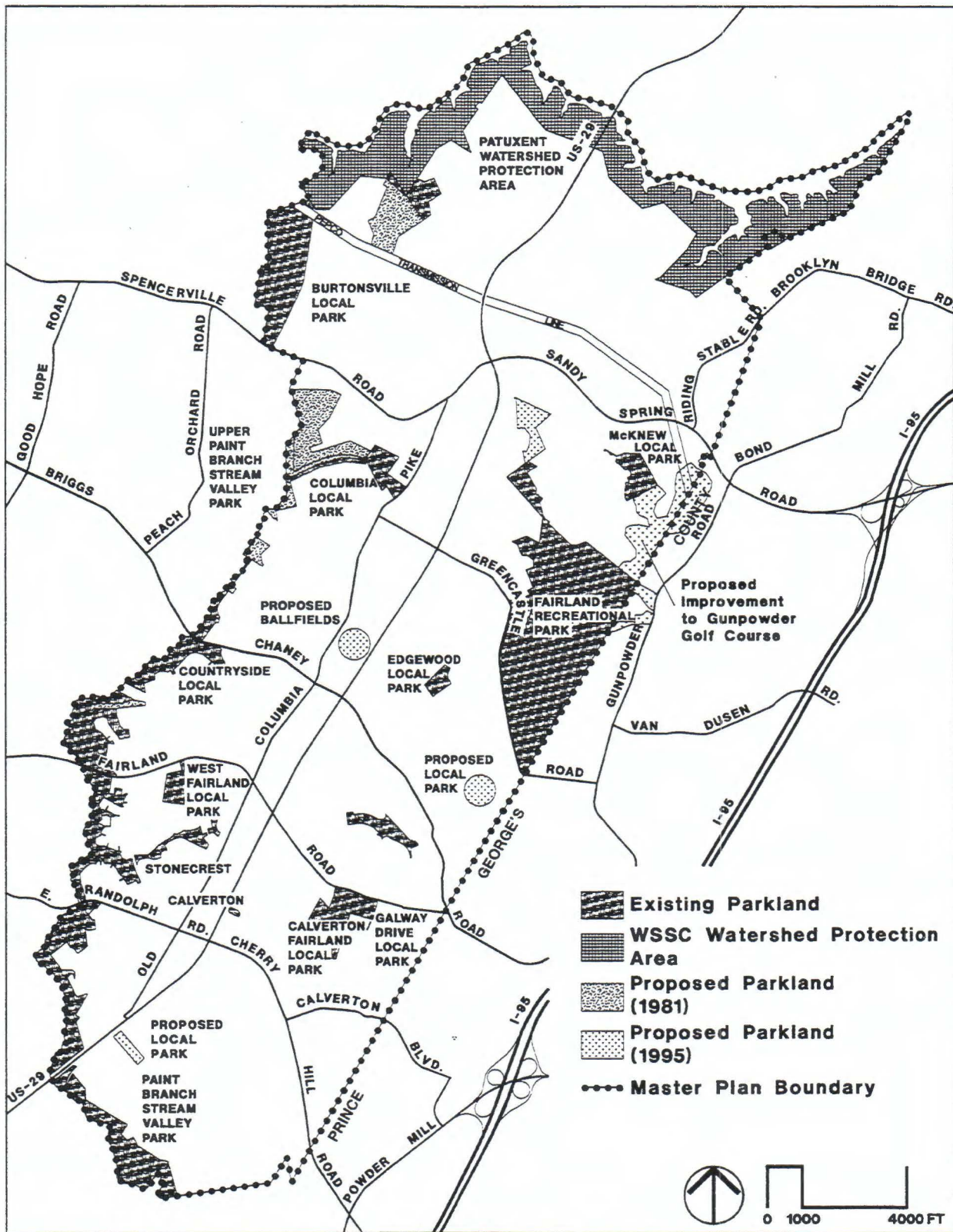
**EXISTING PARKLAND AND PUBLIC OPEN SPACE**

Parkland	Acres
Burtonsville Local Park	29.2
Calverton Conservation Area	1.2
Calverton/Fairland Local Park	52.1
Columbia Local Park	25.2
Countryside Neighborhood Park	21.2
Edgewood Neighborhood Park	9.6
Fairland Recreational Park*	319.2
Galway Drive Local Park	9.0
McKnew Neighborhood Park*	22.5
Paint Branch Stream Valley Park**	459.7
Stonecrest Conservation Area	19.7
Tanglewood Neighborhood Park*	18.7
West Fairland Local Park	19.0
<b>SUB TOTAL</b>	<b>1,006.3</b>
WSSC Reservoir/Patuxent Watershed	580.0
<b>TOTAL</b>	<b>1,586.3</b>
<p>* Planned facilities for these parks are in the current CIP, but the facilities have not yet been constructed.</p> <p>** Paint Branch Stream Valley Park serves both the White Oak and Fairland Master Plan areas.</p>	



## RECOMMENDATIONS:

- Develop proposed parks as recommended in the *Park, Recreation and Open Space Master Plan Update 1993*.
- Provide the following facilities to meet unmet needs:
  - Add three ball fields to Burtonsville Local Park.
  - Acquire and develop Stonehedge Local Park, a linear park in the Paint Branch Community, to help meet the needs of the community by providing a youth soccer field for games, a basketball court, and a playground. This park is being proposed for acquisition in FY 1997 and development should occur in FY 1998. (See also page 34.)
  - Encourage development of one local park between Briggs Chaney Road and the proposed ICC. Because the proposed ICC will block pedestrian access to Fairland Recreational Park to the north and crossing Briggs Chaney Road to reach Tanglewood Local Park to the south will be hazardous, there will be a need for a local playground and recreational facilities between Briggs Chaney Road and the proposed ICC Corridor. The park should contain two playgrounds, two ball fields, and two basketball courts and would be best constructed as part of future development of the vacant land in the area. The park should either be retained by the Homeowners Association or dedicated to M-NCPPC upon construction of the facilities.
  - Acquire and develop properties totalling 13.3 acres adjacent to Paint Branch High School. This proposed park should be acquired on a 50% cost sharing with Montgomery County Public Schools. This park will provide an opportunity for two additional ball fields, one playground, and one basketball/multi-use court.
- In addition to the facilities suggested above, two basketball/multi-use courts and one athletic field will be needed to meet anticipated needs by 2010. These needs will be re-evaluated following completion of the next amendment to the *Park, Recreation and Open Space Master Plan*. These needs may be met by future schools within Fairland or in an adjacent planning area. Fields at the Fairland Recreational Park will also help meet local needs.





**OBJECTIVE: Protect sensitive or high quality natural resources and archaeological and historical resources on parkland in the Fairland area.**

**RECOMMENDATIONS:**

**Little Paint Branch Watershed:**

- The Bryan, Kinnamon, and Fehr properties (see page 48) north of existing Fairland Recreational Park contain extensive wetlands, steep slopes, seeps and springs, and areas of high-quality mature forest. Under existing regulations and zoning, these parcels are largely undevelopable. Acquisition of these properties as parkland would provide protection of the headwaters area of Little Paint Branch and hardwood forest cover.
- The stream valley between McKnew Local Park and Fairland Recreational Park, which is in the area where the Piedmont meets the Coastal Plain, contains a very diverse and unusual plant community. Although much of the area has been disturbed by quarrying, the remaining vegetation and the potential for re-vegetation make this stream valley worthy of protection as parkland. (See also golf course community, page 47.)

**Right Fork of the Paint Branch Watershed:**

- Dedicate portions of the Baldi property (Parcel 525) that include seeps, springs, wetlands, buffers as required, and erodible soils when the property is subdivided.
- Acquire the part of the Hunt Property (Parcel 230) that adequately protects the seeps, springs, wetlands, and hardwood forest; this may affect a significant portion of the property.
- Expand the stream valley buffer on the Hunt Property (Parcel 375) to one hundred-fifty feet along either side of the tributary with approximately a 400-foot radius around headwaters.
- Expand stream valley buffers on Gibson, Bryan, and Mosher Properties to one hundred-fifty feet, both sides of tributary, to Friendlywood Road.
- Maintain strict compliance with Planning Board's Environmental Guidelines for the development of park facilities.
- Apply aggressive education and enforcement efforts to reduce encroachment and clearing in Paint Branch Stream Valley Park north of Fairland Road.

**OBJECTIVE: Locate and design park multi-use trails to support a regional recreational bikeways network.**

**RECOMMENDATIONS:**

Alignments for trails are not designated before completing an environmental feasibility study for the subject park. Therefore, the recommendations below are subject to revision.

### **Paint Branch:**

- Field visits suggest that the following sections of Paint Branch Stream Valley Park north of Fairland Road will not support a paved trail because of environmental or engineering constraints. The following on-street bike routes and sidewalks adjacent to these sections would allow travel north and south access to the park.
  - West of Countryside Drive: This section of park is very steep and narrow. Access across Parcel 303 to Countryside Drive and re-entry into the park at the public easement between Lots 11 and 12 is recommended.
  - North of Briggs Chaney Road: This area is highly sensitive and appears to limit the opportunities for a paved path. A route along Fairdale Road, across the Hunt Property to Friendlywood Road, and along Perrywood and Carson Drives to Columbia Local Park appears to be the most feasible. Environmental feasibility studies will be needed to determine whether sections of parkland could be used for the alignment instead.
- Columbia Local Park tributary north to Burtonsville Local Park: Because of environmental sensitivity of headwaters, an unpaved trail is recommended for this area. A paved trail may be possible through parkland connecting the northern terminus of the existing trail at Randolph Road to Columbia Local Park.
- Paint Branch Trail from Martin Luther King Park to Old Columbia Pike: A bike path connection from the southern end of the existing Paint Branch Hiker/Biker Trail to Old Columbia Pike is highly desirable to improve regional access into Martin Luther King Park, Paint Branch Park, and the White Oak Master Plan area. Preliminary field surveys indicate that the most feasible alignment would involve extending the Martin Luther King Trail to the Paint Branch, building a new bridge, and sending the trail along the east side of the stream under US 29. An additional spur connection from the new bridge to the public easement off of Cedar Hill Drive would improve local access. However, the sensitive natural and historical resources within the Paint Branch corridor pose difficulties to both trails. Alignments should be designed so as to minimize environmental impacts.

### **Little Paint Branch:**

- Tanglewood tributary of Little Paint Branch: Briggs Chaney Road to Prince George's County line. The Prince George's County Planning Department has requested staff's assessment of the feasibility of providing a bicycle-accessible greenway from the Prince George's County line to Tanglewood Local Park. Because of the steepness of grade in this stream valley, staff recommends against providing such a trail. Connecting the bikeway along Briggs Chaney Road into this stream valley also is not recommended, as the road is elevated very high above the stream. A non-park conservation greenway with possible natural surface hiking/equestrian trails is the recommended use for this area.
- A trail connection should be considered between Tanglewood Local Park and Briggs Chaney Road exiting on M-NCPPC property near Dogwood Lane. This connection will provide access to the proposed sidewalks on Briggs Chaney Road and from there to the Briggs Chaney Shopping Center and other destinations.



## GREENWAYS

Greenways are linear open spaces set aside for recreation and conservation uses. Greenways link people, communities, and the natural environment. The greenway system is not a regulatory or land acquisition program. It is a unifying approach that uses existing regulatory and/or voluntary programs to create a network of green spaces in the County and throughout the State. The stream valley parks form the core of the greenway system.

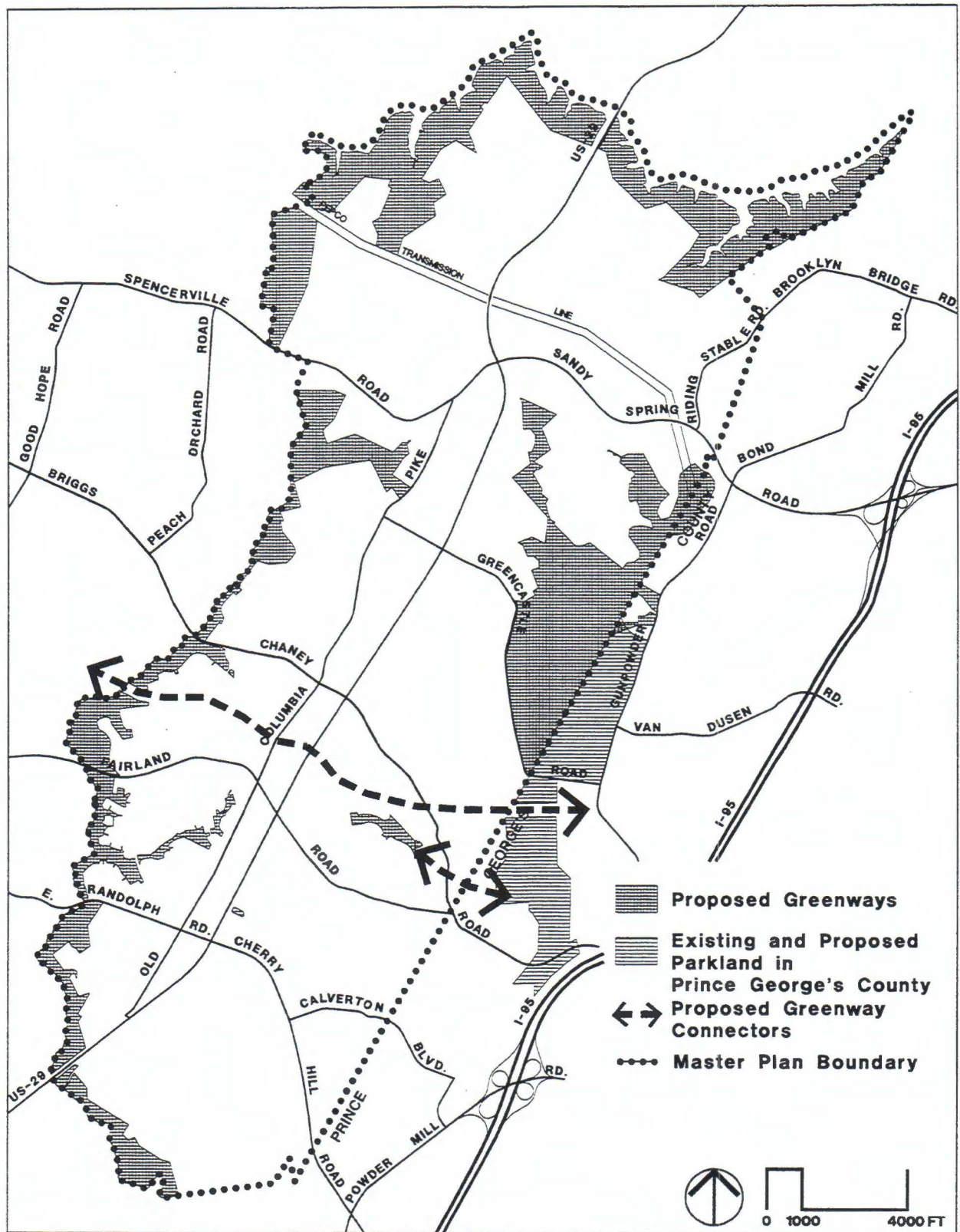
The greenway connectors are major pedestrian and/or bikeway connections that, although they may contain varying amounts of or no green space, are especially important to provide access to greenways. In some places the connectors cross private land where property owners have granted access, as is the case where the Trail Riders of Today (TROT) negotiated easements for public access along specific routes.

The greenways in the Fairland Master Plan are part of a larger system linked to surrounding master plan areas. Fairland has the following greenways (Figure 43): the Little Paint Branch, the Patuxent and the Paint Branch. The Little Paint Branch greenway connects with greenways in Prince George's County, and the Patuxent greenway with greenways in Prince George's and Howard Counties. The Paint Branch and Patuxent greenways are connected through Burtonsville Local Park, although access may be limited to hikers and equestrians due to the environmental sensitivity of the area. A major greenway connector between the Little Paint Branch, the Paint Branch and the Northwest Branch could be provided by a bikeway along the route of the proposed ICC.

**OBJECTIVE: Identify connections within and between stream valley parks to protect natural features and habitats and provide appropriate access to these areas.**

### RECOMMENDATIONS:

- Designate the Patuxent River and the mainstem and tributaries of the Paint Branch and the Little Paint Branch as greenways.
- Work with Prince George's County to extend a greenway from Fairland Recreational Park across the County line into Prince George's County along the Tanglewood tributary.
- Designate the entire length of the proposed ICC as a greenway connector between the Paint Branch greenway, the Little Paint Branch greenway, and the County line.
- Incorporate TROT easements and conservation easements on private land adjacent to parks into the greenway system. Public access to those areas can only be allowed when specifically provided for in the easement agreement.
- Create a link between Tanglewood Local Park to the Prince George's County boundary along the Tanglewood tributary. (See also page 120.)
- Create a link between McKnew Park and the Fairland Recreational Park.
- Examine current parkland for habitat linkages and evaluate options for habitat connections through acquisition of additional property.





## **PUBLIC FACILITIES**

There is one partially developed County-owned site in Fairland, the Carson site, as well as one developed site, the holding school (the former Fairland Elementary School), that could be reused for public uses. Because of the cost of purchasing new sites for public uses, this Plan recommends reusing these sites for public uses and the acquisition of one new school site to provide the services needed over the next few decades.

### **Community Recreation Facilities**

Community recreation centers provide a location for large community meetings, social gatherings, and smaller social and programmed activities for all age groups. There are no community recreation centers in Fairland. However, the 1995-2000 CIP contains projects for two recreation centers, one to be located on the site of the School Bus Parking Facility on Aston Manor Way and Briggs Chaney Road. The site for a second facility is yet to be determined.

### **RECOMMENDATION:**

- Publicly owned sites suitable for use as a recreational facility include: the Carson site (adjacent to the Fairland Library) and the holding school site.

### **Public Schools**

Fairland is served by the Paint Branch School Cluster. There are four elementary schools, one middle school, and one high school located in the Fairland Master Plan area. The proposed new high school, planned to relieve overcrowding in Paint Branch, Sherwood, and Springbrook High Schools is located on Norwood Road in the Cloverly Planning Area. The Planning Staff for the Montgomery County Public Schools has determined that an elementary school site will be needed, based on the projected number of new homes.

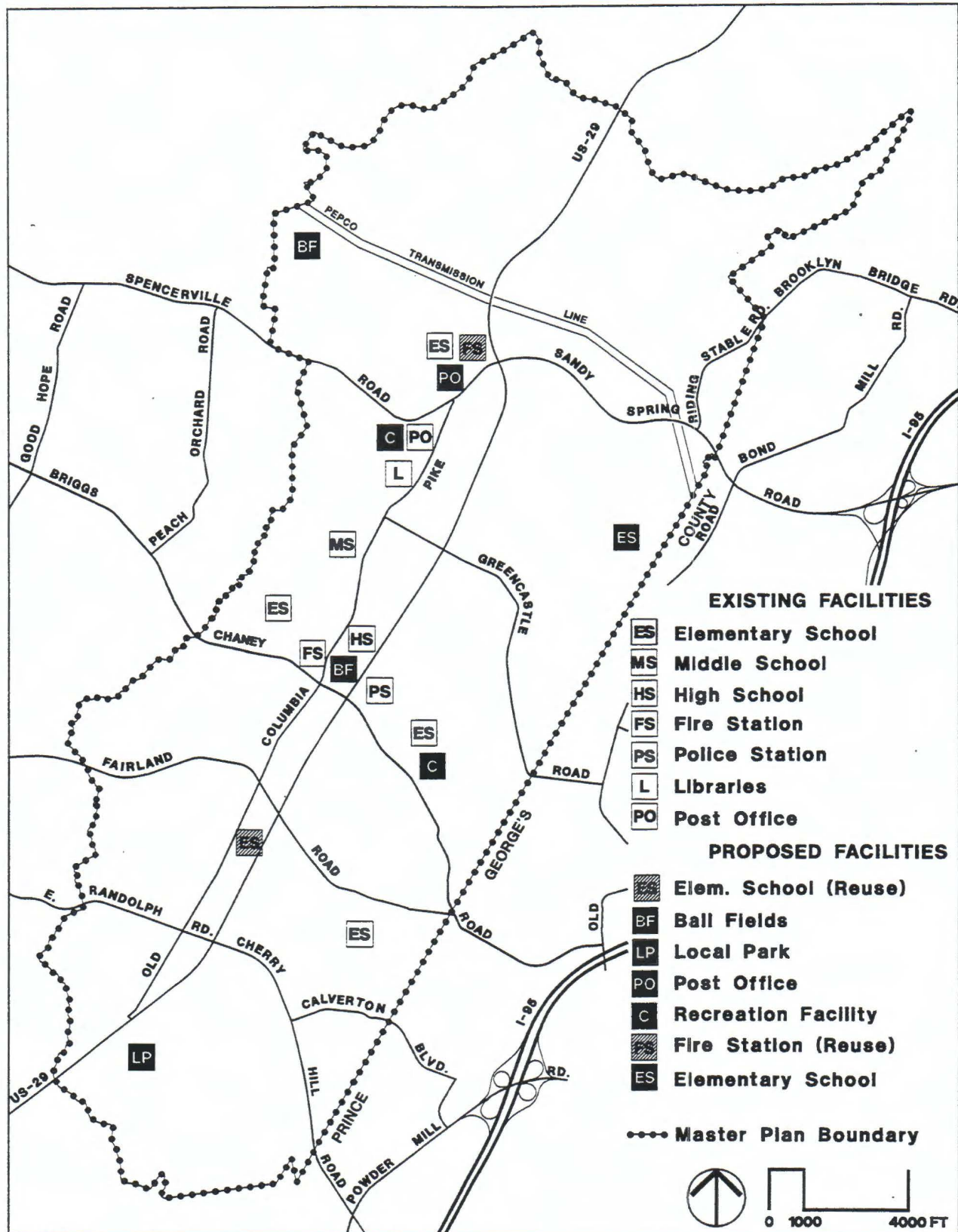
**Table XIII**

### **EXISTING SCHOOLS IN FAIRLAND PLANNING AREA**

<b>Name</b>	<b>Location</b>
Paint Branch High School	Old Columbia Pike
Banneker Middle School	Perrywood/Old Columbia Pike
Galway Elementary	Galway Drive
Fairland Elementary	Fairdale Road
Burtonsville Elementary	MD 198
Greencastle Elementary	Robey Road
Fairland Holding School	Fairland/Old Columbia Pike

# COMMUNITY FACILITIES PLAN

FIGURE 44





There are two other school sites, holding school (the former Fairland Elementary School) located at the intersection of Fairland Road and Old Columbia Pike and the remainder of the Carson Site, adjacent to the new Fairland Library. The holding school is used for temporarily housing students when a school is being remodeled. Either of these sites could be used for the new school, but both contain less than the 12 to 15 acres usually needed.

The Montgomery County Public Schools Planning Staff has recommended that another location for a new public school be included in the Master Plan and suggested a site within the proposed Golf Course Community. This is a good location for a elementary school because there will be over 1,400 homes within walking distance and a school will provide a focus for the surrounding community.

#### **RECOMMENDATION:**

- Designate an elementary school site within the proposed Golf Course Community site.

#### **Libraries**

The Fairland Library, which opened in March 1995, has no plans to expand services.

### **PUBLIC SAFETY**

#### **Fire and Rescue**

Fire and rescue services are provided by the Burtonsville Volunteer Fire Department. In April 1995, the new Burtonsville Fire Station located at Briggs Chaney and Old Columbia Pike officially opened. No new fire stations are needed, according to current and future population projections. The old fire station property is owned by the Burtonsville Volunteer Fire Department and is currently being used jointly by the Department of Fire and Rescue Services Division of Fire Investigations and the Police Department Centralized Auto Theft Team. The property contains 4.78 acres: one acre of the site is zoned C-2 with the remainder (3.78 acres) zoned Rural Cluster.

#### **Police**

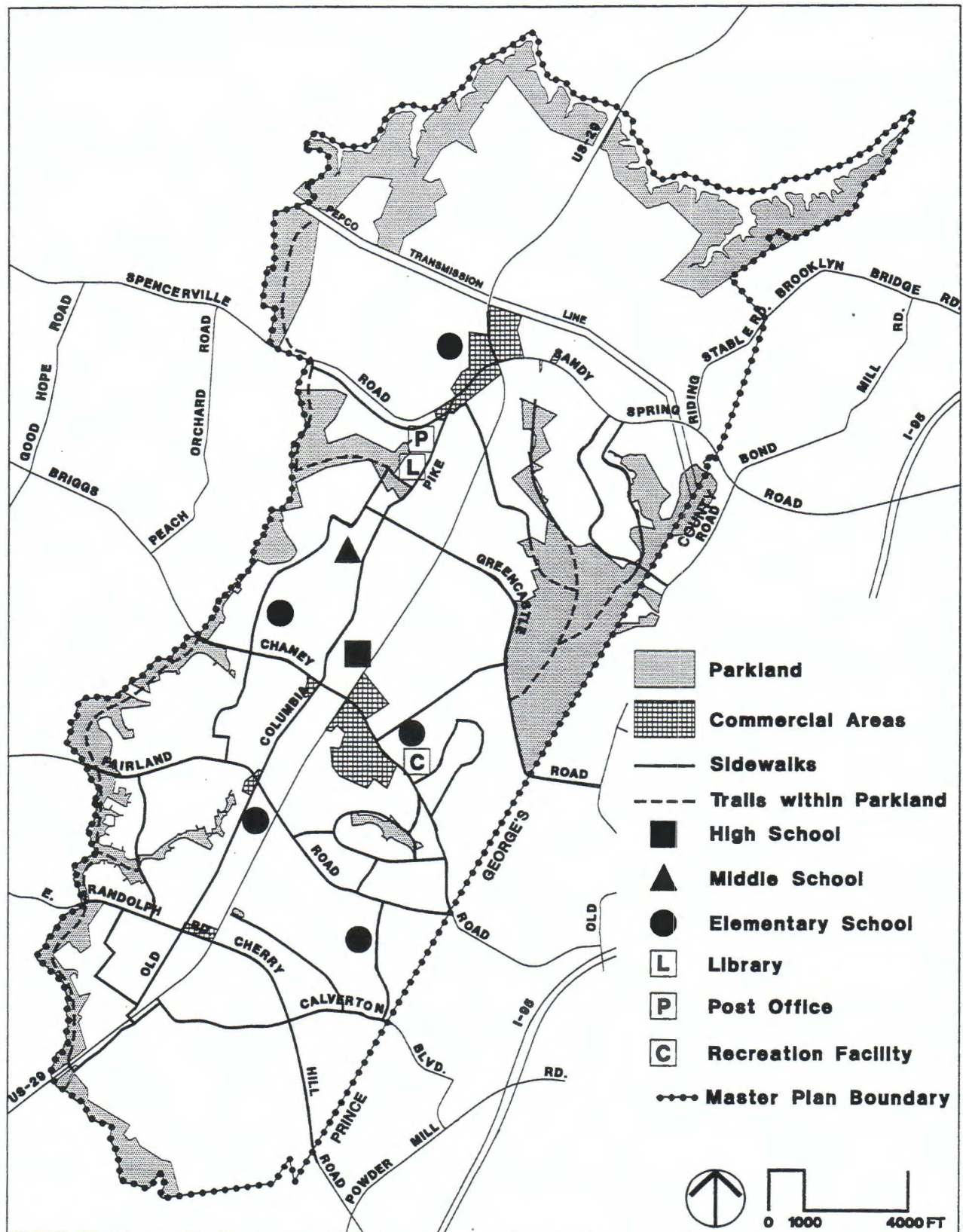
The Fairland Master Plan area is served by the Wheaton/Glenmont and Silver Spring police station districts. The Montgomery County Police Department's 1993 Strategic Plan included as its first priority facility change the establishment of a satellite facility in the US 29 corridor. In August 1994, the Eastern Montgomery County Police Satellite Facility opened in the Briggs Chaney Plaza Shopping Center. In accordance with the Strategic Plan, the Police Department is developing a Facilities Master Plan which will determine the nature and location of future police facilities (satellite or other). The Police Department is also revising the Police District and Police Beat boundaries in an effort to enhance the delivery of law enforcement services. Police Districts and Beats are expected to change during the life of this Master Plan in response to community and crime issues.

#### **RECOMMENDATIONS:**

- The Burtonsville Volunteer Fire Department has no plans to sell its property. If this should change in the future, then the C-2 zoned portion of the old fire station property would be suitable for public or commercial uses.

# MAJOR PEDESTRIAN CIRCULATION NETWORK

FIGURE 45





- If the old fire station site in Burtonsville is sold in the future, consider the Rural Cluster portion of this property for a public parking facility and public green linking two ends of the proposed rear access road. (See Burtonsville, pages 67-72.)
- Needed Montgomery County Police Department facilities should be located close to population centers, such as the Briggs Chaney/Greencastle Road area.

## **POST OFFICE**

The Postal Service has relocated to the Burtonsville Shopping Center. This is a suitable site for a post office and supports the Burtonsville Center concept by locating an important public facility within the commercial area.

## **ACCESS TO COMMUNITY FACILITIES**

The Proposed Major Pedestrian Circulation Network (Figure 45) is a composite of existing and proposed sidewalks and trails that will provide access to the existing and proposed facilities.





## VII. ENVIRONMENTAL RESOURCES

The environmental setting in Fairland is composed of natural features (such as streams, stream valleys, forest cover, and other habitats) and the air and noise environments. The environmental setting affects and is affected by the land uses in Fairland.

In 1981, 55 percent of the acreage in the Master Plan area was undeveloped, having been used as farmland, and there was substantial vacant acreage in the upper Paint Branch and Patuxent watersheds. Key environmental issues at that time were controlling flooding due to stormwater runoff, soil erosion, and degradation of water quality. The 1981 Plan implemented the County-wide environmental policy of watershed protection using two strategies:

- Reducing development potential in the watersheds to preserve water quality, and
- Recommending use of Best Management Practices (BMPs), such as: clustering, maintaining vegetation, phased land clearing, application of stringent stormwater management, and sediment and erosion controls.

Since 1981, more data has become available on the effects of suburbanization on the natural environment and particularly, on key resources, such as the Chesapeake Bay and the Patuxent and Anacostia Rivers. The County and the State have developed a more systematic approach to environmental protection. Forest protection, habitat protection, and wetland protection, along with new tools and legislation for managing natural resources, have broadened local and State environmental goals and policies.

The 1981 Plan considered the natural resources of Fairland to be an integral part of the stream ecosystems of the area and evaluated, in particular, how to protect the streams. This Plan continues the focus on water resources and, therefore, the general descriptions of natural resources are grouped by watersheds. (See Figure 46.) This Plan builds on the knowledge gained and data collected since 1981, including the effectiveness of BMPs and land use controls as mechanisms to limit resource degradation, and implements the county-wide policy of expanded protection of environmental resources. In addition, this Plan acknowledges natural features in Fairland that were not identified in 1981 and that are worthy of protection.

Varying degrees of protection have been applied to the resources in each watershed. Some of the protection measures are implemented over a larger geographic area than the Master Plan area, such as the requirements of the National Environmental Policy Act (NEPA); the Federal Clean Water Act; the Chesapeake Bay restoration programs that cover the Potomac, Anacostia, and Patuxent watersheds; the State and County forest conservation laws; State and County stormwater management regulations; and the Montgomery County Planning Board's *Guidelines for Environmental Management of Development*. Some measures are watershed-specific, such as the land use and BMP recommendations of the 1981 Plan, the 1993 *Functional Master Plan for the Patuxent River Watershed* and the regional *Six-Point Action Plan* to restore the Anacostia River.

### APPROACH TO WATER RESOURCES PROTECTION

A master plan attempts to balance appropriate land use intensities with water resource quality goals. In most cases, master plans achieve a satisfactory balance, so that standard federal, state and countywide environmental requirements make proposed development consistent with water resource protection goals. However, where intense land use patterns exist or are desired to accomplish other planning goals, additional mitigation efforts may be needed to enhance existing water quality or maintain sensitive water resources.



In eastern Montgomery County, a system of management categories that recognize the sensitivity of stream resources and the intensity of existing or planned land uses was developed to focus the master plan on those areas where land use decisions are critical to environmental protection. This system (as described in the 1996 technical report *Environmental Resources: Eastern Montgomery County Master Plans*) is now seen as a prototype for a similar system that is being refined and documented for county-wide application.

A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the county watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions, existing and planned land uses in the watersheds, and the types of management tools available to protect or restore each watershed. The management categories as presently envisioned roughly coincide with those defined in the eastern Montgomery County master plans. The CSPS will provide a consistent process for identifying stream preservation, protection, and restoration needs county-wide.

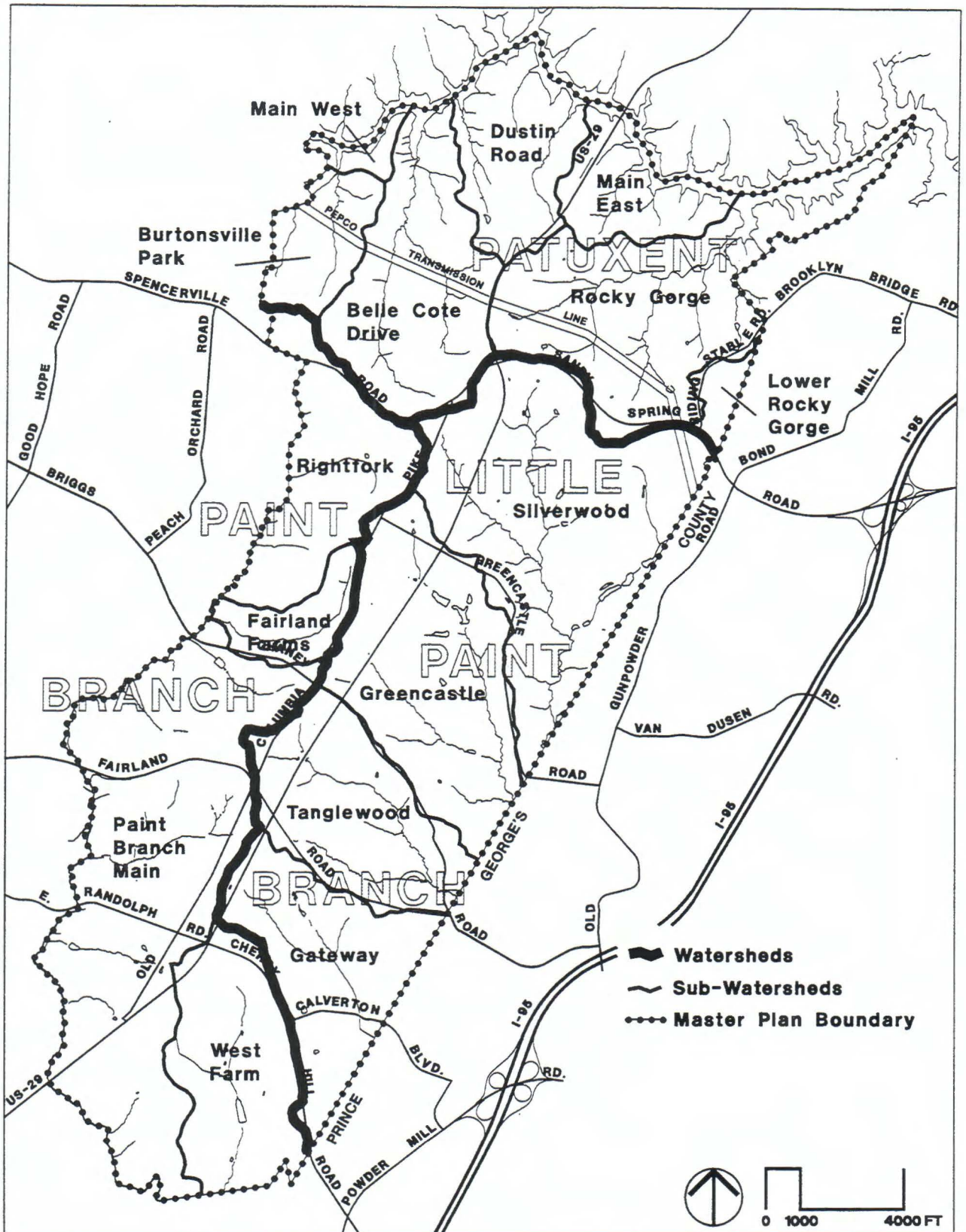
The Montgomery County Department of Environmental Protection (MCDEP) and the M-NCPPC are cooperating to draft the initial CSPS and will continue to refine the report and the priority ranking as new stream quality data becomes available. This strategy is closely tied to the county's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPS categorization of subwatersheds and related management tools should be completed by early 1997. Recommendations, if any, for new management tools such as the designation of Special Protection Areas, should await completion of the initial CSPS. This master plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPS is complete.

Until such recommendations are made, the prototypical categories (as described below) will be used for this and other plans in eastern Montgomery County. The categories include Environmental Restoration Areas, Regular Protection Areas, Special Protection Areas and Environmental Preservation Areas.

In general, current environmental regulations (as updated from time to time) are designed to protect most environmental resources from the avoidable impacts of new development. Regular Protection Areas are those where master-planned densities are compatible with maintenance of acceptable water resources, given implementation of standard environmental requirements.

Some areas of the county are protected by virtue of the fact that no intensive development is planned. Rural areas, such as Agricultural Reserve and the Patuxent watershed, that contain high quality and sensitive resources derive some protection from low-intensity land uses and zoning. These areas are considered, in this Master Plan, Environmental Preservation Areas. This designation does not entail additional regulation and is intended solely to denote areas with low- and very-low density and sensitive stream resources. These areas have limited public infrastructure, and no significant new infrastructure is proposed to support development here. The Natural Resource Conservation Service and the Chesapeake Bay Restoration Program work with interests in an ongoing cooperative effort to reduce the impacts of agricultural practices on water quality and habitat.







Parts of this master planning area have suffered from intense development prior to the establishment of environmental regulations and planning. Stream conditions in these areas show adverse environmental effects from existing development that cannot be significantly improved by changes in land use for remaining open land. Streams in older neighborhoods tend to have significant erosion and sedimentation and impaired water quality. Fish and macroinvertebrates generally are limited to hardier species that can survive under stressful conditions. Subwatersheds with these characteristics are designated as Environmental Restoration Areas to reflect the focus on rehabilitation of water quality and aquatic habitat conditions. Although some stream segments or tributaries may experience fewer problems or have higher water quality, watershed management is done at the subwatershed scale to respond more effectively to the overall characteristics of the system. Public projects that improve stream conditions in key locations are needed to help restore the watershed's ecology.

The Environmental Restoration Areas do not entail special legislation or additional regulations beyond standard environmental protection measures for new development. Restoration efforts are undertaken through the County's Capital Improvements Program (CIP). The master plan may identify specific environmental problem areas and support the efforts of implementing agencies to address these problems. MCDEP is responsible for stormwater management retrofit or stream enhancement projects in coordination with M-NCPPC and involved state or federal agencies. MCDEP also seeks to inform and involve the community early in the process of site selection and design. Residents are invited to participate in determining environmental priorities and in planning, implementing, and maintaining the improvements.

However, there are also sensitive or especially high quality resources that require special protection to reduce the potential for damage to these resources. These may be designated as Special Protection Areas (SPAs) through the master planning process or by other actions of the County Council. SPAs are defined as geographic areas where existing water resources and associated features are of high quality or are unusually sensitive and where planned development would threaten the resources. The designation of SPAs may be considered as an addition to the standard protection afforded by existing environmental requirements for the entire county.

The Special Protection Area designation requires protection of high stream quality through stringent controls on new development, including such measures as expanded buffers, additional reforestation/afforestation considerations, extraordinary best management practices, and monitoring requirements. These requirements can be found in the Planning Board's *Guidelines for Environmental Management of Development* and in DEP's regulations, *Water Quality Review For Development in Designated Special Protection Areas*.

## **ENVIRONMENTAL GOAL:**

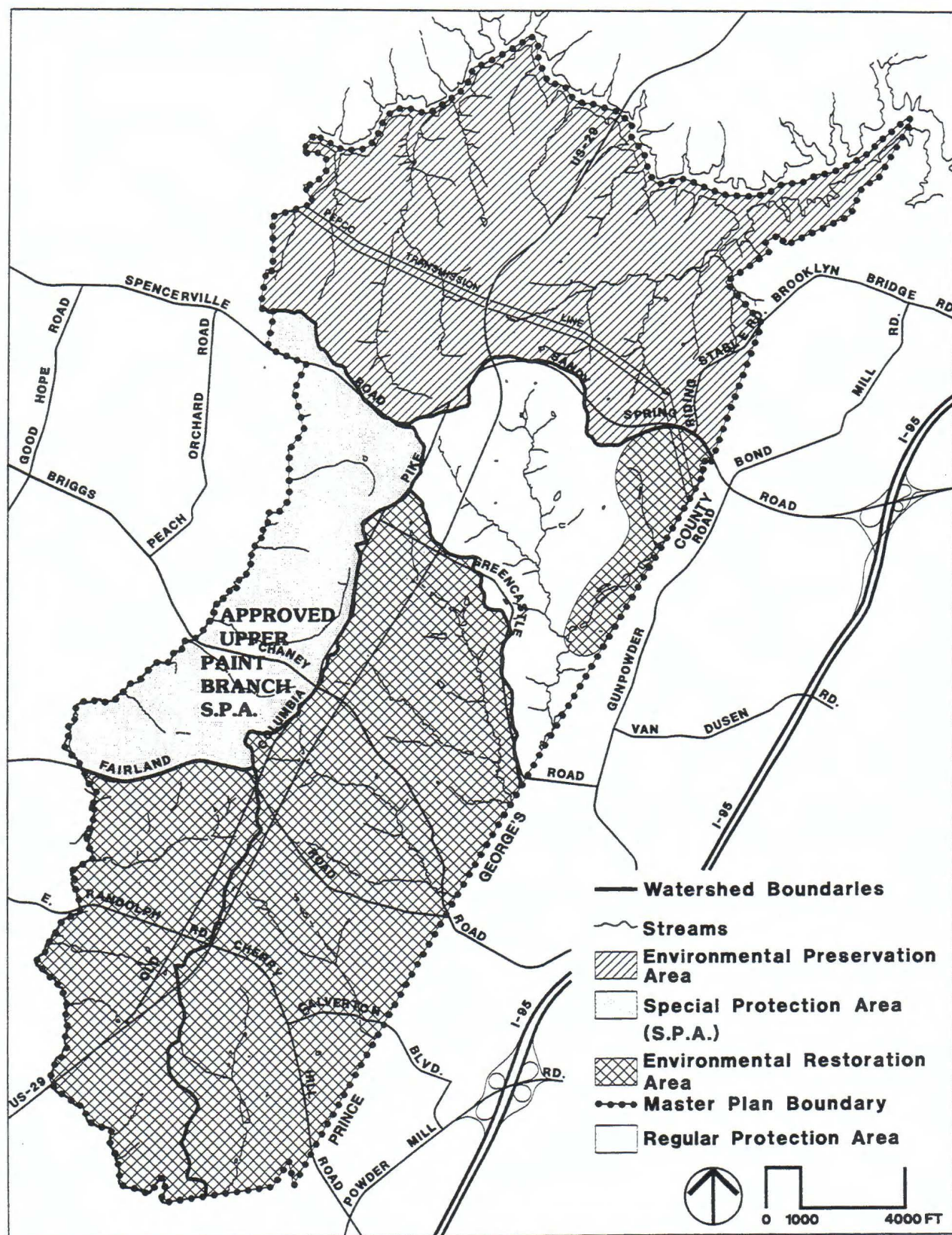
**Increase the protection of all natural resources and manage the impacts of human activity on the County's natural resources in conformance with the philosophy of "stewardship of natural resources."**

The Maryland Planning Act of 1992 identifies stream buffers; 100-year floodplains; habitats of rare, threatened, and endangered species; and steep slopes as sensitive areas. All new development must comply with current state and county environmental requirements, including stormwater management, sediment control provisions, forest conservation standards, and development restrictions on stream valley buffers (including steep slopes), 100-year floodplains, and wetlands. Sensitive areas, as defined by State law, are protected from disturbance by new development under the Planning Board's *Guidelines for Environmental Management of Development*. These requirements are addressed at the subdivision stage for each individual property.



# ENVIRONMENTAL PROTECTION, PRESERVATION AND RESTORATION AREAS

FIGURE 47





## WATER RESOURCES

### Little Paint Branch Watershed

The headwaters of Little Paint Branch (designated as Use I waters) originate in Fairland. Many of the streams and the surrounding valleys in this watershed have been adversely affected by surrounding development. The variety of impacts includes concrete channelization of a stream section within the older Calverton subdivision, inadequate or non-existent stormwater management and stream buffers, and removal of much forest or vegetative cover during development.

Unlike the other watersheds in Eastern Montgomery County, the 1981 Plan contains no specific recommendations to protect Little Paint Branch in Fairland. The analysis undertaken for this Plan<sup>3</sup> reviewed the existing land use patterns, remaining developable areas, and the limited available information on the quality and conditions of the streams in Little Paint Branch and found most of the streams in the Little Paint Branch system have been stressed to varying degrees. Existing imperviousness levels are over 20 percent and stream quality is generally fair to poor in these streams. However, there are some streams or stream sections in Little Paint Branch that appear to be of relatively good quality and should be protected.

The streams in the Silverwood subwatershed (including the small tributary that originates in McKnew Local Park and the Silverwood tributary that traverses Fairland Recreational Park) appear to be of relatively good quality with the exception of the portion of the northeastern tributary below McKnew Local Park to the confluence with the northwestern tributary. This section has been degraded by the existing land uses. The subwatershed as a whole has the lowest imperviousness of the Little Paint Branch subwatersheds in Montgomery County (15.1 percent in 1990).

**OBJECTIVE: Limit land uses in the Silverwood subwatershed to those that minimize additional imperviousness in the subwatershed and that allow substantial clustering of developed areas away from streams and wetlands, steep slopes, and forest.**

### RECOMMENDATIONS:

- Designate the high quality portions of the Silverwood subwatershed as a Regular Protection Area. Stormwater management and sediment and erosion control measures appropriate to protect this high quality stream should be part of all development projects within the Silverwood subwatershed including locating these measures outside stream buffer areas, whenever possible.
- Consider the degraded area of the northeastern tributary subwatershed (Figure 47) as an Environmental Restoration Area. New development in this area should include both standard environmental measures and stormwater retrofit and/or stream enhancement measures to help correct existing problems.
- Encourage cluster development of low- to medium-density residential land uses away from environmentally-sensitive areas. This would create forested open spaces near the streams that are larger than the regulatory stream buffers to protect the resource.
- Add stream buffer areas and forested conservation area described above to parkland.

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<sup>3</sup> See, *Environmental Resources: Eastern Montgomery County Master Plan Areas*.



- Limit impervious surfaces as much as possible, given existing land use and zoning patterns.

**OBJECTIVE: Minimize additional adverse impacts from new development outside the Silverwood subwatershed.**

#### **RECOMMENDATIONS:**

- Consider this area an Environmental Restoration Area, where a combination of standard environmental protection is used for new development and stormwater retrofits or stream enhancement is used to address existing problems.
- Limit impervious surfaces as much as possible, given existing land use and zoning patterns.

#### **Patuxent Watershed**

The Fairland and Cloverly Master Plan areas include land within the lower portion of Patuxent River watershed, generally referred to as the lower Patuxent. The natural resources of the Patuxent watershed include the high-quality streams and wetlands, the associated steep-sloped valleys, and the large forested areas that are on both private land and land owned by WSSC. In addition, the T. Howard Duckett (or Rocky Gorge) Reservoir, a major water supply source for the bicounty area, lies within the Fairland portion of the Patuxent River. The land use policy of very low density for the lower Patuxent has been consistent for nearly three decades.

The 1968 Fairland-Beltsville Plan envisioned the Patuxent as “a separating element between the urbanized areas surrounding Washington and Baltimore.” The 1968 Plan established a Conservation District of 900 acres around the reservoir owned by WSSC and recommended maintaining the existing rural character of the Patuxent watershed outside the Conservation District. To implement these recommendations, the 1968 Plan recommended the area be reclassified to a large-lot zone as an interim step prior to the adoption of a master plan for the Patuxent River Area Watershed until an appropriate rural zone was available. In 1974, the County Council adopted the Rural and Rural Cluster zones for very low-density residential land uses.

In 1980, the Maryland General Assembly passed the Patuxent River Watershed Act to preserve and enhance water quality. A Patuxent River Policy Plan, adopted in 1984 by the seven counties within the watershed, recommended a series of land use actions including a water quality protection and restoration area, (Primary Management Area) to be used as a transition between stream and development areas.

In 1993, the Montgomery County Council approved the *Functional Master Plan for the Patuxent River Watershed*. The four objectives of the Plan were:

- protection of water quality in the reservoirs
- protection of water quality in the streams
- protection of stream channels from erosion
- protection of properties from flooding

To further these objectives, the Patuxent Reservoir Group, which consists of representatives from Montgomery, Prince George's and Howard counties, WSSC and M-NCPPC, is developing a long-term watershed protection plan. Also, WSSC is undertaking a plan to determine the best means for upgrading the Patuxent Water Filtration Plant located at MD 198 and I-95.

**OBJECTIVE: Continue the low-imperviousness land uses of the watershed and the policies that support maintaining low-density land patterns.**

**RECOMMENDATIONS:**

- Consider the Patuxent watershed an Environmental Preservation Area, where existing environmental resources are of high quality and/or sensitive nature and appropriate protection is afforded through a combination of low-density land uses and conservation easement/public acquisition.
- Reconfirm low-density residential land use in the Patuxent watershed consistent with the application of the Primary Management Area (PMA) as recommended in the 1993 *Functional Master Plan for the Patuxent River Watershed*.
- Create lower density residential land uses in the transition area between Riding Stable Road and the Prince George's County line, as recommended in the Land Use Chapter.
- Locate stormwater management facilities outside regulatory stream buffers, where feasible, consistent with PMA requirements found in the Planning Board's Environmental Guidelines.
- Limit the expansion of high imperviousness uses in the Burtonsville area, as recommended in the Land Use Chapter.
- Discourage uses that result in more than ten percent imperviousness outside the Burtonsville area (consistent with the objectives of the 1993 *Functional Master Plan for the Patuxent River Watershed*).

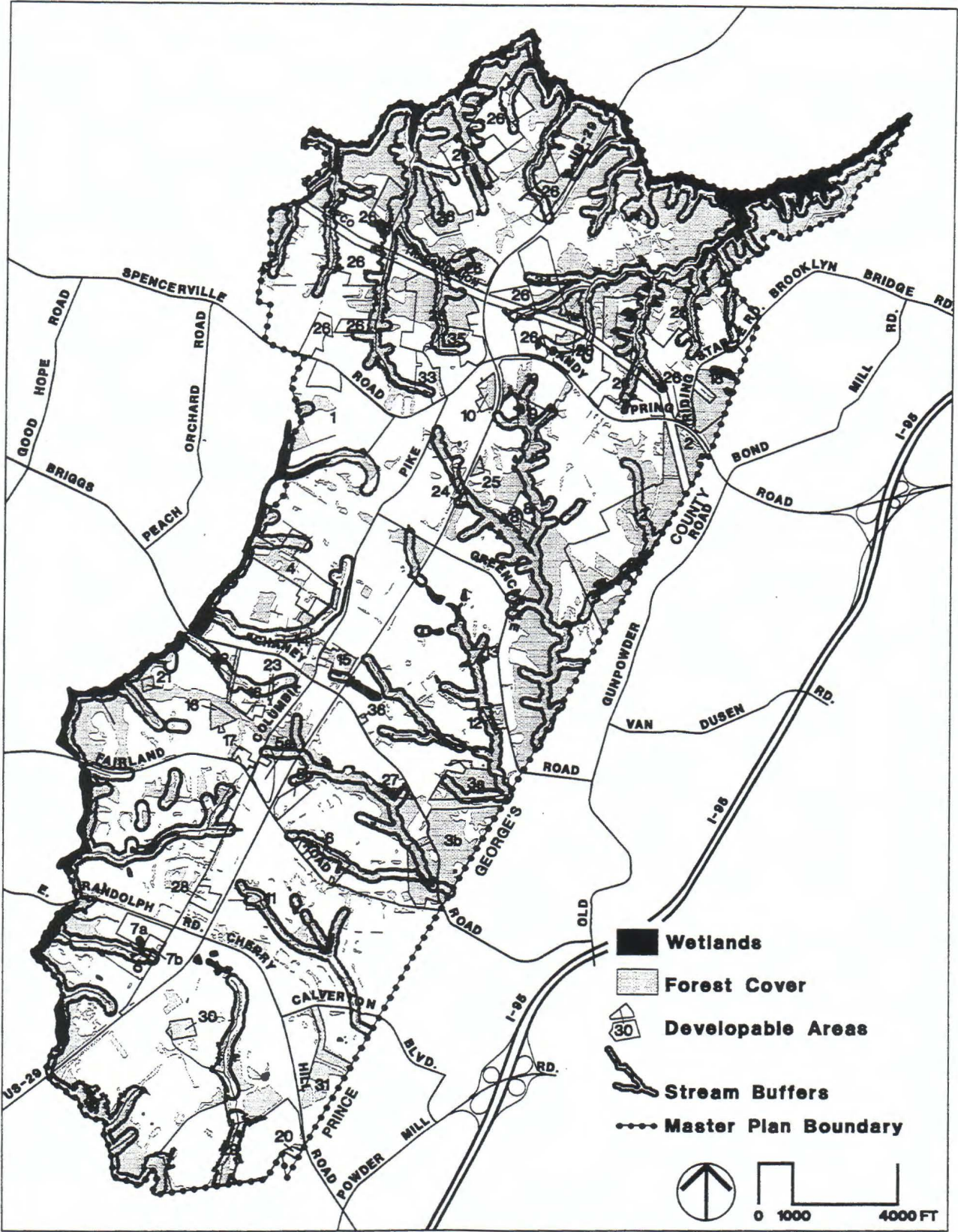
**Paint Branch Watershed**

The Paint Branch watershed, located in Fairland, Cloverly, and White Oak, drains into one of the few trout fishery stream systems in the County. Paint Branch is the only stream system in the County that has a **proven, long-term record** of sustaining naturally-reproducing trout. Fairland drains to one of the three streams (Right Fork) in Paint Branch that provides habitat for young trout (fingerlings) and limited trout spawning. The Right Fork also has the highest water quality of all the streams in the Paint Branch. The streams in the upper parts (north of Fairland Road) of the watershed are generally of high quality, as represented in the healthy and diverse aquatic insect and fish communities found in these streams.

The upper Paint Branch Watershed was designated as a SPA by the Montgomery County Council on July 11, 1995. As part of the SPA designation the County Council confirmed the Performance Criteria (Appendix III) of the 1981 Plan and required that it be incorporated into appropriate guidelines and regulations and used as part of water quality plan reviews.



FIGURE 48





An unusual natural feature found in Fairland is the fall line, the transitional area between two physiographic regions: the western Piedmont region, which has undulating topography, and the eastern Coastal Plain region, which has flatter topography and sandier soils. The fall line, which roughly follows US 29, contains steep stream sections that fall through steep-sided, narrow gorges. This is evident in the scenic torrent and gorge sections of Paint Branch that lie mostly within the Paint Branch Stream Valley Park.

**OBJECTIVE: Maintain imperviousness levels of the Right Fork tributary and mainstem to Fairland Road as close to existing levels as possible to preserve steady stream base flow, cold water temperatures, and high water quality, and to minimize land disturbance activities that can create damaging levels of sediment input to the streams.**

**RECOMMENDATIONS:**

- Development must be consistent with the requirements of the SPA, as designated by the County Council for the upper Paint Branch above Fairland Road, as well as MCDEP regulations and Planning Board's Environmental Guidelines.
- The Planning Board has submitted an environmental overlay zone to the County Council that would follow the Special Protection Area (SPA) boundaries identified in this Plan. The zone as proposed would limit imperviousness levels for new development and place restrictions on special exception uses. The zone will only go into effect if adopted by the County Council and if applied by a zoning map amendment.
- Reduce existing imperviousness where possible for redevelopment in the upper Paint Branch Special Protection Area to help prevent degradation of trout-spawning habitat. New development in the upper Paint Branch SPA should be limited to ten percent imperviousness.
- Dedicate portions of the Baldi property (Parcel 525) that contains seeps, springs, wetlands, buffers as required, and erodible soils when the property is subdivided.
- Acquire the part of the Hunt property (Parcel 230) that adequately protects the seeps, springs, wetlands, and hardwood forest; this may affect a significant portion of the property.

**OBJECTIVE: Avoid further degradation of streams in the Paint Branch subwatersheds downstream of Fairland Road (outside the Special Protection Area), and maintain or improve conditions for the cold water resources of the Paint Branch.**

**RECOMMENDATIONS:**

- Consider the Paint Branch watershed south of Fairland Road an Environmental Restoration Area, where standard protection is applied to new development projects and retrofit projects are designed to correct damage done by existing development.
- Limit impervious surfaces as much as possible, given existing land use and zoning patterns.
- Apply stringent and best available measures for stormwater management and sediment and erosion controls for new development.
- Maintain or increase County efforts to identify and implement projects that improve the performance of existing stormwater management facilities and improve stream conditions.



## AIR QUALITY

The quality of air affects both human health and the health of native plant and animal communities. Air pollution and the improvement of air quality are primarily dealt with at a scale that involves the entire Washington metropolitan area. Federally mandated pollution control equipment and efforts to reduce region-wide pollution levels are intended to reduce future air quality problems. This Plan supports these region-wide efforts by recommending improving access to community facilities and transit so that the number of auto trips can be reduced.

Locally, WSSC's Montgomery County Regional Composting Facility (Site 2) adjacent to the Montgomery Industrial Park has created a recurring air quality problem. Built in 1982 by WSSC for the purpose of composting WSSC's share of biosolids from the Blue Plains Wastewater Treatment Plant, the composting facility's major impact on the community has been odor. The facility was originally designed to process 400 wet tons per day (wtpd) of sewage sludge. Despite WSSC's use of state-of-the-art odor control technology, the facility has operated at an average of less than half of its design capacity due to odors that continue to plague the community. By Council Resolution 10-1095, the Montgomery County Council adopted a number of conditions that must be met prior to any increase in tonnage over 200 wtpd. These conditions act as performance criteria, essentially dictating no increase in tonnage until odors are controlled. WSSC and the County's Department of Environmental Protection operate a program to monitor odors affecting the community and staff a citizens' group that oversees odor issues at the plant.

**OBJECTIVE:**            **Develop strategies to mitigate adverse environmental impacts of air quality.**

### RECOMMENDATIONS:

- Propose transportation strategies that encourage people to use alternatives to single-occupant vehicles.
- Expand the system of bikeways and sidewalks to improve access to and from bus stops, neighborhood retail areas, schools, and employment areas.
- Design and locate public spaces to minimize human exposure to localized pollution such as major intersections.
- Do not expand amount of biosolids processed at the WSSC Facility (Site 2) until odors are controlled as detailed in Council Resolution 10-1095. (See also page 74.)

## FOREST AND TREE PROTECTION

The County's Forest Conservation legislation, adopted in 1992, requires that forest and tree conservation be a part of future development projects (see M-NCPPC's *Trees - Approved Technical Manual*). Forest conservation measures include avoiding or minimizing tree clearing and replacing trees that cannot be retained. A major goal of the forest conservation program is to retain or plant trees in priority environmental areas, such as stream buffers, on developing properties. When this is not possible, required planting may be done off-site, preferably within the same watershed. The M-NCPPC is preparing a county-wide forest resource inventory and conservation plan that identifies priority areas for reforestation. As a last resort, 153 payment of a fee to a county tree fund for reforestation projects is acceptable in lieu of planting. Improvement of existing wooded areas is sometimes needed to remove invasive vegetation, thus encouraging natural succession of native species.

The fall line creates habitat of unusual forest communities with a diverse mix of Piedmont and Coastal Plain plant species. A diverse forest community with these species has been documented at McKnew Local Park in the Little Paint Branch watershed and is known to extend into adjoining private land. The forest resources in the Fairland section of Paint Branch are more fragmented than in the Patuxent watershed. Forest habitats are largely found within the stream valley park system and, to a much smaller extent, along the tributaries traversing private property.

**OBJECTIVE: Protect remaining forest cover and expand forest cover where possible and practicable.**

**RECOMMENDATIONS:**

- Locate stormwater management facilities and sediment and erosion control measures outside the stream buffers areas where feasible to keep wooded buffer areas intact and allow for forest plantings in non-wooded buffers (consistent with the Forest Conservation Law).
- Preserve existing forest within the expanded stream buffers as part of SPA designation in upper Paint Branch.
- Designate expanded buffers that are not wooded as high priority forest planting areas.
- Protect existing high quality forest with expanded buffer areas in the following areas:
  - Hunt/Baldi properties: Include hardwood forest stand in a Conservation Area.
  - Konterra: Cluster development to protect stream buffer areas and high quality forest stand between the stream and Colonial Gas Pipeline right-of-way.
  - Smith Property: Cluster development to protect stream buffer areas and high quality forest stand in northern and eastern ends of area.
  - Blackburn Road: Cluster development to maximize tree cover and forest preservation.

**NOISE**

Excessive noise is an environmental health problem. Noise from roadway traffic is the single most pervasive noise source in Fairland. Transportation noise impacts usually occur on residential sites that are adjacent to heavily traveled roadways, such as arterials and major highways.

**OBJECTIVE: Develop strategies to mitigate adverse environmental impacts of intrusive noise levels.**

**RECOMMENDATIONS:**

- Incorporate noise abatement where possible for existing and projected noise impact areas as part of future road widening projects.
- Continue to require noise-compatible site design for new residential development in noise impact areas along roads.



## COMMUNITY WATER AND SEWER

The T. Howard Duckett (or Rocky Gorge) Reservoir was created by WSSC on the Patuxent River to provide a source of drinking water for the bicounty area. Protection of the reservoir's water quality was a goal in the 1981 Plan and continues to be a goal in this Plan. Currently, community water and sewer service is generally available in the Little Paint Branch and Paint Branch watersheds. Most development in the Patuxent watershed is served by private septic and well systems.

In 1980, the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space* recommended Rural Cluster zoning for the lower Patuxent. Extension of community water and sewer was recommended only where logical and economically feasible or where connection into existing transmission lines (Northwest Branch, Paint Branch, and Little Paint Branch) was possible.

The 1981 Eastern Montgomery County Master Plan confirmed the Rural Cluster zoning in the lower Patuxent watershed and recommended no planned service for community water and sewer north of Spencerville Road.

There are no publicly owned or operated pumping stations or force mains in the Fairland Planning Area. A relief sewer project will eventually be needed in the lower Paint Branch (south of US 29 to Prince George's County). Reduction of the development potential in the headwaters will not offset the need for this relief. The timing, location, and design of this project would be recommended by the WSSC to the County Council based on the results of a facility plan. The facility planning process will be monitored by a policy review group consisting of staff from the County Executive, County Council, M-NCPPC, and the WSSC.

**OBJECTIVE: Provide appropriate community sewer and water facilities with minimal impacts to the area's natural resources.**

### RECOMMENDATION:

- Construct community water and sewer service extensions in an environmentally sensitive manner. When feasible, water and sewer lines should be located outside stream buffers, especially wooded stream buffers. Where extensions or major improvements are deemed too damaging, alternatives such as pump-overs and force mains should be considered in the Anacostia basin.

**OBJECTIVE: Reinforce land use management policies in the Patuxent watershed and preserve the high water quality.**

### RECOMMENDATIONS:

- Reconfirm the 1981 Plan's policy of extending sewer service to properties that can tie into existing gravity systems; pumping stations are discouraged and should be used as a last resort in the Patuxent watershed.
- Individual properties recommended for sewer service in the Patuxent watershed outside of the gravity sewer envelope can be considered for service using grinder pumps and pressure sewers to avoid major capital facilities.
- In general, reconfirm the policy of no sewer service within the Patuxent watershed for Rural Cluster Zone properties.

- Maintain the low-density rural land use policy and zoning within the lower Patuxent watershed even if extension of sewer service is extended via gravity. Zoning should correspond to existing patterns of development and the potential extension of water and sewer service. In the Patuxent, areas zoned RE-1 and R-200 should have access to community water and sewer; RC should have access to community water only.
- Sewer service to properties zoned RE-1 is recommended if service can be provided via gravity to existing lines in the Patuxent or other watersheds.
- Make community sewer available to commercially zoned properties that can connect to the Anacostia sewerage system.



## VIII. HISTORIC RESOURCES AND PRESERVATION

Designation of historic sites and districts highlights values that are important in maintaining both the County's overall cultural heritage and the social fabric and identity of its individual communities. The intent of the County's historic preservation program is to provide a rational system for identifying, evaluating, and protecting the County's historic and architectural heritage for the benefit of present and future generations.

### OBJECTIVES:

- **Highlight the sites that are important in maintaining the character of the Fairland Master Plan area.**
- **Protect and enhance the Fairland Master Plan area's historic and architectural heritage for the benefit of present and future residents.**
- **Integrate historic sites into new and existing development.**

The *Master Plan for Historic Preservation* and the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. Placement on the *Master Plan for Historic Preservation* officially designates the property as a historic site or historic district and places it under the protective provisions and procedural requirements of the County's Preservation Ordinance. This status affects only the exterior historic appearance of the structures and their designated environmental settings. Owners of designated properties can qualify for a number of County and State preservation tax credits, as well as other financial aids and incentives, to assist with the maintenance and preservation of their properties.

The historic properties discussed in this chapter range in date from the late eighteenth to the mid-twentieth centuries and represent well the historic land use and the evolution of the region from a sparsely populated agricultural region into a concentrated suburban community. Table XIV summarizes the current status of the historic resources of the Fairland Master Plan area and Figure 49 illustrates the general location of these properties.

The *Historic Resources of the Eastern Montgomery County Master Plan Areas* gives a historic overview of the Fairland Master Plan area and Eastern Montgomery County, as well as descriptions and pictures of the historic sites currently designated on the Master Plan for Historic Preservation. This report includes those historic properties currently on the *Locational Atlas and Index of Historic Sites in Montgomery County* and other potential historic structures, including those in the Fairland Master Plan area that are to be evaluated for designation. It also contains further explanation of the historic preservation designation criteria, the effects of historic site designation, and description of potential tax benefits to owners.

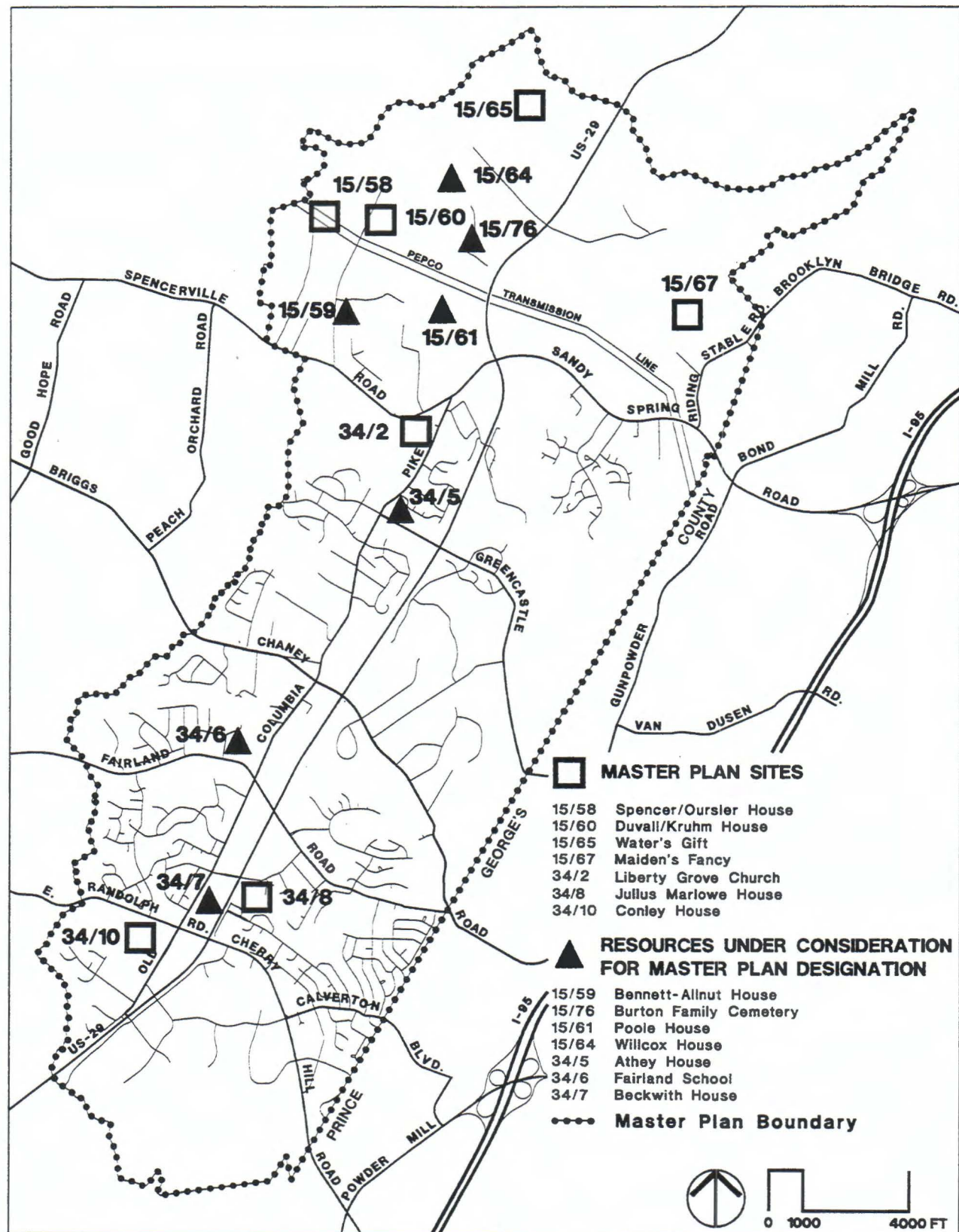




Table XIV

# **HISTORIC RESOURCES FAIRLAND MASTER PLAN**

Ident. #	Name	Address	Comments	HPC Recommen- dation	Plan Recommen- dation
<b>MASTER PLAN SITES</b>					
#15/58	Spencer/ Oursler House	15920 Oursler Road	Distinctive example of folk Victorian triple-A, center hall I-house characterized by its three gables or A's (side gables and steeply pitched center cross gable). Built in two stages between 1863 and 1870 by Hiram Spencer and later purchased by Amelia and Charles Oursler and passed on to their son Augustus, the house was inhabited by only two families before M-NCPPC acquired the property in 1970 as part of plans for a park.		Master Plan
#15/60	Duvall/Kruhm House	15900 Kruhm Road	Important local representative of a center hall I-house built ca. 1885. The folk Victorian farmhouse, with its massive period bank barn and outbuildings, is also the heart of an outstanding late nineteenth century farmstead and reflects the lifeways of enterprising farm families in Eastern Montgomery County in this period.		Master Plan
#15/65	Waters' Gift	3600 Dustin Road	This log and frame farmhouse, originally built as a one-story chestnut log cabin around 1750 with later mid-nineteenth century two-story clapboard additions, has strong historical associations with the Waters family and their contributions to the early settlement and agricultural development of Fairland.		Master Plan
#15/67	Maiden's Fancy	15701 Aitcheson Road	Outstanding local example of a transitional Georgian/Federal brick I-house with a flemish-bond main facade and accentuated flat arches constructed for James and Lucretia Waters Ray about 1807. The house, considered a farmer's mansion in eastern Montgomery County in this period, also has historical associations with the Waters and Carr families and their contributions to the settlement and development of the Burtonsville area.		Master Plan

**Table XIV (Cont'd.)**  
**HISTORIC RESOURCES**  
**FAIRLAND MASTER PLAN**

Ident. #	Name	Address	Comments	HPC Recommen- dation	Plan Recommen- dation
<b>MASTER PLAN SITES</b> (Cont'd.)					
#34/2	Liberty Grove Church	3537 Spencer-ville Road	Originally built ca. 1863 and remodeled after a fire with a belfry, vestibule, and wing additions between 1923 and 1927, Liberty Grove Church is an expansive frame structure that combines a vernacular Gothic Revival church with a parish house, classrooms, and social hall. The complex building visually expressed the church's ambitions to expand its ministry throughout the community and represents a major institutional landmark with strong historical associations with the growth and development of Burtonsville.		Master Plan
#34/8	Julius Marlowe House	2525 Musgrove Road	Three-bay, two-story I-house originally erected about 1800 with later nineteenth century lateral and rear additions. Although sided with redwood clapboards, the house still recalls its associations with the early settlement and agricultural development of the region.		Master Plan
#34/10	Conley House	12500 Old Columbia Pike	Built around 1903, the Conley House is an outstanding local example of the Neoclassical style that embodies the Conleys pride in their "Green Ridge" farm and manifests their status as a successful farm family in the community during the first half of the twentieth century.		Master Plan
<b>SITES RECOMMENDED FOR DESIGNATION ON THE MASTER PLAN FOR HISTORIC PRESERVATION</b>					
#15/59	Bennett-Allnut House	2708 Spencer-ville Road	Locally significant as a rare surviving example of a double-parlor plan I-house built about 1862. It is the sole representative of this house type to be identified in eastern Montgomery County and illustrates an amalgam of English Georgian form and Germanic plan that was once common on the nineteenth century rural landscape of Pennsylvania and central Maryland.	Yes	Yes



Table XIV (Cont'd.)

**HISTORIC RESOURCES  
FAIRLAND MASTER PLAN**

Ident. #	Name	Address	Comments	HPC Recommen- dation	Plan Recommen- dation
<b>SITES RECOMMENDED FOR DESIGNATION ON THE MASTER PLAN FOR HISTORIC PRESERVATION</b> (Cont'd.)					
#15/76	Burton Family Cemetery	3700 Block Bell Road	Small nineteenth century cemetery of the founding family of Burtonsville with plots laid out in rows on a rectangular lot. Most of the stones are simple granite pylons without inscriptions and there are several footmarkers with only initials. Two prominent double markers of white granite set on granite sills have inscriptions that indicate Isaac (died 1873) and Keturah (died 1877) and William (1787-1832) and Susan Burton (1783-1860) are interred here.	Yes	Yes
<b>SITES RECOMMENDED BY THE HPC FOR REMOVAL FROM THE LOCATIONAL ATLAS AND INDEX OF HISTORIC SITES</b>					
#15/61	Poole House	3300 Belle Cote Road	Local tradition holds that this greatly altered log 2/3 Georgian plan house, erected about 1850 (now a rear ell) with an I-house frame addition around 1885, was once a dwelling for the tenants of Louis Duvall (Duvall/Kruhm House #15/60). The building was extensively renovated in the 1980s.	No	No
#15/64	Wilcox House	3720 Bell Road	This two-story gable front and wing house, built in two sections around 1859 and 1905, was representative of popular folk Victorian houses erected by Montgomery County farmers in the late nineteenth century. Extensively remodeled and expanded in the recent past.	No	No
#34/5	Athey House	3320 Green-castle Road	This 1891 two-story gable front and wing house was representative of the type of Gothic Revival or Queen Anne style farmhouses erected by Montgomery County farmers in the late nineteenth century. Extensively remodeled as an "early Americana farmhouse" in the 1970s.	No	No

Table XIV (Cont'd.)

**HISTORIC RESOURCES  
FAIRLAND MASTER PLAN**

Ident. #	Name	Address	Comments	HPC Recommen- dation	Plan Recommen- dation
<b>SITES RECOMMENDED BY THE HPC FOR REMOVAL FROM THE <i>LOCATIONAL ATLAS AND INDEX OF HISTORIC SITES</i> (Cont'd)</b>					
#34/6	Fairland School	2510 Fairland Road	Built ca. 1895 this one-story school/residence was a simple gable front clapboard building that was converted to a L-shaped house in the 1920s and renovated again in the 1980s. The structure is the last surviving nineteenth century school in the eastern section of the County, but it is now too altered to reflect its associations with the history of American public education.	No	No
#34/7	Beckwith House	13150 Old Columbia Pike	This ca. 1865 two-story, side-gabled folk Gothic Revival style farmhouse was greatly expanded and renovated in the 1980s and no longer reflects either its associations with the region's agricultural history or represents a significant example of the vernacular architecture.	No	No



## **IX. IMPLEMENTATION**

To implement the recommendations of this Plan, actions need to be taken by a variety of governmental bodies. This section provides implementation strategies relating to zoning, the provision of public water and sewer services, the Capital Improvements Program (CIP), and the application of the County's Annual Growth Policy (AGP).

### **ZONING**

- Amend the County Zoning Ordinance as follows:

#### **Section 59.C.18:**

Amend Overlay Districts to include three overlay districts. One is to be used in the Burtonsville Industrial Area and one in the US 29/Cherry Hill Road Employment Area. These overlays will allow specific uses and limit other uses currently permitted under the base zones, to provide flexibility in development standards, and to ensure compatibility of the proposed uses. The third overlay is an environmental overlay to be used to ensure a higher level of protection in the upper Paint Branch watershed.

#### **Section 59.C.4:**

Amend Commercial Zones to add a new zone, C-6, intended for concentration of low-intensity, regional commercial uses located with access to major roadways. This zone would be applied to 42 acres within the West\*Farm Technology Park.

- A comprehensive rezoning action (Sectional Map Amendment) should immediately follow the approval and adoption of this Plan to implement the zoning recommendations on properties where a zoning change is recommended and confirm existing zoning on other properties where no zoning changes are proposed.

### **CAPITAL IMPROVEMENTS PROGRAM**

The following tables contain current projects (Table XV) in the Capital Improvement Program and projects that should be added to implement the goals and recommendations of this Plan (Table XVI).

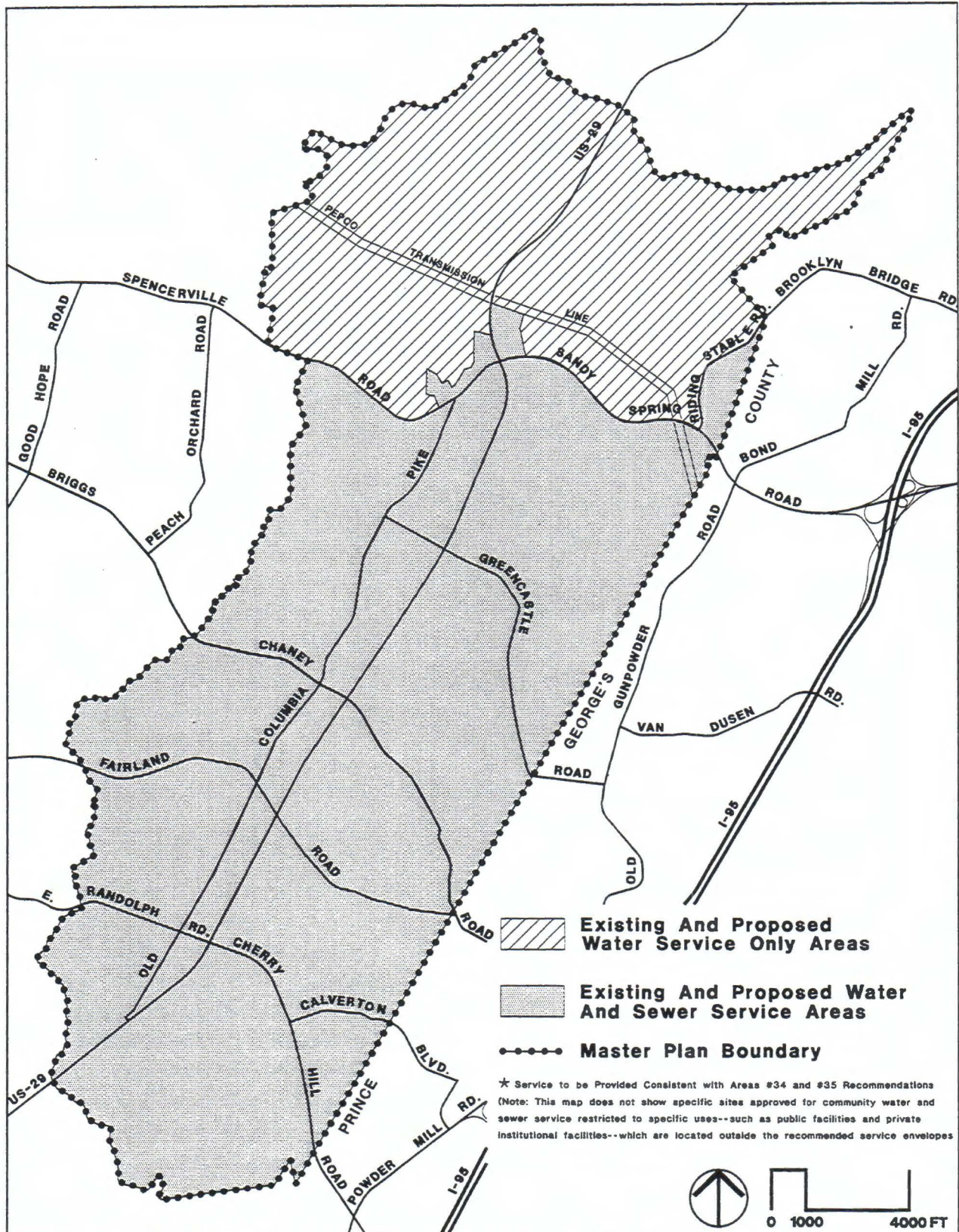
### **STAGING**

Staging is the process for the provision of public infrastructure and includes a procedure by which planned private development can proceed in an orderly and cost-effective manner. There are two public facilities critical to future growth: public water and sewer service, regulated by the Ten Year Water and Sewer Plan, and the transportation network, as regulated by the Adequate Public Facilities Ordinance.



# WATER AND SEWER SERVICE AREAS

FIGURE 50





## **Comprehensive Water Supply and Sewerage Systems Plan**

The Montgomery County Comprehensive Water Supply and Sewerage Systems Plan governs the provision of water and sewer service throughout the county. The goal of the Plan is to assure that existing and future water supply and sewerage system needs of the County are satisfied in an orderly and cost-effective manner consistent with the County's land-use planning policies and other environmental and public health goals. The Plan designates for all properties in the county one of six water and sewer staging categories that are primarily based on master plan development staging strategies and/or capital program infrastructure staging. The authority to adopt and amend the Plan resides with the County Council, and the County Executive administers the Plan through MCDEP in cooperation with M-NCPPC and WSSC.

The Master Plan recommends comprehensive water and sewer service area map amendments for the Water and Sewer Plan which will place properties in the appropriate service area categories consistent with the policies of the Water and Sewer Plan and the recommendations of the Master Plan. The proposed service area is shown on Figure 50. MCDEP will prepare the amendments, in consultation with M-NCPPC, for consideration by the County Council.

Properties that require community water and sewer service must be in categories S(Sewer)-1, 2, or 3, and W(Water)-1, 2, or 3, indicating the highest priorities for community service, to proceed with the development process. To limit development potential, the lowest priority for community service, categories S-6 and W-6, indicating no planned service, should be confirmed for the Patuxent Watershed, except as identified in the following recommendations.

Water and Sewer Plan policies generally do not provide for the extension of community sewer service to areas zoned RE-1 and RE-2, except as recommended by local area master plans. This Plan recommends such an exception, confirming the recommended sewer service area proposed in the 1981 Eastern Montgomery County Master Plan. Community service is readily available to the RE-1 zoned areas of the Plan due to extensions provided for adjacent, more densely-zoned areas, including service to PD-2 zoned properties. This floating zone option for the RE-1 Zone was removed by the 1990 Trip Reduction Amendment. The County Council has previously concurred with the provision of service to the RE-1 areas in Fairland and Cloverly provided the required main extensions were logical, economical, and environmentally acceptable. Community sewer service is generally required in order to implement RE-1 cluster development, as recommended for Area #1. The majority of the properties in Area #18, recommended in this Plan for RE-1 zoning, are already approved for service. The area zoned RE-2 is contained within Fairland Recreational Park, for which M-NCPPC has already received approval for community sewer service for proposed park facilities.

### **RECOMMENDATIONS:**

MCDEP will initiate a comprehensive Water and Sewer Plan map amendment to include:

- Community water and sewer service for all properties in all zones south of MD 198; MCDEP will recommend appropriate staging based on infrastructure needs.
- Community water and sewer service for properties zoned commercial (C-2), industrial (I-1), office-building (O-M), and residential (R-200 and RE-1 only) north of MD 198
- Community water service only for areas north of MD 198 zoned Rural Cluster (RC) consistent with the Water and Sewer Plan policies regarding water service without sewer. No planned sewer service for areas zoned RC north of MD 198, except to support special exception uses as recommended in this Plan.

Table XV

**CURRENT MAJOR CAPITAL IMPROVEMENT PROJECTS TO SERVE  
THE FAIRLAND MASTER PLAN AREA**

Project Number Date	Description	Implementing Agency	Cost	Estimated Completion Fiscal Year
833888	East Randolph Road Phase I	MCDPW&T	5,314,000	1995
833969	East Randolph Road Phase II	MCDPW&T	10,472,000	1997
863179	Proposed ICC Feasibility Study	MCDPW&T	746,000	1996
873114	Briggs Chaney Realignment East	MCDPW&T	3,510,000	1995
883103	Briggs Chaney Road Bridge 95	MCDPW&T	2,826,000	1995
923174	Robey Road	MCDPW&T	7,122,000	1998
905120	East County Government Services Center		2,730,000	1999
938142	Stormwater Management Retrofit	MCDEP	3,392,000	1999+
946560	Northeast Area High School	MCPS	28,365,000	1999
907114	Fairland Community Recreation Center	MCCR	6,475,000	1998
947167	East County Community Rec Center		5,105,000	1997
658545	Paint Branch Upper Stream Valley	M-NCPPC	on-going	
678566	Fairland Recreational Park	M-NCPPC	8,201,000	1999+
957738	Calverton-Fairland Local Park	M-NCPPC	50,000	1995
768673	Hiker Biker Trails Stream Valley Park	M-NCPPC	on-going	
857706	McKnew Local Park	M-NCPPC	367,000	1997
837872	Tanglewood Local Park	M-NCPPC	104,000	1997
938749	Fairland-Gunpowder Golf Course	M-NCPPC	2,338,000	1999+



**Table XVI**

**RECOMMENDED ADDITIONS TO CAPITAL IMPROVEMENTS PROGRAM TO  
SERVE THE FAIRLAND MASTER PLAN AREA**

Description	Estimated Improvement
Fairland Road Widening (incl. sidewalks)	6,400 LF
Briggs Chaney Widening (incl. sidewalks)	6,000 LF
Greencastle Road Widening (incl. sidewalks)	6,100 LF
Briggs Chaney Commercial Area Streetscape	2,500 LF
Sidewalks:	
Old Columbia Pike	37,200 LF
Friendlywood/Fairdale/Briggs Chaney	
Blackburn Road	
McKnew Road	
Sheffield Manor Drive	
Loma Linda Drive	
Burtonsville Rear Access Loop Road	2,000 LF
MD 198 Burtonsville Commercial Area	1,800 LF
Old US 29/Burtonsville Boulevard	1,700 LF
Burtonsville Regional Stormwater Management	
New Elementary School	
Little Paint Branch Stream Valley	
New Local Park (Stonehedge Area)	
Park Trails:	
Tanglewood - Briggs Chaney Trail	
Paint Branch north of Fairland Road	
Paint Branch/M.L.K. Park/Old Columbia Pike	
Sewer Service: Little Paint Branch	

## **Adequate Public Facilities Ordinance and Annual Growth Policy**

The Adequate Public Facilities Ordinance (APFO) promotes orderly growth by synchronizing development with the availability of public facilities needed to support the development. The Montgomery County Planning Board administers the APFO. In April 1986, the County Council enacted legislation that established an Annual Growth Policy (AGP) for the County. Since that time the Council has used the AGP to match the timing of private development with the availability of public facilities in each policy area. The AGP is designed to affect when development occurs (staging), not the location, amount, or type.

The Fairland Master Plan area lies within two policy areas: the portion south of MD 198 is within the Fairland/White Oak Policy Area; and the portion north of MD 198 is in the Patuxent Policy Area. The AGP recommends a goal of Level of Service C/D for Fairland-White Oak Policy Area. This Policy Area has been in an AGP-based moratorium for new housing development since 1984 and for jobs since 1988 because the transportation network is congested and does not meet the AGP standards. Development in the Patuxent Policy Area is not in moratorium and does not require Policy Area Transportation Review, but must pass Local Area Transportation Review.

It may not be possible, as indicated by the transportation analysis<sup>4</sup>, to balance the transportation system's capacity with the needs of existing and future development through road improvements alone. The end-state Total Transportation Level of Service (TTLOS) is the extent to which the provision of roads and transit meets the locally and regionally generated traffic demand. This Plan recommends many feasible transportation improvements and has recommended reductions to the amount of future development to better balance development and transportation capacity to the extent possible.

### **Development Districts**

Sources of funding must be identified for the infrastructure that will serve the Fairland community. There are a variety of funding mechanisms that may be appropriate for Fairland, including development districts. Development districts could be used to fund one or more types of infrastructure including, but not limited to, road improvements, sidewalks, street trees, and local parks.

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<sup>4</sup> See, *Transportation Report: Eastern Montgomery County Master Plan Areas*.



## X. REFERENCE MATERIALS

*Approved and Adopted General Plan Refinements of the Goals and Objectives for Montgomery County,* Maryland-National Capital Park and Planning Commission, December 1993.

*Approved and Adopted Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak,* Maryland-National Capital Park and Planning Commission, November 18, 1981.

*Approved and Adopted Amendment to the Master Plan for the Eastern Montgomery County Planning Area: April-Stewart Lane Amendment,* The Maryland-National Capital Park and Planning Commission, April 1988.

*Approved and Adopted Amendment to the Master Plan for the Eastern Montgomery County Planning Area: Trip Reduction Amendment,* The Maryland-National Capital Park and Planning Commission, July 11, 1990.

*Environmental Resources: Eastern Montgomery County Master Plan Areas,* Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, Revised 1996.

*Eastern Montgomery County Neighborhood Retail Study,* Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, Fall 1994.

*Fairland Master Plan Issues Report,* Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, November 1993.

*Functional Master Plan for the Patuxent River Watershed,* The Maryland-National Capital Park and Planning Commission, November 1993.

*Historic Resources of the Eastern Montgomery County Master Plan Areas,* Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, September 1995.

*Population and Household Profiles Eastern Montgomery County Master Plan Areas,* Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, May 1995.

*Transition to Community Policing--Strategic Implementation Plan,* Montgomery County Department of Police, August 16, 1993.

*Transportation Report: Eastern Montgomery County Master Plan Areas,* Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, Revised 1996.

*Upper Paint Branch Watershed Planning Study,* Montgomery County Planning Department, The Maryland-National Capital Park and Planning Commission, September 1995.

Resolution No: 13-835  
Introduced: March 25, 1997  
Adopted: March 25, 1997

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

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By: District Council

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Subject: Approval of Planning Board (Final) Draft Fairland Master Plan

Background

1. On, August 7, 1996, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board (Final) Draft Fairland Master Plan.
2. The Planning Board (Final) Draft Fairland Master Plan amends the Master Plan for the Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, dated November 1981.
3. On October 4, 1996, the County Executive transmitted to the County Council a copy of the Fiscal Impact Analysis on the Planning Board (Final) Draft Fairland Master Plan.
4. On November 12 and November 14, 1996, the County Council held public hearings regarding the Planning Board (Final) Draft Fairland Master Plan. The Master Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On December 9, 1996, January 27, 1997, February 3, 1997, and February 13, 1997, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board (Final) Draft Fairland Master Plan.
6. On February 25, 1997, and March 4, 1997, the County Council reviewed the Planning Board (Final) Draft Fairland Master Plan and the recommendations of the Planning, Housing, and Economic Development Committee.



Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland approves the following resolution:

The Planning Board (Final) Draft Fairland Master Plan, dated August 1996, is approved with revisions. Council revisions to the Planning Board (Final) Draft Fairland Master Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page ix: Modify the first bullet on the page as follows:

- Increases the potential for a greater percentage of single-family detached homes in undeveloped or underdeveloped areas within Fairland while maintaining a mix of housing types.

Page xii: Delete the eighth bullet on the page as follows:

- [• Recommends a series of public/private partnerships to implement proposal involving roadway, sidewalk, and streetscaping improvements]

Page xviii: Modify the seventh bullet as follows:

- [Limits] Recommends limiting imperviousness in all three watersheds to preserve high water quality.

Page xviii: Modify the ninth bullet as follows:

- [Improves] Supports improving air quality by encouraging design in new and existing development that promotes pedestrian, bicycle, and mass transit access.

Page xviii: Modify the last bullet on the page as follows:

- Recommends [phasing out] the Montgomery County Regional Composting Facility (Site 2) be considered for phase out.

Page 3: Under the heading "Description of the Fairland Master Plan Area" modify the second paragraph as follows:

- Natural and man-made features divide Fairland into smaller areas. Of these, roads and streams are the most prominent. The Paint Branch, which divides Fairland from the White Oak and Cloverly planning areas, and the Little Paint Branch, located east of US 29, are the two major streams in the planning area. Both streams are part of the Anacostia watershed. The Paint Branch watershed is the more environmentally sensitive and supports a spawning brown trout population in the headwaters of its tributaries. [The western side of] Old Columbia Pike is the divide between the two watersheds; the western side drains to the Paint Branch watershed; the eastern side to the Little Paint Branch watershed. Few east-west roads cross the Paint Branch or the Little Paint Branch streams because of the steep topography and wetlands.

Page 7: Modify the third sentence of the last paragraph on the page as follows:

Using the then recently adopted (1974) County policy of farmland preservation, the Plan proposed the use of Transfer of Development Rights from agricultural lands in the north-western part of the County to designated receiving areas in [the eastern part of] other areas throughout the County. The Eastern Montgomery master plan areas were among the first to incorporate receiving areas for TDRs.

Page 8: Insert new text after the first paragraph on the page (prior to the heading: "The 1993 General Plan Refinement").

The 1990 Trip Reduction Amendment was considered a short-term answer to the gap between public facilities and development. The length of the moratorium and the limited options for increasing transportation capacity has led to the conclusion that reductions in density and related automobile trips are necessary to address the imbalance between land use and transportation capacity in the long run as well.

Page 12: Modify third paragraph, last two sentences as follows:

The preference for single-family detached housing and Fairland's household characteristics suggests that [additional] single-family detached housing would best serve the needs of the community. This would also produce a closer balance among [all] housing types in portions of the planning area with undeveloped properties.

Page 13: Under the heading "Retail Space", modify the last paragraph as follows:

Retail trends toward value-oriented shopping, combined with the limited amount of large-scale discount retailing in the eastern part of the County, suggest that Fairland is a relatively untapped market for value retail. The amount of non-neighborhood retail or comparison shopping space per capita in Eastern Montgomery County is 6.9 square feet



compared to 20.6 square feet county-wide, evidence that the eastern portion of the county is underserved with respect to non-neighborhood retail space. The lack of large vacant tracts of commercially zoned land to accommodate this type of development makes redevelopment of older commercial space an attractive real estate investment option. The age and size of Burtonsville Shopping Center, in particular, could encourage the future redevelopment of this site.

Page 16: Under the heading “Residential Communities”, modify the fourth sentence as follows:

Maintain low-density development pattern within the Residential Wedge and Patuxent watershed [, reinforced by a continuing policy of no sewer service].

Page 18: Modify the third paragraph on the page as follows:

The Fairland Master Plan area already offers a wide choice of housing, including single-family detached and attached housing units and multi-family units. [The Master Plan area needs more single-family housing to balance the housing mix; therefore, increasing single-family housing is the main housing objective of the Plan.] In some communities there are far greater numbers of attached units and multi-family units than single-family detached units. To help balance this housing mix, the Master Plan recommends that undeveloped areas be predominantly single-family detached. This correlates with the General Plan objective to “maintain and enhance the quality of housing and neighborhoods”.

Page 20: Footnote this map (and other similar maps in the Plan) to indicate the date it was prepared.

Page 28: Change the recommendation in the middle of the page as follows:

- Maximize the [potential for] percentage of single-family detached units [development] in the developable areas.

Page 28: Revise Table VI to indicate the proposed number and mix of dwelling units based on Council actions.

Page 31: Add to the end of the page:

**OBJECTIVE: Develop land use and transportation recommendations that will result in a balance between the transportation capacity and the transportation demand generated by the land use.**

The balance between transportation facilities/services and land use is a critical issue in Fairland since the area has been in moratorium since 1986 and the options to increase transportation capacity are limited. In developing this Plan, a primary objective was to

insure that the land use and transportation recommendations would result in a Plan that would be in balance at build-out. Given the constraints, the only way in which this balance will be achievable is by reducing the number of trips and increasing transportation options wherever possible.

#### **RECOMMENDATIONS:**

- Reduce the number of trips by reducing densities wherever appropriate.
- Identify all options for increased transportation capacity.

Page 33: On the map, indicate the location of the Towns of Gloucester community.

Page 36: Modify the first paragraph as follows:

Calverton is one of the older residential areas in Fairland. Its edges are defined by Fairland Road, Cherry Hill Road, and US 29. Calverton crosses the County line and the local civic association includes residents of both Prince George's and Montgomery Counties. There are approximately 900 single-family detached homes and 330 townhouses in the Montgomery County portion. The townhouses are part of the West\*Farm community, a development built in the 1980s on the former University of Maryland Agricultural Experiment Station. The average density is 3.5 units per acre. Many of the detached homes were built in the 1960s; the townhouses were built in the 1980s. Public facilities include the Galway Elementary School, the adjoining Galway Drive Local Park, and the Fairland-Calverton Park. There is a local swim club and a church. Other uses include the Manor Care Nursing Home and the Bell Atlantic offices.

Page 36, Area 11: Modify the first bullet as follows:

- Remove TDRs and [,] retain the R-90 zoning to be more compatible with adjacent single family detached homes and provide for protection of environmental features.

Page 36, Area 11: Modify the second bullet as follows:

- Retain wooded stream valley in a stream buffer and locate stormwater management facilities and sediment/erosion control measures outside stream buffer where feasible. This area is predominantly wooded and a tributary to the Little Paint Branch runs through the middle of the site making access to the entire property very difficult. These physical characteristics make use of additional density under TDRs problematic.



Page 36, Area 31: Amend the first paragraph fourth sentence as follows:

The State [is closing] has closed Great Oaks so that residents can live in smaller groups in existing communities [and is considering development options for the land].

Page 36, Area 31: Amend the last paragraph as follows:

[A-287, an arterial road recommended in the 1981 Plan, was built from Cherry Hill Road to Gracefield Road.] Any redevelopment of Great Oaks should connect A-287 [extend the existing road] through the site from Cherry Hill [Gracefield] Road to [the] Powder Mill Road in Prince George's County. This road will provide an alternative to Calverton Boulevard and aid in the dispersal of through traffic.

Page 38: Amend the first sentence of the last bulleted paragraph as follows:

- Connect A-287 [Extend Clover Patch Drive (A-287)] as an arterial right-of-way to Powder Mill Road in Prince George's County.

Page 40, Area 5b: Amend the first bullet as follows:

- Remove TDRs since using TDRs will be difficult due to access constraints and adjacency to two major highways (US 29 and the ICC), as well as the proposed US 29/ICC interchange; retain R-60 zoning; suitable for townhouses if clustered.

Page 40, Area 6: Amend the first bullet as follows:

- Rezone from R-90 to R-200 to achieve a better balance of housing types[.], to provide adequate protection for steep slopes and the wooded stream along the northern boundary, and to provide compatibility with development directly opposite and to the east on both sides of Fairland Road. Compatibility with higher density to the north will be achieved through a wooded stream buffer.

Page 42: Amend the second paragraph first and second sentences as follows:

Public facilities include the Fairland Recreational Park under construction [(unimproved in Montgomery County, but slated for construction after 1999), the] and recently completed Edgewood Local Park, Greencastle Elementary School, and a County park-and-ride lot. The East County Recreation Center adjacent to the park-and-ride lot is under construction and when completed, it will provide indoor and outdoor recreation facilities within walking distance of the Greencastle/Briggs Chaney community. [A police substation] The Montgomery County Police Satellite Facility opened in Briggs Chaney Plaza in August 1994.

Page 42, Area 3a: Amend the first bullet as follows:

- Rezone R-30 to R-90 to reduce total amount of development because of limited road access and to provide better balance of housing types in the Greencastle/Briggs Chaney Road community. [The] This site area may be appropriate for elderly housing at a scale consistent with surrounding development and with sufficient green space. Encourage assemblage of the entire area for elderly housing, although elderly housing development could be achieved on the larger parcel not having access to Dogwood Lane. Townhouse development under the RT-8 zone would be appropriate for the smaller parcels with access to Dogwood Lane as a transition between the existing R-30 development and the R-90 zoning recommended in this Plan. Discourage RT-8 for the larger parcel.

Page 45, Area 8: Amend the first bullet as follows:

- Remove TDRs, rezone to R-200 to reduce density where environmental constraints, very steep slopes, woods, and streams, severely limit the ability to achieve the densities permitted under R-90/TDR zoning.

Page 45, Area 25: Amend the bullet as follows:

- Remove TDRs since TDRs cannot be used due to access constraints and proximity to US 29(which will require significant setbacks); [,] retain R-90 zoning.

Page 47: Amend the first paragraph last sentence as follows:

[The 1995 CIP contains plans to improve the park by 1997.] The park is planned to be improved by FY99.

Page 47, Area 2: Modify the first bullet as follows:

- Remove TDRs designation, retain R-200 zoning[;] since the density bonus provided by TDRs cannot be achieved in the golf course community design due to environmental constraints associated with the Little Paint Branch that flows through much of Area 2. [r]Rezone the RE-2 portion to R-200[.] to remove split zoning on properties. Encourage use of the Planned Development (PD) zone to achieve the appropriate mix and size of units, an improved golf course design located outside the stream valley, and protection of other environment features such as steep slopes and wooded area. The PD will permit a greater level of scrutiny throughout the development process and will promote compatibility between the golf course community and the existing community that will share a street network and elementary school.



Page 50, Area 7a: Amend the first bullet first sentence as follows:

- Rezone from R-90/TDR to R-200 to provide compatibility with single family detached development to the west and north and the larger lots recommended around the historic setting of the Conley House and to achieve a higher percentage of detached homes within the Rolling Acres community.

Page 52, Area 28: Modify the first bullet as follows:

- Rezone to R-200 to reduce maximum density so that adequate setbacks and buffers can be provided to the east along US 29 and to the north and south where there are institutional and special exception uses and to insure compatibility [to be compatible] with [surrounding zoning] existing residential development.

Page 57: Amend the second paragraph first sentence as follows:

Banneker Middle School, [Fairdale] Fairland Elementary School, Paint Branch High School, the new Fairland Library, and Columbia Local Park are located in this area.

Page 57: Amend the third paragraph second sentence as follows:

This [78]147-acre area is zoned for one acre lots and could provide, in addition to large lots, added protection for the Right Fork of the Paint Branch and for one of the few remaining hardwood forests in Fairland.

Page 57, Area 1: Amend the fourth bulleted paragraph as follows:

- Develop street extensions with sidewalks from MD 198 and Briarcliff Manor Way into the new development as each of the three parcels develops. The street connections should be laid out circuitously so as not to encourage through traffic between MD 198 and Old Columbia Pike via Briarcliff Manor Way.

Page 57, Area 1: Amend the fifth bullet as follows:

- Cluster development may be appropriate if common open space, dedication or acquisition of parkland, and environmentally sensitive layout results, including noise mitigation and appropriate setbacks along MD 198. Cluster development should include a range of lot sizes from the minimum 15,000 square feet to one acre or more. The lot layout and location of open space should be compatible with adjacent existing lots and the different sized lots should be distributed appropriately given surrounding development. The approval of community sewer service should be coordinated with the approval of subdivision plans which address the environmental concerns associated with development in the headwaters of the Paint Branch.

Page 58, Area 10: Modify the bullet as follows:

- Remove TDRs, rezone to R-200 to be more compatible with adjacent R-200 development and to provide for necessary setbacks from US 29 and a buffer for the wooded portion of the site.

Page 58, Area 41: Modify the bullet as follows:

- Rezone RE-1 portion to R-200 to eliminate split zoning on property and to be consistent with the adjacent PD 2 (2 lots per acre) and R-200 development across Old Columbia Pike.

Page 58, Area 42: Insert after Area 41 as follows:

Area 42: 14 acres: RE-1; 3 parcels

- Rezone the Union Cemetery Property from RE-1 to RE-2. This old cemetery predates the comprehensive zoning for this part of the county. Cemeteries are not a permitted use in the RE-1 zone, but can be permitted by special exception in the RE-2 zone. The owners can then apply for a special exception and eliminate the non-conformity.

Page 59: Modify Figure 25 to show newly identified Area 42.

Page 60, Area 26: Modify the fourth bullet as follows:

- Do not extend sewer service to RC zoned properties; water service to RC zone considered on a case by case basis.

Page 60, Area 26: Insert additional bullet after fourth bullet as follows:

- Community water and sewer service for R-200 zone.

Page 60, Area 18: Insert additional bullet after first bullet as follows:

- Extend community water and sewer service.

Page 62: Amend the fourth paragraph second sentence as follows:

A [popular] restaurant[, Harry's,] lies adjacent to the south.

Page 65: Amend Figure 28 to show streetscaping extending on Briggs Chaney Road to Gateshead Manor Way to conform with text recommendations on page 64.



Page 66: Revise the last sentence on the page as follows:

Area 34 is zoned Rural Cluster[, but housing detached lots between the two roadways may not be viable]. Special exceptions may be preferable to single-family detached lots on the portion of the Area that will be located between the two roadways.

Page 68: Amend the last bullet on page as follows:

- Develop a public/private partnership, including property owners, SHA, MCDPW&T, and Montgomery County Department of Housing and Community [Development] Affairs (MCDHCA[D]), and Montgomery County Department of Environmental Protection (MCDEP), to implement the following projects:

Page 68: Amend the last bullet first subsection as follows:

- Reconfiguring and streetscaping MD 198 and US 29 to [define their characters as] have a “main street” and boulevard character respectively. A plan for landscaping, sidewalks, curb cuts, and signs should improve access and visibility. (See Figure 30.)

Page 70: Modify the first paragraph as follows:

Construct a local access road north of and parallel to MD 198, between Old Columbia Pike and the entrance to Burtonsville Shopping Center [to provide access to the rear of the commercial lots]. This new road will provide an important alternative access route for existing businesses on the north side of MD 198 and to the Burtonsville Elementary School. Since [The fact that] this new road would access MD 198 opposite to Old Columbia Pike [should provide warrants to justify a traffic signal], the need for a new traffic signal should be evaluated for this location.

Page 70, Area 33: Modify the first bullet as follows:

- Rezone both parcels from RC to RE-1 to provide a transition from the industrial and commercial uses to the east and the rural cluster development to the west. The RE-1 development to be separated from existing industrial and commercial development by a public right-of-way for a secondary street that will provide access to the Burtonsville Elementary School and will connect to the recommended rear access road that will provide access to north side of the commercial area. Public water and sewer is recommended for these two parcels in order to encourage a subdivision design incorporating the recommended transition and public access.

Page 70, Area 33: Delete the last bullet as follows:

- [• Extend public water and sewer.]

Page 70, Area 34: Insert additional bullet after second bullet as follows:

- Water and sewer service to approved special exception uses to be considered on a case by case basis.

Page 74: Modify first paragraph last sentence as follows:

Public facilities include the [planned] United States Postal Service distribution center, the [planned] Montgomery Public School Bus Facility, and a State Highway Administration maintenance facility.

Page 74: Delete the seventh paragraph and replace as follows:

[Site 2's inherent odor is not compatible or appropriate for the density and land uses in this area of Fairland. Use of Site 2 should be phased out as soon as it is feasible.]

Recent issuance of a Council of Governments management study for improving biosolids facilities at Blue Plains recognizes land application as a viable, cost effective, long-term biosolids disposal option for Blue Plains. The study and a County government analysis suggest that the cost of composting at Site 2 is significantly more expensive (more than twice the cost) than the cost of land application. The County Executive is currently looking into the land application of the portion of biosolids currently composted at Site 2, including requesting State and Federal government assistance.

The potential cost savings of alternate biosolids disposal methods for WSSC ratepayers and the continuing problems of odor at Site 2 suggest that Site 2 be considered for phase-out as soon as a long-term replacement program is adopted, including resolution of all legal and financial impediments.

Page 75: Revise the third paragraph second sentence as follows:

A strategy to guide future development, such as creating a [development]special district through an overlay zone, could unify the area by permitting supportive services, such as restaurants and banks[, and limiting noxious uses, such as the WSSC Site 2].

Page 76, Area 40: Modify the first paragraph as follows:

This area is a part of the West\*Farm Technology Park that has been platted, but not yet developed. Current economic conditions, combined with the location along US 29 and existing internal road network, and the ability to preserve the green spaces and buffers already established through the development process along Cherry Hill Road, present a unique opportunity for introducing retail and restaurant uses. Comparison and non-neighborhood shopping needs, as noted on page 13, are not well served in the Eastern Montgomery County. [This retail center] Comparison retail at this location would



diversify and enhance uses within the employment center as well as serve the surrounding residential communities. Should the retail opportunity not be achieved, the C-6 Zone allows office uses that correspond to development permitted under the existing I-3 zoning. No additional traffic other than that which has already been approved would be allowed and all traffic generated by retail use would correspond to limitations cited in the 1990 Trip Reduction Amendment and associated agreements.

Page 77: Under the heading "Naval Surface Warfare Center" modify the second paragraph as follows:

The FDA relocation will require a new access road from Cherry Hill Road directly to the site, widening and intersection improvements of Cherry Hill Road and Powder Mill Road in Prince George's County, and [the] expansion of the existing road network (extension of Plum Orchard Road) through West\*Farm to the new access road.

Page 87: Delete the third paragraph and add the following sentence at the end of the second paragraph:

It has been difficult to balance the recommended land use and transportation infrastructure. Nevertheless, the Fairland area is forecasted to achieve balance at build-out by maintaining the land use/zoning recommendations in the plan, phasing in the grade-separated interchanges as identified in the plan, and instituting improved transit service and other complementary measures to increase transit use.

Page 90: Amend the first part of the first sentence as follows:

Improvements to US 29 should provide six general purpose lanes plus acceleration/deceleration lanes[,], south of the vicinity of MD 198, five lanes plus acceleration/deceleration lanes between the vicinity of MD 198 and Dustin Road, and [with] four lanes crossing the Patuxent River to the Howard County line, ...

Page 90: Under the heading "Recommendations", at the end of the first bulleted section insert as follows:

The public will have the opportunity to review the design of these interchanges by the State Highway Administration.

Page 91: Under the heading "Tech Road/Industrial Parkway Interchange", delete the first paragraph.

Page 92: Under the heading "Recommendations", delete the first bullet and replace as follows:

- Widen MD 198 to four travel lanes.

Page 92: Under the heading "Recommendations", amend the fifth bulleted paragraph as follows:

Evaluate relocating [Relocate] the traffic signal from McKnew Road/MD 198 to Cedar Tree Drive/MD 198. The signalized intersection at MD 198 and McKnew Road currently provides the primary access point to the Saddle Creek subdivision. Cedar Tree Drive is built to primary residential standards with sidewalks on both sides and has few driveway connections. Of the two roads, Cedar Tree Drive may be [is] more suitable to serve as the primary access point, especially when vacant land at its southern end is developed. [Accompanying the relocated] If the traffic signal is relocated, there should be a new median break at Cedar Tree Drive, and the elimination of the existing median break at McKnew Road to restrict access to right-in/right-out should be evaluated.

Page 93: Under the sub-heading "Briggs Chaney Road", amend the third bullet as follows:

- Reclassify [Maintain] the section between US 29 and Dogwood Drive [the proposed ICC] as a 120-foot right-of-way arterial.

Page 93: Add the following at the end of the Arterial Roads Recommendations:

**Old Columbia Pike**

- Reclassify Old Columbia Pike as a four-lane arterial within an 80-foot right-of-way between East Randolph Road and Tech Road.

Page 94: Amend the portion of the bulleted paragraph for Dino Drive beginning with the first full sentence on this page, as follows:

In the event of abandonment and relocation of the paper street portion of Dino Drive (north of Parcel G), Planning Board approval of any abandonment resolution should be conditioned on acceptance by Montgomery County Department of Public Works and Transportation of the newly established right-of-way [and construction of realigned Dino Drive]. Abandonment of the paper street portion of Dino Drive shall also be conditioned upon [not occur until] alternative access being [is] established for those properties currently fronting on MD 198 or that would have access to MD 198 or to Star Pointe Lane. In the event that Star Pointe Lane is closed to public access by the State Highway Administration, access easements to realigned Dino Drive should be provided. The nature and extent of participation by the property owners in a share of the improvements for realigned Dino Drive shall be determined at the time of preliminary plan approval for the relevant properties.



Page 94: Replace the "Cloverpatch Drive" recommendation with the following:

A-287

- Construct A-287 as a four-lane arterial from Cherry Hill Road to Prince George's County line (see page 38).

Page 95: Under the heading "Old Columbia Pike" amend the second bulleted paragraph first sentence as follows:

- Retain Old Columbia Pike as a primary residential road with an 80-foot right-of-way south of Briggs Chaney Road to East Randolph Road and south of Tech Road, and a 70-foot right-of-way from Briggs Chaney Road north to MD 198.

Page 97: Correct Figure 39 to show Dustin Road west of US 29 to be a recommended rustic road and to show Bell Road to not be recommended as a rustic road.

Page 98: Amend the first sentence as follows:

Belle Cote Drive is a narrow (10 feet) gravel road extending [west] east of Kruhm Road.

Pages 100 to 104: In Table VIII, delete 'Proposed' from the title, and add the following note explaining the meaning of 'Recommended Number of Lanes':

\* These are the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

Further amend the table as follows:

F-9	<b>Intercounty Connector (ICC)</b>	Master Plan Boundary to Prince George's County line	300' [mini-mum]	To be determined by ICC Environmental Study	
CM-10	<b>US 29</b>	Master Plan Boundary to <u>vicinity of MD 198</u> [Howard County line]	100' to 200'	6 lanes divided	<u>Controlled major highway with proposed interchanges at all existing crossings</u>
				[4-lanes divided from Burtonsville to Howard County line]	
		<u>Vicinity of MD 198 to Dustin Road</u>	<u>100' to 200'</u>	<u>5 lanes divided</u>	<u>Controlled major highway with proposed interchange at MD 198-Dustin Road</u>
		<u>Dustin Road to Howard County line</u>	<u>100' to 200'</u>	<u>4 lanes divided</u>	<u>Controlled major highway</u>
M-10a	<b>US 29 (Burtonsville Boulevard)</b>	<u>South of MD 198 to Dustin Road</u>	<u>100' to 200'</u>	<u>6 lanes divided</u>	<u>Existing road with intersection at MD 198</u>
M-76	<b>Sandy Spring/ Spencerville Road (MD 198)</b>	<u>Master Plan boundary</u> [New Hampshire Avenue to Burtonsville Business Area. US 29] to Prince George's County line	120'	<u>4 lanes divided</u> [2-lanes from New Hampshire Avenue to Burtonsville business area; 4-lanes divided from Burtonsville Business Area to Prince George's County line]	Sidewalks from Old Columbia [Road] <u>Pike</u> to US 29
A-86	<b>Briggs Chaney Road</b>	US 29 to <u>Dogwood Drive</u> [ICC]	120'	4 lanes divided	Sidewalks
		<u>Dogwood Drive</u> [ICC] to Prince George's County line	80'	<u>4 [2-4] lanes</u>	[Bridge over Little Paint Branch widening to two 12' lanes with two 8' shoulders. Project under construction.]



A-98	<b>East Randolph/ Cherry Hill Road</b>	Master Plan Area Boundary to Prince George's County line	80'	4-5 lanes	Between Burkhardt Street and Old Columbia Pike widen to 5 lanes with 4' to 5' sidewalk on both sides. 8' bikeway along south side from Paint Branch to Old Columbia Pike. [Detailed designs underway.]
<u>A-99</u>	<u><b>Old Columbia Pike</b></u>	<u>East Randolph Road to Tech Road</u>	<u>80'</u>	<u>4 lanes</u>	<u>Sidewalks</u>
A-110	<b>Greencastle Road</b>	US 29 to Prince George's County line	80'	<u>4 lanes</u> [Existing 4-lanes; 2-4 lanes to Prince George's County]	
A-287	<b>[Clover Patch Drive]</b>	Cherry Hill Road to Prince George's County line	80'	<u>4 lanes</u> [Existing 2-lanes from Cherry Hill to Gracefield Road; 2-lanes to Prince George's County]	Sidewalks
I-2	<b>Dino Drive Extended</b>	Sandy Spring Road into industrial property	<u>70'</u> [80']	2 lanes	
<u>B-2</u>	<u><b>Prosperity Drive</b></u>	<u>Industrial Parkway to Cherry Hill Road</u>	<u>80'</u>	<u>4 lanes</u>	
P-23	<b>Featherwood Street</b>	[Entire Limits] <u>Old Columbia Pike to Loft Lane</u>	70'	2 lanes	
P-24	<b>Stratford Garden Drive</b>	[Entire Limits] <u>East Randolph Road to road end</u>	70'	2 lanes	
P-25a	<b>Old Columbia Pike</b>	Industrial Parkway to <u>Tech</u> [East Randolph] Road	80'	2[-4] lanes	<u>Sidewalks</u>
P-25b	<b>Old Columbia Pike</b>	East Randolph Road to Briggs Chaney Road	80'	2 lanes	<u>Sidewalks</u>
P-25c	<b>Old Columbia Pike</b>	Briggs Chaney Road to Spencerville Road	70'	2 lanes	<u>Sidewalks</u>

P-29	<b>Robey Road</b>	Briggs Chaney Road to Greencastle Road	70'	2 lanes	Between <u>Greencastle</u> Elem. School and Greencastle Road reconstruction to 60'-70' right-of-way (2 lanes) with 5' sidewalk on south side, 8' bikeway on north side from Briggs Chaney to Ballinger. [Detailed design stage, construction to begin FY 96.]
P-32	<b>Dogwood Lane/ Sheffield Manor Drive</b>	[Entire Limits] Briggs Chaney Road to Aston Manor Drive	70'	2 lanes	Sidewalks
P-44	<b>Blackburn Road</b>	[Entire Limits] US 29 to road end east of US 29	<u>Existing</u> (60-70')	2 lanes	Sidewalk
P-45	<b>Cedar Tree Drive</b>	[Entire Limits] MD 198 to Prince George's County line	70'	2 lanes	
P-47	<b>Riding Stable Road</b>	MD 198 to Prince George's County line	<u>70'</u>	<u>2 lanes</u>	<u>Rural open section</u>

Page 105: Under the heading "Recommendations", replace the first bullet with the following:

- Work toward a long-term solution for significantly improving transit along US 29. Based on current demand projections, a substantial improvement to transit should be provided between Burtonsville at MD 198 and the Silver Spring Metro station (future Silver Spring Transit Center).

Page 108: Amend the seventh bullet as follows:

- Connect the Galway Elementary School to neighboring residential areas with two Class III [paths] bikeways, one from Marlow Road, and the other along [Calverton Boulevard and Palermo Drive] Galway Drive between Calverton Boulevard and Fairland Road. (PB 56, PB 59)

Page 109: Modify title of Table IX as follows:

[Proposed] Bikeways  
Fairland Master Plan

Pages 109-110: Delete the 'Implementing Agency' column in Table IX and the associated note.



Page 110: Amend the Table IX as follows:

PB-59	[Palermo Drive] <u>Galway Drive</u>	Calverton Boulevard to [Galway Elementary School] <u>Fairland Road</u>	III
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Page 112: Add the following sentences after the bulleted sentences:

Figure 41 displays the existing sidewalks along the major routes in Fairland. This Plan is not intended to preclude consideration of other sidewalk locations that may be identified in the future.

Page 113: Change the title of Figure 41 as follows:

Sidewalk [Plan] Needs

Page 113: Add the 'Parkland' symbol to the map legend.

Page 114: Change the title of Table X as follows:

[Proposed Sidewalk] Pedestrian Improvements Recommended for Consideration in Fairland [Master Plan]

Page 114: Add the following section:

#### DELETION FROM THE 1981 PLAN

The realignment of MD 198 east of Kruhm Road, which was recommended in the 1981 Plan, is deleted in this Plan. The planned Paint Branch Bikeway between Fairland Road and Briggs Chaney Road (S-74) and between Briggs Chaney Road and Spencerville Rod (P-11) are also deleted in this Plan.

Page 123, Table XIII: Change the location of Galway Elementary from Fairland Road to Galway Drive.

Page 125: Under the sub-heading "Fire and Rescue", amend the paragraph as follows:

Fire and rescue services are provided by the Burtonsville Volunteer Fire Department. In April 1995, the new Burtonsville Fire Station located at Briggs Chaney and Old Columbia Pike officially opened. No new fire stations are needed , according to current and future population projections. The old fire station property is owned by the Burtonsville Volunteer Fire Department and is currently being used jointly by the Department of Fire and Rescue Services Division of Fire Investigations and the Police Department Centralized Auto Theft Team. The property contains 4.78 acres: one acre of the site is zoned C-2 with the remainder (3.78 acres) zoned Rural Cluster.

Page 125: Under the sub-heading "Police", amend the paragraph as follows:

The Fairland Master Plan area is served by the Wheaton/Glenmont and Silver Spring police station[s] districts. The Montgomery County Police Department's 1993 Strategic Plan included as its first priority facility change the establishment of a satellite facility in the Route 29 corridor. [In 1993, the Montgomery County Department of Police developed a strategic implementation plan called *Transition to Community Policing - Strategic Implementation Plan.*] In August 1994, the Briggs Chaney Satellite Station Trailer opened in the Briggs Chaney Plaza Shopping Center. [A more permanent police station may be necessary in the future.] In accordance with the Strategic Plan, the Police Department is developing a Facilities Master Plan which will determine the nature and location of future police facilities (satellite or other). The Police Department is also revising the Police District and Police Beat boundaries in an effort to enhance the delivery of law enforcement services. Police Districts and Beats are expected to change during the life of this Master Plan in response to community and crime issues.

Page 125: Under the heading "Recommendations", amend the first two bullets as follows:

- The Burtonsville Volunteer Fire Department has no plans to sell its property. If this should change in the future, then [Public or commercial uses are suitable for] the C-2 zoned portion of the old fire station property would be suitable for public or commercial uses.
- If the old fire station site in Burtonsville is sold in the future, [C] consider the Rural Cluster portion of this property [the old fire station site in Burtonsville] for a public parking facility and public green linking two ends of the proposed rear access road. (See Burtonsville, pages 66-72.)

Page 125: Under the heading "Recommendations", amend the last bullet as follows:

- Needed Montgomery County Police Department facilities [A permanent police station, if needed,] should be located close to population centers, such as [preferably in] the Briggs Chaney/Greencastle Road Area.

Page 127: Amend the first paragraph as follows:

The Postal Service has relocated [been trying to relocate the Burtonsville Post Office, located on MD 198 west of the intersection with Old Columbia Pike, to a larger more accessible site. The current post office is too small to serve the resident and business population. The current plan is to lease space within] to the Burtonsville Shopping Center. This is a suitable site for a post office and supports the Burtonsville concept by locating an important public facility within the commercial area.



Page 127: Delete as follows:

[Recommendation:]

- [Support the relocation of the Post Office in the Burtonsville commercial area.]

Page 130: Insert the following paragraphs after the first paragraph as follows:

In eastern Montgomery County, a system of management categories that recognize the sensitivity of stream resources and the intensity of existing or planned land uses was developed to focus the master plan on those areas where land use decisions are critical to environmental protection. This system (as described in the 1996 technical report *Environmental Resources: Eastern Montgomery County Master Plans*) is now seen as a prototype for a similar system that is being refined and documented for county-wide application.

A County-wide Stream Protection Strategy (CSPS) is currently under development to assess stream quality throughout all the county watersheds in order to develop management categories and tools, and set priorities for watershed preservation, protection, and restoration. The CSPS will define watershed management categories based on the existing stream resource conditions, existing and planned land uses in the watersheds, and the types of management tools available to protect or restore each watershed. The management categories as presently envisioned roughly coincide with those defined in the eastern Montgomery County master plans. The CSPS will provide a consistent process for identifying stream preservation, protection, and restoration needs county-wide.

The Montgomery County Department of Environmental Protection (DEP) and the M-NCPPC are cooperating to draft the initial CSPS and will continue to refine the report and the priority ranking as new stream quality data becomes available. This strategy is closely tied to the county's biological monitoring program and will be updated on a regular basis to incorporate new monitoring results. A staff draft of the CSPS categorization of subwatersheds and related management tools should be completed by early 1997. Recommendations, if any, for new management tools such as the designation of Special Protection Areas, should await completion of the initial CSPS. This master plan will discuss the characteristics of each subwatershed within the planning area, but final management recommendations will be made after the CSPS is complete.

Until such recommendations are made, the prototypical categories (as described below) will be used for this and other plans in eastern Montgomery County. The categories include Environmental Restoration Areas, Regular Protection Areas, Special Protection Areas and Environmental Preservation Areas.



Page 132: Modify the second paragraph as follows:

The Special Protection Area designation requires protection of high stream quality through stringent controls on new development, including such measures as expanded buffers, additional reforestation/afforestation considerations, [and] extraordinary best management practices[.] and monitoring requirements. These requirements can be found in the Planning Board's *Guidelines for Environmental Management of Development* and in DEP's regulations, *Water Quality Review For Development in Designated Special Protection Areas*.

Page 132: Delete the third paragraph.

Page 132: Delete the fourth paragraph.

Page 138: Insert new bullet after first bullet as follows:

- The Planning Board has submitted an environmental overlay zone to the County Council that would follow the Special Protection Area (SPA) boundaries identified in this Plan. The zone as proposed would limit imperviousness levels for new development and place restrictions on special exception uses. The zone will only go into effect if adopted by the County Council and if applied by a zoning map amendment.

Page 138: Delete the fifth bullet:

- [• Create an overlay district for the upper Paint Branch watershed. The overlay district should have the following components:
  - Maximum site imperviousness of ten percent for all new development as required in the SPA;
  - Prohibit or place conditions on permitted and specific special exception uses that create unacceptable adverse impacts on the resources of the Paint Branch and;
  - No site imperviousness cap for occupied single-family residential uses.]

Page 139, Air Quality: Modify the second paragraph as follows:

- Locally, WSSC's Montgomery County Regional Composting Facility (Site 2) adjacent to the Montgomery Industrial Park has created a recurring air quality problem. Built in 1982 by WSSC for the purpose of composting [a portion of the County's] WSSC's share of biosolids from the Blue Plains Wastewater Treatment Plant, the composting facility's major impact on the community has been odor. [The facility has been processing 200 wet tons per day, and is planned to increase the tonnage to 400.] The facility was originally designed to process 400 wet tons per day (wtpd) of sewage sludge. [Although] Despite WSSC's use of state-of-the-art odor control technology [has been used], the facility has operated at an average of less than half of its design capacity due to odors that continue to plague the community. By Council Resolution 10-1095, the Montgomery County



Council adopted a number of conditions that must be met prior to any increase in tonnage over 200 [per day] wtpd. These conditions act as performance criteria, essentially dictating no increase in tonnage until odors are controlled. WSSC and the County's Department of Environmental Protection operate a program to monitor odors affecting the community and [also staffs] staff a citizens' group that oversees odor issues at the plant.

Page 140: Modify the first paragraph as follows:

The County's Forest Conservation legislation, adopted in 1992, requires that forest and tree conservation be a part of future development projects (see M-NCPPC's *Trees - Approved Technical Manual*). Forest conservation measures include avoiding or minimizing tree clearing and replacing trees that cannot be retained. A major goal of the forest conservation program is to retain or plant trees in priority environmental areas, such as stream buffers, on developing properties. When this is not possible, required planting may be done off-site, preferably within the same watershed. The M-NCPPC is preparing a county-wide forest resource inventory and conservation plan that identifies priority areas for reforestation. As a last resort, payment of a fee to a county tree fund for reforestation projects is acceptable in lieu of planting. Improvement of existing wooded areas is sometimes needed to remove invasive vegetation, thus encouraging natural succession of native species.

Page 141, Community Water and Sewer: Modify and combine the fourth and fifth paragraphs as follows:

- There are no publicly owned or operated pumping stations or force mains in [Cloverly or] the Fairland Planning Area. [Individual properties outside the gravity sewer envelope can be served by grinder pumps/pressure sewer when approved in the Water and Sewerage Plan.] A relief sewer project will eventually be needed in the lower Paint Branch (south of US 29 to Prince George's County). Reduction of the development potential in the headwaters will not offset the need for this relief. The timing, location, and design of this project would be [determined] recommended by the WSSC [as a part] to the County Council based on the results of a facility plan. The facility planning process will be monitored by a policy review group consisting of staff from the County Executive, County Council, M-NCPPC, and the WSSC.

Page 142: Modify the first bullet as follows:

- Construct community water and sewer service extensions in an environmentally sensitive manner. When feasible, water and sewer lines should be located outside stream buffers, especially wooded stream buffers. When extensions or major improvements are deemed too damaging, alternatives such as pump-overs and force mains should be considered in the Anacostia basin.

Page 142: Modify the second bullet as follows:

- Reconfirm the 1981 Plan's policy of extending sewer service to properties that can tie into existing gravity systems; pumping stations are discouraged and should be used as a last resort in the Patuxent watershed.

Page 142: Insert after second bullet:

- Individual properties recommended for sewer service in the Patuxent watershed outside of the gravity sewer envelope can be considered for service using grinder pumps and pressure sewers to avoid major capital facilities.

Page 142: Modify the fourth bullet as follows:

- Maintain the low density rural land use policy and zoning within the lower Patuxent watershed even if extension of sewer service is extended via gravity. Zoning should correspond to existing patterns of development and the potential extension of water and sewer service. [In general] In the Patuxent, areas zoned [RE-2C,] RE-1 and R-200 should have access to community water and sewer; [RE-2 and] RC should have access to community water only.

Page 142: Modify the fifth bullet as follows:

- Sewer service to properties zoned RE-1 is recommended if service can be provided via gravity to existing [sewer] lines in the Patuxent or other watersheds.

Page 142: Modify the sixth bullet as follows:

- Make community sewer available to commercially zoned properties that can connect [via gravity flow into] to the Anacostia sewerage system.

Page 150, Map Legend:

Replace first legend description "Proposed Service Areas" as follows:



Existing and Proposed Community Water and Sewer Service Areas:

\* Service to be Provided Consistent with Areas #34 and #35 Recommendations

(Note: This map does not show specific sites approved for community water and sewer service restricted to specific uses--such as public facilities and private institutional facilities--which are located outside the recommended service envelopes.)



Page 150, Map Legend: Insert additional description as follows:



Existing and Proposed Community Water Service Only Areas

Page 151: Delete the first paragraph and replace as follows:

[Any property that requires community water or sewer service must be in Category S (Sewer) 1,2 or 3 and W (Water) 1,2 or 3 in order to begin the development process. To limit development in the Patuxent watershed, the lowest priority must be confirmed, although community water and sewer should be extended where special exception uses are encouraged (Figure 50).]

The Montgomery County Comprehensive Water Supply and Sewerage Systems Plan governs the provision of water and sewer service throughout the county. The goal of the Plan is to assure that existing and future water supply and sewerage system needs of the County are satisfied in an orderly and cost-effective manner consistent with the County's land-use planning policies and other environmental and public health goals. The Plan designates for all properties in the county one of six water and sewer staging categories that are primarily based on master plan development staging strategies and/or capital program infrastructure staging. The authority to adopt and amend the Plan resides with the County Council, and the County Executive administers the Plan through the Department of Environmental Protection (MCDEP) in cooperation with M-NCPPC and WSSC.

The Master Plan recommends comprehensive water and sewer service area map amendments for the Water and Sewer Plan which will place properties in the appropriate service area categories consistent with the policies of the Water and Sewer Plan and the recommendations of the Master Plan. The proposed service area is shown on Figure 50. MCDEP will prepare the amendments, in consultation with M-NCPPC, for consideration by the County Council.

Properties that require community water and sewer service must be in categories S(Sewer)-1, 2, or 3, and W(Water)-1, 2, or 3, indicating the highest priorities for community service, to proceed with the development process. To limit development potential, the lowest priority for community service, categories S-6 and W-6, indicating no planned service, should be confirmed for the Patuxent Watershed, except as identified in the following recommendations.

Water and Sewer Plan policies generally do not provide for the extension of community sewer service to areas zoned RE-1 and RE-2, except as recommended by local area master plans. This Plan recommends such an exception, confirming the recommended sewer service area proposed in the 1981 Eastern Montgomery County Master Plan. Community service is readily available to the RE-1 zoned areas of the Plan due to extensions provided for adjacent, more densely-zoned areas, including service to PD-2 zoned properties. This floating zone option for the RE-1 Zone was removed by the 1990



Trip Reduction Amendment. The County Council has previously concurred with the provision of service to the RE-1 areas in Fairland and Cloverly provided the required main extensions were logical, economical, and environmentally acceptable. Community sewer service is generally required in order to implement RE-1 cluster development, as recommended for Area #1. The majority of the properties in Area #18, recommended in this Plan for RE-1 zoning, are already approved for service. The area zoned RE-2 is contained within Fairland Recreational Park, for which M-NCPPC has already received approval for community sewer service for proposed park facilities.

Page 151, Under the heading "Recommendation": Delete the bullet:

- [• Immediate priority for water and sewer service for all properties south of MD 198; no planned sewer service is recommended for properties within the Patuxent watershed, north of MD 198.]

Page 151, Under the heading "Recommendation": Change Recommendation to Recommendations.

Page 151, Under the heading "Recommendation": Insert new section immediately under heading as follows:

MCDEP will initiate a comprehensive Water and Sewer Plan map amendment to include:

- Community water and sewer service for all properties in all zones south of MD Route 198; MCDEP will recommend appropriate staging based on infrastructure needs.
- Community water and sewer service for properties zoned commercial (C-2), industrial (I-1), office-building (O-M), and residential (R-200 and RE-1 only) north of MD 198.
- Community water service only for areas north of MD 198 zoned Rural Cluster (RC) consistent with the Water and Sewer Plan policies regarding water service without sewer. No planned sewer service for areas zoned RC north of MD 198, except to support special exception uses as recommended in this Plan.

Page 152: Delete 'Implementing Agency' column in Table XVI.

Page 153: Amend the third paragraph as follows:

It may not be possible, as indicated by the transportation analysis<sup>5</sup>, to balance the transportation system's capacity with the needs of existing and future development through road improvements alone. The end-state Total Transportation Level of Service (TTLOS) is the extent to which the provision of roads and transit meets the locally and regionally generated traffic demand. This Plan recommends [all] many feasible transportation improvements and has recommended reductions to the amount of future



development to better balance development and transportation capacity to the extent possible. [However, because of increases in traffic anticipated from Howard County and the existing deficit (resulting from a combination of through-traffic and the fact that approved development exceeds the capacity of the currently programmed road network) achieving the AGP goal of LOS C/D is impossible by practical means.]

Page 153: Delete the fourth paragraph.

Page 153: Delete the fifth paragraph.

Page 153: Insert after third paragraph as follows:

### **Development Districts**

Sources of funding must be identified for the infrastructure that will serve the Fairland community. There are a variety of funding mechanisms that may be appropriate for Fairland, including development districts. Development districts could be used to fund one or more types of infrastructure including, but not limited to, road improvements, sidewalks, street trees, and local parks.

Page 153: Delete the following:

[Recommendations]

- [• Support the creation of Development Districts as public/private partnerships to provide future infrastructure.]

Page 154: Delete all text on this page.

### General

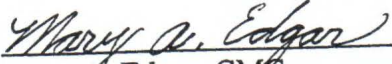
All figures and tables are to be revised where appropriate to reflect District Council changes to the Planning Board (Final) Draft Fairland Master Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board (Final) Draft Fairland Master Plan, dated August 1996.

In specific Areas discussed in the Plan that have more than one zone, the map of those Areas should be revised to indicate the location of the different zones or, at a minimum, the corresponding text should describe the location of the different zones (e.g., Area 4 shown on page 59 and discussed on page 58 has multiple zones but their location is unclear).

In addition to the changes to the Master Plan set forth above, the Council directs the Planning Board to consider, during their next review of the Annual Growth Policy, issues raised

by certain property owners during the Council's consideration of the Fairland Master Plan. They requested that an exemption be created to allow the construction of additional lower density single-family units in the Planning Area, even though the area is in moratorium.

This is a correct copy of Council action.

  
\_\_\_\_\_  
Mary A. Edgar, CMC  
Secretary of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB No.97-06  
M-NCPPC NO. 97-11

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on January 4 and January 25, 1996, on the Public Hearing (Preliminary) Draft Fairland Master Plan, being also an amendment to the *Master Plan for Eastern Montgomery County Planning Area: Cloverly, Fairland, White Oak, 1981*, as amended; *The Master Plan of Bikeways, 1978*, as amended; *The Master Plan of Historic Preservation, 1979*, as amended; *The Functional Master Plan for the Patuxent River Watershed, 1993*; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties, 1964*, as amended; and *The Master Plan of Highways within Montgomery County*, as amended; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on August 1, 1996, approved the Planning Board (Final) Draft Fairland Master Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board (Final) Draft Fairland Master Plan and forwarded those recommendations with a fiscal analysis to the District Council on October 4, 1996; and

WHEREAS, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on November 12 and November 14, 1996 wherein testimony was received concerning the Planning Board (Final) Draft Fairland Master Plan; and

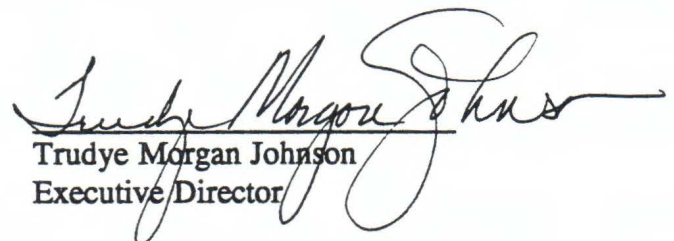
WHEREAS, the District Council, on March 25, 1997, approved the Planning Board (Final) Draft Fairland Master Plan subject to modifications and revisions set forth in Resolution No. 13-835.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt said Fairland Master Plan, together with the General Plan for the Physical Development of the Maryland-Washington Regional District as amended; and as approved by the District Council in the attached Resolution No. 13-835 and

BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's counties, as required by law.

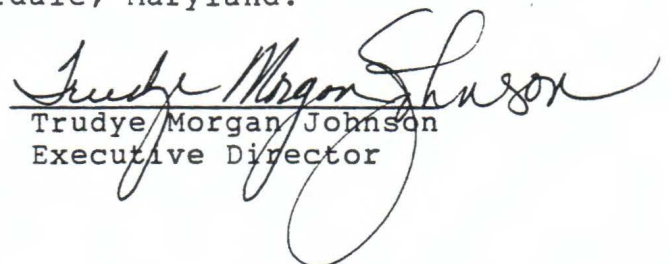
\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Holmes, seconded by Commissioner Aron, with Commissioners Aron, Baptiste, Holmes, and Hussmann voting in favor of the motion, and Commissioner Richardson being absent, at its regular meeting held on Thursday, April 17, 1996, in Silver Spring, Maryland.

  
Trudye Morgan Johnson  
Executive Director

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Maryland-National Capital Park and Planning Commission on motion Commissioner Richardson, seconded by Commissioner Holmes, with Commissioners Baptiste, Holmes, Hussmann, and Richardson voting in favor of the motion, with Commissioners Boone, Dabney, Hewlett, and McNeill abstaining, and with Commissioners Aron and Brown being absent, at its regular meeting held on Wednesday, May 21, 1997, in Riverdale, Maryland.

  
Trudye Morgan Johnson  
Executive Director



# ACKNOWLEDGEMENTS

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*And special thanks to all the Park and Planning staff who contributed to this Plan.*

\* Resigned

# fairland Master Plan



THE MONTGOMERY COUNTY  
DEPARTMENT *of* PARK & PLANNING

8787 Georgia Avenue  
Silver Spring, Maryland 20910

