

Adopted Fiscal Year 2003  
**Annual Growth Policy**  
for Montgomery County, Maryland

Guidelines for the Administration of the  
Adequate Public Facilities Ordinance  
&  
Growth Capacity Ceilings for FY2003

Adopted by the Montgomery County Council  
Effective July 15, 2002

# 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

*Adopted by*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
May 1997

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## 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.

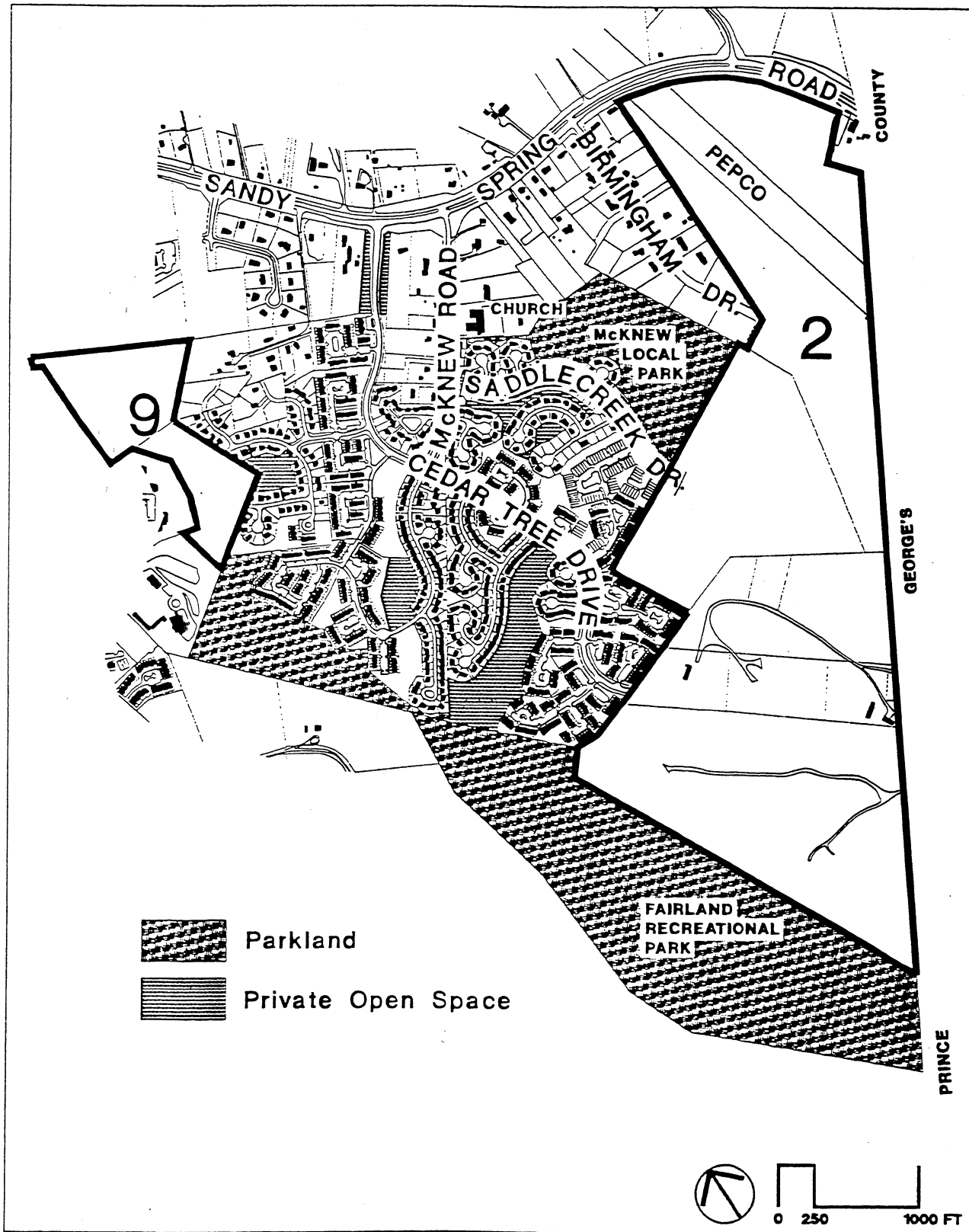
- The golf course community could be best accomplished under the provisions of the Planned Development Zone (PD 2). The following should be evaluated at the time of the zoning request for PD:

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- 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.)



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**

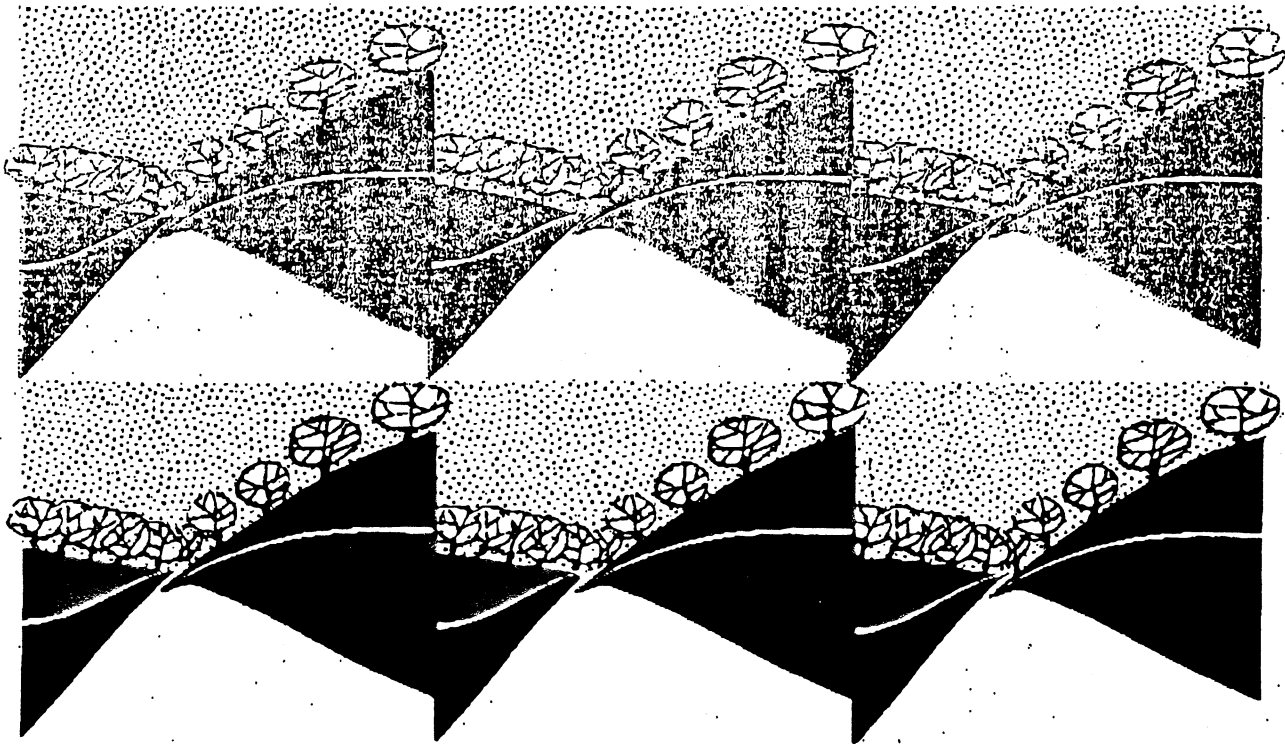
- Add two travel lanes to Briggs Chaney Road from Aston Manor Way to the County line.
- Improve the safety of access to Briggs Chaney Plaza when the US 29/Briggs Chaney Road intersection is grade-separated (see discussion on proposed interchange at US 29 and Briggs Chaney on page 91).
- Reclassify the 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.

# SUBREGION I

*Approved Master Plan* ————— *March 1990*  
*Adopted zotional map amendment* — *October 1990*



PLANNING AREAS  
60, 61, 62

BELTSVILLE • CALVERTON • MONTPELIER  
SOUTH LAUREL • WEST LAUREL • VANSVILLE



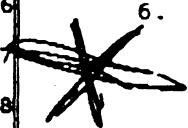
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

1 of the Maryland-Washington Regional District within Prince  
2 George's County, Maryland, that the Master Plan for Subregion I,  
3 as adopted by the Maryland-National Capital Park and Planning  
4 Commission on May 4, 1989, is hereby approved with the revisions  
5 listed below:

- 6 1. Show the PEPCO property bounded by Employment Area 6,  
7 the Maryland Clay Products property, the proposed  
8 Intercounty Connector, Blue Ponds Park, and Montpelier  
9 Forest in the suburban residential category and with  
10 the zoning changed from the I-3 Zone to the R-80 Zone.
- 11 2. Show parcels 8, 16, 19, 20, 26 and 111 bounded by the  
12 Corridor Office Park, PEPCO transmission line, Parcel  
13 A, and Old Gunpowder Road in the suburban residential  
14 category and retain these properties in the R-80 Zone.  
15 Also, show Parcel A, the former Beltsville-Fairland  
16 Junior High School site, for low-suburban residential  
17 category and retention in the R-R Zone.
- 18 3. Show Parcels 11, 14, 16, 17, 18 and 87 bounded by Route  
19 197, the Pheasant Run Shopping Center, Pheasant Run  
20 Drive, and Snowden Road in the office commercial  
21 category and with the zoning changed from the C-G Zone  
22 to the C-O Zone.
- 23 4. Show the Hayloft Dinner Theater property, Parcel 112,  
24 bounded by South Laurel Drive, the PEPCO transmission  
25 line, Route 197, and Parcel 136, and also the part of  
26 Parcel 136 north of the Pepco transmission line, in the  
27 office commercial category and with the zoning changed



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- from the C-C Zone to the C-O Zone.
5. Show Parcel 29, formerly the Beltsville Drive-in, and the adjacent Parcel 54 in the retail commercial category and with the zoning changed, from the C-2 Zone to the C-S-C Zone.
  6. Show Old Gunpowder Road as a four-lane limited access collector road with an 80' right-of-way and a 20 foot landscaped median.
  7. Expand the language in the Plan to emphasize current and potential mass transit initiatives along the lines of the discussion and comment on page 16 of the Digest of Testimony.
  8. Show the upscale regional mall directly adjacent to the west side of I-95. A floating zone, not a conventional commercial ("Euclidean") zone should be used to implement the mall proposal. Except for the upscale regional mall symbol, the quadrant bounded by I-95, the proposed Intercounty Connector, Old Gunpowder Road, and proposed A-6 should be shown for low-suburban residential development and proposed for the R-R zone, including the Percontee property. Add language to the Plan which forbids freestanding shopping centers to be developed in the M-X-T area east of I-95. The square footage of other types of retail to be allowed in the M-X-T area will be resolved via the market analysis required by the M-X-T condition of approval.
  9. Show the eight properties along Old Gunpowder Road

# MD 28/MD 198 Corridor Improvement Study

PROJECT NEWSLETTER

SPRING 2003

## DETAILED STUDIES UNDERWAY

### Workshop helpful in trimming alternates

The State Highway Administration (SHA) thanks everyone who attended the Alternates Public Workshop last June for your input and participation. More than 300 people attended the workshop held at Blake High School. The purpose was to summarize the results of the initial stage of study and to get feedback on the preliminary alternates and options under consideration. The study team received excellent written and verbal comments on the three alternates and three options presented.

Following the workshop, the study team decided to retain three alternates and one option to undergo more detailed study, and to drop two options from further consideration. Federal and state regulatory agencies who participate in the project have concurred with the decision.

### Options Dropped

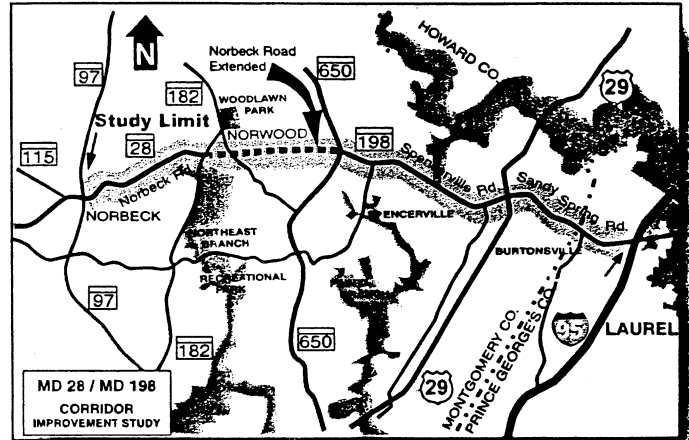
At the workshop, three options were presented in the Spencerville area designed to avoid impacts to historic properties and a public park along MD 198. The consideration of such avoidance measures is required by federal law.

Following the workshop, the team decided to drop the two off-alignment options -- Options B and C. Options B and C would have departed from existing MD 198 just west of Good Hope Road and run parallel of MD 198 to the south, before tying back onto the existing roadway east of Spencerville.

The team determined that Option A, which shifts the existing alignment, would sufficiently avoid the federally protected resources, and that both Options B and C raised concerns about neighborhood and natural environmental impacts.

### Alternates Retained for Detailed Study

Detailed engineering and natural, cultural, socio-economic, and air & noise environmental studies are underway on the alternates under consideration. The results of these studies will be summarized in an environmental document this fall prior to a public hearing. Details of the hearing will be mailed to the project mailing list and advertised in local newspapers.



The alternates retained are:

**Alternate 1 (No-Build Alternate)** - Includes minor improvements as part of normal maintenance and safety improvements currently planned to be constructed as part of other projects, but would not measurably affect roadway capacity or operation.

#### Alternate 2 (Transportation System

Management Alternate) - Consists of a wide range of spot improvements throughout the corridor that address the most serious concerns at specific locations or segments of roadway. Examples include additional turning lanes at intersections, improved signal timing, geometric improvements to sharp curves, consolidation of access points, and adding a center turn lane in areas with a high frequency of left-turning traffic.

#### Alternate 3 (Master Plan Features Alternate) -

Improves the MD 28/MD 198 corridor to provide the roadway features called for in the local master plans. This alternate would provide two through lanes in each direction from MD 97 to the Montgomery/Prince George's County line and three through lanes in each direction from the County line to I-95. An option for this alternate consists of three through lanes in each direction from Relocated US 29 to the County line, although the study team realizes this is not consistent with local master plans. A median would be considered for the entire corridor.

**Section 4(f) Avoidance/Minimization Option A** - Consists of a slight southerly shift of existing MD 198 through the Spencerville area, while generally maintaining the master plan typical section features.

## Public Involvement

With detailed studies underway, the project team has been meeting with people along the MD 28/MD 198 corridor, with a particular emphasis on local design issues. In early April, several meetings were held with property owners along the roadway to discuss such issues as safety, aesthetics, bicycle and pedestrian access, and other design considerations. The project Focus Group, made up of a cross-section of corridor interests, met in March on the same topic and will meet again later this spring. In addition, the study team has met with a number of community organizations and would welcome additional opportunities.

## Next Steps

- Conduct detailed engineering/environmental studies - Spring/Summer 2003
- Release draft environmental document - Summer/Fall 2003
- Hold Location/Design Public Hearing - Fall 2003
- Evaluate public and agency comments from the hearing - Winter 2003/2004
- Recommend preferred alternate to SHA Administrator - Spring 2004
- Release final environmental document and receive approval from FHWA - Winter 2004/2005

## Project Planning Team

SHA is committed to keeping the public involved during this study. We want to hear from you and appreciate your questions and comments. If you know someone who would like to be added to the mailing list, or if you do not wish to receive these periodic mailings, please contact the project manager.

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Information on this and other SHA projects can be obtained at our web site: [www.marylandroads.com](http://www.marylandroads.com)

## Thank You

The study team again thanks you for your interest and participation in the MD 28/MD 198 Corridor Improvement Study.

Robert L. Ehrlich, Jr., Governor  
Michael S. Steele, Lieutenant Governor  
Robert L. Flanagan, Secretary  
Neil J. Pedersen, Acting Administrator

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