
burtonsville crossroads neighborhood plan

Approved and Adopted

Prepared by the Montgomery County Planning Department
July 26, 2012

Approved by the Montgomery County Council
December 4, 2012

Adopted by the Maryland-National Capital Park and Planning Commission
December 19, 2012

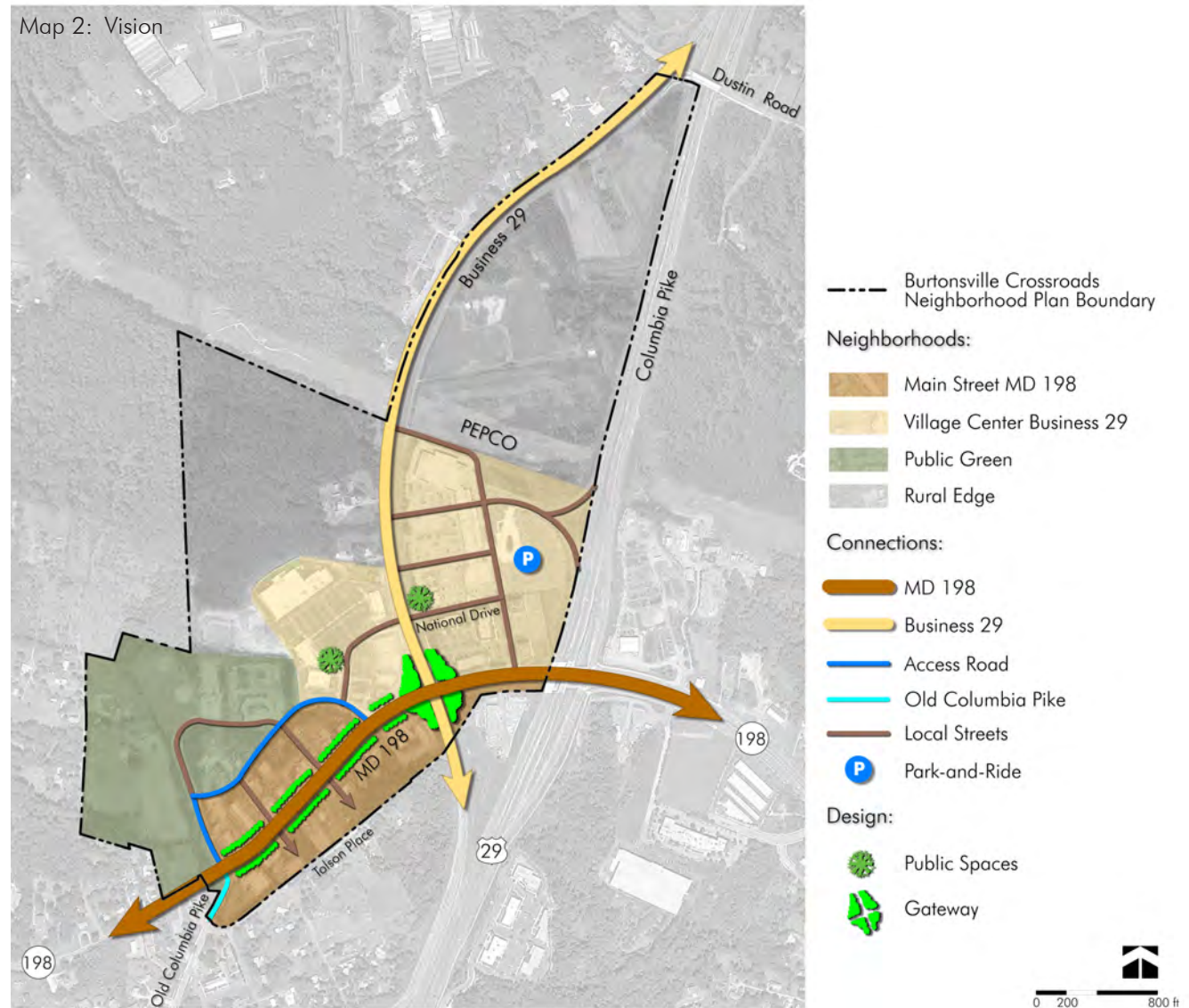
MontgomeryPlanning.org

Exhibit 12
OZAH Case No: CU 24-15

Crossroads Into Community

The Burtonsville Crossroads Neighborhood Plan will foster the creation of a complete community designed at a scale to serve the surrounding area with small businesses, retail, local services, offices, residential and open spaces for local events, conservation, and recreation. The community will be connected together by a system of enhanced local streets, sidewalks and trails.

Burtonsville will be designed at the scale of a neighborhood center. The communities along US 29 include the major employment centers of the Silver Spring Central Business District, the consolidated campus of the Food and Drug Administration, and the evolving Cherry Hill Road Employment Area/White Oak Science Gateway Center. The major highways of MD 198 and US 29 along with the nearby Intercounty Connector (MD 200) and the transit center (park-and-ride lot) provide regional access from Burtonsville to these employment centers.



Themes

Burtonsville will be a complete community with a main street and public green, village center, and a rural edge. Pedestrians will be able to walk to the elementary school; ride a trail to Fairland Recreational Park; and walk to stores, restaurants, open space, and recreation opportunities.

The Plan area covers approximately 191 acres. The recommendations, taken together, form a cohesive way forward, defined by four themes that help create a complete community.

- connectivity - create an expanded network of streets, bikeways, and pedestrian routes
- design - create an identity that will help to foster a sense of place
- economy - improve the local economy with a mix of uses and new implementation tools
- environment - preserve tributary headwaters and maintain rural character

These four themes are interrelated. For example, providing connections that allow pedestrians to walk from place to place will link customers to shopping opportunities and support economic vitality. Reducing conflicts between through traffic and local traffic on MD 198 will provide the opportunity to improve the design of MD 198.

Transforming existing surface parking lots into a more compact development pattern with green areas will reduce imperviousness and support an environmentally sensitive design pattern that protects the tributary headwaters of the Patuxent River.

The approach is a means to coordinate government investment in infrastructure and programs with private investment. This Plan sets a framework so that near- and long-term public and private decisions can occur in a coordinated manner where each action is another piece of the puzzle.



connectivity



design



economy



environment

challenges and opportunities

Attendees at each community workshop identified the vision, characteristics, and actions needed to transform Burtonsville into a complete community. The following challenges and opportunities were identified at the community workshops.

Challenges

economy

- regional competition
- high vacancy rates
- single-use zoning

connectivity

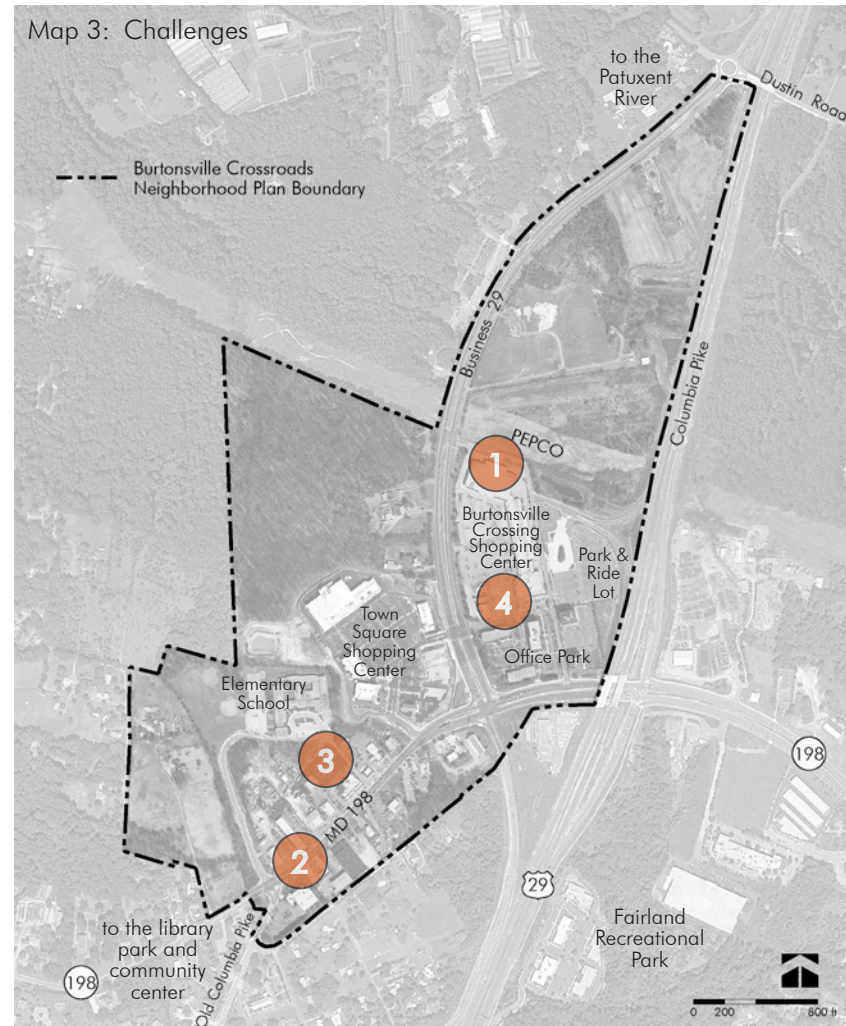
- conflicts between through and local traffic on MD 198
- limited local street network
- inadequate pedestrian infrastructure

design

- auto-oriented development pattern
- inadequate pedestrian environment
- absence of public spaces

environment

- declining water quality
- sensitive tributary headwaters
- high impervious levels
- sewer and water service



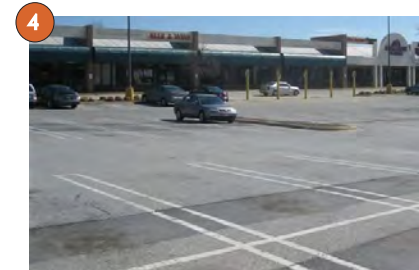
1 Vacant stores at Burtonsville Crossing



2 Lack of sidewalks



3 Under-used open space



4 Parking lots with high imperviousness

Opportunities

The following opportunities can create a foundation for transforming Burtonsville into a complete community.

economy

- create safe highway and transit access
- provide local services for nearby employment centers
- support small businesses

connectivity

- provide regional access
- create a “main street” on MD 198
- connect to the park-and-ride lot and regional transit
- provide a local grid of streets and access road
- improve street character
- provide bikeways and trails

design

- provide a safe and attractive local street system
- improve building character
- provide a public green and open space
- support infill and adaptive reuse
- continue the façade improvement program
- provide adequate transition areas
- provide a better location and design of parking

environment

- reduce imperviousness
- provide additional tree canopy and forest cover
- continue low-density zoning

Map 4: Opportunities



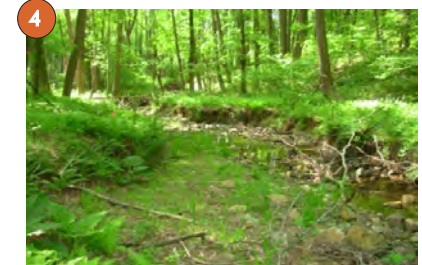
Support small businesses along MD 198



Create a main street along MD 198



Provide a public green area and recreation



Retain and enhance forest cover

Connectivity

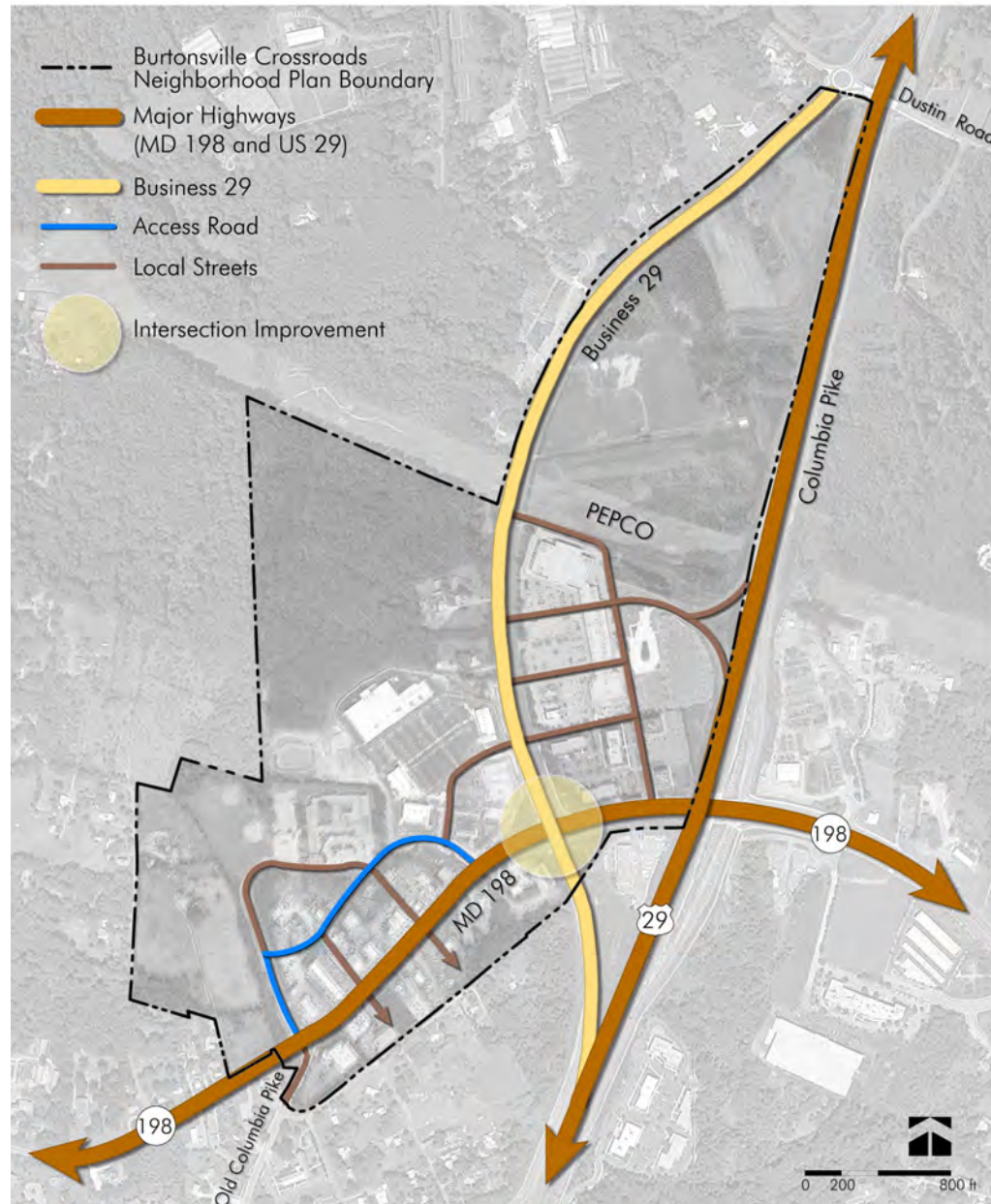
Existing highways and arterials connect Burtonsville to the region. A system of local streets, sidewalks, and trails could improve the connectivity between parcels, essential to creating a cohesive community. The safe and attractive design of the highways, arterials, local streets, sidewalks, and trails often provide a positive first impression of a community and invite people to use the businesses, open spaces, and planned activities.

The relocation of US 29 created an elevated bypass and changed travel patterns into the commercial core. With plans by the Maryland State Highway Administration (SHA) to follow-up with the widening of MD 198 through Burtonsville, property owners are concerned about how the widening will impact their parking, business operations, pedestrian access, and circulation. The result of these transportation changes is a focus on highways for through traffic and a loss of a sense of community.

Challenges

- conflicts between through and local traffic on MD 198
- limited local street network
- inadequate pedestrian infrastructure

Map 6: Connectivity



conflicts between through and local traffic

Burtonsville is dominated by through traffic on MD 198 and Business 29. Numerous curb cuts and left turns for local traffic along MD 198 create conflicts with through traffic. Reducing the conflict is a significant challenge.

limited local street network

The focus on through traffic has overlooked local traffic. Burtonsville lacks a system of local streets essential to creating a safe and efficient circulation pattern. A system of local streets should accommodate vehicles, but also provide a safe and attractive pedestrian environment that links local businesses.

inadequate pedestrian infrastructure

Burtonsville's current street pattern has created a difficult and unpleasant place to walk and ride a bicycle. The area does not have a system of continuous sidewalks, bikeways or trails. This lack of sidewalks and bike routes along and across MD 198 and Business 29 leaves the businesses and services disconnected. The park-and-ride lot and the nearby Fairland Recreational Park are also not connected to the commercial area.

Opportunities

- provide regional access
- create a "main street" on MD 198 and improve Business 29
- connect to the park-and-ride lot and regional transit
- provide a local grid of streets and an access road
- improve street character
- provide bikeways and trails

provide regional access

The Intercounty Connector (MD 200) provides a new east-west traffic connection between I-270 and I-95. The ICC provides the opportunity for MD 198 to be reclaimed as a street to serve local traffic and businesses.

create a "main street" on MD 198 and improve Business 29

MD 198 has the opportunity to serve as the main street for Burtonsville. The existing conditions along this State road include two eastbound and two westbound traffic lanes (see Illustration 2). The transition of the area from a crossroads to a community would be supported by recasting MD 198 as a main street that can anchor a grid of perpendicular local streets that provide access to development. MD 198 could be designed to form a positive first impression of the community by including a landscaped median, sidewalks, and a bikeway. A continuous sidewalk and bikeway along MD 198 through the Plan area is proposed by SHA. Business 29 could serve as the Village Center's "spine," with safe and attractive crossings, a planted median, and a linear green along the roadway, features that will improve the area's character and function.



MD 198 Improvement Project

In 2002, the State's MD 28/MD 198 Corridor Improvement Study had the stated goals of relieving local congestion while managing access; improving safety and operations for motorists, bicyclists, and pedestrians; and preserving quality of life while realizing local planning visions (Illustration 3).

Residents have noted that left turns from MD 198 into local businesses are extremely difficult and bicycling is hazardous. The improvement project has the potential to recast MD 198 through Burtonsville as a local main street.

Illustration 2: Main Street MD 198 - Challenges

Major Highway (M-76)

Plan
 Min. right-of-way: 120 feet
 Lanes: 4 lanes, divided



Challenges: high-speed through traffic, multiple curb cuts, no turn lanes, no local streets, no sidewalks or streetscape

Main Street MD 198-Challenges



Western Gateway:

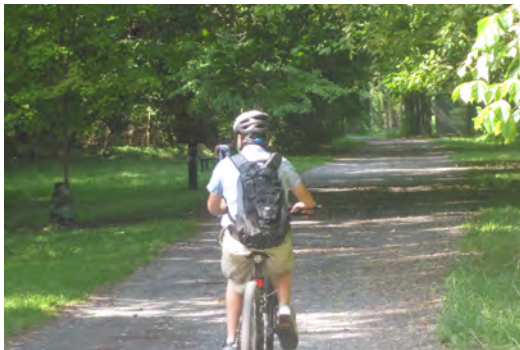
- no formal gateway
- short transition from rural area to commercial area
- safety at the primary intersection
- no street character

Main Street MD 198:

- high-speed through traffic
- multiple curb cuts
- limited crosswalks
- no connections between parcels
- left turn conflicts
- no street character
- no median

Eastern Gateway:

- no formal gateway
- limited transition from major highway, US 29 to Main Street MD 198 and Business 29
- limited access to the office core from MD 198
- concrete median



improve street character

Streets are one of the major opportunities to create a positive first impression of a community. The opportunities to improve pedestrian circulation and vehicular access in Burtonsville include:

- creating “main street” MD 198 - new median, a sidewalk and shared use path, street trees, lighting, and street furniture would significantly enhance the design character of MD 198. Access points along MD 198 should be consolidated
- improving business 29 - dual bikeway along the east and west sides, and street trees in the median and along both sides
- providing the access road - new street with a narrow right-of-way, on-street parking, and streetscape compatible with the existing elementary school would link the areas north of MD 198
- creating a grid pattern of local streets - new system of narrow public or private streets could expand access between parcels, create a system of short blocks, and improve pedestrian access. Many existing buildings along MD 198 are oriented to the future local street grid.

provide bikeways and trails

A new system of bikeways and trails will improve connections to local parks, the community center, and the library. An expanded bikeway system including a bikeway along the southern side of MD 198 will improve connections between parcels. Fairland Recreational Park should also be connected to Burtonsville by a trail and bikeway near the southeastern boundary.

inadequate pedestrian environment

Sidewalks are limited and they don't provide functional, safe, and attractive places for pedestrians. Bikeways are disconnected.

absence of public spaces

Within the commercial area, there are no public open spaces for recreation and gathering. In the past decade, informal local gathering places like the Dutch Country Farmers Market, fire station, and post office were relocated outside the Plan area. The only remaining public gathering space is the elementary school. The larger Burtonsville area has a number of community facilities, including a community center, local and regional parks, and a library. Events like Burtonsville Day celebrations are held outside the crossroads area.

Burtonsville Day

Burtonsville holds an annual Burtonsville Day in September, celebrating Isaac Burton's life.

This community-wide social event has included activities such as live musical entertainment, a health fair, a celebrity basketball game, a parade with high school bands, fire and rescue apparatus, local scout troops, and local business floats. The parade begins at Paint Branch High School and ends at the Praisner Community Center along Old Columbia Pike.

The fair, held on the grounds of the community center, includes crafters and vendors, a pet show, a moon bounce, an auto show with classic and custom cars and trucks, and a library fair.

The Knights of Columbus and the Burtonsville Lions Club offer a variety of food and local groups provide the entertainment including children's dance companies, tae kwon-do and karate groups, and music bands.



The *Parks, Recreation, and Open Space Plan (PROS)* and the *Land Preservation, Parks, and Recreation Plan (LPPRP)* identify the need for three recreation fields in the Eastern County. PROS and LPPRP estimate recreational needs by broad planning areas to the year 2020, rather than for small neighborhood planning areas such as Burtonsville.



Opportunities

- *provide a safe and attractive local street system*
- *improve building character*
- *provide a public green and open space*
- *support infill and adaptive reuse*
- *continue the façade improvement program*
- *provide adequate transition areas*
- *provide a better location and design of parking*

provide a safe and attractive local street system

New local streets, including an access road, will contribute to recreating Burtonsville as a complete and cohesive place. An interconnected grid of local streets between MD 198 and the planned access road could provide a pedestrian environment, enable on-street parking, and create options for street-oriented development. These streets should include street trees and adequate sidewalks to provide an important resource for the Burtonsville Crossroads Neighborhood. The high quality design of these streets will be an important resource for the area.

improve building character

Buildings of varying heights within the maximum allowed limits provide an opportunity to give Burtonsville a more distinct character different from other commercial areas in Montgomery County. South of MD 198, buildings should be compatible and make an appropriate transition to the adjacent single-family detached neighborhood. North of MD 198, building heights and locations should define streets and fill gaps in a new grid of streets. Adjacent to US 29 and the existing four-story office buildings, taller building heights are compatible and will help identify Burtonsville to through traffic.

provide a public green and open space

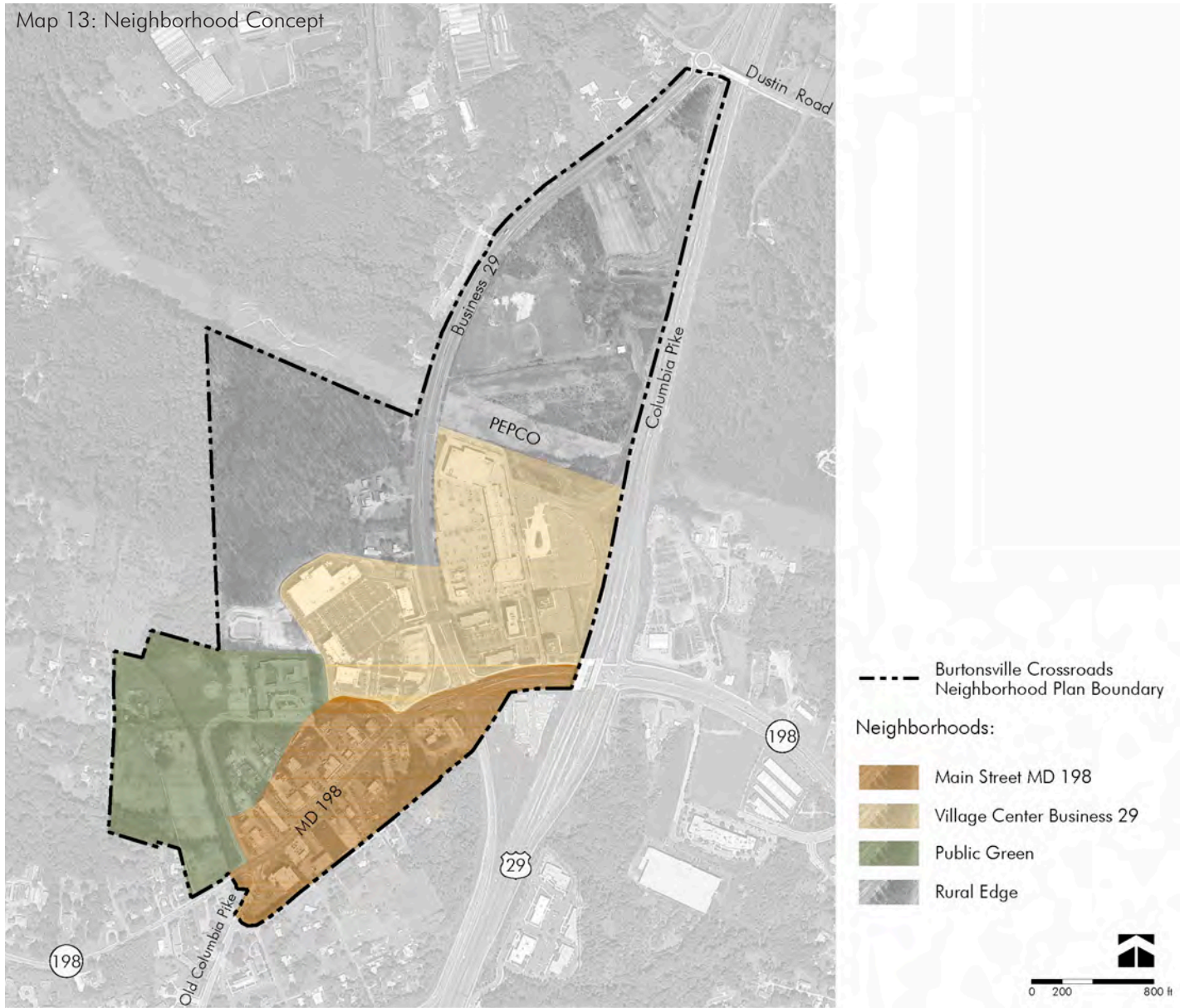
Situated one block away from MD 198, between the elementary school and proposed access road, the Burtonsville Volunteer Fire Department (BVFD) property could create a central public green that is notably lacking in Burtonsville. This public space could be used for events such as Burtonsville Day. In addition, public spaces should be located on the two shopping center sites to provide high quality private or public open space as a part of their redevelopment. Opportunities to provide public space are along Main Street MD 198, in the rural open space north of the PEPCO lines, and at the public green.

neighborhood plan recommendations

Burtonsville is envisioned as a complete community with three distinct neighborhoods:

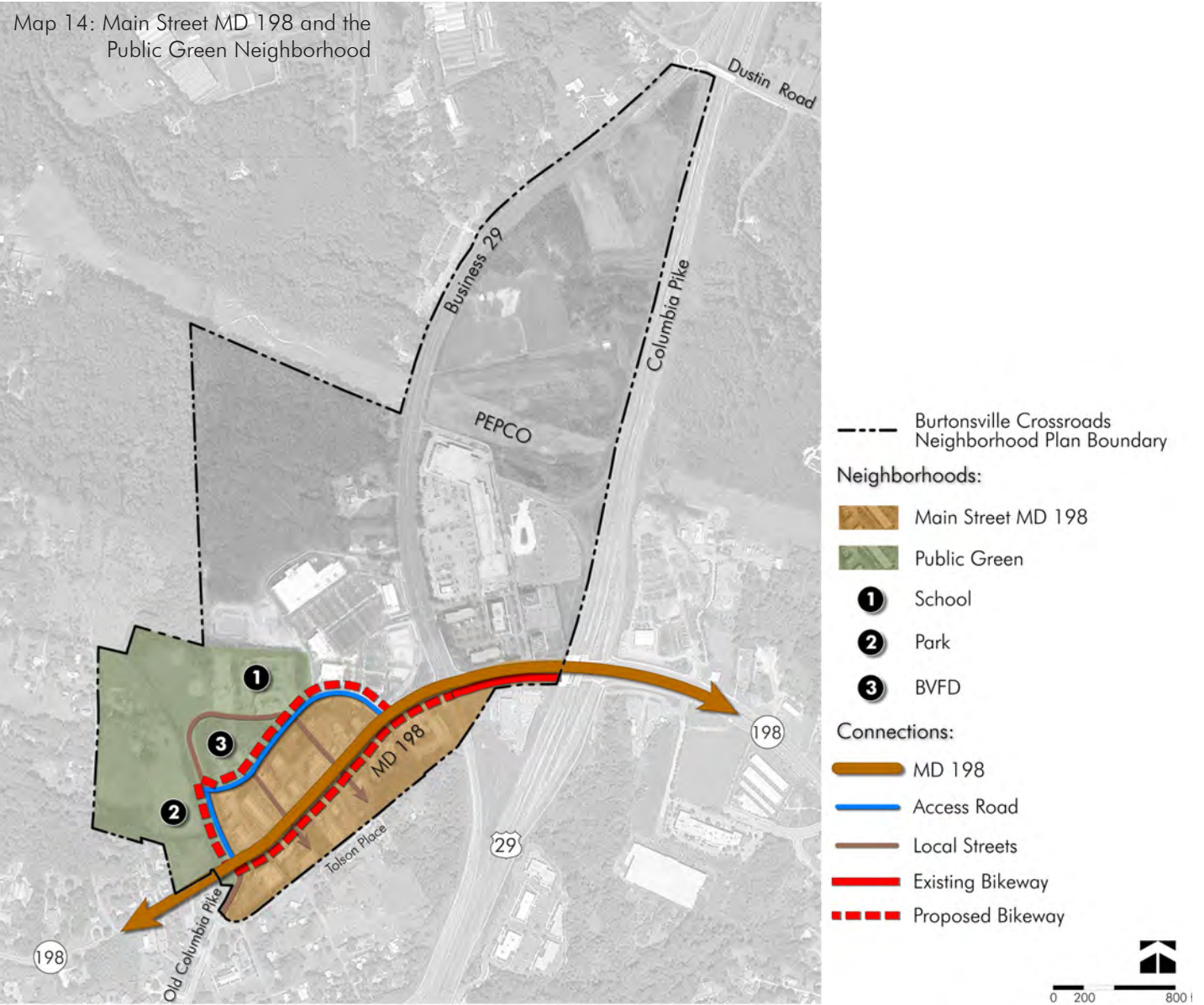
- Main Street MD 198 and the Public Green
- Village Center Business 29
- Rural Edge

Map 13: Neighborhood Concept



Main Street MD 198 and the Public Green

Main Street MD 198 and the proposed Public Green will be the most visible places in Burtonsville. MD 198 will become the main street of Burtonsville—a pedestrian-oriented place with local retail businesses, housing, services, a new grid of streets, and a public place for recreation and gathering. While existing commercial uses may predominate, some infill and new residential redevelopment will enliven the neighborhood. Redevelopment should retain local businesses, reuse existing buildings, and provide adequate transitions that protect the adjacent single-family neighborhood along Tolson Place.



main street MD 198 neighborhood

The Plan recommends rezoning from C-2 and I-1 to the Commercial Residential Town (CRT) and Commercial Residential Neighborhood (CRN) Zones to support infill projects and small business expansions. The neighborhood will include:

- a varied mix of convenience retail and service uses that support the local market
- affordable housing for all ages
- street-oriented retail
- varied building sizes and heights along a new grid of streets
- public green and gathering spaces

New development should be oriented to MD 198 and along the new grid of streets. Residential development should be located near the elementary school and along a new access road. The proposed access road will improve the connection between local business properties and provide an important second access to the elementary school for fire safety, and efficient drop-off and pickup. The businesses should continue to take advantage of the easement program to improve the building facades and signage along Main Street MD 198. Efforts to provide adequately screened parking on the side or rear of the properties are recommended.

On the north side of MD 198, the recommended CRT Zone permits eating and drinking establishments along “restaurant row” and provides incentives to retain the local businesses. On the south side of MD 198, the recommended CRN Zone includes limitations on uses and introduces requirements for appropriate transitions to protect the adjacent residential neighborhoods along Tolson Place. Special exceptions may continue if lawfully existing before the new zoning. Buildings may expand up to 10 percent above the total existing floor area if less than 10,000 square feet of area is disturbed.

the public green neighborhood

The Public Green located north of MD 198 will combine the existing 12-acre elementary school parcels, the three-acre Burtonsville Volunteer Fire Department (BVFD) site, and the 16-acre Athey property. This 31-acre area would provide recreation fields and courts (Athey property), expansion of the local elementary school, and spaces for public gathering (BVFD site). The Public Green will provide a large civic space for the Burtonsville area. Access to the Public Green will be from the existing school access driveway and the future access road. The Plan recommends:

- retaining RE-1 and RC Zones
- acquiring the Athey property for recreation fields to complete public ownership of the Public Green
- safe trails to connect all public properties
- future community events such as Burtonsville Day celebrations, musical performance areas, art exhibits, craft shows, and classic car shows

economy

Main street retail and a mix of uses will include:

- affordable housing for all ages
- adaptive reuse of buildings
- small business expansions including infill and adaptive reuse
- public benefit points for providing tenant space for small businesses
- open space for public celebrations such as Burtonsville Day and other community events
- chamber of commerce or business group

connectivity

The Plan recommends establishing an improved MD 198, a new system of local streets, new sidewalks, new bikeways, and trails to provide more links within the Plan area. The majority of new roads should serve local traffic. A new access road will provide new connections to the existing properties along MD 198. Connections will include:

- enhanced medians, sidewalks, crosswalks, hiker/biker trail, continuous row of trees, pedestrian refuge areas, and safe left turn areas along MD 198
- planned classification of streets, with County-maintained roads designed to Road Code standards
- non-master planned system of public and private streets that provide flexibility for operational functions including property access, loading, and parking
- on-street bikeway along the planned access road

design

This Plan will improve the character of Main Street MD 198 and provide a Public Green including:

- streets that improve traffic function and community character, reduce curb cuts, left turns, and provide enhanced streetscape elements
- infill and adaptive reuse of buildings
- parking located at the back and side of buildings
- buildings that define streets
- transition to residential properties south of MD 198
- façade and signage improvements to extend a consistent character throughout the neighborhood
- public green for recreation and public gathering

environment

Infill or redevelopment will meet the most current environmental site design requirements including:

- buildings of the highest caliber of energy efficiency that may include:
 - renewable energy systems
 - site and building design and orientation for passive solar heating
 - daylighting of the interior spaces including outside shading of glass
 - use of local materials
 - green roof technology
 - integrated solar panels
- green and complete streets to reduce imperviousness and increase tree canopy
- stormwater improvements

specific property recommendations

1. Main Street MD 198 North: from I-1, R-C, and C-2 to CRT 1.5: C 1.0, R 1.25, H 70



Eleven small properties are located along the north side of MD 198. Six are owned by a single owner and the remaining by individual owners. By combining the six properties, the owner could subdivide and assemble the properties. Once platted, the combined site could provide a mixed-use project on 4.25 acres. A residential project could complement the local retail and adjacent school. The CRT Zone is recommended to provide the necessary street system, sidewalks, and open spaces to create a community. Residential development is encouraged to support the retail for the neighborhood.

The properties are adjacent to the planned access road, two vacant low-density residential properties, and a shopping center. The properties will need to meet the height, density, and setback requirements. The Plan recommends:

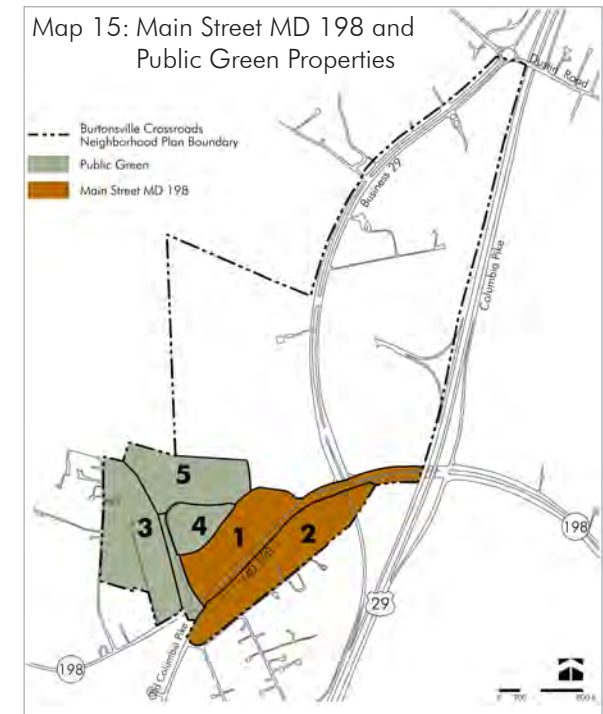
- dedication for the access road in advance of a preliminary or site plan application
- street-activating uses along MD 198 and new local streets
- maximum building heights of 70 feet to accommodate residential development
- streetscape along MD 198, with parking located behind or to the side of buildings
- continuous sidewalk along MD 198
- grid of local streets that connect to the access road and MD 198

2. Main Street MD 198 South: from C-2 to CRN 1.5: C 1.0, R 0.5, H 45



These independently owned commercial properties are located in the Main Street MD 198 South neighborhood. Access to the properties is from MD 198. The proposed CRN Zone is recommended to ensure uses with ample transitions to adjacent residential properties along Tolson Place. The properties are adjacent to single-family residential neighborhoods with height, density, and setback limits. The Plan recommends:

- adaptive reuse of buildings
- opportunities for small businesses
- live-work units
- street-activating uses such as retail along MD 198
- building heights of a maximum of 45 feet that step down to 35 feet with significant setbacks along the southern edge, adjacent to the existing residential neighborhood. This height is compatible with the adjacent R-200 Zone.
- streetscape along MD 198 within the setbacks
- bikeway along the south side MD 198
- streets that don't connect to Tolson Place



Bikeways

The Countywide Bikeways Functional Master Plan (CBFMP) recommends bikeways through the Plan area. This Plan confirms those recommendations and adds a signed shared roadway along the access road. A dual bikeway, which consists of a shared use path and bike lanes, is recommended along Business 29 from MD 198 to the PEPCO right-of-way, and bike lanes along Business 29 from the PEPCO right-of-way to Dustin Road.

This Plan also recommends designating the Main Street MD 198 neighborhood as a Bicycle and Pedestrian Priority Area, which facilitates the allocation of funds for improvements on State Roads. This designation reflects the Plan’s fundamental goal of creating a lively, pedestrian centered atmosphere.

Map 26: Bikeway Classifications

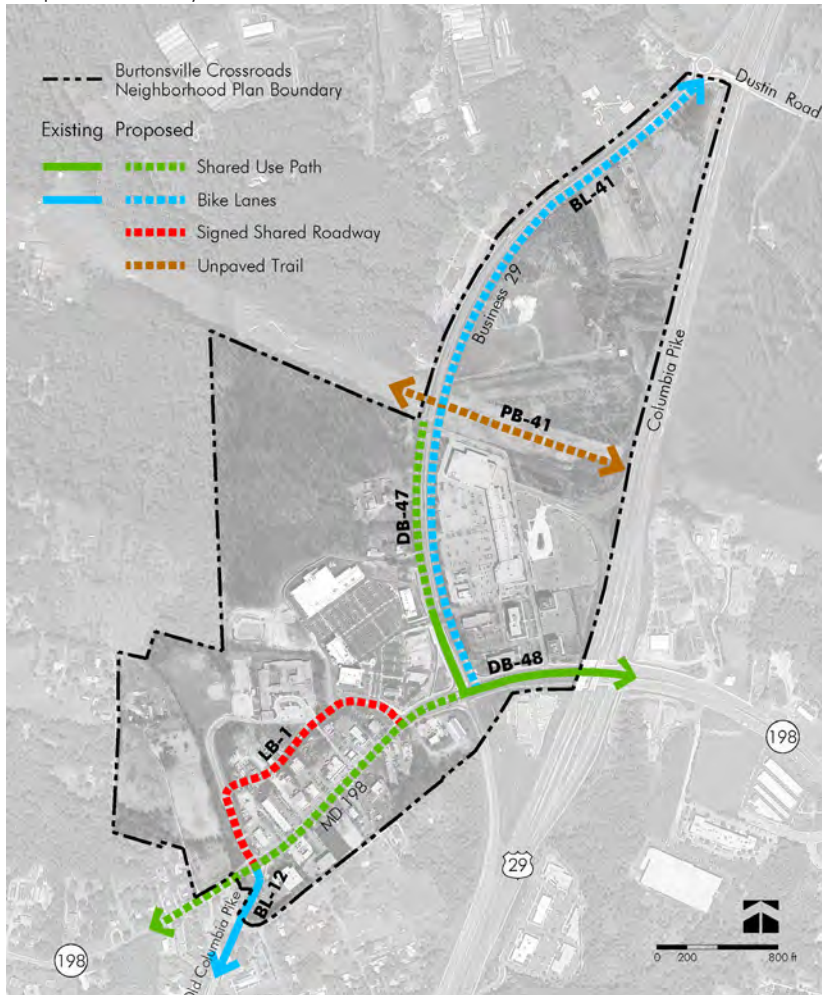


Table 7: Bikeway Classifications

Route	Name	Location	Bikeway Type	Status	Reference
BL-12	Old Columbia Pike	Tolson Place to MD 198	bike lanes	existing	CBFMP and SHA policy
DB-48	MD 198	US 29 to western Plan boundary	dual bikeway: bike lanes and shared use path	existing/proposed	CBFMP and SHA policy
BL-41	Business 29	PEPCO r.o.w to Dustin Rd	bike lanes	existing/proposed	Fairland Master Plan and SHA policy
DB-47	Business 29	MD 198 to PEPCO r.o.w.	dual bikeway: bike lanes and shared use path	existing/proposed	Fairland Master Plan and SHA policy
LB-1	Access Road	MD 198 to MD 198	signed shared roadway	proposed	new
PB-41	Patuxent Trail	US 29 to Business 29	unpaved trail	proposed	Fairland Master Plan