

Burtonsville Crossroads Neighborhood Plan  
Turning a Crossroads into a Community  
Staff Draft  
February 2012  
*MontgomeryPlanning.org*



# burtonsville

crossroads neighborhood plan



Montgomery County Planning Department ■  M-NCPPC

## **INTRODUCTION**

Vision

Themes

Design Precedents

Middleburg, Virginia; Chevy Chase, D.C.; and Germantown, Maryland

Planning Context

## **THEMES: Challenges and Opportunities**

Economy

Connectivity

Design

Environment

## **NEIGHBORHOOD PLAN RECOMMENDATIONS**

Rural Edge

Main Street MD 198/Public Green

Village Center Business US 29

## **IMPLEMENTATION**

Summary

Near-Term and Long-Term Actions

Zoning

Existing

Proposed

CRT Public Benefit Priorities

Proposed Zoning Text Amendment for Watershed Protection

Subdivision Process

Transportation

Community Facilities

Sewer and Water

Capital Improvements Program

Resources

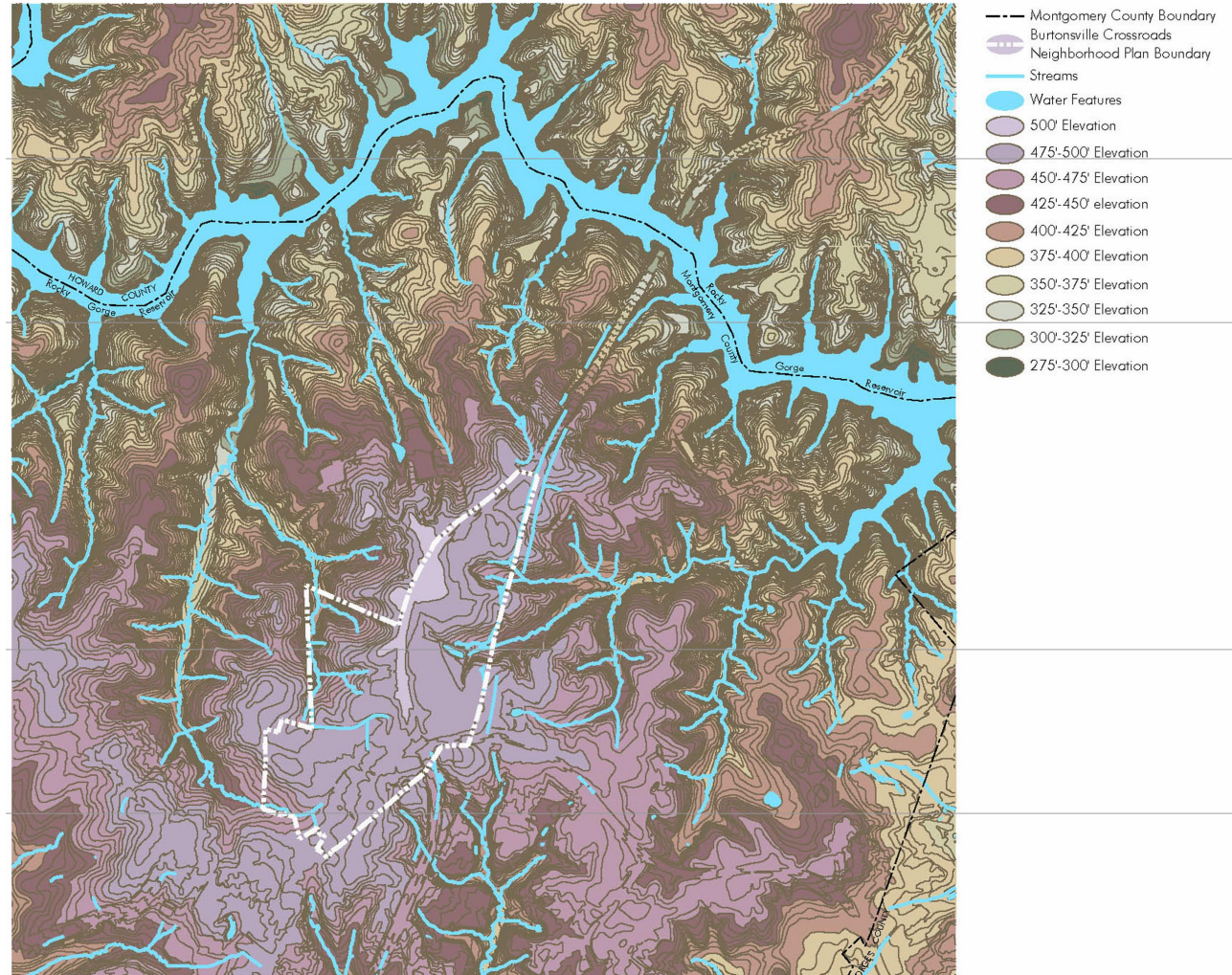
## Appendix

### Maps

- Map 1 Plan Vision
- Map 2 Regional Area
- Map 3 Regional Retail Context
- Map 4 Watersheds and Headwaters
- Map 5 Forest Cover
- Map 6 Development Pattern
- Map 7 Burtonsville Neighborhood Concept
- Map X Main Street MD 198 Property Key
- Map X MD 198 Roadway Concepts
- Map X Local US 29 Property Key
- Map X Rural Edge Property Key
- Map X Burtonsville Crossroads
- Map X Burtonsville Bypass
- Map X Burtonsville Community
- Map X Neighborhood Concept
- Map X Design Concept
- Map X Existing Zoning
- Map X Proposed Zoning
- Map X Existing and Proposed Streets
- Map X Bikeways

### Tables

- Table 1 Burtonsville Area Housing Units and Population
- Table X Tributary/Headwater Conditions
- Table 3 Existing Zoning
- Table 2 Jobs-Housing Ratio
- Table 4 Roadway Classifications
- Table 5 Bikeway Classifications



## Vision - Turning a Crossroads into a Community

The Burtonsville Crossroads Neighborhood Plan will foster the transformation of the area from a crossroads to a community. The neighborhood will focus on the following:

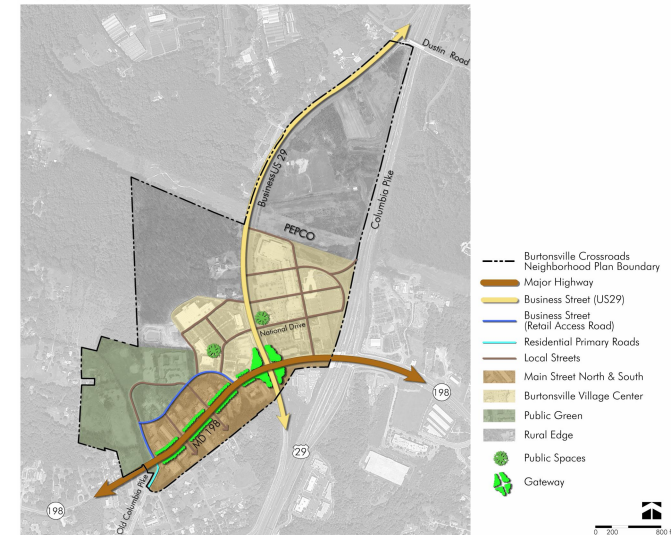
- Economic vitality
- Connectivity
- Design to establish a community pattern
- Environmental protections for the headwaters of the Patuxent River

## Themes

This Plan encourages a wide range of land uses at the same development density permitted under current zoning. This Plan uses the existing infrastructure to support redevelopment. Burtonsville will provide a mix of local and regional retail including ethnic restaurants and small businesses, along with housing, recreation, and some office uses. The public green will provide the neighborhood with expanded educational facilities, field sports, and public gathering areas. The low density properties surrounding the neighborhood form a rural greenway or edge. The following four themes provide the outline to achieve the Plan's vision and they include:

- **Economy**  
Support a mix of uses, including residential, that will sustain the local retail at a neighborhood scale along Main Street MD 198. Regional retail may be appropriate in Village Center Business 29.
- **Connectivity**  
Improve the character of MD 198 as a main street, provide a new access road that reduces dependence on MD 198, and establish a walkable neighborhood by creating a grid of streets with sidewalks, bikeways, and trails linking to public places. Provide a connection of public places, recreation, and open space opportunities in the neighborhood and the rural edge.
- **Design**  
Improve the overall image of the crossroads as an appealing local place and establish a community pattern.
- **Environment**  
Protect the headwaters of the Patuxent River watershed by lowering the imperviousness level in the Rural Edge, not allowing sewer extensions, protecting forest, and acquiring key parcels for preservation. Provide stormwater management upgrades in the commercial area in infill and redevelopment.

Plan Vision



## Design Precedents

The following precedents identify examples of design patterns found in successful communities - Middleburg - 1700s, Chevy Chase - 1800s, and Germantown Town Center - 1900s. All have design patterns or characteristics that could serve as models to assist in transforming Burtonsville from a crossroads to a community through design.



### Connectivity:

- Main Street - Crystal Rock Drive
- Grid of local streets with on-street parking
- 25 ft wide sidewalks on main street, 15 ft wide sidewalks others
- Street trees 30 ft on center
- Special paving for sidewalks

### Economy:

- Neighborhood serving retail
- Mixed use zoning
- Regional competition
- Local performing arts center

### Design and Environment:

- Variety of building heights
- Space for large and small infill buildings
- Transition to the adjacent neighborhoods
- Blackrock Center Local Park



### Connectivity:

- Main Street - Connecticut Avenue
- Grid of local streets with on-street parking
- 30 ft wide sidewalks
- Trees 50 ft on-center
- Added setback in addition to sidewalks along both sides of Connecticut Avenue

### Economy:

- Neighborhood retail
- Restaurants
- Grocery Store
- Residential
- Mix of uses
- Reuse and infill over the years

### Design and Environment:

- Variety of building heights
- Space for large and small infill
- Tall buildings along main street, lower adjacent to neighborhoods
- Chevy Chase Circle



**Connectivity:**

- *Main Street - US 50 Lee Highway*
- *Grid of local streets with limited on-street parking*
- *2 travel lanes with on-street parking*
- *15 feet wide brick sidewalks*
- *Trees with random spacing*

**Economy:**

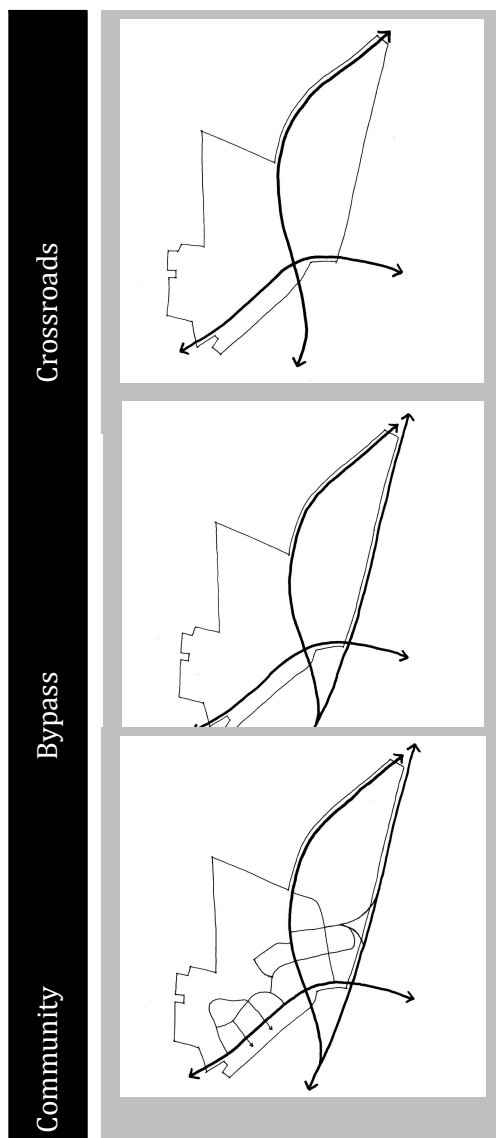
- *Absence of strip malls*
- *History of reuse and infill*
- *Speciality retail*
- *Residential*
- *Restaurants with outdoor space*

**Design and Environment:**

- *Variety of building heights*
- *Large and small buildings*
- *Transition to the adjacent neighborhoods*
- *Adaptive reuse of existing buildings*
- *Local park*

DRAFT

## Planning Context



### Crossroads

Burtonsville is a crossroads that has not reached the potential envisioned in the 1997 Fairland Master Plan. Before 1970, Burtonsville was a commercial crossroads dominated by roads and serving low density residences and the agricultural uses in the area. Single use commercial zoning and incremental road widening accommodated local and regional serving businesses. US 29 and MD 198 were designed to provide for through traffic for regional access from the areas located north/south and east/west of Burtonsville. The crossroads of US 29 and MD 198 provided a crossroads to support limited development creating a community with a range of uses.

### Bypass

In 2005, US 29 relocated to the east of the original intersection with MD 198. This relocation separated high speed through traffic from local traffic, provided a bypass to the Burtonsville area and eliminated direct access to an existing shopping center. This prompted shifting of stores to the west of Business US 29, creating vacancies to the east, and the loss of a major tenant. The result of this design was a continuing focus on highways for through traffic and a loss of community focus.

### Community

The Burtonsville Neighborhood Crossroads Plan is designed to support the transformation of Burtonsville from a crossroads to a community. The planning objectives will foster the transformation by improving the local vehicular and pedestrian connections between parcels, providing public places for recreation and gathering. The Plan envisions a variety of building sizes and heights, supports infill development, and creates appropriate transitions to the adjacent residential neighborhoods.

*SIDEBAR: Historically, Burtonsville, originally called Burton's, takes its name from Isaac Burton, who in 1825 became the area's major landowner. The area grew around the intersection of Old Columbia Pike and Sandy Spring Road (MD 198). In the 1850s, Isaac Burton became the area's first postmaster and operated out of his store at the intersection. Today, Burtonsville continues to center around the intersection of MD 198 and US 29.*



### **Previous Planning Actions**

This Plan builds on a foundation of past planning and investment.

- **1993: Functional Plan for the Patuxent River Watershed** – This Plan established environmental guidelines to protect drinking water resources.
- **1997: Fairland Master Plan** – The Fairland Master Plan encouraged “cohesive development and redevelopment in the Burtonsville commercial core including vehicular circulation, streetscaping, and sidewalks” (page 69).

Since then, the following plans and projects have been approved.

**1999-2009: Conservation Land Purchases** – over 185 acres of RC zoned properties in the Patuxent watershed, adjacent to the Plan area, have been placed into forest conservation easements by private property owners or have been purchased by the Washington Sewer and Sanitation Commission and State Highway Administration for preservation and environmental mitigation.

- **2002: MD 28/MD 198 Corridor Improvement Study, Purpose and Need Statement, Alternative** – Maryland State Highway Administration (SHA) proposes changes to MD 198 corridor through Burtonsville.
- **2005: US 29 realignment** – separating local and through traffic removed direct access to the shopping center
- **2005: Park-and-ride lot** – brought in more through traffic, but with limited access to local businesses.
- **2007: Burtonsville Market Study and Consumer Shopping Survey** completed by the County's Department of Housing and Community Affairs (DHCA).
- **2008: Burtonsville Community Legacy Plan** - DHCA's goal is to improve the retail and visual character along MD 198.
- **2009: MD 28/MD 198 Corridor Improvement Study** - is shelved by SHA.
- **2009: Dutch Market and US Post Office** - relocate outside of the Plan area.
- **2010: Burtonsville Access Road** – removed from County CIP.
- **2010: Burtonsville Crossroads Shopping Center** - loses Giant as their anchor and subsequently 2/3 of the shopping center is currently vacant
- **2010: Burtonsville Town Square opens** – the redeveloped strip shopping center relocated the supermarket from the Burtonsville Crossing Shopping Center (across Business 29) which currently has 15 vacancies.
- **2011: ICC opens** – this cross-County east/west route supports redesigning MD 198 to focus on local traffic.

# THEMES

## Economy

Burtonsville, located in the uppermost part of the eastern County, has the potential to serve local and regional markets in the future.

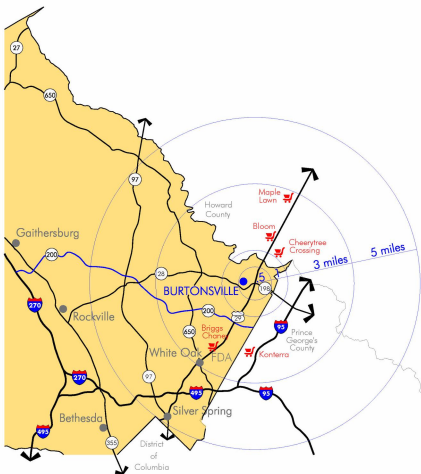
## Challenges

1. Local and regional competition
2. High vacancies in strip malls
3. Existing single-use zoning

## Competition

Burtonsville faces current and future competition with regional retail centers in and beyond Montgomery County. There are an overwhelmingly high number of grocery stores within a 3 mile radius. Seventeen thousand households have their choice of 6 grocery stores within a three mile drive. Retail studies acknowledge the minimum threshold for maintaining a grocery store is 4,000 households. The 3-mile market in Burtonsville is saturated with the following retail outfits:

Regional Retail Context



- Burtonsville Town Square (130,000 sf retail, anchored by a Giant)
- Briggs-Chaney Market Place (192,000 sf retail, anchored by a Safeway)
- Cloverly Town Center (28,500 office, 17,500 retail, anchored by a 45,400 sf Safeway)
- Orchard Center, Cherry Hill Road (425,000 sf retail, anchored by a Target and Super Fresh)
- Bloom Scaggsville, Howard County (70,000 sf retail, anchored by a Food Lion/Bloom)
- Cherry Tree Crossing, Scaggsville, Howard County (40,000 sf of retail, no grocery anchor)
- Maple Lawn, Howard County (180,000 sf of retail; 1,340 housing units and 1.6 mil sf office, anchored by a future Harris Teeter)

**Table 1 Burtonsville Area Housing Units and Population**

	housing units	Population
0.5 mile	361	1,019
1 mile	2,023	5,951
3 miles	17,394	47,121
5 miles	61,375	161,514

**High Vacancy Rate**

Burtonsville has 730,000 square feet of leasable space. The office and retail space at Burtonsville Crossing has significant vacancies. Approximately 1.0 million square feet of retail space in the primary market area and an additional 1.5-2.0 million square feet are under construction, planned, or approved (page 6). Additional retail is also planned in White Oak/Cherry Hill with FDA and the White Oak Science Gateway Plan. The 2007 Market Study finds that “most of [the] retail gap will be filled by new and proposed development, particularly Konterra’s retail component” (page 7). In addition to retail, Burtonsville also competes with three employment centers that are within a 5 mile drive radius:

- A. Konterra, Laurel, Prince George’s County (1.5 million sf retail, 3.8 million sf office, 4,500 housing units & 600 room hotel)
- B. FDA Campus, White Oak (6 million sf of Federal lab/office)
- C. Ft. Meade, Laurel, Anne Arundel County, (1.8 million square feet military office)

**Zoning**

Single-use commercial and office zoning dominates the crossroads area. Outside the commercial area, larger properties have low-density residential and agriculture zoning. The Plan area comprises of properties ranging from 535 square feet to 26.25 acres. Of approximately 191 total acres, approximately seventy-three are zoned strictly for office and commercial uses and 117 are zoned for low-density development. The standards in the existing non-residential zones prohibit the following:

- **C-1 Zone** - The narrow range of land uses and low building heights limit the ability of the Burtonsville Crossing Shopping Center to respond to market changes and changed regional access.
- **C-2 Zone** - This zone does not permit housing, does not foster the creation of the open spaces needed to serve the community, heights limited by parking and setbacks , does not promote infill development critical to existing small businesses, and does not provide a transition to the adjacent neighborhoods.
- **O-M Zone** - The properties in this zone have substantial vacancies. Widening the range of permitted uses and providing the opportunity for street-oriented retail would improve the potential to lease these existing properties.

- **I-1 Zone** - This zone allows for unlimited FAR with building heights of 100 feet that are not in scale with the community. FAR is often limited by parking and setbacks.

## Opportunities

1. There is a demand for goods
  - a. Small properties on Main Street will be retained and expanded to serve local demand
  - b. Large properties on Business 29 may redevelop to serve regional demand with access
2. Community support for mixed use zoning, including housing

A Planning Department analysis indicates a significant outflow of retail sales (shoppers going elsewhere to purchase goods and services). Retail opportunity data shows a significant opportunity for additional sales, up to \$6.9 million in 2010 in a three-mile radius. This retail gap reflects demand across all retail categories except automotive and hardware.

The Plan recommends replacing the existing C-1, C-2, O-M, and I-1 Zones with the CRT Zone along both sides of Business 29 and along the north side of MD 198. The CRT Zone is designed to:

- provide flexibility to respond to current market conditions
- provide added public engagement (site plan) that commercial zones do not require
- provide certainty with density and heights
- provide a mix of commercial uses and housing opportunities
- provide adequate transitions
- require public use space
- support infill development

SIDEBAR: The Dutch Farmer's Market was a regional destination and was integral to the cultural, business, and community image of Burtonsville. Burtonsville's numerous and varied restaurants suggest a potential for specialized or destination retail combined with neighborhood shopping. According to DHCA's 2007 *Burtonsville Market Study*, "Burtonsville can accommodate restaurants and specialty stores that do not require a mall location." (page 9)

## Connectivity

Burtonsville is dominated by State-owned highways and arterials. Hence the following challenges are important to highlight:

1. Limited pedestrian infrastructure, links to transit, and crosswalks on MD 198 and Business 29
2. No local streets for pedestrians or vehicles. The crossroads area lacks a grid of local streets to complete a safe circulation pattern. These streets should accommodate vehicles, but also provide a safe and appealing pedestrian environment. No continuous sidewalks, bikeways or trails exist along MD 198 or Business 29 in the Plan area
3. Multiple curb cuts and left turns along MD 198
4. Lack of connection between stores

## Opportunities

SIDEBAR: 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 (page 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.

Many high-traffic roads function as main streets, including local examples of Connecticut Avenue in DC, Route 50 through Middleburg, VA, and Century Boulevard in Germantown, MD.

1. Regional access to I-95, ICC, US 29
2. Main Street vision for MD 198
3. Park and Ride and transit station
4. Connect to trail to Fairland Recreational Park
5. Business 29, Retail Access Road and local grid of streets
6. Design the streets to provide safe intersections and crosswalks on Business 29 and MD 198

## Regional vehicular access to I-95, ICC, US 29

The newly opened Inter County Connector (ICC or MD 200) provides a new east/west traffic pattern linking I-270 with I-95 in this part of East County. Now, MD 198 can be reclaimed as a main street to serve local traffic and local businesses.

## Main Street MD 198

MD 198 has the potential to serve as Burtonsville's main street. The existing conditions along the state road include two eastbound and two westbound traffic lanes. The transition from a crossroads area to a community would be supported by recasting MD 198 as a Main Street with a parallel access road that can anchor a grid of perpendicular local streets giving access to redevelopment projects. SHA proposes a continuous

# Main Street MD 198

## Main Street MD 198 - Major Highway

### Neighborhood Plan

Min. R.O.W.: 120 feet  
 Lanes: 4 lanes, divided

### Guidelines

Parking: NA  
 Trees: 50 feet o.c.  
 Sidewalk: 5 feet wide min., north side  
 8 feet wide min. south side  
 Setback: 10 feet  
 Median: Planted, including turn lanes



**Existing:** Oriented to high speed through traffic, multiple curb cuts, no turn lanes, no local streets, and no sidewalks or streetscape



**Proposed:** Reduced speed of through traffic, new grid of local streets, enhanced crosswalks, new access road, streetscape

# Main Street MD 198



### Western Gateway:

- Access from MD 198 and Old Columbia Pike
- Improved crosswalk (orange circle)
- Entrance to the retail access road (blue)

### Main Street MD 198 Neighborhood:

- Improved crosswalks (yellow circles)
- Improved intersection of MD 198 and Business US 29 (orange circle)
- Entrance to the retail access road (blue)
- Grid of local streets (tan)
- New median and extensive streetscape including left turn lanes with a planted median (maroon)
- Buildings front on MD 198
- Combined access points with fewer curb cuts

### Eastern Gateway:

- Access for through traffic from grade separated US 29
- Improved access to the office and retail area north of MD 198 (tan)
- Enhanced median
- Augmented streetscape along MD 198, Business US 29 to US 29



sidewalk and bikeway along MD 198 through the Plan area. The Countywide Master Plan of Bikeways (CMPB) proposes a bikeway along Business 29; a signed shared roadway/on-road north of MD 198 and a shared use path/signed shared roadway south of MD 198. The CMPB recommends a shared use path/off-road. None of these bikeways have been constructed, but they will be important aspects of community life and mobility.

### **Park and Ride**

Burtonsville's park-and-ride lot is located behind the Burtonsville Crossing Shopping Center with access from US 29, Local 29, and MD 198. The 500 parking spaces are served by Metrobus, MTA Commuter Bus, the University of Maryland Shuttle, and an ICC Bus to BWI Airport. The park-and-ride lot is also included in a Bus Rapid Transit (BRT) network under study by Montgomery County. The Metro bus connects to the Silver Spring, Dupont Circle, McPherson Square, Metro Center, and Archives Metro stations. The commuter bus provides daily, rush hour service to Washington D.C. and Baltimore, with stops at the Silver Spring Metro Station and NOAA, Dupont Circle, Federal Triangle, Capitol Hill, and the Washington Navy Yard. The ICC bus route travels from Gaithersburg on Interstate I-270 to I-370. The route stops at the Shady Grove Metro Station, continues to the Norbeck park-and-ride, and makes its last stop at the Burtonsville park-and-ride before taking I-95 to the BWI MARC/Amtrak Station.

### **Connections to Fairland Recreational Park**

Fairland Recreational Park is accessible from a redesigned but incomplete crosswalk along MD 198, along the Plan's southern boundary. State road improvements, Park development, and private redevelopment will create opportunities to complete the pedestrian network.

### **Business and local streets**

The Plan will provide local connections including sidewalks, bikeways, trails, and new business streets with new retail and residential oriented toward the new streets. Improved intersections, park-and-ride connections, and crosswalks are also envisioned. MD 198 will remain a highway. Through Burtonsville it will be a main street with a tree-planted median, sidewalks, and bike trail. The road character along Business 29 will transform from commercial to rural at the Pepco right of way line. A segment of the retail access road was completed in 2001, to provide access to Burtonsville Elementary School. More new streets will generate more retail frontage for small property owners. The larger parcels will have the ability to create a grid for more access and to make connections from large lots to small lots. Along MD 198, there are few connections between properties as vehicles must enter and exit multiple times to shop at various stores along MD 198. For vehicles moving through the Plan area during morning and afternoon peak times, friction occurs when eastbound or westbound lanes are clogged with left turning vehicles and random right turns into retail establishments.

**Retail Access Road:  
Business District Street**

**Neighborhood Plan**  
(New section only)

Min. R.O.W.: 60 feet  
Lanes: 2 lanes

**Guidelines** (New Section Only)

Parking: One side  
Trees: 30-35 feet o.c.  
Sidewalk: 4-5 feet wide min.  
Setback: None  
Median: None



**Examples:** Existing retail access road at MD 198



Two-lane street, sidewalk, building setbacks



Sidewalk and building setbacks along access road

**Design Parameters:**

**Local Streets:  
Public or Private**

**Neighborhood Plan**

Min. width: < 60 feet wide  
                  easement  
Lanes: 2 lanes

**Guidelines**

Parking: Optional  
Trees: 30-35 feet o.c.  
Sidewalk: 12-15 feet wide  
Setback: None  
Median: None



**Examples:** Two-way street with parking (60 feet)



Two-way street without parking (50 feet)



Pathway with off-peak service (40 feet)

**Design Parameters:**

## Design of Streets

Streets are one of the major design elements that will transform the area. The existing major highways and business streets provide for through traffic. MD 198 will be transformed into a “Main Street” and the existing Business US 29 will be enhanced.

### Objectives

The design objectives improve the vehicular and pedestrian access. They concentrate both on functional aspects of access and design quality as summarized in the following:

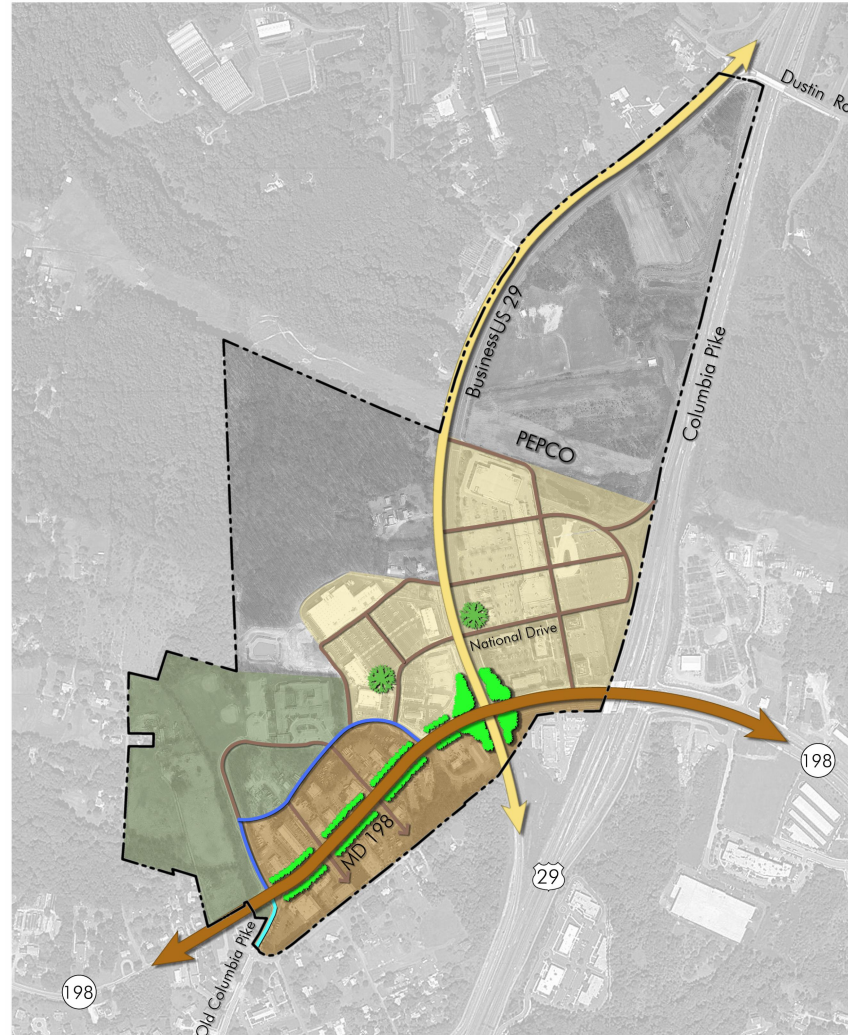
#### 1 Create “Main Street” MD 198

A new median, wide sidewalks, street trees, lighting, and street furniture will significantly enhance the design character of MD 198. Access points along MD 198 should be consolidated.

#### 2 Improve Business US 29

This existing arterial will continue to provide a transition from the commercial area to the Rural Edge of Burtonsville as a business street. A bikeway along the east side, and street trees in the median and along

## Plan Vision



#### 3 Provide a New Access Road

Incorporate a new street with a reduced width of right-of-way, parking, and streetscape compatible with the existing elementary school to link the areas north of MD 198.

#### 4 Create a Grid Pattern of Local Streets

Create a new system of streets that expands access between parcels, creates a system of short blocks, and improves pedestrian access.

#### 5 Improve Intersections

Crosswalks provide pedestrian access along MD 198 and Local US 29 at the intersections with the local system of streets.

### Road Code

All applicants must comply with the Montgomery County Road Code. The illustrations in this chapter provide flexibility in the design of the public-right-of-way and the adjacent areas that enhance mobility, and improve the



## Design

The area's appearance is important in transforming Burtonsville into a community. The challenges in the commercial area include:

1. No established development pattern in commercial area
2. Large areas of surface parking
3. Parking in ROW along MD 198
4. Too many curb cuts with no pedestrian infrastructure
5. No public spaces
6. No recreation areas or parks

Burtonsville began as a crossroads and as the area grew so did the roadways. Burtonsville saw decades of incremental road widening of Columbia Pike and Spencerville Road. With this car-centered growth came an elementary school, a fire station, and a suburban shopping center. Over time, the roadside housing and retail turned into highway-oriented commercial uses along MD 198. For the most part, Burtonsville has developed haphazardly and with no attention to character and lost gathering places like the Amish Market and the post office.

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 Market, the fire station and post office were relocated outside the Plan area. The only remaining gathering space is found at the elementary school. The larger Burtonsville area has a number of community facilities, including a community center, local and regional parks, and a library.

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

**Sidebar with photo:** Burtonsville holds an annual "Burtonsville Day" in September, celebrating Issac 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 boys and girl scout troop's, and local business floats. The fair 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 bands.

### **SIDEBAR: The Commercial Core Area**

**Main Street MD 198**, west of Business 29, along MD 198, comprises mostly independent businesses on small properties. The strip centers and freestanding stores, include:

- sit-down and fast-food restaurants
- car rental, auto service, gas stations
- liquor store
- church
- printing and publishing company
- beauty salon, dry cleaners, nail care.

The two shopping centers, Burtonsville Crossing and Burtonsville Town Square, are large commercial properties. The national and local tenants in these strip centers provide services to nearby residential communities.

- The Burtonsville Town Square Shopping Center in the northwest corner of the intersection of MD 198 and Business 29 was the site of the Dutch Farmer's Market, which drew customers from across the region. The center was renamed and renovated in 2010 to include 260,000 square feet of retail space, including a new site for the Giant Food store formerly located across the street in the Burtonsville Crossing Shopping Center.
- The Burtonsville Crossing Shopping Center in the northeast corner of the intersection of MD 198 and Local 29 lost its anchor, the Giant Food store, in the fall of 2010 to Burtonsville Town Square across the street. With 15 vacancies, more than three-quarters of the 129,726-square foot shopping center is empty. A park-and-ride lot behind the center connects to realigned US 29.
- The Burtonsville Office Park, also in the northeast corner of the intersection of MD 198 and Burtonsville Boulevard, is an 116,806 square foot office park comprising five freestanding buildings. It currently has a number of vacancies.

#### Rural Character

The area adjacent to the commercially-zoned land along Business 29 includes a truck farm, farm stand, one house on a five-acre lot and a series of vacant parcels with environmental site constraints, including the headwaters of tributaries that flow directly into the Patuxent River. Due to the environmental sensitivities in the area, no sewer extensions have been granted. Along the west side of Business 29, there is a large vacant forested parcel with headwater tributaries. Also on the west side, are four houses on small parcels along Business 29.

**Insert** Map X Burtonsville Neighborhood Concept

## Opportunities

Burtonsville's crossroads area has local character potential. Along MD 198, local services include a variety of ethnic restaurants, car repair, veterinary office, convenience retail, gas stations, offices, churches, and light industrial uses.

1. Design for character and function on MD 198, Business 29, Access Road and local grid of street. Provide view corridors with a beginning and an end to streets (i.e., elementary school on one end and Volunteer Fire Department on the other; rural views on one end and a band stand on the other).
2. Establish building character and improve the public realm
  - a. Provide a variety of building heights (see insert)
  - b. Support infill and adaptive reuse (see insert)
  - c. Improve facades and signage (see insert)
  - d. Provide appropriate transitions (see insert)
  - e. Parking (see insert)
  - f. Provide open space
3. Continue existing building orientations as it helps with proposed street pattern
4. Create safe public space for social gathering, recreation and environmental preservation

Many existing buildings along MD 198 are oriented to future side streets. The new roads should follow the development pattern that exists. The access road creates more building frontage options for retailers. Continue to support the DHCA façade and signage easement programs to upgrade the character of the buildings. Along Business 29, the properties are larger and can redevelop with all the amenities allowed in the zoning. The small lots allow for local character. Updating building facades, providing continuous streetscape and improved signage is a product of the 2008 *Burtonsville Community Legacy Plan* (Appendix X). Eight businesses have received new façade treatments and four others are scheduled to receive a new façade using funding assistance from the County's Department of Housing and Community Affairs (DHCA) and Maryland Priority Funding grants. DHCA will also make grants for gateway and retail signage improvements, landscaping, restriping of parking, and other improvements.

The CRT Zone (Main Street North and the Village Center Business 29 areas) provides both a standard and an optional method of development. The standard method limits overall density to 0.5 FAR. The optional method allows additional density as an incentive to provide public spaces. The CRT Zone requires the provision of public use space for optional method. Public use spaces may be privately owned, but they must be accessible to the public.

The Plan's design will establish character in Burtonsville that will support small businesses by supporting County financed façade and signage improvements along MD 198, identifying the scale and appropriate building heights, providing landscaped transitions and using adaptive reuse and green building design techniques.

## a. Variety of Building Heights

Building height will range from five stories and 75 feet east of Business 29 up to three stories and 35 feet adjacent to the existing neighborhood along Tolson Place. With the emphasis on infill, lower buildings adjacent to taller buildings will be located within the same block.

- Provide a variety of building heights
- Provide a transition to the single-family neighborhood located south of MD 198

### Main Street South of MD 198

- Limited infill development
- Buildings of a maximum of 45 feet to match the existing zone

### Main Street North of MD 198/West of Business 29

- Infill and limited redevelopment with a variety of building heights located north of MD 198 and west of Business 29
- Buildings of a maximum 60 feet high north of MD 198
- Buildings of a maximum 45 feet high south of MD 198

### East of Business 29

- Opportunity for redevelopment adjacent to US 29
- Buildings of a maximum of 75 feet high

75 feet (5 stories)



45 feet (2 - 3 stories)



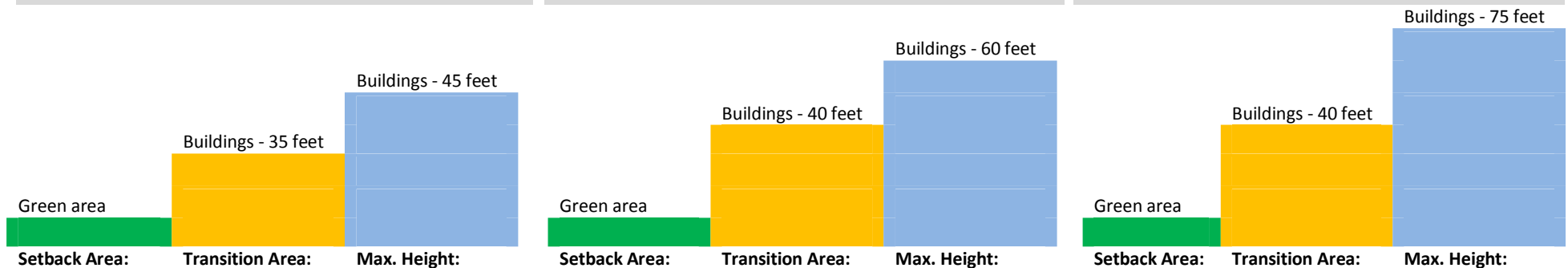
60 feet (4 stories)

35 feet (1-3 stories)

Main Street South of MD 198

Main Street North of MD 198/West of Business 29

East of Business 29



## b. Infill and Adaptive Reuse

Infill development with new development and reuse of existing structures will be a hallmark of the design of the Burtonsville community. Infill and reuse will support the expansion of small businesses and allow existing businesses to grow without moving from Burtonsville. Infill and reuse will also help to fill the gaps along the streetscape and enhance the pedestrian experience along MD 198.

- Existing buildings should continue to be reused and expanded
- Significant new development will occur primarily between Business 29 and US 29, infill development will occur primarily along Main Street MD 198.

**Adaptive Reuse:** From a residence to a commercial use



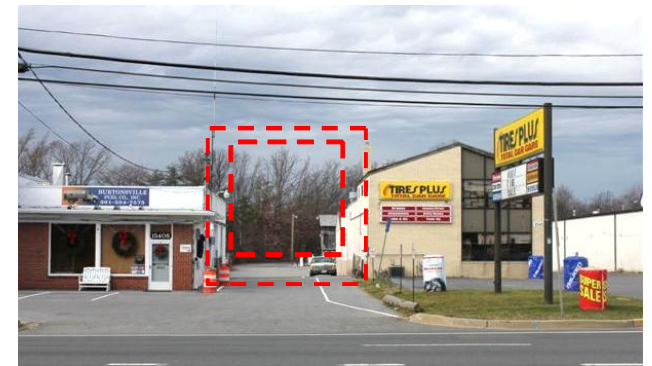
**Adaptive Reuse:** From a fire station to a restaurant



**Infill:** Example of small infill, Bethesda



**Existing Infill:** Newer buildings on each side of an older building



**Potential Infill:** Site for potential infill development

### c. Façade Improvements

Eight buildings have received façade improvements, with four more to follow in the second phase as part of the Department of Housing and Community Affairs (DHCA) program designed to improve the existing retail building facades on Main Street MD 198. The Burtonsville Community Legacy Plan was completed in 2008, and the Burtonsville Street Face Analysis and Recommendations were completed in 2010. These plans were followed by the Façade Easement Program that has begun to transform a portion of Main Street MD 198. This program along with the associated Signage Easement Program provides changes to an existing building exterior, signage, lighting, landscaping and maintenance.

**Examples of Existing Facades:** Unimproved facades along Main Street MD 198



**Examples of Recent Façade Improvements by DHCA:** Façade improvements along proposed Main Street MD 198

### DHCA Programs

The DHCA programs encourage other property owners along MD 198 to participate in the façade improvement program. It also supports a signage and gateway program for the Burtonsville Main Street.

**Note:** The graphic below is from the DHCA Burtonsville Community Legacy Plan, by Basile Baumann Prost Cole & Associates, Inc. and Rhodeside & Harwell.



Source: DHCA

**Note:** Green space and streets will provide a transition from existing single - family detached neighborhoods to the buildings along Tolson Place.



### d.Transitions

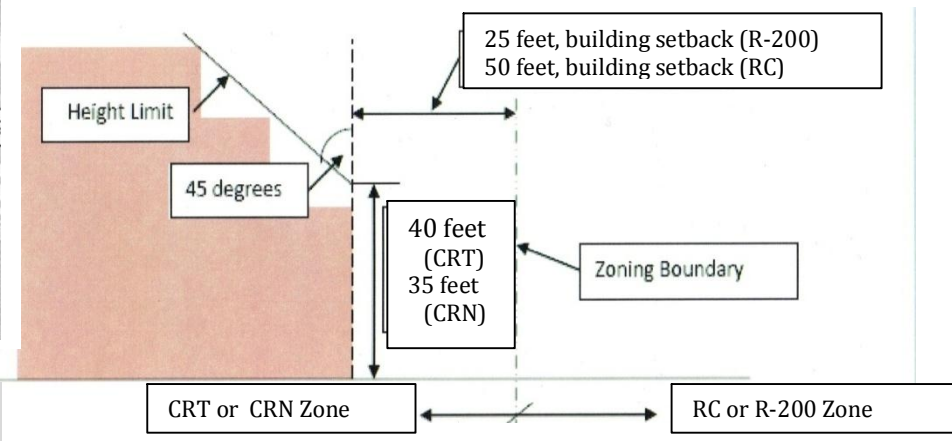
Appropriate building heights and setbacks with landscaping are necessary to achieve compatibility between redevelopment and the adjacent, existing and proposed neighborhoods. One of the requirements of the CRT and CRN Zones is to establish appropriate building heights and setbacks to ensure compatible relationships with adjoining neighborhoods. The section below illustrates the building height and setback where these zones are located adjacent to agricultural or residential zones .

The neighborhood Plan delineates the areas where the proposed CRT and CRN Zones are located adjacent to the RC and R-200 Zones:

- **Main Street MD 198 North (CRT Zone)** - Allows building heights up to 60 feet, stepping down to 40 feet with a setback of 50 feet adjacent to the elementary school and the village green in the RC Zone.
- **Main Street MD 198 South (CRN Zone)** - Allows building heights up to 35 feet with a minimum setback of 25 feet from the adjacent Tolson Place that separates the CRN Zone from the adjacent residential neighborhood in the R-200 Zone.
- **Village Center** - Allows building heights up to 75 feet, stepping down to 40 feet with a setback of 50 feet adjacent to the RC Zone located across Business 29.



Setback areas adjacent to the R-200 Zone RC Zone



## e.Parking

The existing parking along MD 198 and Business 29 is often located in the front of buildings. As significant redevelopment occurs, parking spaces should be screened from streets or located to the side or rear of properties. Sidewalks should be continuous along streets to improve the connection between properties. Structured parking should be well designed with retail or other uses on the street level to preclude long expanses of blank walls.

In addition, large surface parking areas should be used for temporary uses such as a farmers market, seasonal sales, and for special events such as the Burtonsville Day celebrations.



**Existing:** Parking within public ROW

**Better:** Parking screened from highways

**Best:** Parking located behind or to the side

**Other:** Temporary use of parking lots

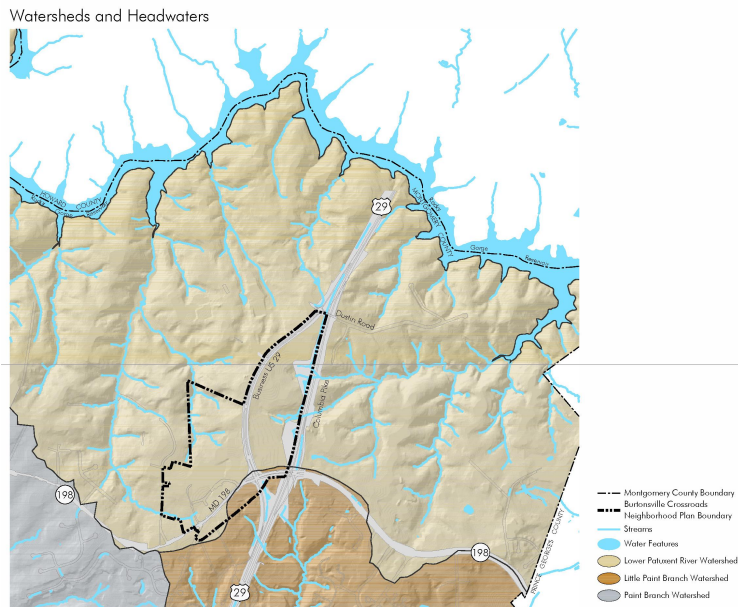
## Environment

**SIDEBAR and Photo:** The Patuxent River is the longest river located entirely within the state of Maryland. It is located between the metropolitan areas of Washington, D. C., and Baltimore, Maryland. The Patuxent River begins in Frederick and then flows through seven counties: Howard, Montgomery, Prince George's, Anne Arundel, Charles, Calvert, and St. Mary's Counties for about 930 miles. It flows in a south-southeasterly direction for approximately 110 miles to its confluence with the Chesapeake Bay at Solomons, Maryland. Land use in the area is a mix of suburban development, industry, agriculture, Federal land, and open space.

## Challenges

1. Declining water quality in the Patuxent watershed
2. Limited tree canopy in the Plan area
3. Stormwater management challenges in the commercial area

Data in 1996 from monitoring wells in the vicinity of the Burtonsville indicated that the water quality was impaired. Additional monitoring wells, in place since 1996, indicate that water quality has continued to decline. The data suggests that despite the low density zoning, hundreds of acres of park and easement acquisition, and policies that limit impervious surfaces, more stringent measures are needed to stabilize the decline. "Currently, water quality is adversely affected by excess nutrients entering the Reservoir so that the lower depths of water lack oxygen during several summer months each year and sediments carried into the Reservoirs are reducing their storage capacity. Thus both water quality and quantity issues are of concern. Development and land disturbing activities have the potential to worsen these by adding sediments, nutrients and other pollutants that are carried from construction activity, paved areas and lawns to the reservoirs through runoff." (WSSC, date)



Three headwater tributaries are located in the Plan area. The 1993 Functional Master Plan for the Patuxent River Watershed assessed critical factors for protecting the water resources in the watershed. Approximately 20 percent of the acres within the Plan area are forested. (Map) Much of this forest is protected with conservation easements. About 10 percent of the Planning Area has canopy cover from individual trees and landscaped areas. Most parking lots and major roads lack tree cover either as a part of landscaping or from street trees. Much of the existing development in the crossroads area was built before there were state and local requirements for stormwater controls. Any new development will be subject to current stormwater management regulations, which are intended to provide much needed protection, especially for the headwater streams in the Lower Patuxent River Watershed.

Table X Tributary/Headwater Conditions (Circle Headwaters on map)

	Tributary/Headwaters	1996 Assessment
1.	The Burtonsville Shopping Center Tributary	slightly impaired to severely impaired
2.	Santini Road Tributary	moderately impaired to severely impaired
3.	Burtonsville Power Lines Tributary	moderately to slightly impaired

The County’s policies for providing community water and sewer service are governed by the County’s 10-Year Water and Sewer Plan. Most of the properties in Burtonsville’s commercial neighborhood are or can be served by community water and sewer service. The 1997 Fairland Plan limited the extension of community sewer service north of MD 198 outside the commercial area to a case-by case review in conjunction with special exception uses. In order to limit imperviousness, this Plan recommends that no community sewer service be provided under any development proposal outside the commercial area. Focusing local development at the crossroads, where there is community sewer and water service and away from the headwaters and, uses existing infrastructure and is cost effective.

Sidebar: Development impacts that contribute to declining water quality area:

- significant clearing of natural vegetation (if it is not already cleared)
- grading and altering natural drainage
- disrupting natural chemical and biological processes that help process pollutants and compact the remaining soils—further impeding infiltration
- impervious surfaces that prevent or reduce infiltration

Protecting the sensitive headwaters in the Patuxent River watershed is essential to maintaining the water quality of the county’s water supply. Maintaining water quality without costly water treatment requires low impervious levels, retaining the integrity of the topography and soil structure, retaining forest and tree cover, limiting development and imposing stormwater controls.

## Opportunities

Protecting the quality of the Patuxent River Watershed is a primary recommendation in the Plan. The following opportunities exist in designing Burtonsville as an environmentally responsible place:



### 1. Restore and enhance

- a. Reconfirm RC zoning for cluster option and limit development
- b. Limit imperviousness from 10 percent to 8 percent
- c. Improve water quality through Environmental Site Design
- d. Establish best management practices for stormwater
- e. Provide green/complete streets
- f. Increase tree canopy
- g. Acquire sensitive lands for conservation and recreation fields
- h. Retain rural character north of the Pepco line

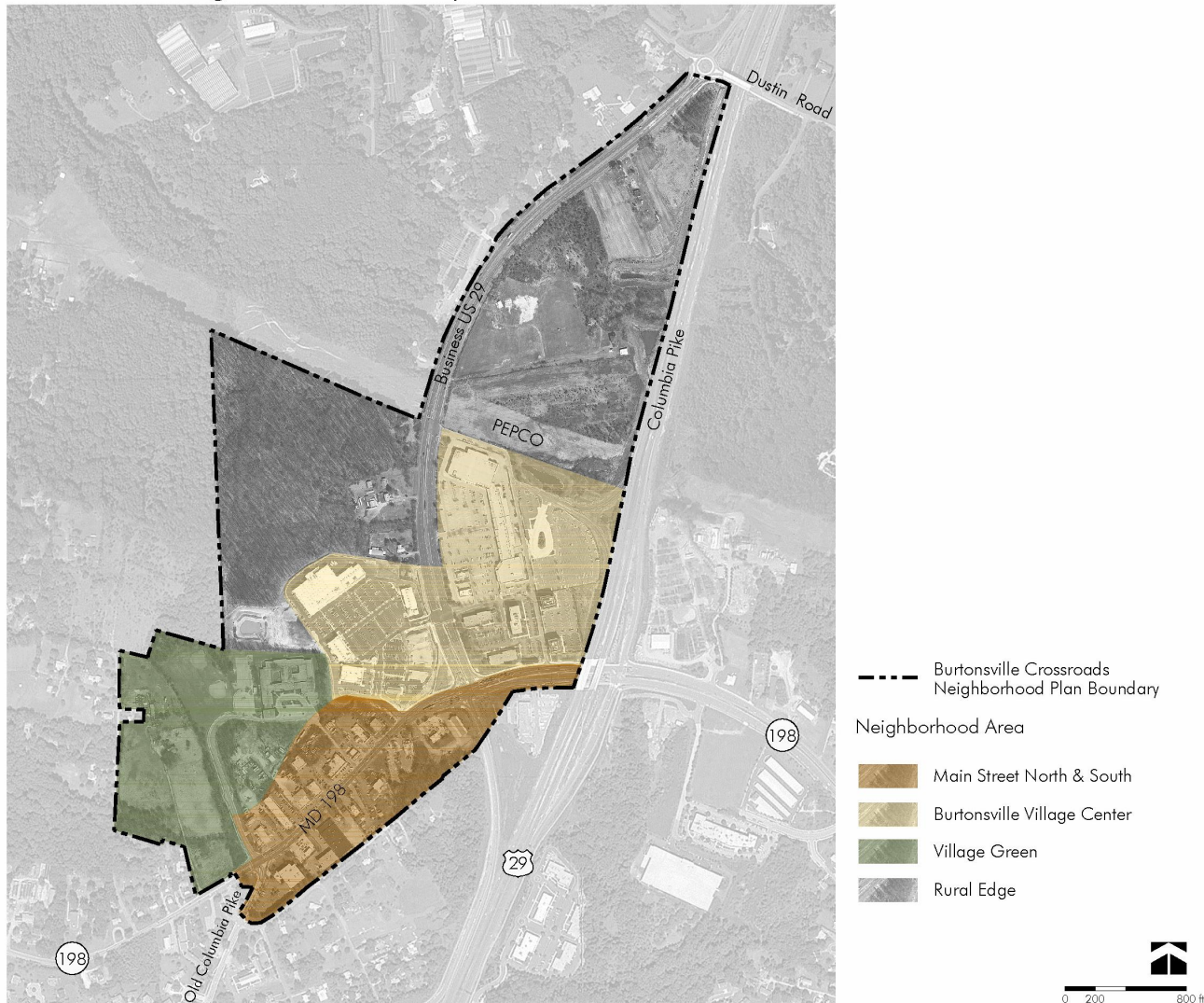
### 2. Provide green buildings Buildings should be of the highest caliber of energy efficiency. Key design features include:

- Maximize the potential for renewable energy systems
- Use of site and building design and orientation for passive solar heating and day lighting of the interior spaces
- Maximize the use of local materials
- Green roof technology
- Use of solar panels in building design
- Use of outside shades that provide shading for glass and direct sunlight deep into interior spaces

## Neighborhood Plan Recommendations

The Crossroads community is envisioned as a complete neighborhood with three distinct areas: Main Street MD 198, Village Center Business 29, and the Public Green. This Neighborhood is encircled by a low-density Rural Edge that will retain the area’s agricultural and natural character. In addition, the design objective for Burtonsville includes providing the framework for connectivity, design, environmental protection and economic vitality.

Burtonsville Neighborhood Concept



## Rural Edge

The Plan recommends that this area retain its low density, rural character to protect the Patuxent watershed. Development will be limited to eight percent imperviousness with no development in the stream buffers. Any development should preserve environmentally or historically significant resources. Some Rural Edge properties are appropriate for acquisition to meet the County's recreation needs and conservation goals.

### Sidebar with picture:

The Burtonsville Fire Tower is a 120-ft tall steel frame structure built in the 1930s by the Maryland Forest, Park and Wildlife Service and may have been constructed by the Civilian Conservation Corps. It was one of a dozen towers built throughout the state for spotting forest fires. Eventually, manned observation towers were replaced with aerial surveillance and by the early 1970s, the tower was converted to use as an antenna tower. Other towers (still standing as of 1989) included "Welcome" in Charles County, "Town Hill" in Allegheny County, "Backbone Mountain" in Garrett County, and "Brandywine and Great Mills" in St Mary's County. In 1996, the Maryland Historical Trust evaluated the Burtonsville Fire Tower as part of the Inter County Connector project and found it to be eligible for listing on the National Register of Historic Places under Criterion A. It was found eligible "for its association with the governmental response to the problem of forest fires and coordination of firefighting efforts" of the 1930s-1940s.

### Connectivity

Business 29 should maintain its rural character.

- Maintain Business 29 in its existing right-of-way.
- Confirm *Countywide Bikeways Functional Master Plan's* recommendations for signed, shared bikeways on routes along Business 29.

### Design

This Plan supports cluster development within the headwaters and tributaries.

- Confirm the RC Zone
- Support landscaped spaces that maintain the area's rural character and preserve natural and agricultural resources.
- Support rehabilitation of the fire tower as a historic resource protection measure.

### Environment

Protecting the sensitive areas that surround Burtonsville is critical to protect drinking water quality. Any development in the Patuxent River Watershed should limit imperviousness and expand or protect forest, and must meet the most current environmental site design requirements. The Plan recommends that development in the Rural Edge be limited to eight percent imperviousness instead of the 10 percent established in the *Functional Master Plan for the Patuxent River Watershed* and in the Environmental Guidelines. This area is in the sensitive headwaters of the Patuxent River and the existing 10 percent limit is not adequate to preserve these sensitive areas. The Plan's recommendation for eight percent imperviousness matches the existing limit in the Paint Branch Special Protection Area. A zoning text amendment for areas designated in the Plan is required to establish the eight percent imperviousness limit in the RC Zone in this Plan.

- Support low-density residential land uses, agricultural uses, conservation easements, and public acquisitions.
- Limit imperviousness to eight percent through a restriction within the RC zone.
- Allow no extension of sewer beyond the existing commercial neighborhoods.
- Locate stormwater management facilities outside stream buffers
- Retain existing forest cover
- Increase tree canopy to protect water quality
- Support cluster development

### **Economy**

Support clustered residential development, small scale farming, farm sales, and other uses as allowed by the RC Zone.

### **Specific Property Recommendations**

**Insert** Map 13 Rural Edge Properties

#### **1. Northern Properties:** Confirm RC Zone, for rural cluster land use

This area consists of seven RC-zoned properties north of the Pepco right-of-way in the headwaters of the Patuxent Watershed. Because of their proximity to the Rocky Gorge Reservoir, development should be limited to protect the drinking water supply by confirming low density zoning, restricting the extension of community sewer service, and focusing development in Burtonsville’s commercial core. The Burtonsville Fire Tower is located on a small publicly-owned site maintained by the University of Maryland. The larger properties south of the fire tower may also be appropriate for public acquisition for a conservation area park.

- Limit imperviousness levels to eight percent.
- Support cluster residential or park development.
- Increase tree canopy.
- Seasonal community uses such as agricultural fairs, ice-cream sales, and other sales that promote agriculture.

#### **2. Mangum Property:** Confirm RC Zone

This site consists of four lots, one parcel, and forest for a total of 30.80 acres. Although the site could develop with four houses on septic systems, its mature forest cover, tributaries, and wetlands make it worthy of preservation under Legacy Open Space (LOS) criteria. This property is adjacent to approximately 48 acres of forested conservation land owned by SHA, which in turn is adjacent to the Athey property. Together, these properties would form a contiguous open space area around the northwest portion of the Plan area. Access to the Mangum property as part of a larger public open space system would be through natural surface trails.

- Support acquisition as open space under LOS criteria.

- Support Conservation Area Park with natural trails.
- Limit any development to eight percent imperviousness.
- Confirm the 1997 Plan's recommendation to not extend public sewer.

**3. Residential Lots along west side of Business 29:** Confirm RC Zone

These four parcels should remain RC properties with limited development potential.

**4. Burtonsville Town Center Forest Conservation Easement (west of shopping center):** Confirm RC Zone

This site consists of a stormwater management pond and protected forest.

- Retain the forest conservation easement.

DRAFT

## **Main Street MD 198 and Public Green**

The Main Street MD 198 area will remain as the most visible neighborhood in Burtonsville. MD 198 should become Burtonsville’s “main street”—a pedestrian-oriented environment with local businesses and a new grid of retail streets. While commercial uses may predominate, some infill and new residential redevelopment will enliven the area.

On the north side, given the small property sizes, rezoning to CRT will likely generate infill projects and small business expansions that support the Plan’s themes that include:

- a varied mix of convenience retail and services uses that serve the local market,
- affordable housing for all ages
- street-oriented retail, and
- a variety of building heights along a new grid of streets with public spaces.

New development should be oriented to the rear access road, the new grid of side streets and MD 198. The lot-shape has buildings oriented along a proposed grid and have existing buildings that are perpendicular and would be in perfect position to continue to operate in a grid of new streets. Residential development should be lower in height near the school and along MD 198 and higher along the proposed grid of streets.

Some of the businesses have taken advantage of the façade easement program by the Department of Housing and Community Affairs (DHCA) to improve the design of the retail building facades and retail signage on Main Street MD 198 in Burtonsville. Efforts to provide adequately screened parking on the side or rear of the properties is supported in the Plan. For property owners who want to do more than a façade update, the proposed CRT Zoning permits eating and drinking establishments along “restaurant row” or MD 198 North and provide for the following retention incentives:

- More flexible uses, including housing
- No site plan for expansions of up to 10 percent above the total existing floor area.
- No set back along MD 198 is required
- An exemption from forest conservation law due to the disturbance of less than 5,000 square feet
- More allowable height
- Flexible road standards, including truncation

### **Zoning**

On the south side the recommended Commercial Residential Neighborhood (CRN) Zone introduces housing and includes limitations in uses and buffering requirements to protect adjacent residential neighborhoods. The few limited uses (eating and drinking establishments) will be in conformance with the new zone as well as the two gas stations. They will be subject to special exception approval and may continue to be in business. For property owners on Main Street South, the proposed zoning provides incentives to small businesses along MD 198 that include:

- Existing businesses can remain under new zoning
- Small expansions with no site plan that meet the following :
  - Include expansions of less than 10,000 sf (including existing floor area)
  - Propose heights less than 40 feet
  - Provide less than 10 dwelling units
- More flexible uses are allowed, including housing
- A small property exemption from forest conservation law for properties less than 1 acre or if less than 1.5 acres with no specimen trees or forests.
- Special exceptions may continue if lawfully existing before the new zoning and may expand up to 10 percent above the total existing floor area and receive a forest conservation exemption if less than 10,000 sf of area is disturbed.

The Main Street MD 198 area supports the retention of local businesses, building reuse, and adequate protections to the adjacent single-family neighborhood. The pedestrian-focused area emphasizes parking facilities to be provided to the rear, with access from MD 198 and from the new business streets.

### **Connectivity**

An improved MD 198, an access road, a new grid of local streets, and sidewalks, bikeways, and trails will provide more travel options in the Plan area. The majority of new roads will be local and the access road will provide new connections to the existing and future retail along MD 198.

- Retain the 1997 Plan's recommendation for a 120-foot right-of-way with enhanced medians, sidewalks, crosswalks, hiker/biker trail, street trees, and improved stormwater management.
- Establish wide medians (24 to 26 feet) along MD 198 to accommodate a continuous row of trees, a pedestrian refuge area, and left turns.
- Provide the access road and new grid of streets with sidewalks.
- Confirm the *Countywide Bikeways Functional Master Plan's* recommendations for signed, shared roadways on MD 198 and add an on-road bike route along the planned access road.
- Center line slightly offset to keep existing buildings but will impact front parking

## Business 29



Business 29 - Business Street	
<b>Neighborhood Plan</b>	
Min. ROW.:	100 – 200 feet, varies
Lanes:	4 lanes divided
<b>Guidelines</b>	
Parking:	Potential off-peak
Trees:	50 feet o.c.
Sidewalk:	5 feet wide, west side 8 feet wide, east side
Setback:	10 feet
Median:	Planted with turn lanes

**Proposed Business Street:** Enhance the transition from the commercial core to the Rural Edge (lawn panel, trees, street lights)

**Main Street MD 198** - The proposed local streets show the general location of streets, not the actual alignments.



### Western Gateway:

- Transition from rural area to Main Street MD 198
- 4 - way intersection
- Extended streetscape

### Main Street MD 198 Neighborhood: Public Space and Streetscape Elements:

- Variety of building heights
- Infill and reuse of buildings
- Improved building facades
- Buildings with front access on MD 198
- Trees located 50 feet on-center that avoid conflict with retail signage
- Pedestrian oriented streetlights, landscaping, and street furniture
- Sidewalks connect between buildings, and new crosswalks at each intersection

### Eastern Gateway:

- Office core for Burtonsville
- Extended streetscape
- Transition from the Major Highway of US 29 to Main Street MD 198 and Business 29

## **Design**

This Plan will establish character in the Main Street and Public Green areas. Infill development with new development and reuse of existing structures will occur primarily along Main Street MD 198. Infill and reuse will also help to fill the gaps along the streetscape and enhance the pedestrian experience along MD 198. Existing buildings should continue to be reused and expanded. As significant redevelopment occurs, parking spaces should be screened from streets or located to the side or rear of properties. Sidewalks should be continuous along streets to improve the connection between properties. Structured parking should be well designed with retail or other uses on the street level to preclude long expanses of blank walls. Any larger redevelopment project should provide visible and accessible usable spaces and consider the following:

- Main street landscaping
- A variety of building heights
- Improved facades and signage
- Provide a public gathering place with furniture
- Outdoor dining and retail activity with streetscaping and landscaping

## **Environment**

Any infill or redevelopment will meet the most current environmental site design requirements.

- Buildings should be of the highest caliber of energy efficiency. Key design features include:
  - Maximize the potential for renewable energy systems
  - Use of site and building design and orientation for passive solar heating and day lighting of the interior spaces
  - Maximize the use of local materials
  - Green roof technology
  - Use of solar panels in building design
  - Use of outside shades that provide shading for glass and direct sunlight deep into interior spaces
- Provide green complete streets, limit imperviousness, increase tree canopy
- Acquire sensitive lands for conservation and recreation
- Include stormwater improvements in the access road design.
- Landscape transition areas adjacent to existing neighborhoods and the public green

## **Economy**

Support main street retail and mixed uses

- Support affordable housing for ages.
- Support adaptive buildings and small business expansions and infill.
  - Support public benefit points for providing small business tenant space.
- Support restaurants to use locally grown produce.

- Support weekend farmers' or plant market along MD 198.
- Supports public comprehensive platting for parcels adjacent to County or State roads.

## Property Recommendations

### 1. Main Street MD 198 North: from I-1 and C-2 to CRT 1.5: C 1.0, R 1.0, H 60

There are 11 small properties along the northern section of Main Street MD 198. Six are owned by a single owner and the rest by individual owners. By combining the six properties, the owner could subdivide and assemble the properties. Once platted, the site could provide a mixed-use residential project on 4.25 acres at an appropriate scale. A residential project could compliment the main street's local retail and adjacent school. The proposed CRT Zone is designed to ensure an incentive to redevelop with residential, and to provide the necessary connections and open spaces that creates a community. The properties are adjacent to the proposed access road, two vacant low-density residential properties, and a shopping center. The properties will need to meet the height, density, and setback requirements.

- Support advanced dedication for the access road in advance of a preliminary or site plan application.
- Provide public open space in transition/setback areas.
- Support street-activating uses along MD 198 and new local streets.
- Allow maximum building heights of 60 feet, stepping down to 40 feet toward the school. Sixty feet is 18 feet higher than allowed under current zoning but is an established pattern in the community (Burtonsville Office Park). This height will also accommodate residential development.
- Support an incentive density of up to 40 points for the construction of or making a payment to the MCPS or Parks Department for the school expansion or recreation fields and its associated park amenities. (Chapter 59-C-15-851 Major Public Facilities)
- Provide streetscaping along MD 198 and new local streets.
- Support a continuous sidewalk along MD 198.
- Support through block connections and a grid of local streets that connects to the access road and MD 198.
- Support minimum parking
- Provide parking behind the buildings or in structures and wrap the structures with mixed uses.

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

The independently-owned commercial properties are located in the Main Street MD 198 South area. Access to the properties is from MD 198. The proposed CRN Zone is designed to ensure "neighborly uses" with ample transitions to adjacent residential properties. The properties here are adjacent to single-family residential neighborhoods and need height, density, and setback limits.

- Support adaptive buildings and small business opportunities.
- Support affordable housing for all ages.
- Support Live/Work units.
- Provide street-activating uses along MD 198.

- Allow maximum building heights of 45 feet that step down to 35 feet with significant setbacks and buffering along the southern edge, adjacent to R-200 zoned properties. This height is compatible with the adjacent zone that allows 35 to 50 feet. This height will also accommodate residential development.
- Provide streetscaping along MD 198 within the setbacks.
- Provide the planned bikeway along the south side MD 198.
- Develop local streets that do not connect to Tolson Road.

### **The Public Green: retain RE-1 and RC Zones**

- Confirm RC and RE-1 Zones.
- Support acquisition of key parcels for the Public Green.
- Support safe trail connections to other public properties.
- Support future community events such as Burtonsville Day Celebrations, musical performance areas, art exhibits, craft shows, and classic car shows.

Behind the north side of Main Street MD 198, combining the publicly-owned properties—the elementary school and the Burtonsville Volunteer Fire Department property—can be combined with the 15-acre Athey property to form a Public Green. This 31-acre area would provide field sports, courts, the expansion of the local elementary school, and spaces for public gathering. Ownership and operations would be cooperatively managed by the Department of Parks, the Board of Education, and Montgomery County. The Public Green would complement the main street’s local retail and future residential units with park and school uses. It would also be adjacent to approximately 48 acres of forested conservation land owned by SHA, which in turn is adjacent to the Rural Edge. Together, these properties would form a contiguous open space buffer around the northwest portion of the Plan area. Access to the Public Green would be from the school’s access road and the future access road.

### **Specific Property Recommendations**

#### **3. Athey Property: Confirm RE-1 Zone**

This property comprises three parcels that total 15.65 acres. The site is adjacent to the elementary school and its ballfields. This property can be accessed by MD 198 and the existing access road. The property has approved plans for clustered residential uses with developable acreage of 12.7 acres. It could accommodate single-family detached homes or public recreation fields.

- Protect the headwater and the stream buffer.
- Support hard surface trail connections to the school and future downtown development outside the stream valley buffers.
- Support Parks acquisition for recreation use.
- Support the retention of specimen trees.

**4. Volunteer Fire Department: Confirm RC Zone**

In an effort to contain the commercial area, this 3-acre site will remain RC as it is partially forested and partially planned for the access road. Located between the school and the access road, is owned by the Burtonsville Volunteer Fire Department. They have a cell tower on the site and store trailers, trucks, and other material. The VFD has no interest in rezoning and wants to retain the site. Access to the site will be from the future access road. For the portion in front of the school’s main entrance, the Plan recommends a forested civic space buffering the school from the commercial core.

- Maintain the wooded buffer between the school and the site.
- Support County partial acquisition for the access road.
- Support public open space.
- Support use of a stormwater management facility.

**5. Burtonsville Elementary School: Confirm the RC Zone**

A planned 2012 building expansion will accommodate growth in the Fairland area. The adjacent Athey and Volunteer Fire Department sites could compliment this expansion with community fields and public open space.

- Support limited expansion above the existing level of imperviousness.
- Support energy efficient standards for the building expansion with a vegetated or cool (solar) roof.
- Support connections to the commercial neighborhood, parks, and trails.
- Combine with the Athey and Volunteer Fire Department sites as a public green area.

## Village Center Business 29

This area of shopping center properties can be enhanced to create mixed-use residential and commercial uses with a new grid of streets, pedestrian and bicycle connections, and a more integrated park-and-ride facility. New residents would have access to jobs, housing, services, and amenities while reducing the reliance on the automobile. While commercial uses may predominate on the west side, residential uses on the east side would enliven the crossroads area. The recommended CRT Zone will allow the single-use shopping centers and associated surface lots to be redeveloped into a mixed-use neighborhood. In the Village Center Business 29 area, the CRT Zone will provide the opportunity to expand the range of land uses, provide useful public use spaces by allowing additional building height. Building heights will range from three stories and 40 feet adjacent to the existing single-family homes to five stories and 75 feet east of Business 29. With the emphasis on infill, lower buildings adjacent to taller buildings will be located within the same block.

### Connectivity

Redevelopment will create a local street network that connects both sides of Business 29. The local roads will provide circulation between sites for better vehicular, bicycle, transit, and pedestrian movements.

- Confirm the *Countywide Bikeways Functional Master Plan's* recommendations for a signed, shared roadway along Business 29.
- Support through-block connections and a grid of local streets.
- Support transit access improvements.
- Support transit proximity points.
- Provide clearly identified crosswalks.
- Provide a greenway or landscaped, planted area with a wide sidewalk along Business 29
- Support a BRT station.

### Design

Once significant redevelopment occurs, parking spaces should be screened from streets or located to the side or rear of properties. Sidewalks should be continuous along streets to improve the connection between properties. Structured parking should be well designed with retail or other uses on the street level to preclude long expanses of blank walls.

- Optional method redevelopment should provide prominent public open space.
- Support adaptive buildings.
- Support minimum parking.
- Include public open spaces.
- Support way-finding system to orient pedestrians and cyclist to open spaces and transit opportunities.
- Support streetscape improvements.

## Environment

Any infill or redevelopment will meet the most current environmental site design requirements.

- Buildings should be of the highest caliber of energy efficiency. Key design features include:
  - Maximize the potential for renewable energy systems
  - Use of site and building design and orientation for passive solar heating and day lighting of the interior spaces
  - Maximize the use of local materials
  - Green roof technology
  - Use of solar panels in building design
  - Use of outside shades that provide shading for glass and direct sunlight deep into interior spaces
- Provide green complete streets, limit imperviousness, increase tree canopy
- Landscape transition areas adjacent to existing neighborhoods
  - Development will provide the most current environmental site design.
- Reduce imperviousness.

## Economy

Support regional retail and mixed uses, including housing

- Support affordable housing for all ages, including senior housing.
- Support a dwelling unit mix of residential unit types.
- Support small business opportunities
- Support public benefit points for providing small business tenant space
- a transit center upgrade
- Support mixed uses with highest densities at the crossroads.
- Encourage underused parking lots to be used for weekend and seasonal outdoor markets
- Provide retail visibility from US 29 and Business 29.

## Specific Property Recommendations

**Insert** Map 17 Business 29 Properties

### 1. **Burtonsville Crossing Shopping Center Site:** from C-1 to CRT 1.5: C 1.0, R 1.0, H 75

This approximately 13-acre property east of Business 29 has redevelopment potential. Building heights of 75 feet are appropriate on properties adjacent to US 29. The tallest heights are envisioned along National Drive, adjacent to the Burtonsville Business Park and the park-and-ride.

- Provide a green area along Business 29 between the road and the sidewalk.
- Optional method development should include a public gathering space.

- Provide transit access improvements to the park-and-ride lot.
- Support an additional access to Business 29.

**2. Burtonsville Office Park:** from O-M to CRT 1.5: C 1.0, R 1.0, H 75

Rezoning will provide a wider range of uses at the same density as the O-M Zone and will allow for the adaptive reuse of the single-use office buildings. Redevelopment should provide vehicle, pedestrian, and bicycle connections.

- Retain the green area along Business 29 and MD 198.
- Support adaptive reuse of buildings that includes retail uses oriented to the street.

**3. Park-and-Ride Lot:** from O-M to CRT 1.5: C 1.0, R 1.0, H 75

Montgomery County and State of Maryland own the park-and-ride lot. Any additional transit parking should be provided in above-grade parking structures. Rezoning allows for redevelopment. The CRT zone allows for shared parking with adjacent properties. The County has no plans to redevelop this four-acre, 500-space parking and transit facility. The Plan supports a future BRT station here. The possible BRT station combined with the proposed CRT Zone would allow it to become a part of a larger redevelopment project. Any redevelopment should include the following:

- Consider locating the station closer to the crossroads and new above grade or below-grade structures along US 29.
- Provide landscaping around parking structures or consider wrapping them with retail and other uses.
- Increase tree canopy.
- Provide landscaping.
- Support shared parking with adjacent properties during off-peak hours.

**4. Burtonsville Town Center Shopping Center and parcel P645:** from C-2 and RC to CRT 1.5: C 1.0, R 1.0, H 60

This is the largest property in Burtonsville at 27.15 acres, with approximately 14.37 acres in forest conservation. The site includes a small public space in the middle of the shopping center's parking lot. The shopping center is unlikely to be redeveloped during the life of the Plan. Any redevelopment should include the following.

- Building heights at the intersection of Business 29 and MD 198 could rise to 60 feet, compatible with the established office park on National Drive.
- Include a landscaped buffer on the north side adjacent to the existing residential uses.
- Retain the bikeway and landscaped green area along Business 29 between the road and the sidewalk
- Optional method development should include an enhanced, more usable, and shaded civic green space.
- Maintain the forest conservation easement in the RC Zone on the western and northern portions of the site.
- Provide landscaping around any future parking structure or consider wrapping the parking with retail and other uses.

## Implementation

### Summary

The Burtonsville Neighborhood Crossroads Plan is designed to support the transformation of Burtonsville from a crossroads to a community through recommendations for **connectivity, design, environment and the economy**. The near term design objectives in the Rural Edge will seek to protect the headwaters by lowering the imperviousness level for RC properties north of the Pepco Line. In the commercial core, the new zoning will allow for new uses and flexibility, an access road to support local travel, and infill development and building expansions. Longer term actions will complete local vehicular and pedestrian connections along MD 198 and providing public places for recreation and gathering. The Plan envisions a variety of building sizes and heights and creates appropriate transitions to the adjacent residential neighborhoods.

### Near-Term and Long-Term Actions

This Plan anticipates that cohesive development will take place over a long time period. Near-term improvements are primarily government actions that expand opportunities for infill, adaptive reuse, and redevelopment to support future private investment, and promote long-term community viability. This public investment in parks, the elementary school, roads, and rezoning to encourage mixed uses will encourage private property owners to reinvest and transform the crossroads into a community.

#### Near-Term

- Approve the Sectional Map Amendment to modify the commercial zoning to allow a wide range of land uses including housing, retail, limited employment uses, and community services. (Montgomery County DOT, County Council)
- Approve Zoning Text Amendment for Watershed Protection. (County Council)
- Approve funding and design for the Access road. (Montgomery County DOT, County Council)
- Continue streetscape and building façade improvements along Main Street MD 198. (DHCA)
- Continue the Retail Center Signage Easement program for strip centers along Main Street MD 198. (DHCA)
- Encourage the use and occupancy of the existing, underutilized Burtonsville Crossing Shopping Center and office park. (Property Owner)
- Establish a local chamber of commerce. (Business Owners, DED)
- Conduct the planning study for MD 198 using the traffic counts from the fully functioning Inter County Connector. (SHA)
- Acquire parkland in the Rural Edge. (M-NCPPC)
- Plan Burtonsville Elementary School expansion. (MCPS)

#### Long-Term

- Construct additional retail, office, and residential land uses, including the Burtonsville Crossing Shopping Center. (Property Owner)

- Design and construct parks, trails, and active recreation sites. (M-NCPPC, Department of Parks)
- Complete streetscape and building façade improvements along Main Street MD 198. (DHCA, Property Owners)
- Complete the access road. (MCDOT, Property Owners)
- Complete the grid of retail streets. (Property Owners)
- Complete the main street improvements along MD 198. (SHA, Property Owners)
- Complete the remaining pedestrian and bikeway connections. (MCDOT, SHA, Property Owners)
- Complete recreation facilities and final trail alignments. (SHA, MCPS, M-NCPPC, Department of Parks)
- Complete the Public Green as follows:
  - Approve and construct the elementary school expansion (M-NCPPC, MCPS)
  - Purchase land and construct recreation fields on the Athey property. (M-NCPPC, MCPS)
  - Include the Volunteer Fire Department site for the access road and future open space (M-NCPPC, MCPS, Montgomery County)

## Zoning

### Existing Zoning

The Plan area comprises of properties ranging from 535 square feet to 26.25 acres. Of approximately 191 total acres, approximately seventy-three are zoned for office and commercial uses and 117 are zoned for low-density development.

### Proposed Zoning

The Plan recommends replacing the existing C-1, C-2, O-M, and I-1 Zones with the CRT Zone along both sides of Business 29 and along the north side of MD 198. The CRT Zone is designed to:

- provide flexibility to respond to current market conditions
- provide added public engagement (site plan) that commercial zones do not require
- provide certainty with density and heights
- provide a mix of commercial uses and housing opportunities
- provide adequate transitions
- require public use space
- support infill development.

This Plan confirms that any lawfully existing buildings, structures or uses that predate the application of the CRT or CRN zones are conforming structures of uses and may be continued, renovated, repaired, or reconstructed. Any lawfully existing special exceptions approved prior to the application of the CRT or CRN zones may continue as lawfully existing uses as long as it fully complies with the terms and conditions of its approval.

The CRT Zone provides both a standard and an optional method of development. The standard method limits overall density to 0.5 FAR. The optional method allows additional density as an incentive to provide public spaces. The CRT Zone requires the provision of public use space for optional method. Public use spaces may be privately owned, but they must be accessible to the public.

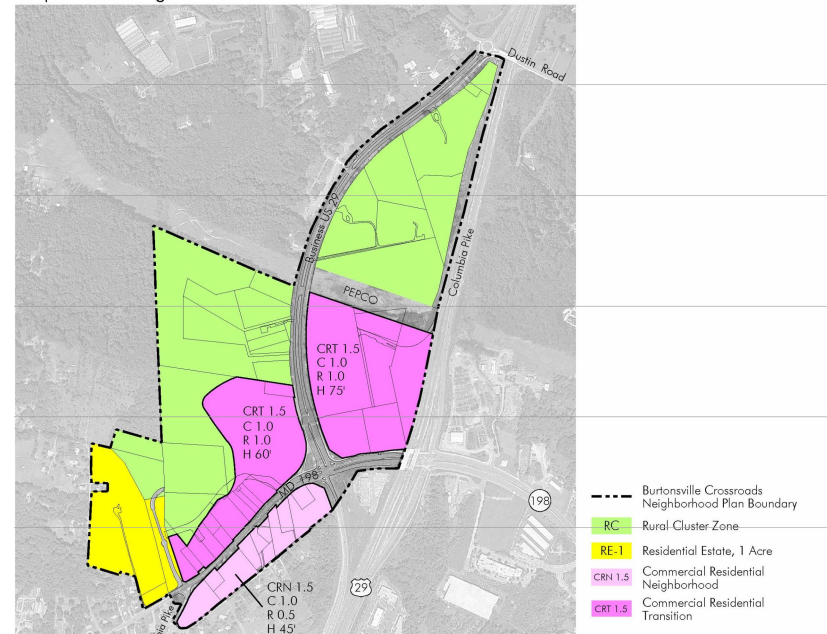
The Plan also recommends replacing the existing C-2 Zone with the CRN Zone along the south side of MD 198. The CRN Zone is appropriate for small, low density areas and it is designed to provide:

- flexibility for small businesses to respond to local market conditions
- transitions to adjacent residential neighborhoods
- neighborhood protections
- infill and adaptive reuse

The Plan recommends retaining the existing RC and RE-1 Zones in the Rural Edge. These zones create a strong, low density edge to the commercial Neighborhood, limit expansion of the commercial core, and limit negative environmental impacts on the Patuxent River Watershed.

- Support cluster development in the RC Zone
- Support low density development in the RE-1 Zone.

Proposed Zoning



## **CRT Public Benefit Priorities**

This Plan supports the use of the optional method in the CRT Zone to further the vision of Burtonsville to be transformed from a crossroads to a community. The RC Zone should be used to provide open space for conservation of natural and agricultural resources.

The CRT Zone, proposed for the Main Street North and the Village Center Business 29 areas, provides both a standard and an optional method of development. The standard method limits overall density to the greater of 1.0 FAR or 10,000 gross square feet. The optional method allows additional density as an incentive to provide public benefits. This Plan prioritizes those benefits and encourages the following to be considered:

- Streetscape or the construction of off-street streetscape
- Through-block connections for safe and attractive pedestrian connections between streets
- Transit access improvements (to the Park and Ride facility)
- Advanced dedication for master-planned rights-of-way (access road)
- Affordable housing for all ages
- Adaptive buildings (opportunities for infill and building reuse)
- Neighborhood services including safe and direct access to retail and tenant space for local businesses
- Live/Work units
- Minimum parking standards
- Tree canopy
- Public open space

## **Public Open Space**

While public use space is required for certain properties under both the standard and optional method development, depending on lot size and number of road frontages, the provision of public use space above the minimum required is a public benefit under the optional method. Public use spaces may be privately owned, but they must be accessible to the public. The following list the public space priorities in the Plan area:

- New public use space on the site of the Burtonsville Crossing Shopping Center
- Expanded public use space on the site of the Burtonsville Town Square Shopping Center
- Landscape transition areas between the new development and existing residential, institutional, or agricultural use.
- Provide landscaping improvements to the intersection of MD 198 and Business 29 such as flowers and ornamental grasses.

A primary intent of the RC Zone is to protect scenic and environmentally sensitive areas. At least 60 percent of RC-zoned sites must be preserved as open space with the use of the cluster provisions. Open space priorities include:

- Limit imperviousness to eight percent
- Tree cover within the buffer areas

### Proposed Zoning Text Amendment for Watershed Protection

The Plan recommends that development within designated headwaters of the Patuxent River Watershed be limited to eight percent imperviousness instead of the 10 percent established in the *Functional Master Plan for the Patuxent River Watershed* and in the Environmental Guidelines. The Plan area is in the sensitive headwaters of the Patuxent River and the existing 10 percent limit is not adequate to preserve these sensitive areas. The Plan’s recommendation for eight percent imperviousness matches the existing limit in the Paint Branch Special Protection Area. A zoning text amendment for areas designated in the Plan is required to establish the eight percent imperviousness limit in the RC Zone in this Plan.

### Subdivision Process

Most of the small properties in the Main Street North and Main Street South areas are unplatted and will be subject to subdivision in order to add any new square footage to their existing buildings. During that process, the following may be considered:

- The application fees are based on square footage
- The subdivision may be subject to dedication, a traffic study, forest conservation law, and an adequate public facilities test.

### Transportation

#### Capacity and Jobs to Housing

The Plan’s proposed transportation system can accommodate 600 additional residential units proposed by the Plan. In addition, the transportation system could accommodate a 50 percent increase in commercial square footage. Two recent traffic analyses indicate that the MD 198 intersections with Old Columbia Pike and the US 29 northbound off-ramp are currently operating at acceptable levels of service (Critical Lane Volumes [CLV] between 830 and 1,000). These acceptable traffic conditions would continue additional traffic from the nearby approved but not built developments (CLVs between 950 and 1,050). The traffic at local intersections is well below the applicable congestion standard for the Fairland/White Oak Policy Area (1,475 CLV) and would provide significant additional roadway capacity to accommodate future development in this area. Local intersections and roadway improvements will provide adequate transportation capacity to accommodate the Plan’s long-term residential and non-residential developments.

**Table 3 Proposed Development**

	Existing Development	Proposed
Residential Units	8 single-family	608 units
Non-Residential sf	730,000 sf	880,000 sf - 1,400,000 sf
Non-Residential sf converted into Jobs	2,105 jobs	2,628-4,200 jobs

## Street and Highway Classifications

This Plan recommends reclassifying Business US 29 from an arterial to a business street (B-8) to achieve the Plan’s goal of a community connected by local business streets. The access road, the local street grid, Business US 29, and the sidewalks, bikeways, and trails create a connected local system that reduces dependence on the major highways and reduces left turn conflicts along MD 198. The following transportation improvements will reduce conflicts with through traffic and provide a balanced transportation system.

The local street grid should be constructed to approximate Business Street design standards with less than 60 foot right-of-way and two travel lanes. The local streets may be public or private. The Plan provides for flexibility in their final location and their operational characteristics.

**Table 4 Roadway Classifications**

master planned streets	from	to	master plan of highways number	minimum right-of-way (feet)	through travel lanes	target speed (mph)	design standard
major highways							
MD 198 “Main Street”	Old Columbia Pike	Business US 29	M-76	120	4, divided	30	Mod. 2004.16
MD 198	Business US 29	US 29	M-76	130-170 varies	4, divided	35	Mod. 2004.16
business street							
Business 29	Dustin Road	MD 198	B-8	100-200 varies	4, divided	30	Mod. 2005.04
Access road	MD 198	MD 198	B-7	60	2	25	2005.01
primary streets							
Old Columbia Pike	Tolson Place	MD 198	P-25c	70	2	25	2003.01

*Minimum right-of-way may not include turning, parking, acceleration, deceleration or other auxiliary lanes. Rights-of-way are measured from the centerline. Design standards are the most representative cross-section from the Road Code.*

## Bikeways

The *Countywide Bikeways Functional Master Plan* recommends bike routes through the Plan area. This Plan confirms those recommendations and adds bike lanes along the access road. This Plan recommends designating MD 198 as a Bicycle and Pedestrian Retail Priority Area, which will facilitate the allocation of funds for bicycle and pedestrian improvements on State roads within the Plan area. This designation reflects the Plan's fundamental goal of creating a lively, pedestrian-centered atmosphere on MD 198.

**Table 5 Bikeway Classifications**

Route	Name	Location	Bikeway Type	Status	Reference
BL-12	Old Columbia Pike	Tolson Place to MD 198	Bike Lanes	Existing	CBFMP
SP-20	MD 198	Business US 29	Shared Use Path	Existing/ Proposed	CBFMP
SR-53	Business US 29	MD 198 to Dustin Road	Signed Shared Roadway	Proposed	CBFMP
LB-1	Access road	MD 198 to MD 198	Bike Lanes	Proposed	New

## Public Schools

The Plan area is served by Burtonsville Elementary School, Banneker Middle School, and the Northeast High School Consortium. Paint Branch High School is the base area school but students may also choose to attend either Blake High School or Springbrook High School.

The Plan proposes up to 600 new residential units, estimated to generate 25 elementary school students (grades K-5), 23 middle school students (grades 6-8), and 20 high school students (grades 9-12). These additional students, along with development proposed in the Fairland Master Plan area, will require expanding Burtonsville Elementary School, a project which has already been proposed by MCPS. Paint Branch High School and Banneker Middle School are already projected by MCPS to be adequate to serve the area's needs.

## Parks and Open Space

Burtonsville is served by the Marilyn Praisner Library and the Praisner Community Center. They both serve the Burtonsville, Fairland, and adjacent communities. The Plan area has no existing parkland. The greater Burtonsville area is served by two local parks (Burtonsville and Columbia), one neighborhood park (McKnew), and one recreational park (Fairland). To achieve the Plan's goal of providing active recreation, providing conservation sites, and improving connections to parks, the Parks Department will acquire several properties in the Plan area.

## **Sewer and Water**

The Plan confirms the Fairland Master Plan's sewer and water recommendations. Public sewer should not be extended beyond the Neighborhood into the Rural Edge.

## **Capital Improvements Program**

The Capital Improvements Program will implement the following recommendations.

- **Access Road** (MCDOT)
- **DHCA's Building Façade and Retail Center Signage Easement Programs** along MD 198 - Implement signage, streetscape, and building façade improvements in easements along MD 198. Capital improvement projects may be created to continue the focus on the main street commercial revitalization initiatives. (DHCA)
- **Public Green**
  - Expand the elementary school. (MCPS)
  - Purchase and construct recreation fields on the Athey property. (M-NCPPC/MCPS)
  - Expand the elementary school. (MCPS)
  - Acquire the Volunteer Fire Department site for public open space (MCDOT)

In addition, the Maryland State Highway Administration is responsible for construction of the improvements to MD 198.

## **RESOURCES**

Following is a list of resources that might be of relevance for those considering development. The list is provided as a reference tool, is for informational purposes only, and is not intended to be exhaustive.

### **Montgomery County**

- Montgomery County Zoning Ordinance  
Chapter 59 [http://www.amlegal.com/montgomery\\_county\\_md/](http://www.amlegal.com/montgomery_county_md/)
- Montgomery County Code  
[http://www.amlegal.com/montgomery\\_county\\_md/](http://www.amlegal.com/montgomery_county_md/)

- Chapter 19 Erosions, Sediment Control and Stormwater Management
- Chapter 22A Forest Conservation-Trees
- Chapter 49 Streets and Roads
- Chapter 50 Subdivision
  
- DHCA Burtonsville Legacy Plan  
<http://www.montgomerycountymd.gov/content/dhca/Burtonsville/burtonsvillefinalcommunitylegacyplan.pdf>
  
- DPS Outdoor Café Seating Guide  
<http://permittingservices.montgomerycountymd.gov/permitting/pdf/OutdoorCafeSeating.pdf>
  
- DPS Sidewalk Vendor Operation and License  
[http://www.montgomerycountymd.gov/content/council/pdf/SCANNED\\_DOCS/20070227\\_16-61.pdf](http://www.montgomerycountymd.gov/content/council/pdf/SCANNED_DOCS/20070227_16-61.pdf)
  
- DPS Building Construction – Building Codes & Standards  
<http://permittingservices.montgomerycountymd.gov/dpstmpl.asp?url=/permitting/bc/nfbldc.asp>
  
- DOT Pedestrian Safety  
<http://www.montgomerycountymd.gov/dottmpl.asp?url=/Content/dot/dir/pedsafety/index.asp>
  
- DEP Patuxent Watershed Restoration Plans

<http://www.montgomerycountymd.gov/dectmpl.asp?url=/Content/dep/water/wrisPatuxent.asp>

- MCPS Burtonsville Expansion (CIP 2013)

[www.montgomeryschoolsmd.org/departments/planning/PDF/CIP13\\_Chapter3.pdf](http://www.montgomeryschoolsmd.org/departments/planning/PDF/CIP13_Chapter3.pdf)

#### **Maryland-National Capital Park and Planning Commission**

- M-NCPPC Burtonsville Crossroads Neighborhood Plan

<http://www.montgomeryplanning.org/community/burtonsville/index.shtm>

- M-NCPPC County Bikeways Functional Master Plan

[http://www.montgomeryplanning.org/transportation/bikeways/A\\_A/contents.shtm](http://www.montgomeryplanning.org/transportation/bikeways/A_A/contents.shtm)

- M-NCPPC Development Manual

[http://www.montgomeryplanning.org/development/development\\_manual/index.shtm](http://www.montgomeryplanning.org/development/development_manual/index.shtm)

- M-NCPPC Commercial Residential Zone Overview

[http://www.montgomeryplanning.org/development/com\\_res\\_zones.shtm](http://www.montgomeryplanning.org/development/com_res_zones.shtm)

#### **Maryland State Highway Administration**

- Maryland State Highway Administration- MD28/MD198 Corridor Improvement Study

<http://www.montgomeryplanning.org/community/burtonsville/documents/SHA198StudyPurposeandNeed.pdf>