



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
ITEM NO. I
01-16-2003

January 10, 2003

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Richard C. Hawthorne, Chief
Transportation Planning
County-wide Planning Division

RCH

William R. Barron, Team Leader
Eastern County Team
Community-Based Planning Division

WRB

Daniel K. Hardy, Supervisor
Transportation Planning
County-wide Planning Division

DKH

FROM: Cherian Eapen, Planner/Coordinator
Transportation Planning
County-wide Planning Division

CE

SUBJECT: Burtonsville Access Road Phase I Transportation Facility Planning Study
Project Prospectus Recommendations

RECOMMENDATION: Transmit the following comments to the Montgomery County Department of Public Works and Transportation (DPWT):

1. The Burtonsville Access Road Transportation Facility Planning Study should proceed to Phase II of the Facility Planning process as recommended in the Revised Project Prospectus dated November 6, 2002 to develop a detailed design for the above master planned Commercial Street.

2. The detailed design for the Burtonsville Access Road project should involve continued close coordination with the State Highway Administration's (SHA) MD 28/MD 198 Corridor Improvement Study, which is currently in the Alternatives Retained for Detailed Study (ARDS) phase. Both projects are critical in facilitating a "Main Street" character within the Burtonsville Commercial Area, and are inter-dependent since the future provision of median/median break(s), curb-cut(s)/driveway consolidation and bikeway facilities along MD 198 will influence the ultimate design of the Burtonsville Access Road. The Montgomery County Department of Public Works and Transportation (DPWT) should coordinate with SHA to:
 - a. Determine an appropriate roadway cross-section for MD 198 between US 29 and Old Columbia Pike (i.e. with or without median on MD 198)
 - b. Determine appropriate location for median break(s), if a median is planned for MD 198
 - c. Determine appropriate driveway consolidation/access options or location for curb-cut(s) to existing businesses along MD 198
 - d. Determine an appropriate bikeway facility for MD 198
 - e. Determine the need for a traffic signal within the above section through an appropriate signal warrant study
 - f. Determine adequacy of the westbound MD 198 to southbound Old Columbia Pike left-turn lane to store vehicles making the turn, and
 - g. Determine future capacity constraints, if any, at the MD 198 intersection with Old Columbia Pike/School Access Road.
3. Based on design details developed during SHA's MD 28/MD 198 Corridor Improvement Study, the recommended alternate for the Burtonsville Access Road should be reevaluated to:
 - a. Determine the need for the wide sidewalk/bikeway planned to the south side of the roadway (in addition to potential bikeway facilities along MD 198), and
 - b. Consolidate driveway access to businesses along the roadway through cross-easements.
4. The detailed design for the Burtonsville Access Road project should identify means to increase parking supply within the study area, since the project will result in a net loss of approximately 33 parking spaces, including eight marked spaces at the Burtonsville Elementary School. The community parking lot

planned next to the Burtonsville Elementary School on the Burtonsville Voluntary Fire Department (BVFD) property (Parcel 940), which would have provided 49 additional parking spaces in the area, was removed from the revised Project Prospectus to allow for possible future alternate land uses on the property. Since adequate parking within the commercial center is critical to support a future "Town Center" in Burtonsville, the County would need to purchase the entire property to construct the proposed community parking lot, and the estimated capital cost of providing this parking should be recognized in Phase II as a County expense.

5. The Phase II Facility Planning study for the Burtonsville Access Road should facilitate coordination with the Burtonsville Elementary School to address the school's need for additional parking, greater vegetative/tree buffering or green space (between the school and the roadway), and improved vehicular/pedestrian/bicycle access.
6. Though the Burtonsville Access Road is being designed for low speeds, the parking proposed along the north side of the roadway should be evaluated further to address potential safety issues associated with vehicle occupants crossing the roadway from their parked vehicles and accessing the commercial area to the south. Alternatively, parking could be considered to the south side of the roadway if appropriate driveway consolidation can be achieved through cross-easements. Otherwise, appropriate pedestrian crossing locations and crossing treatments should be identified for the Burtonsville Access Road.
7. The DPWT should continue coordination with the Burtonsville Shopping Center developer on the design of the upper loop road to the rear of the Center, which the developer has expressed interest in constructing as part of a future redevelopment of the Center.

PURPOSE OF THIS BRIEFING

The purpose of this briefing is to apprise the Montgomery County Planning Board on the Phase I Facility Planning study completed by the Montgomery County Department of Public Works and Transportation (DPWT) for the Burtonsville Access Road project.

This study, commenced in early 2001, produced a Final Project Prospectus in July 2002 based on several public meetings and discussions. Subsequently, a new concept was developed by the Department of Housing and Community Affairs (DHCA) for the project in an effort to encourage revitalization within the Burtonsville Commercial Area. Changes were made to the July 2002 recommended alternative, and the revised November 2002 Project Prospectus incorporates this concept.

In recommending the project to proceed to Phase II of the Facility Planning process, it is noted that the Revised Recommended Alternative dated November 6,

2002 has not yet been formally presented to the public. A formal public presentation of the recommended alternate will be made during Phase II of the Facility Planning process.

Usually, the recommended alternative in a Final Project Prospectus represents a fairly certain design concept. Accordingly, the subsequent Planning Board comments are usually relatively few, but specific. In the case of the Burtonsville Access Road project, however, several elements of the Recommended Alternative are actually expected to change during Phase II of the Facility Planning process. Neither DPWT nor the Planning Board staff can make definitive recommendations about how those elements should change until further efforts are completed during Phase II. **Despite the uncertainty associated with several elements in the Recommended Alternative, staff recommends that the project proceed to Phase II for the following reasons:**

- The Project Prospectus has confirmed the purpose and need for the facility
- The facility design is directly affected by SHA's decision for improvements to MD 198, so DPWT's study must keep pace with SHA's study
- Resources (such as more detailed surveys, engineering, and utilities work) required to resolve issues in conjunction with SHA's study are only made available during Phase II of the Facility Planning process, and
- The Recommended Alternate generally includes conservative estimates about the design elements associated with the facility, so that changes made during Phase II are not expected to result in additional community or business impacts, environmental impacts, or capital costs.

SUMMARY OF THE PROJECT

The Burtonsville Access Road extends east, to the north of and parallel to MD 198 from Burtonsville Elementary School Access Road for approximately 950 feet along the back side of the existing commercial uses along MD 198. At this point, the roadway turns south (facilitated at a roundabout) to connect to MD 198 between Seibel's Restaurant and Burtonsville Shopping Center at an existing access point (to Burtonsville Shopping Center). This north-south section of Burtonsville Access Road is approximately 450 feet long. The study area is shown as Exhibit A and the recommended alternative for the roadway (based on the November 6, 2002 Addendum) is presented as Exhibit B.

As shown in Exhibit B, Burtonsville Access Road has a right-of-way of 70 feet between the School Access Road and the roundabout. This section of the roadway has two travel lanes, and on-street parking on the north side. The sidewalk along the north side of the roadway is 5 feet wide and that along the south side is 10 feet wide. Both sidewalks are separated from the curb by an 8-foot wide landscape panel. The

north-south section of Burtonsville Access Road has a varying right-of-way width of 38 to 62 feet. It has a two-lane cross-section at its northern end and a four-lane cross-section at its southern end (to accommodate turn lanes). This section of the roadway has 5-foot wide sidewalks on both sides and the sidewalks are separated from the roadway on both sides with a 2-foot wide grass strip. The proposed typical sections for the roadway are presented as Exhibits C-1 and C-2. The geometry of the roundabout was based on Montgomery County Standard No. MC-221.02, "Traffic Control Circle, Residential Road", which can accommodate a WB-40 design vehicle from any direction. The roundabout would serve as a connecting point for a upper loop road to be provided in the future by the developer of the Burtonsville Shopping Center. The roadway has a design speed of 25 miles per hour (mph).

Thus, the Burtonsville Access Road will provide an alternative access route to existing businesses as well as the Burtonsville Elementary School located to the north side of MD 198 and will address existing traffic operation/traffic safety issues along MD 198. The project is designed to facilitate a "Town Center" concept for Burtonsville.

MASTER PLAN CONSISTENCY

The Burtonsville Access Road is a master planned Commercial Street located within the Fairland Master Plan area to "provide an important alternative access route for existing businesses on the north side of MD 198 and to the Burtonsville Elementary School" (Fairland Master Plan, page 71; Exhibit D). The 1997 Approved and Adopted Master Plan recommends the construction of Burtonsville Access Road through the Burtonsville Commercial Area as a two-lane commercial street (B-7) with a 60-foot right-of-way and sidewalks. No bikeway is recommended for the roadway. The Master Plan incorporates a village green and a public parking area between the proposed roadway and the school. The Burtonsville Center Concept and the Burtonsville Main Street detail are presented as Exhibits E-1 and E-2. The Master Plan recommends a Class I bikeway (PB-34) and sidewalks along MD 198, within the study area. Additionally, for Area 35 in Burtonsville encompassing the Burtonsville Shopping Center, the Master Plan recommends a rear loop access road along with rezoning and perpetual conservation easement.

The Burtonsville Access Road alternative recommended for detailed design is consistent with the Burtonsville Center Concept presented in the Master Plan in addressing the need for an alternate access for businesses along MD 198. The roadway will also improve traffic operations/traffic safety along MD 198 between US 29 and Old Columbia Pike.

However, the recommended alternate has a right-of-way that is generally wider than that presented in the Master Plan and has a street layout that varies from one section to the other. Utilizing design details developed during SHA's MD 28/MD 198 Corridor Improvement project, the recommended roadway cross-section(s) for Burtonsville Access Road should be reevaluated during Phase II of the Facility Planning process. Specifically, the need for the wide sidewalk/bikeway to the south side of

Burtonsville Access Road should be reassessed if bikeway facilities will be provided along MD 198 as part of SHA's project. Additionally, efforts should also be made to consolidate driveway access points to businesses along Burtonsville Access Road through cross-easements.

In addition, as recommended in the Master Plan, the detailed design for the Burtonsville Access Road should identify means to increase parking supply within the study area since the project will result in a loss of 37 marked spaces and 30 unmarked spaces, including eight marked spaces at the Burtonsville Elementary School. The above impact is mitigated to some extent through on-street parking along the proposed roadway, which is estimated to provide approximately 34 marked spaces. However, these additional spaces would generally facilitate parking for commercial uses in the area, and would not mitigate the loss in parking at the school. The project will thus result in a net loss in parking at the school and an overall loss of 33 parking spaces within the study area. Most of the loss in parking as a result of the proposed project will occur at the Burtonsville Shopping Center (17 spaces). Additionally, the community parking lot planned next to the Burtonsville Elementary School on the Burtonsville Voluntary Fire Department (BVFD) property (Parcel 940), which would have provided 49 additional parking spaces in the area, was removed from the revised Project Prospectus to allow for possible future alternate land uses on the property. Adequate parking within the commercial center is critical to support a future "Town Center" in Burtonsville. The County would need to purchase the entire property to construct the proposed community parking lot, and the estimated capital cost of providing this parking should be recognized in Phase II as a County expense.

The Phase II Facility Planning study for the Burtonsville Access Road should also facilitate further coordination with the Burtonsville Elementary School to address the school's need for additional parking, greater vegetative/tree buffering or green space (between the school and the roadway), and improved vehicular/pedestrian/bicycle access.

Though the Burtonsville Access Road is being designed for low speeds, the parking proposed along the north side of the roadway should be further evaluated to address potential safety issues associated with vehicle occupants crossing the roadway from their parked vehicles and accessing the commercial area to the south. Alternatively, parking could be considered to the south side of the roadway if appropriate driveway consolidation can be achieved through cross-easements. Otherwise, appropriate pedestrian crossing locations and crossing treatments should be identified.

DPWT should continue coordination with the Burtonsville Shopping Center developer on the design of the upper loop road to the rear of the Center, which the developer has expressed interest in constructing as part of a future shopping center redevelopment.

Additional comments from Community-Based Planning staff are included as Exhibit F.

PUBLIC OUTREACH

DPWT's study team held two public meetings and one focus group meeting during the Phase I Facility Planning process. The first meeting, on February 20, 2001, presented the study purpose and need. Approximately 15 citizens, comprised generally of area business leaders, attended that meeting.

The study team held a focus group meeting on January 18, 2002 to present and elicit comment on two initial build alternatives. Approximately 30 citizens attended the focus group meeting. The team held a second public meeting, attended by approximately 30 citizens, on April 17, 2002 to present the preliminary study findings and recommendations.

RELATED ACTIVITIES IN THE AREA

SHA's MD 28/MD 198 Corridor Improvement Study is currently in the Alternatives Retained for Detailed Study (ARDS) phase. Planning related to this study is anticipated to be completed in 2004. At this time, the project is funded only for planning and is not funded for final design, right-of-way acquisition or construction. The ARDS will determine impacts the project will have on businesses and institutions within the study area while the Burtonsville Access Road study proceeds through Phase II of Facility Planning. Proposed typical sections for MD 198 between US 29 and Old Columbia Pike from SHA's Alternates Public Workshop (dated June 4, 2002) are provided as Exhibit G.

The US 29/MD 198 interchange project is funded for construction and involves relocation of US 29 to the east of its existing alignment as a grade-separated interchange. The portion of existing US 29 will remain as a local access road serving Burtonsville.

The Burtonsville Shopping Center, located to the east of the project area, is anticipated to be modernized with a pedestrian friendly design and a loop road to the rear of the Center. This loop road will run from the roundabout along the proposed Burtonsville Access Road to the north to tie into US 29 approximately 850 feet north of the MD 198/US 29 intersection. The owner of the Burtonsville Shopping Center has expressed interest in constructing this loop road as part of a future shopping center redevelopment.

SUMMARY OF PROJECT PROSPECTUS STUDY FINDINGS

The recommended alternative for the Burtonsville Access Road project will be a key addition to the transportation network within the Burtonsville Commercial Area between US 29 and Old Columbia Pike. Most importantly, the project will:

- Provide congestion relief and improve traffic circulation/traffic safety along MD 198 between US 29 and Old Columbia Pike.

The Burtonsville Access Road will have minimal direct impacts to most existing businesses along MD 198 as the roadway will be constructed through the rear of these businesses. These businesses are on lots that have predominantly long rectangular shape, and currently have frontage on and access to MD 198. The Project Prospectus indicates that 12 parcels will be impacted by the project. Detailed right-of-way and land acquisition needs for the roadway will be determined during Phase II of the Facility Planning process.

The Burtonsville Access Road project will result in a net loss of 33 parking spaces within the study area, including 8 marked spaces at the Burtonsville Elementary School. Most of the loss in parking will occur at the Burtonsville Shopping Center (17 spaces). Additionally, the community parking lot planned next to the Burtonsville Elementary School on the Burtonsville Voluntary Fire Department property (Parcel 940), which would have provided 49 additional parking spaces in the area, was removed from the revised Project Prospectus to allow for possible future alternate land uses on the property.

A preliminary summary of environmental impacts provided in the Project Prospectus (presented as Exhibit H), based on the proposed roadway alignment (including sidewalks, landscaping, roundabout, and access points) indicate wetland impacts of less than 0.1 acres, forest impacts of approximately 0.5 acres, right-of-way impacts of approximately 3.1 acres and grading easement impacts of approximately 0.3 acres. The Project Prospectus does not identify any floodplain, parkland or stream impacts. A preliminary review of environmental records indicated that numerous Underground Storage Tanks (UST) and Leaking UST's are within or adjacent to the study area. It is anticipated that further investigation as to the exact locations and the status of these tanks, and the potential for soil or groundwater contamination would be needed prior to right-of-way acquisition.

Additional comments from the Environmental Planning staff are included as Exhibit I. The facility is located within the Patuxent River Primary Management Area (PMA), due to its proximity to the Kruhm Road tributary of the Patuxent River. Staff finds that the designation does not require additional environmental considerations beyond those documented in the Project Prospectus, yet encourages continued actions, particularly regarding stormwater management, that meet the intent of the Patuxent River PMA guidelines.

A preliminary cost estimate provided for the Burtonsville Access Road in the Project Prospectus indicate a capital cost of approximately \$3 million for construction. This estimate includes costs associated with preliminary engineering, but does not include any right-of-way cost. Detailed right-of-way and land acquisition for the proposed project will be determined during Phase II of the Facility Planning process.

Several elements associated with the roadway design are recommended in the Phase I Project Prospectus for further consideration and are presented as Exhibit J. These include:

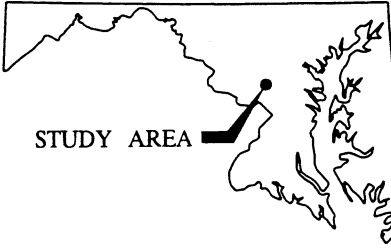
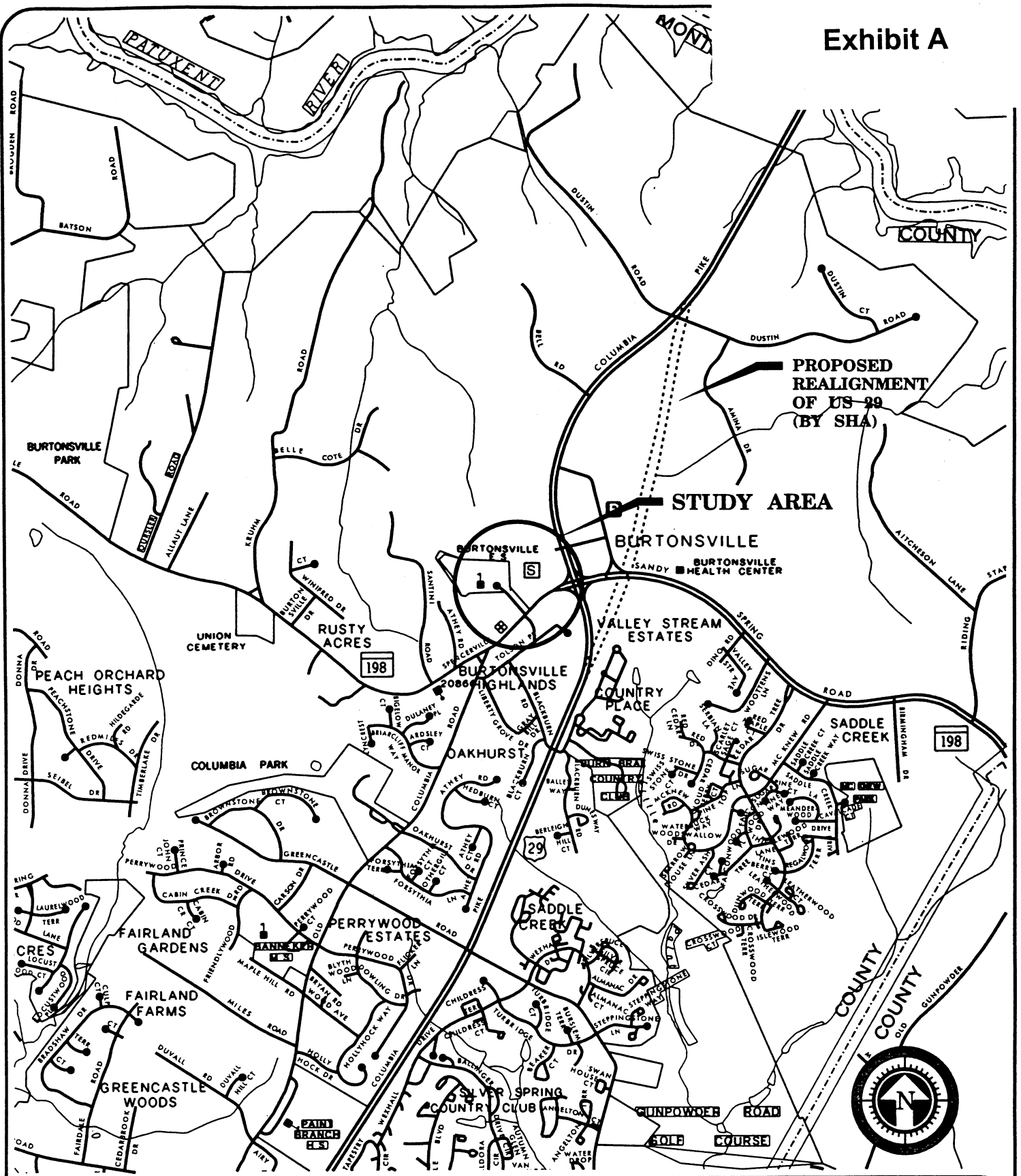
- Development of accurate base mapping
- Refining engineering alignments
- Developing parking and circulation plans for all businesses impacted by the Burtonsville Access Road
- Determining more precise right-of-way requirements
- Finalizing a raised crosswalk design
- Coordinating with the Burtonsville Elementary School, and
- Developing a more detailed project cost estimate.

CE:cmd

Attachments













cc: Ms. Jeri Cauthorn, P.E.
Mr. Shawn Burnett, P.E.

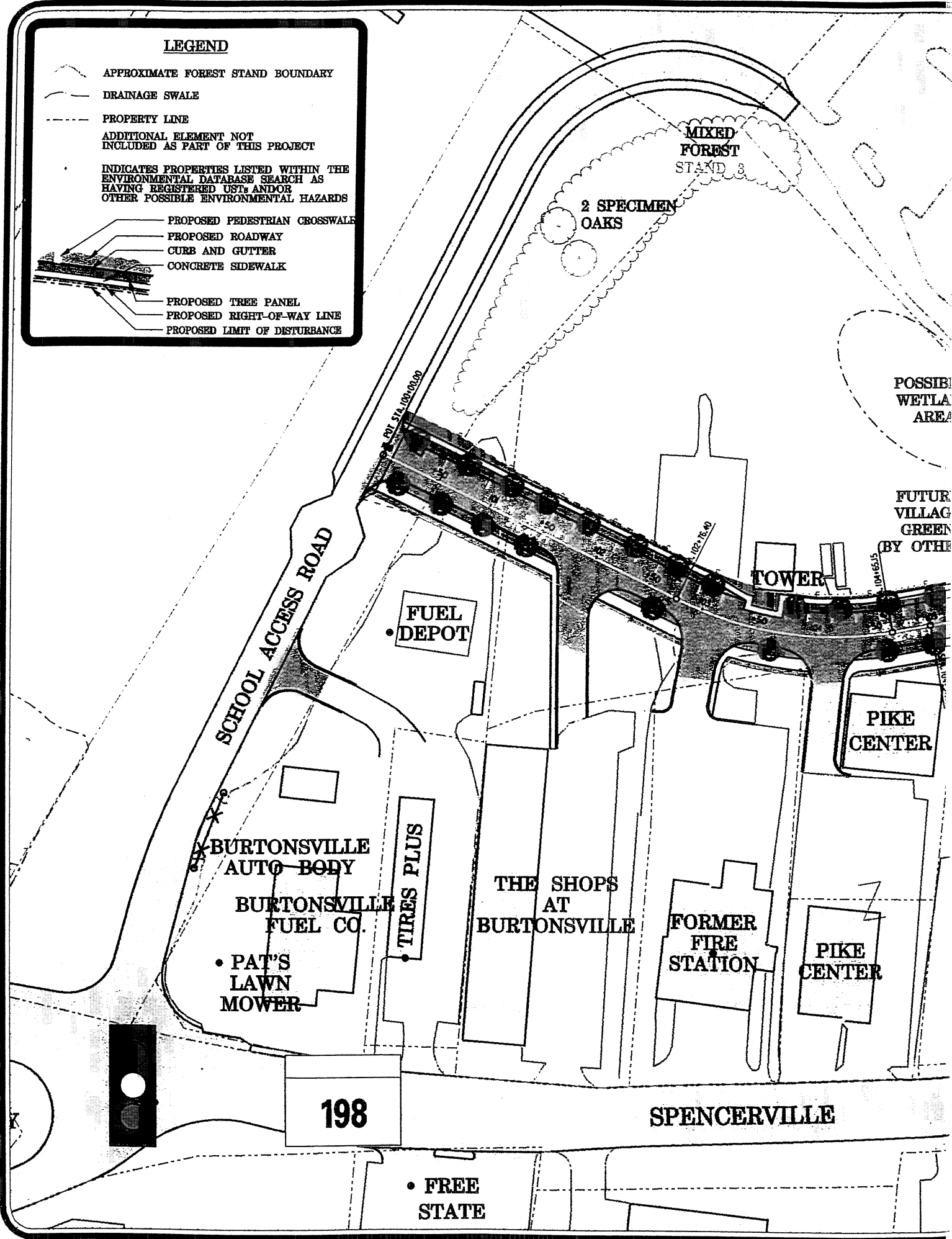
Burtonsville Access Rd Board Memo.doc



BURTONSVILLE ACCESS ROAD			
VICINITY MAP			
	DATE:	JULY 2002	
	SCALE:	1" = 2000'	
	<p>URS Engineers/Architects/Planners/Surveyors 4 NORTH PARK DRIVE, SUITE 300 HUNT VALLEY, MARYLAND 21030 TELEPHONE: 410-785-7220</p>		

LEGEND

-  APPROXIMATE FOREST STAND BOUNDARY
-  DRAINAGE SWALE
-  PROPERTY LINE
-  ADDITIONAL ELEMENT NOT INCLUDED AS PART OF THIS PROJECT
-  INDICATES PROPERTIES LISTED WITHIN THE ENVIRONMENTAL DATABASE SEARCH AS HAVING REGISTERED USTs AND/OR OTHER POSSIBLE ENVIRONMENTAL HAZARDS
-  PROPOSED PEDESTRIAN CROSSWALK
-  PROPOSED ROADWAY
-  CURB AND GUTTER
-  CONCRETE SIDEWALK
-  PROPOSED TREE PANEL
-  PROPOSED RIGHT-OF-WAY LINE
-  PROPOSED LIMIT OF DISTURBANCE



BURTONSVILLE
ELEMENTARY SCHOOL

MIXED
FOREST
STAND

BURTONSVILLE
SHOPPING CENTER

BURTONSVILLE
VILLAGE

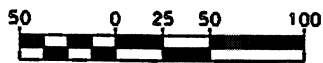
SEIBEL'S
RESTAURANT

FORMER
AMOCO

SHOPPING
CENTER

PROPOSED
RIGHT-OF-WAY

PROPOSED LIMIT
OF DISTURBANCE



SCALE IN FEET



BURTONSVILLE ACCESS ROAD

RECOMMENDED ALTERNATIVE

DATE:

NOV, 2002

SCALE:

AS NOTED



URS

Engineers/Architects/Planners/Surveyors
4 NORTH PARK DRIVE, SUITE 300
HUNT VALLEY, MARYLAND 21030
TELEPHONE: 410-765-7220

FIGURE:

II-1

PROPOSED TYPICAL SECTION
BURTONSVILLE ACCESS ROAD

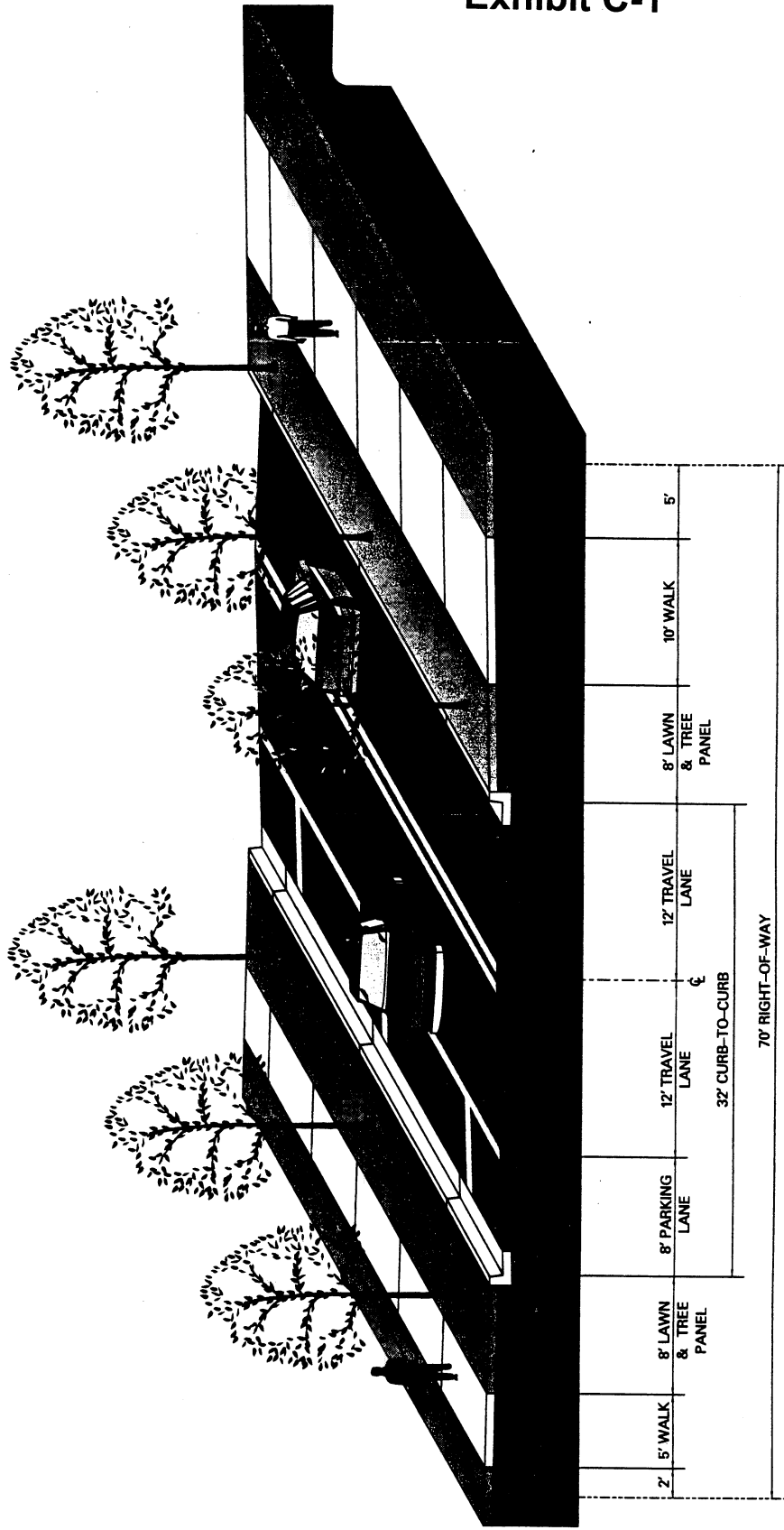


Exhibit C-1

BURTONSVILLE ACCESS ROAD

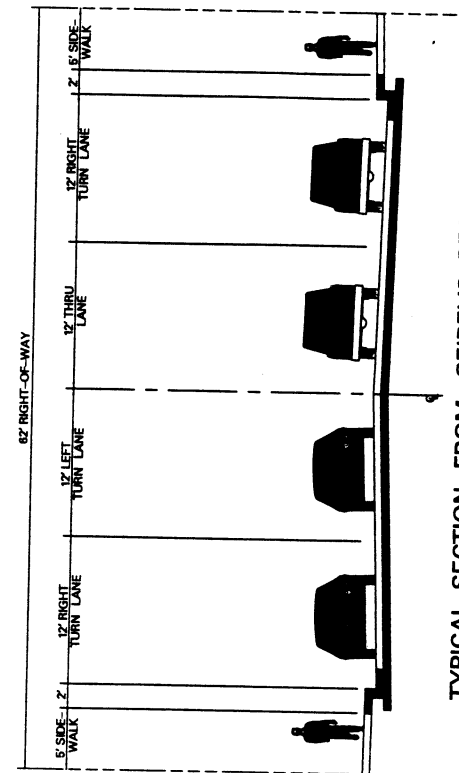
PROPOSED TYPICAL SECTION

DATE: JULY 2002
 SCALE: AS SHOWN
 NOT TO SCALE

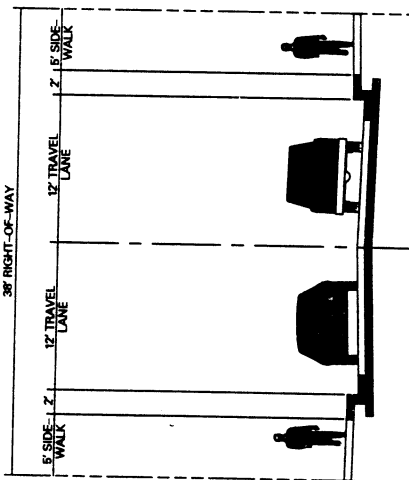
UNIVERSITY OF TORONTO
 URS
 CONSULTING ENGINEERS

PROJECT NO. 03-01-0000-01
 SHEET NO. II-3

Exhibit C-2




TYPICAL SECTION FROM SEIBEL'S RESTAURANT/
BURTONSVILLE SHOPPING CENTER ENTRANCE TO MD 198



TYPICAL SECTION FROM ROUNDABOUT
TO SEIBEL'S RESTAURANT/BURTONSVILLE SHOPPING
CENTER ENTRANCE

BURTONSVILLE ACCESS ROAD



URS
Engineering • Architecture • Planning
100 North E Street, Suite 200
Baltimore, MD 21202
Phone: 410-528-2200

PROPOSED TYPICAL SECTIONS

DATE: JULY 2002
SCALE: NOT TO SCALE
FIGURE: **II-4**

01/24/2002 0:25:51 PM
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APPROVED AND ADOPTED

Fairland Master Plan

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

Prepared by

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

August 1996

Approved by

THE MONTGOMERY COUNTY COUNCIL
March 1997

Adopted by

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
May 1997

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

Area 33: 15.5 acres, RC, 2 parcels

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

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

Area 34: 48 acres, RC, 1 parcel

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

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

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

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

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

EMPLOYMENT

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

US 29/Cherry Hill Road Employment Area

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

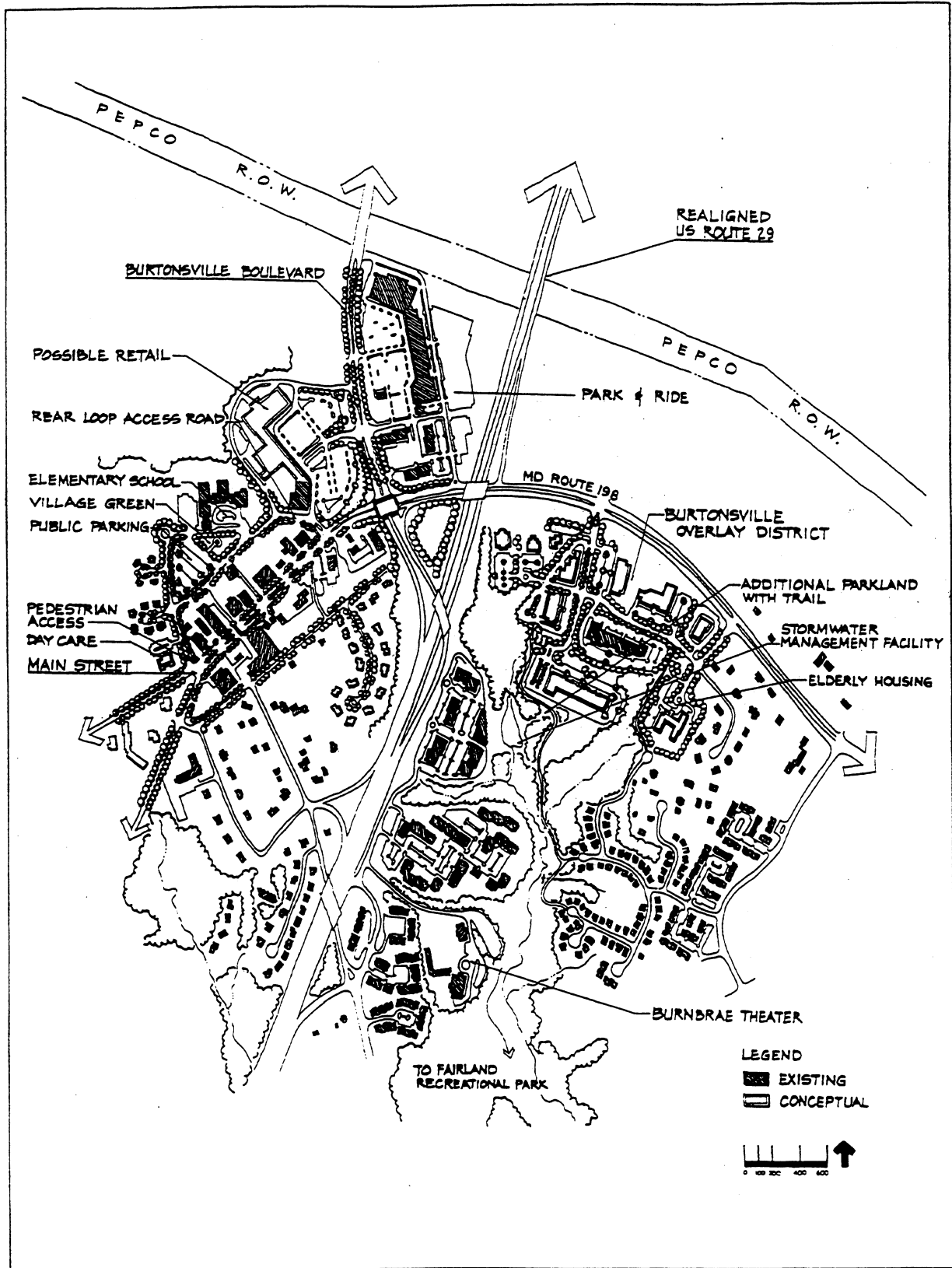
There are four industrial zones (I-1, I-2, I-3, I-4) and a residential zone (RE-2) within the boundaries of the area. The I-1 Zone is the least restrictive as to building setbacks and FAR, allows the most diversity of uses, and does not require site plan. The I-2 Zone permits heavy industrial and manufacturing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

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

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

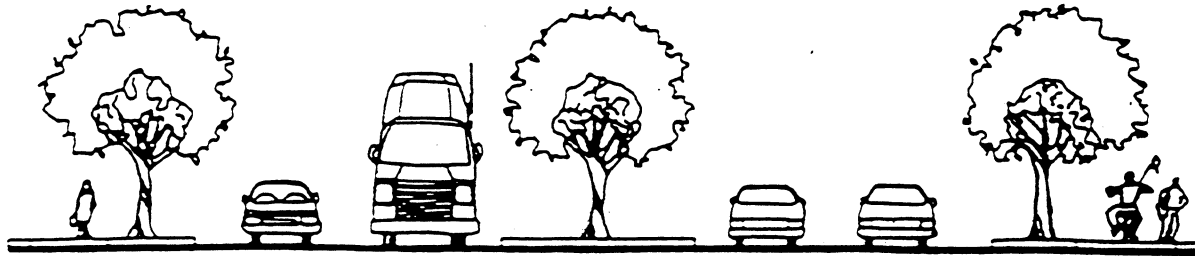
BURTONSVILLE CENTER CONCEPT

FIGURE 30

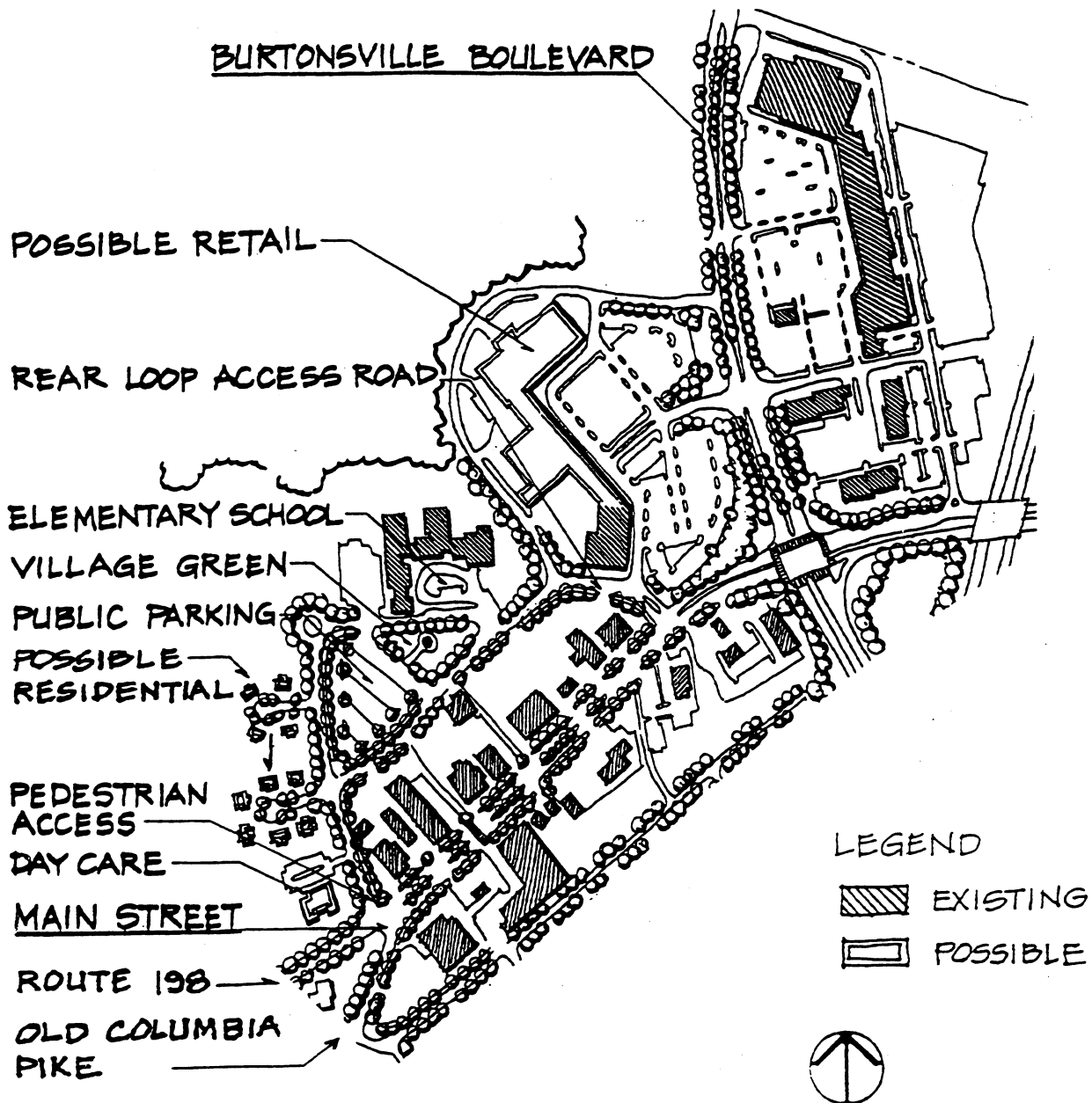


BURTONSVILLE MAIN STREET

FIGURE 31



BURTONSVILLE MAIN STREET SECTION
4 LANES DIVIDED





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

December 12, 2002

MEMORANDUM

TO: Dan Hardy, Coordinator, Transportation Planning
Cherian Eapen, Transportation Planning

FROM: ^{WJ} Piera Weiss, Community Based Planning, Eastern County Team

SUBJECT: Burtonsville Access Road Project Prospectus

Background

The Prospectus for the Burtonsville Access Road has been prepared by DPWT in part to implement the *1997 Approved and Adopted Fairland Master Plan*. The master plan envisioned Burtonsville Commercial Area as a unified town center and recommended a rear access road to solve a number of access problems including better access to the school and alternate access for the businesses on the north side of MD 198. MD 198 is a major east west highway and is planned for an ultimate four lanes and median. The State Highway Administration is currently studying alternatives for improving MD 198 including limiting individual access for businesses and/or providing few median breaks.

Master Plan

The rear access road was shown in the master plan aligned with the intersection of Old Columbia Pike and MD 198. The Master Plan recommended that the access road have a 60 ROW, two travel lanes and sidewalks. The master plan further recommended that the unused portion of the Volunteer Fire Company property be used as a public parking lot to replace parking spaces lost by the road improvement and provide additional parking. The road provided direct access to the Burtonsville Elementary School and the rear of businesses fronting the north side of MD 198 and exited to MD 198 between Seibel's and the Shipping Center with a possible exit to US 29 to the rear of the shopping center. The master plan also recommended consideration of signalization at the Old Columbia Pike intersection.

DPWT built the portion of the access road to the school in 2000. SHA approved a traffic signal for the intersection of Old Columbia Pike and MD 198, which has greatly improved the safety for vehicles attempting to enter and leave the school site.

The Proposed Road Design

There are two differences between the final design and that recommended in the master plan: the proposed right-of-way width and the proposed parking lot. DPWT decided to create a customized cross section to combine a number of objectives and address constraints along the proposed right-of-way. The proposed cross-section is a 70-foot right-of-way with sidewalks, except where the road enters between the Burtonsville Shopping Center and Seibel's Restaurant. The right-of-way is 62 feet at that location. The road has sidewalks on both sides throughout the entire length, but the sidewalk widths differ and the location of the sidewalk with respect to the curb changes.

The prospectus has eliminated the parking lot on the unused portion of the property to allow for possible alternate land uses. The design does not replace the parking spaces removed from the businesses or the eight spaces lots removed from the school parking lot.

Staff Concerns

The wider right-of-way is desired by DPWT in order to include on-street parking and a wider sidewalk. Staff concurs that a wider sidewalk (more than the standard five feet) and on-street parking are desirable. There may be reasons for reducing the 10-foot sidewalk width, but that would not reduce the right-of-way to 60 feet. Staff is more concerned with the loss of the parking lot and the fact that there is now a parking space deficit for both commercial properties and the school.

Staff is very concerned about the relationship of the access road to the circulation on the school property. Not only does the road remove eight spaces from the school lot, but there is also an issue regarding how much buffer has been provided between commercial and school traffic. It is staff's opinion there needs to be an adequate buffer and a clear demarcation between the school and the commercial area; the circulation between the two uses should be very carefully designed.

Staff is also concerned with the urban design details of the proposed design. The master plan envisioned redevelopment of the commercial area into a town center. One of the ways to create a unified appearance is to coordinate the urban design elements; street trees, sidewalks, lighting, et cetera, that lie within the public space. Since the point of redevelopment in Burtonsville is to create a unified center and to improve pedestrian and vehicular access, all aspects of urban design should be carefully coordinated to achieve that goal. The design thus far has examined the vehicular needs in great detail but not the pedestrian needs.

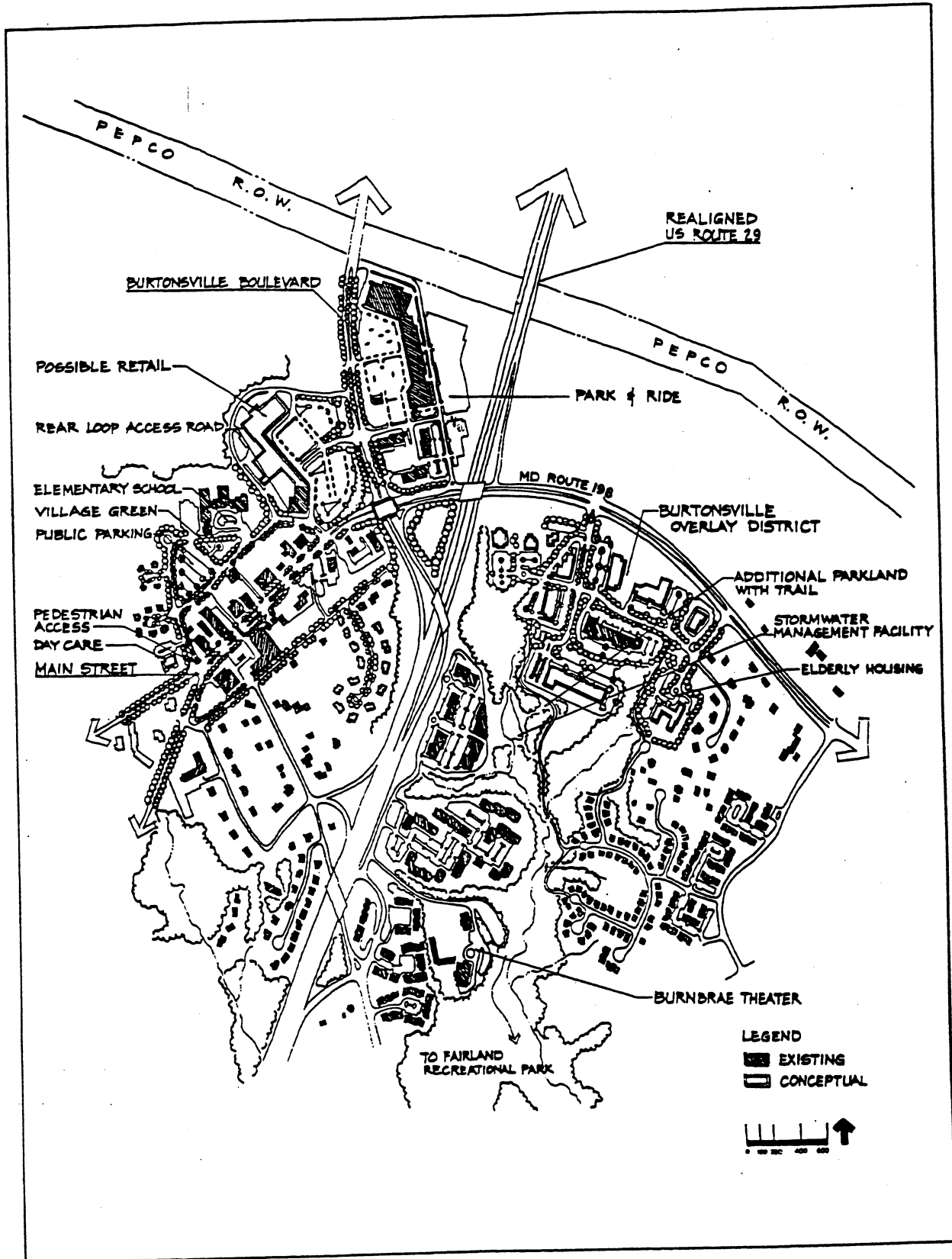
During the next phase, it is very important to examine in greater detail the relationship between pedestrian and street. For example, the on-street parking is on the north side of the street, all the businesses are on the south side. People will cross the street at the most convenient location regardless of sidewalks or crosswalks. The current design

encourages uncontrolled crossing. The sidewalk is set back from the street and separated by trees for part of the street, but at entrance at Seibel's, the sidewalk is narrowed and against the curb. There are no street trees. If this is to be a safe and pedestrian friendly environment, these details need to be re-examined.

DPWT Staff should be given credit for underscoring the need to resolve some of these issues; page 4 includes a list of unresolved issues. Staff recommends that during the next phase of the project, DPWT staff should reconsider how to replace the lost parking spaces, the precise location of the road to the school, the urban design elements, and the use of the remainder for a public parking lot.

BURTONSVILLE CENTER CONCEPT

FIGURE 30



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

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

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

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

RECOMMENDATIONS:

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

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

Area 33: 15.5 acres, RC, 2 parcels

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

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

Area 34: 48 acres, RC, 1 parcel

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

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

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

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

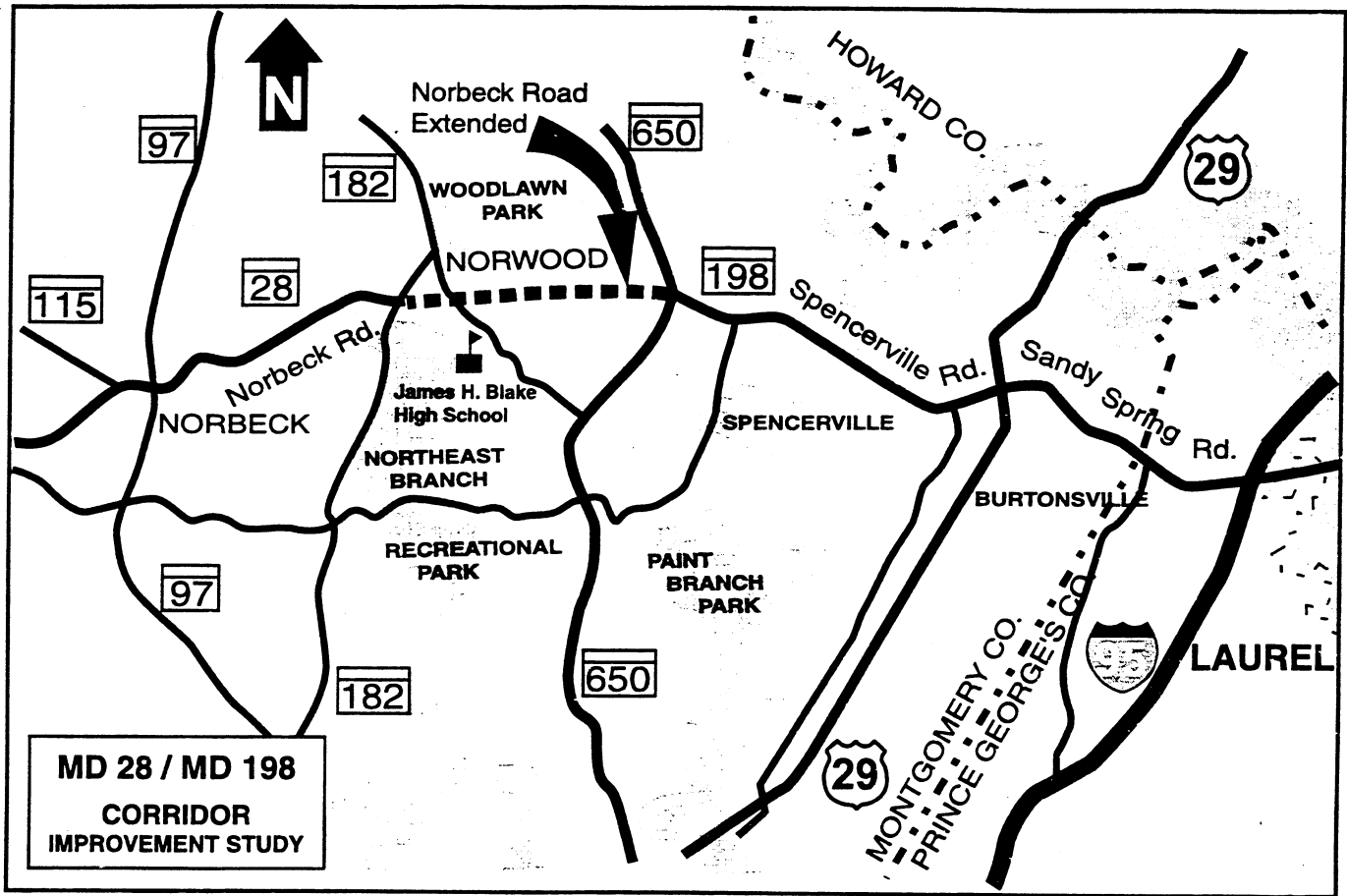
MD 28 / MD 198

Corridor Improvement Study

From East of MD 97(Georgia Ave.) to the US 29 / I-95 Corridor

ALTERNATES

Public Workshop



Tuesday
June 4, 2002

Displays Available
5:30 PM - 9:00 PM

James H. Blake High School
300 Norwood Road
Silver Spring, MD 20905

Project No. MO 886B11



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION



FEDERAL HIGHWAY ADMINISTRATION
US DEPARTMENT OF TRANSPORTATION

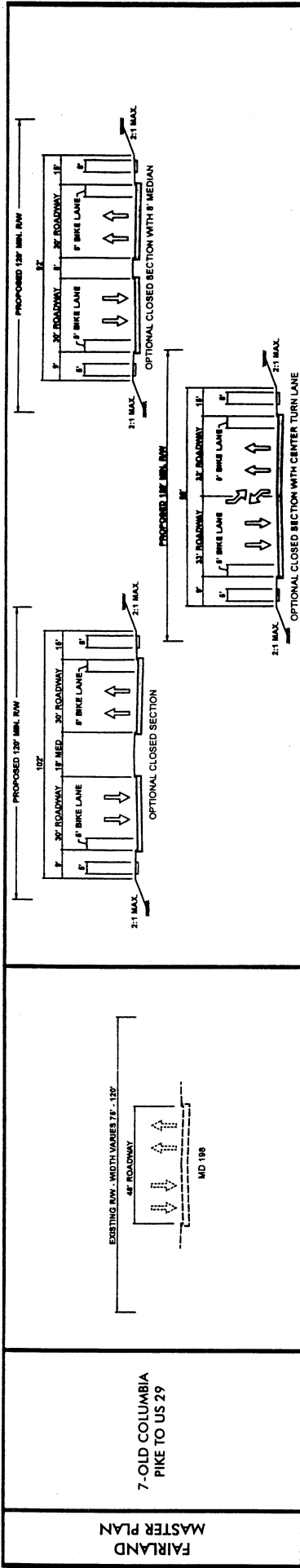
**EXISTING TYPICAL SECTION
** ALTERNATE 1**

**PROPOSED MASTER PLAN FEATURES ALTERNATE TYPICAL SECTIONS
ALTERNATE 3**

SEGMENT

**7-OLD COLUMBIA
PIKE TO US 29**

**FAIRLAND
MASTER PLAN**



<p>NOTES:</p> <p>1. REFER TO DISPLAYS 2a AND 2d FOR THE TYPICAL SECTION OF THE 3-LANE IMPROVEMENT BEING CONSIDERED IN SOME AREAS UNDER ALTERNATE 2.</p> <p>2. APPLICATION OF OPEN VERSUS CLOSED SECTION AND THE VALUE OF INCLUDING SIDEWALK IN THESE SEGMENTS WILL BE CONSIDERED IN REGARDS TO THE UPPER PAINT BRANCH SPECIAL PROTECTION AREA.</p>	<p>LEGEND</p> <p>R / W = RIGHT-OF-WAY</p> <p>2:1 = 2' OF HORIZONTAL DISTANCE FOR EVERY 1' OF CHANGE IN ELEVATION.</p>	<p>STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION</p> <p>MD 28 / MD 198 CORRIDOR IMPROVEMENT STUDY</p> <p style="text-align: center;">TYPICAL SECTIONS</p> <p>DWG MAY, 2002</p> <p style="text-align: center;">NOT TO SCALE</p> <p style="text-align: right;">DISPLAY 1b</p>
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Broch_Typ2.cdr

Excerpted from the MD 28/MD 198 Corridor Improvement Study

Approximate Number of Total Potential Parking Spaces Lost	67
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Environmental Impact Analysis

Right-of-way, parking, forest, parkland, wetland, and grading easement impacts have been recalculated and are summarized in the table below.

Table 1: Revised Summary of Environmental, Property, and Right-of-Way Impacts

Impact*	Quantity
Wetlands (acres)	Less than 0.1
Floodplain (acres)	0
Parkland (acres)	0
Forest (acres)	0.5
Streams (linear feet)	0
Number of Affected Properties	12
Right-of-Way (acres)	3.1
Number of Parking Spaces Lost	37 (striped) 30 (unmarked)
New Parking Spaces Added	34 on street
Grading Easements (acres)	0.3

*Unmitigated natural and social environmental impacts

Additional Items

In addition, the following items should be forwarded for consideration in Phase II of Facility Planning of the Burtonsville Access Road:

- The need for a traffic signal at MD 198 and the Burtonsville Access Road should be investigated in the design phase of this project.
- Provisions for additional parking should be studied in an effort to mitigate some of the parking impacts caused by the Burtonsville Access Road.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: Dan Hardy, Transportation Planning

VIA: Mary Dolan, Environmental Planning *MD*

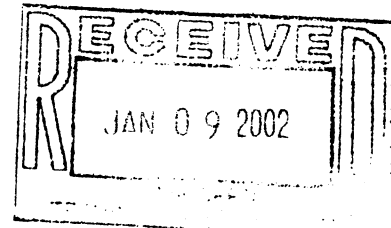
FROM: Michael Zamore, Environmental Planning *MZ*

DATE: January 9, 2003

SUBJECT: Burtonsville Access Road

The Environmental Planning staff has reviewed the project prospectus for the above-mentioned project and our comments are as follows:

- The proposed roadway falls within the area of applicability of the primary management area (PMA) for the Patuxent River watershed since it is within one-eighth of a mile from the Kruhm Road tributary of the Patuxent River. Creation of new impervious (road) surface as proposed, must give consideration to the PMA guidelines.
- In accordance with Montgomery County Forest Conservation Law, continuation of the project will require an approved natural resource inventory and forest stand delineation (NRI/FSD) and a forest conservation plan (FCP). The NRI/FSD must be submitted and approved prior to submission of the Mandatory Referral.
- The design of any parking lot proposed for the southern side of the Burtonsville Elementary School must give consideration to eliminating impacts to the wetland and nearby mixed forest (that includes two specimen Oak trees), and to avoiding exacerbating the severe erosion along Kruhm Road Tributary.



CONSIDERATIONS FOR PHASE II FACILITY PLANNING

The Burtonsville Access Road project will proceed into Phase II of Facility Planning for development of 35% design plans and submittal to the County Council for funding considerations. Phase II should include the following activities:

- Continued development of accurate base mapping
- Refining engineering alignments
- Developing parking and circulation plans for all businesses impacted by the Burtonsville Access Road
- Determining detailed impacts
- Determining more exact right-of-way requirements
- Review of final raised crosswalk design by the Highway Services Division
- Investigation of a posted speed limit of 25 mph
- Coordination with the Burtonsville Elementary School on their concerns, including fencing the Kindergarten Playground and limiting access to the Burtonsville Access Road
- Determining a more detailed cost estimate, including a separate cost for relocating existing aboveground utilities underground for County Council consideration
- Conducting a public meeting to update citizens on more detailed design
- Working with M-NCPPC to name the road
- Preparing the project for County Council action.

In addition, the Design Team will continue to coordinate with the developer of the Burtonsville Shopping Center regarding the design of the upper loop road. They will also need to continue to work with the Montgomery County Public Schools to finalize the decision on access to the proposed road through the former Amoco entrance. Additionally, it is crucial that the County continue to work with SHA and the Burtonsville business owners to resolve access issues associated with the MD 28/MD 198 Project Planning Study to meet the goals of all stakeholders. Should the Burtonsville Access Road be constructed prior to the MD 198 improvements by SHA, final design of the Burtonsville Access Road must include measures to prohibit cut through movements, such as the school access that currently exists between 15520 and 15498 Old Columbia Pike (the old Amoco station and the shopping center).