



Worksession No. 1: Burtonsville Crossroads Neighborhood Plan

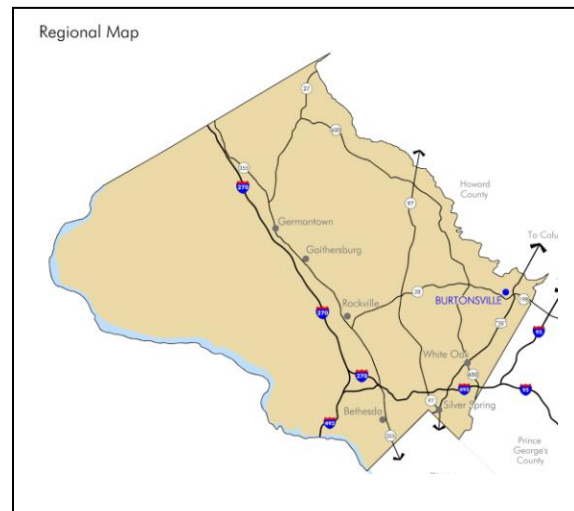
KO Kristin O'Connor, Project Planner, kristin.oconnor@montgomeryplanning.org 301-495-2172
JAC John Carter, Chief, john.carter@montgomeryplanning.org 301-495-4575
 Ki Kim, Transportation 301-495-4538
 Calvin Nelson, Urban Design 301-495-4619
 Katherine Nelson, Environment 301-495-4622

Completed: 06/22/12

Description

Worksession No. 1: Burtonsville Crossroads Neighborhood Plan (Commercial Areas)

Staff Recommendation: Review the public testimony and staff response



Summary

This memorandum provides a summary of the public testimony and the staff response on the Burtonsville Crossroads Neighborhood Plan. Worksession No. 1 will focus on the recommendations for the existing commercial areas. Worksession No. 2 will focus on the recommendations for the Rural Edge properties, a Zoning Text Amendment to the Rural Cluster Zone, and the Design Guidelines.

DISCUSSION

The Planning Board received testimony on the Plan on June 7, 2012. Additional letters have also been received (see attachments). In the existing commercial area, the testimony from residents and property owners provides a clear agreement on the following key elements:

- Allowing residential development in the existing commercial core
- Supporting redevelopment of the Burtonsville Crossing Shopping Center site.
- Improving the character of MD 198 as a main street
- Providing a new grid of local streets including a loop road
- Supporting local businesses that are unique to Burtonsville
- Providing public gathering spaces and recreation areas as part of a new public green

SECTION NO. 1: GENERAL CONCEPTS

This report includes two sections. The Section No. 1 of the report summarizes the testimony and staff response for the following general concepts:

- Vision
- Land Use and Density
- Balance of Land Use and Transportation including Public Facilities
- Implementation

VISION

Testimony:

The community strongly supports the vision expressed in the Burtonsville Neighborhood Crossroads Plan (page 5): “to foster the creation of a complete community designed at a scale to serve the surrounding area with small businesses, retail, local services, offices, residential and open spaces for local events, conservation, and recreation” (Peter Myo Khim, Paul Cheakalos and Dan Wilhlim). A new mixed-use vision designed at the scale of a neighborhood center is intended to reinvigorate the existing commercial area. The Plan encourages infill and adaptive reuse of older commercial buildings and the redevelopment of aging shopping centers in the existing commercial area, while preserving Burtonsville’s rural and historical character at the outside edge.

Staff Response:

Retain the vision as proposed.

Staff examined three alternatives and selected Scenario 3 to provide the most complete neighborhood with necessary environmental protections. Scenario 1 was very limited in scope, and it only addressed one property (the old shopping center) and retained the existing commercial zoning everywhere else. Scenario 2 significantly expands the commercial area, allowing large scale development outside the existing commercial area which further degrades the water quality in the watershed.

In response to comments from the Planning Board, the table on the following page represents the three scenarios considered during the planning and community outreach process for the Burtonsville Neighborhood Crossroads Plan.

Burtonsville Scenarios

Scenario 1: Limited scope	Scenario 2: Expanded commercial area and increased environmental stress	Scenario 3: Plan Recommendation - A complete neighborhood with environmental protections
<p>Land Use and Design</p> <ul style="list-style-type: none"> ▪ Commercial area: <u>73 acres</u> ▪ Rural area: <u>118 acres</u> ▪ Retains existing commercial and rural area with limited land use changes ▪ Limits the mix of uses ▪ No transitions ▪ Limits public space and recreation areas ▪ Limits emphasis on small businesses and opportunities for local businesses ▪ No site plan review <p>Transportation</p> <ul style="list-style-type: none"> ▪ Provides for an access road ▪ No grid of local streets with sidewalks <p>Environment</p> <ul style="list-style-type: none"> ▪ Special exceptions allowed with public sewer on a case by case basis in the rural area ▪ Limited protection of tributary headwaters ▪ 10 percent imperviousness ▪ Supports cluster development to protect water quality in the rural area ▪ Limited tree canopy <p>Zoning</p> <ul style="list-style-type: none"> ▪ Rezones one shopping center from C-1 to the CRT Zone ▪ Retains C-2, I-1, and O-M Zones ▪ Retains the RC Zone 	<p>Land Use and Design</p> <ul style="list-style-type: none"> ▪ Commercial area: <u>116 acres</u> ▪ Rural area: <u>75 acres</u> ▪ Significantly expands the commercial area and reduces the rural area ▪ Expands the mix of uses ▪ Provides transitions ▪ Provides public space and recreation opportunities ▪ significant expansion of commercial area in competition with the market ▪ Site plan review <p>Transportation</p> <ul style="list-style-type: none"> ▪ Provides for an access road ▪ Provides for a grid of streets ▪ Expands streets in the rural areas <p>Environment</p> <ul style="list-style-type: none"> ▪ Extends public sewer for commercial and residential development in the rural area ▪ Limited emphasis on protection of tributary headwaters ▪ >30 percent imperviousness ▪ Allows large scale development and further degradation of the water quality in the rural area ▪ Limited tree canopy <p>Zoning</p> <ul style="list-style-type: none"> ▪ Rezones from C-1, C-2, I-1, O-M to the CRT and CRN Zones ▪ Rezones 43 acres of the rural area from the RC to CRN or CRT Zone 	<p>Land Use and Design</p> <ul style="list-style-type: none"> ▪ Commercial area: <u>73 acres</u> ▪ Rural area: <u>118 acres</u> ▪ Enhances the existing commercial area and enhances the existing rural area ▪ Expands the mix of uses ▪ Provides transitions ▪ Provides public space and recreation opportunities ▪ Supports infill and adaptive reuse with an emphasis on small businesses ▪ Site plan review <p>Transportation</p> <ul style="list-style-type: none"> ▪ Provides for an access road ▪ Provides for a grid of streets, bikeways, trails and sidewalks <p>Environment</p> <ul style="list-style-type: none"> ▪ Provides no public sewer extensions beyond the commercial area and into the rural area ▪ Provides tributary headwater protections ▪ 8 percent imperviousness ▪ Supports cluster development and forest easements to protect water quality in the rural area ▪ Expands tree canopy <p>Zoning</p> <ul style="list-style-type: none"> ▪ Rezones from C-1, C-2, I-1, O-M to the CRT and CRN Zones ▪ Retains the RC Zone and reduces imperviousness in the rural area

LAND USE AND DENSITY (FLOOR AREA RATIO)

Testimony:

The testimony supported the land use and density in scale with the vision described in the Plan (Emily Vaias, Robert Brewer). The business owners (Joseph Pignatero, Jessica Rodrigues and Elmer Diaz) supported the mix of uses and the general flexibility in development standards. The testimony also provided additional recommendations concerning interim development (Vaias, Brewer) and visibility for retail uses (Vaias, Diaz) to be summarized in more detail in the second section of this report.

Staff Response:

Retain the recommended land uses and the density (1.5 FAR) as proposed.

Land Use - The Plan provides for a mix of uses including housing within the existing density of the C-2 zoning (1.5 FAR). The local businesses along MD 198 create a unique resource of family-owned businesses that serve the local market. Known as “Restaurant Row”, these businesses will be able to expand and remain flexible with the changes in the market. The aging large shopping center along Business 29 has the opportunity to redevelop and serve both the local and regional demand. The land use opportunities that allow for a greater mix of uses, including housing that will help to transform Burtonsville into a complete community with amenities, gathering spaces and active recreation.

Density - The Plan offers developers an increase of seven to fifteen times the existing density. This level of density provides enough incentive for property owners to redevelop at a scale of a small town or neighborhood as proposed. In the village center, the land use and densities allow major redevelopment on these larger parcels. The land use and densities also allow adaptive reuse of the office park. Along Main Street MD 198, the land use and densities proposed allow for smaller properties to expand and build out.

BALANCE OF LAND USE AND TRANSPORTATION INCLUDING PUBLIC FACILITIES

Testimony:

The community supported a street network, parks/active recreation, school expansion, trails, and public facilities (Paul Cheakaolos, Dan Wilhelm, Emily Vaias, Jessica Rodrigues, agencies of the County Executive).

Staff Response:

The transportation, schools, and public facilities are in balance with the recommendations for land use.

Transportation including Road Capacity - The proposed transportation system can accommodate over 600 additional residential units and over 670,000 square feet of additional commercial square footage. Based on the traffic studies approved in recent Preliminary Plans, the local area roadway system has a significant amount of traffic capacity which can accommodate the proposed additional residential and commercial developments without exceeding the applicable congestion standard for the Fairland/White Oak Policy Area. The State Highway Administration’s MD 28/198 Corridor Study also indicates that MD 198 as a four-lane, major highway will accommodate significant local and regional growth. The Study concludes that local intersections and the proposed roadway improvements will provide adequate transportation capacity to accommodate the Plan’s long-term residential and nonresidential developments.

Transportation - Street and Highway Classifications - The Plan recommends the classification of Business 29 and MD 198 as Major Highways, and a Business Street classification for the new Access Road. The Plan also recommends a limited number of local streets to combine numerous curb cuts currently existing along MD 198. The access road, the local streets, Business 29, improvements to MD 198, the sidewalks, the bikeways, and the trails will create a connected transportation street system that reduces dependence on the major highways and reduces left turn vehicular conflicts.

Schools - The Plan provides for the planned expansion of the existing public elementary school to serve the proposed residential development within the planning area and the existing development in the Fairland area. MCPS supports the Plan recommendations.

Public Facilities - Burtonsville is served by the Marilyn Praisner Library and the Praisner Community Center. The Plan area has no existing parkland. The greater Burtonsville area is also served by two local parks (Burtonsville and Columbia), one neighborhood park (McKnew), and one recreational park (Fairland). The approved and adopted 2005 Parks, Recreation, and Open Space Plan (PROS) and the Land Preservation, Parks and Recreation Plan (LPPRP) identify the need for three recreation fields in the Eastern County. PROS and LPPRP estimate recreational needs by broad planning areas to the year 2020. The provides for a complete community by including active recreation, public gathering and conservation connected by a system of sidewalks and trails. An additional map will be provided to locate the public facilities outside the Plan area and connections.

IMPLEMENTATION

Testimony:

The testimony supported the rezoning C-2 Zone, C-1 Zone, O-M Zone, and I-1 Zone to CRT and CRN Zones (Emily Vasais, and Robert Brewer). See map on page six of memo.

Staff Response:

Zoning - No change to the Plan's zoning recommendations.

Single use zoning dominates the existing crossroads area. This zoning does not allow a flexible response to the market. The allowed office, commercial and industrial zones do not provide a mix of uses and public use space. Housing is not permitted. The standards in the existing non-residential zones provide significant limitations to the existing local businesses and future commercial development in Burtonsville as follows (page 14):

- C-1 zone, Convenience Commercial - The narrow range of retail 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, General Commercial - This commercial zone does not permit housing, does not foster the creation of the open spaces needed to serve the community, does not promote infill development critical to existing small businesses, and does not provide a transition to the adjacent neighborhoods.
- O-M zone, Office Building, Moderate Intensity - The properties in this office 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, Light Industrial - This industrial zone allows for unlimited FAR (floor area ratio) with building heights of 100 feet that are not in scale with the community.

The CRN and CRT Zones allow for additional uses and provide more flexible development standards at the scale of a small town or neighborhood as outlined in the Plan’s vision. This flexibility gives small businesses a chance to respond to current market conditions as they are allowed small expansions without optional method requirements. The proposed zoning provides a mechanism for road dedications, public use space and improvements to MD 198.

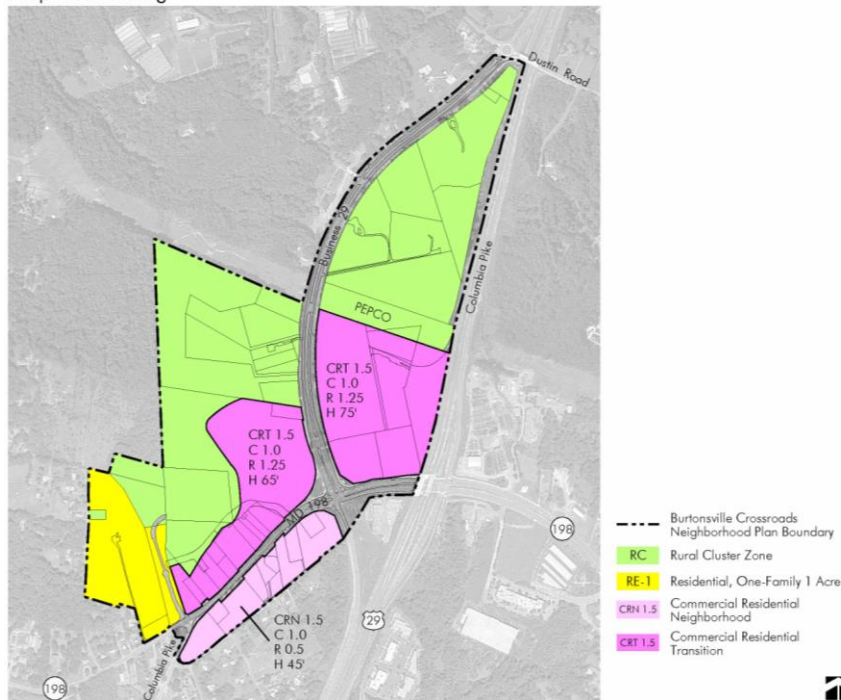
The following are benefits of the CRT Zone on large properties in the Village Center:

- Added public engagement through the review process that the existing commercial zones presently do not require
- More certainty with density and building height
- Requires public use space that must be accessible to the public

The following are benefits of the smaller CRN Zone on properties on 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
- Grandfathering special exception uses
- Infill and adaptive reuse

Proposed Zoning



Capital Improvements Program (CIP) - No change to Plan's recommendations.

The CIP section of the Plan is designed to support the transformation of Burtonsville from a crossroads to a community. Public investment in parks, school expansions, new roads, and the approval of the Sectional Map Amendment to allow a greater variety of uses will encourage private property owners to reinvest in Burtonsville.

SECTION NO. 2: SPECIFIC PLAN CHANGES

To summarize Section No. 1: General Concepts of the staff report, the Plan recommends appropriate land use and densities, a balance between land use and transportation including public facilities, and implementation tools to achieve the vision of the Plan. Section No. 2: Specific Plan Changes of this memorandum summarizes the specific verbal and written testimony with a staff response. The following list identifies the primary concerns in the commercial area identified in the testimony:

- Phasing in CRT public benefits
- Conflicting streetscape with commercial visibility
- Including language on trail and regional park connections/open space system
- Proposing CRT building heights

The summary of the Public Testimony and Executive Comments with staff response are attached. Staff will review each item during the June 28 worksession with the Planning Board.

PLANNING STEPS

Worksession No. 2 is scheduled to be held on July 12, 2012. At that time, the recommendations for the Rural Edge properties, a Zoning Text Amendment to the Rural Cluster Zone, and the Design Guidelines will be discussed. Below is a schedule for the Plan:

- | | |
|---|---------------|
| ▪ Approval of the Staff Draft as a Public Hearing Draft | May 3, 2012 |
| ▪ Planning Board Public Hearing | June 7, 2012 |
| ▪ Work Session No. 1: Existing Commercial Areas | June 28, 2012 |
| ▪ Work Session No. 2: Rural Areas and Zoning Text Amendment | July 12, 2012 |
| ▪ Transmit Final Draft to the County Council and County Executive | July 26, 2012 |
| ▪ County Council Hearing and Work Sessions | Fall 2012 |

Attachments

- Summary of Public Testimony
- Summary of Comments from the County Executive
- Correspondence
 - Peter Myo Khin, East County Citizens Advisory Board
 - Pail Cheakalos, East County Youth Advisory Board
 - Dan Wilhelm, Greater Colesville Citizens Association
 - Robert G. Brewer, Jr., Burtonsville Village Property (Katz)
 - Barry Louis Polisar, Resident of Burtonsville
 - Roni Polisar, Resident of Burtonsville
 - Montgomery County Department of Environmental Protection
 - Montgomery County Department of Transportation
 - Montgomery County Department of Housing and Community Affairs
 - Montgomery County Department of General Services

SUMMARY OF PUBLIC TESTIMONY

BURTONSVILLE CROSSROADS NEIGHBORHOOD PLAN

Plan Issue and Location	Public Testimony	Staff Response	Board Action
1. General Comments	<p>Peter Myo Khin, East County Citizens Advisory Board (ECCAB) Strongly supports the Neighborhood Plan as proposed without changes. The community outreach was outstanding. The Plan is badly needed. Important feature to be retained include: MD 198 improvements, connecting streets, access road, open space for public events, density and building height in the commercial area, and proposed zoning changes.</p>	<p>Retain the language in the Plan.</p>	
2. General Comments	<p>Paul Cheakalos, East County Youth Advisory Committee Strongly supports the Neighborhood Plan. Important features to be retained that address the concerns of the youth in the area include:</p> <ul style="list-style-type: none"> ▪ Sidewalks, trails, bikeways, and transit options to improve connections for non-automobile drivers ▪ Public places for youth, families, and all members of the community can gather community gathering ▪ Supports the public green for recreation and gathering as well as the public use spaces that could be provided as part of the redevelopment ▪ More amenities that support the businesses <p>This group noted the outstanding outreach and appreciated the opportunity to participate in the planning process (see attached letter).</p>	<p>Retain the language in the Plan, but <u>include additional text and graphics that identifies the location of the nearby public library, recreation center and park facilities, and the trail and sidewalk connections from within the Plan area that will connect to these nearby public facilities.</u></p>	
3. General Comments	<p>Dan Wilhelm, President Greater Colesville Civic Association The Plan accurately reflects and addresses the experience of the Colesville Civic Association. Minor corrections to the maps on page 12 and 28 are proposed. Additional emphasis on the future BRT is also recommended. Additional grocery stores should be included in the regional retail context map and text.</p>	<p>Retain the language in the Plan with the following minor additions:</p> <ul style="list-style-type: none"> ▪ Modify map on page 12 ▪ Add the following language on page 39 and 54: <ul style="list-style-type: none"> ▪ <u>This Plan supports a future Bus Rapid Transit station on the Park and Ride site.</u> ▪ Add the following text 13: <ul style="list-style-type: none"> ... <u>seventeen-thousand households have a choice of more than ten grocery stores within a three-mile drive...</u> <u>Add two bullets on page 13</u> <ul style="list-style-type: none"> ▪ <u>Colesville Giant, intersection of Randolph and New Hampshire Avenue</u> ▪ <u>Calverton Giant, of MD 212 and I-95</u> ▪ <u>Food Lion, Sandy Spring Road, Laurel</u> ▪ <u>Shop Rite, Cherry Hill, Beltsville</u> 	
4. Village Center Business 29	<p>Emily Vaias, Linowes and Blocker for Edens Property Edans Development supports the Plan, but recommends that the following items be addressed:</p>	<p>Add the following language:</p> <ul style="list-style-type: none"> ▪ <u>The CRT Zone specifically allows for the phasing of public benefits and the Planning Board</u> 	

Plan Issue and Location	Public Testimony	Staff Response	Board Action
The Plan allows the existing single-use shopping center and surface lots to be redeveloped into a mixed use neighborhood (page 39).	<ul style="list-style-type: none"> ▪ Provide additional guidance for short term and long term development ▪ Allow pad sites in the short term ▪ Public use space in the short term may not be needed ▪ Allow streets to be public or private ▪ Address the need for visibility for signage and retail businesses along Business 29 ▪ Provide flexibility to allow tall buildings along other areas in addition to along National Drive ▪ Address the limits of 130,000 square feet in the approved Preliminary Plan ▪ Support potential joint use with park-and-ride lot 	<p><u>should consider options for phasing public benefits and/or amenities commensurate with the size and scale of development so as not to have the cost of providing public benefits make the interim development financially infeasible.</u></p> <p>Allow for interim development that does not compromise the Plan’s objectives and recommendations. The Plan recognizes that in the short term not all the public facilities and amenities such as significant public use space will be implemented. Each project should implement public facilities and amenities appropriate to the level of additional development (page 40).</p> <ul style="list-style-type: none"> ▪ Add the following bullets (p. 39): <ul style="list-style-type: none"> - <u>streetscape will allow signage and retail shops to be visible from Business 29</u> - <u>tallest buildings should be located away from existing residential development</u> ▪ Support joint use of the park-and-ride (p. 41) ▪ Local streets may be public or private (p. 56) ▪ Add bullet on page 40: <u>Allow for interim development that does not compromise the Plan’s ultimate objectives and recommendations if it provides for growth opportunities for existing businesses.</u> 	
5. Business 29 Village Center	<p>Joseph Pignatero, Restaurant Business Owner Supports the Plan and recommends approval as soon as possible to address immediate need for new stores. Consider improving connections to the park and ride lot.</p>	Retain the language in the Plan	
6. MD 198 Main Street North	<p>Robert Brewer, Lerch, Early and Brewer for Katz Properties Generally supports the Plan especially the following recommendations already included:</p> <ul style="list-style-type: none"> ▪ Economy, design and connectivity including the access road and local streets ▪ Providing mixed-use zoning that allows for multi-family housing ▪ improving the character and reducing the speed of traffic on MD 198 <p>Recommends the following changes:</p> <ul style="list-style-type: none"> ▪ Consider increasing building height from 65 to 70 feet along the north side of MD 198 ▪ Address the needs of short term as well as long term redevelopment (See the attached letter) 	<p>Retain Plan language for connectivity, mixed-use zoning, and improving the character of MD 198.</p> <p>Retain the recommended building height of 65 feet along the north side of MD 198.</p> <p>Provide additional language on page 36 to address short term and long term redevelopment (see previous recommendation for the Village Center) such as: <u>Allow for interim development that does not compromise the Plan’s ultimate objectives and recommendations if it provides for growth opportunities for existing businesses</u></p>	
7. MD 198 Main Street North	<p>Jessica Rodriques, Business Owner, Cuba de Ayer (Restaurant) Supports the Plan including:</p> <ul style="list-style-type: none"> ▪ Flexibility of the new zoning for business owners ▪ Diversity of land uses ▪ Provisions for housing 	Retain the language in the Plan including the text on p. 41 that recommends improving the pedestrian access to the park-and-ride lot.	

Plan Issue and Location	Public Testimony	Staff Response	Board Action
	<p>Concerned with improving connection transit for workers including the to the park and ride lot for workers.</p>		
<p>8. MD 198 Main Street North</p>	<p>Elmer Diaz, Business Owner (Restaurant) Supports the Plan that makes Burtonsville a destination and focal point of the area. Concerned with the following:</p> <ul style="list-style-type: none"> ▪ Limiting parking in front of buildings in the short term ▪ Streetscape that reduces visibility to retail shops from MD 198 	<p>Retain the language in the Plan that allows parking in the front in the near term (p. 29), and (bullet, p. 19)</p>	
<p>9. Rural Properties in the Patuxent Watershed</p>	<p>James Putnam, Patuxent Watershed Protective Association, Inc. Supports the use of the RC Zone to protect natural resources and the eight percent impervious limit proposed in the Plan. The Patuxent watershed is part of the drinking water supply for three counties and a critical resource. Mistakes in development are not easily corrected. The Patuxent River is an endangered resource. Adjacent properties have already been protected through purchase and easement. Imperviousness is a critical element of protecting this resource especially in the headwaters.</p> <p>Concerned about pollution of the reservoir pollution. 650,000 people drink the water. Tributaries to the Rocky Gorge Reservoir are extremely sensitive. Three tributaries of the Rocky Gorge Reservoir originate in the Burtonsville rural property area. A proven connection exists between reducing imperviousness and high water quality.</p>	<p>Retain the language in the Plan</p>	
<p>10. Rural Properties in the Patuxent Watershed</p>	<p>Gene Krouse, Tiber Hills Civic Association (19 Homes along Dustin Road) Strongly endorses the recommendations for the rural areas in the Plan including the following:</p> <ul style="list-style-type: none"> ▪ Confining the development to the existing commercial areas and away from the rural areas especially the northern properties ▪ Rural Cluster Zone to preserve the natural features ▪ Impervious limit of eight percent <p>Supports the recommendations to improve the character of MD 198</p>	<p>Retain the language in the Plan</p>	
<p>11. Rural Properties in the Patuxent Watershed</p>	<p>Barry Louis Polisar, Property Owner/Northern Properties As a property owner, strongly endorses the recommendations for the rural areas including the use of the RC Zone, a limit on imperviousness, and no sewer to protect the critical watershed. Supports sensitive zoning for the commercial area that is suffering from low vacancy rates.</p>	<p>Retain the language in the Plan</p>	

Plan Issue and Location	Public Testimony	Staff Response	Board Action
12. Rural Properties in the Patuxent Watershed	<p>Roni Polisar, Property Owner/Northern Properties The existing commercial area with vacant stores should be the focus of development instead of the rural areas located north of the PEPCO power lines. The area is not only the space between two highways, but it serves as the rural/residential entrance to the Dustin Road community. The area is presently rural in character and serves as an important protective buffer for the Patuxent River Reservoir. Strongly endorses the recommendations in the Plan.</p>	Retain the language in the Plan	
13. Rural Properties in the Patuxent Watershed	<p>Tom Norris, Resident Does not support the recommendations for the northern properties. Recommends additional density to support the businesses including senior housing, townhouses and churches adjacent to the PEPCO Power lines without a limitation on imperviousness.</p>	Retain Plan language including the use of the Rural Cluster Zone (RC) to preserve natural features and the impervious limitation of eight percent.	
14. Rural Properties in the Patuxent Watershed	<p>Mike Nagy, Attorney for Some of the Northern Properties Adjacent to the PEPCO Power lines Does not support the recommendations for the northern properties (35 to 40 acres). Recommends the following:</p> <ul style="list-style-type: none"> ▪ in the Northern properties ▪ Approved standards and guidelines for the Primary Management Area of the Patuxent River Watershed do not apply ▪ Need more housing to support the plan ▪ Zone for Residential Townhouses (RT-6) to include approximately 250 dwelling units ▪ Housing could be constructed in the short term ▪ Low impact design standards within the RT-6 density would limit the impact on the Patuxent Watershed ▪ RC Zone applied in 1997 ▪ One of the headwater tributaries is cut off by US 29 with culvert pipes ▪ Roof tops could include 20-25 impervious area reforest edge ▪ A 50 feet wide area of 6-8 acres could include of reforestation on the back 	<p>Retain Plan language including the use of the Rural Cluster Zone to preserve natural features and the limitation eight percent limit on imperviousness.</p> <p>Increasing the density and imperviousness to accommodate townhouses is not appropriate in for the Patuxent River Watershed.</p> <p>Add the following language to page 46: <u>Land uses that limit imperviousness to eight percent that do not need public sewer are appropriate. The recommended RC Zone with the impervious limit provides for preservation of natural features and protections for the headwater tributaries of the Patuxent Watershed.</u></p>	

**SUMMARY OF COMMENTS FROM THE COUNTY EXECUTIVE
BURTONSVILLE CROSSROADS NEIGHBORHOOD PLAN**

Plan Issue and Location	County Executive Agency Comments	Staff Response	Board Action
<p>15. Zoning Park and Ride Lot: Village Center Business 29</p> <p>Park-and-ride lot: from O-M to CRT (p. 41)</p>	<p>County Executive - DEP: Roylene Roberts Identified the RC portion in the park-and-ride lot as being State-owned.</p> <p>Map 17: revise the boundary for property #3 to include the RC (State-owned) portion of the park-and-ride lot.</p>	<p>Revise the heading to state, <u>“Park-and-ride lot; from O-M and RC to CRT . . .”</u> [The RC portion is the State-owned section of the park-and-ride lot] Revise Map 17, p. 41 to identify the boundary for property #3 to include the RC (State-owned) portion of the park-and-ride lot.</p>	
<p>16. Historic Preservation: Rural Edge, Burtonsville Fire Tower</p> <p>The fire tower is highlighted as a steel frame structure built in the 1930s/p. 44</p>	<p>County Executive - DEP: Revise text to add to the inset box on page 44 about the Burtonsville Fire Tower regarding its local historic preservation status including its Locational Atlas ID number (15-66) and status, and when/whether it will be evaluated for inclusion in the MP for HP or removed from the Locational Atlas. Evaluation should be done as part of this planning process, as a comprehensive Neighborhood Plan.</p>	<p>Retain master plan language. Staff recommends no designation on the Atlas or the Master Plan of Historic Preservation and therefore recommends no change to the Plan. The Plan recognizes that the fire tower did not receive designation on the Locational Atlas. The Plan recommends that a designation of the fire tower on the National Register of Historic Places be considered.</p>	
<p>14. Environment: Sewer service</p> <p>p. 46</p>	<p>County Executive - DEP: The Water and Sewer Plan contains policies that can open the door to limited public sewer service. If the intention is to completely restrict public sewer service from this area, then it is suggested that a new bullet recommendation be added that makes this absolutely clear, such as “no public sewer service for any use”</p>	<p>Add language in a new bullet on page 46: as follows: <u>“no public sewer service for any use”</u></p>	
<p>15. Environment: Zoning</p>	<p>County Executive - DEP: This section recommends the use of the cluster option under the RC Zone to support open space preservation and water quality. Is it possible to create a “cluster” development plan on a parcel of less than 10 acres? Only one existing parcel contains 10 or more acres (at 11.14 ac). Does this recommendation need to also encourage agglomeration of parcels in order to effectively use the cluster option?</p>	<p>Retain the language in the Plan. The RC (Rural Cluster) Zone will limit imperviousness to eight percent. On the Mangum Property (30.8 acres), the cluster option could be used to preserve important streams and forest.</p>	
<p>16. Implementation - Zoning – Cluster</p> <p>p. 52</p>	<p>County Executive - DEP: Page 52: The section on RC and RE-1 Zones also recommends cluster development to preserve environmentally sensitive resources. Does this recommendation also need to encourage agglomeration of parcels in order to effectively use the cluster option in the RC Zone?</p>	<p>Add text: <u>Cluster development is encouraged on the Mangum Property to preserve the streams and forest p. 47.</u></p>	
<p>17. Implementation – Water and Sewer</p>	<p>County Executive - DEP: The <i>Sewer and Water</i> section needs to be stronger to put to rest any interest in sewer-supported</p>	<p>Staff supports strengthening the language with the following language: <u>“This Plan supports the use of community (public) water and sewer service and</u></p>	

Plan Issue and Location	County Executive Agency Comments	Staff Response	Board Action
p. 59	development in the Rural Edge, particularly for the properties north of the PEPCO right-of-way. In addition, this plan should include a reference to the County's Comprehensive Water and Sewer Plan and its service policies.	<u>the use of individual, on-site systems (wells and septic systems) consistent with the service policies included in the County's Comprehensive Water Supply and Sewerage Systems Plan. Further, this Plan recommends against the provision of public sewer service for Rural Edge properties under any circumstances, other than for the relief of documented public health problems."</u>	
18. Environment: Water and Sewer	<p>County Executive - MCDOT: Bob Simpson The Sewer and Water section needs more details; it cannot simply "confirm" recommendations in another plan, but must spell out what they are and how they apply to the different land uses, densities, and population increase envisioned in this Plan. Also, the name of the agency providing public water to this area, the source of that water, the location of that water treatment facility, and an assessment of whether the water supply will be adequate for the forecasted population increase all need to be added to this section.</p> <p>MCDOT supports adding more details such as "the study area is located along the border between a Class I Watershed (generally north of MD 198) and a Class IV SPA Watershed (generally south of and including MD 198). " Staff should provide language on how this affects curb and gutter along any proposed roadways. Section 4933(i)(1)(1)(A) of the County Code specifies that curb and gutter must not be installed in a Class IV watershed unless an exception is granted by DPS.</p>	<p>See added language for #17 above.</p> <p>In the Water and Sewer section, the following text will be added to page 59: <u>WSSC (spell out) is the name of the agency providing public water to this area and the location of the water treatment facility is the Blue Plains Treatment Facility located in Washington, DC.</u></p> <p>The Plan area is not in an SPA therefore there is no need for County Code language on curb and gutter for roadways within the Plan area.</p>	
19. Transportation – bikeways Map 25 and Table 7	<p>County Executive - MCDOT: The Plan does not mention bikeway PB-41 as shown in the Fairland Master Plan. If that bikeway is being retained by this Plan, it should be shown on Map 25 and displayed on Table 7. If it is being deleted by this Plan, there needs to be text added which specifically notes this deletion.</p>	Staff recommends PB-41 be identified on Map 25 and on Table 7 in the Plan for a bikeway along the Pepco transmission line (to connect to Ednor Road to the west and Gunpowder Road to the east)	
20. Transportation - bikeways	<p>County Executive - MCDOT: Disagrees with the realignment of bikeway SR-53 onto "Business 29"; believes SR-53 should stay on the shoulders of US 29 as the <i>Countywide Bikeways Functional Master Plan</i> shows. Requests that Business 29 should have a new, dual bikeway shown on it. This dual bikeway would combine the off-road shared use path originally called for as bikeway PB-66 in the <i>Fairland Master Plan</i>, plus the on-road shoulders already existing along much of Business 29. Therefore Table 7 should be modified to delete SR-53 in the Route column and replace it with a new DB number, and delete signed shared roadway from the Bikeway Type column and replace it with "Dual bikeway of shared use path and shoulders". The</p>	Staff recommends confirming SR-53 on US 29 and identifying a new dual bikeway number (originally called PB-66) on Business 29.	

Plan Issue and Location	County Executive Agency Comments	Staff Response	Board Action
	shared use path already exists along the west side of Business 29 at the Burtonsville Town Square frontage.		
21. Transportation - bikeways	County Executive - MCDOT: MCDOT disagrees with having Bike Lanes as the Bikeway Type for LB-1. The design standard envisioned for this business street does not include bike lanes. It should be a signed, shared roadway instead.	Staff agrees to provide a SR number for the proposed access road.	
22. Design – Façade Improvements Reads: “Two buildings have received façade improvements, with two more to follow in the second phase”(p. 27).	County Executive - DHCA: Roylene Roberts DHCA is in negotiation with the property owners. DHCA cannot unequivocally commit to the number of successful negotiations at this time.	Change language on page 27 to: <u>Two buildings have received façade improvements, with potentially additional facades improvements”.</u>	
23. Design – Façade Improvements As reads: “This program along with the associated Signage Easement Program provides changes to an existing building exterior, signage, lighting, landscaping and maintenance./p. 27	County Executive - DHCA: Concerned about the language used by staff to describe the signage easement program.	Change language to: <u>“This program along with the associated Signage Easement Program provides an incentive for property owners who improve an existing building exterior, signage, lighting, and landscaping in exchange for a long-term easement and commitment to maintain the improvements.”</u>	
24. Economy DHCA: As reads: “According to the Department of Housing and Community Development’s 2002 Market Study”/p. 15	County Executive - DHCA: Name of the study is identified incorrectly.	Change language on p. 15 to <u>“According to the Department of Housing and Community Affairs’ 2007 Market Study”</u>	
25. Department of General Services	County Executive - DGS: Greg Ossant Supports the Plan and looks forward to continued review and collaboration.	Retain language in Plan	

Good afternoon, Madame Chair and members of the Planning Board. My name is Peter Myo Khin and I am here on behalf of the East County Citizens Advisory Board to express our strong support for the Staff Draft of the Burtonsville Crossroads Neighborhood Plan.

The changes envisioned in this plan are badly needed. Since the US 29 bypass of Burtonsville was completed and eliminated direct access from Route 29 into the Burtonsville Crossing shopping center, we have witnessed the center's decline and the closure of a number of small businesses. Route 198, with its numerous curb cuts and left hand turns, is confusing and dangerous. There is little to no safe access for pedestrians or bicyclists, and the streetscape is fundamentally lacking in character.

Yet, Burtonsville has great potential and can be transformed over time, as the plan predicts, from a "crossroads to a community." There are numerous vibrant small businesses and restaurants in the area that draw customers from far and wide. Also in nearby White Oak, master planning efforts are underway that we expect will create a life sciences center complete with new jobs, housing and amenities. As the northernmost Montgomery County node on Route 29, Burtonsville can complement White Oak and the two areas will both benefit from the positive changes proposed in the plan.

In particular, ECCAB supports the following concepts:

- The transformation of Route 198 into a "main street"
- Building a network of connecting streets, sidewalks and bike paths
- The completion of an access road that would provide another connection to the business area
- The proposed zoning changes, which allow for mixed-uses and more flexibility for property owners
- Creating public spaces for events like Burtonsville Day

We also support the recommendations to concentrate density in the currently developed area, and further limit imperviousness in the environmentally sensitive Patuxent watershed in the northern Rural Edge.

Finally, the Burtonsville community has been awaiting redevelopment and infrastructure improvements for some time, and we are very encouraged by the planning staff's detailed and thoughtful work. We hope you will support these efforts and approve the plan.

Good evening, Madame Chair and members of the Planning Board. My name is Paul Cheakalos and I currently attend Springbrook High School. On behalf of the East County Youth Advisory Committee I would like to express our support for the Public Hearing Draft of the Burtonsville Crossroads Neighborhood Plan.

Several weeks ago, Kristin O'Connor came to speak to the East County YAC about the Burtonsville Crossroads master plan. She explained the county's planning process to us and described the goals and recommendations of the draft plan. We were very interested to learn about the process and the ideas and improvements being proposed for Burtonsville.

As youth living in East County, we have experienced the challenges posed by the existing infrastructure, or lack thereof, in Burtonsville. Many of us do not have cars. We walk, bike or take the bus to where we need to go. Burtonsville needs more sidewalks and bike paths so that students can safely travel to school, work and other activities. We are very pleased to see that these amenities have been recommended in the plan.

In addition to sidewalks and bike paths, downtown Burtonsville very much needs "public spaces" where youth, families and all members of our community can gather. Like many young people in the area, East County youth enjoy visiting downtown Silver Spring and often meet in the plaza by the civic building—but we'd also like to have places to go closer to home. The draft plan includes a recommendation for a public green near the volunteer fire department site as well as other open spaces that could be provided as part of redevelopment. We also support these recommendations.

Many East County youth will ultimately choose to stay in Burtonsville and the surrounding area even after graduating from high school or college, so we also support the plan's efforts to improve the local economy by providing for more amenities and supporting small businesses. We'd like to see Burtonsville grow and thrive as a community for many years and believe that this plan sets a positive framework for the future.

We appreciate the Planning Department's efforts to reach out to the East County Youth Advisory Committee, and thank you for the opportunity to share our views.

Oconnor, Kristin

From: Dan Wilhelm <djwilhelm@verizon.net>
Sent: Tuesday, June 05, 2012 7:42 PM
To: MCP-Chair
Cc: Oconnor, Kristin
Subject: RE: Burtonsville Public Hearing on June 7th

**Greater Colesville Citizens Association
P. O. Box 4087
Colesville, Maryland 20914**

Planning Board
Attn: Françoise Carrier, Chair
8787 Georgia Ave
Silver Spring, MD

June 5, 2012

Re: Burtonsville Master Plan

Dear Ms Carrier:

The Greater Colesville Citizens Association (GCCA) has reviewed the Burtonsville Master Plan Staff Draft. We have not participated in the community meetings and therefore are not aware of the views held by other citizens. However, the plan accurately identifies the issues we know of and reflects our experience from traveling through or shopping in Burtonsville and attempts to address them.

That said, we spotted a few small items that need to be corrected or added to the plan:

1. Page 12, Map 5. The distances in circles are wrong. It shows that White Oak is three miles and downtown Silver Spring is five miles from the intersection of MD198 and US 29. When I clocked the distance in my vehicle, Fairland Road is three miles and Industrial Parkway is 4.5 miles, which means White Oak (New Hampshire Ave) would be over 5 miles. Also I-95 along MD198 is 2.5 miles and MD32 is 5.7 miles north along US 29. This means in part that a number of the retail centers listed on page 13 are more than 3 miles away. Also the Harris Teeter store in Maple Lawn has existed for some time – at least a year. Lastly, Ft Meade (page 15) is more than 5 miles away.
2. Page 28 map. The 25' setback extends east of Business 29. We think it should stop at Business 29 since there are no residential units next to Zimmerman's.
3. Page 49, Table 3. We recommend adding BRT improvements and adding local bus circulator routes. We are not sure about the definition of short-term and long-term. The BRT changes can probably happen in the about five years. Apparently Howard County is interested in BRT and I expect the BRT will just go up and down US29 with a station at the Burtonsville Park and Ride lot.

I trust the above comments will help staff improve the Planning Board Draft.

Sincerely

Daniel L. Wilhelm
GCCA President



ATTORNEYS

ROBERT G. BREWER, JR.
RGBREWER@LERCHEARLY.COM

June 11, 2012

By Hand Delivery

Francoise Carrier, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Md. 20901



Re: Burtonsville Crossroads Neighborhood Plan
Staff Draft

Dear Ms. Carrier and Members of the Planning Board:

Our firm represents the owner of the Burtonsville Village property, approximately 4.25 acres in size in the Main Street North neighborhood of the Burtonsville Crossroads Neighborhood Plan. We are writing to express support for the Staff Draft Plan and to note comments for the Planning Board’s consideration during its work-sessions on this Plan.

The Staff Draft Plan recommendations for the Burtonsville Village property advance three key Plan objectives:

- **Connectivity:** This property’s key location on the north side of Md. Rt. 198 in the center of Burtonsville and its redevelopment potential foster connectivity:
 - Its prominent frontage on Rt. 198 offers an opportunity to create pedestrian friendly access in this vicinity, but only when sidewalks can be accommodated with slower vehicular speeds along Rt. 198 and better signalization.
 - A proposed new access road near the rear of the site paralleling Rt. 198 will enable better circulation within the commercial area of Burtonsville and help create a grid network of streets.
 - In addition, the property’s redevelopment will enhance the “main street” character of Rt. 198 in this core area of Burtonsville over time.
- **Design:** As the Burtonsville Village property continues to redevelop, there are multiple opportunities to upgrade the quality of commercial space designs along Rt. 198, and to introduce residential uses:
 - Recent storefront reconstructions on this property (with DHCA’s assistance) represent a fresh, contemporary and inviting image that has received favorable community reviews and patronage.



ATTORNEYS

- A proposed new apartment project offers another opportunity to introduce high quality design and living spaces to Burtonsville, and to help create a better sense of place and design character there.
- New parking areas and streetscapes will be much better designed than presently, thereby promoting safer and more attractive transportation amenities.
- **Economy:** The proposal for mixed use of the Burtonsville Village property promotes efficiencies in the use of land. It will provide a continued array of small business resources for community utilization, and new living opportunities for multi-family dwellers.

Many property specific recommendations for the Burtonsville Village property are found on page 37 of the Staff Draft Plan. In general, we accept these recommendations. However, we have the following comments for suggested modifications in the conditions and/or the phraseology of the Staff Draft Plan:

1. The images, text and design guidelines on pages 18, 19, 21 and 34 assume an end state condition and a conceptual design situation only. However, redevelopment will occur over a long period of time, transitioning from a strip retail situation presently. Detailed design work in the future may require adjustments in driveway and signal locations, and the Plan language should contemplate that.
2. The success of the current Main Street retail uses is dependent on assuring sufficient access and visibility for patrons. Conversely, diminishing access and visibility through too much driveway consolidation and landscaping may adversely affect the retail viability until conditions merit the transition to a true Main Street condition. We request explicit language throughout the Plan recognizing and accepting the need to transition the implementation of driveway consolidation, sidewalks and landscaping along Main Street over a long period of time to assure continued economic viability of commercial uses in this vicinity.
3. Where possible, the Plan should acknowledge and accept the possibility that streets will be private streets, with public use easements and other conditions acceptable to the County's Department of Transportation.
4. The Plan should address the need to slow traffic on Rt. 198 to help create a more pedestrian friendly environment, where sidewalks actually will be used and access by cars, bicycles and pedestrians will be much safer than presently.



ATTORNEYS

5. To help facilitate redevelopment in Burtonsville—both for commercial and residential uses—the Plan should promote a particular focus of County resources to aid the process. Recommending Green Tape approvals by MNCPPC and the Department of Permitting Services, and Capital Improvements Budget funding for key infrastructure, would be helpful. For the Burtonsville Village property, regional and national builders have expressed interest in building high quality, higher income apartments, but only if there is cooperation among the various governmental agencies involved.
6. On pages 29 and 37 of the Plan and elsewhere, parking is recommended to be in the rear. However, the existing retail for the Burtonsville Village property—some of which was just renovated—has its parking in the front. The Plan needs to be flexible, and acknowledge and accept parking in the front and side of the property where appropriate and feasible; certainly on a longer term transition basis, parking in the front and rear should be permitted until redevelopment that creates a different design solution becomes economically feasible.
7. The language on page 37 of the Plan requiring advance dedication of land for the new access road should be removed, or revised to express only a preference in order to achieve incentive density points under the CRT zone.
8. The language on pages 49 and 59 of the Plan requiring property owners to participate in the construction of the access road should be clarified. If the intent is for the owners to pay for the construction of the road, we object on the basis that it is not economically feasible for them to do so.
9. The height recommendation of 65' is likely acceptable. However, until the Plan is endorsed by the Planning Board for transmission to the Council, we would like to explore a possible modest increase in allowable height to 70'.

Thank you for your consideration of our comments. We look forward to working with the Planning Board and its Staff during its work-sessions on the Plan.

Very truly yours,

Robert G. Brewer, Jr.

cc: Yoav Katz
Kristin O'Connor
John Carter ✓

Carter, John

From: Barry Louis Polisar <barrylou@barrylou.com>
Sent: Friday, June 08, 2012 12:34 PM
To: Carter, John
Subject: Burtonsville Plan

Dear Mr. Carter,

As a long time resident of Burtonsville, Maryland who has had the opportunity to read and review the Montgomery County Planning Board study of our neighborhood, I wanted to commend the experts who studied and made thoughtful suggestions about the future growth of my town.

My family owns a few parcels of land north of the power lines--on Dustin and Bell Roads--and we would stand to gain financially from a change in the existing rural cluster zoning of five acres per household; we were relieved when we read the recommendations to maintain the current zoning in the land north of the power lines and to sensibly improve the existing land that already has sewer and water, and is suffering from low occupancy due to competing economic interests in the area.

For as long as we've lived here, much of the land along the Patuxent River has been under threat of re-zoning and redevelopment from the same developer who has come back with numerous plans that would grant a special exemption to build on land that is currently woodlands and farmland; this land has steep slopes that empty into the endangered Patuxent River watershed and a ruptured sewer line would not only threaten everyone's wells, but would potentially affect the drinking water of hundreds of thousands of people who rely on the watershed.

Often described as "a piece of property between two highways", this land is rightfully protected by zoning that has prevented development in a critical watershed.

For those of us who live here, once we cross the power lines on old Rt 29, we enter into a world that is different from the suburban sprawl that characterizes the entire route 29 corridor from Silver Spring north to Columbia. Look at a map and you will see one slice of green, undeveloped land--and that is our neighborhood, bordering a threatened river that needs to be protected.

Leave your car behind and walk the old highway road and you will see the need for a sidewalk and bike trail; you will see the historic fire tower near the new traffic circle; you will see a fruit and vegetable stand, but you will only call it a property between two highways if you drive by in your car.



I have nothing against development. If the owner of the property wants to build homes or a church on his land, that is his right; my objection is only to his constant lobbying to change the zoning to permit water and sewer lines that have to be pumped uphill.

I am thankful for a planning board that understands that land is zoned for a reason and to change the zoning just to accommodate a developer's interest is wrong. One day, we may very well value woodlands and farmlands for something other than a chance to develop and make money from it.

Thank you for your attention and work.

Barry Louis Polisar
3605 Dustin Road
Burtonsville, MD 20866

Carter, John

From: roni polisar <ronipolisar@hotmail.com>
Sent: Friday, June 08, 2012 11:54 AM
To: Oconnor, Kristin
Subject: New Burtonsville Plan

Dear Planning Board Member,

I attended the hearing that took place June 7th at 7:30 regarding the redevelopment proposal for the Burtonsville community. I feel compelled to comment on the testimony of the developer, Mr. Norris, and his attorney, as I feel they misrepresented the nature of our community.

Mr. Norris and his attorney have been trying for some years to develop the parcels in question, first proposing a senior housing structure, and next proposing a church, both categories that receive special exemptions from zoning law restrictions. They characterized the parcel as being "between two highways." I feel very strongly that this is a dishonest description. The old Rt. 29 roadway left behind when the highway was moved is now the access road to our neighborhood. Dustin Road would not be accessible without this road, and it was left in place to accomplish this, serving also as the off-ramp for southbound traffic from Rt. 29. It is hardly a highway. It ends in an especially tight traffic circle, presumably built to a small circumference to slow down the traffic exiting the highway to speeds appropriate for entering into a residential area.

Additionally, the parcel in question is farmed, and has been farmed as long as I can remember. It is my understanding that this parcel is actually the eastern boundary of the Montgomery County Agricultural Reserve. The open space surrounding the Patuxent River serves not only as a protective buffer to the reservoir, but also as an area designated as rural. It may be the only rural space left in the eastern county.

I also wanted to support Ms. O'Connor's suggestion to develop the properties that have existing sewer and water lines and are eagerly awaiting revitalization. The many empty storefronts should be the focus of new development. It is not necessary to extend sewer and water to revitalize Burtonsville. The empty shopping center, once addressed, is logically the place to focus upon.

Yours,

Roni Polisar

DEP

Oconnor, Kristin

From: Ossont, Greg <Greg.Ossont@montgomerycountymd.gov>
Sent: Wednesday, May 30, 2012 5:39 PM
To: Oconnor, Kristin
Cc: Simpson, Bob
Subject: DEP Comments on Burtonsville Crossroads Neighborhood Plan - May 2012 Public Hearing Draft 05-29-123.docx
Attachments: DEP Comments on Burtonsville Crossroads Neighborhood Plan - May 2012 Public Hearing Draft 05-29-123.docx

Kristin,

For your consideration, please find technical comments from the Department of Environmental Protection. I believe you have received MCDOT comments from Bob Simpson already.

Executive staff does not plan to testify next week.

Thanks,

Greg Ossont

DEP

**Department of Environmental Protection Comments on
Burtonsville Crossroads Neighborhood Plan
May 2012 Public Hearing Draft**

1. Page 6: In Section 2, *2005 to Present: Bypass*, it states “Development pressures continued in the area north of the PEPCO line which caused environmental stress to the tributary headwaters of the Patuxent River.”

Does this statement refer only to the properties within the planning study area, or to nearby properties outside that area? While there have been development pressures related to the parcels within the planning study area, virtually no actual development improvements have occurred there that would have affected Patuxent River tributaries. If this statement refers more to forest loss for agricultural uses, then that needs to be made clear.

2. Environment Section, Page 30:

Stream Conditions over Time – DEP agrees that the headwater tributaries originating in the Burtonsville Plan area are sensitive to environmental disturbance and need to be protected. The tributary identified on page 31 as the Dustin Road tributary is actually designated as a reference stream for the County’s core/trends monitoring program, which means that it is the highest quality stream of its type in the County. DEP agrees that the majority of the headwater tributaries within this planning area have declined in water quality using the benthic macroinvertebrate community as an indicator of water quality over time.

Water Quality Indicators – DEP understands that Department of Planning used DEP’s previous approach of combined fish and benthic community ratings to evaluate stream resource conditions in these headwater areas. However, in small headwater tributaries, it would be best to use ratings based only the benthic macroinvertebrate community. Benthic macroinvertebrates tend to be stronger indicators of stream health in headwater areas where impacts to the stream are much more concentrated in time and space. High quality headwater streams have a predominance of highly oxygenated riffles which provide ideal habitat for benthic macroinvertebrates. The proximity of forested vegetation provides the food for most of the benthic macroinvertebrates. The benthic community in these headwater tributaries is comprised of many sensitive and highly specialized species. Fish, with longer life-spans and increased mobility, give stream health information on a larger scale both spatially and temporally. The fish community found in headwater streams tends to be “pioneer” species that are very tolerant of rapidly changing flows, are adept at recolonizing streams areas that have dried up seasonally, and are tolerant of the natural stressors that occur in these headwater environments. Based on DEP monitoring, 90% or more of the fish found within the headwater streams in the Burtonsville Planning area are best described as “pioneer” fish.

3. Page 31: While the majority of the headwater tributaries within this planning area have declined over time, the tributary identified as the Dustin Road Tributary in the plan has remained in excellent condition. This is the stream previously described as a reference stream. Habitat and water quality conditions here are still favorable to support a diverse and sensitive benthic macroinvertebrate community and DEP supports environmental protection measures to maintain this high quality stream health.
4. Page 32: While maintaining a low impervious level is a good strategy to protect environmentally sensitive areas, DEP would also recommend that adding runoff management to existing impervious through stormwater management retrofits and stream restoration be considered as part of the toolbox to improve these streams. These additions may need to occur independently of redevelopment in the

Burtonsville Crossroads Neighborhood area in order to achieve regulatory pollutant reductions to protect local streams and the Patuxent Reservoirs.

5. Page 46: One strategy identified to restrict development of the properties north of the PEPCO right-of-way is to restrict the extension of community sewer service. This may not be sufficient to eliminate development pressure for uses such as houses of worship, elder housing, etc., as have been proposed in the past. The Water and Sewer Plan contains policies that, dependent on the Council's interpretation, can open the door to limited public sewer service. If the intention is to completely restrict public sewer service from this area, then it is suggested that a new bullet recommendation be added that makes this absolutely clear, such as "no public sewer service for any use" (as on the following page for the Magnum property).

In addition, this section recommends the use of the cluster option under the RC Zone to support open space preservation and water quality. Is it possible to create a "cluster" development plan on a parcel of less than 10 acres? It appears that only one existing parcel contains 10 or more acres (at 11.14 ac.). Does this recommendation need to also encourage agglomeration of parcels in order to effectively use the cluster option in the RC Zone?

6. Page 52: The section on RC and RE-1 Zones also recommends cluster development to preserve environmentally sensitive resources. Does this recommendation also need to encourage agglomeration of parcels in order to effectively use the cluster option in the RC Zone?
7. Page 59: The *Sewer and Water* section states "Public sewer should not be extended to the Rural Edge to support the preservation of the sensitive tributary headwaters."

Again, this may need strengthening to put to rest any interest in sewer-supported development in the Rural Edge, particularly for the properties north of the PEPCO right-of-way. In addition, this plan should include a reference to the County's Comprehensive Water and Sewer Plan and its service policies. The following is suggested:

"This Plan supports the use of community (public) water and sewer service and the use of individual, on-site systems (wells and septic systems) consistent with the service policies included in the County's Comprehensive Water Supply and Sewerage Systems Plan. Further, this Plan recommends against the provision of public sewer service for Rural Edge properties under any circumstances, other than for the relief of documented public health problems."

Note that the 1997 Fairland Master Plan included language that opened the possibility of providing public sewer service for special exceptions uses in the RC Zone on the (now) 9.52-acre Benderly Property near Dustin Road, as follows:

- [for Area 34] "Water and sewer service to approved special exception uses to be considered on a case by case basis." (1997 Fairland Master Plan, page 71)
- "No planned sewer service for areas zoned RC north of MD 198, except to support special exception uses as recommended in this Plan." (1997 Fairland Master Plan, page 151)

This plan needs to make a clear statement breaking with these prior sewer service recommendations, rather than ignoring them.

The preceding comments would be reinforced by a figure showing the planned community water and sewer service envelopes, which might fit on the existing page.

The following are the Montgomery County Department of Transportation's (MCDOT's) comments on the Public Hearing Draft of the *Burtonsville Crossroads Neighborhood Plan*.

General Concerns

1. MCDOT agrees with the local grid of streets to better connect to the existing park-and-ride lot for more direct access. Today, there is a circuitous routing to access the lot which is positioned behind the existing shopping center.
2. The Plan does not mention bikeway PB-41 as shown in the Fairland Master Plan. If that bikeway is being retained by this Plan, it should be shown on Map 25 and displayed on Table 7. If it is being deleted by this Plan, there needs to be text added which specifically notes this deletion.
3. MCDOT disagrees with the realignment of bikeway SR-53 onto "Business 29"; we believe SR-53 should stay on the shoulders of US 29 as the *Countywide Bikeways Functional Master Plan* shows. Instead, Business 29 should have a new, dual bikeway shown on it. This dual bikeway would combine the off-road shared use path originally called for as bikeway PB-66 in the *Fairland Master Plan*, plus the on-road shoulders already existing along much of Business 29. Therefore Table 7 should be modified to delete SR-53 in the Route column and replace it with a new DB number, and delete signed shared roadway from the Bikeway Type column and replace it with "Dual bikeway of shared use path and shoulders". The shared use path already exists along the west side of Business 29 at the Burtonsville Town Square frontage.
4. MCDOT disagrees with having Bike Lanes as the Bikeway Type for LB-1. The design standard envisioned for this business street does not include bike lanes. It should be a signed, shared roadway instead.
5. Note that the study area is located along the border between a Class I Watershed (generally north of MD 198) and a Class IV SPA Watershed (generally south of and including MD 198). Consider how this affects curb and gutter along any proposed roadways. Section 49-33(i)(1)(1)(A) of the County Code specifies that curb and gutter must not be installed in a Class IV watershed unless an exception is granted by DPS.
6. The Sewer and Water section on page 59 is incomplete. This Plan needs to be a stand-alone document; it cannot simply "confirm" recommendations in another plan, but must spell out what they are and how they apply to the different land uses, densities, and population increase envisioned in this Plan. Also, the name of the agency providing public water to this area, the source of that water, the location of that water treatment facility, and an assessment of whether the water supply will be adequate for the forecasted population increase all need to be added to this section.
7. Text needs to be added to the inset box on page 44 about the Burtonsville Fire Tower regarding its local historic preservation status including its Locational Atlas ID number (15-66) and status, and when/whether it will be evaluated for inclusion in the MP for HP or removed from the Locational Atlas. MCDOTY believes that evaluation should be done as part of this planning process, so a comprehensive Neighborhood Plan is the result.

Specific Comments

Page	M/I/T*	Comment
4	M 1	delete the northernmost MD 650 symbol and replace with a MD 108 symbol
4	M 1	add a label for Frederick County
6		edit the third sentence under #2 to state, "This bypass of Burtonsville eliminated direct access <u>changed travel patterns</u> to an existing shopping center." [It is incorrect to state that the bypass eliminated direct access because it in fact increased direct access by providing ramps to and from the road behind the shopping center.]

- 6 delete the word “Old” and replace with the word “Business” in the fourth sentence under #2
- 7 revise the second bullet under Themes to state, “design – create an identity that will help to ~~create~~ foster a sense of place”
- 8 revise the fifth bullet to state, “the park-and-ride lot” [the term “the lot” is too general; in all places it should be referenced as the park-and-ride lot]
- 8 It states that the two strip shopping centers have been identified as community assets. Does this imply that the community wishes to preserve these lots as strip shopping centers?
- 9 revise the sixth bullet to state, “**2005: the park-and-ride lot** brought . . .
- 11 revise the third bullet under Connectivity to state, “connect to the park-and-ride lot and regional transit
- 12 revise the first sentence in the first paragraph to state, As a result of the relocation of US 29 and the creation of a raised bypass, both large and small businesses in Burtonsville have suffered from the ~~loss of direct access by~~ changed travel patterns of through traffic.”
- 12 revise the second sentence in the second paragraph to state, “Capturing commuters of Burtonsville’s park-and-ride lot by . . .”
- 12 M5 for completeness and accuracy show all grocery stores within the 3 miles circle; this includes at least the Colesville Giant, White Oak Giant, Calverton Giant, several grocery stores in Laurel, and perhaps others of which we are not aware
- 13 revise the second sentence in the first paragraph to state, “Seventeen-thousand households have a choice of ~~six~~ at least 11 grocery . . .”
- 13 add more bullets to the bottom of the page to include the Colesville Giant, White Oak Giant, Calverton Giant, the grocery stores in Laurel, and any others
- 15 revise the first sentence in the inset box under Market for Small Businesses to state, “The former Dutch Country Farmers Market was . . .”
- 15 revise the second sentence under Create safe highway and transit access to state, “In addition, Burtonsville includes a large park-and-ride lot and transit center.”
- 16 revise the first sentence in the second paragraph to state, “The relocation of US 29 created an elevated bypass and ~~eliminated direct access~~ changed travel patterns into the commercial core.”
- 17 revise the third sentence under Conflicts between through and local traffic to state, “Reducing the conflict is a significant challenge.”
- 17 revise the second bullet to state, “create a ‘main street’ on MD 198 ~~and improve Business 29~~” [There is no text to explain what this means]
- 17 revise the heading for the bottom paragraph, “create a ‘main street’ on MD 198 ~~and improve Business 29~~” [There is no text to explain what this means]
- 17 revise the second sentence in the bottom paragraph to state, “The existing conditions along this State road include two eastbound and two westbound traffic lanes (see Illustration ~~3~~ 2.)” [Illustration 3 shows the future vision but Illustration 2 shows the existing conditions]

- 19 The diagram shows a significant shift in the travel lanes along eastbound MD 198 as they cross Old Columbia Pike. It appears that such a shift would not comply with guidelines establishing the length of such transitions.
- 20 in the Park-and-Ride Lot section change the reference to “the Norbeck park-and-ride” to “the Georgia Avenue park-and-ride”. Also revise the reference to two Metro bus lines which connect Burtonsville to Silver Spring. Finally, clarify that the Park-and-Ride is serviced by the “ICC Bus to and from BWI Airport.” Leaving this as currently written “ICC Bus to the nearby airport” is vague in that this could reference Dulles, Gaithersburg Airpark, or several other smaller airports in the vicinity. Only later in the paragraph is it clarified which airport is being referenced.
- 21 revise the second bullet to state, “improving business 29 – bikeway along the east west side, and . . .” [The precedent for the shared use path (bikeway) has already been established along the west side of Business 29 because of the existing segment of path built along the Burtonsville Town Square frontage; a shared use path on the east side would be wastefully duplicative and result in needless additional impervious surface]
- 22 correct the spelling of through in the fourth sentence of the bottom paragraph
- 24 revise the first bullet under Opportunities to state, “provide a safe and attractive local street system” [For consistency with text elsewhere]
- 24 revise the first header to state, “provide a safe and attractive local street system” [For consistency with text elsewhere]
- 30 revise the bottom bullet to state, “appropriate sewer and water service” [For consistency with text elsewhere]
- 32 revise the second header to state, “appropriate sewer and water service” [For consistency with text elsewhere]
- 34 M14 add a “Proposed Bikeway” along the Access Road
- 35 correct the spelling of acquiring in the second bullet under the public green neighborhood
- 36 The second bullet under “Connectivity” should be modified to state, “planned classification of streets, with County-maintained roads designed to Road Code standards.”
- 37 M15 the boundary between properties #3 and #5 should be adjusted to reflect the text descriptions and zoning boundaries
- 39 delete the word “with” from the last sentence
- 39 M16 show the Existing Bikeway along the south side of MD 198 from Business 29 to US 29; also show a symbol for Business 29 on the map and in the key (similar to Map 18/page 43); also show a symbol for MD 198 on the map and in the key (similar to Map 14/page 34)
- 41 revise the #3 header to state, “Park-and-ride lot: from O-M and RC to CRT . . .” [The RC portion is the State-owned section of the park-and-ride lot]

- 41 M17 revise the boundary for property #3 to include the RC (State-owned) portion of the park-and-ride lot
- 42 revise the third bullet to state, “retention of the bikeway shared use path along the west side of Business 29 between the road and the sidewalk”
- 44 add text to the inset box about the Burtonsville Fire Tower regarding its local historic preservation status including its Locational Atlas ID number (15-66) and status, and when/whether it will be evaluated for inclusion in the MP for HP or removed from the Locational Atlas
- 44 The “Connectivity” and “Design” sections have duplicative wording about rural character.
- 49 T3 delete DOT from the Agency column of the first row [DOT has no role in the SMA approval]
- 56 I4 revise the Sidewalk listing for the top row (Business 29) as follows:
 Sidewalk: 5 feet wide, ~~west~~ east side
 8 feet wide, ~~east~~ west side [To reflect the existing condition that is on the ground today with the shared use path along the west side]
- 56 I4 revise the Sidewalk listing for the second row (Access Road) as follows:
 Sidewalk: 4-5 feet wide min. [Delete the 4 feet because, due to ADA, MCDOT now has a minimum 5 feet width for sidewalks]
- 57 T7 revise the Location column of the SP-20 row to state, “~~Business 29~~ Old Columbia Pike to US 29”

*M/I/T = Maps/Illustrations/Tables

MCDOT ①

Oconnor, Kristin

From: Simpson, Bob <Bob.Simpson@montgomerycountymd.gov>
Sent: Monday, May 07, 2012 2:30 PM
To: Oconnor, Kristin
Cc: Gonzalez, Edgar; Ossont, Greg; Figueredo, Miti; Carter, John; Kim, Ki; Nelson, Calvin; Nelson, Katherine; Newhouse, Rachel
Subject: RE: Burtonsville Public Hearing on the Plan on June 7, 2012
Attachments: mncppcbrtnsvllcrsrdsnpsdmcdotcmmnts.doc

Importance: High

Kristin,

On the whole the Staff Draft looks real good and I believe MCDOT will have relatively few substantive issues. I especially thought you did a good job of ensuring internal consistency between the text, maps, illustrations, and tables. In order that we can focus on substantive issues when reviewing the Public Hearing Draft (PHD), I am sending you MCDOT's technical and editorial comments now in hopes they can be incorporated into the PHD. If the PHD can be as complete and accurate as possible, then we can truly focus on the few issues where we might have differences on it. Thanks and "good start" to you John, Ki, Calvin, Katherine, and Rachel,
 Bob S.

cc: Greg Ossont – since the Staff Draft has such a short shelf life, and time is of the essence, MCDOT is sending these comments directly to MNCPPC. We will, of course send all comments on the Public Hearing Draft to you as part of the CE's formal review process. Thanks -- Bob S.

From: Oconnor, Kristin [<mailto:Kristin.Oconnor@montgomeryplanning.org>]
Sent: Friday, May 04, 2012 11:02 AM
To: Oconnor, Kristin
Cc: Carter, John; Kim, Ki; Nelson, Calvin; Nelson, Katherine; Newhouse, Rachel
Subject: Burtonsville Public Hearing on the Plan on June 7, 2012

NOTE: Below is a May 1 Planning Department press release regarding the Plan.

The Planning Board voted yesterday to schedule the public hearing for June 7, 2012. The time of the public hearing will be posted on the [Planning Board agenda](#) on Friday, June 1.

Planners Draft Recommendations for Burtonsville Crossroads Neighborhood Plan

by Valerie Berton on May 1st, 2012

SILVER SPRING – Once a quiet rural crossroads with a store, post office and not much else, Burtonsville has evolved over 150 years into the busy northern edge of the US 29 corridor. The challenging retail environment, aging streetscapes, poor street pattern, and limited sidewalks and bikeways have left Burtonsville without the attractive, connected community residents want.

Planners have drafted a vision for the Burtonsville Crossroads that emphasizes a complete community with a main street, public green and village center yet retains the area's rural character. The plan envisions a mix of uses in the town center and connections that both move local traffic and encourage walking and cycling.

The staff draft of the Burtonsville Crossroads Neighborhood Plan goes to the Planning Board Thursday for a first look. The plan, reflecting input from members of the community for more than a year, recommends new mixed-use zoning, a series of street and trail connections, and parks and open space to protect the headwaters of the Patuxent River.

After reviewing the draft, the Planning Board will set a public hearing, likely in June, to invite testimony from residents, business owners and anyone interested in the future of Burtonsville. After the hearing, the Board will refine the plan in work sessions and send a draft to the County Council for consideration and eventual approval.

The plan prioritizes and coordinates future private and public projects. It establishes three areas, with the Main Street/Public Green the most visible, pedestrian-oriented place with retail, housing, services, a new street grid and a public gathering space off MD 198. The Village Center on local Route 29 would benefit from a new grid of streets and a better integrated Park and Ride lot, which, with 500 spaces, is a regional bus transit hub.

For both areas, proposed rezoning from commercial only to mixed commercial and residential uses would encourage redevelopment with homes, providing residents with easy access to jobs and services.

The Rural Edge area in the northern part of the plan area should remain at a low density to protect the tributary headwaters of the Patuxent River Watershed. The plan recommends placing stricter limits on the amount of paved surfaces for new development in the area, from 10 to 8 percent.


Planners develop master and sector plans to create a framework for each community designed to last 15 to 20 years. Those plans help policy-makers – such as the Planning Board and County Council – develop land use strategies and decide on proposed development.

#

Kristin O'Connor, Senior Planner
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910
p. 301.495.2172
f. 301.495.1304

<mailto:kristin.oconnor@montgomeryplanning.org>

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

 Join us - [Planning Facebook](#)

MCDOT Technical and Editorial Comments on
Burtonsville Crossroads Neighborhood Plan – Staff Draft, April 2012

May 7, 2012

The following are the Montgomery County Department of Transportation's (MCDOT's) technical and editorial comments on the Staff Draft of the *Burtonsville Crossroads Neighborhood Plan*. These do not include any substantive comments and it is therefore requested that these changes be made before the Public Hearing Draft is released. Substantive comments will be made on the Public Hearing Draft through the County Executive's review process.

Page M/I/T*Comment

- | | | |
|----|-----|--|
| 4 | M 1 | delete the northernmost MD 650 symbol and replace with a MD 108 symbol |
| 4 | M 1 | add a label for Frederick County |
| 6 | | edit the third sentence under #2 to state, "This bypass of Burtonsville eliminated direct access <u>changed travel patterns</u> to an existing shopping center." [It is incorrect to state that the bypass eliminated direct access because it in fact increased direct access by providing ramps to and from the road behind the shopping center.] |
| 6 | | delete the word "Old" and replace with the word "Business" in the fourth sentence under #2 |
| 7 | | revise the second bullet under Themes to state, "design – create an identity that will help to create <u>foster</u> a sense of place" |
| 8 | | revise the fifth bullet to state, "the <u>park-and-ride</u> lot" [the term "the lot" is too general; in all places it should be referenced as the park-and-ride lot] |
| 9 | | revise the sixth bullet to state, " 2005: <u>the park-and-ride</u> lot brought . . . |
| 11 | | revise the third bullet under Connectivity to state, "connect to the <u>park-and-ride</u> lot and regional transit |
| 12 | | revise the first sentence in the first paragraph to state, "As a result of the relocation of US 29 and the creation of a raised bypass, both large and small businesses in Burtonsville have suffered from the loss of direct access by <u>changed travel patterns of</u> through traffic." |
| 12 | | revise the second sentence in the second paragraph to state, "Capturing commuters of Burtonsville's <u>park-and-ride</u> lot by . . ." |
| 12 | M5 | for completeness and accuracy show all grocery stores within the 3 miles circle; this includes at least the Colesville Giant, White Oak Giant, Calverton Giant, several grocery stores in Laurel, and perhaps others of which we are not aware |

- 13 revise the second sentence in the first paragraph to state, “Seventeen-thousand households have a choice of ~~six~~ at least 11 grocery”
- 13 add more bullets to the bottom of the page to include the Colesville Giant, White Oak Giant, Calverton Giant, the grocery stores in Laurel, and any others
- 15 revise the first sentence in the inset box under Market for Small Businesses to state, “The former Dutch Country Farmers Market was”
- 15 revise the second sentence under Create safe highway and transit access to state, “In addition, Burtonsville includes a large park-and-ride lot and transit center.”
- 16 revise the first sentence in the second paragraph to state, “The relocation of US 29 created an elevated bypass and ~~eliminated direct access~~ changed travel patterns into the commercial core.”
- 17 revise the third sentence under Conflicts between through and local traffic to state, “Reducing the conflict is a significant challenge.”
- 17 revise the second bullet to state, “create a ‘main street’ on MD 198 ~~and improve Business 29~~” [There is no text to explain what this means]
- 17 revise the heading for the bottom paragraph, “create a ‘main street’ on MD 198 ~~and improve Business 29~~” [There is no text to explain what this means]
- 17 revise the second sentence in the bottom paragraph to state, “The existing conditions along this State road include two eastbound and two westbound traffic lanes (see Illustration ~~3~~ 2).” [Illustration 3 shows the future vision but Illustration 2 shows the existing conditions]
- 21 revise the second bullet to state, “improving business 29 – bikeway along the east west side, and” [The precedent for the shared use path (bikeway) has already been established along the west side of Business 29 because of the existing segment of path built along the Burtonsville Town Square frontage; a shared use path on the east side would be wastefully duplicative and result in needless additional impervious surface]
- 22 correct the spelling of through in the fourth sentence of the bottom paragraph
- 24 revise the first bullet under Opportunities to state, “provide a safe and attractive local street system” [For consistency with text elsewhere]
- 24 revise the first header to state, “provide a safe and attractive local street system” [For consistency with text elsewhere]
- 30 revise the bottom bullet to state, “appropriate sewer and water service” [For consistency with text elsewhere]
- 32 revise the second header to state, “appropriate sewer and water service” [For consistency with text elsewhere]
- 34 M14 add a “Proposed Bikeway” along the Access Road

- 35 correct the spelling of acquiring in the second bullet under the public green neighborhood
- 37 M15 the boundary between properties #3 and #5 should be adjusted to reflect the text descriptions and zoning boundaries
- 39 delete the word “with” from the last sentence
- 39 M16 show the Existing Bikeway along the south side of MD 198 from Business 29 to US 29; also show a symbol for Business 29 on the map and in the key (similar to Map 18/page 43); also show a symbol for MD 198 on the map and in the key (similar to Map 14/page 34)
- 41 revise the #3 header to state, “Park-and-ride lot: from O-M and RC to CRT . . .” [The RC portion is the State-owned section of the park-and-ride lot]
- 41 M17 revise the boundary for property #3 to include the RC (State-owned) portion of the park-and-ride lot
- 42 revise the third bullet to state, “retention of the bikeway shared use path along the west side of Business 29 ~~between the road and the sidewalk~~”
- 44 add text to the inset box about the Burtonsville Fire Tower regarding its local historic preservation status including its Locational Atlas ID number (15-66) and status, and when/whether it will be evaluated for inclusion in the MP for HP or removed from the Locational Atlas
- 49 T3 delete DOT from the Agency column of the first row [DOT has no role in the SMA approval]
- 56 I4 revise the Sidewalk listing for the top row (Business 29) as follows:
Sidewalk: 5 feet wide, ~~west~~ east side
8 feet wide, east west side [To reflect the existing condition that is on the ground today with the shared use path along the west side]
- 56 I4 revise the Sidewalk listing for the second row (Access Road) as follows:
Sidewalk: 4-5 feet wide min. [Delete the 4 feet because, due to ADA, MCDOT now has a minimum 5 feet width for sidewalks]
- 57 T7 revise the Location column of the SP-20 row to state, “~~Business 29~~ Old Columbia Pike to US 29”

*M/I/T = Maps/Illustrations/Tables

Oconnor, Kristin

From: Roberts, Roylene <Roylene.Roberts@montgomerycountymd.gov>
Sent: Monday, June 04, 2012 12:43 PM
To: Oconnor, Kristin; Mahmud, Catherine
Subject: RE: Testifying on June 7th?

Kristin,

Congratulations on moving the Burtonsville Neighborhood Plan to the Planning Board Hearing.

Any testimony from this point on will be from the Executive's Office. Cathy and I did submit input into the DHCA contribution to the Executive's position. In case, I have not mention it; I appreciate that M-NCPPC staff allowed DHCA and our past work in Burtonsville as a contribution to the Neighborhood Plan.

Thanks for letting us be a part of your team.

Roylene M. Roberts

Chief, Neighborhood Revitalization
Montgomery County Department of Housing & Community Affairs
100 Maryland Avenue, 4th Floor
Rockville, Maryland 20850

240-777-3690

240-777-3632 (fax)

From: Oconnor, Kristin [<mailto:Kristin.Oconnor@montgomeryplanning.org>]
Sent: Monday, June 04, 2012 12:35 PM
To: Roberts, Roylene; Mahmud, Catherine
Subject: Testifying on June 7th?

http://www.montgomeryapps.org/planning_board/testify.asp

**Department of Housing and Community Affairs Comments on
Burtonsville Crossroads Neighborhood Plan
May 2012 Public Hearing Draft**

Page 15

As reads: "According to the Department of Housing and Community Development's 2002 Market Study"

Change to: "According to the Department of Housing and Community *Affairs*' 2007 Market Study"

Pages 8, 9, and 12: Text refers to "lot"; we suggest using the term "Park and Ride Lot" for clarity.

Page 27

As reads: "Two buildings have received façade improvements, with two more to follow in the second phase"

Change to: "Two buildings have received façade improvements, *with potentially additional facades improvements*". DHCA is in negotiation with the property owners. We cannot unequivocally commit to the number of successful negotiations at this time.

As reads: "This program along with the associated Signage Easement Program provides changes to an existing building exterior, signange, lighting, landscaping and maintenance.

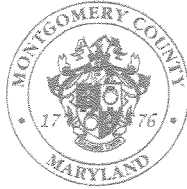
Change to: "This program along with the associated Signage Easement Program provides *an incentive for property owners who improve an existing building exterior, signage, lighting, and landscaping in exchange for a long-term easement and commitment to maintain the improvements.*"

The Example of the Existing Façade is Burtonsville Fuel and Oil. The property owner has indicated that he will not participate in the façade easement program.

Page 49

The Near Term Actions and Long Term Actions combine the streetscape improvements on MD Route 198 with the façade improvements and lists the responsible agency as DHCA. DHCA is working on both these issues, however, streetscape improvements on MD Route 198 must be coordinated with SHA as this is a state road.

DGS



DEPARTMENT OF GENERAL SERVICES

Isiah Leggett
County Executive

David E. Disc
Director

MEMORANDUM

June 5, 2012

TO: Kristin O'Connor, Senior Planner
Maryland-National Capital Park and Planning Commission

FROM: Greg Ossont, Deputy Director
Department of General Services

SUBJECT: Burtonsville Crossroads Neighborhood Plan
Planning Board Public Hearing Draft

Thank you for the opportunity to review the Planning Board Public Hearing Draft of the Burtonsville Crossroads Neighborhood Plan. Upon review, it was noted that the Plan themes are consistent with many of the Executive branch goals and objectives. These themes include good connectivity for bicycle and pedestrian routes, an expanded network of streets, enhancements to local businesses and environmental stewardship.

Executive staff is looking forward to continued review and collaboration on the draft Plan. For your review, I have attached technical comments from the Executive branch.

Attachments